

TITLE	Officer Response to Recommendations of the Local Cycling, Walking and Infrastructure Plan Task and Finish Group
FOR CONSIDERATION BY	The Executive on Tuesday, 21 March 2023
WARD	None Specific;
LEAD OFFICER	Director, Place and Growth - Simon Dale
LEAD MEMBER	Executive Member for Active Travel, Transport and Highways - Paul Fishwick

PURPOSE OF REPORT (INC STRATEGIC OUTCOMES)

This report sets out the Officer responses to the 14 Recommendations of the Local Cycling, Walking and Infrastructure Plan Task and Finish Group. The report of the Task and Finish Group can be found in Annex A to this report.

RECOMMENDATION

That the Executive:

- 1) Approve the Officers' responses to the Recommendations of the Local Cycling, Walking and Infrastructure Plan Task and Finish Group, set out in subsection 1.6 of this report;
- 2) Note the report of the Local Cycling, Walking and Infrastructure Plan Task and Finish Group, contained as Annex A to this report.

EXECUTIVE SUMMARY

The Local Cycling, Walking and Infrastructure Plan (LCWIP) Task and Finish Group was established by the Community and Corporate Overview and Scrutiny Committee at their meeting on 29 November 2022, whilst their Terms of Reference were agreed at the meeting of the Committee held on 23 January 2023. The Group has met on 2 occasions, and has engaged with Executive Member for Active Travel, Transport and Highways, a WSP consultant and the Transport Planning Team Manager. Due to time constraints, the Group were only able to review the main LCWIP report, whilst the related appendices were not considered by the Group, such as early outline maps and designs.

The report and Recommendations of the LCWIP Task and Finish Group were presented to the Community and Corporate Overview and Scrutiny Committee on 6 March 2023, and the Committee resolved that the Group's 14 Recommendations to the Executive, as amended, be approved.

BACKGROUND

- 1.1 The LCWIP Task and Finish Group consisted of Councillors Al Neal (Chair), Peter Dennis (Vice-Chair), Laura Blumenthal, Chris Johnson and Pauline Jorgensen.
- 1.2 The Group agreed the following Terms of reference:
 - To consider the latest draft and information relating to the LCWIP, and to formulate any recommendations for improvement to the Executive;
 - To consider the summary of results from the latest consultation, to inform any potential recommendations to the Executive;
 - To consider how the plan may be shaped to help encourage more residents to use sustainable transport methods, for example improving and promoting cycleways;
 - To produce a final report to the Community and Corporate Overview and Scrutiny Committee and, subsequently, the Executive with any recommendations for improvement.
- 1.3 Due to time constraints, the Group were unable to review the detailed appendices to the LCWIP report. As such, their Recommendations focus solely on the LCWIP report and not the detailed appendices, which include maps and consultation responses.
- 1.4 The Group considered evidence from the following stakeholders:
 - Robert Curtis (WBC – Transport Planning Team Manager)
 - Councillor Paul Fishwick (Executive Member for Active Travel, Transport and Highways)
 - Andy Winmill (Associate Director, WSP)
- 1.5 The Task and Finish Group report was submitted to the Community and Corporate Overview and Scrutiny Committee on 6 March 2023. The report provides the Groups Recommendations to the Executive, set out in Annex A.

