



To: Business, Economy and Enterprise Scrutiny Board (3)

Date: 9 February 2022

Subject: Local Cycling and Walking Infrastructure Plan

1 Purpose of the Note

- 1.1 The Business, Economy and Enterprise Scrutiny Board (3) have requested an update on the Local Cycling and Walking Infrastructure Plan.

2 Recommendations

- 2.1 The Business, Economy and Enterprise Scrutiny Board (3) are recommended to:
- 1) Note the update provided
 - 2) Engage with the Plan development going forward
 - 3) Identify any recommendations for the appropriate Cabinet Member

3 Information/Background

- 3.1 Providing opportunities for walking and cycling benefits people who live, work, study or visit the city. This can already be seen in investment in the Coundon Cycleway, which improves connections to primary and secondary schools and shops along the corridor and is connecting onwards to the city centre, where new cycle parking has been provided, including at both the railway and bus stations. Access to bikes for visitors and residents has been improved at both by the West Midlands Cycle Hire scheme, which covers the city centre and both university campuses. Opportunities for walking have also been improved through campus improvements and as part of the city centre public realm, including a new pedestrian wayfinding system. This provides a good starting point to develop plans for future investment in cycling and walking infrastructure in the city.
- 3.2 The Department for Transport has supported the development of Local Cycling and Walking Infrastructure Plans (LCWIP). Funding was previously awarded to the West Midlands Combined Authority (WMCA) to prepare a regional LCWIP prioritising cycle routes for development across the region. A separate update has been provided for the regional Starley Cycle Network. As a result of this process funding has been awarded to the City Council to develop and implement the Binley Cycleway via the Transforming Cities Fund. Additional funding has now been

provided from the Local Authority Capability Fund to develop a more detailed LCWIP for Coventry in 2022. This will be informed by the draft Transport Strategy which is going out to consultation following approval by Cabinet in October 2021.

- 3.3 Coventry's draft Transport Strategy includes reference to *Gear Change: A Bold Vision for Walking and Cycling* – a national strategy focused on bringing about a long-term shift towards active travel. Gear Change includes a specific commitment to ensure that by 2030 50 per cent of all journeys in towns and cities will be made by walking and cycling.
- 3.4 The draft Transport Strategy notes that although Coventry is a relatively compact city, the number of people walking and cycling is not as high as it could be. A lack of convenient and safe routes for cyclists is likely to be a barrier to higher levels of uptake. The Coventry Household Survey in 2021 found that only 52 per cent of residents agreed that it was easy to travel around Coventry by bike. This is significantly fewer than the number who felt it was easy to walk, drive and travel on public transport.
- 3.5 Walking and cycling contribute to all of the strategy objectives:
 1. Supporting the city's economic recovery and enabling long-term growth
 2. Delivering a sustainable, low carbon transport system
 3. Ensuring equality of opportunity
 4. Maximising health and wellbeing.
- 3.6 The LCWIP will help to realise the Transport Strategy's aim to reduce the city's reliance on car travel, by identifying the opportunities to significantly improve conditions for those who walk and cycle through measures including developing Core Walking Zones, Low Traffic Neighbourhoods, School Streets and a network of dedicated cycleways within the city. The LCWIP will also identify opportunities to improve connectivity by cycle to neighbouring areas of Warwickshire and Solihull, including key development sites such as the proposed Gigafactory and UK Central. Longer commutes by bike will be enabled by the expansion of the West Midlands Cycle Hire scheme with more e-bikes and an expanded network of docking stations. A separate briefing has been provided on the West Midlands Cycle Hire.

4 LCWIP Purpose

- 4.1 A LCWIP is a strategic approach to identifying cycling and walking improvements as part of a long-term approach to developing local cycling and walking networks over a 10-year period as part of the Government's strategy to increase trips on foot or by cycle.
- 4.2 The key outputs of LCWIPs are:
 - a network plan for walking and cycling which identifies preferred routes and core zones for further development
 - a prioritised programme of infrastructure improvements for future investment in the short, medium and long term
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

- ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies
- make the case for future funding for walking and cycling infrastructure

5 LCWIP Process

5.1 Scoping:

- Agree geography, governance and procurement.

5.2 Information gathering

- Identify current travel patterns and future potential.
- Review existing conditions and barriers to walking and cycling.
- Review transport and land use policies.

5.3 Network Planning for Cycling

- Identify key origins and destinations and cycle flows
- Develop a route network and determine the type of improvements required

5.4 Network Planning for Walking

- Identify key trip generators, core walking zones and routes,
- Audit existing provision and determine the type of improvements required.

5.5 Prioritising Improvements

- Develop a phased programme for future investment

5.6 Integration and Application

- Integrate outputs into local planning and transport policies, strategies, and delivery plans

6 Next Steps

- 6.1 Respondents to the Transport Strategy consultation will be invited to sign up for the cycle newsletter to receive updates on the development of the Local Cycling and Walking Investment Strategy. Opportunities to participate will also be promoted via council channels to residents, community and business groups and other interested stakeholders, including neighbouring authorities, National Highways and others.
- 6.2 It is important that the process has broad engagement with people who already walk and cycle, but also those who would like to be able to in the future if conditions were improved. This approach means not only looking at how to get along busy corridors, but also how to cross them and how to make adjoining areas more pleasant for residents, businesses and visitors. This also extends to improving routes through green spaces for recreation but also to connect to local services.

. Reference:

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

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