



Cycling

Strategy



JUNE 1998

CROYDON

*Public Services
and Works*



Important note

This electronic version of Croydon's 1998 Cycling Strategy has been painstakingly re-created from a scan of a paper copy of the original. This is necessary because enquiries have established that the Council does not have the original to hand, except in paper form. Therefore, unlike other current strategies the Cycling Strategy is not available on the Council's web site. This PDF aims to redress that problem, since we believe that this Cycling Strategy is an important Council document that the public should have easy access to, in line with Open Government principles.

Every effort has been made to be faithful to the original, including retention of original errors. However, we cannot guarantee that no new errors have crept in. If you have a paper original, and spot any differences, then please let us know.

Croydon Cycling Campaign

August 2004

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FOREWARD: by the Chairs of the Highways and Transportation, Planning & Environment and Traffic Management Sub Committees

We welcome and support this Strategy to encourage cycling in the London Borough of Croydon. The Council is taking up a number of initiatives aimed at improving the environment, and the measures in this Strategy will help by providing the right conditions for more people to take up cycling, or cycle more.

The London Borough of Croydon supports cycling as a convenient, attractive and sustainable mode of transport for all manner of journeys. This Strategy includes proposals for both utility cycling and leisure cycling. Utility cycling includes journeys made to work, school and shopping, whilst leisure cycling includes short trips for exercise and enjoyment.

The Government, through its National Cycling Strategy, has recognised that the time is right to give higher priority to cycling. Croydon is keen to support cycling and this Local Borough Strategy will guide the way ahead.



Councillor Mick Jewitt –
Chair
*Highways and Transportation
Committee*



Councillor Paula Shaw –
Chair
*Traffic Management Sub
Committee*



Councillor Adrian Dennis –
Chair
*Planning and Environment
Committee*

INTRODUCTION

Cycling is an activity which promotes health and well being. It is an important element of sustainable transport policy. Cycling is:

- Clean – It produces no harmful pollutants;
- Responsible – It emits no carbon dioxide, the main greenhouse gas responsible for global warming;
- Good Exercise;
- Cheap and available to most people.

In June 1996 the Government introduced the National Cycling Strategy (NCS). Its aim is to establish a culture favourable to the increased use of cycles for all age groups; develop sound policies and good practice; and seek out innovative and effective means of fostering accessibility by bike. The central target is to double the number of trips by cycle (on 1996 figures) by 2002 and double again by 2012. It also gives advice to Local Authorities, other transport providers and trip generators to set local targets and produce local strategies which will contribute to the central target of increasing cycle use. The targets are associated with the following objectives:

- Making places accessible by cycle;
- Improving safety for cyclists;
- Improving road space and priority for cyclists;
- Cycle parking facilities;
- Improving cycle security;
- Changing attitudes towards cycling;
- Making the best of available resources to put towards cycling;
- Directing and monitoring of current action in the future.

On 30th January 1997 the Council formally adopted its Unitary Development Plan (UDP). This is a statutory document setting out the Council's policies and proposals for the development and use of land in the Borough, including those relating to transport and traffic management. It contains a number of detailed policies aimed at encouraging cycling in the Borough which are reproduced in full, together with the reasoned justification for each policy, in Appendix 1 of this Strategy. In summary, the UDP cycling policies commit the Council to :

- Seeking to implement a cycle network throughout the Borough;
- Improving cycling facilities;
- Ensuring cyclists' needs are considered in the design of schemes;
- Seeking provision of cycle facilities in appropriate new development;
- Providing and seeking provision of cycle parking facilities

Also in January 1997, the Council agreed its Local Agenda 21 (LA21) strategy which sets out a range of proposed measures which support the principles of sustainable development in the Borough. These include a number of "Actions" related to cycling which are also reproduced in full in Appendix 2. The following recommended "Actions" are additional to those in the UDP:

- Review Parks bylaws to allow cycling;
- Lobby for cycle carrying on public transport.

The purpose of Croydon's Cycling Strategy is to provide a plan of action for implementing the National Cycling Strategy objectives, UDP cycling policies and Local Agenda 21 cycling initiatives as set out above. It has been drawn up by the Council in consultation with local groups.