1.6 The Recommendations and Officer responses are set out below.

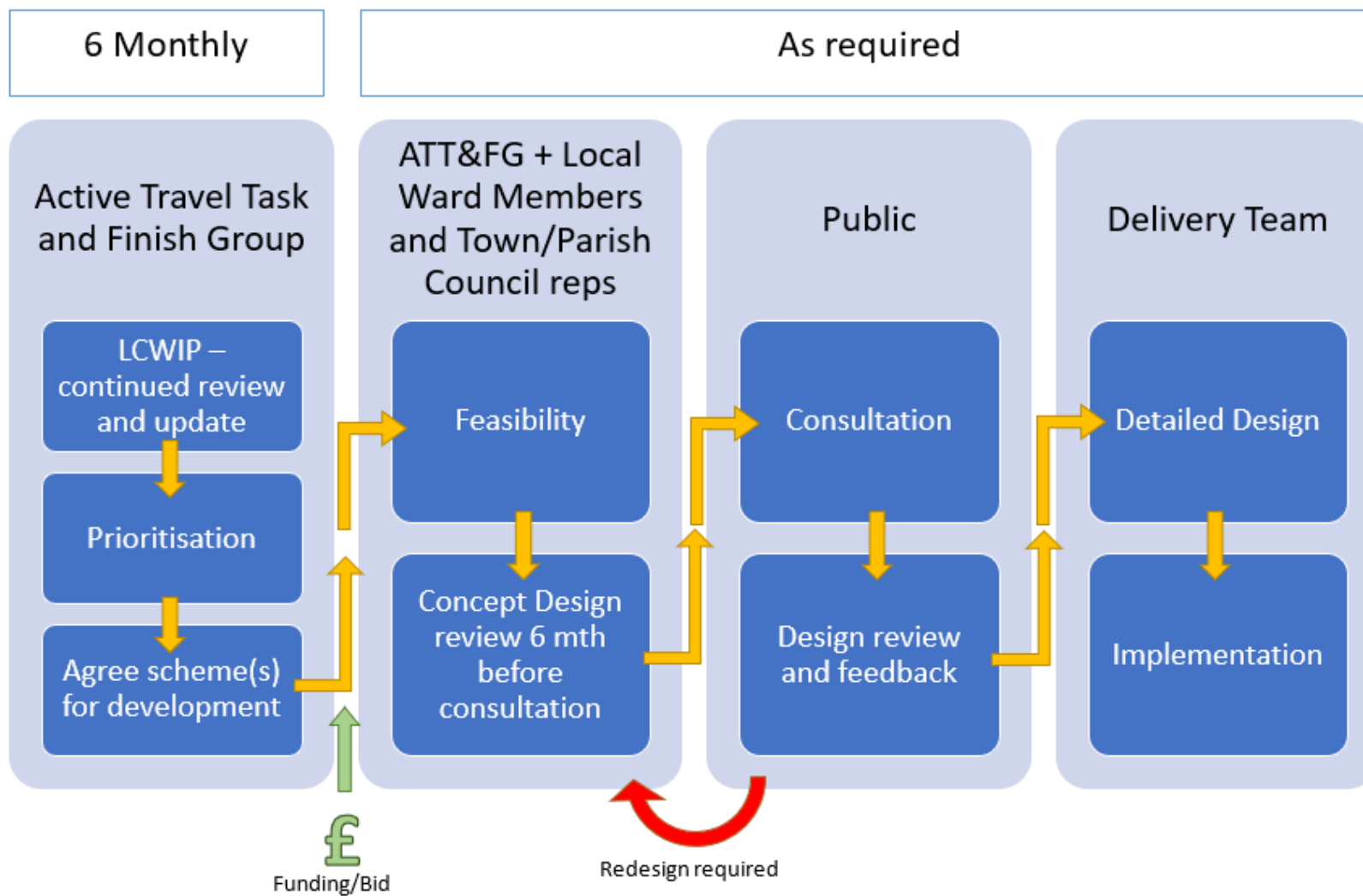
Recommendations	Officer Response
Confirm what data in relation to the 2021 Census was available, and incorporate any updated data. 2011 Census data should only be used where WBC were still awaiting the detailed breakdown of the 2021 Census data.	The 2021 Census data is being released periodically and we are awaiting some more relevant data to be published, however, consideration will need to be given to its relevance based on the timing of the 2021 census. The report remains a live document and so when data is published the LCWIP can be updated. Where figures are currently available, the report will be updated prior to the final version being released for Executive.
Remove reference to data related to trunk roads, for example the M4, which were outside of WBC's control.	This will be removed from the report provided figures without trunk roads are readily available.
Confirm if WBC had access to the data relating to how many households in the Borough had access to a car, and amend the report appropriately if available.	Where figures are currently available, the report will be updated prior to the final version being released for Executive.
In relation to employment centres, make use of datasets used within the Bus Service Improvement Plan, and amend the report appropriately.	The report will be updated prior to the final version being released for Executive. It is likely that this will include an explanation to the reference to employment centres in this context.
To ensure consistency between strategic plans, confirm if cross boundary commuting data was consistent with that being applied to the Local Transport Plan.	This will be discussed further with the team writing the Local Transport Plan, we would expect that the data sources are the same, however, the report will be updated as necessary prior to the final version being released for Executive.
If available, data held by WBC regarding speeding vehicle clusters be added to the report.	There are some data available in this area, though this is not based on all vehicles and all roads across the borough; based on this some further explanation will be given and the locations provided if this deemed appropriate by the relevant teams.
Verify if accident data was up to date and complete, and amend as appropriate.	This data is the up to date published data. Officers will discuss with the police and DfT where Members felt data was omitted to try to establish why there are no records of certain events.
Amend reference from 'Road Transport' to 'Road, Rail and Shipping Transport' within the report.	The report will be updated prior to the final version being released for Executive.

