
Subject:	LOCAL CYCLING AND WALKING IMPLEMENTATION PLAN
Date:	14 January 2024
Decision to be taken by:	Mike Davis, Strategic Director (Finance and Housing)
Report of:	James Traynor, Climate Change Officer
Portfolio Holder:	Councillor Susan Beer, Portfolio Holder for Finance, Governance, Climate Change and Environment
Decision Type:	Non-Key
Classification:	Unrestricted

Purpose of the report: To accept funding of £25,000 from Kent County Council (KCC), approve a project for the creation of a Dover District Local Cycling and Walking Implementation Plan (LCWIP) and agree to match funding of £5,000 from Dover District Council's Climate Change Fund.

Recommendation:

- (1) To accept funding of £25,000 from Kent County Council; and
- (2) To approve a project for the creation of a Dover District Local Cycling and Walking Implementation Plan (LCWIP), and agree to match funding of £5,000 from Dover District Council's Climate Change Fund.

1. Summary

- 1.1 This funding and project present the opportunity to bring together the four towns plan created in 2020 with a number of new proposed routes, and a costed project plan, through a Local Cycling and Walking Implementation Plan (LCWIP). This will enable Dover District Council (DDC) to access funding that will support the delivery of routes and opportunities. The planned routes and improvements will help to reduce air pollution, increase wellbeing outcomes and decrease emissions across the district.
- 1.2 There is also a longer-term opportunity to champion 'cycle to work' schemes across the district, 'cycle to school' clubs and low carbon tourism travel, as well as improving access and walking routes in our main town areas.
- 1.3 A local East Kent example of funding after LCWIP completion is Ashford Borough Council which had £500,000 from the Department for Transport to support their LCWIP delivery.
- 1.4 Nationally in 2020 domestic travel was responsible for 99Mts of CO₂ of emissions. 33% of Nitrogen (NO_x) emissions and 14% of Particulate Matter (PM_{2.5}) emissions came from transport.

2. Introduction and Background

- 2.1 Local cycling and walking infrastructure implementation plans are a ten-year strategic approach to cycling and walking improvements. They form part of the Government's strategy to increase the number of trips made on foot or by cycle.

- 2.2 The LCWIP process helps maximise the impact of projects, by identifying local cycle and walking improvements that may benefit other modes of active travel.
- 2.3 The key outputs of LCWIPs are:
- (a) A network plan for walking and cycling which identifies preferred routes and core zones for further development.
 - (b) A prioritised programme of infrastructure improvements for future investment.
 - (c) A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network, to enable funding to be obtained to deliver the improvements identified.
- 2.4 Public Health England reports evidence that moderate to vigorous physical activity (MVPA) (for which cycling and walking are excellent examples) has a wide-ranging impact on physical and mental health, stated as “hard health” outcomes such as all-cause mortality, cardiovascular disease, coronary heart disease, and stroke. Regular physical activity reduces the risk of developing many cancers, including those of the breast, colon, bladder, endometrium, oesophagus, kidney, lung and stomach. It also improves metabolic health reducing the risk of developing Type 2 diabetes and can help maintain a healthy weight and support weight loss. There are neurological benefits including reduced risk of dementia and mental health outcomes such as reduced depressive symptoms. Moderate-to-vigorous physical activity has been shown to improve the quality of sleep and also quality of life.
- 2.5 DDC previously received £15,000 from KCC’s Transport Innovations Team (in 2019) to undertake all required research and create four Walking and Cycling Audit Reports working with Sustrans. These documents were published in April 2020 and are used by DDC’s Local Plan Team. The Local Plan Team also, at that time, commissioned a separate report from Sustrans for Aylesham as part of the project. This new funding looks to expand upon these previous Sustrans audits, reports and work.
- 2.6 DDC has an established relationship with KCC’s Transport Innovations Team and has also worked positively with them directly, as part of a group or through providing introductions to others for the direct benefit of Dover District. Notable work has included the introduction of a funded E-Bike Training Scheme in Deal (2021) and the introduction of a funded Cycle Hire Scheme in Dover (2022).

