

Corporate Resources Overview & Scrutiny Committee

Local Walking & Cycling Implementation Plans (LCWIPs)

Report of:

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Purpose of this report

To inform members of the current consultation for the suite of five draft Local Cycling and Walking Infrastructure Plans that is taking place between the week commencing the 30th of October 2023 and the week of the 11th of December 2023.

RECOMMENDATION(S)

The Committee is asked to:

- 1) Consider, comment and pass recommendations to the Executive on the Local Cycling and Walking Infrastructure Plans (LCWIPs) prepared for:
 - Dunstable-Houghton Regis
 - Leighton-Linslade
 - Biggleswade-Sandy-Potton
 - Ampthill-Flitwick
 - Arlesey-Stotfold-Fairfield-Henlow
- 2) Note that a sixth Local Cycling & Walking Infrastructure Plan is currently under development and will be brought to committee during 2024/25. This will cover the remaining urban areas, connections between towns and villages, rural routes, and the strategic connections to adjacent authority areas.

Executive Summary

1. Local Cycling and Walking Infrastructure Plans (LCWIPs) are a strategic approach to identifying cycling and walking improvements at the local level. They set out in reasonable detail the range and nature of improvements needed to meet to the government's target that by 2030 over half of all local journeys in larger towns and cities will be walked, wheeled, or cycled.

2. Six LCWIPs are in development for Central Bedfordshire. Five cover separately the main interconnected conurbations of Dunstable-Houghton Regis, Leighton-Linslade, Biggleswade-Sandy-Potton, Ampthill-Flitwick and Arlesey-Stotfold-Fairfield-Henlow.
3. The sixth, currently in development, covers the remaining urban areas and rural routes that interconnect areas and that provide strategic connections to adjacent authority areas. This will be brought to committee during 2024/25.
4. A detailed network blueprint, addressing the needs of both cyclists and pedestrians, has been developed for each LCWIP area, reflecting the high standard of infrastructure provision required by Active Travel England. These blueprints set out how cyclists and pedestrians can safely and conveniently access important and popular local destinations. These 'trip attractors', include schools, supermarkets and shops, rail stations, leisure centres, sports pitches, playgrounds and other places people frequent.
5. Each separate blueprint has been reviewed and refined through one of the authority's most extensive and successful public engagement exercises. To date, this engagement, hosted on the online Commonplace platform, has elicited close to 4,000 separate contributions.
6. The recommended network for each area has been documented in report format for each of the five LCWIP areas. The reports have been made public, with an invitation extended to interested parties to scrutinise and provide comment in line with the authority's commitment to meaningful consultation.
7. Once adopted by the Executive, each LCWIP will define how capital monies are invested to facilitate more active travel. This includes the funding received from government via Active Travel England and the Integrated Transport Block. LCWIPs will also be used as the basis for securing Section 106 contributions and provide the evidence to negotiate Section 278 works related to new development. It is envisaged that they will be delivered over a period of at least 10 to 15 years.
8. Alongside the development of LCWIPs, the authority's 'Walking Strategy', 'Cycling Strategy' and 'Sustainable Modes of Travel to Schools and Colleges Strategy' have been updated. These documents are part of the Local Transport Plan (LTP) suite of documents and will be circulated for member scrutiny in 2024.
9. LCWIPs are directly referenced in the Council's Sustainability Plan. Alongside the transition to electrically powered transport, the Plans are integral to the drive to reduce carbon emissions from transport. Currently, the largest category of carbon emissions in Central Bedfordshire are movement-based, people and freight. Emissions from transportation are declining at a slower rate than all other categories. The adoption and delivery of LCWIPs will be major step in changing this. At the same time, the approach will generate substantial and long-term health and wellbeing benefits for the area's growing population.

Background

10. Central Bedfordshire Council is committed to reducing Green House Gas (GHG) emissions within the authority to tackle climate change. Emissions from transport make up 40% of total generated within the Central Bedfordshire area, a percentage that will rise as other sources of emissions are systematically tackled.

