

1 Appendix: Overview from selected policies, strategies and guidance relevant to active transport

1.1 National policies, strategies and guidance

1.1.1 NICE

Walking and Cycling (NICE, LGB8, 2013)¹

This briefing, endorsed by the Department for Transport, summarises NICE's recommendations for local authorities and partner organisations on walking and cycling. It is relevant to many areas of local authority work, including the development of local plans, core strategies and joint health and wellbeing strategies, including several areas highlighted in the Public Health Outcomes Framework. Among the key actions are:

- Ensuring there is a network of paths for walking and cycling between places locally.
- Reducing road danger and perception of danger.
- Ensuring other policies support walking and cycling.
- Using local data, communication and evaluation to develop programmes.
- Including practical support, information about options (including public transport links to support longer journeys), routes, cycle parking and individual support.
- Focus on key settings .

It is important to pay particular attention to the needs of people whose mobility is impaired, such as people with physical disabilities, frail older people and parents or carers with small children. This will both ensure these groups benefit directly, and achieve a greater increase in walking and cycling across the population as a whole. Programmes to support cycling should include people who use adapted cycles (including tandems, trikes and quads as well as hand-cranked cycles).

Develop and implement school travel plans that encourage children to walk or cycle all or part of the way to school, such as:

- Addressing issues in the local environment.
- Introducing 'walking buses' and 'Bikeability' training.
- Setting performance targets for school travel plans.
- Developing parents and carers' awareness of the wider benefits of walking and cycling.

Physical Activity (NICE, LGB3, 2012)²

This local Government briefing identifies that supporting people of all ages to be more physically active can help local authorities meet their new public health responsibilities. Specifically, it will impact on a range of indicators identified in the public health and the adult social care outcomes frameworks including:

- Use of green space for exercise / health reasons.
- Child development excess weight in children and adults.
- Proportion of physically active and inactive adults.
- Self-reported wellbeing and health-related quality of life.

- Falls and injuries in the over-65s.
- Mortality from cardiovascular diseases (including heart disease and stroke), cancer and respiratory diseases.

Being physically active can help older people to maintain full and independent lives, help prevent osteoporosis and falls and reduce demand on health and social care services.

Increased levels of physical activity can help tackle social, reduce health inequalities and improve social cohesion as children from lower socioeconomic groups and some black and minority ethnic groups do less sport and exercise than those from higher socioeconomic groups.

Promoting and creating built or natural environments that encourage and support physical activity, (NICE, PH8, 2008)³

NICE have produce public health guidance on the promotion and creation of physical environments that support increased levels of physical activity. The guidance is for NHS and other professionals who have a direct or indirect role in – and responsibility for – the built or natural environment. This includes those working in local authorities and the education, community, voluntary and private sectors. Its recommendations include;

- Involve all local communities and experts at all stages of the development to ensure the potential for physical activity is maximised.
- Ensure pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing or maintaining streets and roads.
- Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.
- Ensure public open spaces and public paths can be reached on foot, by bicycle and using other modes of transport involving physical activity. They should also be accessible by public transport.
- Ensure public open spaces and public paths are maintained to a high standard. They should be safe, attractive and welcoming to everyone.
- Those involved with campus sites, including hospitals and universities, should ensure different parts of the site are linked by appropriate walking and cycling routes.
- Ensure new workplaces are linked to walking and cycling networks.

1.1.2 Department of Health

National Active Travel Strategy (2010)⁴

The Department of Health and Department for Transport have jointly published a new Active Travel Strategy. The strategy highlights plans to put walking and cycling at the heart of local transport and public health strategies over the next decade. The guiding principles for the strategy are that walking and cycling should be everyday ways of getting around – not just for their own sake but also because of what they can do to improve public health, tackle congestion, reduce carbon emissions and improve the local environment

Healthy Lives, Healthy People (2011)⁵

Healthy Lives, Healthy People (2011) is a Government White Paper that provides the strategy for Public Health in England. It responds to Professor Sir Michael Marmot's Fair Society, Healthy Lives (2010) report and adopts its life course framework for tackling the wider social determinants of health, and builds on Equity and Excellence: Liberating the NHS (2010). The Government is radically shifting power to local communities, enabling them to improve health throughout people's lives, reduce inequalities and focus on the needs of the local population. This White Paper highlights local innovation and outlines the cross-government framework that will enable local communities to reduce inequalities and improve health at key stages in people's lives, including:

- Empowering local government and communities, which will have new resources, rights and powers to shape their environments and tackle local problems.
- Designing communities for active ageing and sustainability. Making active ageing the norm rather than the exception, for example by building more Lifetime Homes, protecting green spaces and launching physical activity initiatives.

Active travel and physical activity need to become the norm in communities. The Department of Health will support local areas by providing good evidence on how to make these choices easier for populations by sharing learning from the experiences of the nine 'Healthy Towns', as well as sustainable travel and cycle towns. Initial evidence from the first round of cycle towns showed that there was an increase in cycling across all social groups combined with a reduction in sedentary behaviour and single car use, when compared with people in similar towns.