3. **Proposed Timeline and Implementation Plan**

- 3.1 The currently proposed timeline for implementation is:

December 2023	Accept £25,000 of funding from KCC
December 2023/January 2024	Produce a LCWIP Project Brief and Procure an experienced delivery Partner.
January 2024	Development
February 2024	Development
March 2024	Mid project review
April 2024	Development
May 2024	Development and end of project review

June 2024	Completed LCWIP received by DDC
July 2024	Final draft LCWIP to Cabinet?
August 2024	LCWIP adopted by DDC and KCC?

4. **Conditions of Funding**

- 4.1 The deadline for the delivery of the Dover District LCWIP is June 2024.
- 4.2 Scheduled monthly reporting meetings must be organised and maintained until the final report is completed. These meetings may also require the presence of other KCC officers from the Development and Planning Team and the PROW Team.

5. **Identification of Options**

- 5.1 Decline the offer of funding.
- 5.2 Accept funding for the creation of an LCWIP which, once completed, will enable long-term planning with further funding opportunities to deliver the LCWIP.

6. **Evaluation of Options**

- 6.1 By declining the funding, Dover will be one of the only districts in Kent not to have an LCWIP which could exclude the district from central Government funding.
- 6.2 By accepting the funding and project, the completed LCWIP will enable DDC to access future funding with a costed plan, as well as the potential use of S106 money. The benefits of an implemented plan would include increased cycling and walking, improved wellbeing outcomes, a reduction in car use which would also mean reduced congestion and air pollution, and a positive impact on the decarbonisation of the district by 2050.

7. **Resource Implications**

- 7.1 The budget for this project would be capped at £30,000 (£25,000 of KCC funding and £5,000 of DDC funding) with additional DDC staff time required over a 5 to 6 months' project period.
- 7.2 KCC's £25,000 contribution must be spent by June 2024 (the deadline for delivery of the LCWIP).
- 7.3 The KCC contribution (from the ATE Capability Fund Extension) is not dependent on DDC's £5,000 contribution, however, following further review and related discussions with four potential LCWIP consultants/providers, it has been acknowledged that to deliver a fully robust and actionable LCWIP a total project budget of £30,000 would be required.
- 7.4 This majority funded LCWIP Project (83% KCC/17% DDC) represents good value for money to DDC due to its potential long-term benefits to the public and district (as described in paragraph 6.2) and its strategic fit with DDC's wider Corporate Strategies and Plans. Its potential to open up new avenues of related funding, which are currently unattainable to DDC, is also advantageous.
- 7.5 This LCWIP Project represents a joint project between DDC's Place & Growth Service and the Planning Service. The Climate Change Officer will act as the Project Manager. Support will also be required from DDC's Procurement Team.

8. **Climate Change and Environmental Implications**

8.1 The benefits of increased cycling and walking for residents could have significant impacts on reducing noise, congestion, district-wide emissions and improving health and wellbeing for residents.

9. Corporate Implications

9.1 Comment from the Director of Finance (linked to the MTFP): Accountancy has been consulted and has no further comments to add.

9.2 Comment from the Solicitor to the Council: The Solicitor to the Council has been consulted in the preparation of this report and has no further comments to make.

9.3 Comment from the Equalities Officer: This report seeking to accept the funding, approve match funding and approve the project for the creation of a Dover District LCWIP (Local Cycling and Walking Implementation Plan) does not specifically have any equality implications. In discharging their duties members are required to comply with the public sector equality duty as set out in Section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15/section/149>

9.4 Other Officers (as appropriate):

10. Appendices

None.

Background Papers

- [Local cycling and walking infrastructure plans technical guidance \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)
- [Active travel strategy - Kent County Council](#)
- [Kent Cycling and Walking Infrastructure Plan | Let's talk Kent](#)
- [Walking and Cycling Final Three Towns report 2020 \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)
- [Dover Town Walking and Cycling Audit 2020 \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)
- [Deal Town Walking and Cycling Audit 2020 \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)
- [Sandwich Town Walking and Cycling Audit 2020 \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)
- [Aylesham Walking and Cycling Audit 2020 \(doverdistrictlocalplan.co.uk\)](https://doverdistrictlocalplan.co.uk)
- [Cycling and walking for individual and population health benefits: a rapid evidence review \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

Contact Officer: James Traynor – Climate Change Officer