



11 February 2016

Agenda Item: 6

REPORT OF INTERIM SERVICE DIRECTOR HIGHWAYS

NOTTINGHAMSHIRE CYCLING STRATEGY DELIVERY PLAN

Purpose of the Report

1. The purpose of this report is to seek Committee approval for the Cycling Strategy Delivery Plan.

Information and Advice

2. The Nottinghamshire Local Transport Plan (LTP) 2011-2026 sets out the County Council's overarching transport strategy for the county and was approved at the 31st March 2011 County Council meeting. The LTP is supported by a number of more detailed documents detailing how the LTP will be delivered.
3. Increasing financial constraint/reducing budgets has also brought forward an essential need for the County Council to develop clear strategies for its future priorities for cycling so that the best value schemes are identified and delivered.
4. The development of a Cycling Strategy Delivery Plan for Nottinghamshire detailing how the County Council, working with partners (including central government), aims to deliver cycling improvements in the county was therefore approved at the 19th March 2015 Transport & Highways Committee meeting.

Policy/strategy background

5. The vision for cycling in Nottinghamshire has been developed to help deliver national objectives (as detailed in the 19th March 2015 Transport & Highways Committee report) and local corporate objectives, particularly those relating to the economy and health. Improved cycling access to local centres increases their vitality; improved cycling access to jobs and training can broaden jobseekers' travel horizons; 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.
6. Similarly, increasing cycling is a major theme in all government plans to improve the mental and physical health of the population, which in turn reduces the financial burden on the health service and lost productivity within the business economy. In addition to improving cycling safety, thereby reducing cycling casualties, cycling can help improve health through

increased activity, as well as helping improve air quality by reducing the numbers of trips made by polluting vehicles.

7. Such benefits help deliver many of the County Council's strategic priorities, particularly:
 - Strategic Plan Priority 1: Supporting safe and thriving communities – Increased cycling levels help reduce car use for short journeys thereby helping to reduce congestion to “*manage the network effectively to enable improved connectivity and ensure the efficient movement of people and goods*”
 - Strategic Plan Priority 2: Protecting the environment – Increased cycling levels help reduce car use on short journeys, congestion and its harmful impacts from emissions on noise, heritage and bio-diversity to “*minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions*”
 - Strategic Plan Priority 3: Supporting economic growth – The economic benefits of cycling are well established as summarised in paragraph 5 above and detailed within the aforementioned 19th March 2015 Transport & Highways Committee report. Targeted cycling improvements therefore help to ensure “*we have attractive and economically vibrant towns*”.
 - Strategic Plan Priority 4: Providing care and promoting health – Promoting cycling and the provision of cycling infrastructure is an integral part of the delivery of a number of priorities in the Nottinghamshire Health & Wellbeing Strategy to improve the physical and mental health and wellbeing of the county's residents.

Development of the Delivery Plan

8. The Cycling Strategy Delivery Plan, access to which is available via the following link: <http://www.nottinghamshire.gov.uk/dms/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/3705/Committee/491/SelectedTab/Documents/Default.aspx>, has been developed to complement the LTP in the delivery of both local and national objectives. The Delivery Plan sets out how the County Council, working with a number of local and national partners and stakeholders, aim to make cycling improvements that will deliver the LTP's goals and objectives; particularly those relating to improving the economy – access to jobs, reducing the impacts of congestion on the economy, and improving the visitor economy. The proposed strategy delivery plan setting out clearly the County Council's future cycling priorities will:
 - help focus resources and future cycling investment on improvements that will deliver the LTP's goals and objectives, particularly those relating to the economy and health
 - help ensure that the County Council achieves value for money in its investment in cycling improvements
 - assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver the ambitions of this strategy.
9. In developing the Plan and the actions detailed within it the County Council has taken a number of factors into consideration:
 - Evidence of need in the county gathered through a variety of means (such as information collected by the County Council including that from interest groups, the public, neighbouring authorities etc.)

- The results of surveys undertaken as part of the development of the LTP, the annual National Highways & Transport Survey, as well as other consultation exercises
 - National, regional and local best practice
 - Nottinghamshire County Council's strategies, such as those relating to the economy and health
 - D2N2 economic strategy
 - Future funding opportunities and the possibility to lever in external funding for cycling improvements in the county, rather than funding entirely from local sources (e.g. the 2016/17 Local Growth Fund allocation for sustainable transport funding).
10. The development of the Delivery Plan has also considered neighbouring transport authorities' cycling strategies and plans to help ensure a consistent service across administrative boundaries for the public. It will also be essential that there is a high level of co-operation with neighbouring transport authorities on the delivery and further future development of the Plan in the light of any devolved powers or the Combined Authority.

