Report to Sheffield City Region Overview and Scrutiny Committee

Date of Meeting:	23 July 2020
Subject:	Active Travel Implementation Plan
Purpose of the Report:	Information & discussion
Recommendation(s):	That Committee Members note the contents of the plan and bring forward questions

Category of Report: Open

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Summary:

This report provides an overview of the Sheffield City Region Active Travel Plan (ATIP) and how its work programme and outcomes will be achieved.

1   Introduction/Context

1.1   The Sheffield City Region Transport Strategy commits to enabling sustainable and active travel choices. The appointment of the Active Travel Commissioner and Programme Director in Spring 2019 has given greater impetus to this work.

1.2   To operationalise the SCR Transport Strategy there will be Implementation Plans concerned with Rail, Active Travel, Roads and Public Transport. The Rail Plan was published last summer. The Active Travel Implementation Plan ('ATIP') has recently been published, following approval by the MCA on the 1st June, and those for public transport and roads are in preparation.

2   Matters for Consideration

2.1   Through the Active Travel Implementation Plan (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.

2.2   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.

2.3   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.

2.4   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

2.5   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.

2.6   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.

2.7   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 DfTs 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.

2.8   TCF will be funding the interventions listed on Map 2 in the plan (appendix A) 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.

a.   **Financial**
The plan aims to improve value for money gained from investment in active travel. This is by introducing minimum standards for infrastructure, and by using international best practice to inform the programme, so that investment results in more active travel.

b.   **Legal**
There are no direct legal implications from this report

c. **Risk Management**
This plan has the safety of road users at its heart. However, there are wider risks associated with not taking action to support active travellers, which have to be weighed with the risks of, for example, re-allocating road space. The plan also shows that the considerable health benefits of increasing active travel would be transformational to society and the economic performance of the region.

d. **Environmental**
Active Travel is far less environmentally damaging than the vehicular alternatives.

e. **Equality Impact Assessment**
The Active Travel Progamme is aimed at improving access for all and is a central pledge from the commissioner, Britain's most decorated Paralympic athlete. Further equality impacts have been carried out, particularly using Indices of Multiple Deprivation and health outcomes.

f. **Performance Management/Measuring Outcomes**
Active travel has traditionally been poorly monitored and a separate contract is being prepared for independent monitoring of the programme. This contract will include the first of what is expected to be, annual reports on active travel.

3 Consideration of alternative approaches

Since the Active Travel Implementation Plan has only been recently adopted by the MCA, this section is not applicable, however, committee members are encouraged to probe how the plan will be realised.

4 Issues the Overview and Scrutiny Committee may wish to consider …

A central theme of realising the Active Travel Implementation Plan is how our communities and neighbourhoods can be made better places to live, and how local short trips can be made by walking and cycling.

5 Recommendations

That Committee Members note the contents of the plan and bring forward questions.

6 Appendices/Annexes

The Active Travel Implementation Plan