



19 March 2015

Agenda Item: 9

REPORT OF SERVICE DIRECTOR HIGHWAYS

NOTTINGHAMSHIRE CYCLING STRATEGY DELIVERY PLAN

Purpose of the Report

1. The purpose of this report is to reaffirm Committee support for investment in cycling backed by the development of a cycling vision for Nottinghamshire and updated strategy which will set out how the County Council, in partnership with others, will seek to increase cycling levels to benefit the local economy, the health of residents and road safety for cyclists.
2. Approval of the development of a cycling vision and strategy at this time would provide an opportunity for the County Council to work in partnership with Government, and other local stakeholders, to fully realise opportunities to enhance cycling across Nottinghamshire.

Information and Advice

3. The economic benefits of cycling are well established – improved access to local centres increases their vitality; well-planned leisure routes can increase the visitor offer and therefore improve the visitor economy; and car drivers that switch to cycling help reduce local congestion with resulting benefits to the economy. Similarly cycling (along with walking) is a major theme in government plans to increase physical activity levels to improve the physical and mental health and wellbeing of the population, which in turn reduces the financial burden on the health service and lost productivity within the business economy. Increased cycling levels also help improve cycle safety through the recognised 'safety in numbers' effect. Such benefits help deliver many of the County Council's strategic priorities, particularly those relating to protecting the environment, supporting economic growth and promoting health.

Existing trends in cycling

4. Nottinghamshire has over 350km of on-road and off-road cycle paths. The County Council continues to invest in cycling infrastructure as well as promotional activities (such as personalised travel planning) where projects offer value for money. Cycling levels are monitored at over 30 sites across the county using permanent automatic counters located in both rural and urban areas to reflect the whole of the county; and along commuting and leisure routes to reflect the usage of the cycle network. This monitoring shows that cycling levels in Nottinghamshire continue to grow and have increased by 8% between 2010 and 2013. 2011 Census figures show that 3.0% of Nottinghamshire residents cycled to work, the same as the East Midlands average but lower than the average in England (3.2%). Whilst

this is encouraging, levels of cycling are very low compared to some other towns and cities in England and in many parts of Europe as shown in appendix 1.

5. During the same period (2010 to 2013) all cycling casualties decreased slightly from 201 to 198. During this period the numbers of cycle casualties with slight injuries reduced by 10%. The number of fatal casualties in 2013 (two fatalities) is the same as in 2010 but the numbers of cycle casualties with serious injuries has increased by 31%. The numbers of cycle casualties in the county since 2010 are shown in the table below and more detailed analysis of the accidents is shown in appendix 2. Analysis of the accidents shows that they predominantly involve adults travelling on 30mph roads during the morning and afternoon peak in fine, dry weather. Programmes of education and promotion have been developed and are being delivered to address the increases in serious cycling casualties. These programmes include cycle training for all ages, free high-visibility accessories and helmets for commuter cyclists to improve visibility, and infrastructure schemes such as those delivered in Worksop, Retford and Newark in 2013/14 at locations with a history of accidents. It is anticipated that the benefits of these programmes will be seen in future years.

Year	KSI	Slight	KSI	Slight	KSI	Slight	Total
	Under 16		17 and over				
2010	2	56	40	103	42	159	201
2011	9	36	45	123	54	159	213
2012	13	26	43	126	56	152	208
2013	11	31	44	112	55	143	198
2014 (01.01.14 to 31.07.14)	3	18	17	95	20	113	133

Policy/strategy background

6. In April 2013 the All Party Parliamentary Cycling Group published the 'Get Britain Cycling' report which included 18 recommendations to Government to improve cycling levels relating to funding, design, speed limits, training & education, and political leadership. Similarly, in April 2014 the All Party Commission on Physical Activity published 'Tackling Physical Inactivity: A Coordinated Approach' which also set out a number of recommendations to get the country more active.
7. In October 2014 Government subsequently published its draft Cycling Delivery Plan, its 10 year plan for England, summarising Government's vision for cycling and walking and the role everyone has to play in achieving the vision. The Cycling Delivery Plan has four major themes:
- i. Vision, leadership and ambition
 - ii. Funding
 - iii. Infrastructure and planning
 - iv. Safety and perceptions of safety.
8. Government is seeking to work in partnership with local authorities to deliver cycling improvements across the country. Future funding for cycling will be prioritised in local authorities that sign up to the commitments in Government's Cycling Delivery Plan. Local authorities signing up to the commitments will need to:

