

Cabinet

8 July 2013

Lambeth Cycling Strategy

All Wards

Cabinet Portfolio:

Cabinet Member for Environment and Sustainability: Councillor Imogen Walker
Cabinet Member for Housing and Regeneration:
Councillor Pete Robbins

Report authorised by:

Executive Director, Housing, Regeneration and Environment: Sue Foster

Executive summary

We believe every citizen in Lambeth will benefit from a more cycle friendly borough. Cycling is an exceptionally efficient way of getting around and can help people lead healthier and more sustainable lives. Congestion and air pollution will be reduced. Local shops and businesses will benefit as cyclists pop in more frequently and shop more locally. There will be new employment opportunities in bike workshops and cafes. Employers will benefit from fitter and healthier workforces who arrive alert and take fewer days off sick. Health services will be eased of the burdens of obesity and other illnesses related to inactive lifestyles.

And of course, people who cycle in Lambeth will enjoy all these benefits and get around quicker and easier and save money too.

We want **everybody** in Lambeth to be able to enjoy the environmental, community and health benefits of cycling which is why we have developed this strategy.

Lambeth has been at the forefront of promoting cycling and has achieved the third highest rate of cycling in London, with 5.7% of all commuter trips being made by bike (2011 Census). But cyclists in the borough tend to be white, male and aged 25-44. Attitude surveys show that women, parents, older people, and others, would also like to cycle more but have concerns about the danger from traffic and are prevented from cycling by the lack of good quality cycling facilities.

The Lambeth Cycling Strategy sets out how cycling will be taken forward in the next decade with principles that will be applied to the Council's capital infrastructure programme and guide the development of a programme of cycle improvements. Its core aim is to make cycle safer and convenient for all groups – so that 1-100 year olds feel safe enough to cycle.

Summary of financial implications

There are no direct financial implications associated with the adoption of this policy. The Mayor of London as part of his "Vision for Cycling" has made available £400m funding for cycle infrastructure over the next 3 years. Lambeth will bid in September 2013 for a share of this funding for a programme of high quality cycle routes and supporting cycle projects and the Cycling Strategy will be used as the basis of that bid. Preparation of the bid will be funded from existing budgets within Transportation and new schemes will be funded from allocations resulting from a successful bid.

Recommendations

- (1) To adopt the Lambeth Cycle Strategy.
- (2) To develop a programme of major new cycle infrastructure using Mayor of London Vision for Cycling funding for implementation during 2013-2016.

Consultation

Name of consultee	Department or Organisation	Date sent	Date response received	Comments appear in report para:
Internal				
Sue Foster	Executive Director of Housing, Regeneration and Environment	24.06.13	26.06.13	
Carolyn Dwyer	Divisional Director for Public Realm	10.06.13		
Maria Millwood	Commissioning Director	10.06.13	12.06.13	2.8 and Appendix 1
	Commissioner's Board	12.06.13	12.06.13	2.8 and Appendix 1
Greg Carson	Governance and Democracy	10.06.13	14.06.13	4.1 to 4.5
Hamant Bharardia	Department Finance Officer	10.06.13	13.06.13	
External				
	Lambeth Cyclists	10.06.13	13.06.13	Appendix 1
Rob Harrison	Lambeth Community Safety Team	10.06.13	12.06.13	

Report history

Decision type: Key decision April 2013 (first appeared Forward Plan 31 May 2013)		Key decision: reason 3. Meets community impact test	
Authorised by Cabinet member:	Date report drafted:	Date report sent:	Report deadline
See above	07.06.13	10.06.13	17.06.13
Report no.:	Report author and contact for queries:		
84/13-14	Mark Trevethan, Transport Policy Manager 020 7926 4067 mtrevethan@lambeth.gov.uk		

Background documents

Lambeth Transport Plan 2011

<http://www.lambeth.gov.uk/Services/TransportStreets/TransportStrategy/LambethTransportPlan.htm>

Lambeth Road Danger Reduction Strategy

<http://www.lambeth.gov.uk/Services/TransportStreets/TransportStrategy/LambethRoadDangerReductionStrategy.htm>

Mayor of London's Vision for Cycling

<http://www.london.gov.uk/priorities/transport/publications/mayor-s-vision-for-cycling>

Mayor of London's Transport Strategy

<http://www.london.gov.uk/priorities/transport/publications/mayors-transport-strategy>

Appendices

Appendix 1 – The Lambeth Cycling Strategy.

Lambeth Cycling Strategy

1. Context

- 1.1 The 2011 Census showed that 5.7% of people in Lambeth travel to work by bike. The average rate across London is 2.6% and Lambeth has the third highest rate of cycling in London with Hackney at the top at 9.2%. Across London, cyclists tend to be typically white, young men with above average incomes, whereas in Denmark and the Netherlands more women cycle than men, and the cycle population reflects the general local population.
- 1.2 The Lambeth Cycling Strategy sets out what is needed for Lambeth to build on its position as a leading cycling authority and create an environment which enables a broader cross-section of people to cycle. It sets out key aims that the Council will pursue to make Lambeth a cycling borough. Most of the principles in the Strategy are already Council policy as set out in the Lambeth Transport Strategy 2011, but the Cycling Strategy is intended as a clear statement of support for cycling and cycle priority.
- 1.3 This will be backed up by a more detailed action plan to be developed over the next six months, with specific actions and a programme of investment in new routes and facilities. Cycle projects will be funded through the Mayor's Vision for Cycling. The Mayor has announced £400m of funding for cycling improvements over the next three years and boroughs can bid for part of this funding in September 2013. This will be a major opportunity to improve cycle facilities in Lambeth and the street scene generally. A new network of routes will be developed where more people feel safer to cycle with more use of segregated lanes, priority measures at junctions, and better marking of routes. Work has already been done to change the formula for road resurfacing to give extra priority to roads used by cyclists.

2. Proposals and reasons

- 2.1 The vision for the Lambeth Cycling Strategy is that:

Lambeth will be the most cycle-friendly borough in London where 8 – 80 year olds feel safe enough to cycle.

- 2.2 The aims of the Cycling Strategy are:

- Aim 1: Create safe and attractive streets for cycling through a mix of measures including a borough-wide 20 mph speed limit.
- Aim 2: Encouraging and enabling a range of people to cycle so that Lambeth's cycling population reflects the local population
- Aim 3: Create a high quality network of routes with a variety of routes for different ages and abilities.
- Aim 4: Reduce through traffic on residential streets where appropriate
- Aim 5: Provide secure cycle parking at both ends of cycle trips

- Aim 6: Promote modal shift to walking and cycling.
- Aim 7: Increase the number of children cycling and make cycling to school the norm.
- Aim 8: Improve road user behaviour through education, training and enforcement
- Aim 9: Establish a local demonstration area to focus a range of cycle measures and showcase what can be achieved.
- Aim 10: Deliver the strategy through co-operative working

- 2.3 These are the aims that were agreed at the Lambeth Cycling Conference on 27 April 2013. The conference brought together local residents interested in cycling to discuss what action was required to enable more people to cycle in the borough and what the priorities should be in a cycling strategy for the borough.
- 2.4 The aims also reflect policies in the Lambeth Transport Plan 2011. The Lambeth Transport Plan generally promotes a sustainable travel pattern in Lambeth, giving priority to more efficient and environmentally friendly forms of transport and promoting road danger reduction by promoting low impact modes. The Transport Plan promotes cycling and supports the provision of safe, attractive cycle facilities and routes. The Plan also promotes improving the permeability of the road network for cycling and enhancing streets for the benefit of walking and cycling.
- 2.5 The Mayor's Transport Strategy 2010 promotes cycling generally and aims to "mainstream" cycling, making it more attractive to a wider range of people. The Strategy aims to raise the profile of cycling and work with the Boroughs to deliver improvements to cycling infrastructure.
- 2.6 The Mayor's Vision for Cycling 2012 sets out in more detail the ways in which the Mayor will support improvements to cycle infrastructure. The Mayor intends to invest over £900m over the next 10 years in cycling with proposals for a Central Grid, a network of Quietways and upgraded Superhighways. These will include a greater degree of intervention to prioritise cycling than has been the case until now including segregated lanes.
- 2.7 The Mayor is inviting boroughs to bid in September 2013 for funding for new cycle routes over the next three years. The Mayor will be looking to work with boroughs that have political support for a high profile cycling agenda and a track record of promoting cycling. The Lambeth Cycling Strategy is intended as a clear statement of support for cycling in the borough, reinforcing the reputation Lambeth has for delivering innovative cycle facilities. This should stand the Council in good stead to maximise the amount of funding for new infrastructure through the Mayor's Vision for Cycling and bring opportunities to invest in local place making and street enhancements.
- 2.8 The Cycling Strategy and the delivery of a high quality cycle network will contribute to achieving several of the outcomes in the Lambeth Community Plan in the following ways:

	Lambeth Community Plan outcome	Cycle strategy
Cleaner streets and greener neighbourhoods	People lead environmentally sustainable lives.	Transport is the source of 22% of London's CO2 emissions. CO2 emissions from cycling are negligible so higher rates of cycling make an effective contribution to reducing emissions from the transport sector. Cycling causes no air pollution and higher rates of cycling contribute to reducing air pollution. There are no noise impacts from cycling and more trips by bike can help reduce noise on streets. Cycling is the most space efficient form of transport and contributes to efficient use of land.
More jobs and sustainable growth	People live in, work in and visit our vibrant creative town centres.	Modal shift from motorised transport to cycling reduces the impacts of traffic and helps to create town centres with more human activity. Development of safe, attractive cycle routes enables cheap, reliable access to town centres for all.
Communities feel safer and stronger	Lambeth plays a strong role in London's economy	Growth in cycling can create business and employment opportunities in local cycle shops and cycle deliveries.
	People have the skills to find work	Lambeth supports community projects to train young people and unemployed people to repair bikes and learn work skills.
	All young people have opportunities to achieve their ambitions	Cycling can provide cheap, reliable access to work, college and leisure facilities and give a sense of freedom and independence. Learning to make journeys and take responsibility for personal safety is a part of growing up, but parents are reluctant to allow children to cycle to school due to danger posed by traffic.
	People achieve financial security	Cycling can provide cheap, reliable transport. Lambeth supports community projects which refurbish old bikes for resale at more affordable prices.

	All Lambeth communities feel that they are valued and are part of their neighbourhoods	More people walking and cycling can encourage more interaction on local streets.
	Crime reduces	More people on streets can provide more natural surveillance and help make people feel more people are around.
	People are healthier, for longer	Cycling is a low impact activity that has many health benefits such as risk of heart attack, obesity and stroke and can also benefit mental health. Along with walking cycling is the easiest activity for people to take up. Rates of children's obesity have been related to restrictions on opportunities to walk, cycle and play outdoors.
	Older, disabled and vulnerable people can live independently and have control over their lives	The elderly tend to be less physically active and less interested in organised sport – cycling provides a cheap form of transport and a simple form of physical exercise. Lambeth supports projects such as Wheels for Wellbeing which adapt bikes and provide events to enable disabled people to cycle.

3. Finance Comments

- 3.1 The Cycling Strategy will be used to support an application for further funding in September 2013 from the Mayor of London's Vision for Cycling programme. Rather than developing and implementing individual cycle measures in-house one at a time, gradually implementing a route over time; existing staff will use these additional resources to commission whole cycle route projects. A decision on allocation of the funding is expected in December 2013.
- 3.2 No additional resources are required from the Council. The cycle improvement programme proposals and bid will be funded from existing resources within the Transportation budget.

4. Comments from Director of Governance and Democracy

- 4.1 Section 142 of the Greater London Authority Act 1999 (the Act) requires the Mayor of London to prepare and publish a "Transport Strategy" (MTS) setting out his policies for, "...the promotion and encouragement of safe, integrated, efficient

and economic transport facilities and services to, from and within Greater London.”

- 4.2 The Council is required in accordance with Section 145(1) of the Act to prepare as soon as reasonably practicable after the Mayor has published the MTS a “local implementation plan” (LIP) containing the authorities proposals for the implementation of the said strategy in its area.
- 4.3 Section 145(2) of the Act provides that in preparing its LIP the Council has a duty to consult:
- (a) the relevant Commissioner or, if the council considers it appropriate, both Commissioners,
 - (b) Transport for London,
 - (c) such organisations representative of disabled persons as the council considers appropriate,
 - (d) each other London borough council whose area is, in the opinion of the council preparing the local implementation plan, likely to be affected by the plan, and
 - (e) any other body or person required to be consulted under this section by virtue of a direction given to the council by the Mayor under section 153 below.
- 4.4 A LIP must be consistent with the Mayor’s Transport Strategy and must provide adequate proposals and a timetable for implementation before the Mayor can approve it. Once approved, the Council is under a duty to implement it within the timetable set out in the plan.
- 4.5 The Mayor has a duty under Section 41(2) of the Act to keep the MTS under review and should s/he decide to revise that strategy in consequence, Section 148 of the Act provides that “...each London borough council shall as soon as reasonably practicable after the Mayor has published the transport strategy as revised prepare such revisions to the council’s local implementation plan as it considers are necessary in order to implement that strategy in its area.”

