



DERBY CITY COUNCIL

COUNCIL CABINET
17 March 2009

Report of the Corporate Director of
Regeneration and Community

ITEM 11

Cycle Derby Strategy and Cycling Action Plan

SUMMARY

- 1.1 In October 2008 Cycling England agreed to continue financial support of the Cycle Derby project with a match funded grant of £500,000 per year up to March 2011, provided under section 31 of the Local Government Act 2003. The provision of the grant enables the City Council to resource an action plan to deliver the cycling elements of the Derby Joint Local Transport Plan 2006-2011, LTP2.
- 1.2 In June 2008, prior to the approval of the Cycling England grant bid, a draft cycling strategy was submitted for Cabinet Member approval and then circulated to interested parties and stakeholders for consultation. The proposed strategy is detailed in Appendix 2.
- 1.3 This report details the Cycle Derby strategy for the duration of the Cycling England grant, from 1 November 2008 to 31 March 2011, and relates the strategy to the delivery programme for Cycle Derby for 2009/10, which is detailed in a separate report to Cabinet.

RECOMMENDATION

- 2.1 To approve the Cycle Derby strategy as the basis upon which we will develop and deliver improvements for cycling.
- 2.2 To approve an associated cycling action plan to cover the period to June 2009.
- 2.3 To note that the 2009/10 Cycle Derby programme forms part of an overall programme for Highways and Transport improvements, which will be considered through a separate report to this Cabinet meeting.
- 2.4 To note the agreed principles of the match funding arrangement with the Department for Transport.
- 2.5 Approve the amendments to the revenue budget and capital programmes for 2008/09, 2009/10, and 2010/11

REASONS FOR RECOMMENDATION

- 3.1 Approval of the Cycle Derby strategy and action plan will ensure the development and implementation of an annual programme of improvements for cycling, directly linked to the LTP2 overarching objectives.

SUPPORTING INFORMATION

- 4.1 The transport vision set out in the LTP2 is to develop and maintain an integrated transport network which promotes safety and sustainability and contributes to creating a better quality of life for people living, working and visiting the LTP area. In order to achieve that vision, ten overarching objectives have been established which specify the key direction for service delivery within the Division. Cycling is a major factor in fulfilling all ten of those objectives and Appendix 2 details the key elements of the cycling strategy that are required to deliver the long term transport strategy.
- 4.2 The proposed Cycle Derby strategy sets out how we will deliver improvements for cycling in a number of key aspects:
- Cycling network enhancement
 - Safety for cyclists
 - Wayfinding
 - Cycle parking
 - Promotion and information
 - Cyclist training
 - Maintenance of the cycling network.
- 4.3 As part of the formal consultation process, the Draft Cycling Strategy was presented to the 32 members of the LTP steering group, Councillor Lucy Care, members of the Derby Cycling Group and the Bike It project and the Sustrans Volunteer Rangers and we received no recommendations for amendment or addition to the Strategy as presented. The majority of these organisations were involved in preparing the draft. The key change is to specify more clearly the delivery approach we are proposing to take.
- 4.3 Cycling is one of the six key elements of the long term transport strategy set out in LTP2, and cycling contributes to LTP2's transport vision by:
- Giving people a choice in how they travel for more of their journeys
 - Providing access to employment, education, healthcare, shopping and other facilities, especially for those who don't have access to a car
 - Reducing the number of cars on the roads, helping to tackle congestion and reduce air pollution
 - Improving the health and wellbeing of local people.
- 4.4 The success of the Cycling England grant bid has ensured that financial resources are available to enable us to develop enhancements to the cycling infrastructure and thereby deliver the objectives agreed with Cycling England. It will also ensure the continued commitment to the training and promotional work that has previously formed the core work area supported by the Cycling England grant.

- 4.5 The 2009/10 Highways and Transport Work Programme forms the subjects of a separate report to this Cabinet meeting, and the Cycle Derby element of the programme is included within that report, broken down into the following categories:
- Development of LTP and Corporate Projects and Future Year scheme development
 - Cycling network development, including:
 - Citywide network audit
 - Network infrastructure improvements
 - Reactive funding for minor improvements
 - Planned improvements in cycle facilities, including:
 - Cycle parking
 - Development of Citybike scheme with University of Derby
 - Bike recycling
 - Promotion and information, including
 - Marketing, website and literature
 - Events
 - Maps and leisure route guides
 - Cycling training, including
 - Bikeability levels 1, 2 and 3
 - School assemblies, curriculum activities and ride
 - Coaching at schools
 - 'Scootability' at infant schools
 - Certificates and badges.
- 4.6 Delivery of the programme will be resourced by the match funding grant from Cycling England, City Council revenue and capital funding and Section 106 funds secured from new developments.
- 4.7 The City Council's financial commitment to the match funding arrangement with Cycling England has primarily been identified from schemes on the 2009/10 Highways and Transport work programme that are either exclusively cycle development projects or contain an element of cycle development in their design.
- 4.8 The short term cycling action plan (up to June 2009) takes on board the feedback from the draft cycle strategy consultation which took place in June 2008 and aims to
- Restructure the Cycle Derby delivery team by March 2009 to ensure adequate resources are available for infrastructure development and enhance delivery of the education, training and development work programme
 - Develop and adopt a cycling 'toolkit' of infrastructure design standards by April 2009
 - Undertake a citywide cycle audit by the end of April 2009
 - Develop a Council wide strategic co-ordination group to ensure a co-ordinated and integrated approach to cycling by April 2009. The Group will begin by addressing the delivery of the strategy and a prioritised programme of infrastructure improvements
 - Develop a prioritised infrastructure improvement work programme for 2009/10 and 2010/11 by June 2009
 - Continue to deliver the agreed Cycle Derby 2008/09 programme of cycling education, training and publicity for young people under 25 years of age.

