

Appendix One



Cycling Strategy 2003

Introduction

Cycling is an important element of the City's integrated transport policy and has a major contribution to make to the City's environmental, social inclusion, economic and health agendas.

In 1996 the then Department of Transport launched the National Cycling Strategy to create a focus for organisations and individuals to work together to quadruple the level of cycling by 2012 based on 1996 levels.

In 1998 the Department of Environment, Transport and the Regions (now Department for Transport) published the Integrated Transport White Paper which outlines the need to increase personal choice and encourage use of more sustainable modes of transport.

A draft cycling strategy was included in the Council's first Local Transport Plan in July 2000 with the overall aim of making cycling a 'mainstream' activity by creating more opportunities for people to cycle. Cycling continues to be a significant mode of transport within Hull with a 12% share of travel to work, (2001 Census), compared with 2% nationally.

This strategy builds on the draft cycling strategy and aims to recognise the links with and the contribution that cycling can make to the wider urban renaissance agenda.

This document sets out the current cycling provision, our aspirations for the next seven years (until 2010) and suggests ways of achieving those aspirations within a performance management framework that enables regular monitoring and reporting.

Background

Cycling is healthy, non-polluting, low cost and sustainable. It has a key role to play in the City's integrated transport policy. Whilst cycling in the past was mainly concerned with improving the environment and reducing congestion, there is a growing appreciation of the links with other priority areas such as health and social inclusion. The key to achieving the full potential of cycling is integration at policy and implementation levels and a partnership approach enabling co-ordination of activities carried out by the Council and the various agencies and stakeholders involved.

Policy Context

National Policy Documents

The National Cycling Strategy July 1996

This Strategy emphasised the important role of cycling within a sustainable transport policy framework and set an overall target of quadrupling the number of cycling trips by 2012 from 1996 levels. It highlighted the need for integrating cycling into related areas and suggested a partnership approach through closer cooperation between organisations in the public, commercial and voluntary sectors for achieving the objectives.

A New Deal for Transport: Better for Everyone, July 1998

The Government White Paper on the Future of Transport reaffirmed the important contribution cycling can make in an integrated transport system and endorsed the targets and aspirations outlined in the National Cycling Strategy. The White Paper expects local authorities to:

- Establish a local strategy for cycling as part of their local transport plans;
- Institute ('cycle reviews' of the road system) 'cycle audits' of proposed traffic schemes;
- Adapt existing road space to provide more cycle facilities;
- Make changes to traffic signalled junctions and roundabouts in favour of cyclists, giving them priority where this supports cycling;
- Apply speed restraint more widely to support their cycling strategies and provide for cyclists when applying speed restraint measures;
- Increase provision of secure parking for cycles;
- Maintain cycle lanes adequately to avoid hazards to cyclists;
- Use their planning powers to promote cycling through influencing the land use mix, layout and design of development and through the provision of cycle facilities.

Planning Policy Guidance Note 13: Transport, March 2001

The PPG 13 emphasises the need to integrate land use and transport policies to promote more sustainable modes of transport and reduce the need to travel, especially by car. The guidance note supports the requirements of the White Paper and states that local authorities when preparing their development plans and determining planning applications should:

- In conjunction with work on the local transport plan, review existing provision for cyclists, in order to identify networks and routes, including those to transport interchanges, along which the needs and safety of cyclists will be given priority, and set out the specific measures which will be taken to support this objective;
- Influence the design, location and access arrangements of development, including restrictions on parking, to ensure it promotes cycling;
- Seek the provision of convenient, safe and secure cycle parking and changing facilities in developments and the provision of cycle storage facilities at transport interchanges, including park and ride sites;
- Seek the provision of convenient, safe and secure cycle parking in town centres;
- Seek the provision of cycle routes and cycle priority measures in major new developments. As with pedestrian routes, cycle routes should not be isolated from other activity so as to promote personal safety; and
- Where appropriate, assist in the completion of the National Cycle Network, and additional key links to and from the Network, as well as promoting local networks.

