

**FINDINGS OF THE MEMBER-LED REVIEW ON CYCLING INFRASTRUCTURE**

*To:* **Economy and Environment Committee**

*Meeting Date:* **10 August 2017**

*From:* **Executive Director, Economy, Transport and Environment**

*Electoral division(s):* **All**

*Forward Plan ref:* **Not applicable**      *Key decision:* **No**

*Purpose:* **To consider the recommendations of the Member-led Review on Cycleways for future cycleway schemes.**

*Recommendation:* **Committee is recommended to:**

- a) Note the key findings of the Review (see section 2).**
- b) Approve the recommendations from the Review (see section 3).**
- c) Agree the publication of the detailed report.**

| <b><i>Officer contact:</i></b>  | <b><i>Member contacts:</i></b>  |
|---|---|
| Name: Tamar Oviatt-Ham<br>Post: Business Development Manager, ETE<br><br>Email: Tamar.Oviatt-Ham@cambridgeshire.gov.uk<br>Tel: 01223 715668 | Names: Cllr Mandy Smith<br>Post: Chair of the Review Group, Member-led Review into Cycling Infrastructure<br>Email: <a href="mailto:Mandy.Smith@cambridgeshire.gov.uk">Mandy.Smith@cambridgeshire.gov.uk</a><br>Tel: 01223 706398 |

## **1. BACKGROUND**

- 1.1 In September 2016, the Economy and Environment Committee agreed that Spokes set up a Member-Led Review to assess the success of recent cycleway schemes, including floating bus stops and crossings. The purpose of this Review was to develop our understanding of what makes a successful, and well-implemented, cycling infrastructure scheme.
- 1.2 With this enhanced understanding, the Council will be able to build on best practice, and continue to gain value for the public purse, as it plans future cycling infrastructure schemes, many of which are due to commence in 2017.
- 1.3 In December 2016, Members agreed the Review Group's Terms of Reference and final cross party membership (provided in the detailed report in Appendix 1)
- 1.4 The following 6 cycleway schemes were in the scope for review:
  - A10 Cambridge to Royston Cycleway
  - Hills Road Cycleway, Cambridge
  - Huntingdon Road Cycleway, Cambridge
  - Lisle Lane Cycleway, Ely
  - Wimblington Road Cycleway, March
  - Needingworth to Bluntisham Cycleway

## **2. MAIN ISSUES**

- 2.1 This review was conducted via online surveys which were open to the public and Members. In total there were 760 responses from the public and one response from a Member.
- 2.2 The public survey asked respondents about why they use the cycleway, how frequently, how safe the cycleway is, the impact on wider public safety and on the local environment, and how well the scheme was implemented.
- 2.3 The Member survey asked Members to detail any concerns/feedback they had received from local stakeholders about the cycleway and its implementation.
- 2.4 The results from both the public and Member surveys were collated and analysed. The detailed report is provided online at the following web link, while the Executive Summary is included here as Appendix 1:

[www.cambridgeshire.gov.uk/results-of-the-member-led-review-into-cycling-infrastructure](http://www.cambridgeshire.gov.uk/results-of-the-member-led-review-into-cycling-infrastructure)

- 2.5 The key findings from the surveys were as follows:
  - 71% of respondents used the cycleways.
  - 88% of respondents felt safe using the cycleways.
  - Almost half of the respondents (49%) use the cycleways daily or almost daily.

- The respondents use the cycleway mostly for exercise (18%), to avoid traffic (18%) and as a quicker travel option (17%). In addition, some praised the value of cycleways as a safer route of travel.
- Almost a third of respondents (32%) cycle more frequently following the creation of the cycleways.
- Of those who did not use the cycleway most (75%) said that their reasons were not due to the facility itself.
- In terms of the implementation process, most respondents felt that the following areas were adequate: the quality of public consultation; the quality of information provided; the consideration shown for public safety; and the level of consideration shown for residents' needs.
- The majority of respondents indicated that the efficiency of the construction process was very good.

### 3. RECOMMENDATIONS

The following recommendations have been prepared for officers to consider when planning future cycleway schemes. Many of these recommendations are already done as part of the planning and implementation process, however it is useful to re-iterate here since they have been raised by survey respondents:

- 3.1 Public consultation:** There were a few concerns from respondents about the final layout of the cycleways, which ideally should have been raised in the early design/planning stages. Officers should continue to encourage stakeholders to participate in public consultations, and consultation documents should be presented in a way that they are easily understood by stakeholders (not too technical).
- 3.2 Signage:** Cycleway schemes should wherever possible provide signage to show:
- distances in miles and journey times in minutes
  - identify which users are permitted on the cycleway
  - provide directions to key destinations
  - indicate any cycle links across the network
- 3.3 Inclusive use of cycleways:** Where possible, cycleways should be opened up to all Non-Motorised Users and this should be clearly signposted.
- 3.4 Regular updates:** Officers should provide stakeholders with regular updates on cycleway schemes, particularly where delays take place. This could be done for example through local community meetings, via social media, on the Council website, etc.
- 3.5 Consideration for local residents:** Officers have discussed with contractors some concerns raised about contractors at times being inconsiderate to local resident's needs/safety. This issue has been resolved.
- 3.6 Maintenance:** Cycleways should be regularly cleared of weeds/plants and hedges trimmed, to ensure that their full width can be used safely. The surface structure should also be inspected regularly.

