

Exeter LCWIP

Local Cycling and Walking Infrastructure Plan

Scoping Report

May 2021

DRAFT

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1. INTRODUCTION

Background

- 1.1. Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at a local level.
- 1.2. Exeter has a strong track record of encouraging and increasing levels of walking and cycling. Walking levels in Exeter are consistently amongst the highest in the UK. Cycling levels continue to grow, building on the success of the Cycling Demonstration Towns status from 2006-11, and the 2014 completion of the Exe Estuary Trail connecting the city to the coast and communities along the estuary.
- 1.3. Looking forward, the Exeter Transport Strategy 2020-2030 sets out the ambition for 50% of trips to be made by foot or cycle by 2030. This target received high levels of public support during the Exeter Transport Strategy consultation and was based on a robust evidence base of the extent of change possible, which included development of a bespoke Exeter cycling model.
- 1.4. The Exeter LCWIP will set out the infrastructure measures required to help deliver the modal shift to achieve the 50% Active Travel target.

Outputs

- 1.5. **The output should be a plan setting out the measures required to achieve the ambition for 50% of trips to be made by foot or cycle by 2030.**
- 1.6. The deliverables will be:
 - **Scoping report** (this report) – setting out the proposed delivery arrangements and timescales. This should be approved by the Senior Responsible Owner, agreed by the Project Board, and shared with relevant stakeholders.
 - **Background report** – containing detailed information on the information gathered to inform the plan, including relevant local policies and strategies, existing network and trips, and identifying trip generators both existing and planned. For the Exeter LCWIP, the Background Report will also include the first stages of network planning, setting out desire lines, core walking zones/routes, and the approach to developing Liveable Neighbourhoods.
 - **Exeter LCWIP technical report** – detailed information, incorporating the *Background report*, setting out the detailed cycling and walking proposals, and including detailed prioritisation and costs.
 - **Exeter LCWIP summary report** – a short and attractive public facing document, summarising the work undertaken and the proposed improvements.

1.7. The plan will follow the format and process of a Local Cycling and Walking Infrastructure Plan (LCWIP), following the six stage process defined by the Department for Transport¹:

- Stage 1: Determine the scope – establish the geographical context and arrangements for governing and preparing the plan.
- Stage 2: Gathering information – identify existing walking and cycling patterns and potential new journeys. Review existing conditions and identify barriers to walking and cycling. Review related transport and land use policies and programmes.
- Stage 3: Network planning for cycling – identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
- Stage 4: Network planning for walking – identify key trip generators, core walking zones and routes, audit existing provision and determine the types of improvements required.
- Stage 5: Prioritising improvements – prioritise improvements to develop a phased programme for future investment
- Stage 6: Integration and application – integrate outputs into local planning and transport policies, strategies, and delivery plans

1.8. In addition to the route based approaches set out in the LCWIP guidance, the plan will also consider the future role Liveable Neighbourhoods² and/or an areawide mini-holland approach, can play in increasing uptake of walking and cycling across Exeter.

¹ DfT (2017) Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

² Liveable Neighbourhoods deliver attractive, healthy, accessible and safe neighbourhoods for people. Typically, this involves area-wide changes to improve conditions for walking and cycling and reduce traffic dominance. This may include new pedestrian crossings, a network of good cycle routes, reduced parking provision, redesigned junctions, restrictions on motor traffic in town centres, high streets and residential streets, and wider improvements.

