

CABINET	AGENDA ITEM No. 7
12 JULY 2021	PUBLIC REPORT

Report of:	Steve Cox, Executive Director Place & Economy	
Cabinet Member(s) responsible:	Cllr Wayne Fitzgerald, Leader of the Council	
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CYCLING AND WALKING MEMBER WORKING GROUP RECOMMENDATIONS

RECOMMENDATIONS	
FROM: <i>Cycling and Walking Member Working Group</i>	Deadline date: <i>12 July 2021</i>
<p>It is recommended that Cabinet considers the recommendations of the Cycling and Walking Member Working Group and decides whether:</p> <ol style="list-style-type: none"> 1. To accept the recommendations of the Working Group as set out below. Or 2. To not accept some / all the Working Group recommendations, setting out the reasons for the decision and instead agree to deliver one of the other schemes that was considered by the Working Group to ensure the funding allocation is spent. <p>The Working Group recommendations are:</p> <ol style="list-style-type: none"> A. The Working Group have met several times to discuss potential schemes that would fit the criteria of tranche 2 of the Government's Active Travel Fund. A key requirement of the Fund is that the scheme must reallocate road space. Having reviewed a number of proposals the Working Group is unanimously recommending that Crescent Bridge should be selected and that it should be extended down to the Thorpe Lea Road junction, going off-road between Midland Road and Thorpe Lea Road. If there is any underspent budget, then the Group recommends that it reconvenes to review how this funding could be spent. B. The Council should continue with the School Streets programme where it is safe and appropriate to implement. C. The Council should establish a new permanent Cycling and Walking Member Working Group and the draft terms of reference (Appendix 1) are approved. 	

1. ORIGIN OF REPORT

- 1.1 This report is submitted to Cabinet following a series of meetings with the Cycling and Walking Member Working Group.

2. PURPOSE AND REASON FOR REPORT

- 2.1 The purpose of this report is to present to Cabinet the recommendations of the Cycling and Walking Member Working Group for their consideration.
- 2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.1, *"To take collective responsibility for the delivery of all strategic Executive functions within the Council's Major Policy and Budget Framework and lead the Council's overall improvement programmes to deliver excellent services."*

3. **TIMESCALES**

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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4. **BACKGROUND AND KEY ISSUES**

4.1 The Council received funding of approximately £175k from Government as part of Government's Emergency Active Travel Fund. This funding came with the instruction that Local Authorities should reallocate road space in favour of pedestrians and cyclists by using temporary pop-up facilities such as highway barriers. A number of schemes were installed around the city centre. The majority have been uninstalled because funding came to an end with the exception of the Crescent Bridge cycle lane and a small footway widening section on the southern part of Broadway.

4.2 The Council received a further allocation of approximately £469k from Government as part of their phase 2 of the Active Travel Fund. The second tranche of funding should be spent on the creation of longer term schemes and all funding should be spent by 31 March 2022.

4.3 On 21 September 2020, Cabinet approved the formation of a Cycling and Walking Member Working Group. Five Members sit on the Working Group, with one representative from each political party, together with officer representation. The Members of the Working Group are: Cllr Nicola Day (Green party and Chair of the Working Group), Angus Ellis (former Labour councillor who no longer sits on the Group), Cllr John Fox (Werrington Firsts), Cllr John Howard (Conservatives), Cllr Christian Hogg (Liberal Democrats). The Working Group has no decision-making powers; its purpose is to aid greater understanding of issues, options, consultation and scheme development in relation to the Council's delivery of the Government grants.

4.4 The Working Group met several times to discuss a number of schemes that met the funding requirements. The main requirement of the funding was that a scheme had to reallocate road space so could not be spent on any off-road cycleways such as the Green Wheel. The Working Group discussed a number of options and considered the following schemes:

- Park Road between Westgate and Geneva Street: Remove parking spaces on west side of Park Road to create a 2m wide mandatory contraflow cycle lane.
- Geneva Street: Remove parking spaces on north side of Geneva Street and increase the width of the existing mandatory contraflow cycle lane to 2m, from current sub-standard width of 1.2m.
- Thorpe Wood on-road cycleway. Widen the road to create a bi-directional cycle lane from the footbridge to the business park.
- Broadway between Northminster and Burghley Sq. Remove parking bay spaces to create on road cycle lanes.
- Cowgate. Remove parking bay spaces to create on road cycle lanes.
- Continue with the School Street programme. A school street scheme is where the road outside a school temporarily closes to become a pedestrian and cycle zone during the school's opening and closing times.

Having reviewed the options the Group unanimously recommended that Crescent Bridge should be the chosen infrastructure scheme to be delivered with the tranche 2 funding. The Group also recommended that the school streets programme should continue where it is safe and appropriate to implement because it encourages more children to walk and cycle to school and is very low cost to implement.

4.5 The Group believes that there is a benefit in it continuing on a permanent basis to assist with the Council's future strategies such as the current draft Local Cycling and Walking Infrastructure Plan, as well as advising on scheme selection, design considerations, consultation and delivery.

5. **CONSULTATION**

5.1 In line with Government funding requirements, a communication plan has been published on the Council's website and full consultation will occur once a scheme has been chosen.
<https://www.peterborough.gov.uk/asset-library/Active-Travel-Communications-Plan.pdf>

5.2 No consultation has been undertaken on the Crescent Bridge recommendation. Schemes to be implemented on a permanent basis will be subject to full consultation for a minimum of six weeks prior to implementation, the results of which will be used to inform or modify the scheme design, in line with government guidance.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 It is anticipated that Cabinet considers the recommendations of the Working Group and decides on whether they should be implemented or whether one of the other schemes that was considered by the Working Group should be delivered instead.

7. REASON FOR THE RECOMMENDATION

7.1 The recommendations have come from the Cycling and Walking Member Working Group. This Group was setup by Cabinet to recommend options for spending tranche 2 of the Government's Active Travel Fund.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 A number of alternative options were considered by the Working Group (that met the funding requirements that any scheme must re-allocate road space), and after reviewing the options Crescent Bridge and the school streets programme were selected as the recommended schemes.

9. IMPLICATIONS

Financial Implications

9.1 The funding went to the Cambridgeshire and Peterborough Combined Authority who have passported the money to the Council. DfT have stated that authorities should aim, as far as possible, for all schemes to be complete by 31 March 2022. However, DfT understands that some larger or more complex schemes may require longer. Where this is the case, authorities should make this clear in monitoring returns to DfT.

Legal Implications

9.2 Should it be determined that the recommendations of the Working Group be brought forward, the Council shall need to use its powers pursuant to the Road Traffic Regulation Act 1984 to make Traffic Regulation Orders that alter the use of the Highway.

Equalities Implications

9.3 There are no equalities implications with the recommendations.

Carbon Impact Assessment

The council is looking to create a permanent walking and cycling working group and also recommending that we continue with the schools street programme. Approving these recommendations will have a positive impact on the environment. Creating a safer environment for pedestrians and cyclists through both the schools streets and the reallocation of road space will result in a reduction in single occupancy car journeys and an increase in walking and cycling which in turn will reduce carbon impact and improve air quality.

9.5 The schemes proposed by the Working Group will benefit walking and cycling and therefore there is an expectation that more people will choose to walk and cycle as opposed to driving which will have a wider, positive impact on emissions across the city.

10. **BACKGROUND DOCUMENTS**

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

10.1 *Active Travel Fund Communication Plan:* <https://www.peterborough.gov.uk/asset-library/Active-Travel-Communications-Plan.pdf>

10.2 *Cabinet report: Formation of the Cycling and Walking Working Group:* <https://www.peterborough.gov.uk/asset-library/Active-Travel-Communications-Plan.pdf>

11. **APPENDICES**

11.1 Appendix 1 – permanent Cycling and Walking Member Working Group draft Terms of Reference