

Item No. 13.	Classification: Open	Date: 21 October 2014	Meeting Name: Cabinet
Report title:		Approval of the Council's Cycling Strategy 2014 – Consultation Draft	
Ward(s) or groups affected:		All	
Cabinet Member:		Councillor Mark Williams, Regeneration, Planning and Transport	

FOREWORD – COUNCILLOR MARK WILLIAMS, CABINET MEMBER FOR REGENERATION, PLANNING AND TRANSPORT

I am delighted to present this report to cabinet for approval. We have a clear vision for cycling in our borough and this strategy forms a key part of delivering that vision. We are committed to increasing levels of cycling in Southwark whilst making it safer for everyone. We want cycling to become commonplace - just another way of getting round and as easy as walking.

We have seen levels of cycling increase in our borough in recent years. We want to build on this and provide the infrastructure, education and information to get even more people cycling. We want to hear from our residents, particularly those who don't currently cycle, to find out what changes we need to make to get them cycling.

We will unlock a cycling network in our borough, starting with a new north-south Southwark Spine route that will run the entire length of our borough. This will complement existing plans for cycle superhighways and quietways, forming the basis of a comprehensive cycling grid. By working together we can significantly increase the number of people cycling from all backgrounds.

RECOMMENDATION

1. That cabinet agrees to the public consultation of the Council's Draft Cycling Strategy 2014 ('the Strategy').

BACKGROUND INFORMATION

2. The council's Transport Plan (incorporating the requirements of the Local Implementation Plan ('LIP')) was adopted by the council in July 2011 and sets out how the council works with partners to coordinate and improve its transport infrastructure and services in the borough. The Transport Plan covers all modes of travel, including cycling and sets a number of outcome based targets, including targets for cycling mode share and casualty reduction.
3. In 2013 boroughs were required to update the delivery plan associated with the LIP and related targets, taking account of new regional strategy documents including the Mayor's Vision for Cycling. Cabinet approved these changes in September 2013.
4. The Mayor's Vision for Cycling was published in 2010 and sets out an ambitious programme of measures to promote cycling in the capital. These include a

commitment to work with the boroughs and other stakeholders to deliver high quality cycle infrastructure to encourage an increase in and safer cycling.

5. In July 2014 cabinet agreed new Fairer Future promises and principles, including a commitment to deliver a safer cycling network and to extend bike hire across the borough.
6. In June 2014, cabinet members participated in a 'Kickstand' workshop led by Dutch and Danish cycling specialists. The workshop developed concepts for a new approach to cycling in Southwark and identified the need for a clear vision and strategy for cycling going forward.

KEY ISSUES FOR CONSIDERATION

7. Cycling levels in Southwark are growing each year and Southwark has the sixth highest percentage of commuting cycle users in London. Geography, demographics and land uses in Southwark all lend themselves to cycling and there is the potential for many more bike trips in the borough. Currently 4.3% of all trips in Southwark are made by cycle.
8. Large parts of Southwark are undergoing regeneration and this presents a significant opportunity to secure new and improved cycling facilities through the planning process.
9. Southwark's population is predicted to grow by over 50% by 2050. Southwark is already densely populated with 9,992 persons/sq km; with the growth in population, the density will become even greater. The resulting increase in provides an opportunity for supporting more cycling trips.
10. Employment in Southwark is expected to increase by a third by 2050. There is an opportunity to promote cycling as a cost effective practice to businesses, particularly in regard to increased productivity by healthy staff, as well as for the delivery of goods and services.
11. Cycling has a significant role to play in promoting healthy lifestyles to all sections of the community and can increase accessibility as a mobility aid.
12. Potentially many trips currently made by car or public transport could be cycled. There have been significant falls in motor traffic levels in the decade to 2011 and this provides opportunity to re-allocate road space to cycle traffic.
13. Southwark is the 12th most deprived borough in London, with significant numbers of low-income households. Cycling is one of most equitable forms of transport and can assist in addressing issues regarding health, social and economic deprivation by improving mobility and access to opportunities.
14. The draft strategy proposes to maintain the current Transport Plan cycle mode share target of 10% by 2025/26; effectively doubling current levels of cycling.
15. The draft strategy updates the council's target on cyclist casualties to take into account the expected doubling of cycling numbers, recognising that it may take time for absolute numbers of casualties to decline in this context. The new target is:
 - Year on year reduction in cyclist casualty rate to 2020

- Year on year fall in absolute numbers of casualties after 2020
 - Aim for 'vision zero' (no casualties).
16. Key barriers to cycling have been identified as:
 - Affordability
 - Accessible cycle parking (home and destination)
 - Routes
 - Feeling safe
 - Attitudes to cycling.
 17. Consultation on the draft Strategy will seek to agree solutions to the barriers set out above. In terms of physical infrastructure, the draft Strategy proposes to adapt best practice from the UK and beyond, with a continued engagement with Dutch and Danish experts and a review of the entire road network in Southwark to identify where key interventions are required.
 18. The draft Strategy includes a specific pledge that the council will implement a new cycle route, the Southwark Spine, which will link the planned North-South Cycle Superhighway from Elephant and Castle right through the borough to Dulwich
 19. In addition the council will deliver improvements at two key junctions: Crystal Palace Parade and East Dulwich Grove. The first is partly funded by Transport for London with additional Council capital agreed in principle. The second is already fully funded by Transport for London.
 20. Officers will continue to develop infrastructure/route proposals during the consultation period, taking consultation feedback into account. It is proposed that the final adopted Strategy will include a map of key interventions and routes that will guide future resource allocation and enable the council to secure these through the planning process where appropriate.
 21. As well as specifying new infrastructure requirements, the Strategy will set out a new approach to marketing and promoting cycling in Southwark as well as other measures to support cycling such as training and safety initiatives.
 22. The draft Strategy pledges that the council will lead by example in promoting cycling and sustainable travel in general to all staff.

