

<b>MAYOR &amp; CABINET</b>			
<b>Report Title</b>	<b>Formal Adoption of Lewisham Cycling Strategy and response to Sustainable Development Select Committee</b>		
<b>Key Decision</b>	Yes		Item No.
<b>Ward</b>	All		
<b>Contributors</b>	Executive Director for Resources and Regeneration		
<b>Class</b>	Part 1	Date: 6 December 2017	

## **1 Purpose**

- 1.1 This report sets out the key reasons for the Mayor and Cabinet to consider formally adopting the Lewisham Cycling Strategy, collaboratively created by the Transport Policy team within the Resources and Regeneration Directorate over the last year with direction from community stakeholders and the Council's Sustainable Development Select Committee.

## **2 Recommendations**

- 2.1 It is recommended that the Mayor:
- 2.2 Notes the response from the Executive Director for Resources and Regeneration to the recommendations from the Sustainable Development Select Committee as set out in section 5 of this report, and agrees that this report be forwarded to the Sustainable Development Select Committee
- 2.3 Formally adopts the Lewisham Cycling Strategy (2017)

## **3 Policy Context**

- 3.1 The Local Implementation Plan (LIP) sets out Lewisham's policy objectives for transport including cycling and has been developed within the framework provided by the Mayor's Transport Strategy.
- 3.2 Lewisham's second LIP was approved by the Lewisham Mayor and the London Mayor in 2011. The LIP was developed within the framework provided by the Mayors Transport Strategy (MTS) and consists of an evidence base, objectives, targets and initial three year programme. The goals, objectives, and outcomes for the LIP reflect local policies and priorities and are aligned with the Council's Corporate Priorities and the Sustainable Community Strategy.
- 3.3 As a major policy document, the LIP supports all six priorities of the Sustainable Community Strategy and has particular relevance to the many economic, environmental and social improvements that rely on a modern transport system. In particular it impacts on the following Corporate Priorities:

- clean, green and liveable

- safety, security and a visible presence
  - strengthening the local economy
  - Active, healthy citizens
- 3.4 In preparation for the formal adoption of the draft cycling strategy this upcoming years annual LIP spending submission (**2018/19**) identifies several projects from the Cycling Strategy to be delivered in that year.

#### **4 Background**

- 4.1 At the Sustainable Development Select Committee on 29<sup>th</sup> June 2016, the Committee was presented with a Draft Cycling Strategy for Lewisham, by Lewisham Cyclists (a local cycling group affiliated with London Cycling Campaign (LCC).
- 4.2 Contained within the document is some base line data relating to current cycling rates in Lewisham (Census 2011), and the report goes on to highlight the desire to increase numbers of borough residents partaking in cycling. Aims and objectives are included within the document that Lewisham Cyclists believe would help to increase participation - these include both infrastructure and publicity measures, along with strategic network maps showing current and potential routes through the borough.
- 4.3 At the Mayor and Cabinet meeting 19<sup>th</sup> October 2016 a report was presented in which Lewisham committed to developing a stand-alone **Cycling Strategy** identifying key policy's and projects to promoting cycling in the borough.
- 4.4 In early 2017 Lewisham commissioned The Project Centre (Transport consultants) to help develop the Draft cycling Strategy including gathering baseline data and holding workshops with local cycling groups and TfL to understand the hopes and desires for any strategy produced. Below is an outline of the timeline

##### **2017**

- **February** – Project Centre commissioned to write Cycling strategy
- **March to May** – Background data collection and discussion
- **June** – Sustainable Transport Select Committee Update
- **July** – Workshops with TfL and Lewisham Cyclists
- **August** – Draft Strategy produced for consultation.
- **September** – second draft completed representing comments from Members and key stakeholders consultation comments.
- **October** – Second draft offered for public consultation.
- **November** – Public consultation results analysed and reported back to SDSC.
- **December** – Report presented to Mayor and Cabinet for their consideration for formal adoption of Lewisham draft Cycling Strategy version 3.

