

# Delegated Decisions report



31 January 2023

## LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Name of Cabinet Member	<b>Councillor Jenny Wilson-Marklew</b> (Cabinet member for Climate and Sustainability)
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Exempt / confidential / not for publication	<b>No</b>
Council Plan reference	<b>Q4 - Increase the number of journeys made by walking or cycling</b>
Wards affected	<b>All wards</b>

### Executive Summary

Local Authorities are required to produce Local Cycling and Walking Infrastructure Plans (LCWIPs). These are a long-term approach to developing local cycling and walking networks, which form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. LCWIPs help us to prioritise investment in walking and cycling infrastructure and support our case for any future funding bids to Government. The Milton Keynes LCWIP was developed in 2021 and consulted-on earlier this year. The final LCWIP (attached at **Annex A** to the report) now requires formal adoption.

#### 1. Proposed Decision

- 1.1 That the Milton Keynes Local Walking and Cycling Infrastructure Plan (attached at **Annex A** to the report) be adopted as part of the [Milton Keynes Mobility Strategy](#) (Local Transport Plan 4).
- 1.2 That authority be delegated to the Director of Planning and Placemaking to make minor typographical and presentational amendments to the Local Walking and Cycling Infrastructure Plan.

## 2. Why is the Decision Needed?

- 2.1 In 2017 the Government published its first Cycling and Walking Investment Strategy (CWIS). The CWIS sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
- 2.2 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the CWIS, are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle
- 2.3 The key outputs of LCWIPs are:
- 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; and
  - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
- 2.4 By taking a strategic approach to improving conditions for cycling and walking, the LCWIP assists Milton Keynes City Council (MKCC) to:
- identify cycling and walking infrastructure improvements for future investment in the short, medium and long term; and to prepare a portfolio of schemes suitable for future funding bids;
  - ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
  - make the case for future funding for walking and cycling infrastructure.
- While the preparation of LCWIPs is not mandatory, authorities who have plans increase the likelihood they will secure future network investment.
- 2.5 MKCC's Transport Policy Team commissioned consultants City Science to prepare the LCWIP in line with the national [Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/612117/local-cycling-and-walking-infrastructure-plans-technical-guidance.pdf).
- 2.6 MKCC's LCWIP identifies close to 300 active travel schemes that range from small and simple local schemes, for example delivering a pedestrian crossing in a specific location; to larger and more complex schemes; such as retrofitting cycling infrastructure in older towns like Bletchley.

- 2.7 Extensive stakeholder engagement took place throughout the development process of the LCWIP with a public consultation undertaken between 17 January 2022 until 13 March 2022. Final documents take into consideration comments made during the consultation period (see **Annex B** attached to the report).
- 2.8 The LCWIP acknowledges changes in the national design guidance for delivering active travel schemes. New active travel schemes in Milton Keynes are expected to comply with the cycle infrastructure design guidance (LTN1/20 [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design-guidance)) in order to secure funding. This project therefore is closely linked with the forthcoming update of the Redway Design Manual which clarifies how the new national guidance should be applied in our local context to fit with our existing redway legacy.
- 2.9 Adoption of the LCWIP will allow MKCC to:
- have a robust short to long-term active travel delivery strategy to effectively improve and expand active travel provision within the borough;
  - incorporate LCWIP in future updated strategy documents (in particular the Local Plan and Local Transport Plan);
  - be better prepared for future active travel funding opportunities such as government/Active Travel England grants or from new development; and
  - deliver corporate objectives concerned with sustainability, carbon reduction, health and mobility for all, and in particular the current Council Plan aim to ‘Increase the number of journeys made by walking or cycling’ (Delivery Plan Action Q4).

### 3. Implications of the Decision

Financial	N	Human rights, equalities, diversity	N
Legal	N	Policies or Council Plan	Y
Communication		Procurement	
Energy Efficiency		Workforce	

(a) Financial Implications

Adoption of the plan has no financial implications, and delivery of the identified improvements it prioritises is subject to funding availability.

(b) Legal Implications

No legal implications.

(c) Other Implications

(i) Policies and Council Plan

Our adopted Road Safety, Walking and Cycling and Smarter Travel Strategy which forms part of the current Local Transport Plan states in Policy CW04 that the LCWIP in development will determine our walking and cycling schemes and priorities. The LCWIP supports the current Council Plan aim to 'Increase the number of journeys made by walking or cycling' (Delivery Plan Action Q4). Finally, the LCWIP supports Transport and connectivity policies CT1 - CT4 of the Plan:MK (Local Plan). The Local Cycling and Walking Infrastructure plans provide a long-term strategic investment approach and are expected to be acknowledged and incorporated into new and update local policies, such as the Local Plan and the Local Transport Plan.

(ii) Human Rights, Equalities and Diversity

An Equality Impact Assessment has been undertaken. The LCWIP adoption will not have a negative impact on any particular groups. By facilitating the expansion of the existing active travel network all groups should benefit, and the LCWIP will ensure investment decisions are evidence-led and transparent.

## 4. Alternatives

- 4.1. Alternative option is to **Do nothing**. Not formally adopting the LCWIP is likely to weaken MKCC's prospects of securing funding from Government. Adopted policies significantly strengthen strategic business cases as they demonstrate Council support and commitment to deliver the plan.

## 5. Timetable for Implementation

- 5.1 The delivery plan included in section 7 of the LCWIP covers a ten-year timeframe, but given funding for scheme development and delivery is uncertain this delivery plan will be regularly updated to reflect progress with delivering the LCWIP schemes.

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## List of Annexes

- Annex A Local Cycling and Walking Infrastructure Plan  
Annex B Consultation Report  
Annex C Equality Impact Assessment

## List of background Papers - None