1.0 EXPECTED OUTCOME

1.1 It is expected that the Cumbria Cycling Strategy will be accepted by other local authorities and partner organisations.

1.2 An action plan will be produced by the partnership to fulfil the strategy.

1.3 A Cycling Strategy for Cumbria can be used to provide a framework for cycling investment in the future and support health and well-being initiatives.

1.4 It is hoped that the strategy will bring about improvements in physical activity opportunities, reduced vehicular emissions, and improvements in air quality, reduce congestion, support economic growth and demonstrate Cumbria’s case for inward investment in cycling.

2.0 RECOMMENDATION

2.1 It is recommended that Cabinet:-

(1) Support the Cumbria Cycling Strategy and participation in the Cumbria Cycling Partnership; and

(2) Approve that officers work to ensure that the forthcoming Cumbria Cycling Delivery Plan benefits South Lakeland’s residents through an emphasis on actions which will promote and enable cycling as part of a realistic active travel options for residents; and

(3) Ask officers to consider the Cumbria Cycling Strategy and forthcoming Delivery Plan in the further development of our active travel work and the Council’s other strategic documents and priorities.
3.0 BACKGROUND AND PROPOSALS

3.1 The Cumbria Cycling Strategy development has been led by Cumbria County Council and the Lake District National Park who funded the development of the strategy, with the Cumbria Cycling Partnership contributing to the content. Development work was undertaken throughout 2016 and there is support for the strategy amongst the Cumbria Cycling Partnership.

3.2 The strategy has four main themes: 1) promotion of cycling as part of a healthy lifestyle, 2) supporting the cycling economy, 3) promoting Cumbria as a destination for cycling and 4) improving cycling infrastructure.

3.3 A Cumbria Cycling Delivery Plan is being developed by the group to support the strategy. Whilst the strategy provides the overarching approach, the delivery plan will bring the detail of how the strategy can benefit South Lakeland’s residents. It is important that the District Council works to influence the delivery plan, ensuring an emphasis on actions which will promote realistic active travel options for residents and visitors.

3.4 This authority does not have any specific revenue or capital budget identified for delivery of the strategy, however the joint working approach advocated will support the sourcing of funding to deliver key projects across the county.

3.5 It has links to the internal SLDC Active Travel working group, which joins up functions within the council to work to improve walking and cycling opportunities throughout the district.

3.6 It directly underpins principles within SLDC’s current Local Plan policy and strategy, which seeks to create sustainable access within our communities and in new development.

3.7 SLDC’s Public Health and Wellbeing Strategy aims to improve health and reduce health inequalities, both could be improved by encouraging more cycling and decreasing vehicle related emissions across the district.

3.8 The Strategy has relevance to the Council’s Infrastructure Delivery Plan; by providing a framework for the identification of cycling projects contained within. Through implementation of the Infrastructure Delivery Plan, the Council will consider opportunities to utilise sources of funding (for example Community Infrastructure Levy and Locally Important Projects); which in turn may help to support the delivery of the Strategy.

3.9 As an authority we can support the strategy through our internal active travel group and projects, this includes policy development, promoting cycling opportunities through SLDC communication channels and Explore South Lakeland, continuing our support of the British Cycling programme, supporting development of new and existing cycling events in the district and utilising Locally Important Project funds to support improvements to routes.

4.0 CONSULTATION

4.1 The Cumbrian Cycling Partnership has contributed to the strategy. Members include district councils across Cumbria, Cumbria County Council, the Lake District National Park Authority, the Yorkshire Dales National Park Authority, the National Trust and British Cycling.

4.2 Some of the larger businesses in Cumbria including BAE Systems, GSK and Siemens were consulted regarding the strategy.
4.3 The principal lead authorities: Cumbria County Council and the Lake District National Park Authority have now endorsed the strategy and Allerdale, Barrow and Carlisle councils as well as other members of the partnership group are supporting the strategy.

5.0 ALTERNATIVE OPTIONS

5.1 Not supporting the Cumbria Cycling Strategy but continuing to work in partnership - however this would not aid working relationships with the partnership and it may be more difficult for the Cumbrian Cycling Partnership to access funding, if unable to agree on the vision for Cumbria. Benefits for South Lakeland could also be limited. Not working in partnership could have a negative impact on the reputation of the council.

6.0 LINKS TO COUNCIL PRIORITIES

6.1 Environment: The Council and its communities will enhance and protect or heritage and high quality environment

In the Council Plan SLDC have stated that they will support Cumbria County Council and partners with their active travel strategies. This strategy also ties in to our ambitions to improve air quality and use of open spaces.

