

TRANSPORT BOARD

10th JANUARY 2020

Active Travel Update

Purpose of Report

This report provides an update for Transport Board members on the work of the Active Travel Programme, led by Dame Sarah Storey and gives the Board the opportunity to discuss the key principles underpinning the development of the Active Travel Implementation Plan.

Freedom of Information

Thematic Board Papers and any appendices will be made available under the Combined Authority Publication Scheme. This scheme commits the Authority to make information about how decisions are made available to the public as part of its normal business activities.

Recommendations

Board members are asked to:

- Note the progress on the Active Travel Programme
- Approve the approach to creating a programme to 2040

1. Introduction

- 1.1** The Active Travel Commissioner and her team have been in place for 7 months, and since her appointment Dame Sarah Storey has joined with the other Commissioners in calling for the government to provide continuous funding for Active Travel. The Transforming Cities Fund (TCF) Bid has recently been submitted and that contains a work programme of up to £130m of Active Travel schemes up to 2023.
- 1.2** Following the submission of our TCF bid, work has been progressing to develop a region wide, active travel network that articulates the breadth and extent of infrastructure provision required, to enable a significant increase in walking and cycling by 2040. This network has been developed in partnership with Local Authority Stakeholders and using specialist support from across the country.
- 1.3** The transport team are preparing the Active Travel Implementation Plan (ATIP) which is part of a series of implementation plans that will be used to deliver the policies and goals contained in the SCR Transport Strategy. The ATIP will set out the challenges and objectives for active travel plus the scheme level detail required to deliver the SCR wide

active travel network. It is intended the ATIP will be put before the Transport Board at its February meeting. This report outlines the direction of travel and gives the board the opportunity to discuss the key principles underpinning the development of the ATIP.

2. Proposal and justification

- 2.1** Active Travel now has its Programme Board and Advisory Board in place, to inform and guide work - the Advisory Board last met in Doncaster on 28th November and endorsed the approach to the programme outlined in this report.
- 2.2** In October 2019 the scheme launched an interactive map, which has already over 2,700 comments from over 850 registered contributors. We will continue to widen the opportunities to engage with all the communities in the region. In the view of members of the Advisory Board, the level of engagement achieved is exemplary, and well above most other engagement about travel and transportation. This information will be used on an ongoing basis to inform network development. The map comments are being used to refine the active travel network and will be retained to inform detailed scheme design. Over three quarters of the registered contributors have become stakeholders by asking us to email them programme information.
- 2.3** Our programme has been informed by the work of Chris Boardman's team in Manchester, and we contracted his advisor, Brian Deegan to hold a series of workshops, one in each authority. This work has helped produce a draft active travel network for the whole of South Yorkshire, which we are currently refining with our partners. This also allows us to envision a new generation of confident active travellers, born in 2020, and coming of age in 2040.
- 2.4** The Network will be developed between now and 2040. The Active Travel Implementation Plan is under development and will follow the same format as the other Implementation Plans setting out where we are now, key challenges, objectives and plans to achieve the objectives. The Network will be delivered in stages, the first phase will be delivered through the TCF programme. Later stages will be subject to ongoing conversations with Government about funding. The activity required to develop the Network will be set out across three maps;
- Map 1 will show the schemes being delivered currently and in the next five years,
 - Map 2 will identify the schemes that we aim to deliver in the next five years and
 - Map 3 will show the full network we want to achieve by 2040 that requires further scoping work, in the next five years.
- 2.5** The ATIP builds on the Local Cycling and Walking Infrastructure Plan (LCWIP), which SCR successfully secured support from DfT to develop in 2017. LCWIPs were intended to take a more strategic, evidence led approach to improving the conditions for cycling and walking and offered support to develop two corridors per authority area. The ATIP takes the LCWIP corridors and expands on this to create a region wide network.
- 2.6** We have calculated the cost of putting in place the mapped network by 2040, and the aim is to make this the clear vision for active travel in the ATIP. We will also take the comments from the interactive map, in discussion with our partner authorities, and where possible use them as a guide to improve infrastructure provision.
- 2.7** In order to provide the infrastructure required to enable large numbers of people to walk and cycle as well as to assist the flow of buses on our roads, the way we allocate road space needs to be reviewed. Our discussions with elected members and officers have highlighted a key issue – to get people to shift to bus use and active travel we need better services and facilities, and we can't create those without taking away space for cars: we can't take away space for cars without having good alternatives in place.

