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| Report Title: | Cycling Action Plan |
| Contains Confidential or Exempt Information? | NO |
| Member reporting: | Cllr Bicknell, Lead Member for Highways and Transport |
| Meeting and Date: | Highways and Transport Overview and Scrutiny Panel, 21 September 2017 |
| Responsible Officer(s): | Andy Jeffs, Interim Executive Director Ben Smith, Highways Parks and Countryside Manager |
| Wards affected: | All |

REPORT SUMMARY

1. This report recommends that the Panel establishes a 'task and finish group' to review the Draft Cycling Action Plan. The plan sets out the council's aspirations for improving cycling infrastructure and promoting cycling over the period to 2025.
2. It will be funded through a combination of existing budgets, developer contributions and external funding bids, and will be delivered with support from a range of partners, including:
 - The Cycle Forum
 - Maidenhead Cycle Hub
 - Thames Valley Berkshire Local Enterprise Partnership
 - Developers
 - Local landowners
3. Residents will benefit from: safer cycling routes; improved wayfinding; additional cycle parking; improved opportunities for health / recreational / sports cycling; practical support and training; and better information services.
4. The action plan will contribute to achievement of the following strategic objectives:
 - Residents will enjoy healthy lifestyles and be supported into old age.
 - Residents will enjoy vibrant town centres, benefitting from Crossrail and other major infrastructure investments, while retaining the unique character of our towns, villages and green belt countryside.
 - Residents will be more satisfied with the borough's roads.
 - We will work more closely with parish councils and other key partners

1. DETAILS OF RECOMMENDATION(S)

RECOMMENDATION: That the Highways and Transport Overview and Scrutiny Panel notes the report and:

- i) **Establishes a ‘task and finish group’ to review the draft action plan before it and put the final version forward for adoption at the appropriate council meeting.**

2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 1.1 Investment in cycling currently takes place in an ad hoc manner, responding to requests from the Cycle Forum and members of the public, or reacting to cycling related road safety issues as they are identified.
- 1.2 The council has developed a Cycling Action Plan with input from the Cycle Forum, local ward members, parish councils, and local neighbourhood plan groups (see Appendix 1).
- 1.3 Adopting this Action Plan will ensure a more coherent and consistent approach to providing for cycling within the Royal Borough. It will ensure that resources are allocated more effectively by enabling better evaluation and prioritisation of schemes. It will lead to improved coordination of activities across council departments by having shared aims and objectives. It will also support bids to external funding bodies such as the Thames Valley Berkshire Local Enterprise Partnership (LEP), the Department for Transport (DfT) and Sports England.
- 1.4 A range of options have been considered below:

Table 1: Options Considered

| Option | Comments |
|---|---|
| 1. Establish a task and finish group to carry out a review of the action plan before it and put it forward for adoption at the appropriate council meeting. This is the recommended option. | The task and finish group would undertake a detailed review of the Action Plan and its supporting evidence to ensure that it is robust, fit for purpose and consistent with other local strategies and plans. |
| 2. Adopt the action plan without scrutiny from a Staff and Finish Group. This is not recommended. | There would be a risk that the Action Plan would not be fit for purpose and may not be consistent with other local strategies and plans. |
| 3. Not adopt the proposed action plan. This is not recommended. | Failure to adopt the action plan would limit the council’s ability to promote and improve conditions for cycling and secure government funding. |

3. KEY IMPLICATIONS

- 3.1 If the action plan is adopted then there will be an increase in the number of cycling trips, a reduction in cycling casualties and an improvement in residents’ satisfaction with cycling facilities.

Table 2: Outcomes from Implementing the Action plan

| Outcome | Unmet | Met | Exceeded | Significantly Exceeded | Date of delivery |
|---|-------------------------|---------------|------------------|-------------------------------|-------------------------|
| To increase the number of cycling trips to / from Maidenhead & Windsor town centres from 2015 baselines of 1,452 & 2,409 respectively | Less than 20% increase | 20% increase | 21-25% increase | More than 25% increase | 31 October 2020 |
| To reduce the number of cycling casualties from a baseline of 59 in 2014 | Less than 20% reduction | 20% reduction | 21-25% reduction | More than 25% reduction | 31 October 2020 |
| To increase residents' satisfaction with cycle routes and facilities as measured by the NHT public satisfaction survey from a baseline of 49.5% in 2015 | Less than 60% satisfied | 60% satisfied | 61-65% satisfied | More than 65% satisfied | 31 October 2020 |

4. FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 The capital costs of infrastructure schemes and revenue costs associated with activities and promotional measures will be covered from annual council budgets for Highways Parks and Countryside and Leisure. Relevant budget lines include Cycling and School Cycle Parking (£75,000 and £30,000 respectively in 2017/18).
- 4.2 The Royal Borough has provisionally been awarded £3,048,000 of Growth Deal funding from the Thames Valley Berkshire LEP for the 'Maidenhead Town Centre Missing Links' project subject to production of a satisfactory business case. This will improve cycling and walking access between the Opportunity Sites in and around Maidenhead Town Centre as well as improving cycling routes to North Maidenhead.
- 4.3 Also, the LEP has provisionally allocated up to £6,750,000 of Growth Deal funding to the Maidenhead Station Access project, subject to production of a

satisfactory business case. The scheme will improve access to and interchange at the station, and will feature improved pedestrian / cycle crossings between the station and the town centre and up to 130 additional cycle parking spaces.

5. LEGAL IMPLICATIONS

- 5.1 The Royal Borough is the local Highway Authority as defined in the Highways Act 1980. As such, the council can carry out, in relation to a highway maintainable at the public expense by them, work for the improvement of that highway, including provision for cyclists.
- 5.2 Other primary legislation, such as the Cycle Tracks Act 1984 may be used to create new cycle tracks away from the public highway.
- 5.3 Infrastructure will be designed in accordance with the Traffic Signs Regulations and General Directions 2016, and will reference the latest design guidance.

6. RISK MANAGEMENT

- 6.1 Risks associated with the recommendation are shown below:

Table 3: Key Risks

| Risks | Uncontrolled Risk | Controls | Controlled Risk |
|---|--------------------------|--|------------------------|
| Funding for the Maidenhead Town Centre Missing Links project cannot be secured from the LEP due to an unsatisfactory business case. | Medium | Secure specialist consultancy support to help prepare the business case. | Low |
| Construction cost inflation restricts the council's ability to deliver cycling schemes within the available budgets. | Medium | Term contracts give greater certainty over costs | Low |
| Compulsory purchase of private land could make some schemes unaffordable or lead to delays | High | Engage landowners at an early stage and seek to work in partnership where possible | Medium |

7. POTENTIAL IMPACTS

- 7.1 An Equalities Impact Assessment has been carried out for the action plan and is included in Appendix 2.

8. CONSULTATION

- 8.1 The action plan was prepared with input from the Cycle Forum, Neighbourhood Plan Groups and others.
- 8.2 The draft action plan was published on the council's website and was subject to public consultation between 1 - 29 November 2016. Respondents were invited to complete an on-line survey. Alternatively, respondents could submit comments via email or in writing.
- 8.3 The survey was promoted via the council's website and social media channels, and a press release was issued to local newspapers and radio stations. Emails were sent to local ward members, parish councils and neighbourhood plan groups, as well as neighbouring authorities, advising them of the consultation. In addition, presentations were given to the Local Access Forum on 8 November and the Access Advisory Forum on 12 December 2016.
- 8.4 A total of 88 people responded to the online survey, while a further 9 responses were received via other means. Appendix 3 shows the responses to the online questionnaire together with the other representations.
- 8.5 The Cycle Forum was consulted on the proposed amendments to the action plan at the meeting on 24 January 2017.

9. TIMETABLE FOR IMPLEMENTATION

- 9.1 The action plan will be implemented over the period to 2025. Targets will be reviewed after 5 years.

10. APPENDICES

- Appendix 1 – Cycling Action plan
- Appendix 2 – Equalities Impact Assessment
- Appendix 3 – Consultation Responses

11. BACKGROUND DOCUMENTS

- 11.1 The following background documents are relative to this report:

- Cycle Forum papers, 31 March 2015
- Cycle Forum papers, 15 July 2015
- Cycle Forum papers, 11 July 2016
- Cycle Forum papers, 05 October 2016
- Local Access Forum papers, 08 November 2016
- Access Advisory Forum papers, 12 December 2016
- Cycle Forum papers, 24 January 2017

12. CONSULTATION (MANDATORY)

| Name of consultee | Post held | Date sent | Commented & returned |
|--------------------------|--|------------------|---------------------------------|
| Cllr Bicknell | Lead Member for Highways and Transport | 08/09/17 | 13/09/17 |
| Alison Alexander | Managing Director | 19/04/17 | |
| Russell O'Keefe | Executive Director | 19/04/17 | |
| Andy Jeffs | Interim Executive Director | 19/04/17 | |
| Rob Stubbs | Section 151 Officer | 19/04/17 | |
| Terry Baldwin | Head of HR | 19/04/17 | |

REPORT HISTORY

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|---|----------------------------|
| Decision type: Non-Key decision | Urgency item? No |
| Report Author: Gordon Oliver, Principal Transport Planner | |