- Set a clear vision of how cycling and walking will be increased in their area
 - Develop a local walking and cycling delivery plan which is supported by local partners
 - Appoint a walking and cycling champion (e.g. an elected member)
 - Demonstrate commitment to door to door journeys, creating safe walking and cycling provision, and a planned and funded cycling and walking investment programme
 - Demonstrate that walking and cycling delivery plans include steps to meet the needs of hard to reach groups.
9. The County Council has advised the Department for Transport that, whilst it is interested in working in partnership with them, before it is able to submit a formal expression of interest discussions with neighbouring highway authorities, particularly Nottingham City, as well as the other highway authorities in the D2N2 LEP will need to be undertaken to determine the best way to proceed; and also political approval would need to be sought.
10. It is proposed that the Vice-Chairman of the Transport & Highways Committee be appointed as the County Council's walking and cycling champion.

Proposed Nottinghamshire cycling strategy

11. It is recommended that, if supported by Transport & Highways Committee, discussions will firstly be undertaken with Nottingham City Council, followed by the remaining D2N2 highway authorities. These discussions will determine whether a LEP-wide cycling vision or a more local approach should be developed. It is anticipated and assumed currently that the documents will start as a local Nottinghamshire approach, to possibly be extended to an N2 approach in light of the emerging combined authority for Nottinghamshire with the option longer-term of becoming LEP wide. Once a preference has been determined, further discussions will be undertaken with the district councils and other stakeholders.
12. The County Council's overarching cycling strategy is included within the Nottinghamshire Local Transport Plan 2011/12 to 2025/26 (LTP) that was approved at the 31 March 2011 County Council meeting. The LTP does, however, commit to developing a more detailed cycling strategy. If future funding is to be secured for Nottinghamshire there is a need to develop a cycling vision and review current cycling policies/strategy. Given existing cycling levels it is also considered that there is scope to increase the number of cyclists commuting to work and visiting Nottinghamshire on leisure rides. It is therefore proposed that a 10 year cycling strategy delivery plan for Nottinghamshire be developed (consistent with the lifetime of Government's Cycling Delivery Plan).
13. The Cycling Strategy Delivery Plan will aim to deliver more, as well as safer, cycling as these two elements are interdependent. There is already a body of evidence that suggests that as cycling levels increase in an area the cycling risks go down; and as safety improves more people cycle.
14. It is envisaged that the proposed Nottinghamshire Cycling Strategy Delivery Plan will comprise three components:
- a) Measures aimed directly at road users including
- Education and training for cyclists, pedestrians and motorised vehicle users with a particular focus on road safety

- Promotion of the benefits of cycling and walking
- b) Measures to maintain, manage and develop the cycle network including
- On-road and off-road routes
 - Commuter and leisure journeys
 - Speed management measures and their enforcement
 - Sympathetic design of new and improved facilities
 - A door-to-door approach taking account of cycle parking and interchange with other modes of travel.
- c) Ways of working to increase support for the Delivery Plan including
- Partnership working – with neighbouring authorities, district councils, employers, schools, and other stakeholders and interest groups in the delivery of the strategy to ensure an effective network and increase the numbers of people cycling and walking. This partnership working will include working with national organisations that promote sustainable travel such as Sustrans, as well as local community based cycling groups such as Pedals, on the development of the strategy and the programmes to deliver the strategy
 - Political Leadership with the appointment of a Cycling Champion reporting regularly to Transport and Highways Committee on the development and implementation of the Delivery Plan.

In addition to

- Links to, and support for, other programmes of work (particularly health)
 - Clear performance indicators to monitor cycling improvements, such as those relating to numbers of people cycling, cycle safety etc.
 - The programmes of measures to be developed to deliver the strategy, including education, enforcement, infrastructure improvements; and promotion and encouragement of cycling.
15. Cycle safety will be at the core of the strategy. The causes of cycle casualties will continue to be investigated and analysed (such as those detailed in appendix 2) and a programme of safety measures will be developed to specifically address the causes of such casualties.
16. The link between cycling, physical activity levels and health has already been noted and information regarding physical activity and health can be found in the Nottinghamshire Joint Strategic Needs Assessment (JSNA). It is proposed that this report is brought to the attention of the Nottinghamshire Health and Well Being Board via the Obesity Integrated Commissioning Group.
17. Investment in cycling offers good value for money. Major transport schemes are assessed on their benefit cost ratio (BCR). The BCR considers the impacts the scheme has in relation to the economy, society, the environment and the public accounts. It offers an estimate of the value of benefit generated for every £1 of public expenditure on a project or scheme. Government guidance on major transport schemes identifies a 'medium' value for money scheme as having a BCR of between 1.5 and 2; a 'high' value for money scheme as having a BCR of between 2 and 4; and a 'very high' value for money scheme as having a BCR of more than 4. Studies into cycling projects have shown that:

- Investment in cycle training has one of the highest BCRs. A study of cycle training in London found that the overall BCR was 7.44:1, so for every £1 spent on cycle training it delivers £7.44 worth of benefits
 - Cycling infrastructure investment produces high rates of return. The estimated return on the investment in the first six Cycle Demonstration Towns suggests a BCR of between 2.6 and 3.5:1 over 10 years (in terms of reduced mortality, reduced road casualties, congestion benefits, reduced absenteeism, and amenity). Similarly, an assessment of the London Cycle+ programme gave it an overall BCR of 3.94:1, which is far higher than most major road or public transport projects.
18. Sustrans research has also shown that the average BCR of cycling and walking schemes it has delivered is 3:1, higher than many road schemes and that every £1m invested in walking and cycling creates 11 jobs, five times more than the best major road schemes they analysed. Jobs created by cycling schemes include those in the delivery of infrastructure schemes; manufacturing of new bikes as people take-up cycling; the wholesale and retail trade in new bicycles; associated services such as repair and rental of bicycles; and increased cycle tourism, including accommodation, food & drink, etc.. The jobs created also tend to be local and therefore benefit the local economy.
19. Cycling investment, if done properly, is therefore one of the most cost-effective forms of transport investment. The Cycling Strategy Delivery Plan will also be used to inform future large scale cycling infrastructure projects funded and delivered both internally and externally (e.g. funded from developer contributions). Whilst the proposed Cycling Strategy Delivery Plan will have regard for existing funding constraints it will seek a commitment to prioritise cycling funding for the improvements detailed within it, if or when alternative funding opportunities become available. These opportunities may include:
- Central Government funding opportunities
 - Developer contributions arising from major new housing and employment development
 - Local Growth Fund
 - Sustrans funding.

Other Options Considered

20. Other options considered are set out within this report.

Conclusions

21. Following approval of the report, consultation will be undertaken and work will continue to ensure that the Cycling Strategy Delivery Plan is completed by the end of October 2015. This will allow for the outcome of the work to be considered in the development of the 2016/17 integrated transport capital programme, the draft of which is planned to be approved at October 2015 Transport & Highways Committee. The indicative timetable for the delivery of the Cycling Strategy Delivery Plan is shown below:

Task	Estimated completion
Collection of existing evidence / needs analysis	End of March 2015
Production of draft strategy / delivery plan	End of June 2015
Consultation on draft documents	Mid-August 2015
Finalisation of strategy / delivery plan	End of September 2015
County Council approval of documents	End of October 2015

Statutory and Policy Implications

22. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

23. It is recommended that Committee:

- a) confirm their support for the County Council to work in partnership with the Department for Transport as set out in paragraphs 8 to 10 of this report
- b) approve the development of a Cycling Strategy Delivery Plan for Nottinghamshire as set out within paragraphs 11 to 19 of this report
- c) approve consultation and partnership working on the development of the Cycling Strategy Delivery Plan.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
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Constitutional Comments (SJE – 27/02/2015)

24. This decision as to a delivery plan to implement strategy falls within the remit of the Transport & Highways Committee to whom responsibility for functions relating to traffic management and road safety have been delegated. Should formulation of a wider Cycling Strategy be required, Policy Committee would be the most appropriate forum. Conversely, should decisions as to Cycle Path implementation be required, Planning and Licensing Committee would be the appropriate forum.

Financial Comments (GB – 06/03/15)

25. There are no direct financial implications arising from this report.

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Get Britain Cycling – All Party Parliamentary Cycling Group, published April 2013
- Cycling Delivery Plan – Department for Transport, published October 2014

- Tackling Physical Inactivity: A Coordinated Approach – All Party Commission on Physical Activity, published April 2014
- Everybody Active, Everyday – Public Health England, published October 2014
- Value for Money Assessment: Advice Note for Local Transport Decision Makers – Department for Transport, published December 2013
- Valuing the Benefits of Cycling: A Report to Cycling England – SQW Consulting, May 2007
- Cycling Demonstration Towns Development of Benefit Cost Ratios – Department for Transport, published February 2010
- Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation NICE Public Health Guidance (PH 41) November 2012
- Nottinghamshire Joint Strategic Needs Assessment (JSNA)

Electoral Division(s) and Member(s) Affected

- All