



Report to:	Environment and Neighbourhood Committee	Date:	26 November 2015
Report title:	Cycling Delivery Strategy		
Report from:	Mary Morrissey, Strategic Director – Environment, Housing & Regeneration		
Ward/Areas affected:	Borough-wide		
Chair of Committee:	Councillor Jill Whitehead		
Author(s)/Contact	Alex Forrest – Principal Transport Planner Tel. 0208 770 6878		
Number(s):			
Corporate Plan Priorities:	<ul style="list-style-type: none"> • A Green Council 		
Open/Exempt:	Open		
Signed:			Date: 13 November 2015

1. Summary

- 1.1 A draft Cycling Delivery Strategy [the Strategy] was approved for consultation purposes by the Sustainable Transport Task and Finish Group on 8th July 2015. The consultation period for the draft Strategy was open from 21st July to 7th September 2015. This report outlines the purpose and objectives of the Strategy and the results of the consultation, including a stakeholder workshop held on 23rd July, and sets out proposed changes to the draft Strategy as a result.
- 1.2 Once approved, the Strategy will be used to influence the design and implementation of cycling schemes, and ensure that cycling is considered in all appropriate transport schemes and projects, to assist in meeting the targets to increase cycling levels. Progress will be monitored against the implementation of the Action Plan and reported annually.

2. Recommendations

That the Environment and Neighbourhood Committee:

- 2.1 Agree the final Cycling Delivery Strategy in Appendix E, incorporating the proposed changes as a result of the consultation.



- 2.2 Agree to delegate authority to the Executive Head of Safer and Stronger Communities, in consultation with the Chair, to approve any final changes to the Strategy requested by the Committee, and its subsequent publication.

3. Background

- 3.1 The new Sustainable Transport Strategy, which was approved at the March 2015 Environment and Neighbourhood Committee meeting, set out the Council's intention to commission a Cycling Delivery Strategy. The Sustainable Transport Strategy report to the March meeting sought approval to commission a draft Cycling Delivery Strategy for consultation.
- 3.2 A tendering exercise was undertaken and Steer Davies Gleave consultants were appointed to prepare the draft Strategy during March and April 2015. Officers then finalised the draft Strategy for consultation.
- 3.3 The Cycling Delivery Strategy complements the Sustainable Transport Strategy and sets out its approach to encouraging cycling in the borough. The Strategy sets out how the Council is responding to the renewed focus on cycling in London being promoted by the Mayor in his Vision for Cycling, and by the All Party Parliamentary Cycling Group's 'Get Britain Cycling' report.
- 3.4 Over 50% of car journeys in Sutton are less than 3 miles (5km) – a distance that could easily be undertaken by bicycle by many people. Cycling has benefits for air quality, climate change, congestion, noise levels, public health and well-being, productivity, travel cost savings and the local economy.
- 3.5 The Strategy aims to make cycling the mode of choice for short local journeys by improving the quality and legibility of cycle routes, addressing safety concerns through road safety measures, improving cycle parking facilities and ensuring the wider road network is as cycle-friendly as possible.
- 3.6 The Strategy has the following six objectives:
1. Make Sutton a more attractive borough for cycling and create a high quality cycle route network.
 2. Make Sutton a safer borough for cycling.
 3. Encourage a shift from the car to cycling for shorter journeys.
 4. Encourage safe and considerate behaviour by all road users.
 5. Create a cycling culture by promoting cycling to a wider range of people.
 6. Actively promote cycling within the Council's Sustainable Transport Strategy.
- 3.7 Under each of these objectives, the Strategy sets out what the Council is currently doing and what it proposes to do in order to meet the objective. The Action Plan sets out a more detailed programme of actions to meet each objective and will be updated annually.
- 3.8 The Sustainable Transport Strategy committed the Council to a target of increasing the cycling modal share to 2.2% by 2017 and 4% by 2025 from a baseline of 1%. The Strategy sets out a plan for achieving these targets and making best use of the funding available.