National Service Framework (NSF) for Coronary Heart Disease. Department of Health, 2000

The NSF's play an important part in setting national standards and defining strategies for implementation. This NSF outlines the need for local strategies to promote physical activity:

"A local strategy to promote physical activity could include the promotion of cycling and walking as modes of transport".

The Game Plan: A strategy for delivering the government's sport and physical activity objectives. Department of Culture, Media and Sport/Strategy Unit.

This document includes the current national physical activity target of 70% of the population to be engaging in at least 5 half hourly sessions per week of moderate intensity physical activity by 2020.

Local Policy Documents

Local Transport Plan

Under the Transport Act 2000, Local Authorities are required to publish a Local Transport Plan (LTP) at least every 5 years. LTP's are policy statements which identify the measures and monitoring that will be implemented in order to achieve stated objectives. The current LTP was published in 2001 to cover the period until 2006. The plan includes the initial draft cycling strategy.

Local Plan – The Hull City Plan

The Hull City Plan brings together planning policies and proposals and provides a clear framework for development. The Plan's main concerns are land use and change and the physical environment although social and economic considerations are taken into account. Selected key policies relevant to cycling or its wider objectives are given below:

Movement Policies

- M1: A balanced transport system.
- M2: Transport and sustainable development.
- M9: Cycle and pedestrian routes and facilities.
- M11: Designing cycle and pedestrian routes and pedestrian areas.
- M12: Protecting proposed cycle and pedestrian schemes.
- M13: Traffic in Housing areas.
- M15: Designing traffic management and traffic calming schemes.
- M23: Cycle parking.
- M33: Cycle parking and development.

The Local Plan is due to be replaced by a new Local Development Framework by March 2007 as part of the new spatial planning system. All the current Local Plan strategies, policies and standards will be reviewed as part of this process, and kept under regular review (at least 3-yearly).

Strategy Development

Hull has one of the highest levels of cycling in the UK. Whilst the potential is there to increase cycling significantly and establishing it as the main mode of transport for many people in Hull, the achievement of National targets of quadrupling the number of cycling trips by 2012 from 1996 levels is not practical due to the high levels of cycling compared with most other Local Authorities. Local targets in Hull need to be realistic as well as challenging. With this in mind the following objectives have been chosen which form the basis of the proposed strategy for Cycling in Hull.

Objective 1 – Increase Cycle Use

Increasing cycle use, in particular journeys to work by cycle would complement the recently approved Parking Strategy and contribute to addressing problems of peak hour congestion on routes into the City Centre. This is in line with government objectives as defined in the White Paper on the Future of Transport, PPG13 (Transport), the Local Transport Plan and Hull CityPlan policies M1, M2, M9, M11 and M12.

Objective 2 – Reduce Road Casualties Involving Cyclists

Road accident casualties involving cyclists and perception of poor safety is one of the main barriers to cycling. Reducing cycle casualties would contribute to achieving the objectives set out in the recently approved Road Safety Strategy as well as encourage more people to take up cycling. This is in line with Government objectives as defined in the White Paper on the Future of Transport, the Local Transport Plan and Hull CityPlan policies M11, M13 and M15.

Objective 3 – Reduce Cycle Theft

Lack of secure cycle parking facilities is also a major barrier to cycling. Provision of appropriate parking places at key destinations would assist with reducing crime and the fear of crime, contribute to the perception of the City as a high quality, attractive retail, employment and leisure destination and encourage more people to take up cycling. This is in line with the government objectives as set out in the National Cycling Strategy, the White Paper on the Future of Transport, the Local Transport Plan and Hull CityPlan policies M23 and M33.

Objective 4 – Encourage Life Long Cycling

The first 3 objectives are mainly concerned with provision of physical measures needed to establish a safer and more favourable cycling environment. This objective is aimed at changing attitudes towards cycling and convincing potential cyclists that more cycling is a practical option. Pupils and their parents are a key target group in this report. This is in line with the government objectives as set out in the National Cycling Strategy, the White Paper on the Future of Transport and the Local Transport Plan.