Start Active, Stay Active (2011)⁶

A UK-wide Department of Health document that presents guidelines on the volume, duration, frequency and type of physical activity required across the life course to achieve general health benefits. It is aimed at the NHS, local authorities and a range of other organisations designing services to promote physical activity. The document is intended for professionals, practitioners and policymakers concerned with formulating and implementing policies and programmes that utilise the promotion of physical activity, sport, exercise and active travel to achieve health gains.

Economic Assessment of Investment in Walking and Cycling (2010)⁷

This report compiles the best available cost benefit evidence from the UK and abroad from recent studies that have calculated health benefits alongside other benefits such as savings in travel time, congestion and accidents.

1.1.3 Department for Transport

Cycling and Walking Delivery Plan (draft 2015)⁸

A draft Cycling and Walking Delivery Plan sets out the UK Government's 10 year plan for encouraging hundreds of thousands more people to take advantage of the benefits of walking and cycling. It is currently under consultation. It sets out the specific actions that need to be taken in order to achieve government's vision. They are grouped into four broad themes; vision, leadership and ambition; funding; infrastructure and planning and safety and perceptions of safety.

Claiming the Health Dividend (Department for Transport, 2014)⁹

This report compiles the latest cost-benefit evidence from studies that have calculated health benefits, alongside other benefits such as savings in travel time, congestion and accidents, of investment in walking and cycling. The typical benefit-cost ratios are considerably greater than the threshold of 4:1 which is considered by the Department for Transport as 'very high' value for money. This supports the conclusion that small-scale transport schemes can really deliver high value for money.

Creating Growth, Cutting Carbon (Department for Transport, 2011)¹⁰

This White Paper, aims to meet two key government objectives: to help create growth in the economy, and to tackle climate change by cutting our carbon emissions. It highlights that improving the walking and cycling environment can dramatically improve local accessibility with positive benefits for growth and the local economy.

1.1.4 Other

Transport Act 2000¹¹

The Transport Act 2000 made a number of reforms to local transport planning and delivery, including the requirement for all local transport authorities in England, outside of London, to produce a local transport plan. It also granted new powers for local authorities to enter into quality partnerships with bus operators and to introduce road user charging schemes and workplace parking levies.

All Party Parliamentary Cycling Group, 'Get Britain Cycling' (2013)¹²

In April 2013 the All Party Parliamentary Cycling Group published a report setting out how to 'Get Britain Cycling' (2013), which included 18 recommendations to Government. Further to this, in April 2014 the All Party Commission on Physical Activity published 'Tackling Physical Inactivity: A Coordinated Approach' (2013) which also set out a number of recommendations to get the country more active.

The Climate Change Act (2008)¹³

Climate change is the most serious environmental threat we face. The Climate Change Act has set a target to reduce UK greenhouse gas emissions by at least 80 per cent by 2050.

The UK Low Carbon Transition Plan (LCTP), published in July 2009, sets out a route-map towards 2020 for the UK's transition to a low-carbon economy. The Government's Low Carbon Transport strategy, published alongside the UK LCTP, sets out the Government's plans for reducing emissions of greenhouse gases from the transport sector. The measures in the strategy, together with existing policies, should mean that transport emissions are 14% lower in 2020 than in 2008. The strategy includes details of the measures the Government has taken to raise awareness of low carbon travel options and invest in initiatives to promote cycling and walking.

Turning the Tide of Inactivity (2014)¹⁴

This report highlights the scale of the physical inactivity epidemic impacting communities across the UK. It clearly shows the rising issue of physical inactivity across the UK. It is the first time that the scale and impact of inactivity has been established in this way and provides compelling evidence for establishing it as a public health concern in its own right.

World Health Organisation Action Plan (2013-2020)¹⁵

The recently adopted WHO "Action Plan for Implementation of the European Strategy for the Prevention and Control of Non-communicable Diseases 2012–2016"¹⁴ identifies the promotion of active mobility as one of the supportive interventions for the prevention of non-communicable diseases.

1.2 Local policies, strategies and guidance relevant to Active Transport Cambridgeshire Health & Wellbeing Strategy (2012-2017)¹⁶

Priority 5 of the Cambridgeshire Health & Wellbeing Strategy 2012-2017 focuses on "*creating a sustainable environment in which communities can flourish*", identifying the following initial actions to address the priority:

- Develop and maintain effective, accessible and affordable transport links and networks, within and between communities, which ensure access to services and amenities and reduce road traffic accidents.
- Ensure that housing, land-use planning and development strategies for new and existing communities consider the health and wellbeing impacts for residents in the short and long term.
- Encourage the use of green, open spaces, including public rights of way and activities such as walking and cycling.
- Seek the views of local people and build on the strengths of local communities, including the local voluntary sector, to enhance social cohesion and promote social inclusion of marginalised groups and individuals.

Aspects of Priority 3, "*Encourage health lifestyles and behaviours in all actions and activities while respecting people's personal choices*", are also relevant as this aims to increase the participation in sport and physical activity and encourage individuals and communities to get involved and take responsibility for their health and wellbeing.

