

Growth and Regeneration Scrutiny Commission 25th January 2023



Title: WoE Local Cycling and Walking Infrastructure Plan (LCWIP) Update

Ward: All

Officer Presenting Report: Adam Crowther

Recommendation:

For Commission Members to consider the information contained within the report.



WoE Local Cycling and Walking Infrastructure Plan (LCWIP) Update

Update on scheme implementation

An important distinction to make from the outset is that the LCWIP document details our priority walking and cycling routes for investment but is not the full extent of active travel projects that the council (or developers) are developing or have delivered.

The following LCWIP schemes have been delivered in temporary or permanent form since its adoption in June 2020

- Princess Victoria Street timed closure – Active Travel Fund, Department for Transport (ATF)
- Cotham Hill timed closure (ATF)
- Castle Street segregated cycling route (Developer)
- Bristol Bridge Bus Gate (ATF)
- Bristol to Bath Railway Path walking and cycling improvements (Sustrans)
- Mina Road segregated cycle route (ATF)
- King Street (Transforming Cities Fund)
- Park Row (ATF)

Non-LCWIP schemes delivered since June 2020

- *Stoke Park (Housing Infrastructure Fund)*
- *Nelson Street (Dev)*

The following LCWIP and non-LCWIP schemes are being delivered or are being actively developed subject to further engagement, consultation and approvals. Please note all of the schemes on this list are at different stage of development from initial feasibility to detailed design and construction phase.

- A4018 north (CRSTS)
- A4018/A37 Strategic Corridor (CRSTS)
 - Blackboy Hill Junction
 - Victoria Street
- Old City/King Street (TCF/CRSTS)
- Park Row (ATF)
- Concorde Way
 - Bonnington Walk (Developer)
 - Dovercourt Depot (TCF)
- Old Market Roundabout Missing Links (ATF)
- Counterslip/Tower Hill (Dev)
- East Bristol Liveable Neighbourhood (CRSTS)
- A4 Corridor (CRSTS)
- Bedminster Green (Dev/CRSTS)
 - Whitehouse Lane
- Portway (CRSTS)
- Hotwells to City Centre (CRSTS)
- City Centre Package (Dev/CRSTS)
 - High St/Wine St
 - Temple Way
 - St James Barton
 - Horsefair Pen St pedestrianisation
 - Lower Maudlin
 - Redcliff Hill
 - Redcliff Way/Portwall Lane
 - Bedminster Bridges
 - Union Street
 - Christmas Street/Lewins Mead/Haymarket
- Filwood High Street Improvements (Capital Receipts)
- Local point closure package (CRSTS)

- Rosemary Lane
- Overton Road
- Chandos Road
- Princess Victoria Street
- Denmark Street

Prioritisation of schemes

The prioritisation process for LCWIP schemes is outlined in the plan itself. It involved a multi-criteria analysis of routes with scoring against categories such as 'potential for uplift', 'proximity to areas of deprivation' and 'proximity to areas of poor air quality'

The process for prioritising schemes **within** LCWIP depends on the funding criteria set by DfT. For example, under the Emergency Active Travel Fund in 2020 government were seeking schemes that could be delivered in temporary form within weeks of the announcement. Therefore rapid deliverability was the key criteria. As well as considering funding criteria we also need to think about resourcing, design maturity, phasing with other projects and any economies of scale that can be achieved. In this sense while LCWIP represents our priority list of schemes, to some degree we must be nimble to different funding opportunities as they arise and reprioritise as required.

ATF4

We do not have the assessment criteria for Active Travel Fund 4 at the time of writing, but we would anticipate that government is looking for schemes that provide a high benefit cost ratio, meet LTN 1/20 standard and can be developed and delivered within 3 years.

Further funding opportunities

The council's Transport Policy, Bidding and Strategic Projects team play a central role in identifying and securing funding for active travel improvements. While some funding opportunities are now centrally managed by WECA this team is still required to provide all the information and expertise relevant to local proposals to feed into the bid. ATF4 is the principal funding opportunity on the horizon for local authorities, but at the time of writing there are no further details on deadlines, funding allocations and criteria. Indeed, much of the funding we receive from government (outside of CRSTS) is advertised at relatively short notice and requires bidding authorities to meet strict conditions around spend, value for money, construction timescales and other criteria. In the meantime, the LCWIP and other spatial frameworks and plans help us to secure contributions from developers toward the development of our active travel network. These contributions are critical but (depending on the size of the development) tend to be relatively modest investments across short sections of route.

ATF3 update

Cotham Hill – construction from summer 2023

Park Row – construction from winter 2023

Old Market missing links – construction from summer 2023

Clarification on Active Travel and Walking scheme and CRSTS

The scheme list above details the funding in brackets whether this be DfT Active Travel Fund, City Region Sustainable Transport Settlement or developers