



Department for Environment and Community Services

Cycling Delivery Plan – Consultation Response from South Gloucestershire Council

South Gloucestershire Council welcomes the publication of this draft plan and the commitment to delivering a step change in active travel habits. We feel that the importance of making walking or cycling the default choice for local journeys cannot be overstated, and would highlight that almost the entire population is a pedestrian for at least part of every single journey they make. It is for this reason that we feel it is crucial that this plan is neither considered as, nor branded as purely a delivery plan for cycling. Our response to each of the themes set out in the delivery plan is considered below:

Theme 1: Vision, leadership and ambition

- Throughout this document equal importance has been given to Cycling and Walking, we therefore feel it should be re-named “Cycling and Walking Delivery Plan”
- Initiatives to increase cycling levels amongst school children (such as Bikeability) are likely to have an unintended negative impact on the number of children who walk to school. It should therefore be considered whether the target to increase the number of children who walk to school ought to be extended to cover the number of children who walk or cycle to school. The overall measure of success should be an increase in the number of children travelling to school by active modes of travel, and there is no need to differentiate between walking and cycling when setting a target for this measure.
- Clarification is needed on how the partnership arrangement would work, and specifically what is meant by “priority access to funds”.

Theme 2: Funding

- The draft Delivery Plan states that the current level of spending on cycling is around £5 per person each year. However, outside of London the current figure will be significantly lower than this. We consider that an increase to £10 per person would be unrealistic for authorities outside of London, without the commitment from Government of significant additional funding for cycling.
- No similar assessment is made of investment in walking, and it is considered that the overall commitment should be to increasing expenditure on walking and cycling schemes with the aim of promoting these active travel modes for local journeys, thereby achieving environmental and health objectives.
- A significant amount of officer time is currently taken up by the process of bidding for funding every year, it should be explained how/if this plan will seek

to address this issue by consolidating the funding sources for active travel projects. Given that rail and strategic highway investment plans are moving to a five year plan period, consideration should be given to placing funding for local transport, including walking and cycling, on a similar footing. This would give local authorities greater certainty when planning investment on walking and cycling schemes and programmes, as well as reducing the amount of resource used in developing bids for funding from multiple sources.

Theme 3: Infrastructure and planning

- Having a central body providing impartial advice on cycle and pedestrian design guidance is welcomed, however it should be considered whether professional bodies such as the CIHT could play a role rather than creating another body, and whether access to this advice be restricted to those authorities who enter into a partnership agreement or widened out to all?

Theme 4: Safety and the perceptions of safety

- Reference is made to the desire to continue Bikeability funding beyond 2015/16, but there is no commitment to funding over the ten year period of the plan. The continuation of Bikeability is considered essential to the improvement of safety, and a commitment to funding this scheme should be made.
- It is noted that there are no specific targets set in relation to cycle or pedestrian safety.

Governance and Monitoring

- Reference is made to the monitoring of relevant outcome measures, and it would be useful if these measures were identified, for example do they include measuring improvements in cyclist and pedestrian safety?

The goals and aspirations set out in this delivery plan are to be applauded, but it should be noted that the successful delivery of it is heavily dependent on the availability sufficient financial resources. It is noted that in its current form this delivery plan stops short of committing to providing these resources.

We trust that this response is considered useful and constructive, and look forward to the publication of a revised final version of the delivery plan.

Lee Lodder

Transport Planning Officer
South Gloucestershire Council