

REPORT TO: Environment and Urban Renewal Policy and Performance Board

DATE: 26 June 2019

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources

PORTFOLIO: Physical Environment

SUBJECT: Local Cycling and Walking Investment Plan (LCWIP)

WARDS: All Wards

1.0 PURPOSE OF THE REPORT

- 1.1 This report will provide the Environmental and Urban Renewal PPB with an overview of the national Cycling and Walking Investment Strategy.
- 1.2 These schemes will extend the existing network across the borough, providing linkages between routes, and provide access to opportunities for both work and leisure. The schemes meet the wider policy objectives of reducing congestion, reducing road casualties, improving health and well-being, air quality improvement, and tackling climate change.

2.0 RECOMMENDATION: That:

- i) The content of this report is noted;
- ii) A publicity campaign is undertaken to raise awareness of the active travel network available in the Borough.

3.0 SUPPORTING INFORMATION

- 3.1 The Department for Transport ran a public consultation on the draft Cycling and Walking Investment Strategy between 27th March and 23rd May 2016. The Government's ambition for walking and cycling in England is to double cycling activity by 2025 and each year reduce the rate of cyclists killed or seriously injured on English roads. The strategy also aims to reverse the decline in walking that has been seen over the last few years. The national LCWIP has been developed to encourage cycling and walking to be the natural choices for shorter journeys in every community.

The Government has requested that strategies be developed on a more localised level to encourage cycling or walking to be normalised and become a real option for those shorter journeys (1-5 miles). By recognising travel corridors where there is a real opportunity to change travel behaviours and by introducing Local Cycling and Walking Investment Plans to improve sustainable links, which consider and address issues of perceived safety, accessibility and associated barriers to increasing cycling and walking for leisure and utility purposes.

Liverpool City Region LCWIP

- 3.2 It was agreed by the Liverpool City Region in spring last year that it would develop its own LCWIP. The plan supports a number of Transport Strategies from the Halton Local Transport Plan 3, and the LCR's Local Journeys Strategy. The LCWIP will help deliver some of the Mayoral priorities to reduce transport emissions, and improve the Health of the region by providing new and improved cycle and walking corridors to encourage residents and visitors to the City Region to make more sustainable travel choices.

The formalisation of a Liverpool City Region Cycle and Walking Infrastructure plan will consolidate and enhance support for future funding applications to Central Government, and other opportunities currently unavailable to the Liverpool City Region.

All districts have been asked to submit schemes to the LCWIP delivery programme, where they will be put through a scoring matrix. The scoring matrix will look at elements such as predicted employment and housing growth, air quality issues, accessibility etc.

This programme will be recommended to the Combined Authority and a prioritised LCWIP delivery schedule will be formally adopted and allocated devolved funding.

Halton

Halton has been working closely with Merseytravel to develop the LCWIP into a delivery plan of schemes. Halton has two schemes in the top ten list, Daresbury Links and Runcorn Busway. Daresbury Links is in the top three and Sustrans (a charitable organisation that promotes cycling and walking) have already been commissioned to look at scheme to assess the route to ensure the optimum route is provided. These schemes are currently being evaluated by the Combine Authority as part of a wider Transforming Cities Fund bid.

4.0 POLICY IMPLICATIONS

4.1 The LCWIP supports Halton's Local Transport Plan 3, and the priorities of the emerging LCR Mayoral Transport Strategy.

5.0 FINANCIAL IMPLICATIONS

5.1 No immediate financial implications as the report is for information only.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children & Young People in Halton

It is expected that the introduction of the LCWIP will benefit the Children and Young people by improving sustainable, affordable access to places of interest whilst connecting communities.

6.2 Employment, Learning & Skills in Halton

The LCWIP will support a well-connected Halton by reducing barriers to accessing employment and training, by providing safe sustainable links to current and future opportunities.

6.3 A Healthy Halton

The LCWIP acts as an enabler to Halton residents to access the variety of open spaces and parks available without the use of motorised vehicles. The delivery of the LCWIP will provide greater opportunity to walk or cycle those shorter journeys which are currently taken by car. A reduction in short car journeys will help reduce congestion and help improve air quality.

6.4 A Safer Halton

The LCWIP will support an inclusive design guide which will ensure that new infrastructure is appropriately designed, which will discourage crime and create a safer Halton.

6.5 Halton's Urban Renewal

The LCWIP supports a number of policies within the emerging Delivery and Allocations plan with the aim to deliver sustainable links and creating well connected communities..

7.0 RISK ANALYSIS

7.1 The risks to this strategy are relatively low, politically all parties support a greener, sustainable and healthier country. The risk will evolve from commitment to funding these initiatives in the long term.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 The introduction of the LCWIP is inclusive and is all encompassing.