- 2.8** To reflect the synergies between the Roads Plan and the Active Travel plan and to address the joint issues of road space allocation and congestion, the SCR will submit both drafts to the Board for consideration together, in February 2020. The Roads Plan acknowledges the need to create space for active travel and sets out that we will take an integrated approach to redesigning roads, which prioritises, walking, cycling and public transport.
- 2.9** It is proposed that a key part of our plan aimed at addressing the integration of active travel, is to create low traffic neighbourhoods. The Commissioner has visited Waltham Forest in London, where the construction of these has lowered vehicle use and ownership and raised the levels of walking and cycling. In SCR over half of trips 2km or less, are taken by car, these include over a quarter of trips under half a km. These are the sort of trips that need to be targeted to be turned into local walking and cycling trips.
- 2.10** A low traffic neighbourhood should use point closures to restrict the opportunities for cars to travel through the area but allow residents and services to access properties and exit the neighbourhood. It would be permeable for cycling and walking trips and significantly enhance the local environment. It would also include a residents' parking zone.
- 2.11** Our plan, therefore will look at creating low traffic neighbourhoods alongside the existing TCF schemes, and to help reduce the number of vehicles, to help create space for more walking, cycling and public transport enhancements on main roads.

The active travel plan will therefore include a linked-up network of:

- Low traffic neighbourhoods
 - Segregated cycle facilities on busy roads (and junction treatments)
 - Footway improvements
 - Off road network improvements (next to waterways or disused railway lines)
 - Crossings for active travellers (both walking and cycling)
 - Major infrastructure such as active travel bridges
- 2.12** Over the coming weeks there will continue to be dialogue with the Local Authorities to refine the mapping work in particular focusing on ensuring a complete network map for 2040 and an interim map of activities to deliver to 2025. This will be a key component of the Implementation Plan which will be considered by Transport Board in February 2020.
- 2.13** We have also been in discussion with the Department for Transport (DfT) about the importance of revenue funding and have indicated that to maximise the chances of success for our ambitious programme we will need revenue funding to increase considerably from its current level. The DfT's own research into this area suggests that it should be in excess of 20% of capital allocated to active travel. Since the DfT rules allow 5% of capital to be spent on complimentary measures for a scheme, we have calculated our requirement at 15%.

3. Consideration of alternative approaches

- 3.1** An alternative approach would be to continue with major corridor active travel routes, which are largely the product of piecemeal funding. These have been largely focused on cycling because the research tools available are for the propensity to cycle. In South Yorkshire the number of people walking five times a week is approximately fifteen times the number cycling five times a week.

Further, the piecemeal approach makes it difficult to create a linked network of cycling and walking routes to address the needs of the whole of the region in a strategic way.

4. Implications

4.1 Financial

Currently all funding for Active Travel schemes and most of the revenue support comes from specific DfT grants. There are longer term implications for any devolved settlements and to how these are balanced with other funding. We have been in discussion with the DfT who accept our approach at this point.

In November SCR submitted a proposed work programme to secure a one-year extension to the Sustainable Transport Access Fund. We await confirmation from Government that this has been successful.

4.2 Legal

There are no legal implications arising from this paper.

4.3 Risk Management

There are no risk management implications arising from this paper.

4.4 Equality, Diversity and Social Inclusion

The active travel project aims to be fully inclusive and this will be included in the Active Travel Implementation Plan.

5. Communications

- 5.1** The Active Travel Programme has a communications plan which is regularly updated. There continue to be several public appearances by Dame Sarah Storey each month, and these appear on the forward plan as soon as they are confirmed. The interactive map has been a key part of the communications strategy, which aims to broaden the reach and diversify the contributors.

6. Appendices/Annexes

- 6.1** None

REPORT AUTHOR POST

Officer responsible	Mark Lynam
Organisation	Sheffield City Region
Email	Mark.lynam@sheffieldcityregion.org.uk
Telephone	0114 2203445

Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: