

Decision Maker: Environment Portfolio Holder

For Pre-Decision Scrutiny by Environment PDS Committee on:

Date: 17th March 2015

Decision Type: Non-Urgent Executive Non-Key

Title: BROMLEY'S CYCLING STRATEGY

Contact Officer: Caroline Dubarbier, Transport Planner
Tel: 020 8461 7641 E-mail: caroline.dubarbier@bromley.gov.uk

Chief Officer: Nigel Davies, Executive Director of Environment & Community Services

Ward: All wards

1. Reason for report

- 1.1. This report presents a draft Cycling Strategy for Bromley which sets out a delivery plan for improving cycling facilities, promotion, and training over the next three years. It is proposed that the strategy go out for public consultation before finalising in Summer 2015.
-

2. **RECOMMENDATIONS:**

- 2.1 That the PDS Committee reviews the draft Cycling Strategy attached as Appendix 1 and provides comments to the Portfolio Holder.
- 2.2 That the Portfolio Holder approves the Cycling Strategy to go out for public consultation.

Corporate Policy

1. Policy Status: Existing Policy
 2. BBB Priority: Quality Environment, Safer Bromley, Vibrant, Thriving Town Centres
-

Financial

1. Cost of proposal: Estimated Cost: £5,000
 2. Ongoing costs: Non-Recurring Cost.
 3. Budget head/performance centre: TfL Funding – Borough Cycling Programme.
 4. Total current budget for this head: £161,500
 5. Source of funding: TfL LIP Non-Formula Funding 2014/15.
-

Staff

1. Number of staff (current and additional): 1 fte funded by Borough Cycling Programme.
 2. If from existing staff resources, number of staff hours: 60 hours.
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance
 2. Call-in: Applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): All current and prospective cyclists.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Not Applicable
2. Summary of Ward Councillors comments: Not Applicable

3. COMMENTARY

- 3.1. Cycling has become a mainstream mode of travel, accounting for 24% of traffic during peak times in central London (TfL, 2014). Cycling in Bromley is well below this , with just 0.8% of all trips in the borough made by bicycle, and is also below the outer London average of 1.6%.
- 3.2. Cycling has big benefits for congestion reduction, health and the environment, and contributes towards the vitality of town centres, with regular cyclists making more frequent local shopping trips.
- 3.3. Bromley's Cycling Strategy identifies opportunities for the borough to increase cycling through a programme of works from large scale infrastructure such as major junction improvements on the A21, to 'softer' measures such as cycle training and secure cycle parking. The Strategy also allows the Council to lobby for further funding through the Mayor's ten year £913m cycling vision programme by way of setting out the local priorities and ambitions.
- 3.4. The strategy encompasses five key objectives:
 - Supporting the economy and population growth;
 - Enhancing the quality of life for Bromley residents;
 - A safer Bromley;
 - Connecting communities;
 - Normalising the bike.
- 3.5. Bromley's Cycling Strategy has been developed in partnership with a number of stakeholders including the Safer Transport Team, Bromley Cyclists (the local group of London Cycling Campaign), Transport for London, Southeastern, Orpington 1st Business Improvement District and the Parks, Road Safety, Traffic and Transport Strategy teams within the Council.

4. POLICY IMPLICATIONS

- 4.1. Bromley's Local Implementation Plan aims to increase modal share of cycle trips to 3.3% by 2026. Currently Bromley's mode share is 0.8% (2012/13). The Cycling Strategy includes a short-term target to increase cycling to 1.4% by 2017.
- 4.2. Objective B4 of the LIP is '*to promote the safe use of cycling, walking and public transport to improve access to services, facilities and employment, reduce peak time traffic congestion, improve journey times and limit emissions.*' 32% of trips made in Bromley are 3 miles or under in length and can therefore be made by bicycle in around 15 minutes. Generating mode shift to the bicycle would facilitate all of the benefits listed in objective B4.
- 4.3. The 2014-17 Environment Portfolio Plan includes a number of aims in support of the planned outcomes 'Improving transport' and 'Enhancing Bromley's parks and green spaces' which are supported by this Cycling Strategy.

5. FINANCIAL IMPLICATIONS

- 5.1. The projects outlined in the Cycling Strategy will be funded externally from Transport for London programmes, including the Local Implementation Plan (LIP), Borough Cycling Programme and Quietways Programme. Where possible, third party funding will be sought to supplement the capital programme of works.
- 5.2. Many of the projects set out remain unfunded, so this Strategy will be used to lobby and secure further funding from the Mayor of London and TfL.

5.3. The Council secured £5k of funding from TfL to support the development of the Strategy. This will be used to cover staff, consultation and outline scheme design costs.

Non-Applicable Sections:	LEGAL IMPLICATIONS; PERSONNEL IMPLICATIONS.
Background Documents: (Access via Contact Officer)	