11. The Council's Sustainability Plan was adopted in September 2020. The plan sets out the actions the Council will take in the drive to become carbon neutral by 2030. The transport choices that individuals make strongly influence the Council's ability to achieve this target; active travel and shared transport are promoted within the Plan over private car use.
12. One of the ways in which the Council can make a positive difference is through facilitating and encouraging more walking and cycling for shorter journeys, and for longer journeys encourage more sustainable options such as using public transport wherever possible¹. Ensuring that routes are attractive and useable for pedestrians and cyclists is central to achieving this.
13. Census data shows that nationally car ownership continues to climb². Central Bedfordshire has significantly higher rates than the national average, reflecting its rural nature and the high proportion of out-commuting. Against this backdrop, for levels of walking and cycling to increase, then these modes must be the more convenient option for most local journeys. When this is the case, walking, wheeling, and cycling will be the 'go-to' choice.
14. Milestone 3.3.1 of the Sustainability Plan is to:
'Facilitate investments in a permeable active travel and public transport network to enhance strategic connectivity' with the expressed outcome, through investment in active travel and public transport infrastructure being to 'create a permeable, connected safe transport network between Central Bedfordshire's main towns and along main transport routes'.
15. The first action that follows within the plan is to:
'Finalise and submit the Local Cycling and Walking Infrastructure Plan (LCWIP) to inform spatial maps and prioritise interventions. LCWIP to map areas where cycling infrastructure is lacking and where connectivity between towns and employment centres is hindered'.
16. The second action is to:
'Develop a 10-year active travel investment plan that includes prioritised projects identified in [the] LCWIP. Ensure active travel is systematically prioritised within transport and investment hierarchies. Build on the Council's road safety work to improve cyclists and pedestrians' confidence'.
17. The LCWIPs now prepared fulfil the first of these actions and directly enables the second.

Local Walking & Cycling Implementation Plans (LCWIPs)

18. Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling & Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level.

¹ Walking is invariably part of a longer journey by bus or train.

² [Licensed vehicles summary statistics](#)

19. LCWIPs enable authorities to take a long-term approach to developing local cycling and walking networks, ideally over a 10-year period. They are promoted by government as a vital part of the strategy to increase the number of trips made on foot or by cycle. In this regard, the key outputs of LCWIPs are:
- a. a network plan for walking and cycling which identifies preferred routes and in the case of walking, zones where investment should be focused
 - b. a prioritised programme of infrastructure improvements
 - c. a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network
20. LCWIPs assist the council to identify cycling and walking infrastructure improvements for future investment in the short, medium, and long term. They also ensure cycling and walking is afforded a high priority within both local planning and transport policies and strategies. Plus they make the case for future funding for walking and cycling infrastructure.
21. The government's cycling strategy called "Gear Change", places a renewed emphasis on the provision of high-quality infrastructure for active travel. New and exacting standards for the design of cycle infrastructure were published in 2020 in the form of a Local Transport Note [LTN1/20]. At the same time the Department for Transport set up an executive body, called Active Travel England (ATE) to oversee, inspect and manage funding for cycling infrastructure. These initiatives have implications for the Council, detailed in this report.
22. Objectives, common across all Central Bedfordshire LCWIPs, are to:
- a. Upgrade current cycling and walking infrastructure, ensuring routes serving important local destinations are of a high quality, accessible and safe.
 - b. Provide a comprehensive, interconnected network of routes serving the places people visit regularly. Known as 'trip attractors', these places to include schools and nurseries, shops and service centres, places of work and recreation, leisure centres, playing field and play spaces, train stations and public transport interchanges.
 - c. Facilitate delivery of the government's Gear Change³ document, released in 2020 and the Department for Transport's CWIS2⁴ targets that envisage half of all shorter local journeys in towns and cities being walked, cycled, or scooted by 2030.
 - d. Provide a prioritised pipeline of interventions and improvement schemes to be brought forward through the 'Highways Integrated Schemes Programme' and to inform funding bids, as these are announced.
 - e. Provide guidance for planning decisions and for developers promoting development opportunities, ensuring new residents have options to travel sustainably.
 - f. Provide routes to connect towns to surrounding smaller settlements, extending sustainable accesses to local services and amenities. Such routes to be of a form that can accommodate micro mobility technologies as these are adopted, with mobility scooters, e-bikes and e-scooters being examples.
 - g. Improve the health and wellbeing of residents by facilitating more active modes of travel for people of all ages.

³ [Gear Change: A Bold Vision for Walking and Cycling](#)

⁴ [The second Cycling and Walking Investment Strategy](#)

- h. Reduce car dominance, carbon and particulate emissions and improve air quality within towns and neighbourhoods.
- i. As far as is practicable, eliminate injurious collisions involving vehicles and pedestrians and cyclists, helping deliver wider Road Safety Strategy improvement plans and aspirations.