Objective 5 – Improve Health by More Cycling

There is overwhelming evidence to support the valuable contribution that physical activity can make to the physical and mental health, well being and quality of life of our population. Cycling is a relatively accessible mode of transport which has the potential to make a significant contribution to strategies for promoting physical activity. This objective is aimed at encouraging a cultural shift towards active living through promoting cycling. This is in line with the government objectives as set out in the National Cycling Strategy, the White Paper on the Future of Transport, the National Service Framework for Coronary heart Disease and the Game Plan, the government's strategy for delivering sport and physical activity objectives.

Where are we Now?

Key Data

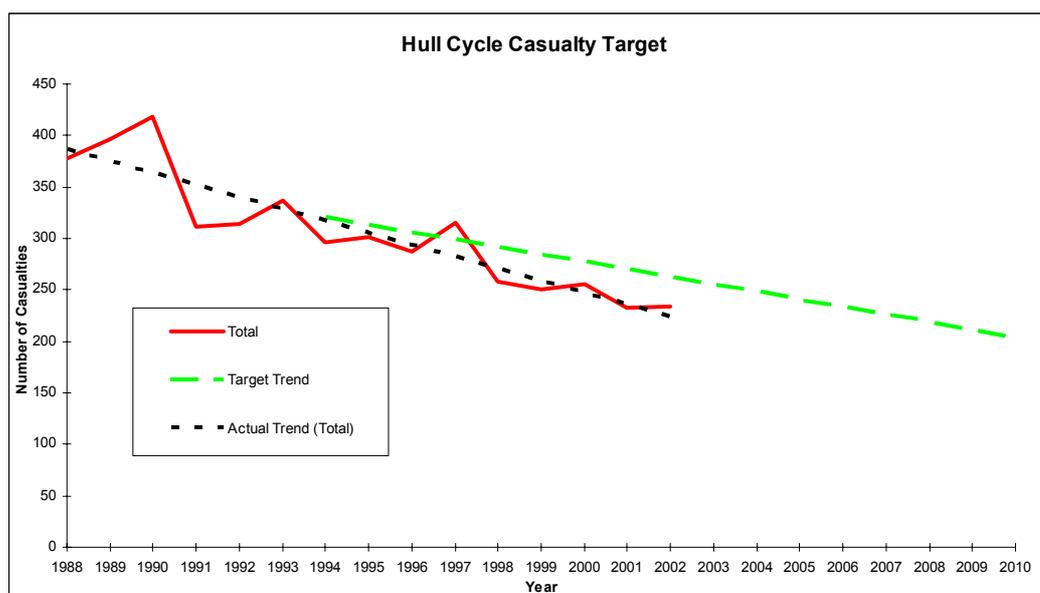
- 38 Km of off-road cycle tracks
- 40 Km of cycle lanes on the road
- 12 Km of signed routes through traffic calmed areas and quiet streets
- 91 advanced stop lines for cyclists
- 17 Toucan crossings
- A cycling training programme in schools training 1500 pupils p/a
- 700 cycle parking places on-street
- 72 cycle parking places in off-street car parks
- 58 cycle parking places at Park and Ride sites
- 5th highest level of cycling to work in the UK – 12% compared to 2% nationally.
- 234 casualties involving cyclists in 2002
- 1664 reported cycle thefts in 2002
- 3 National Cycle Network Routes

Comparator Figures

UK Rank Cycle to Work 2001	%Cycle to Work 1991	%Cycle to Work 2001	Change	Cycle Casualties 94-98 Average	2002 Casualties	Change
1 Cambridge	26%	28%	2%	297	235	-21%
2 Oxford	16%	16%	0%	160	157	-2%
3 York	18%	13%	-5%	117	134	14%
5 Hull	13%	12%	-1%	291	233	-20%

4th rank = Isles of Scilly (no data available).

