

Classification: Public

Key Decision: No

Gravesham Borough Council

Report to: Strategic Environment Cabinet Committee
Date: 20 June 2022
Reporting officer: Assistant Director (Planning)
Subject: Gravesham Local Cycling & Walking Strategy

Purpose and summary of report:

To provide:

- an overview of the Local Cycling and Walking Implementation Plan (LCWIP) process
- opportunity during the meeting for Members to input their ideas and issues at the start of the plan preparation process

Recommendations:

1. Members provide input to the process for their local area as well as wider to help produce, in due course, a robust overall strategy.

Key Implications:	
Item	Implications
Legal	None
Finance and Value for Money	None
Corporate Plan	Gravesham LCWIP will support a number of the objectives in #People and #Place categories in relation to sustainable travel and health
Climate Change	Encouraging sustainable transport is a key objective of providing cycling and walking networks

1. Introduction

- 1.1 The Department for Transport (DfT) has produced guidance on producing [Local Cycling and Walking Strategy \(LCWIP\)](#), together with some tools to help with the process and guidance on design standards.
- 1.2 Local Authorities are expected to produce these plans to setting out their priorities for routes for both walking and cycling, and priorities for their implementation. A particular aim is to understand where there are major obstacles to be overcome in the delivery of integrated walking and cycling networks. The objective is to

produce a programme of route improvements, that can be funded by a variety of means as and when opportunity arises – for example bids to Government funds, s.106 contributions, Lottery applications etc. Bids for funding to Government in the future for walking and cycling infrastructure will expect a relevant LCWIP to exist.

- 1.3 Funding for the work has been obtained from Kent County Council (ultimately from DfT) and National Highways Designated Funds. Consultants PJA have been appointed to carry out the work, with inputs from Kent County Council (as Highway and Public Rights of Way Authority) and Ebbsfleet Development Corporation who are funding a number of relevant schemes in the Northfleet area.

2. Process

- 2.1 The DfT guidance sets out a 6-stage process, see the table below. Stage 1 is the definition of the area, which for this purpose is the whole Borough. It will be necessary to take into account what is happening in neighbouring authorities to avoid routes that stop and start at Borough boundaries. Step 6 is implementing the results of the agreed strategy, so not part of the commission, which will require endorsement from KCC as the Transport Authority. They fully support the work being done and are likely to be a key bidder for funds.

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
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	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

- 2.2 A key objective for the process is to move towards walking and cycling networks which provide a set of safe routes to encourage sustainable transport of all sorts of trip purposes (work, school etc.) as part of addressing net zero carbon. There are also significant health benefits from physical activity and access to the countryside. A key consideration is what is considered 'safe', which will vary significantly for different types of users.
- 2.3 Lower Thames Crossing project is proposing significant alterations to the walking and cycling network in the area between the A226, A2, Shorne Woods Country Park and east side of Gravesend. The strategy will have to deal with the position as it is now and how it would be if the LTC got permission and was implemented. London Resort could have some implications in Northfleet area, mainly from the creation of a staff walking and cycling access off Stonebridge Road rather than from diversions.
- 2.4 The consultants will make a presentation about the general process of producing an LCWIP and issues they have identified so far as their work is at a preliminary stage. There will then be a workshop opportunity for Members to highlight

- particular issues that they or their constituents consider need addressing, where new routes should run etc.
- 2.5 The process is not about the detailed design of facilities, but it is important to keep in mind that there are both limited resources and physical space (especially in the inner urban areas) to implement them.
 - 2.6 Other Members of the Council will have the chance to attend a drop-in session on 21 June in CS4 between 18:00 - 19:30 before the meeting of Council to provide any input they may wish to make.
 - 2.7 As well as considering the material already provided by the Council and issues identified from the workshops, the consultants will be speaking to a whole range of interested parties (walking groups, cycling groups, parish councils etc.) across the Borough.
 - 2.8 The aim is to produce a draft strategy in the autumn. This, subject to Member views and decisions, can then be subject to formal public consultation.

3. Appendices

- 3.1 There are no appendices.

4. Background Documents

- 4.1 The following background documents were used:
- 4.2 Department for Transport guidance on LCWIP
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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Secondary Implications	
Risk Assessment	No financial or legal risks
Data Protection Impact Assessment	<i>A data protection impact assessment (DPIA) should be carried out at the start of any major project involving the use of personal data or if you are making a significant change to an existing process.</i>
	<p>a. Does the project/change being recommended through this paper involve the processing of personal data or special category data or criminal offence data? A definition of each type of data can be found on the Information Commissioner's Office website via the above links.</p> <p>No</p>
	<p>b. If yes to question a, have you completed and attached a DPIA including Data Protection Officer advice?</p>
	<p>c. If no to question b, please seek advice from your nominated DPIA assessor or the Information Governance Team at gdpr@medway.gov.uk.</p>
Equality Impact Assessment	<p>a. Does the decision being made or recommended through this paper have potential to cause adverse impact or discriminate against different groups in the community? If yes, please explain answer.</p> <p>No</p>
	<p>b. Does the decision being made or recommended through this paper make a positive contribution to promoting equality? If yes, please explain answer.</p> <p>Yes as the LCWIP will need to consider access to walking and cycling networks for all types of users</p>
	<i>In submitting this report, the Chief Officer doing so is confirming that they have given due regard to the equality impacts of the decision being considered, as noted in the table above</i>
Crime and Disorder	None
Digital and website implications	None
Safeguarding children and vulnerable adults	None