Consultation

11. Consultation on the proposed Delivery Plan was carried out during September and October 2015. The consultation was published on the County Council's website and sent to stakeholders and interest group's representatives, County Council members, district councils, neighbouring highway authorities, as well as those representing disabled and minority groups. Meetings were also held with district council representatives (and local business representatives) as well as with Nottingham City Council. The consultation sought views to determine if people:
- agreed with the cycling vision for Nottinghamshire and whether they would like to see anything additional included in the vision
 - agree with the actions set out in the Delivery Plan to deliver the cycling vision for Nottinghamshire
 - would like to see any additional actions included in the Delivery Plan that are not currently included
 - would like to see any particular actions included in the Delivery Plan prioritised
 - had any further comments on the Delivery Plan.
12. Of the fifty responses received, only 10% (five) of the respondents disagreed with the Delivery Plan vision; and of those two of the respondents only disagreed with the vision because they wanted additional items included in it. Only 6% (three) of those who responded disagreed with the actions included in the strategy; and two of those only disagreed with the actions as they wanted additional specific measures including.
13. Of the actions included in the Delivery Plan 64% (32) of the respondents said that the development and delivery of a safe, joined-up strategic cycle network should be the priority, with the review of the design guide to ensure delivery of consistent and safe facilities being the second most popular action (16% [8] of the respondents).
14. Following receipt of the consultation responses and comments made by respondents, the draft Delivery Plan has been updated to reflect comments made by the public, cycling interest groups, district councils and other highway authorities. Changes to the Plan include:

- More explicit reference to ‘cycle proofing’ of highway improvements (including for neighbourhood environmental improvement schemes)
- Greater reference to additional partners in the delivery of cycling improvements e.g. Highways England and Sport Nottinghamshire
- Expanding the action plan to include a greater number of measures that will be delivered to increase cycling in the county.

Proposed Delivery Plan

15. The Cycling Strategy Delivery Plan, the executive summary of which is attached as Appendix 1, sets out the County Council’s aspirations for cycling and how it will work with partners, stakeholders and the public to:
- Encourage more people to cycle, more often, through raising the awareness of cycling; improving safety for cyclists; the provision of infrastructure; promoting cycling; and training programmes for all road users
 - Develop and deliver a prioritised high quality, joined up, safe, well connected cycle network in each of our towns linking neighbourhoods to jobs and other essential services; as well as links to wider cycling networks
 - Develop and deliver leisure/tourist cycle networks to help enhance the visitor economy and encourage healthy leisure activities
 - Improve the integration of cycling with other modes on the highway network through the consideration of cyclists in all new infrastructure schemes; better integration of cycling with longer distance passenger transport modes; and the maintenance of cycling and other highway assets.
16. The Delivery Plan includes a number of actions to be delivered by the County Council, working with partners, to increase cycling in the county as well as an action plan detailing many of these key actions. The Delivery Plan and therefore its action plan (which is attached as Appendix 2) includes:
- Measures aimed directly at road users such as education and training for cyclists, pedestrians and motorised vehicle users with a particular focus on road safety; and the promotion of the benefits of cycling and walking
 - Measures to maintain, manage and develop the cycle network such as on-road and off-road routes for commuter and leisure trips; speed management measures; sympathetic design of new and improved facilities; and a door-to-door approach taking account of cycle parking and interchange with other modes of travel
 - Ways of working to increase support for the Delivery Plan including partnership working with a range of local and national stakeholders and interest groups; political leadership; links to, and support for, other programmes of work (particularly health and the economy); and clear performance indicators to monitor cycling programmes and improvements.
17. Cycle safety remains at the core of the strategy and the causes of cycle casualties will continue to be investigated and analysed and a programme of safety measures will be developed to specifically address the causes of such casualties.

Other Options Considered

18. Not having any strategies relating to cycling is the other option available to the County Council. This option was, however, rejected as it was considered that this would have a negative impact on future service delivery. This is because having a strategy delivery plan setting out clearly the County Council's future cycling priorities will help focus resources and future cycling investment on improvements that will deliver the LTP's goals and objectives, particularly those relating to the economy and health. A delivery plan will also help ensure that the County Council achieves value for money in its investment in cycling improvements and will also assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver the ambitions of this strategy.

Conclusions

19. The Cycling Strategy Delivery Plan sets out how the County Council, working with operators and other partners and stakeholders, aim to make passenger transport improvements that will deliver corporate objectives and the LTP's goals and objectives. The Strategy will be reviewed periodically to take account of changes in priorities or powers available to the County Council to deliver passenger transport improvements.

Statutory and Policy Implications

20. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATIONS

It is recommended that Committee approve 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 (SLB 27/01/2016)

21. Transport and Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (GB 02/02/2016)

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

Background papers and published documents

- Nottinghamshire Cycling Strategy Delivery Plan
- Nottinghamshire Cycling Strategy Delivery Plan Transport & Highways Committee Report – 19 March 2015
- 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
- National Highways & Transport Surveys
- 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