

**Open Report on behalf of Andy Gutherson Executive Director - Place**

Report to:	<b>Highways &amp; Transport Scrutiny Committee</b>
Date:	<b>26 October 2020</b>
Subject:	<b>Cycling Strategy 2020/30</b>

**Summary:**

This report provides an introduction to the Cycling Strategy being developed by the Transport Services Group on behalf of the County Council. The report also provides an overview of the emerging Cycling and Walking Network Plans and other activities relating to cycling and walking. The Strategy aligns with the area based Transport Strategies and is being developed alongside key policy work including: the Fifth Local Transport Plan, the Green Master Plan and the Tourism Action Plan.

**Actions Required:**

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on any aspects of the report and strategy and to highlight any recommendations or further actions for consideration.

## **1. Background**

- 1.1 The development of Lincolnshire County Council's Cycling Strategy covering the period 2020/30 sets out our approach to increasing the number of cycling journeys within Lincolnshire as established in the Department for Transport's (DfT) Cycling and Walking Investment Strategy in 2016.
- 1.2 However, in February 2020 the Government announced £2 billion to create a new era for cycling & walking. Furthermore, in July 2020 the DfT set out additional funding and measures to build on the increase of people cycling and walking during lock down. These funding streams are explained in more detail within this report. In addition, as part of LCC's budgetary spend highways colleagues are also managing a programme of capital works, part of which will develop medium term measures to encourage cycling.
- 1.3 The Strategy will complement work in the emerging fifth Local Transport Plan (LTP5). It's content and other related activities are summarised below.

## **Cycling Strategy 2020/30**

- 1.4 The draft Cycling Strategy is attached as Appendix A. At this stage, the Strategy is in draft form and will still require the communications team to manage and design the production of the final documentation to ensure it meets corporate and accessibility standards.
- 1.5 The Strategy provides a high level overview for the County Council on the importance of cycling and how the Council will develop cycling across five key themes. The Highways and Transport Portfolio Holder has overall responsibility for the Strategy but in addition we propose each theme is sponsored by a relevant portfolio holder with a short introduction. This is because the outcomes for increased usage of cycling have a variety of cross cutting benefits as summarised below:

### **Theme 1 – Improving Infrastructure**

This section of the strategy focuses on the Highways element of cycling and the need for adequate infrastructure designed to national standards. This theme also contains details of Local Cycling & Walking Network Plans (LCWIPs) which will be explained later in this report.

### **Theme 2 – Environmental and Physical Health**

This section focuses on key elements the Council can develop to support cycling as a physical activity to improve the health of our residents. The focus on health also extends to the environment and linking cycling to the Green Master Plan.

### **Theme 3 – Tourism & Leisure**

Lincolnshire offers superb, and untapped, tourism and leisure cycling opportunities with the potential to expand tourism seasons and broaden visitor locations. This section details the five key measures the Council will develop to support this agenda, including the establishment of a county wide cycling brand. Clear connections exist here with the emerging Tourism Action Plan.

### **Theme 4 – Economy**

Evidence from other areas details both the cost of traffic congestion and the economic benefits cycling can bring. This section expands on the Council's desire to support employers, businesses, industry and logistics to maximise the economic benefits cycling can bring.

### **Theme 5 – Data**

The final theme focuses on the importance of gathering data and committing LCC to modern data gathering measures. These steps will place the Council in the best position to develop new infrastructure in the right places, to recognise problems, and to be able to bid for external funding by providing appropriate evidence.

- 1.6 Throughout all five themes, collaborative working is emphasised as the best means of success, working in partnership with district councils and other key organisations where ever possible.

#### Local Cycling & Walking Investment Plans (LCWIP)

- 1.7 Whilst the strategy provides the high level aims, the detail of how our cycling and walking infrastructure will look is dealt with through our LCWIPs referenced at the beginning of this document. As part of the presentation to the Committee, officers will explain the process of producing this form of network plan and the finished plan for Lincoln City Centre is attached as an example (see Appendix B). A typical LCWIP is created as a single piece of work, but due to the current Covid situation work has been split into two phases.
- 1.8 Phase I involves scoping, evidence gathering, route auditing (remotely), and feedback from officers through an internal workshop. Following this a high level report is provided detailing 'quick wins' for the study area that could feasibly also be applicable to any Covid related development work. Phase I allows us to complete a report by remote working whilst still providing the evidence base needed to access funding.
- 1.9 Phase II involves more in-depth work including on-the-ground route auditing, a wider study of the area, and (importantly) community engagement through workshops and other platforms. A final, detailed, report is then produced.
- 1.10 The key outputs of an LCWIP are:
- A cycle and walking network plan identifying preferred routes
  - A prioritised programme of infrastructure improvements for future investment
  - A report setting out the rationale behind the prioritisation of routes

The aim of these outputs is to identify the main cycle and walking improvements in each plan to enable the county council to bid for government funding and/or to secure funding contributions from developers.

