

1<sup>st</sup> June 2020

**SHEFFIELD CITY REGION ACTIVE TRAVEL IMPLEMENTATION PLAN**

**Purpose of Report**

To present to the MCA 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**

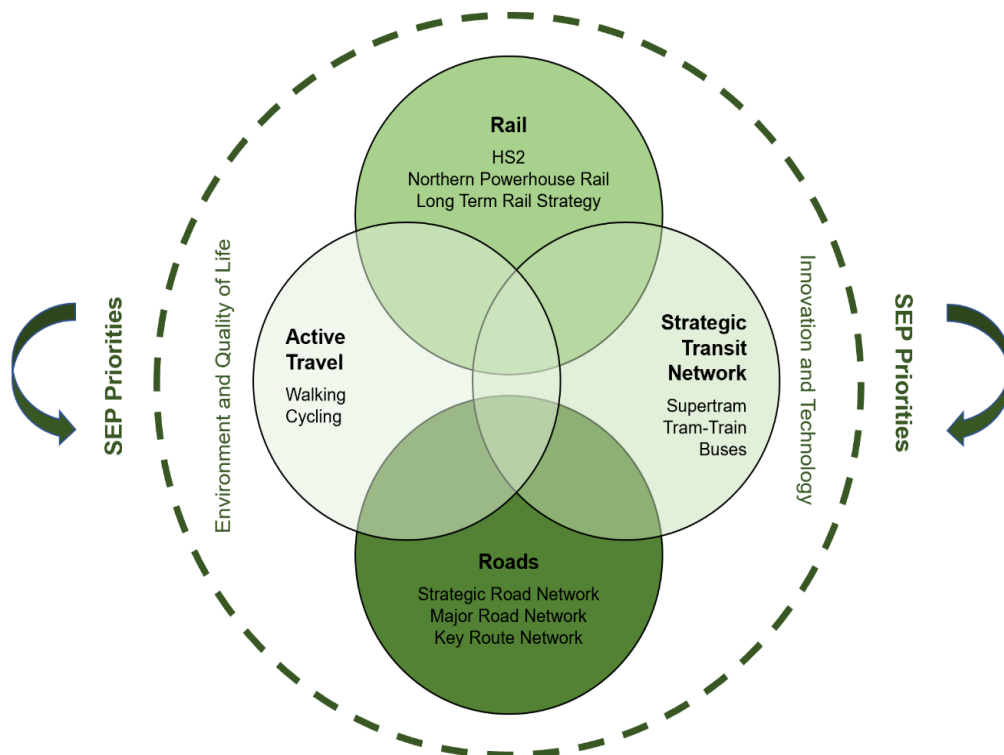
That members endorse the Active Travel Implementation Plan.

**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.
- 1.2.** The Plan has been developed in partnership with Local Authority partners 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.
- 1.3** Whilst the ATIP was written before the current Covid-19 crisis, the key issues and principles are now even more relevant given the need for ongoing social distancing and the impact that will have on transport patterns and public transport usage.
- 1.4** This report sets out the process that has been followed in producing the ATIP and the next steps in proceeding with its delivery.

## 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 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 April 2019, following which work started on the associated Implementation Plan. Prior to this, the Government had been 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. Whilst a draft LCWIP was produced, this process was restricted by the funding available which meant it focussed on a limited number of corridors. As such the ATIP has build upon the LCWIP and expands the range and scope of the active travel corridors under consideration.
- 2.5** Through the ATIP, we set out what we need from our active travel network to achieve the goals, policies and success criteria outlined 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.

**2.6** 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. The ATIP sets out a joined up South Yorkshire wide walking and cycling network delivered to a consistent standard which better connects all our residents and communities to employment and local services, as well as the wider public transport network. Allied to this, will be the delivery of any temporary infrastructure to maintain social distancing during Covid-19 which will contribute to the whole regional network.

**2.7** The ATIP sets out the Commissioner's 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

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

- Temporary interventions responding to Covid-19. Whilst these are not included in the plan, they will help shape and accelerate planning of the next two phases.
- 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 (TCF) active travel projects.

**2.10** TCF will be funding the interventions listed on Map 2 of around £83m, however the remainder of the interventions will require a source of funding for delivery beyond the TCF project period 2020 – 2023. Following adoption, this Plan should be treated as a key document that places the region in a strong position to bid for future 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** Active Travel design standards will play an important role in securing improvements in active travel infrastructure in South Yorkshire. The government is due to issue national design standards. To date, the Active Travel commissioner has issued a set of design principles based on the commissioner's pledges alongside minimum criteria. Final design guidance will be brought to the next MCA meeting for approval.

### **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. As such the MCA previously agreed this approach to the development of Implementation Plans.

### **4. Implications**

#### **4.1 Financial**

There are no direct financial implications arising from this report. At present the SCR do not have all of the necessary funding to deliver this plan. The successful TCF bid will support the delivery of some of the interventions but further funding will be required to deliver all the interventions outlined in the plan.

#### **4.2 Legal**

In making the decisions contained in this report, Members are reminded of their legal duty under section 149 of the Equality Act 2010 to have due regard to the need to :-

- I. Eliminate discrimination, harassment and victimisation;
- II. Advance equality of opportunity between those who share a protected characteristic and persons who do not share it; and
- III. foster good relations between those who share a protected characteristic and persons who do not share it.

In having due regard to the need advance the equality of opportunity between persons who share a protected characteristic and persons who do not, Members should have due regard to the need to :-

- a. remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- b. take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- c. encourage persons who share a relevant protected characteristic to participate in public life or in any activity in which participation by such persons is disproportionately low.

An Equality impact assessment has been undertaken (Appendix II) and this shows that adoption of the schemes and objectives in the ATIP will not have any material adverse impacts. The assessment shows that adoption and delivery of the ATIP could be beneficial for some of the groups covered by the Equality Act 2010. It is for Members to determine the weight to be given to the various factors that inform the decision, including the equality impacts and the legal duty under section 149.

#### **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.

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. The Active Travel Implementation Plan (ATIP) focuses on enabling active travel, the most environmentally sustainable transport option available.

### 5. Communications

- 5.1 A full programme of communications activity will be delivered to mark the launch of the ATIP. This will involve communications being delivered across a number of channels, including social media, digital media and traditional media, and interview opportunities will also be offered to broadcast and print journalists from the regional, national and specialist media. Where appropriate, this communications activity will be delivered in partnership with key stakeholders within the region and nationally.

### 6. Appendices/Annexes

- 6.1 List any relevant appendices/annexes here;

I – Sheffield City Region Active Travel Implementation Plan

II – Equalities Impact Assessment

Report Author	<b>Chloe Shepherd</b>
Post	<b>Senior Programme Manager - Transport</b>
Officer responsible	Mark Lynam
Organisation	SCR
Email	Mark.lynam@sheffieldcityregion.org.uk
Telephone	0114 220 3445

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: