

SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 28 th February 2022
Report Title	Faversham Local Cycling and Walking Infrastructure Plan (LCWIP)
Cabinet Member	Cllr Mike Baldock, Cabinet Member for Planning
SMT Lead	James Freeman
Head of Service	James Freeman, Head of Planning Services
Lead Officer	Natalie Earl (SBC)
Key Decision	No
Classification	Open

Recommendations	<ol style="list-style-type: none"> 1. Note the contents of the document; 2. Agree that the LCWIP is used as evidence base in Swale Borough Council (SBC) and Kent County Council (KCC) decisions, especially in KCC Highways Strategies and Plans, KCC and SBC Planning Applications and their associated Section 106s and to inform the SBC Local Plan Review; and 3. Is used by both Swale Borough Council and Kent County Council to assist in applying for funding for active/sustainable travel initiatives.
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After this report is presented consultant Adrian Berendt will do a presentation of the key elements of the Faversham LCWIP.

1. Purpose of Report and Executive Summary

- 1.1 This report outlines the contents of the Faversham Local Cycling and Walking Infrastructure Plan (LCWIP) and sets out how it will be used by Swale Borough Council (SBC) in their decision making.
- 1.2 An LCWIP identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The Faversham LCWIP has identified infrastructure interventions over a short, medium, and long-term horizon that meet the transport and movement objectives of Faversham. Having an LCWIP will enable Faversham Town Council, Swale Borough Council and Kent County Council to apply for any funding that becomes available under the Government's Cycling and Walking Investment Strategy as well as any other relevant funding streams. It will also assist with negotiating s106 agreements with developers.

1.3 It will also form an important part of Swale's Transport Strategy, The Local Plan Infrastructure Delivery Plan and the policies of the Local Plan Review itself.

2. Background

2.1 Local Cycling and Walking Infrastructure Plans (LCWIPs) are an initiative from Central Government asking local authorities to put together a long term strategic approach to identify the walking and cycling infrastructure which is required across an area. LCWIPs need to be in place to attract central government transport funding and are a new, strategic approach to identifying cycling and walking improvements required at the local level. LCWIPs provide a long-term approach to developing local cycling and walking networks, usually over a 10 year period. Future government funding for cycling and walking will only be allocated to local authorities that have these strategic plans in place.

2.2 The Swale Transport Assessment and Strategy prepared for the emerging Local Plan Review set out a requirement for a significant modal shift from car to active travel. Such a change is only likely to be delivered if improved walking and cycling infrastructure is provided for shorter journeys. It is recognised that car ownership in the Borough is, and will remain, high and people will still use cars for certain journeys, but the aim of the LCWIP is to facilitate and encourage active travel for shorter journeys. This links with the Council's commitment to reducing our impact on the environment and the Council's declaration of the climate change and ecological emergency.

2.3 Phil Jones Associates (PJA) was appointed last year by Faversham Town Council, and they led on the development of the LCWIP with the support of a working group made up of members of Swale Borough Council, Kent County Council, Berendt Consulting as well as local stakeholders and some members of the public. Since April 2021 the Town Council's LCWIP Working Group has met regularly to support it's development. The LCWIP was also developed in co-ordination with the Faversham Neighbourhood Plan.

2.4 The six key stages from the LCWIP methodology were:

- I. Determining Scope
- II. Gathering Information
- III. Network Planning for Cycling
- IV. Network Planning for Walking
- V. Prioritising Improvements
- VI. Integration and Application

2.5 A final report has now been prepared by PJA summarising the process that has been gone through to develop an LCWIP, the results of that process and providing a set of recommendations to guide future infrastructure development in Faversham.

This is supported by a prioritised set of interventions which have been developed in consultation with the working group.

- 2.6 The LCWIP will be a “live document”, as per the Department for Transport’s guidance, so will need to be regularly reviewed to monitor progress and reflect changing circumstances. This provides local authorities with the flexibility to update their network plans to reflect local changes, including new development sites, funding opportunities and additional routes. On this basis, whilst the LCWIP has recommended initial sites in the town, future work streams will consider expanding and evolving these initial proposals to ensure that a consistent high quality of walking and cycling infrastructure is provided across Faversham.
- 2.7 A report on the Faversham LCWIP was taken to Faversham Town Council on 7th February where it was approved, and the prioritised set of interventions developed by the group and summarised in 8.2 of the report were also approved (on the understanding that they will be regularly reviewed and subject to change.)
- 2.8 It is hoped that this LCWIP can be used as an exemplar of joint working with Swale’s Town and Parish Councils and that other LCWIPs can be prepared for other areas of Swale to continue to work towards increasing active travel rates, reducing traffic congestion, improving health, reducing pollution and improving air quality.

3. Proposals

- 3.1 The LCWIP is an important way of enabling a significant increase in the number of journeys people choose to make by cycle or on foot and help reduce emissions and congestion.
- 3.2 This LCWIP will act as an evidence base for the improvement of existing, and the development of future walking and cycling networks across Faversham; it will also support relevant external funding bids for these infrastructure schemes for many departments across the Council including tourism, planning, climate change and air quality.
- 3.3 The projects and interventions will be referenced in the emerging Local Plan Review in the housing and employment allocations in Faversham to ensure that walking and cycling is imbedded in new and existing developments and that the infrastructure is in place to enable this to happen. It will also be referenced in two documents that sit alongside the Local Plan; the Infrastructure Delivery Plan and the Transport Strategy. This should assist in getting funding for the projects.
- 3.4 It will be used as evidence base for planning applications when planning officers are negotiating with developers on the layouts of their schemes and to ensure that they fit into the overall cycling and walking network for Faversham and for s106 discussions to ensure that the necessary infrastructure is funded and provided for.

4. Alternative Options

- 4.1 Members could agree not to agree any of the recommendations or to just note the LCWIP. This is not recommended because it would be a loss for Faversham which will benefit hugely from the work undertaken and the interventions within the LCWIP once they start to be implemented.

5. Consultation Undertaken or Proposed

- 5.1 The development of this LCWIP has already been informed by the extensive Commonplace public consultation, undertaken by Faversham Town Council, on cycling and walking which took place in Summer 2020 as part of the launch of the 20mph scheme. Further public consultation on the content of the LCWIP, including an online questionnaire and a public exhibition linked to the Faversham Neighbourhood Plan will be undertaken by Faversham Town Council later this year.

6 Implications

Issue	Implications
Corporate Plan	The LCWIP supports the priority of the Council to invest in our environment and responding positively to global Challenges.
Financial, Resource and Property	The cost for the production of the LCWIP was met from a £30,000 award from the Swale Special Projects Fund.
Legal, Statutory and Procurement	Preparation of the local plan review is a priority of the Council and is being prepared in accordance with the relevant legal, statutory and procurement frameworks and the LCWIP will be part of its evidence base.
Crime and Disorder	None identified at this stage.
Environment and Climate/Ecological Emergency	The LCWIP inherently seeks to deliver proposals to reduce and mitigate the effects of climate change and congestion and improve air quality. Local Plan evidence base does not require an individual Sustainability Appraisal and Habitats Regulation Assessment
Health and Wellbeing	The LCWIP will benefit both mental and physical wellbeing through increased walking and cycling In Faversham.
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage.

Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	Further public consultation by FTC will include specific work aimed at ensuring the plan meets the needs of specific groups including children and young people, those with disabilities and older people.
Privacy and Data Protection	None identified at this stage.

7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: Faversham Town Council Local Cycling and Walking Infrastructure Plan January 2022

8 Background Papers

None