In October 1997 the London Pride Partnership and the London Planning Advisory Committee (LPAC) produced a Cycling Strategy for London. This sets a modal share target of 10% by 2012.

Section 1 lists a range of detailed strategy objectives. For each objective, policy references are given where appropriate, together with the reason for its inclusion, details of the current position and proposed future action.

A number of targets have been set for the implementation of measures to encourage cycling and a timetable for this, in Section 2 the "Action Plan".

Implementation of this Strategy will endeavour to meet the aim of promoting cycling for both leisure and utility journeys, thereby increasing the proportion of journeys made by cycle. With this it is hoped that cycling in Croydon will begin to approach the high levels experienced at certain places elsewhere in the U.K and Europe.

SECTION ONE: Associated Policies, Position and Actions

CYCLE NETWORK

Objective:	To implement a Borough cycle network.
Policy:	UDP T34 LA21 T33 (Equates to NCS model policies 2-4).
Description:	The implementation of a planned cycle network in the Borough will help to make cycling safer, more pleasant and attractive, thus encouraging the use of cycles. A 1000 mile London - wide network has been identified and is supported by the Government and London Boroughs; Croydon's network will therefore be based on this strategic cycle route network. Other safe local networks will also be developed.
Present Position:	<p>The Council continues to support the London - wide "package" bid for funding the London Strategic Cycle Network. The total cost of the project in Croydon has been initially estimated at £259,750 to be spread over 5 years, of which £77,000 was allocated for 1998/99. Further details of this initiative can be found in the TPP.</p> <p>To date, the Council and other Government organisations have implemented seven sections of cycle route along with other facilities such as advanced stop lines, toucan crossings, cycle gaps and changes in priority. A diagram of existing and proposed routes as well as other cycle facilities can be found on the Borough Cycle Map. The cycle network in the Borough is based on general desire lines and that the precise route details of many of these links have not yet been decided.</p>
Future Action:	<p>In the future, network routes will be provided with the following priorities:-</p> <ul style="list-style-type: none">• Major routes which provide utility cycling trips; in particular those which provide the biggest modal shift such as commuting. This includes routes from residential areas to significant journey attractors such as Town and District centres, major employers, public transport interchanges, hospitals and other leisure and education facilities.• Other connecting routes used for utility cycling including inter-urban links.• Leisure routes, including links to non urban sections of the National Cycle Network or other "Motor Traffic Free" routes. <p>The Council will ensure high standards of signing of all routes and facilities.</p> <p>Cycle network studies will be carried out for the main district centres and urban areas. These studies will take account of major trip generators, as well as consideration of details such as circular routes on the urban fringe and links into the surroundings. Each study will incorporate a generalised cycle network, in the form of main corridors and desire lines. This will not imply immediate implementation of a given route, but will provide a framework and set of priorities around which detailed routes can then be planned and implemented consistently and coherently.</p>
Who:	PUBLIC SERVICES AND WORKS (PS&W) IN CONSULTATION WITH LOCAL GROUPS / PLANNING AND DEVELOPMENT (P&D)

CYCLE FACILITIES

Objective:	To improve cycling facilities, particularly in and around Central Croydon, District and Local Centres. To encourage provision for cycling by all employers and educational establishments in the Borough.
Policy:	UDP T35 (Equates to NCS Model policy 4).
Description:	It is the Council's intention to seek to promote cycling so that it becomes a more significant mode of transport throughout the Borough. Improvements at those locations most used by cyclists will help to encourage cycling in the Borough.
Present Position:	<p>The infrastructure is defined in a Borough Definitive Cycle Map. This distinguishes between existing and proposed facilities and be updated regularly. Proposals and existing facilities to be shown include:-</p> <ul style="list-style-type: none"> • Cycle route networks; • Cycle parking sites; • Cycle friendly measures. <p>This is accompanied by cycle route and facility signing throughout the Borough.</p>
Future Action:	<p>Improved cycle facilities will be provided where appropriate at educational establishments, retail centres, public transport interchanges, leisure facilities and other major trip generators.</p> <p>Employers will be encouraged to provide cycle facilities at workplaces.</p> <p>The Council will seek to provide cycle facilities to encourage walking and cycling (in combination with public transport use where necessary) as a means to improve the safety, fitness and mobility of the population. This will contribute to the reduction of congestion and traffic danger.</p> <p>The Council will examine the possibilities for providing cycle facilities along or adjacent to the Tramlink route, such as at Lodge Lane, New Addington and Wandle Park to Beddington Lane.</p>
Green Commuter Plan:	The Council at present has secure cycle parking facilities available as well as showering facilities for staff. The P&D department also has a pool cycle available for staff which has been introduced as a pilot project. An Environmental Management Officer has also been appointed.
Who:	PS&W / EDUCATION IN CONSULTATION WITH PARENTS, CHILDREN AND LOCAL GROUPS / CONSULTATION WITH POLICE AND EMERGENCY SERVICES

