

# D2N2 LCWIP Stakeholder workshop

## Intro to the day

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Matt Easter Sustrans England Midlands and  
East Director

# Housekeeping

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Fire alarm

Refreshments

Timekeeping

Toilets

Mobile phones



## What is today all about?

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Provide information to stakeholders in the D2N2 area about the D2N2 Local Cycling and Walking Infrastructure Plan

Gain stakeholder views on the LCWIP process we are following in D2N2

Begin to build momentum towards delivering projects that will come out of the LCWIP process –which will mean investment



## The ambition for England by 2040

To make cycling and walking the natural choices for shorter journeys, or as part of a longer journey

### Better Safety



A safe and reliable way to travel for short journeys

### Better Mobility



More people cycling and walking - easy, normal and enjoyable

### Better Streets



Places that have cycling and walking at their heart.

### Ambition



### Objectives



### Indicators



### Governance



Action Plan



Financial Resources

The Infrastructure Act 2015 placed a duty on the Secretary of State to set Cycling and Walking Investment Strategies

The first Cycling and Walking Investment Strategy was published in April 2017

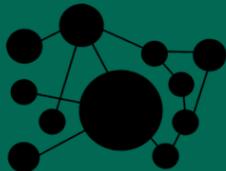




# Recap: What are Local Cycling and Walking Infrastructure Plans?

**A Local Cycling and Walking Infrastructure Plan (LCWIP) is a long-term approach to developing comprehensive local cycling and walking networks, ideally over a 10 year period.**

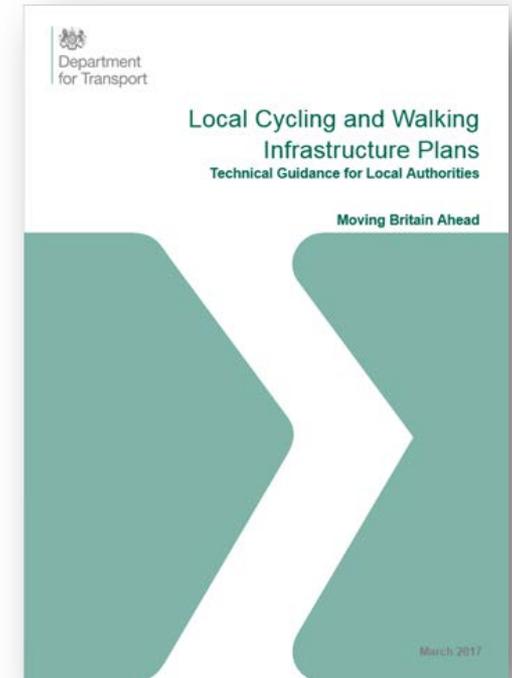
A network plan for walking and cycling which identifies preferred routes and core zones for further development



A prioritised programme of infrastructure improvements for future investment



A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements



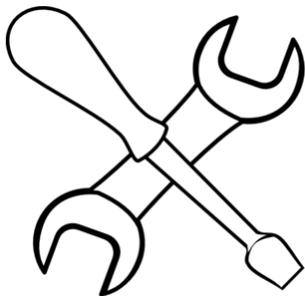


## Recap: What does the support package offer?

### Technical

This support will be provided by a delivery partner procured by the department and will include:

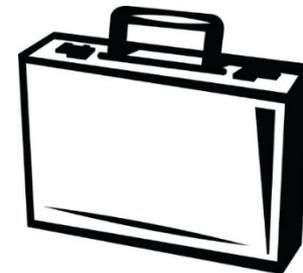
- Assistance with the preparation of LCWIPs
- Training on how to use the LCWIP guidance and tools



### Strategic

This support will be provided by consortium comprising of Sustrans, Living Streets and Cycling UK and will include:

- Advice on integrating LCWIPs into local policies and strategies
- Assistance with preparing local strategic and economic case





- The Expression of Interest process was launched alongside the strategy
- In total 78 Eols were received
- Scoring was generally high across the board
- Support has been allocated to 43 local authorities with all applicants notified
- Covering 18,695,194 people, that's 42% of the population (outside London)
- Good geographical spread and a wide selection of local authorities
- A range of focuses and stages of development





## Why are LCWIPs important...

Help make the strategic and economic case for funding



Ensure that consideration is given to cycling and walking within both local policies and strategies



Identify pipeline cycling and walking infrastructure improvements



Help align local cycling and walking delivery with national priorities



Enhance technical skills at the local level



Assist with the integration alongside other modes and planning



Improve knowledge sharing between Local Authorities



Strengthen working relationship between the Department and Local Authorities





Cycling and walking networks should be an integral component of a transport system that considers the needs of all users.