5. Results of consultation

- 5.1 The previous Cabinet Member for Housing and Regeneration and Cabinet Member for Environment and Sustainability were briefed in December 2012 on progress up to now on cycling in Lambeth. Lambeth has been successful over the last decade in supporting cycling, and the Members were keen to maintain Lambeth’s reputation as a leading cycling authority. They were also concerned that, while cycling is a cheap and quick form of local transport, in some population groups a relatively low number of people cycle, notably women, people on low incomes and children. Senior elected Members requested the development of a cycling strategy to take cycling forward over the next decade and enable all population groups to cycle. Members also requested a conference to discuss local cycling priorities for the strategy.
- 5.2 A conference was held on 27 April 2013 at Stockwell YMCA for people with an interest in cycling in Lambeth. The Conference was opened by the Leader and

attended by over 50 people. The conference agreed a list of objectives for the strategy, barriers that local cyclists thought would need to be addressed if there is to be a step change in cycling provision, and specific actions to be developed.

- 5.3 The objectives from the conference have formed the basis of the Cycling Strategy – set out as aims. In addition, the most popular action from the conference has been included as Aim 9 – to concentrate action in one demonstration area to test and showcase what levels of cycling could be achieved with the full range of measures.
- 5.4 The conference outcomes were discussed with Councillors Haselden, Robbins and Walker in May 2013 who requested that the Cycling Strategy be reported to Cabinet for adoption in July 2013 in time for the borough to bid for the Mayor's cycle funding in September. The Cabinet Members requested that, in implementing the strategy particular attention be given to enabling people in low income groups and residents of estates to cycle through training, support and facilities.
- 5.5 The Council consulted widely on the Lambeth Transport Plan 2011, especially with different road user groups, and the Cycling Strategy is consistent with the Transport Strategy. Nevertheless, a key part of the Cycling Strategy will be to work collaboratively on the cycle programme with the different road user groups as well as the Police, community groups and the business sector.

6. Organisational implications

6.1 Risk management:

If the strategy is not adopted and delivered, there is a risk that Lambeth would fall behind other authorities with reputational risk and loss of opportunity.

6.2 Equalities impact assessment:

An equality impact assessment has been undertaken. A key theme of the Cycling Strategy is enable a range of groups to cycle, therefore the equalities impacts are mainly positive. No group is negatively impacted.

6.3 Community safety implications:

More people cycling means more people on the street providing natural surveillance and a feeling that people are around. The strategy includes provision of cycle parking to address cycle theft. Officers will work closely with community safety officers and the police as part of the strategy.

6.4 Environmental implications:

Cycling is the most environmentally friendly form of transport with no emissions and is very space efficient. The promotion of cycling contributes to reducing carbon dioxide emission, air quality targets, reduces noise from traffic and many other environmental targets.

6.5 Staffing and accommodation implications:

None. Rather than design and implement specific cycle measures, gradually developing a route over time, existing staff will commission whole cycle route projects using the Mayor's Vision for Cycling funding.

6.6 Any other implications:

None.

7. Timetable for implementation

7.1 Once the Cycling Strategy has been adopted, officers will develop a cycle improvement programme with a view to bidding for the Mayor's Vision for Cycling funding in September 2013.

7.2 Key dates are as follows:

Cabinet adopts Cycle Strategy	8 July 2013
Co-design cycle improvement programme bid for Mayor's funding with Lambeth Cyclists	July/Aug 2013
Lambeth submits bid to TfL for funding new cycle routes across the borough	September 2013
Decision on funding expected (tbc)	December 2013
Design and development of new routes	2014/15
Implementation of first phase of cycle improvements	2014-16
