

**Report to the Cabinet**

Meeting to be held on Thursday, 9 May 2024

**Report of the Head of Planning and Transport**

**Part I**

Electoral Division affected:  
(All Divisions);

**Corporate Priorities:**  
Protecting our environment;  
Supporting economic growth;

**Lancashire Cycling and Walking Infrastructure Plans**

(Appendix 'A' refers)

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**Brief Summary**

This report, and the Executive Summary set out at Appendix 'A', outline the requirements for the development of Local Cycling & Walking Infrastructure Plans and the subsequent development of seven Local Cycling & Walking Infrastructure Plan documents for Lancashire.

At this stage, the documents set out broad cycle corridors and walking zones only, within a broad network. In the future the corridors and zones will provide the focus for further work to define detailed routes and locations for active travel infrastructure across the county.

The broad corridors and zones also provide a focus for securing future investment for delivery of infrastructure – such as from developer contributions or external grants. It is at this future funding stage that the detail of the broad routes and zones will be defined.

Consultation and extended stakeholder engagement has taken place to make best use of local knowledge to help inform the proposed broad network – which itself was prepared following a prescribed methodology from the Department for Transport.

This is deemed to be a Key Decision and the requirements of Standing Order C18 have been complied with.



## Recommendation

Cabinet is asked to:

- (i) Approve the Local Cycling and Walking Infrastructure Plans as summarised in the Executive Summary at Appendix 'A'.
- (ii) Authorise the Director of Environment and Planning, in consultation with the Cabinet Member for Highways and Transport, to approve any minor changes of each of the seven plans prior to publication.

## Detail

Local Cycling & Walking Infrastructure Plans, as set out in the Department for Transport's Cycling and Walking Investment Strategy, enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, to increase the number of trips made on foot or by cycle and to deliver 'Better Safety', 'Better Mobility' and 'Better Streets' by 2040.

The development of Local Cycling & Walking Infrastructure Plans is supported by Lancashire County Council's transport policy, being a key component of the Highways and Transport Strategy 2023-2025 and directly addressing the county council's strategy 'Actively Moving Forward: A Ten-Year Strategy for Cycling and Walking' (2018). This is further supported by local planning guidance released by the Department for Transport in July 2020, 'Gear Change – a bold vision for walking and cycling'.

The proposed Local Cycling & Walking Infrastructure Plans that have been produced are evidence-based documents and have been developed using the prescribed methodology in the Department for Transport's Technical Guidance for Local Authorities (2017). This Technical Guidance sets out the development process as six stages which have been outlined in Appendix 'A' (Lancashire Local Cycling & Walking Infrastructure Plans Executive Summary Report). The Lancashire Local Cycling & Walking Infrastructure Plans have completed Stages 1 to 4 to date, with Stage 5 (Prioritising Improvements) and Stage 6 (Integration and Application) to follow.

The proposed seven Local Cycling & Walking Infrastructure Plans that have been produced are based on the council's Highways and Transport Masterplan geographies, with the East Lancashire area being further divided to provide more manageable, coherent areas. The seven Local Cycling and Walking Infrastructure Plan areas are:

- Burnley & Pendle;
- Central Lancashire (Chorley, Preston & South Ribble);
- Fylde Coast (Fylde, Wyre & Blackpool);
- Hyndburn & Rossendale;
- Lancaster;



- Ribble Valley; and
- West Lancashire.

Officers have worked closely with neighbouring authorities to ensure that any cross-boundary routes are included in their plans, to ensure a coherent network is provided for everyone living in, working in or visiting Lancashire.

## **Consultation**

Throughout the development of the Local Cycling & Walking Infrastructure Plans, officers have engaged with local and national stakeholders to ensure opportunities for all those interested to contribute to the network development process. For each Plan officers have had regular meetings with officers from the relevant district councils, whilst also engaging neighbouring authorities, Active Travel England and Sustrans.

Two stages of public engagement have been held to help understand existing issues, collect suggestions for proposed routes and collect views on an initial 'data led' draft network of broad corridors. The first stage of engagement in Spring 2022 received just over 3,630 responses and the second stage, in Autumn 2023, generated an almost identical response, with 30 more people responding.

## **Local Cycling and Walking Infrastructure Plan Documents**

Each Local Cycling and Walking Infrastructure Plan contains a range of evidence used to generate the network plans, split across five main categories: population and demographics; key destinations; existing and future travel patterns; transport network and infrastructure; and barriers to active travel. This evidence was then processed within the context provided by numerous existing national and local (both county and district) policies.

Each document contains a separate broad network plan for both cycling and walking. The cycling network plans have broad routes identified as either Strategic, Primary or Secondary, to help identify important routes that offer slightly different functions within the overall network. The walking network plans show Core Walking Zones identified as either Primary, Secondary or Tertiary, some of which have more detailed walking routes identified within them.

Copies of each of the seven plan documents, which are very large, are available to read in the Members' Retiring Room. The Executive Summary (set out at Appendix 'A') is much more accessible and sets out the key information about the development process and contains the final network plans.

## **Next Steps**

Lancashire's Local Cycling & Walking Infrastructure Plans are strategic documents, which set out the county council's ambitions for active travel infrastructure development over the next 10 years and beyond. Each broad route identified in the Local Cycling & Walking Infrastructure Plans will require further inspection to work through options for different alignments, feasibility and then a design process.



Further engagement will be built into this scheme development pathway to ensure that all relevant stakeholders have the opportunity to engage in the process.

Officers are working to ensure the emerging broad corridors and network are tied in with other programmes and used to support existing and new funding bids (for example the county council's Levelling Up Fund in East Lancashire).

Officers are working to produce lower resolution versions of each Local Cycling & Walking Infrastructure Plan that will be able to sit on the county council's website. In the meantime, a hard copy of each is available in the Members Retiring Room.

## Appendices

Appendix 'A' is attached to this report. For clarification it is summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Local Cycling & Walking Infrastructure Plans Executive Summary Report

## Implications:

This item has the following implications, as indicated:

## Risk management

Failure to adopt Lancashire's Local Cycling & Walking Infrastructure Plans will leave a significant transport policy gap, which will affect the council's ability to attract funding into Lancashire, through grant funding or planning gain. It would cause reputational damage with key transport stakeholders (eg. Department for Transport, Active Travel England), which may affect broader funding allocations.

## Financial

There are no direct financial implications of adopting Lancashire's Local Cycling & Walking Infrastructure Plans. Funding will be required in the future to deliver active travel capital schemes which will complete the proposed network, but securing such funding will be made more difficult if the Local Cycling & Walking Infrastructure Plans are not adopted.

## Legal

There are no direct legal implications of adopting Lancashire's Local Cycling & Walking Infrastructure Plans. They remain yet to have the detail of the broad routes and zones defined at later stage when legal advice will be given as appropriate.



## List of Background Papers

Paper

Date

Contact/Tel

None

Reason for inclusion in Part II, if appropriate

N/A

