

CARDIFF CYCLING STRATEGY

REPORT OF DIRECTOR CITY OPERATIONS

AGENDA ITEM: 10

PORTFOLIO:

Reason for this Report

1. This report is to obtain Cabinet approval to publish the draft Cardiff Cycling Strategy and undertake a public consultation.
2. This report sets the reasons for developing a new Cycling Strategy, the steps taken to develop the draft Cycling Strategy, a summary of the key actions, and the proposals for undertaking public consultation.
3. The draft Cycling Strategy is provided at Appendix 1.

Background

4. Cardiff is one of the fastest growing and most highly skilled cities in the UK. The Council's vision is for Cardiff to become 'Europe's Most Liveable Capital City'.
5. Cycling has a major influence upon the factors which make cities liveable. The levels of cycling can have a significant impact upon people's health and the cleanliness, safety and sustainability of the local environment. With the right provision, cycling offers a quick and convenient option to move around the city for short journeys, improving quality of life for residents.
6. Between 2006 and 2026 the population in Cardiff is expected to increase by 79,918 and the number of jobs are expected to increase by 40,000. In order to manage this growth, the Council's vision as set out in the Local Development Plan is for 50% of all trips to be made by sustainable modes by 2026. This is essential to accommodate the predicted growth within the city's transport network.
7. The proportion of cycle trips to work is 9.2% (2011-2015 rolling average), which has more than doubled since 2005, when it was 4.3%. There is a significant target market to continue this growth. 52% of car trips starting within Cardiff are less than 5km, which can be comfortably cycled within

20 minutes. Furthermore, 28% of Cardiff residents do not currently cycle but would like to.

8. In order to deliver a significant increase in the number of trips undertaken in Cardiff by bike, there are a number of challenges which needs to be addressed. The existing Cycle Network is fragmented and incomplete. Retrofitting cycle infrastructure to constrained urban corridors which serve competing demands is challenging. Cardiff residents feel that cycling is significantly less safe than other modes, therefore safety issues, both actual and perceived, need to be addressed across the network. Current annual capital expenditure on cycling infrastructure in Cardiff is an average of £3.84 per resident, which is significantly lower than European cities with a strong reputation for cycling and does not match the recent increase in funding for cycling infrastructure in other UK cities.
9. City of Cardiff Council contracted Gehl Architects to work with Officers to produce the Cycling Strategy, in order to develop an ambitious new Strategy which will deliver a step change in the provision for cycling within the city to build on existing growth, meet existing latent demand, contribute to our vision to be Europe's most liveable capital city and contribute to our vision for 50% of all trips to be made by sustainable modes. Gehl have facilitated stakeholder engagement and provided advice and guidance at all stages of the Strategy development to ensure that the Strategy represents international best practice in improving cycling provision.

Stakeholder Engagement

10. Engagement with stakeholders, both external and internal, has formed an important part of the strategy development process from the outset. Stakeholder workshops, facilitated by Gehl, were undertaken on 23rd and 24th June to identify the key themes which form the core of the Strategy itself. Additional workshops, facilitated by Gehl, were held on 14th and 15th September and at the Cardiff Convention on 13th October to explore these themes in more detail.
11. The external workshops were attended by representatives from local businesses, public sector employers, public health and cycling organisations. The internal workshops were attended by officers from Highways, Transportation, Planning, Parks, Leisure, Facilities Management, HR, Adult Services, Children's Services and Corporate Policy.
12. The Cycling Strategy has also been tabled at internal meetings, including the Policy Forum, the Health & Well-being Group and the Employee Roadshow to continue the process of integrating cycling better with all Council functions.
13. Through the workshops, the following key themes were identified, which form the core of the Strategy itself:

- **Normalisation:** Cycling should be considered as a normal mode of transport which, with the right provision, can provide an option for short trips for people of all ages and abilities. This is an overarching theme which is core to all parts of the Cycling Strategy.
- **Infrastructure:** Cardiff's existing cycle network is fragmented and incomplete. In order to ensure that cycling is an option for all ages and abilities for everyday journeys, infrastructure improvements of the right quality are necessary.
- **Key partnerships:** In order to maximise return on investment in infrastructure, City of Cardiff must work with key partners to develop end of trip facilities and promote cycling through softer measures. Schools, workplaces and retail were identified as three key partnerships to be developed through the Strategy.

Vision

14. The vision as set out within the Cycling Strategy is for "Cardiff to be a city where cycling is a normal and practical choice for short trips for people of all ages and abilities and to double the number of cycle trips in the city by 2026".

Key Actions

15. The key actions and programme are set out in the Action Plan of the Cycling Strategy. Delivery of these actions will require additional resources.

Infrastructure

16. The main actions in relation to infrastructure are as follows:
 - Phased delivery of a city wide network of all ages and abilities routes, starting with the delivery of primary routes defined within the Integrated Network Map.
 - Development of cycle routes through the city centre as part of a City Centre Movement Strategy which will address city centre connectivity for all transport modes.
 - Development of a prioritised plan to address missing links across the wider cycle network and establishment of an annual capital programme to eliminate these missing links.
 - Allocation of resources to maintain the existing cycle route network.
 - Development of new guidelines to outline how all ages and abilities cycle infrastructure should be designed within the Cardiff context and delivery of a staff training programme to develop staff capacity to implement good cycle infrastructure design.
 - Delivery of a Cycle Hub with secure parking provision for 500 cycles as part of the Central Square development
 - The launch of a public on street cycle hire scheme
 - Phased expansion of 20mph limits.

Schools

17. The main actions in relation to schools are as follows:

- Identify missing infrastructure links to existing schools, including active engagement with schoolchildren in collaboration with Sustrans through Welsh Government's Active Schools project
- Identify opportunities to improve infrastructure links to new school sites in collaboration with the School Organisation project
- Develop a detailed programme to promote cycling to school
- Identify funding to improve provision of covered, secure cycle parking at schools

Workplaces

18. The main actions in relation to workplaces are as follows:

- Improve provision of information and advice to workplaces on best practice for promoting cycling to employees
- Improve promotion of existing workplace initiatives offered by the Council, including the Park Your Bike scheme offering free cycle stands to organisations and Free Adult Cycle Training for anyone living, working or studying in the city
- Pilot a bicycle station to enable small businesses to share facilities for employees travelling by bike

Retail

19. The main actions in relation to retail are as follows:

- Make a Business Case to the Business Improvement District (BID) to provide cycle friendly measures to increase footfall within the BID through better access by bicycle
- Develop an annual programme to increase provision of cycle parking at key locations in the city centre
- Develop an annual programme to increase provision of cycle parking at local shops
- Implement programme to remove abandoned bicycles in locations of high parking demand on a regular basis
- Better promotion of Park Your Bike scheme to provide free Sheffield stands to local shops

City of Cardiff Council

20. The Council must lead by example in promoting cycling as an option for shorter journeys to work and for work purposes. The main actions in relation to this are:

- Develop an internal action plan to improve promotion of cycling to City of Cardiff Council staff with robust incentives for cycling and using public transport

- Implement a pilot project to increase the use of bikes for work purposes, including the establishment of a new pool bike fleet with a regular maintenance schedule

Additional actions

21. Additional actions have been set out in the Action Plan as follows:
- A Cycling Steering Group will be established with membership open to business, public sector organisations and cycling interest groups.
 - Review progress against the Action Plan in 2020/2021, including the identification of additional actions to target additional key partners.

Public consultation

22. The Cycling Strategy Engagement Plan at Appendix 2 sets out the activities planned to engage stakeholders and the public throughout the public consultation period, including online engagement, stakeholder group meetings, consultation events and direct engagement with schools.

Local Member and Scrutiny consultation

23. Local Member consultation was undertaken on the Network Plan in November 2016 where briefing notes were circulated to Ward Members highlighting proposed active travel schemes within their own wards. The responses received from Members so far have been considered in detail and amendments made where necessary.
24. The Environmental Scrutiny Committee received a presentation and briefing from officers and the Cabinet Member for Transport, Planning and Sustainability on 10th January 2017. The letter from the Chair of the Environmental Scrutiny Committee (dated 13th January 2017) containing the Committee's feedback is included in Appendix 3 to this report.
25. Further engagement with Local Members will be undertaken through Member Briefings in January.

Reason for Recommendations

26. To obtain Cabinet approval to publish the draft Cycling Strategy and undertake a public consultation.

Financial Implications

27. As this report is recommending the launch of the draft Cycling Strategy and an associated public consultation period there are no direct financial implications arising from this report. Any proposals to implement proposals included in the draft Cycling Strategy will have financial implications for the Council. At the appropriate time when decisions to proceed with specific proposals are being considered these will need to be supported by robust financial analysis, including funding

arrangements. The Council has an indicative Capital Programme allocation of £400,000 p.a. Any such capital and revenue expenditure arising from schemes would need to be managed within approved budgets and any external funding received by the Council e.g. from Welsh Government grant.

Legal Implications

28. In considering this matter the Council should have regard to the following matters;

Duties

29. The Active Travel (Wales) Act 2013 (“the 2013 Act”), which makes provisions requiring local authorities to take reasonable steps to enhance the provision made for, and to have regard to the needs of walkers and cyclists, for requiring functions under the act to be exercised so as to promote active travel journeys and secure new and improved active travel routes and related facilities.
30. Section 17 of the Crime and Disorder Act 1998 ,which imposes a general duty on the Council, when exercising its functions, to take account of community safety dimension, with a view to reduce local crime and disorder in its area.

Consultation

31. The report refers to consultation and in determining the way forward due regard should be had to the outcome of such exercise.
32. It is noted certain individuals and organisations have requested to be consulted upon under the 2013 Act. The 2013 Act places a duty on Councils, amongst other things, to consult for a minimum of 12 weeks for the existing route map, to ask people their views on current and future mapping of cycling and walking routes and consult on specific schemes.

Equality Duty

33. In considering this matter the decision maker must have regard to the Council’s duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: (a). Age,(b) Gender reassignment(c) Sex (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h)Sexual orientation (i)Religion or belief – including lack of belief.

34. The decision maker should also have regard when making its decision to the Council's wider obligations under the Wellbeing of Future Generations (Wales) Act 2015. In brief the act makes provision with regards promoting/improving wellbeing.

HR Implications

35. The Council will put in place an employee benefit scheme for the purchase of bicycles through salary sacrifice, for the purpose of cycling to work.
36. A Cycle to Work scheme provider has been chosen via the NPS Framework, which following sign off should enable eligible staff to purchase bikes from January 2017.
37. The Cycle to Work purchase scheme will:-
- Support the Council's Employee Health and Wellbeing agenda, identified as a key priority from the last Council Employee Survey,
 - Contribute to raising awareness of the Council's commitment to improving and encouraging Sustainable Transport options,
 - Support the Council's Travel Plan Programme,
 - Contribute to mitigating the impact of its operations on the environment, and;
 - Give employees alternative transport options thereby supporting County Hall parking restrictions.

RECOMMENDATIONS

It is recommended that Cabinet;

- 1) Agree for a public consultation to be undertaken on the draft Cardiff Cycling Strategy, as set out in Appendix 1 to this report;
- 2) Approve the proposed Cycling Strategy Engagement Plan, as set out in Appendix 2 to this report; and
- 3) Note the decision to approve the final Cardiff Cycling Strategy, following consultation, will be the subject of a separate Cabinet report.

ANDREW GREGORY

Director

13 January 2017

The following appendices are attached:

Appendix 1: Cardiff Cycling Strategy 2016-2026

Appendix 2: Cycling Strategy Engagement Plan

Appendix 3: Response from Chair of Environmental Scrutiny Committee 13th January 2017

The following background papers have been taken into account

Cardiff Bike Life 2015

Cardiff Integrated Network Map for Cycling (Arup)

Cardiff Strategic Cycle Network Plan 2011

Cardiff Local Development Plan 2006-2026

Cardiff Local Transport Plan 2015-2020