

The **Communities Scrutiny Panel** have asked to monitor progress on the following issues. This briefing contains the latest position at **15 November 2019**

Subject: Local Cycling & Walking Infrastructure Plan (LCWIP)

Project Background:

In 2018 North East Lincolnshire Council were chosen as one of a cohort of Local Authorities to work with the Department for Transport (DfT) to develop a strategic plan for cycling and walking infrastructure.

Work is now at an advanced stage and it hoped that a draft plan will be available for review in early 2020.

The plan, developed in line with the Department's technical guidance note focuses mainly on "utility" everyday cycle trips as early-on in the process it became clear that there was a scarcity of data relating to trips to school since the "How do you travel to school?" question was removed from the annual School Census in 2012. It also became apparent that individuals tendencies to cycle or not were heavily dependent on the presence (or not) or dedicated infrastructure. This was not necessarily the case with walking trips, this can in part put down to the mainly urban nature of North East Lincolnshire which means that most origin and destination points are linked by a footway and people's attitudes to walking are less determined by physical infrastructure.

The LCWIP guidance identifies the following six processes:

Figure 1: LCWIP Process

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

With the exception of Stage 4 "Network Planning for Walking" the development of the North East Lincolnshire LCWIP has followed this process.

Stage 1 – Determining Scope.

Due to the relative compact size of North East Lincolnshire and the relatively few cross boundary trips it was agreed that the LCWIP would cover the entire borough with particular focus on the main urban areas of Grimsby, Cleethorpes and Immingham where there was greater potential to encourage and enable more cycling and walking trips.

LCWIP objectives

As part of Stage 1- Determining Scope, objectives in line with Government's Cycling & Walking Strategy were developed. The objectives of the LCWIP will therefore be to;

- develop a network of cycling and walking routes that will increase the uptake of active travel.
- ensure that this network is integrated with

wider transport and land-use policies across North East Lincolnshire.

- prioritise network improvements based on our priorities for cycling and walking
- develop a list of network improvements that can be used to support future external funding opportunities.

SWOT analysis:

Also at this early stage, the DfT appointed consultants of Transport Officers drafted a short strengths, weaknesses, opportunities & threats (SWOT) analysis which is presented below. At this stage it was felt that the development and implementation of the LCWIP presented many opportunities for achieving a real change in the way in which short local journeys are made here in North East Lincolnshire.

Strengths	Weaknesses
<ul style="list-style-type: none"> • 9 in 10 trips start and finish within the borough, suggesting that many of these trips could be made using modes other than private cars. • The flat topography of the borough is conducive to encouraging more cycling trips. • Local levels of cycling and walking are good and higher than many similar places across the country. • Large parts of the local highway network either already have formal 20mph zones or have average speeds of less than 20mph. 	<ul style="list-style-type: none"> • Physical severance caused the A180 restricting access employment opportunities on the South Humber Bank. • Fragmentation of existing cycle routes and inconsistency of levels of provision along corridors. • Limited physical space and a requirement to consider all highway users in planning. • Lack of high quality data relating to local cycling trips.
Opportunities:	Threats:
<ul style="list-style-type: none"> • Possibility of specific DfT funding to deliver projects identified in LCWIP. • Housing and economic growth sites identified in Local Plan offer S106/S278 funding opportunities for new infrastructure. • Delivery of schemes through LTP capital funding. • Government's CWIS provides national policy steer. • Evidence base for future funding. • Refresh of NEL Local Transport Plan (LTP) offer opportunity to implement pro cycling and walking policies. • With the right infrastructure and promotions the resort of Cleethorpes offers opportunities for cycle tourism via the current National Cycle Network route 110 into the resort. • The recent national Bike Life survey showed an appetite for change with 7 in 10 people surveyed saying that their local area would be better if more people cycled. • Collection of high-quality cycling data via See.Sense project currently underway. 	<ul style="list-style-type: none"> • Increasing affluence and affordability of private vehicles • Perception that conditions are hazardous for cycling and walking. • LEP funding for bigger schemes not currently aligned to support sustainable travel projects. • Delivery of new infrastructure may necessitate disruption during construction phase • Current DfT guidance relating to cycling and walking infrastructure design dates back to 2008 and is in need of updating to reflect new infrastructure options.

Stage 2 - Gathering Information

Stage 2 involved the collection of a range of data from publically available data via the Census and

other sources including the NELC Local Plan, Humberside Police and Active Humber. This stage also included a review of local policy and a workshop with the DfT consultants to identify what the local priorities for LCWIP could be.

LCWIP prioritises:

In line with the Council's Local Plan, Local Transport Plan and Outcomes Framework it was proposed that the priorities for cycling and walking in the medium to long term should be around;

- supporting economic and housing growth to ensure that the Council's ambitious targets for new jobs and housing set out in the Local Plan can be delivered in a sustainable way, with cycling and walking being natural choices for short local journeys.
- improving local people's health and levels of physical activity to address current low levels of activity and physical & mental health problems.
- reducing the number of people killed or seriously injured as a result of road traffic accidents.

