



## GFirst Local Enterprise Partnership

Board Paper – 4<sup>th</sup> December 2018

<b>Agenda Item 6</b>	Lydney Transport Strategy
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<b>Supporting Papers</b>	Further information on the scheme, including public share displays and the Full Business Case (following its consideration by the LEP Investment Panel) can be found on the scheme <a href="https://www.gloucestershire.gov.uk/lydney-town-centre-improvements">https://www.gloucestershire.gov.uk/lydney-town-centre-improvements</a>
<b>Confidentiality</b>	Open – Parts of the Business Case are confidential and are therefore not published.
<b>Purpose</b>	For the full LEP Board to consider the recommendation to approve Growth Deal funding of £1m for the Lydney Transport Strategy project now to be referred to as the Lydney Cycling Improvements Project, based on the due diligence report and investment panel recommendation.
<b>Summary</b>	<p>The £1m Lydney Cycling Improvements project forms part of the wider Lydney Transport Strategy. This project will deliver a number of walking and cycling improvements on routes through Lydney in the Forest of Dean. These improvements seek to promote increased cycle usage and reduce short car journeys whilst maximising the setting of the area to create a pleasant, safe and accessible network of paths connecting key destinations and planned developments in the town.</p> <p>Gloucestershire Strategic Economic Plan (SEP), identified the Lydney Transport Strategy as a priority for regeneration in order to unlock economic development in the town ahead of new development. In 2017, the scheme was reviewed to major on the proposed cycling improvement elements of the scheme in order to maintain the original SEP objectives and focus specifically on easing congestion between the town centre and the railway station.</p> <p>The primary rationale for the scheme is to improve connectivity by the delivery of enhanced walking and cycling links. This aligns directly with the objectives of the Lydney Transport Strategy (LTS).</p> <p>The most applicable objectives for this revised study are:</p> <ul style="list-style-type: none"> <li>• Maximise economic productivity and efficiency;</li> <li>• Improve access to skills, jobs, goods and services.</li> </ul>

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	<p>In order to satisfy these two objectives this scheme will:</p> <ul style="list-style-type: none"> <li>• Increase connectivity and reduce congestion within the town;</li> <li>• Increase connectivity between Lydney town centre and the railway station;</li> <li>• Improve off-road cycling/walking routes between the town and rail station;</li> <li>• Improve safety for users of active transportation modes.</li> </ul> <p>In terms of the value for money of the scheme, the Benefit Cost Ratio (BCR) presented within the business case is 2/1, indicating that the scheme represents ‘High’ value for money. The quantified assessment of the scheme benefits indicates a Present Value of Benefits (PVB) of £1.73m over a 20 year appraisal period. The majority of the benefits (60%) derive from a reduction in the risk of premature death associated with the health benefits of additional cycle trips predicted to be undertaken through Lydney. Other significant areas of benefit include a reduction in absenteeism (again associated with improved health and well-being) and the value associated with improved journey ambience. Walking and cycling is also an accessible mode of transport, particularly for people on low incomes or without access to a car, to access education, jobs, and services.</p> <p>Gloucestershire Local Transport Plan (LTP) identifies almost half of work trips in the Forest of Dean area are less than 5km, highlighting opportunities to increase active travel. This project helps deliver on Gloucestershire’s transport priorities for ‘a resilient transport network that enables sustainable economic growth by providing door to door travel choices’. At a recent public share event, 90% of respondents agreed that the scheme would be beneficial for commuting and recreation, improve journey quality and safety and improve access to the railway station and town centre and represented good use of public monies.</p> <p>The project consists of five new and improved cycle routes offering improved cycle provision to and through the town of Lydney in the Forest of Dean, as shown in the <b>Appendix</b>. Collectively the routes offer improved access to the railway station, town centre, the Dean Academy and the nearby village of Aylburton via a combination of unsegregated on-street cycle lanes and segregated off street routes. Routes will also connect into new housing developments to the southeast of the town. Improved pedestrian and cycle crossings will also be provided as part of the scheme.</p>
<p><b>Implications, impacts or risks</b></p>	<p>A summary of the Business Case assessment undertaken and the issues identified is given below.</p> <p>To ensure an appraisal approach proportionate to the scale and nature of this scheme it was agreed at the appraisal specification stage that some elements of the environmental appraisal of this scheme could be deferred until after the Final Business Case alongside the development of final designs as long as any risks associated with this were considered and costed within the risk assessment. It is recommended that this environmental appraisal as well as any subsequent permits or approvals will be included as milestones in the funding agreement. It is also recommended that a condition is included within the funding agreement so that funding can be clawed back as required should such approvals be rejected.</p>

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	<p>Parts of the scheme utilise land owned by third parties. Legal agreements are required in the form of a Cycleway Dedication Order in relation to access to this land and maintenance of the infrastructure. It is recommended that a condition is included in the funding agreement in relation to the successful completion of this process so that funding can be clawed back as required should such approvals be rejected.</p> <p>GCC Cabinet approval is needed to confirm GCC commitment to the funding of any cost increases and future ongoing maintenance. Funds should not be released until this is confirmed (due January 2019).</p>
<p><b>Decision required</b></p>	<p>The LEP Board is asked to:</p> <ul style="list-style-type: none"> <li>a) Approve the offer of a formal funding award, of £1m, post due diligence and business case assessment, for Lydney Cycling Improvements project.</li> <li>b) Approve the preparation of the final funding agreement for the Lydney Cycling Improvements project.</li> <li>c) Confirm the special conditions to be associated with the funding agreement in line with the recommendations below.</li> </ul>
<p><b>Recommendations</b></p>	<p>That the Board include the following conditions within the funding agreement before any funds are transferred:</p> <ul style="list-style-type: none"> <li>i. Legal agreements are required in the form of a Cycleway Dedication Order in relation to access to this land and maintenance of the infrastructure. It is recommended that a condition is included in the funding agreement in relation to the successful completion of this process so that funding can be clawed back as required should such approvals be rejected.</li> <li>ii. It is recommended that this environmental appraisal as well as any subsequent permits or approvals will be included as milestones in the funding agreement. It is also recommended that a condition is included within the funding agreement so that funding can be clawed back as required should such approvals be rejected.</li> <li>iii. GCC Cabinet approval confirming GCC commitment to the funding of any cost increases and future ongoing maintenance. Funds should not be released until this is confirmed (due January 2019).</li> </ul>

For further information points raised in this Board paper, please contact Luisa Senft-Hayward  
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APPENDIX – Scheme Location Map