SECTION 1

SCHEME DESIGN

Objective	To ensure the needs of cyclists are considered in the design and development of all highway, traffic management and environmental improvement schemes.
Policy:	UDP T36 (Equates to NCS Model policy 1).
Description:	Improvements for cyclists can often be incorporated in other schemes. Therefore the scope for improved cycling facilities will be fully considered as part of the design process for all highway, traffic management and environmental improvement schemes.
Present Position:	<p>At present there is an increase of the amount of traffic management schemes which aim to manage the speed and flow of vehicular traffic whilst improving conditions for vulnerable road users such as cyclists and pedestrians.</p> <p>Route networks are being provided for cyclists with priority given to routes linking the Central area to surrounding conurbations that generate significant amounts of commuting. Cycle route development will adopt the following order of priority:-</p> <p>Traffic reduction. Such as restrictions, diversions and exemptions to reduce volumes or types of vehicles.</p> <p>Traffic calming. In order to reduce speeds and change driver behaviour.</p> <p>Junction treatment and traffic management. For example, Advanced Stop Lines, Toucan Crossings and changes in priority and contraflow cycle lanes.</p> <p>Redistribution of the carriageway. advisory lanes, mandatory lanes and reduction of carriageway width for motor vehicles, perhaps in conjunction with buses.</p> <p>Mandatory Cycle Lanes. A physical or visual segregation which cannot legally be encroached by other road traffic according to Traffic Regulation Orders (TROs).</p> <p>Advisory Lanes. A visual segregation from road traffic which can be encroached by other road traffic.</p> <p>Advisory Routes. A facility which provides visual guidance for cyclists and awareness of, but no segregation from other road users.</p> <p>Route design also considers the following approaches:-</p> <ul style="list-style-type: none"> • Consultation with residents, cycle groups and other concerned parties. • Displaced Parking, the removing and replacing of parking spaces if disrupted by cycle lanes.
Future Action:	<p>A cycle audit of all highway, traffic management and environmental improvement schemes will be carried out to ensure that they minimise any potential detrimental impact on cyclists and to assess the scope for improvements for cyclists.</p> <p>There will be a “cycle audit” of all new road and traffic management schemes initiated by the Council. The aim of which is to seek to ensure positive measures for cycling as well as increased attention to the requirements of cyclists in schemes that initially appear to have no impact on cycling. It should be shown that as far as possible schemes will not have an adverse effect on cyclists.</p> <p>Measures will be provided, wherever possible which improve cyclist's safety and give cyclists greater priority (in terms of access and journey time) over other motor traffic on all roads with significant cycle flows or significant potential or perceived cycle flows.</p> <p>Traffic calming proposals will take into account the needs of the cyclist, especially where schemes coincide with part of a cycle route network.</p> <p>All proposals to have or provide paths shared by cyclists and pedestrians will be closely assessed and include local consultation. This will provide for the needs of all users, particularly those with impairments such as hearing, vision and mobility. Wholesale conversion of paths will not be expected. Segregation of users will be considered on the busiest shared use paths. Clear signing will be provided to ensure that cyclists and other users are aware of all relevant facilities.</p>
Who:	PS&W / P&D