2. SCOPE

Geographical extent

- 2.1.** The core focus of the Exeter LCWIP will be within the administrative boundary of the city. Creating a comprehensive, accessible and coherent cycle and pedestrian network in the city, that connects residential areas with schools, key economic hubs, public open space and transport interchanges will be central to achieving the target of 50% of trips being made on foot or by bike. This represents the most achievable way of reducing short distance car trips in Exeter.
- 2.2.** Transport boundaries don't stop at the city boundary, and the LCWIP will also consider opportunities to:
- support active travel access from villages on the edge of the city through new infrastructure links and/or creation of green lanes; and,
 - provide strategic connections to existing settlements and areas of future development within cycling distance of Exeter.
- 2.3.** The plan will build upon existing evidence and policy to identify walking and cycling infrastructure improvements and facilities required to achieve our ambitious target. Following the process set out in the the technical guidance, the LCWIP boundary shown in Figure 2 has been identified, focusing on the city boundary and considering trips and routes within a 10km radius of the centre. This is based on:
- The Exeter City Council boundary, where there is the highest overall potential to increase walking and cycling trips, considering major trip generators, schools, and other significant origins and destinations.
 - As the Exeter TTWA covers an extremely large area, the focus will be on routes to major settlements within a reasonable cycling distance of Exeter (circa 10km) which have the highest potential for increases in cycling trips. The Exeter Travel To Work Area (TTWA) shown in Figure 1 has grown considerably in recent years and is now the second largest geographical TTWA in the country (behind Cambridge).
 - The plan will also need to consider the opportunities and improved active travel links to new housing and employment growth areas both within the city and within a reasonable cycling distance of the city.
- 2.4.** The plan will build upon existing evidence and policy to identify walking and cycling infrastructure improvements and facilities required to achieve our ambitious target.



Figure 1: Exeter Travel to Work Area

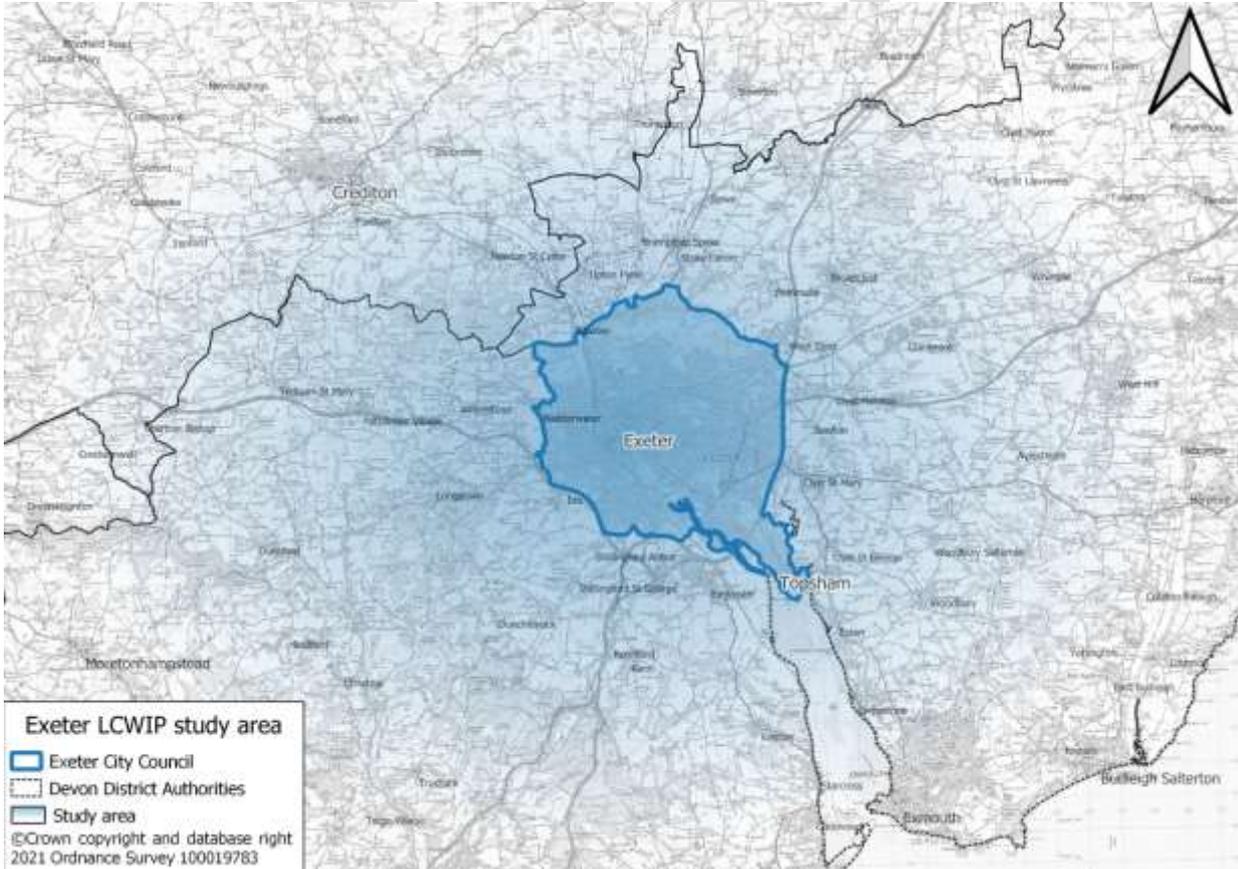


Figure 2: Exeter LCWIP geographical extent

Governance

- 2.5.** It is proposed that the governance structure fits in to the existing governance arrangements of the Liveable Exeter Place Board and Sport England Local Delivery Pilot (LDP), which has been established to provide oversight to a programme of active travel improvements in Exeter. A new LCWIP client group and stakeholder group will be established to deliver the LCWIP on a day to day basis. The proposed governance structure is shown below in Figure 3.

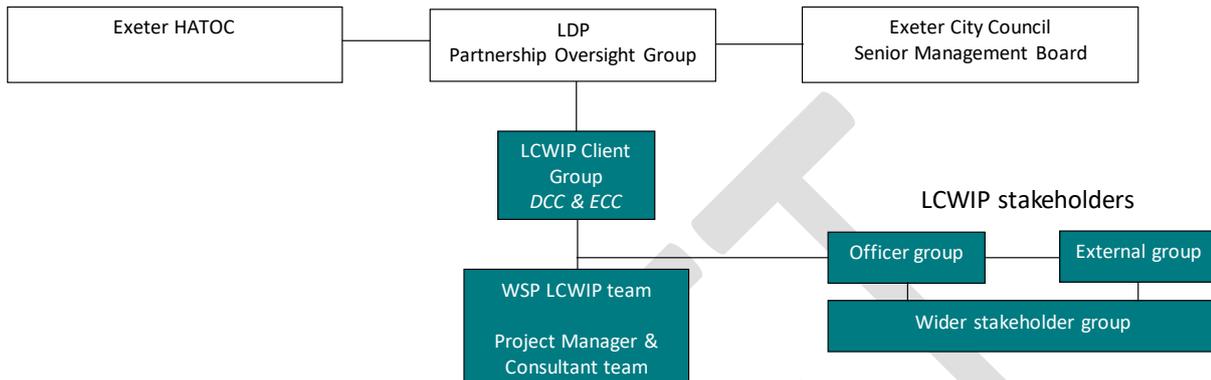


Figure 3: Governance structure

2.6. The LDP Partnership Oversight Group

- Role: It provides TACTICAL oversight, defining how to do it. Tactical level advice, focusing on opportunities, risks and resources. Resolves challenges or pushes to strategic level. Acts as critical friend to Programme Director through support and challenge. Meets quarterly or as required
- Membership:
 - o Cllr Wood, Exeter City Council (Portfolio Lead, Leisure & Physical Activity)
 - o Cllr Croad, Devon County Council (Portfolio Lead, Environment)
 - o Cllr Osbourn, Cranbrook Town Council (Portfolio Lead, Sport & Wellbeing)
 - o Matt Evans, CEO, Active Devon
 - o John Golding, Director East Devon District Council
 - o Jamie Hulland, Transport Manager, DCC
 - o Simon Kitchen, Head of Communities, DCC & Wellbeing Exeter Steering Group
 - o Adam Rigarlsford, Strategic Lead, Sport England
 - o Tim Rutherford, Headteacher, West Exe School (Ted Wragg Trust)
 - o Sarah Yelland, Deputy CEO Devon Community Foundation
 - o Jo Yelland, Director ECC & LDP Programme Director