6.2 Culture and Wellbeing: Through our Public Health and Wellbeing Strategy the council and its partners will support wellbeing improvements and health inequalities

Increased commuter cycling which results in fewer motorised vehicles on the roads will reduce mortality associated with particulate air pollution, which more commonly impacts upon people from less affluent households. Improving cycling infrastructure and promoting cycling will help to improve physical activity levels and fitness and reduce obesity.

6.3 Housing: We will continue to maximise delivery of new market and affordable homes on allocated sites

Supporting and improving access to sustainable travel will aid the creation of sustainable new housing and employment development on allocated sites. In addition the Strategy supports the preparation of the Development Management Policies – those policies with an active travel dimension.

6.4 Economy: We will, when opportunities present themselves make best use of our property portfolio to support economic growth, through the use of our current and future asset base

We are currently working in partnership to develop a multi-use cycle route along the Lancaster-Kendal canal corridor, part of which is owned by South Lakeland District Council. This will provide an active travel route linking existing tourist attractions, workplaces, homes as well as a main route between two major settlements.

7.0 IMPLICATIONS

7.1 Financial and Resources

7.1.1 None of the principal partners have a provision within their budgets directly allocated to delivering the strategy and this is confirmed in the county council's cabinet report.
The ambition is for the Partnership’s members to work together to apply for external funding to deliver the strategy.

7.1.2 The strategy states that the partnership will “Seek to expand and develop the current programme of guided rides”. SLDC have committed £5,000 per year to the British Cycling Cumbria Partnership Programme and we are now in the final year of this three year programme. This currently comes from the Active Travel budget. British Cycling have agreed to work within Cumbria for the next 8 years as one of only 13 such partnerships across the country. Future funding of this programme is yet to be determined.

7.2 Human Resources

7.2.1 There are no staffing implications at this stage. Individual projects would need to be assessed at a later date.

7.2.2 Officer time will be needed to attend the Cumbria Cycling Partnership meetings, and potentially to progress other projects. This will be determined on a case by case basis as the delivery plan is developed.

7.3 Legal

7.3.1 There are no legal implications at this stage. Individual projects would need to be assessed at a later date.

7.4 Health, Social, Economic and Environmental

7.4.1

| Have you completed and Health, Social, Economic and Environmental Impact Assessment? | Yes ☒ | No ☐ |
| If yes, please confirm that it is attached to the report in the appendices. | Yes ☒ | No ☐ |

Summary of health, social, economic and environmental impacts.

There are potentially some positive benefits in terms of air quality, transport and energy consumption. These benefits will only be realised if cycling is used as a transportation method instead of motorised transport.

There are clear benefits in terms of physical activity levels of the local population. Increased active travel by local participants should increase access to green spaces, culture and leisure.

There could be some economic benefits if infrastructure improvements are carried out in South Lakeland, this would need to be assessed on a project basis.
### 7.5 Equality and Diversity

#### 7.5.1

<table>
<thead>
<tr>
<th>Have you completed an Equality Impact Analysis?</th>
<th>Yes ☐</th>
<th>No ☒</th>
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<tbody>
<tr>
<td>If you have not completed an Impact Assessment, please explain your reasons.</td>
<td>As this strategy does not seek approval on projects an EIA has not been completed, any projects arising through the action plan</td>
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### 7.6 Risk

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<th>Consequence</th>
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<tr>
<td>Increased cycling in the district will not deliver environmental benefits by reducing vehicle emissions, unless cycling is used for commuting and replacing journeys that would have otherwise been made by car.</td>
<td>No improvements in air quality.</td>
<td>Action plan should focus on residents and commuters as well as visitors.</td>
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<tr>
<td>No increase in cycling.</td>
<td>Partnership group has not succeeded in their ambitions.</td>
<td>Prioritisation of interventions is key to ensure success. Consultation with cyclists is also advised.</td>
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</tbody>
</table>

### CONTACT OFFICERS

Rachel Earnshaw, Public Protection Officer, 01539 793219, r.earnshaw@southlakeland.gov.uk

Damian Law, Principal Development Plans Officer, 01539 793380, D.Law@southlakeland.gov.uk

### APPENDICES ATTACHED TO THIS REPORT

<table>
<thead>
<tr>
<th>Appendix No.</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Cumbria Cycling Strategy</td>
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<tr>
<td>2</td>
<td>Health, Social, Economic and Environmental Impact Assessment</td>
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BACKGROUND DOCUMENTS AVAILABLE

<table>
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<th>Name of Background document</th>
<th>Where it is available</th>
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TRACKING INFORMATION

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<th>SMT</th>
<th>Scrutiny Committee</th>
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<td>Executive (Cabinet) Committee</td>
<td>Council</td>
<td>Section 151 Officer</td>
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<tr>
<td>Human Resource Services Manager</td>
<td>Leader</td>
<td>Ward Councillor(s)</td>
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