

Annex D: LCWIP update

YORK'S LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN (LCWIP)

What is an LCWIP?

An LCWIP is a local blueprint for walking and cycling network development with an associated prioritised list of schemes which form a pipeline for future funding bids.

What is an LCWIP not?

An LCWIP is not a piece of design guidance or a walking or cycling strategy. Design guidance already exists in various forms (LTN1/20, Inclusive Mobility etc) and the local strategies relating to walking and cycling will be a part of the emerging Local Transport Strategy / Local Transport Plan.

What is involved in producing an LCWIP?

LCWIP development is split into several distinct phases:

1. Scope identification
2. Background evidence gathering
3. Identification of strategic cycling network
4. Identification of strategic walking network
5. Prioritisation of the network routes / zones
6. Integration of LCWIP with other CYC strategies / policies

Progress on developing York's LCWIP

A scoping study for York's LCWIP was produced in mid-2020 and laid out a potential path which the LCWIP could take to deliver better infrastructure which would encourage the maximum uptake in active travel.

Little progress was made beyond the scoping report in the next couple of years due to staffing issues and the COVID pandemic. The project restarted in mid-2022 and a procurement exercise was undertaken to identify suitable external consultants to develop York's LCWIP.

Systra were commissioned in late 2022 to prepare the LCWIP and a governance structure comprising a steering group, advisory panel and officer group was set up. The steering group comprised key officers, elected members from the ruling administration and main opposition party and relevant external stakeholders including York Civic Trust, Walk York, York Disability Rights Forum, University of York, Sustrans and York Cycle Campaign (York Hospital were also invited but have yet to attend any of the steering group meetings).

Between November 2022 and the end of January 2023 Systra gathered a large amount of background data which they then processed to identify potential networks for cycling and walking. The first round of consultation was then undertaken in early to mid-February with an invited group of stakeholders both online and in-person via a drop-in session at the Friends Meeting House on Friargate. The feedback from this online consultation and drop-in session led to subsequent revisions to the network maps and the Background Evidence report was prepared which detailed the research which had been undertaken, the proposed networks and started the process of identifying and prioritising some key cycle routes and core walking zones.

Initially Systra had planned to develop high-level concept designs for the top ten cycle routes and top four core walking zones which were to be consulted on prior to the local election period but it soon

became clear that the deadlines would be too tight to conduct any meaningful consultation therefore the consultation was postponed until after the elections. Systra continued to work on finalising the background Evidence Report and concept designs.

The steering group meetings recommenced in late August after a break of approx. 6 months and the group were updated on progress which had been made since the previous meeting. Copies of the Background Evidence Report and concept drawings were circulated to the group for comments.

Discussions also started in August / September with the council's Communications team about the best way to tie the LCWIP consultation with the upcoming Local Transport Strategy consultation and the level of detail which each would have. It soon became clear that it would not be possible to consult on the high-level concept drawings as the LTS consultation first needed to establish the issues and principles / objectives and get approval of these prior to consulting on any level of detail. The LCWIP part of the city-wide LTS consultation will therefore concentrate on potential interventions to encourage active travel but not tie these to specific locations in the first instance. A future stage of consultation will go into more detail.

Systra are preparing some visualisations of the types of measures which may be applicable in York to encourage active travel. They are also drawing up a draft LCWIP short of providing detailed designs and costings.

Following the city-wide consultation which is due to finish at the end of January 2024 officers will be in a position to determine the level of support for the LTS principles and objectives and can then suggest interventions to address the issues and help achieve the objectives. The LCWIP concept designs will then be able to be assessed against the LTS objectives and put out for consultation. The final LCWIP report will also be drawn up and adopted by the council.