2.7. LCWIP client group

- Role: day to day management of the LCWIP. It provides leadership and direction to project managers and teams; allocated resources; ensures effective performance management of milestones; outcomes; deliverables and risks.
- Membership:

- Will Pratt, Principal Transport Planner, DCC
- James Bogue, Active & Healthy Programme Lead, ECC

2.8. Two key stakeholder groups will help to steer the project. These small groups will provide feedback on the scoping report, desire lines, core walking zones, and approach to incorporating Liveable Neighbourhoods. Membership will be confirmed by the client group and expected to include:

- **Officer group** – key DCC/ECC officers who will have responsibility for delivering the outcomes of the LCWIP, to include:
 - Neighbourhood teams
 - Public Transport Coordination
 - Traffic Policy
 - Development management
 - Sport England Local Delivery Pilot (Active Travel theme lead)
 - Strategic Planning
- **External groups** – key external stakeholders who can help shape and deliver the LCWIP and identify locally promoted schemes, to include:
 - Exeter Chamber of Commerce/InExeter BID
 - Community stakeholders, including walking, cycling groups, and community builders

2.9. A wider stakeholder group will attend the combined walking and cycling workshop, to provide feedback on the emerging scheme proposal. Membership will be confirmed by the client group and expected to include:

- County, City and District Councillors
- Parish Councils
- Council officers (including from neighbouring authorities)
- Delivery partners, including the LEP, Homes England, Highways England, Network Rail, Public and Shared Transport Operators and others.
- Community stakeholders, including walking and cycling groups

2.10. The technical work will be led by WSP, building on extensive previous work undertaken by DCC in developing the Exeter Transport Strategy 2020-2030.

Engagement

2.11. Delivery of the LCWIP builds on previous engagement undertaken relation to walking and cycling Exeter, including comprehensive consultation with the public and stakeholders in 2019 as part of the development of the Exeter Transport Strategy 2020-2030.

2.12. Three engagement “moments” have been identified for the LCWIP, at which point the selected stakeholders will be engaged in the development of the plan.

1. **Scoping report (this report) and background report, including desire lines and core walking zones:** Will be shared with key stakeholders to raise awareness of the project, it’s aims and scope. A background report summarising the policy and data analysis will be shared with this group, along with the proposed desire lines, core walking zones, and approach to developing Liveable

Neighbourhoods. This will provide key stakeholders with an opportunity to shape the process and the routes and area wide approaches to be developed further.

2. **Stakeholder workshop(s):** Combined walking and cycling workshops to review the emerging detailed proposals, involving the wider stakeholder group.
3. **Public consultation.** To gather views from wider stakeholders and members of the public.

2.13. Timescales

1a) June: Scoping report and background report produced and briefing given to LDP Partnership Oversight Group on 21st June.

1b) July: Following comments from LDP Partnership Oversight Group, circulate scoping report and background report to officer group and external group. Hold stakeholder workshops 1 to discuss scoping report and background report. This could also be an opportunity to gather proposals from the stakeholder groups to help inform the detailed proposals.

2a) August: Emerging detailed proposals sent to LDP Partnership Oversight Group for comment.

2b) September: Second stakeholder workshops to be held to gather feedback on emerging scheme proposals. (Note there is a LDP Partnership Oversight Group meeting on the 21st September where LCWIP information could be presented, although it is not anticipated this will be needed at this stage).

3) October: Consultation draft Exeter LCWIP taken to LDP Partnership Oversight Group at the end of October for approval for public consultation.

Scheme delivery timescales

2.14. Schemes will be broadly divided into three delivery periods, aiming to achieve the ambition for 50% of of trips to be made by foot or cycle by 2030.