- 1.11 In Lincolnshire, LCWIPs are at various stages of development for each transport strategy board area around the county as follows:
- Lincoln (Completed)
  - Gainsborough (final sign off required then completed)
  - Spalding and Holbeach (Community Engagement stage delayed due to lockdown)
  - Grantham (Phase 1 completed)
  - Skegness and Mablethorpe (Phase 1 started)
  - Boston (Phase 1 started)
  - Sleaford (Phase I working began on 20 October)
  - Stamford (Phase I due to begin early November)
  - Supplemental guidance for other market towns (Horncastle, Louth etc)

1.12 The Plans follow a specified Department for Transport process that provides the evidence base, community engagement, and network proposals needed for future funding bids. We are currently investigating how we can progress community engagement remotely in order to move forward with remaining phase II plans in a timely manner.

#### Emergency Active Travel Fund

1.13 As stated previously, earlier this year the Government made additional funds available for cycling initiatives. The DfT invited bids for the Emergency Active Travel Fund (EATF) to support local transport authorities with short term cycling and walking facilities. Funding was designed to be used for rapidly implemented projects such as road closures to motorised traffic (whilst still allowing cycles/pedestrian access), low traffic neighbourhoods, pop up cycle lanes, and cycle parking. The bidding was in two tranches with the bid timescales, funding criteria and work completion all extremely tight, particularly tranche 1.

1.14 The Council received £105,000 from tranche 1 to implement schemes that fit the criteria. The schemes being implemented are:-

- Brayford Wharf East – Closure to through motorised traffic
- Cycle parking around the county
- Horncastle Market Place - Pedestrianisation
- Temporary cycle lanes on Wigford Way, Lincoln.
- Opening of the lower High Street, Lincoln, to cycle traffic.

1.15 An announcement regarding awards for tranche 2 funding is still awaited. We had expected to know the outcome some weeks ago. LCC's bid was for £845,000 and included a number of temporary measures. If successful the bid will allow work on the following scheme suggestions:-

- Watergate/Westgate, Grantham – cycle lane
- Lindum Hill, Lincoln –cycle lane
- West Street, Boston – point closure
- Spalding – various measures
- Lumley Rd, Skegness – point closure

Please note this list is indicative at this stage as all of the schemes within the bid will be subject to further feasibility and costing analysis.

1.16 In addition to the EATF work streams, other schemes currently being developed through the LCC capital programme managed by Highways colleagues include:- general vegetation removal on footway and cycleways; extension of cycle lanes near the A1 to Long Bennington, upgrading of existing cycle links from Nettleham, Sleaford and Stamford along with a number of other routes aimed at improving access to business and school sites at various locations around the county.

## Access Lincoln

1.17 Additional funding for the Access Lincoln project was provided by the DfT for the 2020/21 period and we have continued to deliver through Lincoln Business Improvement Group, behaviour change initiatives to encourage active travel. The project is also funding a capital scheme to create a link from North to South Hykeham and completion of a short section of cycleway between Lincoln and Saxilby.

## **2. Conclusion**

Members of the Highways and Transport Scrutiny Committee are invited to consider and comment on any aspects of the report and to highlight any recommendations or further actions for consideration

## **3. Consultation**

Community Engagement has and will be carried out to complete the CWIP and during the process for shortlisting schemes for available funding.

## **4. Appendices**

These are listed below and attached at the back of the report	
Appendix A	Draft Lincolnshire Cycling Strategy
Appendix B	Lincoln City Centre Cycling & Walking Network Plan <i>(this is a large document so you may wish to view this electronically)</i>

## **5. Background Papers**

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed.
Emergency Active Travel Fund Bids Tranche 1 & 2	Contact Philip Watt
Lincoln City Centre Cycling and Network Plan	Contact Philip Watt

This report was written by Philip Watt, who can be contacted on 01522 554553 or [philip.watt@lincolnshire.gov.uk](mailto:philip.watt@lincolnshire.gov.uk).

This page is intentionally left blank