- 3.7 Post-implementation surveys:** Following the launch of new cycleways, there should be a follow-up survey(s) to identify and address any concerns from the public. These surveys could be done using feedback cards through doors, an online survey, etc.
- 3.8 Publicity and promotion:** In order to encourage more frequent use of the cycleways there should be regular publicity campaigns evidencing positive feedback from users. In addition, any positive feedback received from the public should be publicised to highlight the Council's successes.

## **4. ALIGNMENT WITH CORPORATE PRIORITIES**

### **4.1 Developing the local economy for the benefit of all**

The following bullet points set out details of implications identified by officers:

- Adopting the recommendations of this Review will help to ensure that new cycleway schemes are cost-effective and provide maximum benefits to local communities.
- Improved cycleways in the future will provide a safe route for commuters and students, thereby supporting their contribution to the local economy.

### **4.2 Helping people live healthy and independent lives**

The following bullet points set out details of implications identified by officers:

- The provision of effective cycleways will provide users with a form of exercise to improve health.
- Cycleways promote independence by providing local communities with an accessible and affordable mode of travel.

### **4.3 Supporting and protecting vulnerable people**

There are no significant implications for this priority.

## **5. SIGNIFICANT IMPLICATIONS**

### **5.1 Resource Implications**

Where post-implementation surveys are carried out, there will be a cost attached which needs to be included in the overall project costs (see para. 3.7)

### **5.2 Procurement/Contractual/Council Contract Procedure Rules Implications**

Discussions with contractors have taken place on how to work better in the local community. This now has to be maintained, which will require officer follow-up.

### **5.3 Statutory, Legal and Risk Implications**

There are no significant implications within this category.

## 5.4 Equality and Diversity Implications

There are no significant implications within this category.

## 5.5 Engagement and Communications Implications

There is scope to improve the way public consultations are conducted (see section 3.1) and there is a need to publicise areas of success (see section 3.8)

## 5.6 Localism and Local Member Involvement

Local Members need to be encouraged to participate in future post-implementation surveys (see section 2.1)

## 5.7 Public Health Implications

The following bullet point sets out details of significant implications identified by officers:

- The provision of effective cycleways will provide users with a form of exercise to improve health.

| Implications   | Officer Clearance                        |
|--|--|
|  |  |
| Have the resource implications been cleared by Finance?  | Yes<br>Name of Officer: Sarah Heywood    |
|  |  |
| Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance? | Yes<br>Name of Officer: Chris Malyon     |
|  |  |
| Has the impact on statutory, legal and risk implications been cleared by LGSS Law?                       | Not applicable                           |
|  |  |
| Have the equality and diversity implications been cleared by your Service Contact?                       | Not applicable                           |
|  |  |
| Have any engagement and communication implications been cleared by Communications?                       | Yes<br>Name of Officer: Eleanor Bell     |
|  |  |
| Have any localism and Local Member involvement issues been cleared by your Service Contact?              | Yes<br>Name of Officer: Tamar Oviatt-Ham |
|  |  |
| Have any Public Health implications been cleared by Public Health  | Yes<br>Name of Officer: Tess Campbell    |

| Source Documents | Location |
|------------------|----------|
| None             |          |

## **Appendix 1: Executive Summary**

*(Excerpt from the Member-led Review of Cycling Infrastructure Detailed Report)*

The Economy and Environment Committee decided in September 2016 to conduct a Member-led review of cycling infrastructure. Subsequently, a Review Group made up of Spokes was set up to steer the review process.

In March 2017, an online survey was conducted to understand the effectiveness of six targeted cycle schemes in Cambridgeshire, and provide learning for future schemes. This survey was opened to the public and to Local Members, and there were 760 public respondents and one Member response received. Since the respondents were self-selecting, the results may not be representative of the views of the public as a whole. 78% of the responses related to the Hills Road cycleway in Cambridge.

The surveys provided hundreds of responses from respondents. Overall, respondents were pleased with the new cycleways and felt they offered a safe route for travel. The creation of the cycleways encouraged a third of respondents to cycle more frequently than they had done previously.

Some of the key findings from the surveys were:

- 71% of respondents used the cycleway.
- 88% of respondents felt safe using the cycleways.
- Almost half of the respondents (49%) use the cycleways daily or almost daily.
- The respondents use the cycleway mostly for exercise (18%), to avoid traffic (18%) and as a quicker travel option (17%). In addition, some praised the value of cycleways as a safer route of travel.
- Almost a third of respondents (32%) cycle more frequently following the creation of the cycleways.
- Of those who did not use the cycleway most (75%) said that their reasons were not due to the facility itself.
- In terms of the implementation process, most respondents felt that the following areas were adequate: the quality of public consultation; the quality of information provided; the consideration shown for public safety; and the level of consideration shown for residents' needs.
- The majority of respondents indicated that the efficiency of the construction process was very good.

Recommendations were made for future planning of schemes, based on the learning from these surveys. Many of them are already completed by Council officers, however where possible these should be enhanced:

- Make public consultations less technical, so that stakeholders can ably comment on plans to improve cycleways design and safety.
- Improve communication by providing local stakeholders with regular updates on the progress of schemes.

- Maintain cycleways (e.g. clear weeds and overgrown hedges) to encourage use and safe cycling.
- Conduct regular surveys following completion of a cycleway, to understand from users what is working and what is not. Ensure that relevant Local Members participate.
- In order to encourage more frequent use of the cycleways there should be regular publicity campaigns evidencing positive feedback from users. In addition, any positive feedback received from the public should be publicised to demonstrate the success of the Council's efforts.

These findings will be shared with Members, the public and Council officers.