Local Transport Act 2008¹⁷

The Local Transport Act 2008 gives local authorities the power to take steps to meet local transport needs in the light of local circumstances.

- Gives local authorities the right mix of powers to improve the quality of local bus services, as proposed in 'Putting passengers first'.
- Allows for the creation of an influential new bus passenger champion to represent the interests of bus passengers.
- Gives local authorities the power to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport.
- Updates existing legal powers to give local authorities the freedom and flexibility to develop proposals for local road pricing schemes in a way that best meets local needs – while ensuring schemes are consistent and interoperable.

Local Transport Plan¹⁸

The Cambridgeshire Local Transport Plan is a statutory document which sets out transport objectives, policies and strategy for the county.

The refreshed and third Local Transport Plan (LTP3) was adopted by Cambridgeshire County Council's Economy & Environment Committee on 25 November 2014 and replaces the previous version.

Long Term Transport Strategy¹⁹

The Long Term Transport Strategy (LTTS) forms part of the Local Transport Plan and contains more detail on the major transport schemes and services that may be needed to support housing growth and the local economy up to 2031.

One of the highlights of the LTTS include proposals for a more comprehensive network of cycling and walking links to and from key destinations around the county.

Some of the objectives of the LTTS are:

- To encourage sustainable alternatives to the private car, including rail, bus, guided bus, walking and cycling, car sharing and low emission vehicles.
- To encourage healthy and active travel, supporting improved well-being.
- To minimise the impact of transport on the environment.

The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)²⁰

The TSCSC was adopted by Cambridgeshire County Council in March 2014 and ensures that local councils plan together for sustainable growth and continued economic prosperity in the area.

It is predicted that approximately 44,000 new jobs and 33,000 new homes will be created in Cambridge and South Cambridgeshire by 2031. The strategy will provide a plan to cope with the rising population and increase in demand on our travel network by shifting people from cars to other means of travel including cycling, walking and public transport. It supports the Cambridge and South Cambridgeshire Local Plans.

The Strategy;

- States the Council's aim for more journeys to be made by bus, train, bike and on foot so that traffic levels aren't increased.
- Extra capacity for traffic to travel round the outskirts of Cambridge, so that road space into and across the city can be prioritised for buses, cyclists and pedestrians.
- Ensuring public transport, cycling and walking are the best ways of getting around and across the area, since they will be quicker and more convenient than by car.
- Reducing car traffic by using a variety of techniques, which may mean limiting the available road space for cars.

What is happening in Cambridge:

- Encourage more people to walk, cycle and use public transport for journeys into, out of and within the city
- Prioritise pedestrian, cycle and bus trips across the city and make these methods of transport more convenient than using a car

What is happening in South Cambridgeshire:

- Enabling more people to walk and cycle and ensure cycle networks are more joined up
- Encouraging more people to car share

Market Town Transport Strategies²¹

The County Council produces area specific transport strategies for all of the market towns in Cambridgeshire that recognise the unique nature of each town.

Each strategy aims to provide a five year programme of transport improvements and support the Local Transport Plan objectives and contribute towards the prosperity and wellbeing of each town. They are written in partnership with the district councils.

Local Sustainable Transport Fund (LSTF)²²

Eligible local authorities submit funding bids to deliver a range of sustainable transport interventions across England, including enhanced cycling and walking infrastructure, improved bus journeys and better transport interchanges. All bids need to demonstrate how the proposed programme would:

- deliver economic growth
- benefit the environment
- influence greater uptake of cycling and walking
- improve health
- create a more joined-up door-to-door journey for people

As a matched contribution; the overall total of this matched funding is over £375 million. This includes over £100 million sourced directly from the Local Growth Fund. This means that for every £1 the Department for Transport will invest through the Local Sustainable Transport Fund in 2015 to 2016, local authorities will contribute £5.80 over the 6 years to 2020/2021.

Cambridgeshire has the fastest growing population in the country with a planned 71,000 new jobs and 73,000 new houses, and through the Local Sustainable Transport fund embeds smarter and sustainable travel. But this growth is at risk of constraint if the transport network is strained beyond capacity. This LSTF package supports the future growth potential of the area.

This growth in jobs and people is only possible with a significant shift towards sustainable transport, accompanied with serious investment. This is true in terms of the capacity of our transport network, but also in the quality of Cambridgeshire as a place to live; Attracting international businesses, employees and residents to Cambridgeshire is dependent on having a comprehensive range of appealing sustainable and active transport options.

Rights of Way Improvement Plan (ROWIP)²³

ROWIP contains 8 statements of action which are the County Council's formally adopted policy on Rights of Way.

SOA4 within the ROWIP is *Knowing what's out there* which relates to improved information and signage for existing rights of way.

SOA5 of the ROWIP is called *Filling in the Gaps*. There is scope for working with landowners to bridge gaps in the network that would improve access to local services. These gaps can be identified by the Assets and Commissioning Team using our road and PRoW records. The Area Rights of way Officers who oversee maintenance of routes on the ground have local knowledge of issues. These are often reported by local residents and user groups and so this information is useful in identifying where there is a demand for new or improved links. In particular, there is a lack of rights of way in Fenland.

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