

23<sup>rd</sup> March 2020

**SHEFFIELD CITY REGION ACTIVE TRAVEL IMPLEMENTATION PLAN**

**Purpose of Report**

To present to Board the final draft of the SCR Active Travel Implementation Plan, for consideration and adoption.

**Thematic Priority**

Secure investment in infrastructure where it will do most to support growth.

**Freedom of Information and Schedule 12A of the Local Government Act 1972**

This paper will be available under the Mayoral Combined Authority Publication Scheme

**Recommendations**

That members:

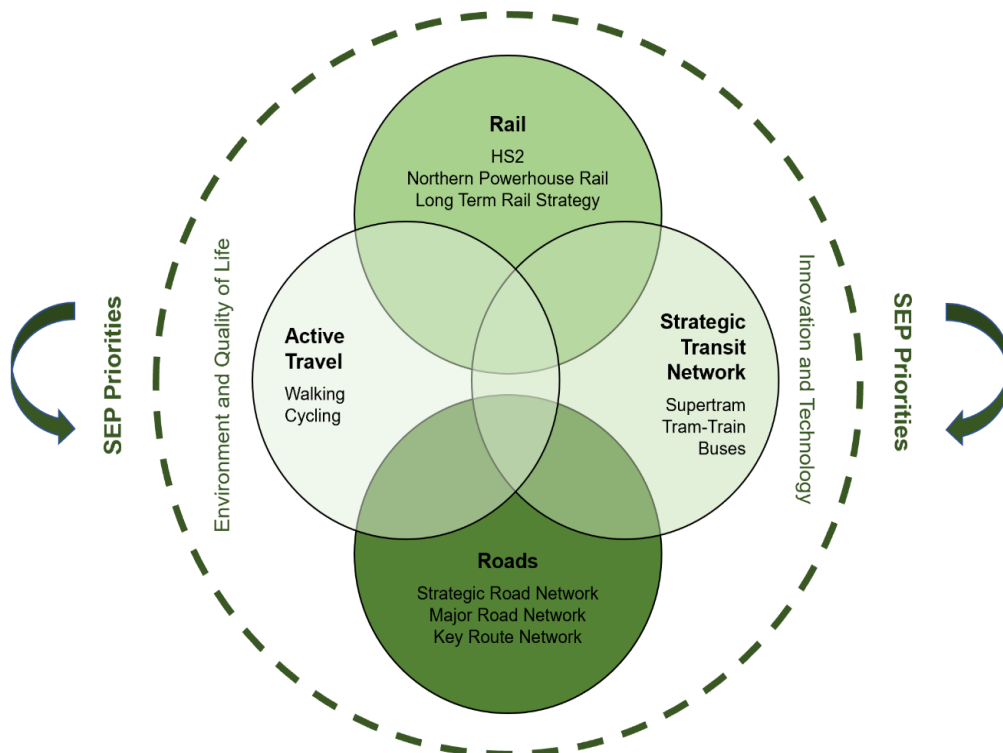
- Endorse the Active Travel Implementation Plan and note the next steps with producing the other associated Transport Strategy implementation plans.

**1. Introduction**

- 1.1** Sheffield City Region Transport Strategy sets out the Vision, Goals and Policies for transport across the Region. The delivery of this strategy is being undertaken through the development of a series of Implementation Plans, the first of which to be adopted was the Rail Implementation Plan in July 2019. The Active Travel Implementation Plan (ATIP) is the second Plan to be developed and sets out the future work programme for Active Travel. The Plan has been developed in partnership with Local Authority stakeholders and incorporates the work undertaken previously on the Local Cycling and Walking Infrastructure Plan (LCWIP). This Plan forms the regions wider active travel network for investment between now and 2040 and the Active Travel Commissioner presented the key themes emerging from this Plan to the January 2020 MCA meeting.
- 1.2** This report sets out the process that has been followed in producing the ATIP and seeks endorsement of the Plan.

