

## **Divisions Affected - Kirtlington & Kidlington North, Kidlington South**

### **CABINET**

**18 January 2022**

## **Kidlington Local Cycling and Walking Infrastructure Plan**

### **Report by Corporate Director for Environment and Place**

#### **RECOMMENDATION**

1. **The Cabinet is RECOMMENDED to approve the Kidlington Local Cycling and Walking Infrastructure Plan.**

#### **Executive Summary**

2. The Kidlington Local Cycling and Walking Infrastructure Plan sets out a cycling and walking network plan for the village including links to neighbouring rural settlements and measures to improve the network over a ten-year timescale to 2031. An improved comprehensive network will increase the uptake of active travel modes.
3. Kidlington's Local Cycling and Walking Infrastructure Plan supports the nearby development sites identified within Cherwell District Council's Local Plan Partial Review and will fit well alongside the wider transport, environment, healthy place-shaping policies.
4. A Climate Impact Assessment has been included as an additional Annex. The output of this assessment shows further justification for the Kidlington Local Cycling and Walking Infrastructure Plan in regard to the impact it will have on people and place in the affected areas.

#### **Exempt Information**

5. No exempt information applicable.

#### **Introduction**

6. The Kidlington Local Cycling and Walking Infrastructure Plan is the third Local Cycling and Walking Infrastructure Plan to be developed in Oxfordshire, with the first two being for Oxford and Bicester approved by County Council Cabinet in 2020. The Local Cycling and Walking Infrastructure Plan programme is a key

part of the strategy for achieving Active & Healthy Travel and helping to meet the Council's aims and objectives on Climate Action, Air Quality and Healthy Place Shaping. Further Local Cycling and Walking Infrastructure Plans are now being prepared for Abingdon, Didcot, Witney and Banbury.

7. Kidlington Local Cycling and Walking Infrastructure Plan is based on existing County and District policy, particularly the Local Transport Plan 4 (A44 and A4260 Study) and Kidlington Masterplan. Its delivery will also meet Council aims and objectives on Climate Action, Air Quality and Healthy Place Shaping. Kidlington Local Cycling and Walking Infrastructure Plan will also become a subsidiary document of the forthcoming Local Transport and Connectivity Plan 5.
8. The Plan sets out clear proposals for how to encourage cycling and walking in Kidlington. It sets out the evidence for increasing cycling and walking, including policies and programmes to achieve this, along with outline plans for each proposed new cycling and walking route. It will also be important in the context of climate action, with the role of active and healthy travel a key national priority in this work. When used in combination with Department for Transport's LTN 1/20 guidance compliant infrastructure we can expect an increase in cycling and walking where it will be a more attractive mode of travel in Kidlington.

### **National Policy**

9. The Local Cycling and Walking Infrastructure Plan is an output of national Government policy. It forms an essential element of the national Cycling and Walking Investment Strategy in which there is an ambition to double cycling nationally by 2025. The Cycling and Walking Investment Strategy obliges Government to identify funding to achieve those ambitions.
10. The Kidlington Local Cycling and Walking Infrastructure Plan has two functions: firstly, it sets out evidence-backed plans of how the Council could achieve a measurable and step-change increase in cycling and walking in Kidlington. Secondly, for the Government, it sets out the scale of our ambition to achieve this change. It includes a detailed analysis of the challenges and potential impact of cycling and walking schemes, and a base target to increase cycle journeys in Kidlington in line with delivery of a comprehensive cycle network.
11. The Government has indicated that Local Cycling and Walking Infrastructure Plans will be a key document in the allocation of Cycling and Walking Investment Strategy funding to local authorities. Local Cycling and Walking Infrastructure Plans also feature strongly in recent Government advice to local authorities in response to the Covid 19 crisis. Reallocating Road Space statutory guidance and the Department for Transport letter (27 May 2020) allocating emergency active travel funding both include a statement that it will "enable local authorities to implement schemes already planned in Local Cycling and Walking Infrastructure Plans". It also very much fits with the 'Gear Change: A Bold Vision for Cycling and Walking' document published by central government on 28 July 2020 which recognises the importance of Local Cycling

and Walking Infrastructure Plans in planning for cycle improvements

### **Key issues and proposals**

12. The proposed measures will support both the County Council and District Council in developing Healthy Place Shaping to help address inequalities and the health and well-being of residents to make Kidlington a healthier, inclusive and happier place.
13. The Kidlington Local Cycling and Walking Infrastructure Plan recognises the difficult challenges of achieving such a modal shift towards cycling and walking as the normal mode of travel for short journeys across Kidlington and neighbouring villages, including opportunities for Active Travel connections to the railway stations and the Park & Ride sites.
14. The Kidlington Local Cycling and Walking Infrastructure Plan also supports the planned growth both locally and in neighbouring areas. As Kidlington grows over the coming years with the imminent Partial Review Sites, the challenge is to what extent these local trips will be by car, which in turn will determine whether the village faces significant congestion along its main roads. Additionally, there is already an Air Quality Management Area declared for Bicester Road (north-south) which would be exacerbated by more traffic. Detailed data analysis shows that many, if not most of these short trips within Kidlington could be made on foot or by cycle.

### **Engagement and communications**

15. Development of the Local Cycling and Walking Infrastructure Plan has been informed by:
  - (a) Local member engagement throughout the development of the Local Cycling and Walking Infrastructure Plan
  - (b) Engagement with the Kidlington cycling and walking contacts in 2021, followed by further discussions with the newly formed Bicycle Users Group on draft Local Cycling and Walking Infrastructure Plan proposals
  - (c) Engagement with Bicester Transport Advisory Group, followed by presentations to local County members on progress in 2021
  - (d) Engagement with Cherwell District Council Active Travel Officers and relevant Parish Councils (including Kidlington Parish Council)
  - (e) Feedback was sought as part of the Oxfordshire-wide online public engagement in October 2021 and closing on the date of Directorate Leadership Team submission

### **Corporate Policies and Priorities**

16. The Kidlington Local Cycling and Walking Infrastructure Plan will support the Oxfordshire County Council's vision for thriving communities in Oxfordshire. Regular plan reviews alongside public engagement will help to shape future iterations of the Local Cycling and Walking Infrastructure Plan.
17. The Local Cycling and Walking Infrastructure Plan will specifically aim to support the delivery of services that will directly enhance the quality of life, improve health and well-being, help to reduce the impact of climate change and protect the local environment. It will do this by making active and sustainable modes of travel more attractive. This too will directly impact every child in the area that travels to school by cycling and walking, and thereby give them a good start in life with the necessary skills that support long-term health outcomes.
18. Given the geotechnical layout of Kidlington and the surrounding villages, it will help to tackle inequality by ensuring that everyone travelling in Kidlington can do so on a network designed around the latest guidance (Department for Transport's LTN 1/20 Guidance). This will ensure that active travel in Kidlington is safe, coherent, attractive, comfortable and as direct as possible.

## **Financial Implications**

19. The Local Cycling and Walking Infrastructure Plan will help us negotiate funding with developers and bid for government funding as demonstrated by the recent Emergency Active Travel Fund bid process.
20. Development of any new Local Cycling and Walking Infrastructure Plan schemes will need to be considered through the County Council capital programme budget setting process as funding becomes available.
21. Any new cycling and walking infrastructure will have revenue implications during the options phase and due to the need for ongoing maintenance. The specific requirements would be identified through the design stages of any scheme, and where possible the relevant commuted sums identified.

Comments checked by:

Rob Finlayson, Finance Business Partner, Rob.Finlayson@Oxfordshire.gov.uk

## **Legal Implications**

22. The Local Cycling and Walking Infrastructure Plan is likely to require the County Council to exercise its powers to make traffic orders to regulate traffic in the Kidlington Area. The appropriate statutory consultation will take place as and when any orders are promoted, together with compliance with any relevant statutory duty applicable at the time.

Comments checked by: Jennifer Crouch

p/p Christian Smith, Head of Legal, Christian.Smith@Oxfordshire.gov.uk

## **Staff Implications**

23. Individual schemes within the Local Cycling and Walking Infrastructure Plan will require development and delivery which would only take place should suitable budgets or bid grants be identified.

## **Equality & Inclusion Implications**

24. Investment in cycling and walking measures improves travel choice and encourages active, healthy lifestyles. The Local Cycling and Walking Infrastructure Plan can make a positive contribution to improving connectivity across the village through improved access to cycling and walking infrastructure for all socio-economic groups and through encouraging active travel could help to reduce inequalities in health.
25. Improved cycle and walking routes will help accessibility between the more deprived areas in Kidlington and the rest of the village.
26. Fewer motorised vehicle trips in the village will improve air quality and reduce the health impact of air pollution.
27. Individual schemes can have a negative equality impact, but this will be considered at design stage. The design stage will also consider wheelchair and other wheeled access.

## **Sustainability Implications**

28. The Kidlington Local Cycling and Walking Infrastructure Plan will assist with a transport modal shift from less sustainable modes of travel to modes of transport that are both beneficial for the environment and also for people that live in, work in and commute through Kidlington.

## **Risk Management**

29. There is a summary of issues within the Annex A (Annex 1 - Table 1.11) of the Kidlington Local Cycling and Walking Infrastructure Plan draft identifying potential issues and solutions relating to cycling and walking routes in Kidlington Village Centre. The key outcome is that there are no concerns that can have a detrimental impact as a direct result of the adoption of the Kidlington Local Cycling and Walking Infrastructure Plan. However, not adopting and implementing the Local Cycling and Walking Infrastructure Plan could have an undesirable impact on Kidlington and the surrounding villages (including but not limited to worsening air quality, quality of life, increased road congestion and the unavailability of future active travel funding).

## **Consultations**

30. Cherwell District Council organised the initial public consultation in Spring 2021. Public consultation on the final draft Kidlington Local Cycling and Walking

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Infrastructure Plan commenced on 7 October 2021 and closed on 8 November 2021.

31. Transport Officers engaged with County, District and Parish Councillors during the public consultation period and received positive feedback.
32. A total of 20 responses were received during the consultation period including a group response from Kidlington Parish Councillors. 88.9% of respondents were satisfied with the proposals in the Local Cycling and Walking Infrastructure Plan document and the majority agree the changes are sufficient to encourage them to use active travel more and therefore achieve the desired outcome. The outstanding 11% that were not completely satisfied were due to road defects and new surfacing that will be picked up when we look at individual schemes.
33. Officers will make minor amendments based on points received during the consultation engagement.
34. Local Members have expressed support for the Kidlington Local Cycling and Walking Infrastructure Plan.

Bill Cotton  
Corporate Director for Environment and Place

Annex: Annex A - Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP).

Annex B - Climate Impact Assessment.

Background papers: Nil.

Other Documents: Nil.

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