#### **5 Sustainable Development Select Committee Recommendations and Public Consultation**

5.1 On 20<sup>th</sup> July 2017 the Sustainable Select Committee considered a report presenting the Draft Cycling Strategy, the committee resolved to advise Mayor and Cabinet of the following:

1. The Committee recommends that there should be a communications campaign to encourage the uptake of the Council's cycle proficiency training.

**Officer Response:** The Road Safety team who run the borough cycle training are continually promoting cycle training, they will look into what more can be done to promote the scheme.

2. The Committee recommends that the programme of activities in the draft strategy be reevaluated to determine how the dates for implementation could be brought forward. The Committee would particularly welcome efforts to bring forward the work on the Transport for London Road Network.

**Officer Response:** The Strategy and associated projects are on the whole dependant on funding streams not directly controlled by the Council and due to this timescales for delivery contained within the Strategy reflect the external programmes of the funding streams.

However, we are aware of the importance of the A21 alignment and have raised the importance within the strategy of the proposal to create a Cycle Superhighway while also to improving the public realm for pedestrian movements along the A21.

Such a scheme will require large investment (Millions) and require multi organisation involvement. Because of this, we have committed within the strategy to lobby TfL to include the alignment in their Business plan for Superhighway Delivery.

## 5.2 Public Consultation 26/09/17 – 22/10/17

5.2.1 Version 2 of the Draft Cycling Strategy went to public consultation throughout October 2017, the consultation received 53 individual responses. A link to the report results can be found in the appendix of this report. However high level figures are listed below.

- 80% of respondents were Lewisham residents.
- 86% of respondents cycle at least once a week
- 87% of respondents agreed that the strategy's aims were clear
- 75% of respondents thought the pledges in the strategy would encourage greater levels of cycling in Lewisham.
- 55% of respondents found the Strategy very easy or easy to understand with a further 35% feeling the Strategy was neither easy nor difficult to understand.

5.2.2 From the consultation there were several comments from respondents that I have summarised below with an officer response and an indication

of changes if any we are making to Version 3 of the Draft Cycling Strategy.

- I. More indication of potential funding streams**  
Indicative funding streams to be added to table 3 page 35.
- II. Indication to annual tracking of progress**  
We will set up an annual cycling forum where updates on progress of schemes will be reported.
- III. To what standard are scheme going to be designed to and how do you ensure full inclusion for all users?**  
All schemes will be designed to London Cycling Design Standards (LCDS) and scheme will be evaluated to ensure they are accessible for all users including disabled cyclists.
- IV. Include a awareness campaign for proper use of shared use areas**  
With the increased use of road shared facilities, we intend to organise some awareness days encouraging users to respect others and use shared use areas in the appropriate way.
- V. Include Major cycle routes in inspection regimes**  
Strategic cycle routes need to maintained to a high standard including road surface. We intend to make highway inspectors more aware of these routes and the need to maintain surfaces to a higher standard than maybe required for general traffic.

## **6 Key Pledges contained with Draft Cycling Strategy**

6.1 Below is a list of 31 key pledges outlined in the Lewisham Draft Cycling Strategy, the pledges have been made using information from Lewisham cyclists original Strategy document, other key policy documents, feedback from workshops and interrogating the data collected from the research carried out as part of the Draft Cycling Strategy.

### **Where is Cycling in Lewisham?**

- Lewisham will work with businesses to promote and support cycling to work.
- We will introduce “Liveable Neighbourhoods” sections to roads near schools, offering traffic free space for people walking and cycling.
- We will offer free cycle training to year 6 pupils in all schools.
- We will continue to support schools in the STARS programme (TfL funded programme to encourage school communities to choose sustainable travel options).

### **Safer cycling.**

- We will work with TfL to implement improvements to the streets along routes and junctions to significantly reduce the cycle casualty rate.

### **Reducing barriers to cycling.**

- We will take into account the mental barriers when designing upgrades and new cycle routes.

- We will continue to provide free cycle training to those that live, work or study in Lewisham.
- We will work with and encourage TfL to improve the cycle route crossings of the TfL road network, with particular attention to the A21 and A2
- We will look for opportunities to improve conditions for cycling across the rail lines.
- We will support the implementation of a pedestrian and cycling bridge between Rotherhithe and Canary Wharf.
- We will support the London Borough of Greenwich in their trial of allowing cycling through the Greenwich foot tunnel.

#### **A better cycle network.**

- We will assess the existing cycle route signs and carriageway marking, reinstate any missing and add them where it would be valuable.
- We will assess and change one-way streets to allow cycling two-way for as many roads as is reasonably feasible.
- Where speed humps need replacing or are introduced we will do so with cycle friendly sinusoidal profiled humps, or other cycle friendly designs.

#### **The Lewisham Link**

- We will seek TfL's support to improve the 'Lewisham Spine' (A proposed strategic cycle route that runs along the A21 and linking it to the wider cycle network) (see page 4 of strategy)
- We will continue to implement the improvement to the Cycling Quietways, phase 2
- We will work with TfL to agree future Cycling Quietway phases, with the as our starting position.
- We will work with neighbouring local authorities to ensure that cycle routes
- Continue across borough borders ensuring a joined up cycle network.
- We will progress feasibility studies on future Cycling Quietways during the current TfL business plan period, so they are ready to implement Cycle Superhighways
- We will continue to work with TfL to deliver Cycle Superhighway 4.
- We will seek TfL's support for further Cycle Superhighways for the A2 and A21.

#### **Education, training and promotion.**

- We will continue delivering training and support schools on their initiatives to promote cycling within the STARS programme.
- We will continue the cycle loan scheme
- We will offer cycling training to people who live, work or study in Lewisham.

#### **Cycle hire.**

- We will support schemes and encourage providers of hire bikes including dockless cycle hire schemes.

### **Cycle Parking.**

- We will assess cycle parking quantities at local and major shopping centres and other destinations in Lewisham. The number of on street spaces will be significantly increased.
- We will introduce lockable on-street cycle hangars, or similar. These will be implemented where people desire them.
- We will work with developers to ensure residential cycle parking is implemented as part of new developments.
- We will work with developers to implement covered cycle parking, cycle maintenance stands and cycle pumps.
- We will ensure the highest standard of cycle hubs are introduced as part of future redevelopments at Lewisham and Catford Train Stations.

### **Review**

- We will review the progress of cycling against the targets set out in this Strategy and set new targets once data from the 2021 Census and London Travel Demand Surveys are available.

6.2 The Council welcomes Lewisham Cyclists' draft Cycling Strategy. Cycling across London has seen rapid growth over the past decade or so, with funding for cycle related initiatives increasing yearly.

## **7 Financial Implications**

7.1 Funding to develop the cycling strategy has been identified in the LIP, which was approved by Mayor & Cabinet on 28th September 2016. The LIP spending submission includes an allocation of £100,000 per annum from 2017/18 to 2019/20 to develop the cycling strategy and to deliver small scale local improvements to the cycle network. The LIP also includes an allocation of £153,000 per annum over the same three year period towards Cycle Training.

7.2 Financial resources will be required in the future to develop projects identified by the strategy. Where new projects and funding gaps are identified, the need for such resources will be considered as part of the strategy.

### **7.3 2018/19/20/21 Funding.**

7.3.1 The Cycle Superhighways and Cycling Quietways are funded through separate TfL funding streams outside of the Boroughs LIP allocation. There are currently one cycle super highway (CS4) and 5 Quietway alignments with funding allocated to development and pending consultation delivery.

7.3.2 The 2018/19 Annual LIP spending submission presented to Mayor and Cabinet on 4<sup>th</sup> October 2017 identifies several spending streams and associated projects that will support the delivery of projects identified in the draft cycling strategy.

7.3.3 A link to the full Mayor and Cabinet report for the Annual LIP spending submission can be found in the supporting documents section below, however the main table of indicative 3 year spend is provided on the following page with schemes deemed to support the Cycling Strategy.