- Short term (<3 years)
- Medium term (3-5 years)
- Long term (5-10+ years)

2.15. Walking and cycling proposals will be prioritised based on a range of factors including potential to increase active travel, scheme deliverability, and links to other schemes and projects.

Design standards

2.16. Walking and cycling proposals will be developed to the latest design standards and guidance to achieve coherent, direct, safe, comfortable, and attractive routes.

- Cycle Infrastructure Design, Local Transport Note 1/20 (DfT 2020)
- The Planning for Walking Toolkit (Transport for London, 2020)
- A Guide to Inclusive Cycling (Wheels for Wellbeing 2020)
- Designing for Cycle Traffic (John Parkin, ICE Publishing, 2018)
- Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities (DfT, 2017)
- Planning for Walking (CIHT, 2015)
- Designing for Walking (CIHT, 2015)
- London Cycling Design Standards (Transport for London, 2014)
- The Handbook for Cycle-Friendly Design (Sustrans 2014)
- Making Space for Cycling (Cambridge Cycling Campaign 2014)
- Manual for Streets (DfT 2007)

3. PROGRAMME

3.1. The programme is shown below.

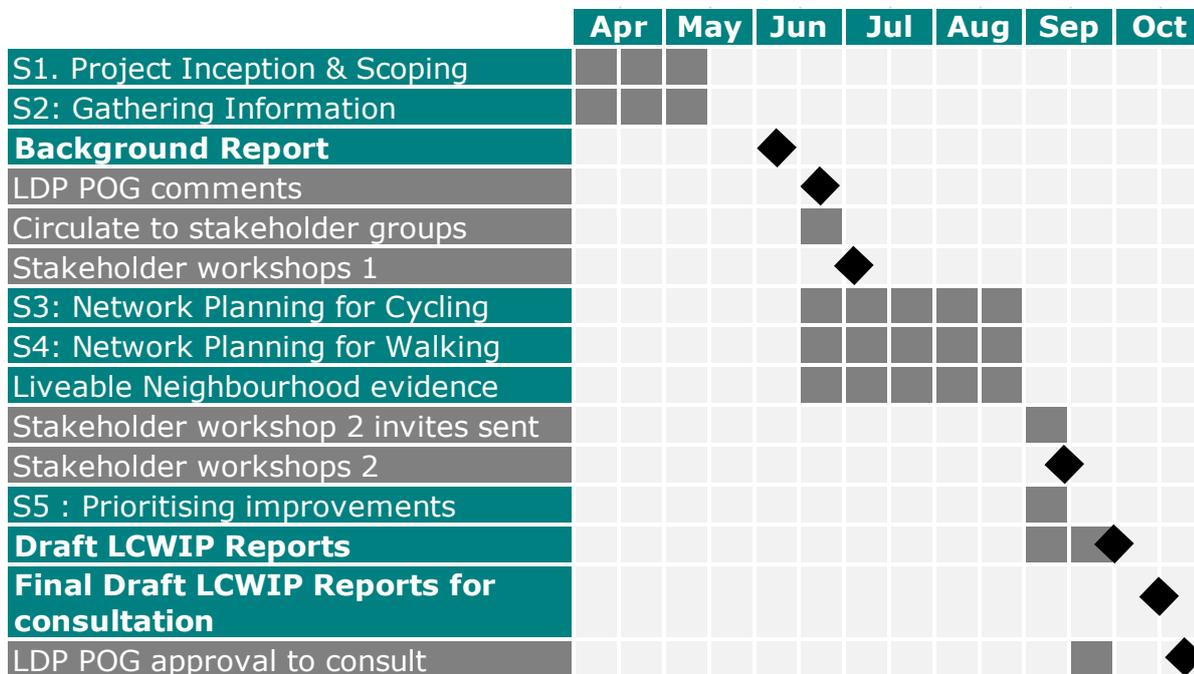


Figure 4: Programme