


REPORT TO ECONOMY, SKILLS, TRANSPORT AND ENVIRONMENT SCRUTINY BOARD

14 September 2017

Subject:	Sandwell Cycling Infrastructure programme 2017/18 and 2018/19
Cabinet Portfolio:	Councillor David Hosell - Cabinet Member for Highways and Environment and Councillor Paul Moore - Cabinet Member for Regeneration and Economic Investment
Director:	Alison Knight, Executive Director - Neighbourhoods
Contribution towards Vision 2030:	
Exempt Information Ref:	N/A
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DECISION RECOMMENDATIONS

That Economy, Skills, Transport and Environment Scrutiny Board:

1. Consider the responses to the questions raised by members in relation to the report presented to Cabinet on 26th July 2017.
2. Comments on the process for approving cycle infrastructure projects and the role of the Board in this.
3. Comments on the cycle infrastructure programme for 2017/18 and 2018/19
4. Considers its involvement in formulating the future programme of cycle infrastructure schemes as part of the review of Sandwell's Cycling Strategy due to be carried out during 2018.

1 PURPOSE OF THE REPORT

- 1.1 The item was referred for scrutiny to consider at Cabinet on 26th July 2017 (minute 129/17). This report will fully respond to questions raised by Cllrs Hickey and P Hughes at that meeting and give an opportunity for the Board to comment and input to the process of formulating and implementing the Council's future cycle infrastructure programme.

2 IMPLICATION FOR THE COUNCIL'S AMBITION

- 2.1 The provision of a safe and convenient network of cycle routes will help address the health impacts of inactivity thus contributing to Vision 2030 Ambition 2 (see paragraphs 6.1 to 6.3 in the attached Cabinet report).
- 2.2 All three tiers of the cycling network; National, Metropolitan and Local, contribute to the provision of a high quality transport system linking homes to jobs and facilities (Vision 2030 Ambitions 6 and 7).

3 BACKGROUND AND MAIN CONSIDERATIONS

- 3.1 The full background to this report is contained in the Cabinet report at Appendix A. The matter was referred to the Economy, Skills, Transport and Environment Scrutiny Board in order that it may have an opportunity to consider the responses to the questions raised at Cabinet (contained at Appendix B) and comment on the infrastructure programme contained at Appendix A.
- 3.2 The Sandwell Cycling Strategy, which provides the framework for developing the local cycle infrastructure network in the Borough is due to be reviewed and refreshed in 2018. Members of the Board are asked to consider how it can assist in the development of the revised strategy.

4 THE CURRENT POSITION

- 4.1 The Government's Cycling & Walking Investment Strategy was published in April 2017 with the aim of making cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The strategy seeks to double the 2013 number of journeys, or part journeys, made by cycle by 2025. Within Sandwell, the Black Country and the wider West Midlands a great deal of work has already taken place that supports, and will continue to support the national strategy. The West Midlands Cycling Charter was adopted in September 2015 to outline key principles among partners to deliver a required step change in cycling across the West Midlands.
- 4.2 The cycle route network consists of three tiers; the National Cycle Network (NCN), the Metropolitan Cycle Network as identified in Movement for Growth, and a local Sandwell Network identified in the Sandwell Cycling

Strategy. The network within Sandwell is shown on the plan attached to the Cabinet report at Appendix X. The network is included in the Black Country Core Strategy (BCCS), the Sandwell Site Allocations & Delivery Plan (SAD) and the West Bromwich Area Action Plan (WBAAP).

- 4.3 The National Cycle Network in Sandwell consists of two routes; Route 5 (Reading to Holyhead) which runs along the Birmingham Canal as far as Galton Bridge before running north into Walsall via West Bromwich and Sandwell Valley; Route 81 which continues along the canal from Route 5 at Galton Bridge to Wolverhampton.
- 4.4 The Metropolitan Network is still being developed but includes the following;
- Walsall to West Bromwich
 - Walsall to Birmingham via Great Barr
 - West Bromwich to Halesowen via Oldbury
 - Wednesbury to Dudley
 - Wolverhampton to Birmingham via West Bromwich
 - Dudley to Birmingham via Smethwick
 - Halesowen to Birmingham via Warley
- 4.5 The Local Network includes all other routes including those off road routes through Sandwell Valley and other green/open spaces as well as the public highway sections.
- 4.6 Sandwell's own Cycling Strategy, upon which much of the local network is based, was adopted over a decade ago. Whilst the overall strategy of 'islands of safe cycling' linked by signed routes, and the network that supports it, remains relevant, it is intended to refresh the strategy during 2018 to reflect the national and West Midlands strategies adopted in the intervening years.

