

## Report to Sheffield City Region Overview and Scrutiny Committee

<b>Date of Meeting:</b>	18 <sup>th</sup> July 2019
<b>Subject:</b>	Active Travel Update
<b>Purpose of the Report:</b>	This report provides an update for Overview and Scrutiny members on the work of the Active Travel Programme, led by Dame Sarah Storey.
<b>The Scrutiny Committee is being asked to:</b>	Note the progress made in delivering the Mayor's active travel manifesto commitments.
<b>Category of Report:</b>	Open
<p>Under the Freedom of Information Act and Schedule 12A of the Local Government Act 1972, this paper 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.</p>	

### Summary:

This report:

- Provides an update on the delivery of the Mayor's manifesto commitment to support active travel in the City Region.
- Outlines Dame Sarah Storey appointment as the first Active Travel Commissioner, supported by a wider project team and appropriate governance.
- Identifies how the target in the Transport Strategy, to grow the overall transport modal share for cycling and walking, will be delivered as set out in the Active Travel Implementation Plan.
- Shows how a set of minimum standards for cycling infrastructure is necessary and can help achieve this overall aspiration.

### 1. Introduction/Context

In May 2018, Mayor Dan Jarvis was elected with a manifesto commitment to promote more cycling and walking within the City Region. This commitment was captured in the Mayor's Vision for Transport, adopted by the MCA in December 2018. This commitment is consistent with the Transport Strategy which seeks to increase the number of people walking and cycling by over 350%, as part of a greater move towards modal shift.

A key Mayoral manifesto commitment was to appoint an Active Travel Commissioner; Dame Sarah Storey was appointed to this role in April 2019 to lead the active travel programme. This report provides an update on progress.

### 2. Matters for Consideration

Following the appointment of Dame Sarah Storey as Active Travel Commissioner, Pete Zanzottera was appointed to lead the programme team. Pete is an experienced and respected active travel consultant, who has worked both in the UK and overseas on projects for a number of years. The team also includes two secondments until March 2020. Ruth Speare is seconded for 2 days a week to extend her work as a public health registrar in Barnsley to the whole region helping the active travel plan to direct the work and evidence the approach. Additionally, Living Streets have

seconded a walk to school expert to engage an additional 20 schools in their Walk to School programme (5 in each of the South Yorkshire partner authorities).

Active Travel effectively means walking and cycling, but also includes running, wheelchair use, 3 and 4 wheeled cycles and scooting, both on and off the public highways. It includes all journey purposes (utility and leisure trips). At the heart of the Active Travel Project are 4 pledges that the Commissioner has made:

1. Being led by our communities
2. Enabling cycling and walking rather than encouraging it
3. Infrastructure will meet minimum standards
4. Infrastructure will be fully accessible

As part of joined up lobbying with other mayors and commissioners across the UK, Mayor Dan Jarvis and Dame Sarah Storey have written to the Secretary of State for Transport with 'five asks', the first of which is a continuous funding stream for active travel to provide long term certainty over infrastructure funding.

### **Active Travel Plan**

The intention is that these pledges will form the basis of an Active Travel Plan for the City Region, which will also be the Implementation Plan for this strand of work in the Transport Strategy.

Previously, the City Region and local authorities have worked together as part of the Local Cycling and Walking Infrastructure Plan (LCWIP) process, prompted by Government as a way for local areas to identify and prioritise investment in active travel infrastructure. It is a requirement of that process that SCR publishes its LCWIP plan by the end of 2019, however agreement has been reached to incorporate that within the new Active Travel Plan, which will seek to identify all key active travel corridors in the City Region where investment should be focussed.

### **Governance arrangements**

To help guide the development of the Active Travel Plan, an Active Travel Advisory Board (ATAB) has been established. This will be chaired by Professor Steve Haake from Sheffield Hallam University and include a range of national and local cycling and walking organisations. The ATAB will act in an advisory capacity only and will not be part of the formal transport governance decision making process. However, the ATAB is important in reducing project risk by making sure that the project is in line with best practice on walking and cycling and includes the wider policy areas and benefits. It is also essential that the project is open to wider funding support beyond the transport sector. In parallel with that strategic group, an office level group made up of local authority representatives will help shape the detail of the plan.

The project team and associated boards will facilitate additional input the Transforming Cities Fund (TCF) business case process. The draft business case has been submitted on the 20<sup>th</sup> June 2019, with a final business case due in November 2019 alongside detailed design business cases for each proposed initiative. For the active travel schemes included in TCF, it will be important these align with the overall Active Travel Plan being developed in parallel, and also meet the highest possible design standards to meet the Commissioner's pledges. Minimum standards for Active Travel are important for two reasons:

1. There are differing standards across the region although the needs and expectations of active travellers are the same.
2. Much of the current infrastructure has not been successful in increasing active travel trips, this is particularly clear at junctions where active travellers do not have priority and suffer repeated delays and exposure to traffic danger.

The Commissioner is proposing that the basic minimum standards for infrastructure are agreed by the Transport Board at its meeting in July, before a more detailed set standard are brought to the Transport Board at their subsequent meeting for final agreement. This will help to ensure that active travel schemes being worked up for inclusion in the TCF business case are of sufficient quality. In

the period between this meeting and next, we will seek the expert guidance of the Advisory Board and work with partners to refine the standards. These are proposed to include:

1. Continuous minimum widths for cycle tracks to include 3 and 4-wheel cycles and for footways to include wheelchairs.
2. Separation of footways and cycle tracks from high volumes of traffic, high vehicle speeds (above 30mph) or significant amounts of large vehicles.
3. Separation of highway footways from cycle tracks for significant distances. Shared use only to be used for placemaking and some off-road routes.
4. Clear priority for active travel routes at junctions, continuing cycle tracks and footways straight across side roads and reducing crossing times.

These basic standards are proposed primarily to reduce the actual and perceived danger that deters active travellers, but also to reduce the everyday delays that they suffer. The standards will also ensure that the network is fully accessible.

It is proposed that once adopted, these standards are used to as a basis for signing off future SCR funding for active travel schemes. The Commissioner will make a recommendation on whether to proceed with funding, with the decision ultimately being made by either the Transport Board or the MCA depending on the value of the project. As they were not in place prior to the submission of the tranche 1 TCF projects, which were awarded funding in April 2019, further discussions will need to be held with those project sponsors to try and seek the best possible fit for the criteria within the funding and timing envelope applied by Government.

Although Active Travel is primarily being addressed through transport functions it has wider links that are being explored. A key part of the strategy is to engage with stakeholders, particularly in health, sport, communities and business. We have started initial stakeholder mapping and we have started to build a contacts database and we would welcome any suggestions that board members have in suggesting contacts. The team are also exploring how best to engage communities and stakeholders in the process of improving active travel.

#### **a. Financial**

The Active Travel Project has an overall budget of £361k, this is funded from the Mayoral Capacity Fund allocations for Active Travel (£210k) and Transport Investment (£90k), and SCR's SEP Development allocation from its Core budget (£61k). Spend in 18/19 totals £210k, the remaining £151k will be spent in 19/20 and 20/21 (in parallel to the term of office of Dame Sara Storey as Active Travel Commissioner).

#### **b. Legal**

There are no direct legal implications arising from this report, however funding arrangements will need to be put in place with scheme sponsors for the delivery of active travel projects associated with the TCF process.

#### **c. Risk Management**

The core approach of the programme is to reduce danger for active travel at source. Road danger is cited as the main reason for not cycling and having a safe and pleasant environment for walking is a key consideration. There are also reputational risks involved in the active travel project in not delivering the pledges of the Mayor and the Active Travel Commissioner.

#### **d. Environmental**

A key outcome from the active travel programme will be to encourage modal shift away from cars. This will help to contribute to the City Region's overall aspirations to improve air quality.

The Transport Strategy aims to eliminate Air Quality Management Areas (AQMAs) in our City Region and comply with legal thresholds to achieve compliance in the shortest possible time. It also aims to reduce tailpipe carbon emissions in line with targets for the UK and have a zero-carbon public transport network by 2040.

### e. Equality Impact Assessment

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

### f. Performance Management/Measuring Outcomes

The Transport Strategy aims to increase the share of cycling and walking by 350%. The Active Travel Implementation Plan will set out further detail on how that will be achieved and how that will be measured over the lifetime of the plan.

### 3. Consideration of alternative approaches

A key early approach, as set out in this report, will be the adoption of a set of minimum standards for cycling infrastructure. There is a widespread best practice which mean that a set of minimum infrastructure design standards are necessary, and therefore it is not recommended that standards aren't imposed on schemes wishing to use SCR sourced funding. The Active Travel Advisory Board will discuss the issues around this topic and we suggest that exceptions to the minimum standards are discussed on a case by case basis.

### 4. Issues the Overview and Scrutiny Committee may wish to consider ...

Overview and Scrutiny may wish to consider:

- Whether adequate governance arrangements are being put in place to manage the overall active travel programme, ensuring representation from expert groups, but also ensuring local authority partners are engaged and involved in the work.
- Whether a set of minimum standards for cycling infrastructure will help to drive modal shift by encouraging more people to cycle on a regular basis if they feel safe and encouraged to do so.

### 5. Recommendations

It is recommended that members:

- Note the progress made in developing the active travel programme, and the appointed of a Commissioner and the active travel team.
- Endorse the creation of an Active Travel Advisory Board and the associated Terms of Reference.
- Agree to the creation of a set of minimum standards for active travel infrastructure

### 6. Appendices/Annexes

N/A

---

### The following section is a legal requirement

<b>Report Author:</b>	Mark Lynam
<b>Job Title:</b>	Director of Transport, Housing and Infrastructure
<b>Officer responsible:</b>	Mark Lynam
<b>Organisation:</b>	Sheffield City Region
<b>Email:</b>	<a href="mailto:Mark.lynam@sheffieldcityregion.org.uk">Mark.lynam@sheffieldcityregion.org.uk</a>
<b>Telephone:</b>	0114 2203445
<b>Background papers used in the preparation of this report are available for inspection at:</b> 11 Broad Street West, Sheffield, S1 2BQ	
<b>Other sources and references:</b>	