

**Decision Maker:** Environment Portfolio Holder

**For pre-decision scrutiny by the Environment PDS Committee on**

**Date:** 24 November 2015

**Decision Type:** Non-Urgent Executive Non-Key

**Title:** BROMLEY'S CYCLING STRATEGY CONSULTATION REPORT

**Contact Officer:** Caroline Dubarbier, Acting Transport Planning Manager  
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**Chief Officer:** Nigel Davies, Executive Director of Environment & Community Services

**Ward:** All wards

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1. Reason for report

- 1.1 This report presents the responses to Bromley's Cycling Strategy consultation and a table of respondents' requested changes in order to finalise the Strategy.
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2. **RECOMMENDATION(S)**

- 2.1 **The Committee is asked to note the responses to the Cycling Strategy Consultation.**
- 2.2 **The Portfolio Holder is asked to endorse the suggested changes to the final Cycle Strategy, based on consultation responses, as set out in Section 5 of Enclosure 1.**

## Corporate Policy

1. Policy Status: New Policy:
  2. BBB Priority: Quality Environment Safer Bromley Vibrant, Thriving Town Centres
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## Financial

1. Cost of proposal: Estimated costs £536.5k for 2015/16 and £618.74k for 2016/17
  2. Ongoing costs: Non-Recurring Cost
  3. Budget head/performance centre: TfL Funding
  4. Total current budget for this head: £536.5k for 2015/16 and £618.74k for 2016/17
  5. Source of funding: TfL funding
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## Staff

1. Number of staff (current and additional): 1 fte funded by TfL Borough Cycling Programme
  2. If from existing staff resources, number of staff hours: 70 hours
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## Legal

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

1. Estimated number of users/beneficiaries (current and projected): All current and prospective cyclists.
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## Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments:
  - Please see Cllr Ian Dunn's response in Appendix B of Enclosure 1.

### **3. COMMENTARY**

- 3.1 Bromley receives Local Implementation Plan (LIP) funding on condition of delivering Mayoral priorities, including the promotion and implementation of facilities for cycling. The Council has developed its Cycling Strategy in order to progress cycling schemes and assist in providing access to additional funding.
- 3.2 Bromley's draft Cycling Strategy was presented to the Environment PDS for pre-decision scrutiny on 17<sup>th</sup> March 2015. The Portfolio Holder subsequently agreed the draft Strategy be released for public consultation.
- 3.3 Consultation took place between 1 May and 31 July 2015, during which time the strategy was available to view on the Bromley Council website. A link to an online survey was available for respondents to complete and postal and email addresses for written responses were provided.
- 3.4 A total of 155 responses were received to the Cycling Strategy consultation from 144 individuals/organisations. These were made up of 77 questionnaire responses, 14 written responses, and 64 automatically generated emails to local Ward Councillors.
- 3.5 During the consultation, across the mix of online survey and written responses, several key themes have emerged. The tables in section 5 of Enclosure 1 illustrate the consultation responses which highlight individual issues alongside an officer recommendation detailing how the Council could address the issue as part of the Cycling Strategy. Members are asked to consider each recommendation and endorse or reject them.

### **4. POLICY IMPLICATIONS**

- 4.1 Bromley's Local Implementation Plan aims to increase modal share of cycle trips to 3.3% by 2026. At time of writing the draft Cycling Strategy, Bromley's mode share was 0.8% (2012/13). The draft 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. Current funding available is £536.5k for 2015/16 and £618.74k for 2016/17. 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 in 2014/15 from TfL to support the development of the Strategy. This was used to cover staff, consultation and outline scheme design costs.

<b>Non-Applicable Sections:</b>	Legal and Personnel implications
Background Documents: (Access via Contact Officer)	