

Sustainable Development Select Committee			
Title	Update on cycling interventions		
Contributor	Executive Director for Resources and Regeneration	Item no.	6
Class	Part 1 (open)	Date	4 February 2014

1. Summary

- 1.1. This report describes the policy context for cycling in Lewisham, including a summary of the Mayor of London's new Vision for Cycling.
- 1.2. The report also sets out a wide range of current and future cycling initiatives being delivered in Lewisham, including improvements to infrastructure, road safety and supporting measures.

2. Purpose of the report

- 2.1. The purpose of this report is to update Committee Members on proposed initiatives and to demonstrate how the Council's policy commitments to cycling are being delivered for the benefit of the borough's cyclists now and in the future.

3. Recommendations

It is recommended that the Committee:

- 3.1. Notes the content of the report and endorse the proposed initiatives.

4. Background

- 4.1. Cycling in London is seeing year on year growth, with more people choosing to either take up cycling for the first time or coming back to it after time off the bike.
- 4.2. It is estimated that cycle journey stages grew by 79 per cent between 2001 and 2011 having remained broadly unchanged between 1993 and 2001. There were an estimated 570k cycle journey stages per day in 2011, 5.2 per cent more than in 2010. It is forecast that by 2026 this number will have increased to 1.5 million cycle Journeys. (Roads Task Force - Technical Note 4 2012)
- 4.3. This upward trend of cycling is mirrored in Lewisham albeit at a slower growth rate of just over 1% in the same time period (2001-2011) to 2.5% of mode share (Higher than the London wide average of 2%).
- 4.4. Arguably more significant is the identified potential for increased cyclable trips within Lewisham. It has been calculated that there are just under 150,000 daily journeys originating in Lewisham that could be made by bike, (Analysis of Cycling Potential 2010). According to the Analysis, Lewisham was only fulfilling 4% (6,700) of its potential cyclable journeys in 2010. With these figures being 4 years old now it can be assumed this percentage share has with all probability

increased by the time of this briefing, (2014) continuing the London wide trend of year upon year growth. However there is surely still huge potential to increase cycling in Lewisham.

- 4.5. Led by national, regional and borough policy, the Transport and Policy team are committed to providing for existing and new cyclists through the schemes and initiatives highlighted in the summary. Below are some of the key policies and documents that have shaped Lewisham's approach.
- 4.6. **National policy** - "A briefing of the Governments ambition for cycling" (2012). Sets out how Government want to reduce the number of cycling fatalities through encouraging local authorities to design road improvements with cyclists as well as motorists in mind and to use traffic management tools and techniques to manage the needs of all road users; in the briefing they set out 4 objectives seen as essential in achieving this:
 - 4.7. Making greater provision for cycling on the strategic road network by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions;
 - 4.8. Ensuring cyclists have access to adequate training to enable them to safely and confidently cycle on the road and Encouraging a culture of sharing the road amongst all users.
 - 4.9. Designing roads with cyclists in mind, and effectively managing the interactions between cyclists and other traffic.
- 4.10. **Regional policy**- These objectives are mirrored in the Mayor for London's "Vision for cycling in London" (2013) document where over the next 10 years the Mayor of London has committed £913m to help deliver the following objectives:
 - 4.11. A Tube network for the bike. A network of direct, high-capacity, joined-up cycle routes. Linking central London with local routes. There will be more Dutch-style, fully-segregated lanes and junctions; more mandatory cycle lanes, semi-segregated from general traffic; and a network of direct back-street Quietways, with segregation and junction improvements over the hard parts.
 - 4.12. Safer streets for the bike. London's streets and spaces to become places where cyclists feel they belong and are safe. Spending on the junction review will be significantly increased, and it will be completely recast to prioritise major and substantial improvements to the worst junctions. It also sets out a range of radical measures that will improve the safety of cyclists around large vehicles.
 - 4.13. More people travelling by bike. The policy will help all Londoners, whether or not they have any intention of getting on a bicycle. The new bike routes are a step towards the Mayor's vision of a 'village in the city', creating green corridors, even linear parks, with more tree-planting, more space for pedestrians and less traffic. Cycling will promote community safety, bringing new life and vitality to underused streets.