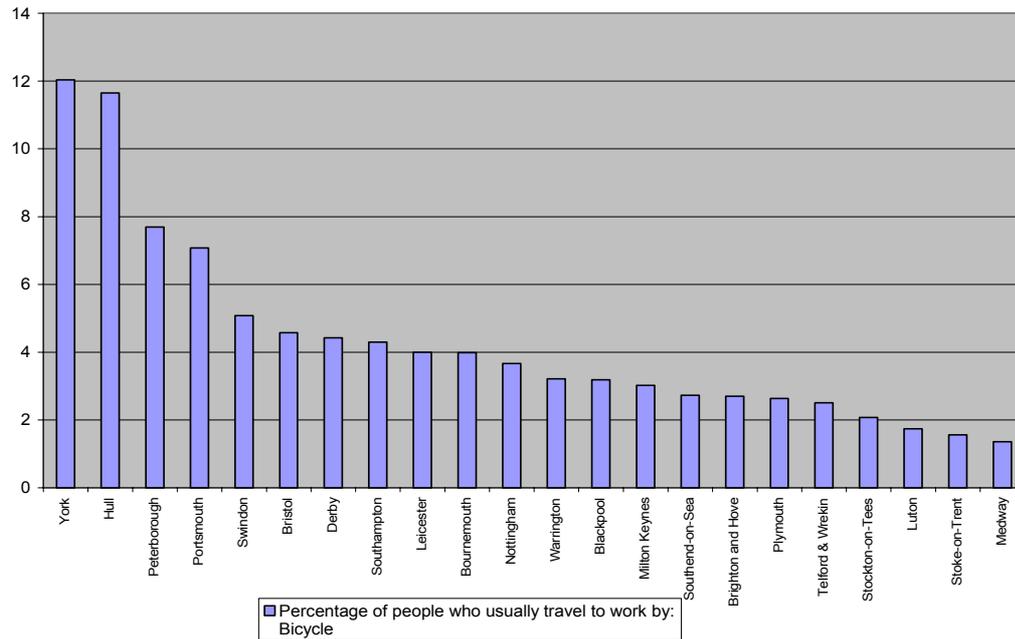
Cycle Casualty Reduction Target to 2010 (Based on 1994-98 Average)



Target: To reduce fatal and serious cycle casualties by 50% and all cycle casualties by 30% compared with the 1994-98 average, by 2010.

