

Infrastructure and Development Select Committee
Wednesday 13 March 2024
Public & Local Member Questions

Agenda item 5	Public Question Time
	<p>Question from Peter Silfield</p> <p>NCC recently consulted on three transport schemes funded through the Government’s Bus Service Improvement Plan (BSIP).</p> <p>Two of the schemes would make the roads more dangerous for cycling.</p> <p>Gear Change, the Government’s policy on active travel, states that: “To receive Government funding for local highways investment where the main element is not cycling or walking improvements, there will be a presumption that all new schemes will deliver or improve cycling infrastructure to the new standards.”</p> <p>Can NCC ensure that all Government funded transport schemes, like those funded through the BSIP, pursue opportunities to improve the roads for cycling in line with LTN 1/20, the government’s guidance on building cycle infrastructure?</p> <p>Response from the Chair</p> <p>The National Bus Strategy for England (NBS) published in March 2021 recognises the importance of good public transport to society to benefit the environment, the economy and residents’ quality of life. The Strategy sets out a plan to transform public transport by making buses more convenient in order to encourage increased patronage.</p> <p>Norfolk’s Bus Service Improvement Plan (BSIP) is part of this Strategy and follows the guidance provided by the Department for Transport (DfT) and aligns with other national policies such as ‘Gear change: A Bold vision for Cycling and Walking’, ‘Bus Back Better: A National Bus Strategy for England’ and ‘Decarbonising Transport: A Better Greener Britain’.</p> <p>We know that passengers want to see increased service frequency, buses serving more areas and have confidence that buses will provide efficient journey times and run to scheduled timetables. Norfolk’s BSIP schemes seek to meet these requirements.</p> <p>All government funded highway improvement schemes developed by Norfolk County Council consider opportunities to improve conditions for walking, wheeling and cycling throughout the design process with reference to Local Transport Note 1/20 alongside other guidance.</p> <p>Public consultations are carried out so that scheme designs can take into account the views of a range of people and stakeholders, many with different, and sometimes conflicting, needs and wants.</p> <p>LTN1/20 sets out standards to provide guidance and good practice for the design of cycling infrastructure. The guidance also acknowledges that although there are few constraints to delivering high quality cycling and walking infrastructure to current standards on new developments, spatial constraints exist when implementing</p>

	<p>schemes on existing highway corridors. In practice, provision will often be a balance to provide the best outcomes possible given spatial and funding constraints.</p> <p>All government funded highway improvement schemes, including BSIP schemes, are subject to an independent safety audit process which reviews schemes in terms of safety from the perspective of all highway users and identifies any safety issues that require consideration.</p>
Agenda item 6	Local Member Issues/Questions
6.1	None received