



Department
for Transport

Local Cycling and Walking Infrastructure Plans

Expression of Interest Guidance for Local Authorities

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1. Background

Cycling and Walking Investment Strategy

- 1.1 In 2017 the Government published its first Cycling and Walking Investment Strategy (The Strategy). The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
- 1.2 Realising this ambition will take sustained investment in cycling and walking infrastructure and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment to support this national Strategy.
- 1.3 The Strategy supports the transformation of local areas: change which will tackle congestion, change which will extend opportunity to improved physical and mental health, and change which will support local economies.
- 1.4 The strategy's objectives by 2020, are to:
 - Increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made;
 - Increase walking activity, where walking activity is measured as the total number of walking stages per person;
 - Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled;
 - Increase the percentage of children aged 5 to 10 that usually walk to school.
- 1.5 Further to this, the following aims and target have been set, respectively, to 2025:
 - To aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and will work towards developing the evidence base over the next year.
 - To aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and will work towards developing the evidence base over the next year.
 - To increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

Local Cycling and Walking Infrastructure Plans

- 1.6 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Strategy, 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.

1.7 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.
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

1.8 By taking a strategic approach to improving conditions for cycling and walking, LCWIPs will assist local authorities (LAs) to:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term.
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.
- Make the case for future funding for walking and cycling infrastructure.

1.9 While the preparation of LCWIPs is non-mandatory, it is envisaged that LAs who have plans will be well placed to make the case for future investment.

LCWIP Guidance

1.10 The LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes that connect places that people need to get to, whether for work, education, shopping or for other reasons.

1.11 It provides technical guidance for LAs; drawing together good practice, including TfL's Cycling Design guidance and the Welsh Active Travel Design guide, the guidance outlines the steps that we recommend should be taken when planning for cycling and walking.

1.12 The guidance has been written on the basis that little strategic planning has been carried out locally to develop cycling and walking networks. Each authority will be best placed to consider how the LCWIP process can enhance any work already undertaken. Where LAs already have well developed cycling and walking plans and programmes, selected parts of the process can be applied to refresh and refine existing plans or programmes.

Further Information

1.13 If you have any questions about the LCWIP process or guidance please email: walking.cycling@dft.gsi.gov.uk

2. Technical Support for Local Authorities

Rationale

- 2.1 Recognising that preparing LCWIPs may take time and resources not readily available to all local authorities, a comprehensive programme of technical cycling and walking support has been developed. This programme makes available technical expertise to local authorities wishing to develop local plans, through an expression of interest process.
- 2.2 Technical support will be provided by a delivery partner procured by the department and will include:
- Assistance with the preparation of LCWIPs
 - Training on how to use the LCWIP guidance and tools
 - Advice on how to integrate LCWIPs into local policies and strategies, and develop the local strategic and economic case for investment
- 2.3 Selected LAs will also have the opportunity to assist the department with the refinement of the LCWIP process during the early stages of delivering the Strategy.

Resource Requirements

- 2.4 LAs will be able to apply for up to 80 days of technical support to produce a LCWIP, depending on population size. For LCWIPs to be successful local knowledge and input is critical and as such local officer time will also be required.
- 2.5 To best allocate resources a number of population thresholds have been applied to the amount of technical support available:

Population covered by LCWIP	Technical Support
<300,000	Up to 30 days
>300,000	Up to 50 days
>500,000	Up to 60 days
Combined Authorities	Up to 80 days

- 2.6 Please note that this is an Expression of Interest and that technical support is not guaranteed.

3. Expression of Interest Form

Eligibility

- 3.1 The offer of technical support is open to all LAs in England (excluding London). An Expression of Interest from a single LA can request a maximum 60 days of support, depending on population size. Two or more LAs may submit a joint Expression of Interest for a maximum 80 days of support.
- 3.2 Combined Authorities are able to submit a maximum interest of 80 days of support.

Assessment Criteria

- 3.3 The Expression of Interest forms will be assessed against two criteria, strategic narrative and the management case, and scored accordingly.
- 3.4 In order to engage with a variety of LAs, it is intended that the top scoring Expression of Interest from each population category will be prioritised for support, with the remaining support being allocated to the highest scoring Expression of Interests across all categories.

Strategic Narrative

- 3.5 The Expression of Interest will need to give a clear and concise explanation as to why the technical support is required. Information on the strategic fit with the wider local policy aims as well as the objective set out in the Cycling and Walking Investment Strategy should be provided.
- 3.6 Information should also be provided on how the LCWIP will integrate with local transport and planning policies and strategies as well as any existing cycling and/ or walking policies, strategies or delivery plans.

Management Case

- 3.7 Expressions of Interest should detail roles and responsibilities of all those who will be involved at the local level. This should demonstrate senior level support as well as key stakeholders likely to be involved in the process.

Timetable

- 3.8 The deadline for Expressions of Interest is **4pm 30th June 2017**. Submissions should be sent electronically to walking.cycling@dft.gsi.gov.uk