5 **CONSULTATION (CUSTOMERS AND OTHER STAKEHOLDERS)**

- 5.1 The Cabinet report (at Appendix A) of 26th July 2017 concerned the process for consultation and approval. This report provides an additional level of engagement adding to the robustness of the process.

6 **ALTERNATIVE OPTIONS**

- 6.1 Consideration of options for each project in the programme forms part of the process set out in the attached cabinet report. For each scheme, the options considered and the reasons for recommend option will be set out in the individual approval reports as they are submitted to the Cabinet Member for Highways & Environment.

7 STRATEGIC RESOURCE IMPLICATIONS

- 7.1 Full details are contained in the Cabinet report at Appendix A. In summary, the majority of funding for 'stand alone' cycle infrastructure projects comes from three sources; Sandwell's Integrated Transport Block (ITB) allocated annually by Central Government; regional/sub-regional initiatives such as Managing Short Trips (MST); and the Government's Local Sustainable Transport Fund and similar funding streams.
- 7.2 £100k of ITB is allocated to the 'Measures to Encourage Cycling' category in 2017/18. It is anticipated that the 2018/19 figure will be the same. In addition some of the projects funded from other categories such the 'Measures to Encourage Walking' and the various safety-related categories include a cycling element.
- 7.3 Major schemes such as that proposed for Birchley Island also include facilities for cyclists. However as these are an integral part of the project and not separately funded, they are not included in this report.
- 7.4 The table contained at Appendix A identifies the source(s) from which each project in the programme is funded.

8 LEGAL AND GOVERNANCE CONSIDERATIONS

- 8.1 These are set out in the attached Cabinet report at Appendix A.

9 EQUALITY IMPACT ASSESSMENT

- 9.1 The Sandwell Cycle Strategy and the West Midlands Strategic Transport Plan-Movement for Growth were the subject of Equality Impact Assessments as part of their approval process. Individual projects will be subject of Equality Impact Assessments as part of their formulation and the results reported to the Cabinet Member for Highways & Environment.

10 DATA PROTECTION IMPACT ASSESSMENT

- 10.1 The recommendations in this report do not result in the collection or retention of personal data.

11 CRIME AND DISORDER AND RISK ASSESSMENT

- 11.1 There are no Crime and Disorder issues arising from the recommendations set out in this report. Individual projects require Cabinet Member approval

and will be subject of risk assessments as part of the approval process. Any resultant implications for crime and disorder will be included in the report.

12 SUSTAINABILITY OF PROPOSALS

12.1 All 'on-road' cycle infrastructure and those 'off road' routes that are parts of the public rights of way network form part of the Borough's highway network and the cost of their maintenance is covered by the overall highways maintenance budget. The canal-based routes remain the responsibility of the Canals & Rivers Trust.

13 HEALTH AND WELLBEING IMPLICATIONS (INCLUDING SOCIAL VALUE)

13.1 These are set out in the attached Cabinet report at Appendix A.

14 IMPACT ON ANY COUNCIL MANAGED PROPERTY OR LAND

14.1 There are no direct implications for Council managed property or land arising directly from this report. Cycle routes on the highway network form part of the highways asset and are managed as such.

15 CONCLUSIONS AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

15.1 In order that a robust process is in place for the development of the Sandwell Local Cycle Network and for the implementation of individual cycle infrastructure projects, the Board is asked to;

- Consider the responses to the questions raised by members in relation to the report presented to Cabinet on 26th July 2017.
- Comment on the process for approving cycle infrastructure projects and the role of the Board in this process.
- Comment on, and if appropriate, endorse the cycle infrastructure programme for 2017/18 and 2018/19
- Consider its involvement in formulating the future programme of cycle infrastructure schemes as part of the review of Sandwell's Cycling Strategy due to be carried out during 2018.

16 BACKGROUND PAPERS

16.1 Report to Cabinet; Local Transport Settlement 2017/18 – 22:03:17

- 16.2 West Midlands Strategic Transport Plan: Movement for Growth (June 2016)
- 16.3 Highways Act 1980
- 16.4 Cycling in Sandwell: The Strategy (1999)
- 16.5 Black Country Core Strategy (2011)
- 16.6 Sandwell Site Allocations & Delivery Plan (2012)
- 16.7 West Bromwich Area Action Plan (2012)
- 16.8 Public Health England – Sandwell Health Profile (2015)
- 16.9 Sandwell Trends
- 16.10 Department for Transport - National Travel Survey: England 2015
- 16.11 European Commission: Science for Environment Policy - Cycling infrastructure: financial returns can be over 20 times the initial investment

17 **APPENDICES:**

A - Cabinet Report and Appendices; 26:06:17

B- Scrutiny questions and responses.

Alison Knight
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