Policy implications

23. The draft Strategy is consistent with the council's Transport Plan 2011 as well as the council's broader policy framework including Southwark 2016: Sustainable Community Strategy and various national and regional policies including the Mayor's Vision for Cycling.
24. The New Southwark Plan (NSP) is being developed in parallel to the draft Strategy. The (NSP) will refer to the Strategy and require development to deliver the aims and objectives set out within it.

Community impact statement

25. It is expected that the Strategy will provide a positive benefit for those living and working in Southwark and extensive consultation will be carried out with the local

community to identify their needs.

26. The Strategy seeks to actively address the council's responsibilities to eliminate discrimination, promote equality of opportunity and promote good relations between the different groups.
27. These proposals are in accordance with council policy and should have a positive impact on all Southwark residents. However, the council will undertake ongoing monitoring to ensure there are no adverse implications for the community, or that any identified are proportionate to the overall objective of the Strategy. The council produces an annual monitoring report collating all available data on the impacts of its transport policies. It identifies general travel trends within Southwark and includes an assessment of any variation of impacts across different groups.

Resource implications

28. The estimated cost of the further development and consultation on the draft Strategy is £50,000, which can be delivered using existing budgets.
29. It is anticipated that the delivery of the adopted strategy will be supported by a range of funding sources, both internal and external. Transport for London is already supporting the delivery of new cycle routes and facilities and the LIP programme continues to support cycling schemes. Council capital has been committed to support cycling schemes and s106 / CIL contributions are expected to be collected for this purpose.

Consultation

30. In preparing the draft Strategy a wide range of stakeholders, internal and external have already been consulted. These include local amenity groups and 'critical friends' from Denmark and the Netherlands.
31. Extensive public consultation will be carried out on the draft Strategy. This will include a wide range of activities and events such as focus groups, user surveys, drop in sessions and public meetings. The consultation will in particular target the views of those who do not currently cycle, as well as existing cyclists. The consultation is expected to run for 3 months from November 2014.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

32. The cabinet is being asked to approve the consultation of the draft cycling strategy. Cabinet members are entitled to take this decision pursuant to the council's constitution.
33. The Equality Act 2010 introduced the public sector equality duty, which merged existing race, sex and disability equality duties and extended them to include other protected characteristics; namely age, gender reassignment, pregnancy and maternity, religion and belief and sex and sexual orientation, including marriage and civil partnership. In summary those subject to the equality duty, which includes the council, must in the exercise of their functions: (i) have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and (ii) foster good relations between people who share a protected

characteristic and those who do not. It is not envisaged that the consultation of the draft Strategy will conflict with the requirements of the Act. The report also acknowledges that an extensive consultation will be carried out with the local community.

34. The Human Rights Act 1998 imposed a duty on the council as a public authority to apply the European Convention on Human Rights; as a result the council must not act in a way which is incompatible with these rights. It is not envisaged that the consultation of the draft strategy will conflict with any protected rights.

Strategic Director of Finance and Corporate Services (CED/MD/14/24)

35. The resource implications in paragraphs 28 and 29 above are noted. The cost of this consultation and development can be met from existing Planning and Transport budgets.

Strategic Director of Environment and Leisure

36. The strategic director of environment and leisure supports the recommendations of this report on which we have been extensively consulted. The key principles set out in the report will inform our current policies and programmes relating to traffic management, highway design, asset management and parks infrastructure. In particular the strategy, once adopted will lead to the delivery of a comprehensive cycling network designed with reference to the recently produced draft London Cycling Design Standards.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Transport plan 2011	Planning and Transport, 5 th Floor, 160 Tooley Street, London SE1 2QH	Simon Phillips on 020 7525 5542
Link: www.southwark.gov.uk/transportplan		
Mayors Vision for Cycling	Planning and Transport, 5 th Floor, 160 Tooley Street, London SE1 2QH	Simon Phillips on 020 7525 5542
Link: http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling		

APPENDICES

No.	Title
Appendix 1	Draft Cycling Strategy 2014

AUDIT TRAIL

Cabinet Member	Councillor Mark Williams, Regeneration, Planning and Transport	
Lead Officer	Eleanor Kelly, Chief Executive	
Report Author	Simon Phillips, Acting Transport Policy Manager	
Version	Final	
Dated	9 October 2014	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Director of Legal Services	Yes	Yes
Strategic Director of Environment and Leisure	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
Cabinet Member	Yes	Yes
Date final report sent to Constitutional Team	9 October 2014	