NEW DEVELOPMENT

Objective:	To seek the provision of cycling and cycle parking facilities in major, and other appropriate, new development.
Policy:	UDP T37 (Equates to NCS Model policies 7-8).
Description:	To maximise the potential for cycling for local journeys, it is sensible to seek cycling and cycle parking facilities in larger commercial development and other development with a potential for cycling.
Present Position:	<p>The Council seeks to ensure that developers undertake traffic management and/or engineering measures as necessary to treat problem sites and routes or develop equally convenient and safe alternative and additional routes.</p> <p>Highway, traffic management and traffic calming schemes as well as other transport proposals associated with new development, put forward by the Council or other organisations are beginning to focus positively on improvements for cyclists but also taking into account the needs of other road users.</p>
Future Action:	<p>New development will, where appropriate, be required to provide facilities for cyclists.</p> <p>Within the constraints of the development control process, proposals will be evaluated by the use of cycle audits to seek to ensure good provision for cycling; both within new sites themselves and in terms of links to sites. Proposals will be judged on their own merits with regard to plan wide policies and any other relevant strategies. Landscape and townscape policies will be taken into consideration when coming to a decision.</p>
Who:	P&D IN CONSULTATION WITH PS&W AND DEVELOPERS

CYCLE PARKING

Objective:	To provide and seek the provision of cycle parking at locations likely to attract significant numbers of cyclists
Policy:	UDP T38 LA21 T34 (equates to NCS model policy 13)
Description:	Convenient and secure cycle parking facilities are necessary to encourage cycling. Emphasis will be given to public transport interchanges, Central Croydon, District and Local Centres, shopping parades and Parks.
Present Position:	<p>There are approximately 200 cycle parking stands available to the public within the Borough. These are of differing types and are located at Libraries, shopping parades, leisure facilities and other buildings which may have high cyclist visitation.</p> <p>The location of cycle parking sites in Croydon is provided in the Borough Cycle Map.</p>
Future Action:	<p>The Council will develop UDP policies and standards for provision of cycle parking in new developments.</p> <p>The Council will continue to install cycle parking where requested and where it feels there is a need for installation at new locations or an increase of current allocation.</p> <p>Employers will be encouraged to provide cycle parking at workplaces.</p> <p>The Council will promote methods of cycle theft prevention, recognising that fear of cycle theft is a major barrier to cycling for all journeys. The measures of cycle theft prevention should include:-</p> <ul style="list-style-type: none"> • Provision of secure and convenient cycle parking. • Investigation of and encouragement of cycle registration schemes. • Publicity for cycle theft and security measures and awareness.
Who:	PS&W / P&D

SECTION 1

CYCLING IN PARKS

Objective:	To investigate the scope for cycling in parks.
Policy:	LA21 T33
Description:	A Review of the bylaws which resulted in cycling in parks would help to encourage cycling in the Borough for leisure purposes and would provide motor traffic free routes linking with other routes being developed by the Council and Sustrans.
Present Position:	The Council's Parks and Open Spaces Division has reviewed the bylaws relating to Council owned parks.
Future Action:	<p>As a result of the bylaws review, work is due to start in the summer to allow cycling in some Council owned parks. It is intended that this will increase cycling for leisure purposes and will also provide motor traffic free routes, linking with other routes being developed by the Council and Sustrans.</p> <p>Sustrans is an organisation promoting sustainable transport in the form of motor traffic free routes for cyclists, walkers and disabled people. In September 1995 Sustrans was successful in securing Millennium Commission funding for the first 2500 miles of the National Cycle Network which will be introduced by the year 2000. Part of this route, which is known as the Waterlink Way, passes through Croydon and is proposed to run from South Norwood Country Park to the Southern End of New Addington via Monks Orchard and Shirley. The route will be mainly traffic free including existing widened footpaths and suitable crossing points at main roads.</p> <p>Rights of way powers will be used to improve bridleways and Byways Open To All Traffic (BOATS) for cyclists wherever appropriate. Other off road routes and paths will be addressed in a similar manner, as well as looking for new ones.</p> <p>Improvements to the bridleways of the Borough will provide for the needs of the cyclist, especially routes close to the district centres. The focus will primarily be on drainage, surfacing and segregation between cyclist and horse.</p> <p>A careful assessment of the environmental impacts and benefits will be carried out before encouraging greater numbers of cyclists into sensitive areas where they have not previously been permitted. This will take into account the benefits of transferring traffic from motor vehicles to cycles.</p> <p>The resolution of existing conflicts between off road cyclists and other interests will be sought by the provision of more and improved routes for off road cycling. In association with clear information about where cycling is and is not permitted.</p>
Who:	PS&W IN CONSULTATION WITH PEDESTRIAN AND COUNTRYSIDE GROUPS