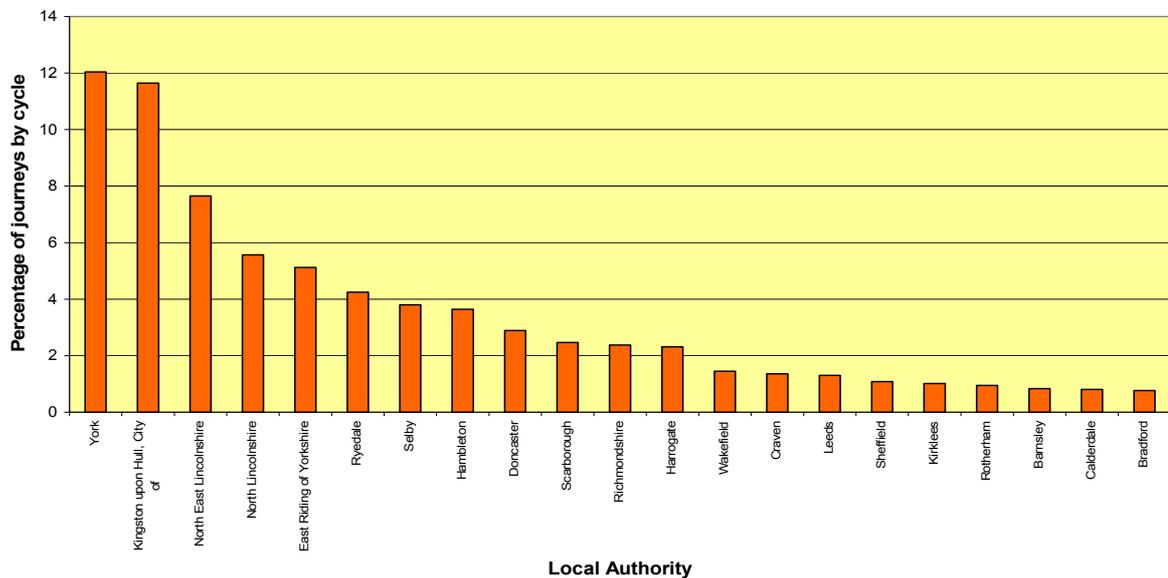
Cycle Usage

Comparator Authorities % travel to work by bicycle*



*Office of National Statistics -2001

Journey to work by cycle - Yorkshire and Humber 2001



Consultation

A cycle Forum was set up in 1996 and this continues to form a valuable mechanism for the exchange of ideas. Local cycle user groups meet regularly with Council Officers to discuss traffic management, accident remedial and development schemes, to ensure maximum benefits are achieved for cyclists.

WHERE DO WE WANT TO BE?

<u>OBJECTIVES</u>	<u>MEASURE</u>	<u>TARGETS</u>	<u>INITIATIVES</u>
1) To increase the number of journeys by cycle.	<ul style="list-style-type: none"> i) Annual cycle flows on 13 roads crossing the High Level railway line cordon. ii) Continuous automatic monitoring of cycle flows at 9 sites city-wide. iii) National Census statistics for proportion of journeys to work by cycle. 	<ul style="list-style-type: none"> i) Increase cycle flows by 20% by 2010. ii) Increase proportion of journeys to work by cycle to 16% by 2011 from 12% in 2001. 	<ul style="list-style-type: none"> i) Programme of schemes for new cycle facilities as part of Transport Capital Programme. ii) Integrate cycle facilities into all new traffic calming and traffic management schemes where possible. iii) Integrate cycle facilities into new developments. iv) Provide new cycle facilities as part of maintenance schemes. v) Integration of cycling into all areas of Council activity. vi) Provide clear signing of cycle routes for users. vii) Provide cycle facilities at signal junctions. viii) Promote benefits of cycle use
2) To reduce the number of cyclists injured in road accidents.	<ul style="list-style-type: none"> i) Number of fatal/serious cycle casualties per year. ii) Number of slight cycle casualties per year. 	<ul style="list-style-type: none"> i) Reduce fatal and serious cycle casualties by 50% compared with the 1994-98 average, by 2010. ii) Reduce all cycle casualties by 30% compared with the 1994-98 average, by 2010. 	<ul style="list-style-type: none"> i) Programme of Local Safety Schemes. ii) Programme of Safer Route to School Schemes. iii) Safety Audit.
3) To reduce cycle theft.	<ul style="list-style-type: none"> i) Number of cycle parking places provided. ii) Cycle theft figures. 	<ul style="list-style-type: none"> i) To install 1100 cycle parking spaces by 2010 (730 at March 2003). 53 spaces per year to be provided to 2010. ii) Reduce cycle theft by 50% by 2010/11 from 2118 in 2000/01. 	<ul style="list-style-type: none"> i) Annual programme to install cycle parking stands. ii) Provision of cycle parking in new developments. iii) Provision of secure cycle parking at all Park and Ride sites. iv) Provision of cycle stands in off street car parks. v) Provision of cycle stands in schools. vi) City wide CCTV system.

WHERE DO WE WANT TO BE? (Continued)

<u>OBJECTIVES</u>	<u>MEASURE</u>	<u>TARGETS</u>	<u>INITIATIVES</u>
4) To encourage life long cycling.	<ul style="list-style-type: none"> i) Number of school pupils receiving practical cycle training. ii) Number of Safer Routes to School initiatives. 	<ul style="list-style-type: none"> i) To offer cycle training to every primary school every year. ii) Develop schemes for all schools by 2010. 	<ul style="list-style-type: none"> i) Promotion and development of Practical Cycle Training initiative in all primary schools. ii) Programme of Safer Routes to Schools Schemes.
5) To improve health by encouraging more cycling.	<ul style="list-style-type: none"> i) % of population engaged in physical activity including cycling. 	<ul style="list-style-type: none"> i) 70% of population to be engaging in at least 5 half hourly sessions per week of moderate intensity physical activity by 2020. 	<ul style="list-style-type: none"> i) Promotion of Cycling in partnership with the local Primary Care Trust and other organisations as part of initiatives to promote health and physical activity.

