

Report to: Transport Committee

Date: 4 September 2020

Subject: **Walking and Cycling Update**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

1. Purpose of this report

- 1.1 To provide members of Transport Committee with an update on matters relating to walking and cycling.

2. Information

West Yorkshire Activity

Emergency Active Travel Fund

- 2.1 On the 5th June, the Combined Authority submitted an application for tranche one of the Department for Transport's (DfT) Emergency Active Travel funding, on behalf of the Combined Authority and West Yorkshire partner councils. The programme of schemes was established to provide swift and meaningful plans to provide more safe space for cyclists and pedestrians. A list of the highways infrastructure and behaviour change schemes that this funding is supporting is published [here](#). These are now in delivery and being managed through the CityConnect programme governance structure.

- 2.2 An application for £10.053 million of tranche two funding was submitted on the 7th August, in line with the indicative allocations published by DfT. This set out a programme of temporary and permanent infrastructure delivery across West Yorkshire, supported by accompanying behaviour change activities to enable more people to make use of the new infrastructure, and monitoring and evaluation. The outcome is expected to be announced at the end of August.
- 2.3 The invitation letter from the Department for Transport states that authorities must demonstrate that funds can be spent or fully committed in this financial year (i.e. by the end of March 2021), meaning that these schemes must be delivered at pace.
- 2.4 The West Yorkshire application sought the total £10.053 million indicatively allocated by DfT, with a programme of schemes within the following themes:
- Combined Low Traffic Neighbourhood and Cycle Corridor Schemes (£3.14 million)
 - Cycle Parking/Storage (£0.71 million)
 - E-Scooter trial in Leeds (£0.14 million)
 - Cycle Route Improvements - including segregated cycle provision, junction improvements and other links (£3.63 million)
 - School Streets Measures (£0.2 million)
 - Streets For People Town Centre schemes (£0.14 million)
 - Walking Accessibility Improvements (£1.1 million)
 - Monitoring and Evaluation (£0.14 million)
 - Behaviour Change (£0.89 million)
- 2.5 The application form required details of five largest scale schemes, which are:
- North East Leeds: Segregated cycle route and low traffic neighbourhood delivery in north east Leeds (Chapeltown, Chapel Allerton and Moortown) with measures to make it easier to cycle and walk around the neighbourhood to local shopping, education and employment centres as well as segregated cycle lanes on busier roads.
 - North East Kirklees: Improvements to cycling and walking access to the Spenn Valley Greenway in the Cleckheaton area – complementing TCF investment in communities on the A638 corridor, providing better cycling connections to this strategically important greenway which provides high quality, safe, direct, traffic free routes to Bradford district, Low Moor station and Dewsbury.
 - East Huddersfield: Creating an “active travel neighbourhood” in the Moldgreen area of Huddersfield (Kirklees) to improve local accessibility within this community which is severed by the busy A629
 - South Bradford: Segregated cycle routes in south Bradford, based on improvements identified in the phase one Bradford LCWIP, connecting communities in south east Bradford to Bradford city centre and to the existing segregated cycle superhighway that links Bradford and Leeds.
 - West Leeds: Segregated cycle route and low traffic neighbourhood delivery in west Leeds (Armley, Wortley and Copley Hill) - with measures

to make it easier to cycle and walk around the neighbourhood to local shopping, education and employment centres as well as segregated cycle lanes on busier roads to link to the segregated Cycle Superhighway between Leeds city centre and the west of the city towards Bradford.

- 2.6 A reserve list of schemes was identified in the application form, in the event that more funding is made available by DfT.
- 2.7 The programme was developed in partnership with partner councils, and Transport Committee members provided comments on the application form and proposed programme alongside Leaders and Portfolio Holders. The proposed programme was shared with members of the West Yorkshire Bus Alliance and the CityConnect Advisory Group for comment before submission.
- 2.8 Comments received through online interactive mapping platforms were also used by partners to identify schemes within the programme, including the Your Voice interactive map covering Calderdale, Kirklees and Wakefield, and equivalent online engagement tools managed by Bradford Council and Leeds City Council. To date there have been 1,600 comments made on the Your Voice map, from almost 400 contributors since launch in June.
- 2.9 As with tranche one, it is proposed to manage delivery of the tranche two programme through the existing CityConnect programme governance structure.

Transport Recovery Plan

- 2.10 The Transport Recovery Plan, adopted by the Combined Authority on 27 July, includes an action plan relating to a number of modes of transport, including walking and cycling.
- 2.11 Wave 1 of the West Yorkshire COVID-19 Transport Survey (undertaken 9 – 14 June 2020) revealed that, compared to before lockdown, 39% of respondents were currently walking or running more, and 35% were cycling more. This represents a net increase of 17% and 13% for walking/running and cycling respectively, taking into account those who are doing less of these activities. The survey also found that, in the coming weeks, over a third of respondents will walk more for utility purposes.
- 2.12 An online survey of West Yorkshire public transport users (also in June) revealed that as many people expected to travel more by bicycle as by car or van (31%); and 37% of people surveyed expected to walk more. 11% of respondents were considering buying a bicycle or e-bike compared to 8% who were considering buying a car.
- 2.13 The walking and cycling action plan included in the Transport Recovery Plan identifies actions for Rescue, Recovery and Resilience periods. Actions in the Rescue period (up to 12 months) focus on: delivering the Emergency Active Travel fund programmes; progressing other schemes and programmes already planned to create improvements for walking and cycling; and using

evidence from community engagement and other data sets to identify a future network for cycling across the region, as part of phase of Local Cycling and Walking Investment Plan development. Continuing work on LCWIP will feed into the Connectivity Plan work outlined in the previous report (see Item 6).

- 2.14 Through the Combined Authority's dedicated cycling and walking programme, CityConnect, schools are able to access support to become more bike and walk friendly. The Bike Friendly Schools project is aimed at schools that have benefitted from improvements to cycling and walking infrastructure in their local area, such as the award winning Bradford Leeds Cycle Superhighway. Individual schools receive bespoke training sessions for cohorts of children, including teaching them to ride for the first time and transition training, where they learn the route to their new secondary school and improve their skills on the road. Schools can also receive new secure bike and scooter storage. Over 40 schools have become more bike friendly, with 50% of children at these schools, learning to ride for the first time. The Bike Friendly Schools programme will restart delivery as part of the Autumn term in 2020, and will be supported by a new resource for teachers to deliver training sessions directly to pupils.
- 2.15 Schools across West Yorkshire are also able to participate in wider support to enable more pupils to walk and scoot to school, as well as cycle, through the DfT funded Living Streets Walk Once a Week (WOW) package. 78 schools across West Yorkshire are currently receiving support from Living Streets, and increase in pupils travelling by either bike, scooter or on foot at these schools, is monitored through the Living Streets Travel Tracker. This support is also to be delivered in schools as part of the Autumn term in 2020. A new range of family cycling support videos have been launched through the CityConnect programme to enable parents and children learn to ride or build confidence, teaching them the skills to ride accompanied and unaccompanied, which will support more children to make more journeys by bike. Other supporting measures being delivered during the Rescue phase include:
- Creating safer and healthier environments for walking and cycling to school through the creation of school streets measures, which will reduce traffic immediately around a number of schools in West Yorkshire to provide safer environments for pupils travelling to school on foot, by bike and on scooters.
 - Other measures to make it easier and safer to walk and cycle to school such as pedestrian crossing and wider footways
 - Schools will also benefit from the installation of secure bike and scooter storage.
 - A new range of family cycling support videos launched through the CityConnect programme to help parents and children learn to ride or build confidence, which could enable more pupils to ride to school accompanied by parents.
 - Expansion of the existing walking engagement package to increase number of schools engaged in a project to enable more children to walk, scoot and cycle to school project.

- Development of an E-bike fleet for schools - to pilot e-bikes with Yrs 10 and 11 at a number of participating schools, supported by cycle training for pupils

National developments

Gear Change: Government's new Cycling and Walking Plan for England

- 2.16 Government published a new Cycling and Walking Plan for England on 27 July¹. This sets out a new vision for cycling and walking as part of a future where “half of all journeys in towns and cities are cycled or walked” by 2030, focussed on the number of short journeys made that are suited to walking and cycling. The plan recognises that walking and cycling needs to be put closer to the heart of transport decision making rather than an afterthought.
- 2.17 The plan sets out several actions and initiatives against different themes: including:
- Publication of highly anticipated Cycle Design Guidance (Local Transport Note 1/20) which replaces the previous version published in 2008 and is framed in the plan as setting new standards which are viewed as a significant departure from previous practice, and which all local authorities will need to meet if using government funding. The plan describes much cycling provision delivered to date in England as “inadequate” and that government would prefer not to fund provision at all rather than enable further inadequate provision to be delivered.
 - Design standards will be enforced by a new body, Active Travel England. This will be headed by a national cycling and walking commissioner that will inspect schemes and monitor delivery by local authorities, against design guidance and stricter timescales for delivery. The new body is also expected to act as statutory consultee on major planning applications; act as a repository of expertise and advice for local authorities; and will inspect and publish annual reports on highways authorities, with a envisaged role similar to that of Ofsted
 - Improvements to the National Cycle Network
 - Confirmation of Moving Traffic Offence powers passing to local authorities under part 6 of the Traffic Management Act 2004. This will enable local authorities to enforce road closures to motor traffic, including timed closures such as school streets initiatives, pedestrian zones, and mandatory cycle lanes as well as against other network management issues such as box-junction obstructions, one way street violations and banned turns. The network management duty described in the 2004 Act will also be reviewed to ensure it reflects current priorities for decarbonisation and encouraging healthy travel.
 - Expansion of cycle training (Bikeability) to enable both adults and children to access cycle training. Currently this nationally funded package is available to children only with local authorities required to fund adult cycle training, as is being delivered through the CityConnect programme.

¹ <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

- Actions on improving driver behaviour, including launch of a consultation on the Highway Code to strengthen protection for pedestrians and cyclists and the creation of a new offence of causing serious injury by careless driving.
 - A proposed national “Mini Holland” programme providing an opportunity for 12 willing authorities across England (outside London) to deliver programmes based on the model delivered in London (for example the Waltham Forest programme, which Cllr Clyde Loakes presented on to Transport Committee in November 2019). The focus would be on replacing short car trips backed by “serious political commitment to dramatic change”
 - Roll out of a national programme to incentivise GPs to prescribe cycling for health, informed by the pilot Cycling for Health project delivered in West Yorkshire by CityConnect and Cycling UK.
 - Strengthening HGV safety standards, based on measures developed in London.
- 2.18 The new plan does not act as a statement of future funding. £2 billion has previously been announced as allocated for longer term cycling and walking funding (this includes £250 million already announced for Emergency Active Travel fund and cycle maintenance vouchers), and more details of this are expected to be provided as part of the Spending Review in Autumn 2020, as part of an updated Cycling and Walking Investment Strategy.
- 2.19 The chair of the Transport Committee responded to the publication of the plan by welcoming the new cycle design guidance and the Government’s plan for future investment which will build on the progress already made to enable more people to travel by bike and on foot, and future investment plans through the Transforming Cities Fund.
- 2.20 There may be a number of implications for the Combined Authority and partner councils in particular:
- Understanding the new standards set out in the updated design guidance document and ensuring that planned schemes are designed in line with the new guidance. The West Yorkshire Devolution Deal, signed in March 2020, committed the Combined Authority to “follow the latest Department for Transport cycle infrastructure design guidance, where practical, for all future cycling and walking schemes to deliver a step-change in high-quality active travel provision in the city region”.
 - Preparing for future inspections and reporting by Active Travel England on West Yorkshire authorities’ performance on active travel.
 - Preparing for changes to responsibilities under the Traffic Management Act 2004, including any changes to the network management duty.
 - Preparing for potential national funding opportunities to develop “Mini Holland” schemes in West Yorkshire and proposals for the £1.75 billion longer term funding for walking and cycling.

Traffic free/Greenway routes

- 2.21 Representatives from the Canal and River Trust presented to the Members' Active Travel Working Group and took questions from members at their meeting in July on the opportunities and challenges the organisation faced in improving its towpath network for all users of the waterways. A future meeting is proposed with Sustrans to consider future plans to improve the National Cycle Network and traffic free greenway routes that make up part of this network.
- 2.22 In July 2020, DfT announced the allocation of £1 million to develop a business case for a greenway scheme using the Queensbury Tunnel. £500,000 will be made available for the Combined Authority to use to develop options for how the former railway tunnel could be used as part of a greenway link between Bradford and Halifax. Discussions between partners are ongoing to determine a preferred way forwards for this option development work. The remaining £500,000 will be allocated to Highways England to look at further engineering requirements and making the tunnel safe for future construction.

3. Clean Growth Implications

- 3.1 The delivery of activities identified in this report to improve to walking and cycling infrastructure, and the supporting measures required to enable more people to use the new infrastructure to walk and cycle more, will support the Combined Authority in responding to the Climate Emergency and working towards achieving the changes in travel behaviour currently being identified through the Carbon Emissions Reduction Pathway work.
- 3.2 The important role that increased levels of walking and cycling is expected to play in reducing carbon emissions required for the region to meet its ambition to be net-zero carbon by 2038, are set out in the previous report (Item 6). Current and future delivery of improvements and support for walking and cycling, informed by investment planning work being carried out through LCWIP and Connectivity Plan workstreams will be key to enabling more people to walk and cycling in the region.

4. Financial Implications

- 4.1 There are no financial implications directly arising from this report.

5. Legal Implications

- 5.1 There are no legal implications directly arising from this report.

6. Staffing Implications

- 6.1 There are no staffing implications directly arising from this report.

7. External Consultees

- 7.1 No external consultations have been undertaken.

8. Recommendations

8.1 That the Committee notes the updates provided in this report.

9. Background Documents

None.

10. Appendices

None.