

Committee(s): Community and Health Committee	Date: 20 October 2020
Subject: Local Cycling and Walking Infrastructure Plan	Wards Affected: All
Report of: Kim Anderson	Public
Report Author/s: Name: Kim Anderson/Kimberley White Telephone: 01277312500/01277 312688 E-mail: kim.anderson@brentwood.gov.uk Kimberley.white@brentwood.gov.uk	For Decision

Summary

Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. It is proposed that working in partnership with Cycle Brentwood and Essex County Council that the Council develop its own LCWIP for Brentwood.

Recommendation(s)

Members are asked to:

R1. Delegate authority to the Director of Environment to identify the resources and budgetary requirements needed by Brentwood Borough Council to complete the Local Cycling and Walking Infrastructure Plan (LCWIP) for Brentwood.

R2. To work in partnership with Essex County Council, Active Essex and Cycle Brentwood, to undertake a gap analysis to identify further work that needs to be done to inform the LCWIP development.

R3. To report back to committee with the Brentwood LCWIP for members to agree the recommendations.

Main Report

Introduction and Background

1. There are six stages for the LCWIP process:
 - a. Stage 1 – Determining the scope – Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan

- b. Stage 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 programme
 - c. Stage 3 -Network planning for cycling - Identify origin and destination points and cycle flows. Covert flows into a network of routes and determine the type of improvements required
 - d. Stage 4 – Network planning for walking – Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
 - e. Stage 5 – Prioritising improvements – Prioritise improvements to develop a phased programme for future investment
 - f. Stage 6 – Integration and Application – Integrate outputs into local planning and transport policies, strategies and delivery plans
2. Essex County Council (ECC) are currently consulting on their Sustainable Modes of Travel Strategy. ECC have been awarded technical support to assist in the production of LCWIPS from the Department of Transport.
 3. Active Essex are also keen to develop Active Travel plans working with schools and businesses to get people more active when they travel to work or school. They are also working with sustainable travel colleagues to create an active travel toolkit for schools to help provide easy to access information and support on how schools can improve the health and wellbeing of their school community by introducing or improving active travel opportunities and creating active environments.
 4. As part of the Local Development Plan, major new developments are to have regard to sustainable modes of transport and active travel plans. This will be particularly evident in the Dunton Hills Garden Village development.
 5. Some cycling audit work has already been undertaken by Cycle Brentwood to identify quieter cycle routes from key transport hubs such as Brentwood Station to the High Street. It is expected that they will be able to provide further support in the development of the LCWIP for Brentwood.
 6. Savills also recently undertook a Place Audit for Brentwood which set out a number of recommendations identifying ways in which the future viability of Brentwood, Shenfield and Ingatestone High Streets can be supported.

Issue, Options and Analysis of Options

7. It is proposed that the Council will continue to work with Cycle Brentwood and Essex County Council colleagues to identify further work and any budgetary requirements to inform the LCWIP for Brentwood.
8. Key Outputs will provide a network plan for walking and cycling which identifies preferred routes and core zones for further development.
9. Infrastructure that caters for the needs of pedestrians and cyclists may include:

- a. reductions in speed that will improve safety, convenience and journey ambience – for example, through filtered permeability, junction narrowing, raised tables, side road closures and entry treatments, and continuous footways and cycle tracks across junctions
 - b. New or improved crossing designs that both user groups can use safely with minimal potential for conflict
 - c. Access to green routes away from the highway that can easily be negotiated by all types of cycle, wheelchair, mobility scooter and people with pushchairs
 - d. Paths of sufficient width or separation to enable pedestrians and cyclists to travel side by side and to pass without conflict
 - e. Attractive public realm schemes and vehicle restricted areas that meet the needs of people walking and using cycles
10. To be successful it is vital that LCWIPs are part of an integrated response to creating better places, safer streets and more reliable journeys. Cycling and walking networks should be an integral component of a transport system that considers the needs of all users, and connects people with places, services and opportunities.
11. The benefits of incorporating LCWIPs into local planning policy are to:
- a. Ensure that appropriate consideration is given to cycling and walking in all local planning and transport decisions, and identify potential policy conflicts
 - b. Add to the evidence base which can be used to support a Local Plan, Neighbourhood Plan or Local Transport Plan
 - c. Enable the consideration and adoption of wider policy levers to encourage more walking and cycling
 - d. Enable authorities to seek appropriate contributions to the provision of walking and cycling infrastructure when drawing up the Regulation 123 list for the Community Infrastructure Levy; through planning agreements in the form of Section 106 obligations; and when Section 278 highway agreements are made
 - e. Identify places where new strategic cycling or walking routes can be delivered by a new development, and ensure the protection of alignments for future planned cycling and walking routes

