

CYCLING AND WALKING INVESTMENT STRATEGY

SOLENT TRANSPORT CONSULTATION RESPONSE



Solent Transport was established in 2007 as a partnership of the four local transport authorities in Solent (Hampshire County, Isle of Wight, Portsmouth City and Southampton City Councils). Solent Transport was established to consider strategic transport issues across the Solent area as a whole. Solent Transport works in partnership with relevant organisations, including the Partnership for Urban South Hampshire (PUSH), Solent LEP, Department for Transport, Highways England, Network Rail, South West Trains and the South Hampshire Bus Operators' Association.

As a predominantly urban area, cycling and walking already have an important role in the overall transport provision for Solent and account for around 25% to 35% of trips, depending on time of day. Solent has ambitious plans for growth, which will increase overall travel demand. Increasing the number and proportion of cycling and walking trips will need to be an important component of accommodating this increasing travel demand.

Solent Transport welcomes the opportunity to respond to the consultation on the proposed Cycling and Walking Investment Strategy.

Question 1

The Government would be interested to hear views on the approach and actions set out in section 8 of this strategy.

Solent Transport generally supports the approach outlined in section 8 of the strategy with the following additional observations.

The provision of high quality cycling and walking infrastructure is essential to increase the use of these modes. The current national cycling design standards (LTN 02/08) do not promote the quality of facilities that will lead to a step change in cycling levels. Ideally, LTN 02/08 should be replaced by new design standards that promote infrastructure design that is consistent with locations with high levels of cycling. This could draw on more recent local design guidance (e.g. London Cycling Design Standards). As a minimum, LTN 02/08 should be withdrawn and designers referred to these other more recent local design standards.

Solent Transport would welcome more specific funding streams to invest in cycling and walking. For example, an expansion of the Cycle Ambition Cities programme has only been made available to a limited number of locations and when the fund was expanded, only those cities who had already secured funding were able to bid. This programme should be continued and expanded to a wider range of urban areas, such as Solent.

Question 2

The Government would be interested to hear views on the potential roles of national government departments, local government, other public bodies, businesses and the voluntary sector in delivering the strategy and what arrangements could best support partnership working between them.

Solent Transport already has a key role in working in partnership with a range of other key stakeholders from the public and private sectors. Partnership working is only successful where it is to the mutual benefit of all the partners involved.

Looking at specific roles, national government needs to define overall policy and strategy, provide appropriate levels of national funding and provide the necessary guidance and standards for the delivery of projects.

National government should encourage projects to be delivered through partnership working between local government, other public bodies, businesses and the voluntary sector. The provision of funding is helpful to secure local contributions through partnership working. The *Better Connected South Hampshire* Local Sustainable Transport Fund project is a successful example of this approach in Solent, where £17.9m of Government funding was matched with local public and private sector contributions to deliver a £31.2m project that included a range of interventions to support walking and cycling. The project was delivered through partnership working with a range of bodies.

Question 3

The Government would be interested to hear suggestions and evidence of innovative projects and programmes, which could be developed to deliver the objectives outlined in Section 4.

In terms of increasing the general levels of cycling, it is important that detailed monitoring is undertaken in those cities implementing high quality segregated cycling infrastructure, to fully understand what impact this has on increasing cycling levels. This should include the London Cycle Super Highways and facilities being implemented in Cycle Ambition Cities. The monitoring should determine, through appropriate questions, how this type of infrastructure has influenced people's decision to cycle. The monitoring should also include a detailed analysis of road safety data.

In terms of promotion and marketing of cycling and walking, the award winning My Journey brand has been used in Solent. This includes comprehensive websites for the respective local authority areas:

<http://myjourneysouthampton.com/>

<http://myjourneyhampshire.com/>

<http://myjourneyportsmouth.com/>

Question 4

The Government would be interested to hear your views on how to increase cycling and walking in typically under-represented groups (for example women, older people, of those from black, Asian or minority ethnic backgrounds).

A component to increase cycling and walking amongst under-represented groups is to provide high quality infrastructure that is safe and is perceived to be safe. It is noticeable that in countries with high levels of cycling and high quality cycling infrastructure (e.g. the

Netherlands), there are much higher levels of cycling amongst groups that are under-represented in the UK. The monitoring referred to in Q.3 should specifically aim to understand how the application of high quality infrastructure in the UK is encouraging under-represented groups to cycle. Research should also be commissioned to comprehensively understand the reasons why under-represented groups are not cycling.

Investment in infrastructure should be supported by revenue funding to promote facilities and provide training and other programmes for under-represented groups, to encourage them to cycle and walk more. The proposed Access Fund programme can help with this.

Question 5

The Government would be interested to hear views on what type of assistance Local Authorities and Local Enterprise Partnerships would find beneficial to support development of ambitious and high standard Local Cycling and Walking Infrastructure Plans

The key role that Government can play here is to provide the evidence based guidance to ensure the development of Infrastructure Plans that will deliver meaningful outcomes and support the national objectives in relation to cycling and walking.

This should involve the provision of direct support, where requested by either local authorities or LEPs.