- 4.14. **Lewisham policy-** The Borough sets out its transport policies, programme and aspirations in its Local Implementation Plan (LIP), a statutory document which supports the delivery of the Mayor's Transport Strategy (MTS) within Lewisham. The LIP enables the borough to plan strategically for transport, helping achieve broader goals for safer and healthier communities, a better urban and natural environment, a dynamic, prosperous local economy, and greater opportunities for all.
- 4.15. The initiatives highlighted in the summary support the wider goals and objectives of the LIP and in particular the following opportunities identified within it.
- Promotion of a healthy and active population and Lewisham being an enjoyable place to live, such as through measures including travel planning.
 - Promote cycling, including through the cycle superhighways and extending the cycle hire scheme, and walking and integrate these objectives with wider travel opportunities to make physical activity an everyday choice.
 - Promote increased health through tackling economic and social deprivation
 - Promote better health by addressing poor air quality, particularly at AQMAs, such as through Low Emission Zone enhancements as well as modal shift.

5. **Cycling initiatives**

- 5.1. The overall aim of each initiative is to address one or more of the following objectives: Improve cyclist safety, Improve conditions and facilities for cyclists, encourage people to cycle and support people who want to cycle. These aims have been derived from wider cycling and transport policy detailed in the policy background section of this report.
- 5.2. Initiatives are managed by Transport Policy and Development in partnership with internal Council departments and with several external bodies including but not exclusively; Transport for London, Sustrans, London Cycling Campaign, NHS and Housing Associations.
- 5.3. Notable current and near future cycling initiatives' include:
- 5.4. **Cycle Super Highways 4 & 5 (CS4/CS5)-** Part of the wider TfL Cycle Super Highway programme, both routes are in early stages of design and are proposed to run down the A200 and A2 respectively.
- 5.5. CS4 is to run the length of Evelyn St (A200) and on into Greenwich, there are several designs on the table at present from mandatory cycle track running East and West. Lewisham Cyclists favour a segregated track on the North of Evelyn Street. Early indications suggest construction to start on the route in early 2015.
- 5.6. CS5 is a route that runs along the A2 and originally it was proposed to continue down the A20 to Lewisham Town Centre, however, a section of the route was seen to be unworkable (The Amersham Gyrotory and sections of Loampit Vale) and route was shortened to New Cross Gate.

- 5.7. TfL are now re-exploring the possibility of providing a link down to Lewisham Town Centre Missing the Gyratory and heading down Brookmill Road. Lewisham are in early stage talks with TfL over the link to Lewisham. There is no indication currently when construction of this link will happen although it will be the final stage of the complete CS5 construction which is scheduled to be completed early 2016.
- 5.8. **The Quietway programme-** Drawing on funding from the Mayor of London's financial commitment of £980m to improve all aspects of cycling in London, the Quietway Programme aims to provide quiet back street cycle routes that less confident or new cyclists will be able to use comfortably.
- 5.9. Lewisham has a section of one of the first Quietways to be delivered in London, the route is proposed to run along the new cycle and pedestrian path currently in development along the back of Millwall's football stadium, Surrey Canal Rd, Folkestone Gardens Park, Childers St, Edwards St, Deptford High Street, Crossfield St, Creekside, Half Penny Hatch Bridge)
- 5.10. The Quietway programme is therefore an opportunity to deliver substantial elements of the North Lewisham Links Strategy and measures for this specific route will be in line with the design principles set out in the strategy. Measures to create the route will include engineering to junctions, paths and highway, restrictions to motorised traffic may also be employed to change the traffic characteristics of a particular road or street. Current indications are that a basic route layout could be laid down as early as early 2015.
- 5.11. **Borough cycling programme-** TfL has provided the opportunity for boroughs to bid for funding to deliver a range of cycling initiatives. Lewisham has bid to the programme to fund extra cycling initiatives on top of what is delivered through the boroughs LIP allocation.
- 5.12. Lewisham is currently waiting for a decision from TfL on the success of the bid but has bid contains requests for; extra funding for cycle training, funding to provide secure cycle parking, improvements to fleet safety in particular to reduce the possible conflict between the council's fleet of refuse lorries and HGV and cyclists through the fitting of the latest safety camera systems to fleet vehicles and compulsory vulnerable road user courses for all of the council's fleet drivers.
- 5.13. **Adult and child cycle training-** Through the Boroughs LIP allocation Lewisham offers cycle training to adults and children from fully nationally accredited cycling instructors.
- 5.14. Adult cycle training take the form of either 1 to 1 cycle training where participants in the training can focus on individual requirements to help them become more accomplished cyclists or group training where a group of 5 to 9 participants learn in a group setting over a number of weekly sessions, these course are aimed at cyclists who what a more comprehensive training covering everything from how to set up their bikes to going on a sustained ride along a variety of road types.