Network planning and development to date

23. The Council originally set out its ambitions for a cycle network covering the mid Bedfordshire area in 2004, in map and report format. With the assistance of Sustrans, this blueprint was updated in 2008-9 and extended to cover south Bedfordshire. Around the same time, Leighton-Linslade was designated as a 'Cycling Demonstration Town', securing substantial inward investment in its network and facilities.
24. The network blueprint of 2008-9 informed Issue 3 of the Council's Local Transport Plan and in particular the suite of eleven Local Area Transport Plans (LATPs)⁵ that detailed how available capital funding secured through the Integrated Transport Block grant would be invested.
25. In 2015, the Council commissioned a suite of route planning maps to be hosted on its Travel Choices website⁶ for the six major conurbations within the authority. The maps were designed to be pragmatic and less aspirational. In this regard they were based on currently available walking and cycling routes within both towns, making use of existing infrastructure where this existed. The work served as a useful steppingstone towards the creation of LCWIPs.
26. In January 2022, the Council commissioned an external consultancy to review the promoted cycle routes as defined by the 2015 Travel Choices maps. As the basis for the assessments of route quality, the review used the new and more exacting standards required by central government as set out in Local Transport Note 1/20: Cycling Infrastructure Design. It found over half of the network to be of 'poor' or 'very poor' quality, with all but a handful of routes falling a long way short of the standards of infrastructure now mandated.
27. A summary of the route assessment classification from the study is shown in Table 1. Some 80% of the promoted network required cyclists to share road space with other traffic with almost no protection, a position that few cyclists enjoy or perceive as safe.

Table 1: Summary of results from the 2022 Cycle Network Quality Audit

Level of infrastructure provided for cyclists	Total Length (km)	Percentage of Network
None: On-Road (No physical segregation from general traffic, cycle lanes less than 1.8m wide)	197.3	62.3%
Some: On-Road (Cycle lanes greater than 1.8m wide and traffic speeds less than 30mph)	19.3	6.1%
Full: Full physical segregation from traffic (including use of kerbs and off-road routes) Includes shared-use paths	100.1	31.6%
TOTAL	316.7	100%

⁵ [Local Area Transport Plan Review](#)

⁶ <https://www.cbtravelchoices.co.uk/>

28. The conclusion drawn from the audit was that previous cycle network blueprints were no longer fit-for-purpose; therefore, a new and more ambitious network design was needed. To meet LTN 1/20 standards, the new network proposal would need to eliminate, as far as is reasonably practical, the requirement for cyclists to share road with general traffic. The exception would be using quiet streets where vehicle speeds and flows are low, or very low.
29. This conclusion was supported by a review of the accident data, particularly where reported collisions involved vulnerable road users, specifically pedestrians or cyclists. This showed that most collisions occurred at busy junctions.
30. The reasonable assumption is that with improved road safety engineering and better infrastructure, these collisions can in future be avoided. Whilst some high-quality sections of cycle route provision exist within the authority's towns, this is the exception.
31. In response to the above, the Council's Sustainable Transport and Active Travel team undertook a major network re-planning exercise from autumn 2021 through to spring 2022. This work has produced a new network blueprint for the authority and is the basis for the suite of LCWIPs.

Network Planning Considerations and Constraints and LTN1/20

32. Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' guidance sets out the standards local authorities are required to meet when providing new or upgrading existing cycling and pedestrian infrastructure.
33. Whilst local authorities are responsible for setting design standards for their road these should reflect current best practice, standards, and legal requirements⁷. In this regard, the guidance has inclusive design as a central underlying theme to ensure the needs of people of all ages and abilities are considered.
34. The guidance recognises that cyclists and pedestrians are 'traffic', within the meaning of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004. Consequently, as a highways authority, the Council has a duty to manage its roads and streets to secure 'expeditious and safe movement for all traffic'. This duty applies to pedestrians and cyclists as well as motorised modes.
35. To achieve more people travelling by cycle or on foot, networks and routes should accord with five core principles set out in Table 2 and five key design principles set out in Table 3.

⁷ The Equality Act 2010 requires authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the built environment to ensure the design of infrastructure is accessible to all.