Reasons for Recommendation

The LCWIP for Brentwood will support the Council's objectives of a healthier community. It supports the Government's Sustainable Travel objectives. With greater take up it should help reduce congestion in Brentwood through more people walking and cycling. The LCWIP will also support Brentwood's Health and Wellbeing Board objectives with residents becoming more active and improving their health and wellbeing.

Consultation

Essex County Council's Sustainable Modes of Sustainable Strategy is currently out for consultation and one of the workstreams is the development of local LCWIPs. Cycle Brentwood has already undertaken some consultation work with the public at Brentwood and Shenfield Station to understand how residents travel to work and identify some of barriers for them not cycling. Active Essex are working with schools to identify active travel plans. Further consultation would be undertaken with residents and businesses to identify barriers to walking and cycling which will help identify key sites for investment when considering strategic walking and cycling routes in Brentwood.

References to Corporate Plan

The LCWIP for Brentwood supports several workstreams of the Councils Corporate Plan. Growing our economy – support and promote major infrastructure improvements and a green agenda; Protecting our environment – low emission zones around schools; Developing our communities – Encouraging residents to lead active, healthy and fulfilling lifestyles.

Implications

Financial Implications

Name/Title: Jacqueline Van Mellaerts, Director of Corporate Resources
Tel/Email: 01277 312500/jacqueline.vanmellaerts@brentwood.gov.uk

The budget requirements will be identified as part of the ongoing work with Cycle Brentwood, Essex County Council and Active Essex as part of the development of the LCWIP.

Legal Implications

Name & Title: Amanda Julian, Director of Law & Governance and Monitoring Officer
Tel & Email: 01277 312500/amanda.julian@brentwood.gov.uk

There are no direct legal implications arising from this report. It is proposed to set up a project board with Local Authority representatives as well as key delivery partners and stakeholders and identify opportunities to utilise existing governance arrangements to minimise local resource implications.

When developing any plans planning permission and landowner permission needs to be considered with any planned investment programme.

Economic Implications

Name/Title: Phil Drane, Director of Strategic Planning
Tel/Email: 01277 312500/philip.drane@brentwood.gov.uk

The LCWIP supports resident and business engagement when planning our town and village centres and providing sustainable transport options to make Brentwood an attractive place to live and work.

Equality and Diversity Implications

Name/Title: Kim Anderson, Partnerships, Leisure & Funding Manager

Tel/Email: 01277 312500/kim.anderson@brentwood.gov.uk

In following the LCWIP process, Brentwood Borough Council will need to consider their obligation to meet the needs of people with protected characteristics under the Equalities Act 2010; The Brentwood LCWIP should reflect the needs of all.

Health & Wellbeing Implications

Name/Title: Kimberley White, Corporate Health & Wellbeing Officer

Tel/Email: 01277 312688/kimberley.white@brentwood.gov.uk

The promotion of walking and cycling supports the Health and Wellbeing Strategy and encourages residents to lead more healthy and active lifestyles to support longer term improved health and wellbeing. Brentwood should prioritise areas which have the greatest potential for growing cycling and walking trips.

Other Implications (where significant) – i.e. Health and Safety, Asset Management, Equality and Diversity, Risk Management, Section 17 – Crime & Disorder, Sustainability, ICT.

Background Papers

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

Appendices to this report

None.