

## **Devon Cycling Strategy – Update**

Report of Head of Highways and Traffic Management

***Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.***

**Recommendation:** It is recommended that the Cabinet:

- (a) Supports the vision, key priorities and future proposals set out in this report;**
- (b) Agrees in principle to the infrastructure proposals set out in the Appendix to this report, including continuing investment in important strategic infrastructure projects (e.g. National Cycle Network - NCN Route 2) where they are of demonstrable value to Devon;**
- (c) Supports the promotion of cycling in order to encourage the greater use of the County's cycling assets for economic, health and environmental benefits;**
- (d) Agrees in principle, subject to future budget considerations, to continuing investment in national and international projects and events (e.g. Tour of Britain) where they continue to be of economic value to Devon, are affordable and an increase in participation can be anticipated;**
- (e) Agrees to the Cabinet Member for Highways and Transportation responding to the issues raised by the Ministers for Cycling and Road Safety, regarding cycling safety;**
- (f) Confirms the approved 3 year capital programme set out in this report and acknowledges the need to consider securing further revenue and capital investment in order to meet local and corporate objectives, subject to future budget considerations;**
- (g) Agrees that mechanisms are put in place to ensure that the objectives of the Cycle Strategy and plans for future cycling improvements are reflected in districts council's Local Development Frameworks.**

### **1. Summary**

The purpose of this report is to confirm the County Council's continued commitment to invest in cycling, in recognition of the associated economic, health and environmental benefits.

This report also provides an update on the development of the Devon Cycling Strategy, which will be used to inform district planning authorities' Local Development Plans and sets out a provisional future capital programme for developing the next phase of cycling infrastructure.

### **2. Background**

In November 2009 the report 'Devon Cycle Strategy: The Next Period' (EEC/09/231/HQ) outlined proposals for the future provision and programme for cycling within Devon.

Since then there have been amendments to funding mechanisms and a number of significant changes are also proposed to national policy that support the Government's desire to see an increase in cycling. This changing climate represents an important opportunity for the Council to continue its investment in cycling.

### **3. Strategic Context**

#### **Economy**

Cycling continues to have a positive impact upon the economy of Devon and benefits local businesses in a number of ways. A key benefit is cycling tourism and Devon continues to be recognised nationally as a prime location for cycling holidays and breaks. As well as tourism a good local cycle network also enables people to make short trips cost-effectively within urban areas and provides greater opportunity for those seeking work to access employment. A knock-on effect for businesses is that employees will be healthier and should take fewer days off sick. Increased cycling also reduces demand for office car parking.

A study into the economic benefits of cycling published in 2010 concluded that in the UK for every pound invested in cycling there was an economic benefit of £19. (*Davis: Value for Money: An economic assessment of investment in walking and cycling.*)

The Council's Strategic Plan 'Backing Devon' recognises the role of cycling in supporting the Economy: *'Communications within Devon also need to be in place to enable future employment and housing growth that will in turn support wider economic growth. This will require a wide range of transport infrastructure, from rail and roads, to new footways and cycleways, to access facilities and green areas.'*

#### **Health**

At the end of 2010 The Department of Health published its Health White Paper '*Healthy Lives, Healthy People: Our strategy for public health in England*'. This document recognises the role that everyday circumstances, such as transport, play in influencing our health.

The White Paper quotes the work of the national cycling towns, which includes Exeter's Cycling Demonstration Town project for its achievement in reducing sedentary behaviour across all social groups. The Department of Health also consulted on proposals for a 'Public Health Outcomes Framework'. Reports indicate that regular cycling can reduce the risk of premature death by 40%. In a report carried out by the British Medical Association the health benefits of cycling were found to outweigh the disbenefits of injury by a factor of twenty to one.

The Council's Strategic Plan states *'From April 2013 the County Council assumes the lead responsibility for a range of local public health improvement and prevention work. We will also do more to increase the involvement of service users. Our influence on education, transport and the environment means we are ideally placed to address the root causes of poor health.'*

Investment in cycling will therefore play a key role in helping the County to achieve its health aims.

#### **Transport and the Environment**

In January 2011 the Government published its White Paper "*Cutting Carbon, Creating Growth*". This White Paper highlighted the importance of transport in helping to build a strong local economy but recognises the urgent challenge of climate change and the need to promote sustainable travel initiatives, including cycling. The Government is therefore keen for local authorities to focus on encouraging sustainable travel for short-distance local trips, which form two out of every three trips made nationally.

To support the objectives within the White Paper the Department for Transport announced the establishment of the Local Sustainable Transport Fund (LSTF), for which £560m has been set aside nationally for the four year period to 2014-15.

The Council also recognises the importance of transport and the need to balance this with protecting the local environment. The Strategic Plan states *'Transport is essential for providing access to work, education, healthcare, shops and leisure. Those without adequate transport can be excluded from life opportunities; something that can pose particular issues for women, people with disabilities and those living in rural communities. Transport and communication links are also essential for business and the future prosperity of the county. Transport is also responsible for 30% of Devon's carbon emissions and excessive road traffic has environmental impacts such as noise, congestion and reduced air quality. We need to promote sustainable alternatives such as walking, cycling and public transport and plan for these in a way that enhances the natural environment.'*

#### **4. Cycling – Recent Achievements**

##### **Overview**

Devon continues to perform well in regard to cycling and has the second highest public satisfaction levels compared with other English County Councils (source: National Highways & Transport Public Satisfaction Survey 2011).

Over the past 5 years there has been an approximate 15% growth in cycle trips across the whole county, with over 40% growth in Exeter (based upon data received from cycle counters). Exeter is regarded as one of the Department for Transport's most successful cycling demonstration towns.

##### **Funding Bids**

In 2011 the Council successfully bid for £4.9M of government Local Sustainable Transport Funding (LSTF) for its 'Access to Employment' project entitled 'Breaking the link between economic growth, carbon and congestion'. This 5 year project is particularly focusing on access to employment initiatives in Exeter, Exmouth, Newton Abbot and Totnes.

In 2010 the Council was successful in bidding for £2M grant funding from Cycling England to investigate the links between leisure cycling and everyday cycling. This funding was used to support infrastructure projects as well as various initiatives to promote leisure cycling.

The Council has also been successful in securing government funding for 'Bikeability' cycle training, with £240K being awarded in 20011/12 and £260K for this current financial year.

##### **Cycling Infrastructure**

The Council has contributed £13.1M<sup>1</sup> towards investment in the cycle network over the past three years and the following is a list of some of the major cycle schemes that have been completed or are due for completion by this summer.

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<sup>1</sup> Schemes largely funded by LTP or other external grants and contributions have not been included in this statement

### Exe Estuary Trail

- Lympstone to Exton;
- Exton to Ebford;
- Ebford to Darts Farm;
- Fishers Bridge;
- Cockwood to Dawlish Warren.

### Newton Abbot – Teign Estuary

- Kingsteignton to Newton Abbot
- Town Quay Connect 2 Bridge - scheduled for completion in the Autumn.

### Other cycle schemes

- Redhayes Bridge and cycle route to Science Park, Clyst Honiton and Exeter Airport;
- Gem Bridge near Tavistock – part of the Devon Coast to Coast Cycle Route;
- Stop Line Way - Kilmington to Axminster;
- Ottery St Mary - Connect 2 cycle bridge;
- Wray Valley Trail (Phase 1);
- Pinhoe to Broadclyst cycle route and Killerton link;
- Over 100 minor schemes as part of the Cycling Demonstration Town Project in Exeter;
- Contributions to cycle trails at Haldon Forest Park & the National Trust Killerton Estate.

## **Cycling Promotion**

This year will be the fourth year that the County has supported the Tour of Britain professional cycling event. This event not only helps to inspire local people to take up cycling but also showcases the beauty of the Devon countryside to large television audiences. It is estimated that staging the 2011 event brought in an additional £3.1M to the Devon economy and, with such a clear benefit-to-cost ratio from our annual investment in the Tour, consideration should be given as to whether to continue to invest in this and similar events as a catalyst for inspiring local and visiting cyclists.

In addition to professional cycle races a number of 'mass participation' rides take place in the county including the Dartmoor Classic which attracts thousands of participants and visitors to Devon each year.

## **Cycling Information**

As part of the Leisure Cycling project the [www.Cycledevon.info](http://www.Cycledevon.info) website was created in 2010 to provide a 'one-stop' shop for cycling information including on-line cycle journey planners. In the first year of operation the site received 10,100 visits which has risen to 14,800 visits over the past 12 months.

In addition to the website, a number of information and interpretation leaflets and panels are produced for the leisure cycle routes. This increases the attractiveness of the routes for leisure and tourism and encourages visitors to dwell longer in the local area and thus increases the economic benefits.

## **Cycle Training**

Over the past 3 years the Council has overseen the delivery of 'Bikeability – Level 2' training to over 10,000 children with the funding provided by government. Training can also be an issue for adults and therefore a programme of one-to-one adult training has also been provided.

By adopting a client role in respect of training provision, and commissioning a consortium of local businesses to deliver the training, Devon's ambitions for training delivery for both child and adult cyclists has grown substantially. Ensuring that the standard of training is sufficiently high both to inspire and encourage cyclists - and to provide them with confidence in their safety - the Devon Travel Academy has also become an accredited Independent Training Provider for cycle instructors. This enables us to assure the highest standards of training provision from the very earliest stages. Training for instructors is a cost-recovered service.

## **5. Cycling – The Next 5 Years**

### **Cycling Strategy**

It is proposed that the Devon Cycling Strategy will be published this year. The vision of this Strategy is:

*To create a first class environment for cycling, where people of various ages, abilities and backgrounds have the opportunity to enjoy cycling safely and regularly for health, leisure and everyday purposes.*

In order to achieve the above vision and to ensure the best possible return on investment, the focus will be on the things that are most important and can be delivered cost-effectively. An evidence-based approach will therefore be taken to developing the Strategy which will include working closely with local communities and groups to understand the local barriers to regular cycling. In addition it will be necessary to learn from best practice, such as from the Exeter Cycle Demonstration Town project and other successful cycling schemes and initiatives implemented elsewhere. Ultimately, we will work with a variety of partners in order to deliver meaningful solutions for local communities.

As well as directing investment, a key purpose of the Strategy is to set out clear cycling objectives for the district planning authorities, for inclusion in their Local Development Frameworks. This in turn will enable funds to be made available from a combination of Community Infrastructure Levy, New Homes Bonus or traditional developer contributions to be secured to help implement future cycle schemes and initiatives.

Where communities are keen to promote the development of local links we will also provide support through cycling products modelled on *Community Paths: A 10 Step guide to improving public rights of way in your community*. This process has already begun in the Culm Valley and can be applied elsewhere in the County. The Strategy will not just use public opinion as one of the central pillars of its evidence base for action, but will also seek to use public enthusiasm for cycling to assist in delivering shared goals.

The draft Strategy will begin its consultation process in July so that members of the public and key stakeholders will have opportunity to contribute to its aims and priorities. It will be important for Cabinet both to contribute to the consultation process and subsequently endorse the Strategy itself.

## **Key Cycling Priorities**

Our long term strategic priorities will be directed by a clear evidence base, a model of which has been developed based on robust health sector approaches to evidence based decision making. This methodology – comprising a fusion of research, professional judgement and customer feedback – will develop over the lifecycle of the strategy but there is an evidence base extant that is derived from existing sources of information - for example public feedback from the National Highways & Transport Public Satisfaction Survey and other local consultation. This has helped to inform the current priorities which will contribute towards achieving our vision for cycling in Devon.

The headline priorities appear below, followed by more specific aims that underpin each priority statement.

- Provision of a high quality, accessible, cycle route network;
- Provision of comprehensive information on cycling;
- Inspiring the take up of cycling by promoting its benefits;
- Provision of recognised cycle training for all age groups and levels of ability;
- Enhancing cycling safety and tolerance amongst all road users;
- Provision of improved facilities for cyclists;

### **Cycling Infrastructure – The provision of a high quality, accessible, cycle route network**

In order to deliver a high quality cycling network, future infrastructure developments will be focused on routes which will provide the greatest benefit for local people, businesses and visitors. Accordingly the following routes will be developed:

- Everyday (urban) Cycle Links - To provide an ‘everyday’ cycle network within key towns and communities linking residential areas with destinations such as schools, employment, leisure and shops.
- Inter-modal Cycle Links - To provide cycle links from Devon’s coastal and market towns to transport interchanges such as railway stations, bus stations, ports/harbours and park and ride facilities, to enable easier access to the cycle network by local people and visitors alike.
- Inter-Community Cycle Links – To provide links between adjoining communities, particularly in rural areas of the county where there is a need to provide safer access to nearby schools and employment.
- Strategic Cycle Links – To extend and fill the gaps in Devon’s cross-county recreational cycle network to encourage more visitors to the county, support the tourist industry and promote healthier lifestyles.

As part of developing the above infrastructure, particular thought will be given to providing access for disabled people, including those using wheelchairs or adapted bikes. Through linkages with the Rights of Way Improvement Plan and the associated Strategic Recreational Route Strategy, the network will also provide additional opportunities for walking and for horse riding, to ensure that the emerging network is available to as many people as possible.

To help develop the cycle network further, planned changes to the highway network, including highway maintenance schemes, will continue to take into account the needs of

cyclists (such as making junctions easier to negotiate and extending the on and off-road cycle networks). In addition, new land-use development proposals will include facilities for cyclists, typically funded through Section 106 developer contributions. For major urban extensions cycle infrastructure will be included in the masterplanning process. These facilities will connect to a network of off site cycle infrastructure which will be enhanced by a combination of funding streams including Community Infrastructure Levy.

To encourage use of the network, the county, will work with various partners to invest in supporting infrastructure, such as cycling parking, benches, picnic areas and the like. It is also important to protect the cycle network asset. Maintenance regimes are therefore being reviewed, along with the legal status of the network, to ensure that the cycle facilities can be used safely for many years to come.

**Appendix A** sets out the draft capital programme of schemes from 2012 to 2015 which will help to deliver the specific objectives listed above. These projects include the completion of a number of high quality strategic cycle routes including the Exe Estuary Trail, the Tarka Trail, the Stop Line Way, the Wray Valley Tail, the Drakes Trail, the Teign Estuary Trail, the Granite Way and the Ruby Way. The draft programme also includes schemes designed to promote sustainable travel within and between local communities e.g. Kingskerswell, Newton Abbot to Torbay, Sidbury to Sidford, Newton Abbot to Bovey Tracey.

### **Cycling Information - Provision of comprehensive information on cycling**

Good quality cycle information plays a vital role in promoting and encouraging cycling. Information enables people to find out where they can cycle, such as cycle maps and online journey planners; where they can receive training and what equipment they may need etc. Importantly information enables the county to make the best possible return on its investment in cycling infrastructure.

The purpose of launching the [www.cycledevon.info](http://www.cycledevon.info) website was to enable all those interested in cycling in Devon, including businesses, to access information in one place. With new emerging technologies this website will continue to be developed in order to provide the best possible source of cycling information.

A key aspect of the website is promoting local businesses, such as bike shops, bike hire providers, cycle tour operators and accommodation providers. Working in partnership with these businesses we are able to promote their services whilst they are able to promote cycling, including providing our local cycle maps to customers. There is an increasing opportunity to work with and support local businesses under these reciprocal arrangements and we will endeavour to make the most of the opportunities in order to support the local economy.

As well as on-line information, information on the journey is also very important. The County will therefore carefully sign cycle routes and destinations so that users can easily understand how they can get to their desired destinations. The County will also investigate the use of Quick Response Codes (QR codes) to provide information to cyclists and walkers via their Smart phones, e.g. directions to destinations, location of nearest cafes or toilets etc.

Good interpretation will also encourage greater use of recreational routes and exploration of the local area resulting in increased economic benefit. For this reason, promotional and interpretive initiatives will also be introduced.

## **Cycling Promotion - Inspiring the take up of cycling by promoting its benefits**

In order to realise the economic, health and environmental benefits of the cycle network it is important that it is effectively promoted to users and potential users. Promotion takes many forms, from supporting inspiring cycling events to marketing and advertising the network to potential visitors and tourists. The key theme has been to promote Devon as the premier location for cycling.

To encourage and inspire people to take up cycling, Devon will consider continuing to support world class cycling events such as Tour of Britain, as well as supporting local and national initiatives to encourage cycling. The County will also maintain its support for mass-participation rides such as the Dartmoor Classic, which brings in thousands of competitors and spectators to the County each year. The ability to demonstrate a strong business case for supporting these types of events will be a feature of the Cycling Strategy. The estimated value to the County of hosting an event like Tour of Britain provides an attractive benefit-to-cost ratio, and in marketing terms the association of the Devon cycling message with major events will offer a powerful influence over the public's disposition towards cycling.

In addition to the above Devon will take the opportunity to promote cycling through a range of local and national initiatives. Typically this year the County will participate in the 'Summer of Cycling' which is a national campaign to get people to encourage their friends to take up cycling.

The County will also make increasing use Social Networking sites to promote events and initiatives as this is increasingly becoming the most cost-effective way of communicating to large audiences.

## **Cycle Training - Recognised cycle training for all age groups & levels of ability**

Confidence can be an issue for people wanting to take up cycling, therefore cycle training is an important aspect of the Council's cycling programme.

Over the next 2 years the Council will continue to oversee the delivery of 'Bikeability – Level 2' training. With a grant from the DfT awarded this year the County is aiming to deliver Bikeability training to 6,500 of children during 2012/13. The DfT will advise later this financial year if the bid for funding for 2013/14, to train 8,000 children, is successful.

Training can also be an issue for adults and therefore a programme of one-to-one adult training has also been provided. This year, with support from LSTF funding, there is an aim to provide cycle training to over 500 adults.

The Devon Travel Academy is also an accredited training provider for Instructors thereby helping to assure the standard of training we would expect in Devon.

## **Cycle Safety & Tolerance - Enhancing cycling safety & tolerance amongst all road users**

Recently there has been extensive press coverage regarding the safety of cycling and the degrees of empathy shown towards cyclists by other road users. Following this coverage the Ministers for Cycling and Road Safety wrote to all English Highway Authority Leaders and Chief Executives outlining measures that authorities could take to address these issues. These measures include:

1. *Participating in customer satisfaction surveys (such as the National Highways & Transport Public Satisfaction Survey).* In Devon public opinion is one of the three central pillars of our evidence based approach. Already the NHT surveys show high levels of satisfaction with cycle safety and we are addressing the wish of those surveyed to see more cycle training. The Devon Voice survey also shows high levels of satisfaction with road safety generally in Devon.
2. *Reviewing facilities for cyclists at junctions against guidance set out in Local Transport Note 2/08 Cycle Infrastructure Design.* We are currently undertaking a study to look at the implications of the report for Devon's cycle infrastructure and this study includes both collision causation analysis and user feedback.
3. *Working with national and local cycle stakeholders when developing and implementing cycle infrastructure.* Devon already works closely with Sustrans and we have several liaison officers within the Sustainable and Safer Travel Team. Recently we successfully made a joint Local Sustainable Transport funding (LSTF). 'Tranche 2' bid to DfT for funding with Sustrans and seven other local highway authorities. Devon was the lead authority for this bid. We also work closely with British Cycling.
4. *Considering sponsorship to enable otherwise unachievable cycle infrastructure and cycle initiatives to go ahead.* There are opportunities in Devon for sponsorship schemes to support infrastructure, maintenance and promotional activities and these will be actively pursued as part of our strategic approach to a sustained support for cycling.
5. *Provision of cycle training for both children, through Bikeability, and adults and running initiatives to improve road sharing, such as 'Exchanging Places' events.* Our contract for training children extends to a ceiling of 6,500 places in 2012/13 alone and we have a range of services in place to both encourage cycling amongst adults and to provide for their training needs. Significant levels of support for adult cyclists are available through our work with local businesses. We are also developing a response to the issue of poor levels of empathy amongst road users and what that means for shared space, safety and the willingness of non cyclists to take up the mode.
6. *Considering greater use of 20mph zones and limits where this will help to manage speeds. Trixi mirrors should also be considered at traffic signal controls.* The study we are undertaking on the relationship between cycle infrastructure and safety necessarily includes an examination of 20mph zones and limits, and the extent to which they contribute to enhancing safety or otherwise. Devon has already developed a number of areas with 20mph speed limits or zones where their introduction has been appropriate and proportionate, and the study will now help us to understand the outcomes of their introduction on cyclists in particular. We are interested not only in the extent to which the speed of surrounding traffic affects rider safety but also the extent to which effective speed management enhances the attractiveness of cycling as a viable and safe mode. The common ground between safety and sustainable travel is likely to be effective speed management and we know that reduced speeds positively affect both the severity and frequency of injuries to cyclists. However, there is no clear evidence yet about the effectiveness of 20mph limits in respect of enhancing cyclist safety but studies do suggest that poor speed limit compliance by drivers increases the likelihood of more serious injuries. Further, the traffic calming features that accompany 20mph zones can generate a number of adverse, unplanned consequences for cyclists using them where there is a mix of traffic present. In the absence of definitive evidence elsewhere it is hoped that our Devon study will help to inform our next steps on the basis of evidence derived from local experience.

7. *Strong leadership, with personnel and financial resources being made available to enable the above measures to be achieved, with consideration being given to identifying a person within the authority with a senior level of responsibility for championing cycling.* The summary above suggests that Devon is already displaying the characteristics of a leading council on cycling promotion and cyclist safety according to the Ministers' ambitions. The Cabinet Member for Highways and Transportation is identified as the lead senior member with responsibility for cycling supported by the Head of Highways and Traffic Management who is responsible for strategy and delivery. This demonstrates the existing strong leadership, commitment and focus towards cycling and cycle safety from both officers and members.

The Council is nevertheless aware that concerns with the safety of cycling and the way in which cyclists can be perceived and treated by other road users can be a barrier to many people taking up cycling, or continuing to cycle. Therefore, whilst the County is already delivering many of the measures suggested by Government, it will ensure that each of them is addressed and where appropriate pursued as part of our strategic approach to cycling provision and promotion.

### **Funding for Cycling**

In order to deliver the Cycling Strategy over the next 5 years there is a need to secure both capital and revenue funding over the Strategy period.

The Council is already committed to spending £13.9M on cycle infrastructure over the next 3 years to 2014/15, which is supplemented by external funding through the Local Transport Plan (LTP), the Local Sustainable Transport Fund (LSTF), special grants and developer contributions.

At present most District Councils have 'Local Development Frameworks' in place and where this is not the case plans are emerging. Cycle infrastructure is a key transportation and economic element of these plans. Setting a clear strategy will enable the Authority to ensure funding is included in the emerging 'Community Infrastructure Levies' (CIL) and 'New Homes Bonus' which will accompany the plans and will be subject to examination by an Inspector.

The total Local Transport Plan allocation over the next 5 years is £25.6M, a proportion of which will be used for cycle schemes.

The current 'Access to Employment' LSTF grant provides £4.9M (£3.1M revenue, £1.8M capital) of funding over the four year period 2011 to 2015. Whilst this is for all sustainable transport modes the funding will be used to promote cycling and importantly it is estimated that a third of the revenue funding can be used to improve cycling information and promotion.

<b>Devon - LSTF Access to Employment</b>	2011-12	2012-13	2013-14	2014-15	<b>Total</b>
	£K	£K	£K	£K	<b>£K</b>
<b>Revenue</b>	677	800	851	823	<b>3,151</b>
<b>Capital</b>	495	630	395	270	<b>1,790</b>

The Council received notification in May that it had also been successful with a joint LSTF bid, with 6 other Local authorities, for 'Access to Education' initiatives. The Devon element of this bid is £691K over 3 years, and covers both revenue (£391K) and capital funding (£300K). It is estimated that 50% of these funds will be spent on cycling initiatives.

<b>Devon - LSTF Access to Education</b>	2012-13	2013-14	2014-15	<b>Total</b>
	£K	£K	£K	<b>£K</b>
<b>Revenue</b>	97	145	149	<b>391</b>
<b>Capital</b>	80	120	100	<b>300</b>

Additional LSTF bids, with various partners, have been made to DfT who have requested additional information before determining these bids. If successful this will also provide meaningful additional financial resources. The Bikeability grant from DfT for 2012/13 is £260,000. The current bid submitted to DfT for next year's funding amounts to £320,000.

### Capital

**Appendix A** indicates the anticipated capital expenditure up to **2015**.

Feedback from the public has already identified potential future cycle schemes that will help to provide cycle links within and between communities. As stated previously the Council is committed to spending £13.9M from its own resources on cycle infrastructure over the next 3 years to 2014/15, However, if it is agreed to deliver these future schemes (and others that may be identified through the Cycle Strategy consultation process) it will be necessary to identify funding beyond 2015.

In order to help the Council meet its corporate objectives, it is estimated that capital investment of £5M from all sources would be required in 2015/16 and £5M in 2016/17 to support the further development of cycle infrastructure up until 2017. Wherever possible capital investment will be sought from external sources, however it is anticipated that this will only provide £2.25M for each year leaving a £2.75M shortfall each year. Further capital funding support would therefore be required to make up this shortfall or programmes will need to be curtailed. A business case will need to be prepared for any necessary funding which will be presented to the Corporate Capital Group.

**Appendix B** indicates the potential future capital programme for 2015/16 and 2016/17 subject to funding being available. It should be noted that at this stage the schemes shown are indicative only and will only be considered should there be a real prospect of funding and delivery. The final programme will be prioritised on a cost-benefit basis taking into account council priorities, public feedback, etc. from the consultation on the Cycle Strategy and assessments of anticipated economic, health and environmental benefits.

### Revenue

It is becoming increasingly evident that in order to secure the best possible return on capital investment in cycling infrastructure sufficient revenue funds need to be made available to encourage its use e.g. through promotion, information, training and proper maintenance.

Whilst the LSTF grant funding mechanism provides some revenue funding opportunities, this can have conditions placed upon it which restricts how and where it is spent. Future LSTF bids will therefore need to focus on securing greater revenue contributions that can be spent across the whole County where appropriate. The 'New Homes Bonus' may also be considered for use to secure revenue funding.

In due course the Council may wish to consider whether it should be allocating additional revenue funding for cycling promotion, information and training, where this can be justified. As stated previously where there is an economic case, the Council will need to consider its ongoing support for initiatives such as the Tour of Britain.

The table overleaf indicates the possible programme of revenue funding over the next 5 years.

### Finance General

As a result of pressures on Council spending it is necessary to make sure that opportunity is taken to secure funding for cycling from external sources, in addition to any Council monies that are made available. Typically, this will include further LSTF bids, Section 106 developer contributions, the Community Infrastructure Levy, New Homes Bonus and ad-hoc DfT grants and European grants as well as seeking support from other sources including District Councils and other partner organisations.

### **Cycling – Potential 5 Year Revenue Funded Programme**

Financial Year:	2012/13	2013/14	2014/15	2015/16	2016/17
<b>LSTF Access to Employment</b> (Revenue Element <sup>1</sup> )	266,667	285,000	273,333	0	0
<b>LSTF Access to Education</b> (Revenue Element <sup>2</sup> )	48,438	72,788	74,371	0	0
<b>Bikeability</b>	260,000	TBC	TBC	TBC	TBC
<b>Cycleway (Revenue) Maintenance</b>	141,970	140,000	140,000	140,000	140,000
<b>Tour of Britain</b>	210,000	0*	0*	0*	0*
<b>Cycling Information, Promotion and Training</b>	0	250,000**	250,000**	250,000**	250,000**
	<b>£ 927,074</b>	<b>£ 957,788</b>	<b>£ 947,704</b>	<b>£ 600,000</b>	<b>£ 600,000</b>

<sup>1</sup> assumes 1/3 spent on cycling

<sup>2</sup> assumes 1/2 spent on cycling

\* **DCC Revenue funding NOT confirmed (for Tour of Britain)**

\*\* **Possible future LSTF, or 'New Homes Bonus' funding**

### **Targets, Monitoring and Evaluation**

The key purpose of the Cycling Strategy is to significantly increase participation in cycling. It is therefore critical that we measure the effectiveness of the Cycling Strategy in delivering this outcome. There are two key measures available for monitoring the success of our investment in cycling, which are the usage of the network (which in turn enables economic, health and environmental benefits to be valued) and public satisfaction levels.

Usage of the cycle network can be monitored from the various cycles counters located around the County. Over the past 5 years these have indicated over 40% more people are using the network within the Exeter area, which has been a particular focus of our investment as part of Cycle Demonstration Town project. Elsewhere in the County the growth in people cycling has been less, with only nominal growth of 2% over the past 5 years and presenting real opportunities for growth and improvement. A challenging target of

20% growth in identified areas outside of Exeter will therefore be set for the 5 year Strategy period.

Public satisfaction will also continue to be monitored using the National Highways & Transport Public Satisfaction Survey. In particular issues regarding the perceived safety of cycling, the provision of facilities for people with disabilities and the quality of cycling information will all be monitored.

## **6. Consultations/Representations/Technical Data**

This report is based upon existing public engagement and feedback such as information obtained during the Cycle Exeter project and from the National Highways & Transport Public Satisfaction Survey. The report outlines the need to carry out further public engagement in order to ensure that the final Cycling Strategy reflects and will meet the needs of the local people, visitors and businesses. The report also refers to various studies that have taken place looking at the health and economic benefits of cycling. The report also draws on cycle count data collected by the authority.

## **7. Financial Considerations**

This report does not commit the Council to any further immediate expenditure, however it does make the case for future capital and revenue investment in order support the promotion of cycling.

## **8. Sustainability Considerations**

The implementation of the recommendations in this report will provide positive environmental, social and economic benefits. The final Cycle Strategy will provide detailed evidence of these benefits.

## **9. Carbon Impact Considerations**

The implementation of the recommendations in this report will have a direct benefit on reducing carbon emissions. The final Cycle Strategy will provide details of the impact upon carbon reduction.

## **10. Equality Considerations**

The implementation of the recommendations in this report will have a direct benefit upon equality. In particular actions relating to better cycling infrastructure and clearer cycling information will provide people with disabilities and those seeking employment or training greater scope for accessing opportunities.

An Equality Impact and Needs Assessment will be undertaken in developing the Cycling Strategy.

## **11. Legal Considerations**

There are no specific legal considerations.

## **12. Risk Management Considerations**

At this stage no specific risks have been identified although future risks will surround delivery of specific cycling initiatives and financial risks.

### **13. Public Health Impact**

The implementation of the recommendations in this report will have a significant positive impact upon public health by encouraging more active lifestyles and there by tackling key health issues such as heart disease and Type 2 diabetes linked to obesity.

### **14. Options/Alternatives**

Options and alternatives will be outlined in the final Cycling Strategy.

### **15. Reason for Recommendation/Conclusion**

The reason for accepting the recommendations is due to the significant positive impact upon a number of corporate aims, including supporting the local economy, improving health, reducing carbon emissions and protecting the local environment.

Lester Willmington  
Head of Highways and Traffic Management

### **Electoral Divisions: All**

Cabinet Member for Highways and Transportation: Councillor Stuart Hughes

*Strategic Director, Place: Heather Barnes*

#### Local Government Act 1972: List of Background Papers

Contact for enquiries: Adrian Hale

Room No. ABG Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 382735

Background Paper	Date	File Reference
Nil		

**Appendix A : - Cycling Schemes - Proposed Capital Programme 2012 to 2015**

Scheme Title	Estimated Funding (£k)											
	2012/13				2013/14				2014/15			
	DCC	LTP	Other	Total	DCC	LTP	Other	Total	DCC	LTP	Other	Total
<b>Everyday (urban) Cycle Links</b>												
Willand cycle bridge		90		90		90	63	153				
Cycle parking - schools		200		200		100		100				
Cycle parking - market and coastal towns		300		300		100		100		100		100
Sidmouth College - cycle link		50	10	60								
Longbridge/Seven Brethren junction - cycle link		5		5		75	100	175				
Totnes Sustainable network		200		200		100		100				
South Brent cycle route		70		70								
Exeter - annual allocation for walking/cycling routes		250		250		250		250		250		250
<b>Inter-Community Cycle Links</b>												
Courtlands Cross, Exmouth - link to Exe Estuary Trail		70		70								
Knowle to Willingcott, Barnstaple - cycle link		20		20		20		20		200	250	450
Sidford to Sidbury cycle route		10		10		100		100		500		500
Tarka Trail to Torrington - cycle link		250		250								
Woodbury to Exe Estuary Trail - cycle link		125		125								
Ottery St Mary - cycle link to bridge	100			100								
Exeter to Broadclyst cycle route	138			138								
<b>Strategic Cycle Links</b>												
NCN2/33 Stop Line Way	1051			1051								
NCN27 Drakes Trail - Tavistock to Plymouth	674			674								
NCN2 Kingsteignton to Newton Abbot	2458			2458								
NCN2 Exe Estuary Trail	2697			2697	2351			2351	1970			1970
NCN3 Ruby Way	107			107								
NCN28 Wray Valley Trail	635			635	712			712				
NCN27 Tarka Trail - Braunton to Ilfracombe		20		20								
NCN2 Teign Estuary Trail	100			100	864			864				
NCN27 Granite Way - Bridestowe Station		125		125								
Newton Road, Kingskerswell		10		10		30		30		300		300
Newton Abbot to Torbay		150		150		10		10		200		200
NCN28 Newton Abbot to Bovey Tracey		15		15		15		15		500		500
<b>TOTALS</b>	7960	1960	10	9930	3927	890	163	4980	1970	2050	250	4270

## Appendix B : - Cycling Schemes - Potential Future Capital Programme 2015 to 2017

Potential Future Scheme Title	Estimated Funding (£k)							
	2015/16 (Unconfirmed)				2016/17 (Unconfirmed)			
	DCC	LTP	Other	Total	DCC	LTP	Other	Total
<b>Everyday (urban) Cycle Links - potential schemes*</b> Sowton, Exeter - Falcon Road to Honiton Road link Bonhay Road, Exeter - Millers Crossing to Station Cowley Bridge Road, Exeter - cycle route <i>Other routes from around the county identified through consultation</i>	0**	500**	100**	600**	0**	500**	100**	600**
<b>Inter-modal Cycle Links - potential schemes*</b> NCN248 Sidmouth to Ottery St Mary and Feniton Cullompton to Tiverton Parkway/Willand link Littlehempston to Totnes <i>Other routes from around the county identified through consultation</i>	0**	500**	50**	550**	0**	500**	50**	550**
<b>Inter-Community Cycle Links - potential schemes*</b> Killerton to Cullompton link Willand to Hemyock (Culm Valley Trail) <i>Other routes from around the county identified through consultation</i>	0**	500**	50**	550**	0**	500**	50**	550**
<b>Strategic Cycle Links - potential schemes*</b> NCN34 Exeter to Crediton and Tiverton NCN28 Malborough to Plymouth NCN2 Exeter to Haldon and Chudleigh NCN2 Newton Abbot to Totnes NCN28 Moretonhampstead to Okehampton NCN2 Buckfastleigh to Totnes <i>Other routes from around the county identified through consultation</i>	0**	500**	50**	550**	0**	500**	50**	550**
<b>TOTALS</b>	0**	2000**	250**	2250**	0**	2000**	250**	2250**

\* Potential Future Schemes shown are indicative only - actual future programme will be determined on a priority basis

\*\* Indicative potential future funding