Table 2: Core Design Principles embodied in LTN1/20

Core Principle	Description
Coherent	Movement networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and of a consistent high quality.
Direct	Routes should wherever feasible, advantage people on foot or cycle over motorised modes.
Safe	Infrastructure should be designed to be safe by eliminating hazards and conflicts, wherever practical, and to be perceived as safe.
Comfortable	Footpath and cycle track surfaces should be of a good quality, smooth and well maintained with adequate width, minimal need to stop and of acceptable gradients.
Attractive	Infrastructure should help deliver public spaces that are well designed.

Table 3: Design Principles

Design Principle	Description	Consideration
Traffic Segregation	Cyclists must be treated as vehicles and wherever feasible, kept separate from pedestrians by being afforded their own physically protected space.	Where there is limited width within the highway the ability to provide cyclists with segregated facilities may not be feasible. Therefore, in some instances, designing space so it can be safely shared will be necessary.
Accessibility	Routes and networks should be accessible to everyone, aged from 8 to 80 and beyond. There should be no excluded areas.	Routes should avoid excessive gradients, be suitably surfaced and free of obstructions and hazards, including vegetation, barriers, standing water and parked vehicles.
Safe	Infrastructure should be safe, and to be perceived as safe.	Routes should be perceived to be safe for people of all ages and genders. Routes that are isolated and that lack lighting and are poorly surveilled should be avoided in urban and, where feasible, rural environments.
Comfortable	Footpath and cycle track surfaces should be of a good quality, smooth and well maintained with adequate width, minimal need to stop and of acceptable gradients.	The network should be accessible to anyone riding a disability scooter and for children riding in a pushchair.
Attractive	Infrastructure should help deliver public spaces that are well designed.	A key outcome will be towns, villages, neighbourhoods, and streets will progressively become increasingly people, less car-centric, with regard to movement, supporting wider determinants of health and wellbeing.

36. In interpreting the guidance, each LCWIP contains a map of the main roads and streets deemed unsuited for promotion as cycle routes, where:
- The speed limit is 40mph, or above and where traffic volumes are above the 3,000 movements a day threshold; and
 - There is no reasonable prospect of reducing levels of traffic to below the threshold as might be achieved for example through applying filters or other restrictions; and
 - There is insufficient width within the highway to provide cyclists with dedicated, suitably segregated facilities for example by reallocating road space, and
 - There are features along the road that create hazards for cyclists and that cannot be reasonably mitigated, such as pinch points.
37. As a result of the above, a significant proportion of the roads within towns are 'out-of-bounds' for network planning purposes. This has required a rethink of how cyclists can best be served.
38. In response, the pragmatic view adopted was to seek a solution for every destination, to locate and utilise the most advantageous route alignment available and to provide the best quality infrastructure option available. Also seek opportunities to forge new links and to accept that significant sections of paths would by necessity, have to be shared. The alternative was to create networks where a significant number of destinations remained disconnected, leaving each town's network 'full of holes'.
39. The suite of LCWIPs have therefore been designed as far as is reasonably practical to accord with LTN1/20. There is some relaxation as every town has places where segregated infrastructure is impractical. The aim has been to connect every destination, leaving minimal gaps.

Engagement with residents and stakeholders

40. During 2022, the Council's Sustainable Transport and Active Travel Team utilised the Commonplace platform to engage online and to secure feedback and comments from interested stakeholders on the proposed network blueprint for each conurbation.
41. The platform offered the facility for respondents to place a pin and to leave a comment on any element of the route network. When placing a pin, users were prompted to describe the issue they perceive with existing infrastructure, to propose a new link or route, or to propose an improvement to an existing route. In addition to 'pinning' comments, users had the facility to 'like' or 'agree' with the comments of other respondents.
42. Each of the five new network blueprints was also tested through in-person events with residents held during the autumn of 2022. These events helped reach a demographic who were less adept or comfortable responding online, ensuring an inclusive model of engagement. The events were attended by town council representatives and ward councillors, as well as local community groups.
43. The engagement provided a rich source of information on locations within towns where residents see issues when travelling on foot or by bike, or where they would wish to see improvements. Where these locations sit on the proposed network, they will be addressed through schemes to create and improve route segments.

44. Where they are away from the mapped network, each issue and suggested action will be reviewed and where appropriate, incorporated into wider work programmes delivered through the proposed area-based approach. In response to the feedback received, the network map for each town was reviewed and, where considered appropriate, revised.
45. Given the value provided from this information it is the intention to continue to use Commonplace as the preferred interface for collecting similar information and intelligence in the future, particularly those locations where the residents feel 'unsafe'.
46. Further detail on the level and nature of comments received are available in report form for each of the five LCWIP areas is available on the Central Bedfordshire Commonplace website⁸.

