

<b>Item No.</b> 9.	<b>Classification:</b> Open	<b>Date:</b> 2 June 2015	<b>Meeting Name:</b> Cabinet
<b>Report title:</b>		Adoption of the Council's Cycling Strategy 2015 and Associated Delivery Plan	
<b>Ward(s) or groups affected:</b>		All	
<b>Cabinet Member:</b>		Councillor Darren Merrill, Environment and the Public Realm	

**FOREWORD – COUNCILLOR DARREN MERRILL, CABINET MEMBER FOR ENVIRONMENT AND THE PUBLIC REALM**

I am delighted to present the cycling strategy to cabinet for adoption. I need to thank Councillor Mark Williams for all the work he has done on this over the past year and I look forward to making this plan a reality.

The plan gives us clear direction on the ambition to make Southwark a cycling friendly borough for young and old. We are committed to increasing levels of cycling in Southwark whilst making it safer for everyone. The public consultation on cycling has proven the need to think differently about cycling and the need to involve all throughout this process. This plan is only the start of a very exciting new way of thinking. The consultation reached out to those who do not cycle but wished to take it up, if only there was a safe route to take, as well as the more capable that cycle already. Overall Southwark residents are in favour of the council making this investment in cycling.

This strategy confirms the council's commitment to delivering a network that works, that everyone can use. It sets out the cost estimates and delivery plan to show how this policy will be implemented over the next 5 years. Delivering a new infrastructure to support people who cycle and those who wish to will not be straightforward and our commitment is to engage with local people and to listen to their concerns. There will be some difficult decisions to make, but we will look at all options and discuss them with the local population. In this way we hope to work together and build a community project that achieves the goals set out.

**RECOMMENDATION**

1. That the cabinet agrees to the adoption of the council's Cycling Strategy 2015 ('the Strategy') and the associated delivery plan.

**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 4.6% 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 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 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 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:
  - Annual reduction in cyclist casualty rate until 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. The 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 St George's Circus right through the borough to Dulwich. The Spine will be physically segregated in areas of heavy traffic or large vehicles, with different signals to prioritise cyclists at junctions. On streets with moderate traffic, and fewer large vehicles, the road layout, including parking, will be redesigned to provide for cycling and walking. On residential streets, traffic will be heavily calmed or designed out. The route passes through Burgess Park where a new greenway will be carefully designed as part of the new park master plan. An alternative route will also be provided around the park. Overall there will be a significant net reduction in the extent of routes through the park, with current routes replaced by parallel on-road routes. Full public consultation will be carried out on specific design proposals on the Spine route.
18. Alongside the Spine route the strategy commits to the delivery of further routes as part of the Mayor's Vision for Cycling. Taken together these form the programme of route interventions that are currently committed and which form the first phase of the delivery of a comprehensive new cycle network extending throughout the borough and providing key links to the wider London cycle network. The committed network will be delivered within the next five years.
19. The strategy also includes a map showing both first phase routes and additional routes and links to be implemented in further delivery phases. These additional routes and links are not yet committed and are subject to further evaluation, engagement and prioritisation. This map will be referenced by the New Southwark Plan enabling the council to secure funding and access through the planning process as appropriate.
20. As well as specifying new infrastructure requirements, the Strategy sets 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.

21. The strategy pledges that the council will lead by example in promoting cycling and sustainable travel in general to all staff.

### **Policy implications**

22. The 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.
23. The New Southwark Plan (NSP) is being developed in parallel to the strategy. The NSP will refer to the strategy and require development to deliver the aims and objectives set out within it.

### **Community impact statement**

24. 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.
25. 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.
26. 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**

27. The expected investment set out in the strategy is approximately £30 million over the next 5 years, representing double the £10 per head of population per year recommended by the all party parliamentary report on cycling. This investment comprises existing committed projects and expected funding streams. Funding is from a range of sources, both internal and external. Transport for London is already supporting the delivery of new cycle routes and facilities and the TfL funded LIP programme continues to support cycling schemes. Council capital has been committed to support cycling schemes and s106 / CIL contributions, received and expected, will be used for this purpose.

### **Consultation**

28. Extensive public consultation has been carried out to support the development of the strategy. Consultation ran from November 2014 to February 2015. Consultation included a wide range of activities and events such as focus groups, user surveys, interactive maps, drop in sessions and public meetings. Further details of the consultation are included as an appendix to the strategy.

## **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

### **Director of Legal Services**

29. The cabinet is being asked to adopt the Cycling Strategy 2015. Cabinet members are entitled to take this decision pursuant to the council's constitution.
30. 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 adoption of the Strategy will conflict with the requirements of the Act.
31. 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 adoption of the Strategy will conflict with any protected rights.

### **Strategic Director of Finance and Corporate Services (CED/MD/15/01)**

32. The resource implications in paragraph 27 above are noted. The cost of this consultation and development can be met from existing planning and transport budgets.
33. It is observed that funding has not been identified for some of the schemes contained within the strategy. If the consultation results in the strategy being adopted it will therefore be necessary for sources of funding, both revenue and capital, to be found for these schemes.

### **Strategic Director of Environment and Leisure**

34. 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 London Cycling Design Standards.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
As set out below	Planning and Transport, 5 <sup>th</sup> Floor, Tooley Street	Simon Phillips on 020 7525 5542
<b>Link:</b> Transport plan 2011 <a href="http://www.southwark.gov.uk/transportplan">www.southwark.gov.uk/transportplan</a>		
<b>Link:</b> Mayor's Vision for Cycling <a href="http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling">http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling</a>		

## APPENDICES

No.	Title
Appendix A	Cycling Strategy 2015

## AUDIT TRAIL

<b>Cabinet Member</b>	Councillor Darren Merrill, Environment and the Public Realm	
<b>Lead Officer</b>	Eleanor Kelly, Chief Executive	
<b>Report Author</b>	Simon Phillips, Team Leader Transport Policy	
<b>Version</b>	Final	
<b>Dated</b>	18 May 2015	
<b>Key Decision?</b>	Yes	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Director of Legal Services	Yes	Yes
Strategic Director of Environment and Leisure	Yes	Yes
Strategic Director of Finance and Corporate Services	Yes	Yes
<b>Cabinet Member</b>	Yes	Yes
<b>Date final report sent to Constitutional Team</b>		18 May 2015