
Report to: Transport Committee

Date: 25 May 2018

Subject: Call for Evidence – Cycling and Walking Investment Strategy Safety Review

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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 inform Transport Committee of a new consultation on cycling and walking safety issued by the Government, and to agree key themes to form the basis of the Combined Authority's response to the consultation.

2 Information

- 2.1 In September 2017 the Department for Transport (DfT) announced a Cycle Safety Review. This review included a consultation on safety issues relating to cycling and walking in the form of a "call for evidence", which was launched in March 2018.
- 2.2 The consultation takes the form of a consultation document (available here <https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review>). The consultation reiterates the need for safer walking and cycling, the general approach to road safety and an overview of the current situation against a number of key themes. The online consultation process has been accompanied by a series of regional consultation events aimed at a wide range of stakeholders.

- 2.6 The deadline for responses to the call for evidence is 1 June 2018. It is proposed that a response is submitted by the Combined Authority and a detailed draft response is being developed in conjunction with partner councils. A draft consultation response will be shared with Transport Committee Members for comment, prior to submitting a response to Government by the deadline of 1 June.
- 2.7 It is proposed that the key themes of the Combined Authority's consultation response are:
- *Infrastructure and traffic signs*
 - To welcome the recognition of the importance of infrastructure in improving objective and perceived safety for walking and cycling, including the specific reference to our CityConnect programme in the consultation document as a good example of making cycling journeys safer as well as more attractive to new users. Our experience on the scheme is that safe, convenient and dedicated space that provides physical separation for cyclists from motor traffic on busy roads increases participation as well providing safer facilities.
 - The targeted funding that the Combined Authority secured through Cycle City Ambition Grant helped deliver new infrastructure that provides safe routes for cyclists and has helped ensure that investment in cycling is projected to exceed the commitments set out in our Cycle Prospectus. Although investment will continue in the short to medium term through the Local Growth Fund and other investment programmes, spend on cycling per head per year is forecast to reduce from the current peak, with no certainty of continued funding in the long term. Investment in new cycling infrastructure is helping to support increases in cycling numbers, but unless funding is available to enable our infrastructure delivery to keep pace with increased cycling this may result in increased numbers of people killed and seriously injured.
 - Delivery of new infrastructure must be accompanied by high quality maintenance regimes as the condition of carriageway, cycle tracks and footways can have a significant effect on vulnerable users. The success of West Yorkshire highways authorities in collaborative management of highways maintenance is recognised by the Government, but the amount of funding available through annual highways maintenance allocations is limited and insufficient to ensure that safe provision can be maintained for non-motorised users.
 - Design guidance - Welcome the proposal to update the current national guidance on cycle infrastructure, and suggest that this update incorporates experience gained in delivering new types of provision in recent years by UK cities.
 - *The law and rules of the road*
 - Government should undertake careful consideration of proposals made recently by campaigners and national bodies, examining feasibility of implementation and potential benefits, and publishing recommendations

in response. For example, British Cycling’s “Turning the Corner” campaign launched in 2016 proposes changes to pedestrian and cyclist priority at side roads. This could be undertaken as part of a review of the Highway Code and other relevant guidance and legal instruments.

- *Training*

- The current training and testing regime for motorists and professional drivers is well established, but suggest that guidance on instruction, courses and testing continues to be reviewed and kept current as new types of facility are introduced – for example segregated cycle tracks, and footways and cycle tracks that continue across side roads
- The expanded Bikeability training programme is an important part in enabling users of all ages to start cycling safely. Although the confirmed £50 million funding available until 2020 is welcomed this may still not be sufficient to meet demand (and need) for the expanded programme, reducing the impact of our behaviour change programme as we will either not be able to deliver training that takes advantage of the wider range of modules available – or will only be able to deliver training to fewer people.

- *Educating road users*

- The Combined Authority accepts there will always be a level of risk associated with use of roads by all users, our investment in infrastructure aims to reduce the level of risk to all road users and our Transport Strategy sets out an aspiration for a “zero tolerance” approach to transport-related deaths.
- The Combined Authority suggests that the need remains to provide ongoing education for all road users beyond those that have committed traffic offences, especially those users whose actions can have the greatest consequence on themselves and others. For example the Operation Close Pass initiative developed in the West Midlands, which sees police officers deployed on the highway to provide education to drivers about safely overtaking cyclists in line with the Highway Code, is being tested in West Yorkshire. The Government should work with police forces around the UK to assess the potential for these types of operation to reduce risk to more vulnerable users through improved driver behaviour.

- *Vehicles and Equipment*

The Combined Authority recognise the potential benefits that new vehicle technologies could bring to improving accessibility and safety but as part of ongoing research into connected and autonomous vehicles we suggest that Government ensure that full consideration is given to the potential impacts on vulnerable road users, including those with disabilities.

- *Attitudes and public perceptions – to cycling in particular*

- The Combined Authority suggests that the most effective way for a better awareness and understanding of the needs and challenges for people on bikes is for there to be an increase in the number of people cycling

- The Combined Authority has set a more ambitious target to increase cycling than the national target included in the Government's Cycling and Walking Investment Strategy, with an aim to increase cycling levels by 300% by 2027. However we recognise that cycling will remain a small proportion of overall travel in the short term, and we believe that in order to improve attitudes towards and understanding of the issues affecting cyclists, Government should lead on awareness and behaviour change action at the national level. The THINK! campaign achieves significant impact and exposure and could provide effective messaging which could change attitudes and perceptions – for example normalising cycling, emphasising responsibilities towards vulnerable users and that all roads users
- 2.8 It is proposed that following input from Transport Committee Members on the key themes of the draft response identified above, the final response is agreed between the Chair of the Transport Committee and the Managing Director.

3 Financial Implications

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

4 Legal Implications

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

5 Staffing Implications

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

6 External Consultees

- 6.1 The key themes of the proposed Combined Authority consultation response have been developed with involvement from partner councils in West Yorkshire.

7 Recommendations

- 7.1 That Transport Committee notes the Government's consultation on cycling and walking safety.
- 7.2 That subject to comments at this meeting, the Transport Committee agrees the recommended key themes identified in paragraph 2.7 as forming the basis of the Combined Authority's response to the Government's consultation.

8 Background Documents

Department for Transport consultation document: "Call for Evidence Cycling and Walking Investment Strategy: Safety Review", March 2018

10 Appendices

None