Public consultation

47. A six-week consultation is now underway, running simultaneously for the five separate LCWIPs. The aim of the consultation is to:
 - i. Ensure that the proposed networks provide the linkages to all local destinations that residents may want to walk, wheel or cycle to.
 - ii. Allow any other destinations to be added to the network if they have been missed.
 - iii. Understand how those journeys are currently being made and likelihood to move to walking, wheeling, and cycling if the infrastructure was in place.
 - iv. To help prioritise which routes to deliver first for each LCWIP area e.g. to schools or local shops.
48. It is really important to clarify that the consultation does not seek views on how proposed routes or sections of routes will be implemented. This is because DfT and ATE have asked that public consultation happens for all significant active travel schemes at the design stage, prior to implementation. This will pick up specific issues in relation to scheme design.
49. This opened on 23 October 2024 and will run until 4 December 2023. All local charitable and representative interest groups have been approached for their input including but not limited to, the Police, Fire and Ambulance Services, Road Haulage Association, Town and Parish Councils, Living Streets, Sustrans, Bedfordshire Rural Communities Charity, Luton & Dunstable Cycle Forum, BuzzCycles, Sight Concern Bedfordshire, Ampthill Climate Change Group and the Central Bedfordshire Local Access Forum. Adjacent local authorities will also be invited to comment where a route crosses the boundary.
50. Once the consultation response from the various interested and scrutinising parties has been reviewed, the individual LCWIPs documents will be updated and presented to the Council's Executive for approval April 2024.

⁸ [Commonplace end-of-engagement reports](#)

Links between LCWIPs, Green Wheels and Public Rights of Way

51. As a parallel initiative and working with partners, Central Bedfordshire Council is developing a suite of Green Wheel Masterplans for its larger settlements.
52. Masterplans have the aim of providing an accessible route around each conurbation, connecting and improving access to local green spaces. Linked paths create a circular 'rim' which is supported by 'spokes' of paths leading from the towns and villages out to the circular 'rim' and beyond. Wheels are 'green' due to their natural setting and because they promote trips using sustainable transport.
53. There is by design some overlap between LCWIP and Green Wheel routes, particularly routes that form 'spokes' connecting the centres of towns out to the 'rim' of the wheel.
54. In addition to improving public access, Green Wheels have the objective of protecting and enhancing biodiversity, landscape and heritage. Over time, the aim is to improve habitats, landscape and the quality of green spaces around the urban fringe. The equivalent aim for LCWIPs is to improve and enhance the quality of the urban public realm.
55. The foundation of Green Wheels are public rights of way, footpaths and bridleways. As with LCWIPs, Green Wheel masterplans require the creation of new routes and rights to fill gaps in the network. For Green Wheels, the ideal is to have paths that walkers, cyclists and, where possible, equestrians share rather than for each to go their separate ways.
56. Where the creation of routes requires new or amended 'public rights of way', as defined by the Council's 'Definitive Map and Statement', these will be recorded in the Council's 'Rights of Way Improvement Plan'.
57. LCWIPs, Green Wheel Masterplans and the Rights of Way Improvement Plan (RoWIP) are all part of the suite of integrated plans that form the Council's Local Transport Plan.

Role of Active Travel England (ATE)

58. ATE is an executive agency created by DfT and became operational over the course of 2022. This body, now fully established manages the national active travel budget, awarding funding for projects which meet the new national standards set out in LTN1/20. It also inspects finished schemes and has the power to ask that funds be returned should scheme not be completed as promised, or which have not started or finished by the stipulated times.
59. ATE has also begun to inspect, and publish reports on, highway authorities for their performance on active travel and identify particularly dangerous failings in their highways for cyclists and pedestrians. ATE effectively perform a comparable role to Ofsted with respect to active travel infrastructure.
60. This is significant for the Council on several fronts, these being:
 - i. The provision of active travel infrastructure to support and encourage walking and cycling will be externally assessed and the Council graded on its delivery performance. This will have a bearing on availability of funding from ATE to implement new schemes and could possibly result in the Council having to pay back funding if the implemented scheme is deemed not to be of standard.
 - ii. This places greater weight on compliance with LTN1/20, which, as detailed in the section above, does present some challenges. It also places greater weight on getting the LCWIPs done to a high standard with the widest possible buy in from our communities.