HOW DO WE GET THERE?

<u>ACTION</u>	<u>TARGET</u>	<u>RESPONSIBILITY</u>	<u>RESOURCES</u>
1) Annual programme of cycle facilities.	Next programme due April 2004.	Traffic Services	£350,000 in 2004/05. Minimum £350,000 per year in subsequent years.
2) Cycle Audit all new traffic calming/management schemes to integrate cycle facilities.	Audit all schemes in 2004/05 Capital Programme.	Traffic Services	Included within scheme budget
3) Cycle Audit development proposals to provide/improve cycle facilities.	Audit all major development proposals in 2004/05.	Traffic Services Highway Development Control Planning Services	To be identified as part of the review of Highway & Development Control resources.
4) Cycle Audit all highway maintenance schemes to provide/improve facilities for cyclists.	Audit all schemes in 2004/05 Capital Programme	Traffic Services Highway Network Management	Included within scheme budget.
5) Produce Travel Plan for the Council with emphasis on cycling for Council employees.	Produce Plan by March 2005	LA21 team Passenger Transport	To be identified
6) Provide direction signs for cycle routes in the City.	One cycle route to be signed per year.	Traffic Services	Existing Resources
7) Provide advanced stop lines (ASL) at all new signal junctions.	Include ASL in all new schemes	Traffic Services	Existing Resources
8) Participate in relevant promotional events.	4 events planned for 2004/05	Traffic Services	Included within the 2004/05 Capital Programme.
9) Update and distribute Hull Cycle Map.	Update every 2 years. The next update due in 2004/05.	Traffic Services	Included within the 2004/05 Capital Programme.
10) Audit maintenance or improvement schemes with a view to adding ASL to existing junctions where possible.	Audit all schemes in 2004/05 maintenance and Capital Programme.	Traffic Services	Included within scheme budget

HOW DO WE GET THERE? (Continued)

<u>ACTION</u>	<u>TARGET</u>	<u>RESPONSIBILITY</u>	<u>RESOURCES</u>
11) Annual Programme of Local Safety Schemes including schemes which target cycle casualties.	Next Programme due April 2004.	Traffic Services	Existing Resources.
12) Annual Programme of Safer Routes to School Schemes.	Next Programme due April 2004.	Traffic Services	Existing Resources.
13) Safety Audit of highway improvement schemes.	Audit all highway improvement schemes with a value over £20,000.	Traffic Services	Included within Scheme Budget.
14) Installation of cycle parking stands.	Install 53 stands in 2004/05	Traffic Services	Existing Resources.
15) Enforcement of minimum cycle parking standards in new developments.	Enforce standards in all new developments.	Highway Development Control Planning Services	Existing Resources.
16) Review Cycling policies and standards as part of new Local Development Framework.	Adopt by March 2007	Planning Services	Existing Resources.
17) Install cycle parking at proposed Beverley Road Park & Ride site.	Install cycle stands as part of Park & Ride development in 2005/06.	Traffic Services Passenger Transport	Park & Ride provision subject of separate Capital bid.
18) Install cycle stands in off-street car parks.	Install cycle stands in all City Council controlled car parks by 2004/05.	Traffic Services	Existing Resources
19) Install cycle stands in schools as part of Safer Route to Schools Programme.	Next Programme due April 2004.	Traffic Services	Existing Resources
20) Provision of City-wide CCTV	240 CCTV cameras by March 2004.	Construction Procurement	Project funded through Home Office grant.