## 2. Proposal and justification

- 2.1 Following the adoption of the Transport Strategy, SCR has been working through the future work programmes to develop a pipeline of interventions in response to the vision, goals and policies described in the document. The Implementation Plans provide scheme level detail, developing a comprehensive work programme for SCR and local authority partners over the next few years.
- 2.2 The Strategy identifies four key programmes of work to be organised around rail, active travel, roads and the strategic transit network (public transport), with additional cross cutting work programmes around future mobility and air quality. There will be a degree of overlap between the work programmes as illustrated in the following diagram, some of which the SCR will lead, some of which we will contribute to and some of which we will seek to influence.



- 2.3 The first of the plans to be developed and adopted by the Mayoral Combined Authority (MCA) was the Rail Implementation Plan. The ATIP is the second of these plans to be developed and focuses on the work programme for SCR and Local Authorities to, deliver the Transport Plan Vision, Goals and Policies for active travel, between now and 2040.
- 2.4 SCR appointed an Active Travel Commissioner and Active Travel Project Director in 2019 following which work started on the associated Implementation Plan. Each of the plans follows a similar style and format starting with the background / evidence base, to define a set of 'top ten' challenges facing active travel in the SCR. From the challenges flows the future opportunities and needs, then a series of objectives and interventions for delivery are identified. The Plans conclude with a description of how the monitoring and evaluation will be conducted to measure the Plans progress.
- 2.5 Alongside this work, the Government encouraged local transport authorities to develop Local Cycling and Walking Infrastructure Plans (LCWIP) that are intended to take a strategic approach to cycling and walking scheme identification. SCR developed a draft

LCWIP with support from SCC and in partnership with DfT however, as the LCWIP process was restricted by the funding available, a limited number of corridors were identified. As the work on the ATIP began to progress it was agreed that it will serve as the implementation plan for active travel within the SCR Transport Strategy, as well as articulate the outcomes originally planned for inclusion in the LCWIP.

**2.6** Through the ATIP, we are aiming to set out what we need from our active travel network to achieve the goals, policies and Success Criteria set out in the Transport Strategy and the Mayor's vision for Transport. Enabling more people to cycle and walk will improve the local connections from/to our neighbourhoods, helping us to deliver our aspirational journey time targets and to achieve the 21% and 350% increase in walking and cycling respectively, as outlined in our Transport Strategy.

**2.7** At present, SCR does not have a defined city region-wide cycle route network. Whilst each of the four South Yorkshire Local Authorities has a mapped cycle route network, these have developed over time using on and off road facilities and each is delivered to a different standard, not always meeting the inclusive standards required to enable large scale modal shift to active travel. A fully joined up South Yorkshire-wide walking and cycling network delivered to a consistent standard would better connect all our residents and communities to employment and local services, as well as the wider public transport network.

**2.8** The ATIP sets out the Commissioners pledges regarding the active travel network and the standards that should be met by future infrastructure funded by the region. These Pledges are summarised as;

1. *To be led by our communities*
2. *To enable active travel, not just encourage it*
3. *All our infrastructure will meet or exceed minimum standards*
4. *All our infrastructure will be fully accessible*

Combining the pledges with the Plan objectives a series of interventions have been identified that are grouped into the following timeframes;

- Interventions for which we aim to complete business cases in the next five years, with the aim of these interventions being delivered from the mid-2020s onwards
- Interventions for which we will do more investigation work and develop options for, in the next five years, such that these interventions could be delivered from the late 2020s onwards.

These interventions have been mapped out and when combined, create an active travel network map for delivery by 2040. In line with the Commissioner's first pledge '*to be led by communities*', a baseline has been included in the form of a map showing public feedback on the current level of active travel infrastructure provision in the region, gathered from the online SCR Active Travel map.

**2.9** The Plan was developed through close working with all the South Yorkshire Local Authorities and a series of workshops have been held to develop the network map for 2040. The 2040 network incorporates the routes developed by SCR and partners following the DfT's LCWIP process but also includes routes identified as significant by our partners covering a much wider network. Supporting measures in the form of Low Traffic Neighbourhoods feature in the plan as well as the location of our Transforming Cities Fund 2 active travel projects.

