

# Waverley Borough Council

**Report to:** Overview & Scrutiny Committee - Resources

**Date:** 19<sup>th</sup> March 2024

**Ward(s) affected:** all

**Report of Director:** Transformation & Governance

**Author:** Thomas Lankester, Sustainable Transport Projects Officer

**Tel:** 01483 523567

**Email:** [thomas.lankester@waverley.gov.uk](mailto:thomas.lankester@waverley.gov.uk)

**Executive Portfolio Holders:** Cllr Steve Williams

**Tel:** 07715 076023

**Email:** [steve.williams@waverley.gov.uk](mailto:steve.williams@waverley.gov.uk)

Cllr Liz Townsend

**Tel:** 01483 277283

**Email:** [liz.townsend@waverley.gov.uk](mailto:liz.townsend@waverley.gov.uk)

**Report Status:** Open

**Key Decision:** Yes

## Waverley LCWIP Adoption

### 1. Executive Summary

- 1.1 Surrey County Council (SCC) led development of two Local Cycle and Walking Infrastructure Plans (LCWIPs): a Farham LCWIP and a 'wider-Waverley' LCWIP have been completed. The Farnham LCWIP was developed as part of the SCC-led Farnham Infrastructure Programme (FIP).
- 1.2 At the Exec Briefing on 17<sup>th</sup> January 2023, some discrepancies between the two LCWIPs were noted. Subsequent discussions with

SCC agreed a way forward: removing the discrepancies as part of an incremental update to the Farnham LCWIP.

- 1.3 The purpose of this report is to:
- Present O&S Committee - Resources with the updates to the Farnham LCWIP that bring it into line with the wider-Waverley LCWIP;
  - Seek comments and feedback on the proposal for the two LCWIPs to be adopted into planning policy (i.e. into the Infrastructure Development Plan and for the Local Plan update).

## **2. Recommendation to Overview & Scrutiny Committee**

- 2.1 To review and comment on the plans for adoption of the Farnham and wider-Waverley LCWIPs into planning policy and provide feedback on this for the Executive to consider.

## **3. Reason(s) for Recommendation:**

- 3.1 Adoption of the LCWIP follows the National Planning Policy Framework (NPPF) guidance.
- 3.2 The adopted LCWIPs will inform the Transport Statements and Travel Plans created for new development planning applications.
- 3.3 By referencing the adopted LCWIPs, SCC Transport Development Planning will be better able to enforce Waverley's existing Sustainable Transport policies.
- 3.4 The LCWIPs would become reference documents for the Community Infrastructure Levy (CIL), informing both applicants and the appraisal / scoring process.

## **4. Exemption from publication**

No

## **5. Purpose of Report**

- 5.1 To provide an information on the alignment of the Farnham and wider-Waverley LCWIPs
- 5.2 To seek comments and feedback prior to adoption of the Farnham and wider-Waverley LCWIPs for planning policy purposes.

## **6. Strategic Priorities**

- 6.1 This report is directly linked to the delivery of three key priorities of the Councils corporate strategy:
  - Taking action on the Climate Emergency and protecting the environment.
  - Improving Health and Wellbeing for our residents and communities.
  - Supporting a stronger, more resilient local economy.

## **7. Background**

- 7.1 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 the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot and by cycle.
- 7.2 For Waverley, an LCWIP has 2 purposes:
  - 1) To access DfT funding for active travel infrastructure development, as a key component of the Borough Carbon Neutrality Action Plan (Focus on Active Travel and Air Quality)
  - 2) To provide Planning with the basis for assessment of development pre-apps and applications, also supporting assessment of CIL bids.
- 7.3 SCC is applying a generally consistent, 2 stage, approach across the county for the development of borough and district LCWIPs.