LIP Corridors, Neighbourhoods and Supporting Measures Programme	Proposed Funding £'000		
	2018/19	2019/20	2020/21
<b>Scheme name</b>		Subject to LIP3 review	
Road Safety Education, Training and Publicity	65	65	65
Cycle Training	153	153	153
Noise and air quality	100	100	100
School Travel Planning	100	100	100
Travel Awareness	44	44	44
Completion of previous years schemes	30	30	30
Bus Stop Accessibility	40		
Small traffic management works	70	30	30
Crofton Park Corridor	830	727	
Kirkdale / Dartmouth Road Neighbourhood		250	753
Burnt Ash Hill Neighbourhood		250	350
Sangley Road / Sandhurst Road	348		
Hither Green Lane (George Lane to Thornford Road)		225	350
Air Quality MAQF2 Contribution	23		
LIP3 Data Collection and Studies	10		
Local Cycling Improvements	100	100	100
Road Safety Measures	200	100	100
Local Pedestrian Improvements	160	49	48
<b>Total</b>	<b>2,273</b>	<b>2,223</b>	<b>2,223</b>

## 8 Legal Implications

- 8.1 The Constitution provides that the Executive respond to reports and or recommendations by t an Overview and Scrutiny Committee.
- 8.2 The Council has a wide general power of competence under Section 1 of the Localism Act 2011 to do anything that individuals generally may do. The existence of the general power is not limited by the existence of any other power of the Council which (to any extent) overlaps the general power. The Council can therefore rely on this power to undertake the proposals contained in the Draft Cycling Strategy.
- 8.3 The Equality Act 2010 (the Act) introduced a public sector equality duty (the equality duty or the duty). It covers the following protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.4 In summary, the Council must, in the exercise of its functions, have due regard to the need to:

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

8.5 It is not an absolute requirement to eliminate unlawful discrimination, harassment, victimisation or other prohibited conduct, or to promote equality of opportunity or foster good relations between persons who share a protected characteristic and those who do not. It is a duty to have due regard to the need to achieve the goals listed at **8.2** above.

8.6 The weight to be attached to the duty will be dependent on the nature of the decision and the circumstances in which it is made. This is a matter for the Mayor, bearing in mind the issues of relevance and proportionality. The Mayor must understand the impact or likely impact of the decision on those with protected characteristics who are potentially affected by the decision. The extent of the duty will necessarily vary from case to case and due regard is such regard as is appropriate in all the circumstances.

8.7 The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-codes-practice>

<https://www.equalityhumanrights.com/en/advice-and-guidance/equality-act-technical-guidance>

8.8 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

- [The essential guide to the public sector equality duty](#)
- [Meeting the equality duty in policy and decision-making](#)
- [Engagement and the equality duty: A guide for public authorities](#)
- [Objectives and the equality duty. A guide for public authorities](#)
- [Equality Information and the Equality Duty: A Guide for Public Authorities](#)



8.9 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:  
<https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance#h1>

8.10 Specific actions taken by the Council to implement the approved Cycling Strategy would have to comply with all relevant legal requirements.

## **9 Crime and Disorder Implications**

9.1 There are no direct crime and disorder implications arising from this response.

## **10 Equalities Implications**

10.1 The Council's Comprehensive Equality Scheme for 2016-20 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.

10.2 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.

10.3 There are no direct equalities implications arising from this response, however, an assessment of differential impact on equalities would be required at such time as detailed proposals are considered.

## **11 Environmental Implications**

11.1 There are no direct environmental implications arising from this response.

## **12. Human Rights Act Implications**

12.1 There are no direct Human Rights Act implications arising from this response.

### 13. Background Papers and originator

Lewisham Local Implementation Plan 2011 to 2031	<a href="https://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%2011-31.pdf">https://www.lewisham.gov.uk/mayorandcouncil/aboutthecouncil/strategies/Documents/Local%20Implementation%20Plan%2011-31.pdf</a>
Mayors Transport Strategy 2017	<a href="https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy">https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy</a>
Lewisham Cycling Strategy 2017	Included with report
Draft cycling strategy consultation results report Nov17	Included with report
Annual LIP spending Submission 2018/19	<a href="http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&amp;MId=4633">http://councilmeetings.lewisham.gov.uk/ieListDocuments.aspx?CId=139&amp;MId=4633</a>
LIP2 Equalities Impact Assessment EAA	Included with report

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### 14. Appendix

- a. Draft Lewisham Cycling Strategy (issue 3)
- b. Draft cycling strategy high level consultation report