

## Environment and Sustainable Transport Committee

27 November 2018

### Healthy Streets Scorecard

Report by Lead Officer, Sustainable Transport

Call-in deadline: 5pm on Tuesday 11 December

#### **Purpose**

To review the Healthy Streets Scorecard

#### **Recommendations of the Portfolio Holder for Environment and Sustainable Transport**

That the Committee -

1. Notes the contents of inaugural Healthy Streets Scorecard as set out in Annex 1 of the report;
2. Agrees the publication and promotion of the Health Streets Scorecard; and,
3. Notes that the Scorecard format will be used to provide annual evaluations of cycling in the borough.

#### **Benefits to the Community:**

The recommendations will allow the local community access to information about the Go Cycle programme, providing background around the roadworks that have taken place and the benefits of the programme.

#### **Key Points**

A This report forms a key part of the ongoing monitoring between the Council and Transport for London (TfL) as part of the Go Cycle programme. The aim is to summarise and provide a cycling snapshot in Kingston for borough officers, stakeholders and the public. This first report outlines baseline findings (for 2015-16) and findings from follow up surveys. The report focuses on the 10 Go Cycle objectives to evidence how the programme is meeting the aims. This is achieved by outlining the measures of success, a summary of how the borough is doing and an outline of what the borough is doing to achieve the objective. The information has been presented over the following time periods:

2014/15 – pre-Go Cycle

2015/16 – Year 1 – baseline year

2016/17 – Year 2

2017/18 – Year 3

B The main findings of the report include:

- The top four reasons that people cycle are because it is healthy, enjoyable, saves time and saves money. Around one in three respondents started cycling when they moved house, school or job, which demonstrates the opportunity for behaviour change during a life transition.

- The top two reasons people do not cycle are a fear of being in a collision and too much traffic. Surveys show a 3% and 5% improvement respectively between the years 2015-16 and 2016-17 in Kingston. Another reason given is poor local infrastructure, which saw a 7% drop in this reason in the same time period.
- Cycle counts completed on Portsmouth Road show an increase of 59% across the day, 76% to 104% increase during peak hours and a 39%-50% increase between pre and post construction of the Go Cycle route.
- Further monitoring on Portsmouth Road shows that users feel less intimidated by traffic (72% down to 60%), find it easier to cross (78% up from 67%), more enjoyable (81% up from 66%), not noisy (57% up from 29%), with clean air (69% up from 58%) and attractive (84% up from 72%).
- Existing cyclists in the borough are most satisfied with the reliability of their cycle journey and the time it takes to travel by bicycle.
- In 2017/18, the council completed cycle training with 424 adults and 1,717 children compared to 348 adults and 1,594 children in 2016. In 2017/19, the council also received funding to train a further 269 Year 4 children in Bikeability Balance (Level 0).

C In order to demonstrate the positive changes that the council's Go Cycle programme has achieved, the release of the report into the public domain needs to be approved, along with approval that this should form the basis of an annual report into the state of cycling in Kingston and to Go Cycle programme.

## Context

1. The works detailed in the report relate to the Go Cycle programme. This is part of TfL's 'Mini-Hollands' programme, in which the Royal Borough of Kingston was one of three borough to receive a share of £100m to improve and promote cycling.
2. There is not currently a regular report which outlines the current state of cycling in Kingston and progress made towards encouraging residents to switch to more sustainable modes of transport.

## Proposal and Options

3. To agree that the report should form the basis of an annual report into the state of cycling in Royal Borough of Kingston and progress of the Go Cycle programme.
4. To agree to the release of this report into the public domain.

## Consultations

- Attitudes to Cycling Survey (2014-2016)
- Cycle counts (TfL and RBK)
- Cyclist intercept studies (2015)
- London Travel Demand Survey
- Road Safety Data (STATS 19)
- Town centre cordon counts
- Consultations for each of the Go Cycle routes have been completed.

## **Timescale**

5. The report needs to be published ASAP so that the data contained with it is still relevant and up to date.
6. If agreed that this report should form the basis of future annual reports, work on the next report will begin in January 2019.

## **Resource Implications**

7. Any costs associated with this report, including officer time, data counts and any associated design costs will be met from the Go Cycle Complementary Measures budget. This budget is wholly externally grant funded.

## **Legal Implications**

8. None

## **Risk Assessment**

9. This report aims to mitigate against the risk of the public perception of the Go Cycle programme being solely about disruption and roadworks and not the benefits that the works will bring to the borough.

## **Equalities Impact Assessment**

10. There is no change to policy relating to this report. Awaiting review.

## **Health Implications**

11. Cycling and active travel have been shown to improve mental and physical well being.
12. The report shows increased levels of perception of safety, pavements and attractiveness of the public realm.
13. It is increasingly considered that rather than there being 'hard to reach' groups in terms of increasing sustainable travel, the groups are relatively easy to reach but it is the intervention which is rejected. Research by Professor Judith Green Professor of Sociology of Health, King's College London that many minority groups perceived cycling in London etc as for predominantly for white Lycra-clad man who could be assertive enough (and willing to take risks, even thrive on them) to get about successfully. As many other groups did not feel they could identify with this image/way of being, they rejected the idea to participate outright. In order to meet the Go Cycle objectives outlined in the report, the team will need to work closely with community engagement teams in Public Health (as well as changing the physical infrastructure) in order to target specific communities who do not tend to participate in sustainable travel (cycling specifically) in order change perceptions and increase rates. When considering the work of Prof Green, the changing demography of Kingston and the increasing numbers of BME groups shows it will be difficult to increase participation rates in a rapidly changing borough without more tailored approaches to engaging key groups.

## **Road Network Implications**

14. By 2050 the population of Kingston is predicted to increase by 30%. The Go Cycle improvements and complementary measures encourage sustainable transport, lowering the pressure on the road network.
15. The report demonstrates there has been an increase in journeys made by bicycle and improved attitudes towards this mode of transport in the borough.

## **Environmental & Air Quality Implications**

16. Poor air quality affects people's health. Therefore, improving air quality has health benefits which, in turn, has economic benefits. The pollutant within the borough that fails to meet the air quality objectives is nitrogen dioxide. This arises as a result of combustion with motor vehicles being the most significant source. Therefore, encouraging a modal shift from motor vehicles to cycling will result in a reduction in concentrations of this pollutant.
17. Actions 12 - 15 of the borough's Air Quality Action Plan all refer to promotion of cycling so this report is helping to demonstrate how the Council is working to address these.

## **Background papers**

Attitudes to Cycling Survey (2014, 2015, 2016)

Borough Local Implementation Plan (LIP) Performance Indicators

Cycle counts (RBK and TfL)

Cyclist intercept studies

Healthy Streets Survey

London Travel Demand Survey

Road Safety Data (STATS19)

Town centre cordon counts