



## **Growth and Development Scrutiny Group**

**Wednesday, 14 July 2021**

### **The Provision of Cycling Networks in the Borough**

#### **Report of the Director of Neighbourhoods**

##### **1. Purpose of report**

- 1.1. The purpose of the report is to provide the Growth and Development Scrutiny Group with information regarding the policy context which provides cycling provision in the Borough, to enable Councillors to consider the emerging issues related to cycling and to discuss the Borough's role in promoting further cycling usage.
- 1.2. The report follows a Councillor request for scrutiny in July 2020, regarding the provision of cycle paths in the Borough.
- 1.3. To assist discussion the Group will receive two presentations on the evening. The first will be from the Nottinghamshire County Council Team Manager for Local Transport Plans and Programme Development. The second will be from the Cycle Campaign Group for Nottingham 'Pedals' regarding the issues and opportunities for cycling in the Borough.

##### **2. Recommendation**

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) consider the information provided at the meeting
- b) make comments and recommendations on further actions regarding the provision of cycling in the Borough.

##### **3. Reasons for Recommendation**

- 3.1. There is a substantive body of evidence regarding the many benefits of cycling, not just for the cyclist's health and wellbeing but for the wider quality of environment in which we live, work and spend our leisure time as well as for overall environmental sustainability and carbon neutrality.

##### **4. Supporting Information**

###### **Strategic Policy Context**

- 4.1. In July 2020, the Department for Transport issued the policy paper 'Gear Change'. The plan describes the vision to make England a great walking and

cycling nation and it sets out the actions required at all levels of Government to make this a reality, grouped under four themes:

- Better streets for cycling and people
- Cycling and walking at the heart of decision-making
- Empowering and encouraging local authorities
- Enabling people to cycle and protecting them when they do.

### **Local Policy Context**

4.2. The Nottinghamshire Local Transport plan (LTP) sets out Nottinghamshire County Council's overarching transport strategy for Nottinghamshire and is supported by a cycling strategy delivery plan to complement the LTP in the delivery of both local and national objectives.

4.3. The Delivery Plan is a long-term strategy and sets out how the County Council, working with a number of local and national partners and stakeholders, aim to make cycling improvements that will deliver the LTP's goals and objectives; particularly those relating to improving the economy – access to jobs, reducing the impacts of congestion on the economy, and improving the visitor economy. The strategy delivery plan aims to:

- help focus resources and future cycling investment on improvements that will deliver the LTP's goals and objectives, particularly those relating to the economy and health
- help ensure that the County Council achieves value for money in its investment in cycling improvements
- assist the County Council in maximising external funding opportunities to help deliver the ambitions of this strategy.

### **Rushcliffe Planning Policy Context**

4.4. In terms of local planning policy and decisions on planning applications, the government sets out several requirements relating to cycling within the 2019 National Planning Policy Framework (NPPF).

4.5. The NPPF requires local planning policies to promote and support cycling in two main respects – from a health and active travel perspective and also from a sustainable transport perspective.

4.6. In respect of the first, the NPPF sets out that planning policies and decisions should enable and support healthy lifestyles by achieving development layouts that encourage both cycling and walking. In respect of sustainable transport, the NPPF sets out that transport issues should be considered throughout local plan-making and also as part of preparing and determining relevant development proposals in order to ensure that, alongside other matters, opportunities to promote cycling are identified and pursued. It is also required by the NPPF that planning policies should provide for high quality

walking and cycling networks and supporting facilities such as cycle parking, drawing on Local Cycling and Walking Infrastructure Plans prepared by local transport authorities.

- 4.7. While the latest NPPF post-dates preparation of the current Rushcliffe Local Plan, cycling is already promoted and supported by a number of Local Plan policies. Policy 14 of the 2014 Core Strategy, for example, identifies that the priority for new development is selecting sites already, or which can be made, accessible by cycling, walking and public transport. It also sets out that cycling provision should be prioritised, alongside walking and public transport, and ahead of measures to increase road capacity, in the delivery of transport networks to serve new developments. This includes, within Policy 14, an expectation that improvements to cycling facilities should be provided early in the build out period of new developments, and that these improvements should be sufficient to encourage sustainable modes of transport.
- 4.8. The site-specific policies within the Core Strategy for the plan's strategic allocations also set out a number of specific cycling related requirements. For example, for the Melton Road, Edwalton strategic allocation, it is required that there are improvements to cycling facilities through and beyond the site. In the 2019 Local Plan Part 2, cycling is promoted and supported most specifically by its Policy 39, which concerns the health impacts of development. The policy sets out that, where applicable, development proposals should support and enhance health by, alongside other provisions, providing new homes and employment developments in locations that promote walking and cycling.

## **5. Implications**

### **5.1. Financial Implications**

There are no specific financial implications arising directly from the report

### **5.2. Legal Implications**

There are no specific legal implications arising directly from the report

### **5.3. Equalities Implications**

There are no specific equality implications arising directly from the report

### **5.4. Section 17 of the Crime and Disorder Act 1998 Implications**

The promotion of safer cycling and the provision of secure storage and target hardening measures to reduce cycle theft should form a key strand of any future promotion of cycling in the Borough.

## 6. Link to Corporate Priorities

Quality of Life	The promotion of cycling has a significant impact on the health and wellbeing of a community.
Efficient Services	
Sustainable Growth	Sustainable travel is required to deliver sustainable housing growth to meet the current and emerging needs of all our communities
The Environment	To meet the challenges of climate change sustainable travel forms a key part of reducing carbon emission from our communities

## 7. Recommendations

It is RECOMMENDED that the Growth and Development Scrutiny Group:

- a) Consider the information provided at the meeting
- b) make comments and recommendations on further actions regarding the provision of cycling in the Borough

<b>For more information contact:</b>	Dave Banks- Director Neighbourhoods <a href="mailto:dbanks@rushcliffe.gov.uk">dbanks@rushcliffe.gov.uk</a>
<b>Background papers available for Inspection:</b>	Nil
<b>List of appendices:</b>	Nil