

**D2N2 Officers Group****5<sup>th</sup> December 2017****D2N2 Local Cycling, Walking investment Plan****Introduction**

As part of the Cycling & Walking Investment Strategy (CWIS) the Government called on all highway authorities in England to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) as part of its long term approach to developing comprehensive local cycling and walking. This will assist with meeting Department for Transport (DfT) targets of doubling cycling in England by 2025 and making walking and cycling the natural mode choice for short journeys by 2040.

To assist this process the Government offered funded consultancy to help deliver the LCWIPs. Highway Authorities were encouraged to bid for this support. The D2N2 transport authorities decided to make a joint bid, primarily because the main capital funding source for cycling and sustainable transport over the last two years has been from the Local Growth Fund via the LEP. In addition, Nottingham, Nottinghamshire and Derby have been cooperating on developing sustainable transport, particularly through its successful Access Fund programme. In June Nottingham City Council submitted a LCWIP bid on behalf of the D2N2 transport authorities. Of the 78 applications for consultant support submitted, the DfT accepted 43 (55%). One of these was our D2N2 bid, the only bid from a LEP area. We have received the maximum allocation of 80 days consultancy.

The DfT have set a two-year timescale to complete the LCWIPs. The consultancy will be available in three tranches: immediate; in the New Year; and in early spring. The process will be offering both strategic and technical support:

- Technical - preparing the LCWIP, producing a network plan, training to use various prediction tools such as the Propensity to Cycle Tool. A longer list of potential tools is included as an Appendix)
- Strategic - integrating the LCWIP into local policies and ensuring it supports the SEP. The document will demonstrate how an investment in walking and cycling will support jobs, growth and housing. (Any support taken up on these elements is not taken from the 80 days of consultant's support but will be provided free by Sustrans, Cycling UK or Living Streets (formerly the Pedestrians Association)).

The LCWIP process should identify a pipeline of cycling and walking infrastructure improvements, to feed into an emerging wider D2N2 wider infrastructure plan. Early sifting of potential schemes will be required before detailed prioritisation based on business cases. Whatever programme we develop it will need to be consistent with LEP priorities. LCWIPs will not include proposals for revenue related spend such as travel awareness. The Plan will be made up of three main parts:

- 1 - A network plan for cycling and walking identifying preferred routes;
- 2 - A prioritised programme of infrastructure for future investment – including a list of preliminary designed schemes, that whilst not “shovel ready” will have a robust cost estimate;
- 3 – A report which sets out the underlying analysis and provides a narrative which supports the identified improvements

Nottinghamshire, Derby and Derbyshire do not have the resources to support the consultants until April 18. It is proposed therefore to advise the DfT by the end of November that we want to be involved in the third round of consultancy. This will mean the tools under development will be available and we can learn from others authorities who have gone through the process first.

Prior to the start of the technical consultancy it is recommended that we obtain free consultancy on offer to develop a D2N2 cycling & walking strategy. This could include looking at the current LEP's SEP geographic priority areas. Also the SEP is under review and this may have an impact on the cycling strategy.

DfT want to see key stakeholders engaged in the LCWIP process. All partners have cycling and walking user groups. Other stakeholder bodies such as Highways England, the Universities and major employers will be invited to take part. Our bid to DfT included a governance structure consisted of a project board including politicians from each authority and stakeholder representatives. It is important that any representative body is not too unwieldy and that stakeholder expectations of the LCWIP are managed. Greater Nottingham/Derby Access Fund has resources to hold two general public LCWIP consultation Forums. It is proposed to do so in Derby and in Nottingham.

### **Next steps**

1. Advise senior decision makers in each authority about the development of the LCWIP
2. Advise DfT on the timescale for technical consultancy in spring 2018 and our desire to obtain free support on strategic consultation earlier.
3. Set up an LCWIP Project Board and an officer Working Group.
4. Consider appointing/nominating an authority project manager to lead the liaison with the consultants.
5. Attend a project initiation meeting with the technical consultants/DfT in December as proposed by Government. All four local authority partners to attend.

**Chris Carter, Nottingham City Council**