

## Report to Cabinet

26 November 2020

By the Cabinet Member for Horsham Town

**DECISION REQUIRED**



Not Exempt

### **Horsham's First Local Cycling and Walking Infrastructure Plan (LCWIP)**

#### **Executive Summary**

The purpose of this report is to seek approval to recommend to Council that it adopts Horsham's first Local Cycling and Walking Infrastructure Plan (LCWIP), a high level, strategic network plan for safe and accessible future cycling and walking infrastructure.

#### **Recommendations**

That the Cabinet is recommended:

- i) To agree to recommend to Council that it adopts the first Horsham Local Cycling and Walking Infrastructure Plan;
- ii) To note the content of the Summary of Stakeholders and Public Consultation document, October 2020;
- iii) Delegate authority for any minor editorial amendments to the Cabinet Member for Horsham Town.

#### **Reasons for Recommendations**

- i) The LCWIP is a key tool in helping to deliver local improvements to increase both cycling and walking in the District and puts the Council in a strong position when bidding for cycling and walking improvement grants for the Government;
- ii) The Summary of Stakeholders and Public Consultation is an important background document in setting out the proposed response to the comments received;
- iii) To allow minor changes only. Any substantive change would need to be agreed by all Members.

#### **Background Papers**

- i) Appendix 1 - Horsham Local Walking and Cycling Infrastructure Plan, October 2020;
- ii) Appendix 2 - Supplementary Document, Summary of Stakeholders and Public Consultation, October 2020;

- iii) Department for Transport Local, Cycling and Walking Infrastructure Plans (LCWIP), Technical Guidance for Local Authorities April 2017;
- iv) Department for Transport, Cycling and Walking Investment Strategy (CWIS) April 2017.

**Wards affected:** Broadbridge Heath, Horsham Denne, Horsham Forest, Holbrook East, Holbrook West, Roffey North, Roffey South, Southwater North, Southwater South & Shipley and Horsham Trafalgar.

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## **Background Information**

### **1 Introduction and Background**

- 1.1 The Department for Transport (DfT) national *Cycling and Walking Investment Strategy* (CWIS), launched in April 2017, aims to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The strategy aims to double cycling levels by 2025, increase walking activity, reduce the rate of cyclists killed or seriously injured, and increase the percentage of school children walking to school.
- 1.2 The local Highway Authority, West Sussex County Council, approached the Districts & Boroughs with a view to developing Local Cycling and Walking Infrastructure Plans (LCWIPs) for all the major towns. A majority took up the challenge and the West Sussex LCWIP Partnership Group was formed to ensure LCWIPs were prepared with the same objectives and methods.
- 1.3 LCWIPs are also being developed in Worthing, Chichester, Crawley and Midhurst (Sown Downs National Park). West Sussex County Council has focused its own LCWIP on six long-distance intercommunity routes, one of which is the Crawley to Horsham A264 corridor.
- 1.4 LCWIPs are high level evidence based documents that provide a strategic overview to guide provision of future cycling and walking infrastructure and support greater adoption of active travel options. Key aims of an LCWIP are to:
  - Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
  - Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
  - Make the case for future funding for walking and cycling infrastructure.
- 1.5 The DfT has explicitly said that local authorities with LCWIPs will be better placed to secure future funding which is why this Plan has been produced.

### **2 Relevant Council policy**

- 2.1 Corporate Plan 2019: A great place to live - Prepare a Local Cycling and Walking Infrastructure Plan that identifies improvements for future investment in the short, medium and long term.

### **3 Details**

- 3.1 In line with guidance provided by the DfT and in consultation with the local stakeholders, the LCWIP, attached at Appendix 1, establishes five cycle and walking corridors connecting most key residential and employment areas in Horsham to the town centre.

- 3.2 The corridors shortlisted form a good starting point for a cycling and walking network for the Plan area. Additional or amended routes can be progressed as and when funding allows or the LCWIP is reviewed.
- 3.3 It is a requirement to update the LCWIP every five years and part of the review would include stakeholder and public consultation.
- 3.4 The LCWIP will support the Horsham District Local Plan and the emerging Horsham Town Public Realm Strategy by providing a framework for new infrastructure and physical improvements to encourage behavioural change in the increased use of cycles and walking.
- 3.5 The District Council will work in partnership with other organisations and the Highway Authority, West Sussex County Council, to secure funding which will enable delivery of schemes in the Plan in the short, medium and long term.

## **4 Next Steps**

- 4.1 The adoption of the LCWIP will feed into the overall West Sussex cycling and walking network that is being coordinated and prioritised by WSCC. This will include input from South Downs National Park LCWIP and other neighbouring authorities.
- 4.2 WSCC intends to create a combined prioritised list of routes by the end of 2020 to be progressed as funding becomes available. As many of the routes are likely to require external funding contributions, it is envisaged that the prioritised list will serve to support future funding bids, as well as directing CIL, s106 contributions, and other local funding. The prioritised list of LCWIP routes will also inform a review of the West Sussex Walking & Cycling Strategy.

## **5 Views of the Policy Development Advisory Group and Outcome of Consultations**

- 5.1 A Stakeholder Group was convened to shape the development of Horsham's first LCWIP with attendees representing North Horsham and Warnham Parish Councils, Horsham Denne and Horsham Forest Neighbourhood Councils, Horsham District Cycling Forum, Horsham Town Community Partnership and The Horsham Society.
- 5.2 A stakeholder workshop was held where the five cycling and walking corridors were identified for initial development and at a second workshop a revised LCWIP was agreed for public consultation.
- 5.3 In July 2020 the Horsham Town PDAG approved the draft LCWIP for stakeholder and public consultation and this was carried out during the last two weeks of August 2020.
- 5.4 There were 211 public responses and 8 stakeholder replies received, and it was agreed at the Horsham Town PDAG in September 2020 that these replies would be best considered in an LCWIP Supplementary Document, attached at Appendix 2, and minor amendments made to the LCWIP.

- 5.5 Both documents have now been shared with stakeholders and at the November 2020 meeting of the Horsham Town PDAG advised the Cabinet Member for Horsham Town that Cabinet be asked to recommend to Council that Horsham's first LCWIP be adopted.

## **6 Other Courses of Action Considered but Rejected**

- 6.1 Not to prepare an LCWIP for Horsham. This would greatly reduce the opportunity to receive Government grants for both cycling and walking improvements.

## **7 Resource Consequences**

- 7.1 The council have received a £70,000 grant from the Business Rate Pool to support the cost of the production of the LCWIP. This grant has been used to fund the transport consultants and leading experts in this field, WSP, to support the development of the Plan. To date £30,000 has been spent or remains committed for the use of consultants.
- 7.2 The remaining finance allocated to LCWIP development through Business Rates Pool may be required to pay for concept designs and implementation of emergency interventions, Tranche 2 schemes or for upfront payment prior to Government funding being distributed.
- 7.3 Officer time needed to co-ordinate and facilitate the Plan will be met through existing resources. This may however have a detrimental impact on other projects.

## **8 Legal Considerations and Implications**

- 8.1 There are no legal implications associated with this report, however, there is a statutory and legal process to consult on the highway infrastructure improvements as and when they are identified, and finances become available.
- 8.2 The strategy and LCWIP are consistent with the National Planning Policy Framework and the Horsham Development Plan, and the LCWIP follows technical guidance set out by the Department for Transport on Local Cycling and Walking Infrastructure Plans.

## **9 Risk Assessment**

- 9.1 There may be reputational and practical risks with the development and delivery of specific LCWIP schemes and these will need to be managed through the relevant risk management and project management processes. There may also be legal processes such as Traffic Regulation Orders that will need to be undertaken, depending on specific measures progressed. These will be subject to separate assessment and consideration as specific scheme proposals are developed.

## **10 Procurement implications**

- 10.1 The proposals set out in the LCWIP are currently unfunded improvements.
- 10.2 The LCWIP lists suggestions for cycling and walking infrastructure improvements for future investment in the short, medium and long term.
- 10.3 It is envisaged that funding for these schemes will come from external funding contributions such as Government grants and other local funding, or directly from CIL, s106 contributions.

## **11. Equalities and Human Rights implications / Public Sector Equality Duty**

- 11.1 Improved cycling and walking infrastructure can increase safety and accessibility, helping more communities to make cycling and walking their first choice for shorter journeys and as part of longer ones.
- 11.2 Cycling and walking provides the cheapest form of transport compared with car travel and public transport. It will cater for those that do not or cannot afford a car. It also brings health benefits through active travel.
- 11.3 Once the LCWIP is adopted, the different elements of the infrastructure network and interventions will be conducted in consultation with stakeholders, residents, businesses and community groups associated with that piece of infrastructure.
- 11.4 The preparation of an LCWIP and the involvement of the community at each stage will potentially contribute to improving the quality of life in the district and will therefore have a positive impact on human rights.

## **12 Environmental Implications**

- 12.1 Transport is the biggest greenhouse gas emitting sector in the UK accounting for around 27% of total emissions. Therefore, significant investment in sustainable transport solutions, including the proposals set out in the LCWIP, is vital in helping to address climate change.

## **13 Other Considerations**

- 13.1 There are no direct crime and disorder consequences arising from the content of this report.