61. Since July 2023 ATE been a statutory consultee for all planning applications submitted in Central Bedfordshire that meet a defined threshold, which in the case of residential is 150 dwellings.

Council priorities

62. A high-quality cycling network is part of the suite of key infrastructure that is, and will, be necessary to support all priority areas detailed in the council's Strategic Plan. By setting out the plan for implementation of cycling and walking infrastructure through the suite of LCWIP's it will help to ensure key areas where people live, learn and work are connected to a network that allows them to fully utilise and benefit from active travel opportunities.

63. By clear setting the infrastructure requirement through LCWIP's it allows the council to plan investment and bid for funding ensuring better use of resources.

Legal Implications

64. Aside from the requirement to consult before adoption of the LCWIP's there are no direct legal implications at this stage. As routes move forward into detailed design, and then to delivery, appropriate legal advice will be sought. This would include the use of a range of legal instruments, such as Traffic Regulation Orders, to enforce appropriate usage as appropriate. This will be considered on a case-by-case basis.

65. Implementing the proposed networks will also require orders to procure land, to create new public rights of way or to change the legal status of footpaths. Changes will be through agreement, ideally though if this is not possible, through compulsion and subject to completing the requisite statutory and approvals processes.

Financial and Risk Implications

66. Once adopted, the LCWIPs will require investment to be delivered, it is anticipated that this will be done over a period of at least 10 to 15 years. This will be done through a combination of DfT/Active Travel England (ATE) funding, Section 106 contributions, Section 278 works for works relating to new development and direct funding from the Council. The LCWIP's and their accompanying delivery plan, as well as the criteria for prioritisation, will allow a fully costed programme of projects to be put together based on detailed design of the routes set out in the LCWIP's.

67. Where specific projects are identified for future delivery that require an additional capital funding investment by the Council, these will be assessed through the normal budget setting process. This will include several fully costed schemes for consideration as part of the MTFP budget setting process.

68. By not taking forward LCWIP's and ultimately delivery of high-quality active travel routes that comply with LTN 1/20 the council is at risk of being assessed as poor by ATE which will impact on active travel funding allocations and in some instances, where funding has already been provided, see the council at risk of having to pay back funding received. This represents a considerable reputational risk to the council.

Equalities and Fairness Implications

69. Central Bedfordshire Council has a statutory duty to promote equality of opportunity, eliminate unlawful discrimination, harassment and victimisation and foster good relations in respect of nine protected characteristics: age disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
70. The LTN 1/20 standard sets out clear requirements with respect to accessibility for new active travel networks and these will be complied with. The public engagement on network plans and consultation on the LCWIP's will proactively seek views from all interest groups to ensure that the council's duty to implement this infrastructure is done in a way that ensures that there are no disproportionately negative effects on people from different ethnic groups, disabled people, women, and men.
71. An Equalities Impact Assessment has been drafted to accompany LCWIPs and will be updated in response to feedback received through the consultation. This will be presented to Executive alongside the final LCWIPs for adoption.
72. As LCWIPs are implemented, all important local destinations will become more accessible. Residents who do not or cannot drive, who have a disability that limits their mobility or who travel with young children will benefit.

Sustainability implications

73. At approximately 40%, Green House Gas emissions from transport represent the largest element of the Central Bedfordshire area's carbon footprint. The paper sets out the approach being taken to deliver LCWIP's and ultimately a much-improved network of walking and cycling infrastructure. This is critical to provide a safe and tangible zero carbon alternative to private car use. Without delivery of this, then net zero carbon emissions for Central Bedfordshire will be even more challenging to achieve.

Conclusion and next steps

74. The report sets out the process that has been followed to deliver the suite of LCWIPs for the Central Bedfordshire area. The next step is to conclude the consultation and update the individual LCWIP reports and network proposals therein in response to the feedback received and for each report to be referred to the Council's Executive for adoption.

Appendices

Local Walking & Cycling Infrastructure Plans for:

- Appendix A - Dunstable-Houghton Regis
- Appendix B - Leighton-Linslade
- Appendix C - Biggleswade-Sandy-Potton
- Appendix D - Ampthill-Flitwick
- Appendix E - Arlesey-Stotfold-Fairfield-Henlow

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