4. Issues

- 4.1 The draft Strategy was launched for consultation on 21st July and the consultation was open until 7th September. As part of the consultation, a successful cycling summit and consultation workshop was held on 23rd July. This event was attended by around 50 people and addressed by the Mayor's Cycling Commissioner Andrew Gilligan, as well as Councillor Jill Whitehead and Steer Davies Gleave Consultants.
- 4.2 As part of the workshop, breakout sessions were held to discuss each of the objectives, which produced some useful feedback. A summary of the issues that were raised during the breakout discussions is contained in Appendix A.
- 4.3 A consultation questionnaire was produced and made available on the Council's website and in libraries. A copy of the Questionnaire is attached as Appendix B. There was a good response to the consultation, with 163 online responses and around 10 paper questionnaires returned, together with a number of more detailed responses from cycling groups and other stakeholders. A summary of the questionnaire responses is set out in Appendix C. A schedule setting out the detailed comments received and the Council's response, together with the proposed changes to the Strategy, is set out in Appendix D.
- 4.4 The Strategy was given strong support in the consultation responses, with a large majority of respondents supporting the Vision, Objectives and Action Plan.
- 4.5 The most detailed written response came from 'Get Sutton Cycling', the Sutton branch of the London Cycling Campaign which represents around 100 members in the borough. They welcomed the Strategy and set out a number of elements that they liked about it. They also set out some concerns and suggestions for improvements. Generally they would like to see more ambition in the Strategy to genuinely improve conditions for cycling in the borough and more detail setting out how the Council intends to achieve a step-change in provision for cycling. They would also like to see more urgency given to some of the 'quick-win' actions.
- 4.6 A detailed response was also received from the Sutton branch of the Cyclists' Touring Club, which represents around 250 members in the local area. They would like to see a more robust procedure for monitoring the action plan. They would also like to see a more comprehensive approach to 20mph limits borough-wide, without the use of traffic calming features which can be hazardous for cyclists. Both this group and 'Get Sutton Cycling' want to see a stronger commitment to the London Cycling Design Standards.
- 4.7 Transport for London welcomed the Strategy and the commitment to use the London Cycling Design Standards, but suggested that the audit of existing routes against these standards is brought forward. They also encouraged the Council to work closely with Kingston borough to link in with its Mini-Holland programme and ensure routes join up.
- 4.8 The questionnaire written comments covered a wide range of issues, including many specific suggestions for cycle route improvements. A significant number of comments related to:
- the need for more and secure cycle parking;
 - new and improved cycle routes including segregated lanes and removal of obstructive parking in cycle lanes;
 - better maintenance of cycle routes;
 - more cycle training, improved cycle safety and enforcement of traffic laws;



- further 20mph limits / zones;
- a more ambitious programme of measures in the Action Plan.

4.9 A number of changes to the Strategy are proposed in response to these comments, as set out in the schedule in Appendix D and shown in the revised Strategy in Appendix E. The main changes relate to:

- a greater emphasis on infrastructure improvements, especially for Quietways;
- a stronger commitment to the London Cycle Design Standards;
- an amendment to the timeframes in the Action Plan;
- more detail on how the Council will build support for cycling schemes;
- more information on improving driver and cyclist behaviour;
- a new paragraph on maintenance of existing cycle routes and facilities.

4.10 Once it is finalised and published, it is proposed to launch the Strategy with a public meeting in spring 2016. An annual monitoring report will be published setting out progress towards implementing the Strategy.

5. Impacts and Implications

Financial

5.1 There are no direct financial implications arising from this report. Actions arising from the Strategy will be funded from TfL grant funding and other sources.

Legal

5.2 There are no legal implications arising from this report.

Integrated Impact Assessment

5.3 See Appendix F.

6. Appendices and Background Documents

Appendix Letter	Title
A	Summary of Consultation Workshop breakout discussions (available on Council website)
B	Copy of Consultation Questionnaire (available on Council website)
C	Summary of Questionnaire responses (available on Council website)
D	Schedule of detailed consultation responses received and proposed changes to the Strategy (available on Council website)
E	Revised final Strategy showing proposed changes (attached)
F	Integrated Impact Assessment (attached)



Background Documents
None

Audit Trail		
Version	Final	Date: 13 November 2015
Consultation with other officers		
Officer	Comments Sought	Comments checked by
Finance	Yes	Christine Little
Legal	Yes	Tony Cooke
Other Officers:	Yes	Warren Shadbolt

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