- 2.10** The Transforming Cities Fund 2 (TCF2) offers a possible funding source for the interventions listed on Map 2 of around £100m, however the remainder of the interventions will require a source of funding for delivery beyond the TCF2 project period 2020 – 2023. Following adoption, this Plan should be treated as a key bidding document that places the region in a strong position to bid for the recent Government announcements regarding future active travel funding. The cumulative list of interventions from all the Implementation Plans will form an overall Transport Programme, which will provide the focus of the MCA's work on transport for the forthcoming years.
- 2.11** The Paris Agreement sets out a global framework to avoid dangerous climate change by limiting global warming to well below 2°C and pursuing efforts to limit it to 1.5°C. It also aims to strengthen countries' ability to deal with the impacts of climate change and support them in their efforts. The Climate Change Act (2018) supports the UK's commitment to urgent international action to tackle climate change as set out in the Paris Agreement. The Act requires the Government to assess the risks and opportunities from climate change for the UK, and to prepare for them.

In line with this requirement placed on national Government, SCR have set a carbon budget of 44.7 MtCO<sub>2</sub> that must be remained within, in order to limit warming to 1.5 degrees. The region is taking a proactive approach to considering the carbon impact of our decision making and the impact this will have on the UK Government in achieving their nationally determined carbon emissions reductions.

- 2.12** The Active Travel Implementation Plan (ATIP) focuses on enabling active travel, the most environmentally sustainable transport option available. The ATIP presents the choices that the SCR will have to make to realise the 2040 Network and presents the opportunity the SCR has to realise the health, transport, economic and social benefits of cycling and walking. Alongside the Roads Implementation Plan, which is currently under development, the ATIP recognises that road space will need to be reallocated from cars to sustainable travel modes. This commitment is then translated into the focus of our Transforming Cities Fund bid, which should it be successful, comprises 50% of available funds invested in active travel infrastructure and 50% in public transport. The ATIP will therefore make a positive contribution to delivering on our climate change commitments.

### **3. Consideration of alternative approaches**

- 3.1** Following the adoption of the Transport Strategy in January 2019, there is a requirement to outline how the strategic ambitions of that document can be translated into a workplan for delivery. Consideration was given to alternative ways in which to develop such a programme, including having a single combined Implementation Plan. However, it was felt that's this would result in a failure to adequately consider each of the modal issues thoroughly or give enough space to reflect on the impact of the two cross cutting topics.

### **4. Implications**

#### **4.1 Financial**

There are no direct financial implications arising from this report. At present the SCR do not have the necessary funding to deliver this plan. Should the TCF2 bid be successful, funding will become available to deliver several of the interventions. Further funding will therefore be required to deliver the remainder of the interventions outlined in the plan.

#### **4.2 Legal**

There are no direct legal implications arising from this report. Members should have due regard to the impacts of this policy will have on the Authority's s.149 Equalities Act 2010 duties and in particular, the duty to advance equality of opportunity between those who share a protected characteristic and persons who do not share it. Members should also

take in to account the Climate emergency declared by the MCA and the impact that these proposals will have.

#### **4.3 Risk Management**

Individual projects will be subject to separate bespoke risk assessments during their development and implementation.

#### **4.4 Equality, Diversity and Social Inclusion**

The development and subsequent delivery of this plan will have a positive impact on the residents and visitors to SCR. The design standards outlined within the plan, pledges to deliver infrastructure that is accessible for all. Whilst there are no specific equality, diversity and social inclusion issues because of this report, these will be considered on a scheme basis including the incorporation of design standards in active travel investments.

### **5. Communications**

**5.1** Once the ATIP is adopted, a communications plan will be developed to support the messages emerging from the plan.

### **6. Appendices/Annexes**

**6.1** List any relevant appendices/annexes here;

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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: