

CABINET
14 DECEMBER 2017**TRANSPORT HIERARCHY – NOTICE OF MOTION FROM
COUNCIL 9 NOVEMBER 2017**

Relevant Cabinet Member

Mr A T Amos

Relevant Officer

Director of Economy and Infrastructure

Recommendation

1. **The Cabinet Member with Responsibility for Highways recommends that Cabinet:**
 - (a) **rejects the Notice of Motion set out at paragraph 3 but acknowledges the importance of walking and cycling for transport and their value in improving health and well-being; and**
 - (b) **maintains the commitment made to Active Corridors set out in the Local Transport Plan 4 (LTP4) and ensures that Local Planning Authorities make appropriate provision for Active Corridors through the Local Development Plan process.**

Notice of Motion

2. The following motion was duly moved and seconded at Council on 9 November 2017. The motion is in relation to the exercise of an executive function and so stood referred to the Cabinet. Mr Jenkins and Mrs Tucker (as mover and seconder) have been invited to the meeting.
3. Notice of Motion standing in the names of: Mrs E B Tucker, Prof J W Raine, Mr M E Jenkins and Mrs F M Oborski.

"As the Department for Transport's own research shows, investing in walking and cycling brings huge economic, social and health benefits, with the cost-benefit ratios outperforming highway-only schemes. Increasing investment in walking and cycling not only provides economic benefits, but also huge health benefits by allowing people to be more active, thus reducing levels of obesity and other serious conditions.

The transport hierarchy, which is embedded in the Manual for Streets, the Council's Streetscape Design Guide and LTP4 Network Management Plan, states that the design of new roads or improvements to existing roads should

consider the needs of pedestrians first, cyclists second, public transport third and other vehicles last.

Taken together it is clear that we should be focusing our efforts as much as possible on investing in improvements to walking and cycling.

The All Party Parliamentary Cycling Group's Get Britain Cycling report proposed creating a cycling budget of at least £10 target per person per year, increasing to £20. The national Conservative Party backed the £10 target in 2015 and in September Labour backed the £10 target for walking and cycling.

This Council proposes that the Cabinet should set a budget target of £10 per person per year to be spent on walking and cycling, rising to £20 per person per year by 2025".

Response of the Cabinet Member with Responsibility for Highways

4. The Council recognises the importance of walking and cycling to the transport infrastructure of Worcestershire, and particularly the potential value that increased active travel has to improving the health and well-being of residents. Appendix 1 sets out the expenditure by the Council on cycling and walking project activity; this identifies a budget estimate of circa £9 per head of population in 2017/18 up from £5 in 2013/14. The Council will continue to commit spend that it considers appropriate and affordable given the ambitions set out in the Corporate Plan in the context of the challenges facing the organisation. It is therefore not in favour of a specific financial commitment or related escalator set out in the Notice of Motion.

Wider Background Information

5. The Government has set-out an ambition to see increased levels of cycling and walking across England. This ambition translates to the Department for Transport's (DfT) Cycling and Walking Investment Strategy, from which the following statements are extracted:

"If we can increase levels of walking and cycling, the benefits are substantial. For people, it means cheaper travel and better health. For businesses, it means increased productivity and increased footfall in shops. And for society as a whole it means lower congestion, better air quality, and vibrant, attractive places and communities.

Those benefits explain the Government's ambition for walking and cycling in England. We will double cycling activity by 2025, and reduce each year the rate of cyclists killed or seriously injured on English roads. We will reverse the decline in walking that we have seen over the last few years. For that to happen, cycling and walking should become the natural choice for shorter journeys or as part of a longer journey. Cycling and walking should become safer, and, importantly, be perceived to be safe. In short, walking and cycling should be easy, normal and enjoyable."

6. In support of the Council's Corporate Plan, Worcestershire's recently approved Local Transport Plan 4 (LTP4) has five key objectives, namely; Economic, Environment, Health and Safety, Equality and Quality of Life. Walking and cycling

infrastructure and programmes deliver across all of these objectives and therefore help to deliver the Corporate Plan. LTP4 proposes a large number of walking and cycling schemes across the whole county, underpinned by an extensive policy on such provision. LTP4 also establishes that the Council will seek wherever possible to embed safe walking and cycling infrastructure provision within the delivery of all other transport schemes.

7. Worcestershire's Joint Health and Well-being Strategy 2016-2127 identified three overarching priority work-areas, two of which are:

- improving mental health and well-being; in recognition of the fact that people who are more resilient do better in life, being happier, more able to cope with adversity and less at risk of developing mental health conditions such as anxiety and depression, and
- increasing physical activity - being inactive is a major cause of ill health throughout life - including heart disease, diabetes and some cancers. The negative health impact of being inactive is both avoidable and in some cases reversible. In Worcestershire at least a third of people do not meet the recommended guidelines for being physically active.

Facilitating higher uptake of active travel within Worcestershire will help to deliver against these priorities too.

8. As the DfT's Cycling and Walking Strategy (see Appendix 2) acknowledges, increased walking and cycling leads to increased productivity and lower congestion, better air quality, and vibrant, attractive places and communities; all of which perfectly supports the Worcestershire Local Enterprise Partnership's vision (as set out in its Strategic Economic Plan) "to build an internationally recognised, highly competitive, innovative business location with better productivity and sustainable economic growth."

9. Direct central government funding for cycling (sometimes combined with measures for walking) has been restricted in recent years, largely focusing, through repeat funding, on those locations that were successful in 2014's original "Cycle City Ambition" bidding process (namely Bristol, Birmingham, Cambridge, Leeds, Manchester, Newcastle, Norwich and Oxford). It is not yet known precisely how funding from the Cycling and Walking Investment Strategy might develop, but the Council has been highly successful in securing funding from other aligned, but not directly linked, DfT funding streams; the Southern Link Road Phase Four "Major Scheme" will see significant walking and cycling infrastructure delivered, whilst two "National Productivity Investment Fund" schemes will see significant walking and cycling improvements delivered to Worcester City centre and a whole network start to take shape in Bromsgrove.

10. Worcestershire has an excellent record of delivering such projects and a continued commitment to seeking further funding will help to realise the importance of walking and cycling for transport, and their value in improving health and well-being, helping to deliver against:

- the Government's ambition for increased levels of walking and cycling
- the Council's Corporate Plan

- the Council's Local Transport Plan 4, the plan's five key objectives as well as numerous schemes identified therein
- Worcestershire's Joint Health and Well-being Strategy
- Worcestershire Local Enterprise Partnership's Strategic Economic Plan.

Legal, Financial and HR Implications

11. If funding bids are successful there will be resource implications, but such funding can often bring with it remuneration to offset the cost of delivery, so the overall effect is likely to be negligible.

Privacy and Public Health Impact Assessments

12. The Health Impact Assessment undertaken in support of the LTP4 observed that there are some serious ongoing challenges to health and well-being within the county:

- An ongoing burden of avoidable ill-health related to lifestyles - about two thirds of adults are overweight or obese, a third of men and half of women don't get enough exercise, about a third of people drink too much alcohol, and one in six adults smoke
- Persistent inequalities between the most disadvantaged and the most affluent communities - the average number of years a person born in Worcestershire would expect to live in good health is 15.4 years lower for men and 14.3 years lower for women in the most disadvantaged 10% of communities compared to the 10% most affluent.

13. The investment in 'active travel' related to walking and cycling infrastructure can help tackle these challenges.

Equality and Diversity Implications

14. An Equality Relevance Screening (see Appendix 3) is being carried out in respect of cycling and walking projects taken forward by the organisation. If the assessment identifies particular issues further work will continue to be done at a project level.

Supporting Information

- Appendix 1 – Spending on Infrastructure over the last five years
- Appendix 2 – Extract from the DfT's Cycling and Walking Investment Strategy
- Appendix 3 – Equality Relevance Screening

County Council Contact Points

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Specific Contact Points for this report

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Background Papers

In the opinion of the proper officer (in this case the Director of Economy and Infrastructure) the following are the background papers relating to the subject matter of this report:

County Council agenda for the meeting held on 9 November 2017