

**Local Cycling and Walking Infrastructure Delivery Plan**

Summary: An update in relation to the emerging Local Cycling and Walking Infrastructure Delivery Plan, **LCWIP**

Recommendations: **For Information only**

Cabinet Member(s) Cllr Andrew Brown	Ward(s) affected All
All Members	All Wards
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**1. Background**

- 1.1 Norfolk County Council (NCC) has secured a revenue grant from the Department of Transport to support the development of a Local Cycling and Walking Infrastructure Plan (LCWIP) for Norfolk. The purpose of the Norfolk LCWIP is to help **identify and prioritise short, medium and long term active travel infrastructure schemes** which will enable increased levels of cycling, walking and wheeling in the county.
- 1.2 Increased cycling and walking can provide many benefits such as improving air quality, reducing congestion, addressing inequalities, improving physical and mental health, and mitigating climate change within and between towns and the aims align with those promoted through the Local Plan.
- 1.3 LCWIPs are a Norfolk wide initiative and over 23 towns have been selected to date across the region. Plans have already been produced for Kings Lynn, Greater Norwich and Great Yarmouth and attention is now also focused on North Norfolk. The Planning Policy team along with input from the Climate & Environmental policy manager and NHS Norfolk and Waveney have provided support to the County Council Active Travel team who are finalising the identification of potential draft priority routes and active travel networks in Fakenham, Holt, Sheringham, Cromer, North Walsham and Hoveton/Wroxham. The work also has some potential to include schemes that increase connectivity between towns through identifying potential feasibility studies to assess routes and areas of improvement in areas across the wider network.
- 1.4 The pre submission version of the Local Plan along with relevant GI background papers and the Core Strategy and Site allocations document

have been used to inform Attractor Mapping which has been used to assist in the identification of specific network priority routes. The attractor mapping illustrate the current and future locations of housing, places of employment, education, leisure and green spaces which helps inform the planning process.

- 1.5 The methodology used follows that set out by Department for Transport and for each town the aim is to produce a network plan for walking and cycling through the identification of priority cycling routes and walking zones. The Plans are required as a precursor to applying for central government funding which is specifically earmarked in order to enhance the pedestrian and cycle networks and increase the levels of cycling and walking.
- 1.6 The LCWIP aims to identify a network plan for each of the listed towns consisting of priority routes and provide information on the condition and detail of each route, identifying where and what improvements could be done in order to improve usage and pedestrian / cycle flow and make them more accessible and pedestrian/cycle friendly. These could include the identification of specific infrastructure improvements or highlight the requirement for further detailed feasibility studies. e.g. where a route crosses a main road and specific highway engineer input is required to access the improvement options or a former railway track is identified as a potential new route but first would need further investigations on its condition and level of investment required to bring into use.
- 1.7 **The purpose** of this report is to bring this work to the attention of members at North Norfolk and to advise of the opportunity for wider involvement in the New Year.
- 1.8 The Active Travel team intend to hold a 6 week period of engagement in Quarter 1 2023 which will include some public events (7). One of these is likely to be In Cromer.
- 1.9 The public engagement will include detailed scheme proposals for 20 towns across Norfolk, including 6 growth towns in North Norfolk, as well as strategic schemes which connect rural communities with key services and is intended to help identify the priority routes and the areas for improvement
- 1.10 The intention is that following the completion of the work by the Active Travel team members of the public and stakeholders will be able to view the emerging documents and feedback on the Norfolk LCWIP via an online survey and at the public events which will be held across Norfolk.
- 1.11 The feedback will be used to refine proposals before final sign off at County Council level.

## **2 Recommendations**

### **2.1 For Information only**

## **3 Legal Implications and Risks**

- 3.1 The document is being produced by NCC and informed by the emerging Local Plan. There remains a residual risk of changes to the emerging plan through

#### **4 Financial Implications and Risks**

- 4.1 Failure to produce a LCWIP will undermine any future bidding for central Government funding in association with active travel network improvements.
- 4.2 The document is being produced by NCC, no financial resource has been committed from North Norfolk, only officer time.

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