HOW DO WE GET THERE? (Continued)

<u>ACTION</u>	<u>TARGET</u>	<u>RESPONSIBILITY</u>	<u>RESOURCES</u>
21) Provide cycle training for City's primary schools.	1500 pupils to receive practical cycle training in 2004/05.	Traffic Services	Existing Resources
22) Review Trans Network Pennine Trail (National Cycle Routes 1 and 65) through the City with the aim of providing a combined cycle/pedestrian route along the Humber foreshore.	Review route by December 2004.	Traffic Services Planning Services Trans Pennine Trail Office	Existing Resources

HOW DO WE KNOW WE ARE GETTING THERE?

<u>OBJECTIVES</u>	<u>OUTPUT INDICATORS</u>	<u>TARGETS</u>	<u>TREND</u>
To increase the number of journeys by cycle.	Number of cycling schemes. Number of cycle routes signed. Number of advanced stop lines installed.	3 1 9 at 3 signal junctions	
To reduce the number of cyclists injured in road accidents.	Number of cycling schemes designed to address casualties. Number of Safer Routes to School schemes designed to address casualties.	2 2	
To reduce cycle theft	Number of cycle parking places provided on the highway. Number of cycle parking places provided at off-street car parks.	53 12	
To encourage safe cycling from an early age.	Number of pupils receiving practical cycle training. Number of Safer Routes to School schemes designed to encourage cycling.	1500 1	
To improve health by encouraging more cycling	Number of health related promotional events supported.	1	

TARGETS ARE FOR FINANCIAL YEAR 2003/04

HOW DO WE KNOW WE ARE GETTING THERE?

<u>OBJECTIVES</u>	<u>OUTCOME INDICATORS</u>	<u>TARGETS</u>	<u>TREND</u>
To increase the number of journeys by cycle.	Cycle to work levels from 12% of journeys in 2001.	Increase proportion of journeys to work by cycle to 16% by 2011.	
	Cycle flows at designated cordon sites from 7415 in 2000.	Increase cycle flows by 20% by 2010..	
To reduce the number of cyclists injured in road accidents.	Number of casualties involving cyclists.	* Reduce fatal and serious cycle casualties by 50%	
		*Reduce all cycle casualties by 30%.	
To reduce cycle theft.	Number of reported cycle thefts from 2118 in 2000/01.	Reduce cycle theft by 50% by 2010/11	
To encourage safe cycling from an early age.	Number of pupils receiving practical cycle training.	To offer cycle training to every primary school.	
To improve Health by encouraging more cycling.	% of population engaged in physical activity.	Local targets to be developed.	

*Targets are for 2010 based on the average for 1994-1998.

Conclusion

Cycling has many benefits for the individual as well as the community as a whole. In Hull cycling has remained popular despite the steady rise in car ownership levels. Between 1991 and 2001 the proportion of trips by cycle remained fairly stable in Hull whilst there was reduction in the proportion of cycle use nationally. The 2001 census figures indicate that 12% of the journeys to work in Hull are made by cycle compared to a decreasing national average of 2%. This gives Hull the 5th highest level of cycling to work in the UK.

Road accident casualties involving cyclists have continued to go down in recent years despite the high level of cycling in the City. Between 1991 and 2001 cycle casualties in Hull were reduced by 25%. In 2002, there were 20% fewer casualties involving cyclists in Hull compared to the 94-98 average. This puts the City well on the way to achieving the national casualty reduction targets and our own more challenging local targets for 2010.

The potential is clearly there to build on the City's large tradition of cycling and increase cycle usage through the provision of a comprehensive network of cycle facilities. This strategy aims to focus relevant resources to enable the achievement of the objectives by 2010. This will be done largely through the provision of appropriate facilities and infrastructure as well as educational and promotional activities aimed at changing attitudes towards cycling. Further increase in cycle usage can be achieved through full integration of land use and transport policies.

Some of the initiatives highlighted in this document are dependent on the availability of appropriate resources.