OTHER OPTIONS CONSIDERED

- 5.1 None considered. Cycling forms a key component of the long term transport strategy approved as part of LTP2, so the enhanced coordination of improvements through the Cycle Derby strategy will help us deliver more effectively and work towards delivering the transport vision.

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Background papers: None

List of appendices: Appendix 1 – Implications
Appendix 2 – Cycle Derby strategy

IMPLICATIONS

Financial

- 1.1 The continuation of the Cycle Derby project is dependent upon a grant of £1,215,000 from Cycling England under Section 31 of the Local Government Act 2003, to fund the implementation of the Cycle Derby strategy over the period 1 November 2008 to 31 March 2011. The funding from the Department for Transport is divided over the three years as follows:
- 2008/09 £215,000
 - 2009/10 £500,000
 - 2010/11 £500,000.
- 1.2 It is proposed that each year the split between Capital and Revenue will be £100K and £400K respectively.
- The 2008/09 funding complements an existing grant of £285,000 for the same year
- 1.3 from the previous Cycling England grant awarded for the first phase of the Cycle Derby Project between 2006 and 2008.
- 1.4 The provision of this grant requires match funding by the City Council on a 50/50 basis and compliance with the requirements and conditions of the agreement. The Cycling England match funding commitment for the City Council has been identified from sources of existing expenditure commitments on the 2009/10 Highways and Transport Work Programme and other external funding.

Legal

- 2.1 Possible legal implications may arise if the conditions of the match funding agreement are not met.

Personnel

- 3.1 A number of posts are linked directly to the delivery of the Cycle Derby project and are resourced from the match funding grant from Cycling England.

Equalities Impact

- 4.1 The continuation of the Cycle Derby project will enhance the attractiveness of cycling as an affordable mode of transport for travel in and around Derby. Cycling is a healthy and affordable transport option that makes access to shops and local services easier and more affordable.

Corporate objectives and priorities for change

5.1 The Cycle Derby project contributes to a number of corporate priorities :-

- **CP1. Making us proud of our neighbourhoods by improving facilities.** Development of cycling facilities in the city will encourage greater interaction between social groups in their neighbourhoods and allow easy access to social and commercial centres by means of an environmentally friendly mode of transport.
- **CP2. Creating a 21st Century city centre.** Delivery of the Cycle Derby strategy links to the redevelopment of our public realm in the city centre by increasing access to the city centre and permeability by cycle within the city centre.
- **CP3 Leading Derby towards a better environment.** Increasing the number of journeys made by cycle will contribute to reducing the number of motorised vehicle journeys, reduce carbon emissions and help in our delivery of better air quality. Continued increases in the number of cycle journeys will reduce traffic congestion on the highway network and ultimately make roads safer for everyone.
- **CP5 Helping us all to be healthy, active and independent.** Cycle Derby seeks to deliver the education, training, information and infrastructure to enable all age groups and abilities to benefit from cycling as a healthy, fun, environmentally friendly and safe alternative to journeys in motorised vehicles.

Cycle Derby strategy

March 2009

1 Introduction

The Derby Joint Local Transport Plan 2006-11 (LTP2) sets out a long term transport strategy that relies on the development of cycling as an effective mode of travel within the city, especially for shorter journeys to and from work, school and local facilities. Furthermore, derby City Partnership's Sustainable Community Strategy identifies the importance of healthy lifestyles in improving the quality of life for local people, and cycling can play an important role in helping people to achieve this.

This strategy sets out how Derby City Council intends to deliver the cycling elements of its approved long term transport strategy up to March 2011, following the approval by Cycling England of further funding to continue the delivery of the 'Cycle Derby' project.

2 Elements of the strategy

a Cycling Network

The provision of a continuous, convenient, well maintained and safe cycle network that provides links for people's needs, is essential if we are to maintain existing levels of cycling, encourage existing cyclists to cycle more often and attract new people to start cycling.

We will continue to deliver improvements that are focused on the strategic cycling network, which will consist of some on road and some off road continuous routes, serving the demand for local access to shops and business, and for more strategic longer distance journeys to integrated transport facilities and longer distance cycle routes. Priority will be given to those improvements that address existing safety problems on the cycle network and which will improve access to employment, education, healthcare and shopping facilities, in particular for those who don't have access to other transport.