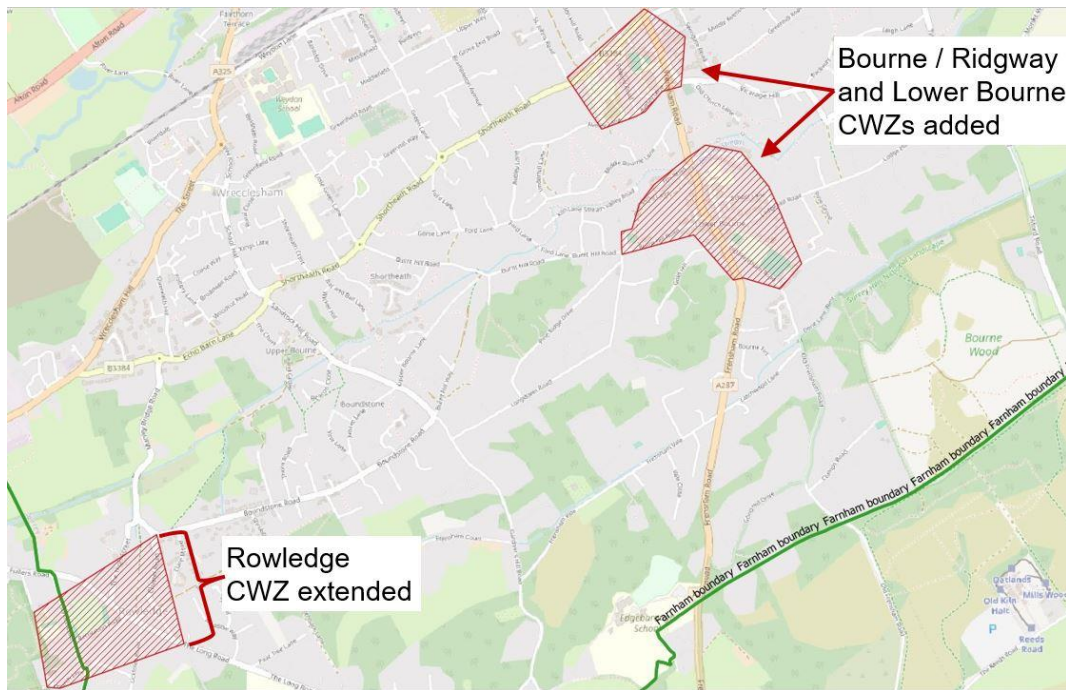
Stage 1) Development of the main LCWIP report, defining Core Walking Zones, walking and cycling networks across the borough. The report also includes initial prioritisation and estimate costings.

Stage 2) Detailed design and costings for the Core Walking Zones and cycle routes prioritised in Stage 1. SCC, as highway authority, will then use these detailed proposals and costings as the basis for applications to DfT's Active Travel Fund.

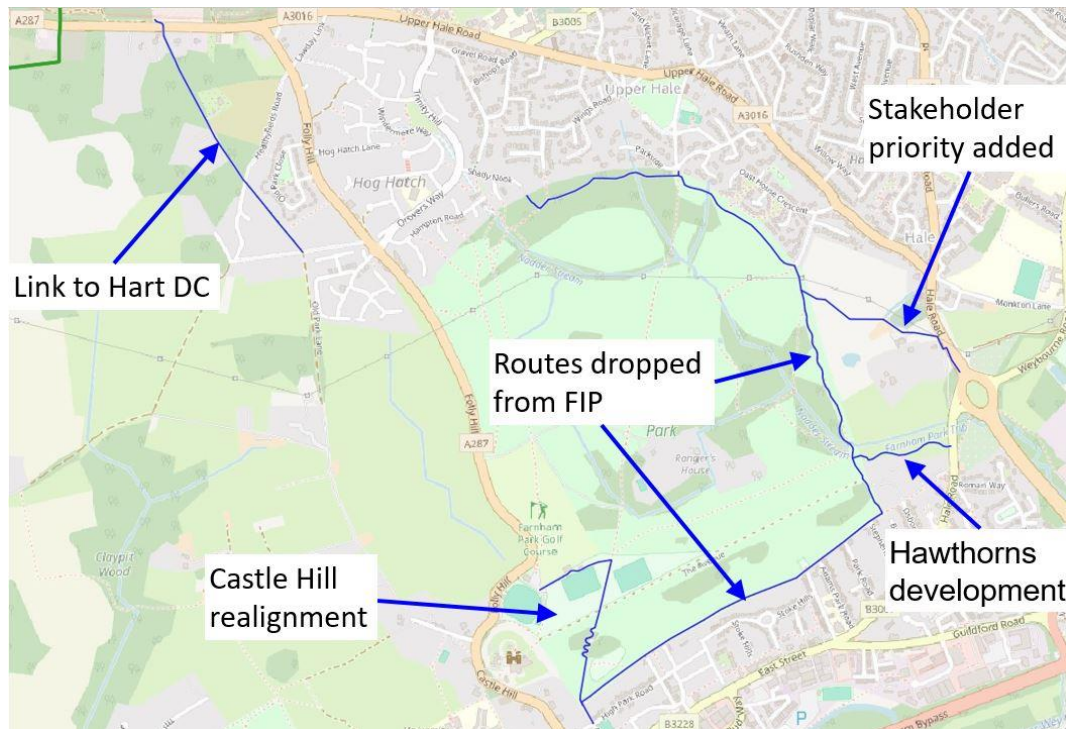
7.4 The wider-Waverley LCWIP stage 1 work and LCWIP report were carried with a Waverley financial contribution and partnership governance with SCC. The Farnham LCWIP was commissioned and funded under the SCC-led Farnham Infrastructure Programme. Whilst broadly following central government guidance on LCWIP development, some different methods in Farnham led to discrepancies in relation to the wider-Waverley LCWIP.