LCWIPs should clearly link to other strategic transport planning documents and be compatible with other local transport priorities.

Good cycling and walking schemes are often delivered as part of comprehensive street redesigns that bring benefits to a wide range of users.

Opportunities should be taken to embed the requirements of cyclists and pedestrians in other transport schemes, such as junction improvements or maintenance works.

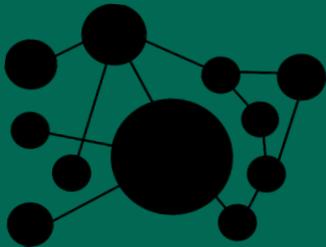
To be successful it is vital that LCWIPs are part of an integrated response to creating better places, safer streets and more reliable journeys.





# WP4: Technical Support Delivery

### Cycling/Walking Network Plan



#### **Cycling Network Plan:**

- Identifies trip origin and destination points
- Establishes desire lines for cycle movement.
- Develops a planned network
- Establishes improvements needed
- Uses the Propensity to Cycle Tool (PCT) and Route Selection Tool (RST)

#### **Walking Network Plan:**

- Identifies trip origin and destination points
- Identifies walking zones and routes
- Audits these and identifies barriers to walking
- Develops a planned network
- Establishes improvements needed





# WP4: Technical Support Delivery

### Prioritised list of improvements



Outlines the programme of cycling and/or walking infrastructure improvements...

**and** the scale of investment that would be required to bring those routes up to a suitable standard.

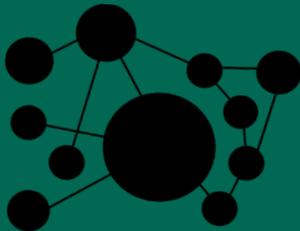
These should be prioritised over the **short** (typically <3 years), **medium** (typically <5 years) and **long** (typically >5 years) **term**





## LCWIP key outputs:

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



A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements



Planning tools provide the evidence-base for developing cycling and walking networks, prioritising infrastructure investment and building a strategic narrative





## Strategic support

Will focus primarily on using tool outputs and providing complimentary, tailored support that will ensure LCWIPS:

- Meet local authority needs
- Help local authorities make the case for cycling and walking
- Include effective and informed stakeholder engagement



# Delivered by:

- ▶ Cycling UK
- ▶ Living Streets
- ▶ Sustrans

# Why us?

- ▶ Good working relationship with the Department
- ▶ As a consortium, has expertise across the active travel sector
- ▶ Independent: provides 'critical friend' feedback

# Why strategic support?

- ▶ An LCWIP alone won't:
  - ▶ Make the full case for investment
  - ▶ Overcome all the barriers to delivery
- ▶ Only part of the process...

# Key aims of the support:

- ▶ Help make the strategic case for walking and cycling
- ▶ Advise on making the economic case for investment
- ▶ Support LAs throughout the LCWIP process by acting as a critical friend
- ▶ Provide feedback to the department on how to improve the guidance, tools and support

# What does the support look like?

- ▶ Stakeholder mapping
- ▶ Case Study Production and webinars (key themes: political support, process, quick wins)
- ▶ Myth Busters
- ▶ Webinar Activity
- ▶ Sites Visits: Events for Senior Leaders, Portfolio holders and decision makers

# LCWIP Consortium role as a critical friend:

- ▶ Help to refine the LCWIP process to meet the aims and objectives of the CWIS
- ▶ Help to evaluate the support provided and evolve the guidance and policy documents already published

# LCWIP Consortium role as critical friend

- ▶ Improve and refine the support and guidance for the future
- ▶ Develop tools and materials applicable outside of the programme
- ▶ Provide an ear and resource for constant learning and listening independent of the Department and Technical Consultant

# Workshop 1

Current broad priorities for Cycling and Walking across D2N2 area

- ▶ In current tables discuss the key drivers for investment in cycling and walking in D2N2
- ▶ Think about housing growth, regeneration, health drivers, major transport projects
- ▶ Less about actual schemes more about the drivers and therefore the broad opportunities

# Workshop 2

## Data sets and prioritisation

- ▶ Stakeholder views on the process and the data sets being used
- ▶ Other data sets to be aware of (think about coverage, relevance)
- ▶ Thoughts on prioritisation of the data across the LCWIP focus areas