Stage 3 - Network Planning for Cycling

This stage involved analysis of existing trip data. This information was then mapped. This helped identify where there were gaps in the existing cycle network and started to determine where new or improved infrastructure could be needed in the future.

Stage 4 - Network Planning for Walking.

There has been some work already undertaken to identify possible “core walking zones” where there may be greatest potential to encourage and enable more walking trips. Further analysis of walking routes and potential new / improved infrastructure will be carried out over the next 12/18 months with a view to updating the LCWIP in 2020/2021.

Stage 5 – Prioritising Improvements

Route auditing:

Before considering the relative priority of specific routes, new or improved, all potential improvements underwent a short route audit to identify the main barriers and opportunities to encouraging and enabling more cycling trips along that particular route or at that specific point. Data from these route audits also fed into the prioritisation matrix.

Prioritising Schemes:

Using the data collected and analysed in Stage 2 above, the DfT appointed consultants (PJA) and Transport Officers produced a series of maps which were then be used to assess specific sections of new / improved cycle infrastructure. The assessment criteria used were:

LCWIP priorities

- Forecast increase in trip using the DfT ‘Propensity to cycle toolkit’.
- Impact on access to employment and housing growth sites.
- Impact on levels of physical activity
- Impact on road safety.

Policy

- How strong were the links between the proposed scheme and local policy?

Economic Case

- Cost of construction and maintenance.
- Potential to attract external investment.

Deliverability

- Current scheme feasibility.
- Interdependency with other schemes.
- Public acceptance.

Change

- An assessment of the proposed works vs the current situation.
- Traffic speeds & volume.

This methodology is in line with the DfT LCWIP guidance and will provide clarity in the prioritisation of schemes. Each criteria was scored using a 0-3 scoring system and to date over 50 schemes have been assessed using the prioritisation matrix with the highest scoring schemes being:

- A1173 between Immingham town centre and the Stallingborough SHIP site.
- A1173 Manby Road between Immingham town and the Westgate access to Immingham Docks
- A180 Westgate between Lockhill Roundabout and Westgate Roundabout
- A16 Peaks Parkway link between Weelsby Road and New Waltham
- A1098 Taylors Avenue between Hewitts Circus and Chichester Road
- A46 Corridor between Bradley Crossroads and Isaacs Hill, Cleethorpes.
- Freshney Parkway between “Grimsby West” development site and Humber Bank

As the LCWIP is intended to be a live plan, any requests for new cycling infrastructure can be scored against the prioritisation matrix and their relative merits can be assessed against existing schemes.

The aim is to develop a pipeline of schemes that can be put forward as and when the opportunity to deliver them arises. This may be through internal NELC funding or external funding bids where specific schemes match the funding criteria.

It should be noted that whilst the schemes identified above top the prioritisation matrix scoring there may be other lower scoring schemes that are delivered ahead of these as and when specific opportunities allow.

Stage 6 – Integration and Application

The development of the Council's new Local Transport Plan in 2020 allows for the integration of the LCWIP into wider transport policy. There may also be the opportunity to consider integrating the LCWIP outputs into other areas of policy such as the development of supplementary guidance that accompanies the delivery of the Council's Local Plan.

Next Steps:

Transport Officers will be finalising the draft LCWIP with the intention of undertaking internal & public consultation and engagement with the Portfolio Holder for Environment & Transport ahead of the report being considered at Cabinet in 2020. Once adopted the plan will support the development of the Council's new Local Transport Plan. It can then be used as the basis for future external funding opportunities and to support requests for contributions (S106 and S278) from new development sites.

Future reviews of LCWIP may also consider a wider range of trips including those to school as and when

appropriate data sources become available or there are significant changes to local policy.

Risks:

The development of the LCWIP presents a low risk to the Council. The approach to developing schemes and the prioritisation matrix set out in the LCWIP helps to de-risk future schemes as it provides an evidenced based, robust mechanism for identifying projects which can be used as and when suggestions for projects come forward.

The required public publication of the LCWIP in early 2020 does present a small reputational risk. There is currently no financial commitment from the Department for Transport to directly support the delivery of LCWIPs across the country and the publication of the plan may raise public expectations that all the schemes contained within the LCWIP will be delivered when there is currently limited funding available to do so.

Contact Officer:

Anthony Snell, Senior Transport Officer, Tel: 324489

If you require any further information please contact the named officer or alternatively,

Anne Campbell, Scrutiny Adviser Tel: 326132

If you would like to find out more about scrutiny you can contact us:

by email democracy@nelincs.gov.uk

or by post

NELC Scrutiny Team,
Municipal Offices,
Town Hall Square,
GRIMSBY DN31 1HU.

Or go to: www.nelc.gov.uk/council/councillors-democracy-elections-/scrutiny/