7.5 The incremental update of the Farnham LCWIP includes the following changes that align with the wider-Waverley LCWIP:

1. Addition and expansion of Core Walking Zones (CWZs) in south Farnham, based on the same method used to define CWZs in the wider-Waverley LCWIP.



## 2. Miscellaneous minor cycle route realignments



## **8. Consultations**

- 8.1 Prior to LCWIP development, information was gathered from parish councils and local interest groups.
- 8.2 The LCWIP development by SCC and consultants Atkins involved 2 rounds of stakeholder workshops involving:
  - Waverley and Surrey County Council officers;
  - Surrey, Waverley and parish / town councillors;
  - Special interest groups.
- 8.3 Internally, following consideration of the draft proposals for LCWIP adoption by the Overview & Scrutiny Committee – Resources, the proposals will go for Executive decision.
- 8.4 Externally, SCC will carry out a public consultation on the prioritised infrastructure designs developed during Stage 2, later in 2024.

## **9. Key Risks**

- 9.1 The use of a Local Cycle and Walking Infrastructure Plan mitigates the risk of the Council not meeting its Carbon Neutrality Action Plan objectives. It also mitigates against the economic costs of worsening congestion in the borough's main settlements as housing development increases population pressure.

## **10. Financial Implications**

- 10.1 No additional budget will be required as a result of this report. Any actions will be delivery with existing budgets.
- 10.2 Strengthened and specific planning policy will increase the ability of SCC Transport Development Planning to deliver sustainable transport infrastructure through developer contributions.

## **11. Legal Implications**

11.1 While there shall be implications on planning policy, there are no legal implications per se.

## **12. Human Resource Implications**

12.1 No additional funds are required from Waverley Borough Council. The project is supported by staffing resource already in place and within current approved budgets.

12.2 Better development Transport Statements and Travel Plans, informed by the LCWIPs, will ease the workload of officers assessing planning applications.

## **13. Equality and Diversity Implications**

13.1 There are no direct equality, diversity, or inclusion implications in this report however, planning to enable low cost, active travel will lead to positive equality, diversity and inclusion outcomes.

## **14. Climate Change/Sustainability Implications**

14.1 This report is directly related to the Climate Emergency declaration. The Carbon Neutrality Action Plan (CNAP) is the proposed path to achieving the council's target. The CNAP includes a focus on active travel and improving air quality.

## **15. Summary of Options**

15.1 Do nothing. If not adopted, the LCWIP and its associated digital maps will not be available to support Local Plan Sustainable Transport policies.

15.2 Adopt both LCWIPs for immediate use as part of the Infrastructure Development Plan and for later reference in the updated Local Plan.

## **16. Conclusion**

- 16.1 Methodological discrepancies between the Farnham and wider-Waverley LCWIPs have been resolved.
- 16.2 Adoption of the 2 LCWIPs will provide a consistent and complete strategic plan for active travel infrastructure across the whole borough.

## **17. Background Papers**

- 17.1 [Waverley LCWIP summary report](#)

## **18. Appendices**

- 18.1 Farnham LCWIP report



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