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HIGHWAYS AND TRANSPORT SERVICE

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**LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS (LCWIPs):
CHIPPENHAM, DEVIZES AND TROWBRIDGE**

Purpose of Report

1. This report outlines the progress made on the LCWIPs for Chippenham, Devizes and Trowbridge. It summarises the work program, consultation undertaken and seeks member approval for the LCWIPs, and priority schemes put forward for each town.

Relevance to the Council's Business Plan

2. The development of LCWIPs will assist Wiltshire Council in meeting aims and objectives as set out in Local Transport Plan 3, the Climate Strategy (adopted 2022) and the Joint Local Health and Wellbeing Strategy (2023-2032).

Background

3. As set out in the Government's Cycling and Walking Investment Strategy, LCWIPs should be prepared by local authorities to outline their strategic approach to identifying cycling and walking improvements required at the local level and to enable local authorities to bid for future active travel improvements.
4. The Department for Transport's LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes in order to connect places that people need to get to, either for work, education, shopping or for other reasons.
5. It is planned to develop LCWIPs for Wiltshire's principal settlements and eventually for all market towns.
6. The LCWIP development has followed the approach outlined in the Department for Transport's Technical Guidance on developing LCWIPs (see table 1).

Table 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 cycling and walking 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.

Main Considerations

7. The LCWIPs have been developed through extensive consultation with local elected members, key stakeholders and the public. Table 2 below highlights the main phases of consultation.

Table 2: - Consultation Timeline

When	How	What	Who
March to April 2023	Meeting	LCWIP Scope	Elected councillors Stakeholders
June 2022	Meeting	Briefing and initial network development	Elected councillors Stakeholders
28 June 2022	Webinar	Update on LCWIP and introduce consultation portal	Elected councillors Stakeholders Public
July 2022	Online Mapping and feedback	Network development	Elected councillors Stakeholders Public
June to July 2023	Online Consultation	Seek views on priorities	Elected councillors Stakeholders Public

8. The LCWIP development process has been used to define walking and cycling networks for each town following feedback at the various consultations highlighted in Table 2 above. The costs of implementing the priority routes within the networks are shown in Table 3 below.

Table 3: - LCWIP Implementation Costs of Priority Routes

TOWN	INFRASTRUCTURE COSTS		
	WALK	CYCLE	TOTAL
Chippenham	£885,000	£41,367,000	£42,252,000
Devizes	£5,378,000	£39,600,000	£44,978,000
Trowbridge	£4,080,000	£26,370,000	£30,450,000

9. A methodology was applied to the individual routes within the networks to determine which routes provided the most benefit in terms of increasing active travel whilst targeting areas of deprivation. This process provided a list of priority routes which were the subject of more detailed assessment. These priority routes formed the focus of the latest public consultation over the summer of 2023.
10. A report of the latest public consultation between June and July 2023 can be found in **Appendix 1**. The main points can be summarised as:
- 2,559 visits to the consultation website
 - 501 contributions
 - Key themes:
 - Concern over shared use paths
 - Improve maintenance of current infrastructure

- Support for segregated cycle / pedestrian infrastructure
 - Better enforcement of pavement parking and obstructions to cycle ways.
 - 50% of respondents' main mode of travel was either walking or cycling.
 - 25% of respondents' main mode of travel was by car.
 - Priority cycle routes for each town:
 - Devizes – London Road was clearly identified as the priority cycle route.
 - Chippenham – no clear single cycling priority identified – all of similar priority.
 - Trowbridge – Hilperton Road and Wingfield Road to the town centre were the top two priority cycles routes.
 - Priority walking routes for each town:
 - Devizes – The Towpath and London Road identified as the priority walking routes.
 - Chippenham – Union Road to the Market Place via A4.
 - Trowbridge – town centre to Canal Road industrial estate.
 - Generally, respondents thought funding for walking and cycling was equally important with a slight tilt towards walking schemes in all three towns.
 - A small proportion of respondents thought LCWIPs were a waste of money, whilst a similar amount thought the plans were not ambitious enough.
11. The priority list for each town will help determine which schemes are put forward for funding opportunities, particularly government funding opportunities such as Active Travel England's Active Travel Fund. However, this does not preclude progress with the remainder of networks as and when opportunities arise, such as from planning gain.

Overview and Scrutiny Engagement

12. No engagement.

Safeguarding Implications

13. None identified.

Public Health Implications and Equalities Impact

14. Encouraging active travel through the implementation of high-quality walking and cycling infrastructure will help deliver the goals set out in the Council's Joint Local Health and Wellbeing Strategy (2023-2032), improving the health and wellbeing of Wiltshire's residents.
15. The Wiltshire Joint Local Health and Wellbeing Strategy (WJLHWS) outlines the vision of people in Wiltshire being empowered to live full, healthy and enriched lives. There are four key elements of the WJLHWS:
1. Improving social mobility and tackling inequalities
 2. Prevention and early intervention
 3. Localisation and connecting with communities
 4. Integration and working together
16. The LCWIPs align with the prevention, localisation, connecting communities, and tackling inequalities elements of the WJLHWS. The LCWIP is the first stage of improving active travel infrastructure. This will encourage greater active mode use which improves overall health through physical exercise. The LCWIP network will also

contribute to improving local transport networks and improves the resilience of local communities. Finally, routes chosen for prioritisation are partially based on their impact on equality, ensuring that communities in the most need of improved transport networks are prioritised.

Procurement Implications

17. None identified.

Environmental and Climate Change Considerations

18. Wiltshire's Climate Strategy (Adopted 2022) sets out actions Wiltshire Council will undertake to achieve net zero carbon emissions by 2030 and improve the resilience of Wiltshire to climate change.
19. Transport accounts for approximately 45% of Wiltshire's carbon emissions and is identified as a key target for action.
20. Implementation of the LCWIPs is a vital component in increasing active travel and reducing carbon emissions thus helping deliver climate targets.

Workforce Implications

21. LCWIP development will be delivered within current staff resources utilising the Council's highways term contractor to manage peaks and troughs in workload. The Council will also maximise ad hoc funding opportunities as and when they arise, such as ATE Capability Funding.

Risks that may arise if the proposed decision and related work is not taken

22. Adopted LCWIPs are a key prerequisite for progression through ATE's Self-Assessment scoring system which will unlock additional government funding through the Active Travel Fund. Failure to develop and adopt LCWIPs will significantly reduce the chance of successful funding bids and is likely to harm the Council's ambitious aspirations on active travel, climate, air quality, and health and wellbeing objectives.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

23. None identified.

Financial Implications

24. There are no financial implications.

Legal Implications

25. None identified.

Options Considered

26. No other options have been considered. It is clear that the government require all walking and cycling schemes to be developed as part of a of systematic, evidence-based network of routes using the LCWIP methodology. Without the provenance of an LCWIP it is unlikely that any capital scheme bids will be successful in attracting government capital funding to enable implementation.

Reason for Proposal

27. Adopted LCWIPs are a key prerequisite for unlocking government funding through ATE. Failure to develop and adopt LCWIPs will significantly reduce the chance of successful funding bids and is likely to harm the Council's ambitious aspirations on active travel, climate change, air pollution, and health and wellbeing objectives.

Proposal

28. That:

- (i) The LCWIPS for Devizes and Trowbridge be approved as set out in the Background Papers.
- (ii) The LCWIP for Chippenham be approved subject to some minor changes arising from consultation feedback from the Town Council and the Chippenham Cycle Network Development Group. Changes to be delegated to the Head of Sustainable Transport.

The following unpublished documents have been relied on in the preparation of this Report:

LCWIPs for Chippenham, Devizes and Trowbridge