We will seek to deliver improvements to the integration of cycling with passenger transport at key interchanges such as rail and bus stations.

We will seek to secure improvements to the strategic cycling network and to local cycling facilities when considering planning applications for new developments.

b Safety for Cyclists

Cyclists are vulnerable on the roads so it is of prime importance to address safety problems and provide cyclists with the training to remain safe when out riding. It is equally important to ensure other road users are fully aware of cyclists and the dangers that they may face.

We will continue to deliver local safety schemes designed to address problems when cyclists are put at greater risk due to the road layout or nature of the route.

We will consider the safety needs of cyclists as part of the design for all highways and transport schemes by means of formal safety audits.

We will review existing speed limits on all A and B roads by April 2011, in accordance with national criteria, and in so doing, will take specific account of the needs of cyclists, especially in those areas or on those routes where there is a history of speed related safety problems.

c Wayfinding

Ordinary road direction signs provide useful information for cyclists, but specific information is often needed, to identify the recommended routes that form part of the strategic cycling network, and also because many routes will differ from those for other road users, for example through the use of off-highway cycling links.

We will continue to develop our network of cycle route signing, alongside the development of the strategic cycle network. This will include the provision of journey time information on key routes, to assist cyclists and to promote the viability of cycling to non-cyclists, who may be considering switching modes but perceive cycling to be slower than other transport modes.

We will enhance signing to cycle parking, especially in the city centre, in district and neighbourhood centres, and at key interchanges, to assist with accessibility to key parts of the city centre and to aid permeability within the city centre, through the indication of convenient cycle parking.

d Cycle parking

Cycle parking needs to be plentiful, convenient to the ultimate destination, and secure. It also needs to be well publicised, so that cyclists know they can leave their cycle at their destination.

We will provide cycle parking that meets these criteria at a range of locations, including throughout the city centre, at district and neighbourhood centres and at key transport interchanges. This parking will be related to the strategic cycling network to ensure it is accessible by cycle, and it will be signed where appropriate to aid accessibility and to enhance the permeability of destinations.

We will promote the availability of cycle parking through promotional material and information provided for cyclists and by encouraging destinations to promote the availability of cycle parking in their own promotional materials, including web-based information.

Cycling provides an easy way to access key passenger transport networks, and we recognise the increasing importance that passenger transport will play in delivering the long term transport strategy.

We will focus resources on increasing the quantity and improving the quality of cycle parking at key transport interchanges, including Derby Rail station, the new Bus Station and other rail stations in the LTP area.

e Promotion and information

Much can be achieved by making people more aware of the provision of cycling facilities and of the benefits of cycling, financially and in terms of health and wellbeing.

We will continue to deliver promotional materials and information to make people more aware of cycling, in terms of infrastructure and of the benefits of cycling as a mode of transport.

We will continue to focus our promotional efforts on younger people, but will expand this to the whole population if resources permit, using the 'Cycle Derby' programme and branding. The promotions will include a focus on the benefits of cycling to and from school and work, as well as promoting the benefits to health and the opportunities to enhance leisure time through cycling.

f Cycle training

As potentially vulnerable road users, it is important to ensure that cyclists have the skills they need to use the public roads and the strategic cycle network in a manner that ensures their safety and that of others. This is particularly true for younger people under the age of 11 years who have not fully developed their sense of spatial awareness and need enhanced training to make them aware of the dangers when cycling and walking.

We will continue to deliver an enhanced programme of cycle training to younger people through the Cycle Derby programme, focussed on schools.

With enhanced resources we will expand this programme to cover the entire population of the city, making cycling training available to all those who need to improve their skills, both in terms of safety and also related to cycle maintenance.

g Maintenance of the cycling network

Cyclists face particular problems as a result of poor maintenance. For example, a small pot-hole might not be noticeable in a car but can be a real hazard to a cyclist, especially in darkness.

We will take account of the strategic cycle network when prioritising expenditure on maintenance and will seek to ensure that the network is maintained to reasonable standards, especially in relation to the types of maintenance problems that cause safety hazards for cyclists, such as pot-holes and sunken gullies.

We will seek to ensure that street lighting on the strategic cycle network is maintained to ensure that cyclists are able to cycle in reasonable safety throughout the year.

3 Delivery of the strategy

The strategy will be delivered through the annual Highways and Transport Work programme which will be considered and approved in February or March each year by the Council Cabinet. The elements of the Cycle Derby programme will be based

upon the delivery elements set out in section 2 of this strategy. The key development and implementation areas are:

- Development of LTP and Corporate Projects and Future Year scheme development
- Cycling network development, including:
 - Citywide network audit
 - Network infrastructure improvements
 - Reactive funding for minor improvements
- Planned improvements in cycle facilities, including:
 - Cycle parking
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 - 'Scootability' at infant schools
 - Certificates and badges.

4 Monitoring outcomes

We will review the outcomes of the strategy by monitoring our performance against a range of indicators and targets set out in LTP2 and in Derby's Local Area Agreement, which are either entirely related to cycling or are influenced in part by cycling.