Ensure consistency throughout the report when referencing 'short car journeys', for example to state that 'approximately 30% of car journeys within the Borough were relatively short'.	The report will be updated prior to the final version being released for Executive.
Confirm if schemes relating to Earley could be better defined and detailed, as with other areas.	The report will be updated prior to the final version being released for Executive if there are more definite or detailed areas that can easily be described.
Consider an additional paragraph within the report relating to bicycle parking in convenient areas, including town centres and public transport hubs.	An additional paragraph relating to safe, secure and convenient cycle parking will be added to the report prior to the final version being released for Executive.
A process flow chart be produced to allow greater understanding of how schemes move from concept stage, through to design, engagement, consultation, and delivery.	See below for proposed process flow chart below. This is not currently part of the plan itself as it relates to the subsequent delivery process.
The Active Travel Task and Finish Group, formed of Overview and Scrutiny Members, review the LCWIP on a 6-monthly basis.	Officers will arrange future meetings of the group.
The Active Travel Task and Finish Group, formed of Overview and Scrutiny Members, with relevant Ward Members and relevant Town and Parish Council representatives, review proposed schemes a minimum of 6 months (wherever possible) prior to public consultation.	Officers will arrange such meetings as proposals are developed.

- 1.7 Appendix B of the LCWIP is a comprehensive review of policy and demonstrates the project's alignment with National Policy, regional strategy and Wokingham Borough Council's own Local policy objectives, this includes the LCWIPs contribution to our Active travel strategy and Public Health Objectives,
- 1.8 The Wokingham Active Travel Plan pledges to 'work with partners to promote walking and cycling as a health-enhancing physical activity for all our residents and as a viable alternative to travelling short distances in cars'. To encourage residents to consider using active modes of travel, future infrastructure improvements must consider the needs of pedestrians and cyclists whilst accommodating the movement of motor vehicles. To achieve this, the plan recommends a borough-wide audit of pedestrian and cycle facilities, followed by a route branding and mapping exercise for both cycling and pedestrian routes. This objective can be achieved through the LCWIP process, by developing comprehensive pedestrian and cycling networks linking existing and new development, and key local destinations.
- 1.9 The Wokingham Health and Wellbeing Strategy's key objective is to create a healthy and resilient community, by encouraging people within the Borough to be

more physically active. The borough wide campaign is helping and inspiring residents to consider choosing active travel as a feasible alternative to the private car for their journeys to school or work. The strategy aims to improve physical health for all ages, and lower the percentage of overweight people, thus, by providing a walking and cycling network through the LCWIP process, residents will have access to safe, attractive routes which will contribute to the wider health and wellbeing goals of this strategy. Getting people more active is proven to improve mental and physical health and so provision of infrastructure to enable more people to choose to walk, wheel and cycle will significantly contribute towards the goals of Public Health.

Scheme development and delivery flow chart



FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces unprecedented financial pressures as a result of; the longer term impact of the COVID-19 crisis, Brexit, the war in Ukraine and the general economic climate of rising prices and the increasing cost of debt. It is therefore imperative that Council resources are optimised and are focused on the vulnerable and on its highest priorities.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	Nil	Yes	Revenue
Next Financial Year (Year 2)	Nil	Yes	Revenue
Following Financial Year (Year 3)	Nil	Yes	Revenue

Other Financial Information

There are no financial implications arising from this report, any changes to the LCWIP are covered within the budget and the financial planning for the LCWIP going forward as described in the Executive Paper.

Stakeholder Considerations and Consultation

The LCWIP underwent a thorough consultation process. This report is the response to Recommendations put forward by Overview and Scrutiny.

Public Sector Equality Duty

Due regard has been given to WBC's duties under the Equality Act.

Climate Emergency – ***This Council has declared a climate emergency and is committed to playing as full a role as possible – leading by example as well as by exhortation – in achieving a carbon neutral Wokingham Borough by 2030***

The LCWIP seeks to promote and improve active travel throughout the Borough, which facilitate considerable improvements to the Borough's net zero ambitions. The Recommendations of the Task and Finish Group seek to make improvements to the LCWIP report and facilitate ongoing Overview and Scrutiny of the document and schemes as they develop.

Reasons for considering the report in Part 2

N/A

List of Background Papers

LCWIP Report and Appendices, 21 March 2023 Executive

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