- 5.15. Child cycle training takes the form of Bikeability courses. Bikeability is the new form of cycling proficiency. It aims to offer participants the opportunity to learn the skills required to start riding in modern day road conditions.
- 5.16. There are 3 levels of training and numbered accordingly. Children in years 5 and 6 are offered levels 1 and 2, level 1 being off road focusing on basic controls skill and understanding how their bikes work. Level 2 is based on road in a quiet residential road setting, fully supervised by instructors the course run over 4 two hour sessions gives the participants the opportunity to practice the manoeuvres and communication required to ride on road.
- 5.17. All equipment including bikes is provided, giving children who maybe don't currently have access to a bike the chance to participate in the training. The Road Safety Team are on course to deliver 80 Bikeability courses in the current Academic Year 13/14 equating to a potential 1440 children trained.
- 5.18. **Borough cycle hire scheme-** The Lewisham Road Safety Team have been working in partnership with the cycling charity London Cycling Campaign (LCC) to run a project to offer short term bike hire to local residents. The main driver behind the project is the fact that many Lewisham residents would like to try cycling either to get to work or for leisure but are put off by the initial financial outlay of buying the equipment.
- 5.19. The Borough Cycle Hire Scheme aims to address this by offering the hire of a bike and associated equipment for 1 month to any adult who lives works or learns in Lewisham. In the 1 month period the participants are offered help and advice that includes cycle training, a cycling diary and tips. At the end of the hire period the participant can buy the bike that they have been using or give it back. The scheme has been running for 10 months and to date the scheme has had over 500 residents register on it.

6. Financial Implications

- 6.1. There are no financial implications arising directly from this report. Any expenditure on the initiatives set out in the report will either be funded from existing budgets or are subject to funding bids to TfL.

7. Legal implications

- 7.1. The Equality Act 2010 became law in October 2010. The Act aims to streamline all previous anti-discrimination laws within a Single Act. The new public sector Equality Duty, which is part of the Equality Act 2010, came into effect on the 5 April 2011.
- 7.2. The new equality legislation covers the following protected characteristics: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation. It also applies to marriage and civil partnership, but only in respect to eliminating unlawful discrimination and only in relation to employment.
- 7.3. The Equality Duty has three aims. It requires public bodies (including local authorities) when making decisions to have due regard to the need to

- eliminate unlawful discrimination, harassment, victimisation and any conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
- foster good relations between people who share a protected characteristic and people who do not share it.

8. Crime and disorder implications

- 8.1. There are no direct implications for the prevention of crime & disorder arising from this report. However, the programmes referred to in this report contribute to a safer environment which encourages motorists and cyclists to drive with respect and in compliance of the highway code.

9. Equalities implications

- 9.1. The Council's Comprehensive Equality Scheme for 2012-16 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010 and the Public Sector Equality Duty. The Council's equality objectives through the CES include:

- **improve access to services**; take reasonable steps to ensure that services are inclusive; responsive to risk; physically accessible and provided through the most efficient and effective channels available.
- **close the gap in outcomes for citizens**; take reasonable steps to improve life chances for citizens by reducing outcome gaps that may exist within the borough as well as those that may exist between the borough and elsewhere

- 9.2. An Equalities Analysis Assessment has been developed alongside the LIP to ensure that any potential adverse impacts were fully considered and, where necessary, appropriate changes made. The overall findings of the assessment were that the proposals within the LIP do not discriminate or have significant adverse impacts on any of the protected characteristics.

- 9.3. Instead, the focus on improving access to services and better, safer streets will have broadly positive impacts on the local community. More specifically, the proposed schemes will reduce hazards for blind and partially sighted people, older people and those with impaired mobility. In addition, going forward, any detailed consideration of issues, including road safety data, traffic flows, parking patterns and pedestrian volumes in order to inform changes, will take into account the probable impact for particular protected characteristics.

10. Environmental implications

- 10.1. There are no environmental implications arising directly from this report. However, the policies, schemes and measures are likely to bring about positive effects on objectives relating to health, air quality, promoting more sustainable modes of transport, promoting safer communities, improving road safety, and improving accessibility in the Borough. The proposed programmes will also reduce hazards and make the road environment more attractive for pedestrians and cyclists.

11. Background documents and originator

Short title document	Date	File location	Contact officer	Exempt
Governments ambition for cycling	12/08/13	https://www.gov.uk/government/publications/cycling-governments-ambition-and-funding	Nick Harvey	
Mayors Vision for Cycling in London	01/03/13	http://www.tfl.gov.uk/assets/downloads/roadusers/gla-mayors-cycle-vision-2013.pdf	Nick Harvey	
Local Implementation Plan	02/10/13	http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&MId=2844&Ver=4	Simon Moss	

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