CONSULTATION AND JOINT WORKING

Objective:	To ensure that, where feasible, cycling is fully integrated with public transport services and with measures to assist pedestrians and people with mobility difficulties.
Policy:	LA21 T35
Description:	<p>Strategy objectives will be pursued through consultation and joint working with various organisations. For example, measures such as the carrying of cycles on public transport would help to facilitate cycle use as part of longer journeys.</p> <p>At a time when the LB Croydon is seeking to become more pro-active in encouraging cycling, it is felt that this can only succeed if there is a complimentary move from within the business community to facilitate cycling by their workforce. Both the local authority and business community need to learn from each other and co-operate in creating the conditions - in terms of traffic management, employee support, positive publicity, etc - to make for a more positive image for cycling.</p>
Present Position:	<p>Apart from the emergency services and other Government agencies, Croydon Council are consulting and working with the London Cycling Campaign (LCC), particularly local representatives; the Croydon Cycling Campaign (CCC) and other local cycling campaign groups.</p> <p>Croydon Local Agenda 21 Transport Project Group, Croydon Cycling Campaign and South Bank University Business School have worked together to develop the Croydon Cycle Challenge Project. The aim of the project will be to help and support companies and organisations in Croydon to develop and implement company strategies to encourage increased cycle use among their employees, undertake research on company staff transport policy, and provide additional cycle parking facilities in shopping and business locations across the Borough, covered where necessary by CCTV cameras to aid security.</p> <p>Croydon also continues to liaise with the Police to ensure that the enforcement of traffic law receives the highest possible priority.</p>
Future Action:	<p>The Council will work with transport providers to promote cycle carrying on public transport.</p> <p>The Council will investigate the provision of high quality links between public transport interchanges and cycle network. Also the provision of adequate parking and carriage facilities will be promoted as well as the permission of cyclists to use certain traffic restrictions.</p> <p>The Council will seek to ensure that the needs of the cyclist on existing and new trunk roads are provided for by the DoETR and TDFL.</p> <p>Croydon has had a regular meeting with cycle groups in the form of a Cycle Facilities Group (CFG). This will be modified into a Cycle forum which is based on guidelines in the National Cycling Strategy.</p> <p>The premise of the forum is to ensure that a representative membership of bodies involved in cycling are in regular contact. The group would consist of invited representatives from cycling and other relevant groups such as pedestrians and residents groups, chaired by the Council.</p> <p>Investigating and reporting on permitting cycling in pedestrian areas. If the volume of pedestrians makes this impracticable, cycle commuter times may be introduced and a ban may be implemented such as between 10 a.m. and 5 p.m.</p> <p>Investigating and reporting on the relaxation of bylaws currently excluding cycles from the Councils Parks and Green Spaces will also be made and tackled in a Parks Strategy.</p> <p>Investigating and reporting on the locations where law enforcement is needed to reduce accident rates. There will also be support shown for measures to enforce both cyclist and motorist law infringements.</p>
Green Commuter Plan:	The Council will promote and develop the Green Commuter Plan within the Council and among employers within the Borough.
Who:	PS&W / P&D / LOCAL GROUPS / TRANSPORT OPERATORS / EMERGENCY SERVICES / HEALTH AUTHORITY

SECTION 1

PUBLICITY AND EDUCATION

Objective:	To highlight the benefits to health, fitness, safety and the environment, by promotion using publicity and other information media.
Policy:	UDP Policy SP25
Description:	The Council will seek to improve safety and security of users of the transport system by education, training and publicity aimed at all road users.
Present Position:	<p>Croydon supports its infrastructure measures with a sustained programme of complementary publicity to publicise the cycle network and other facilities. This aims to emphasise the health, financial and environmental benefits of cycling and other sustainable modes to all ages.</p> <p>Croydon uses campaigns such as “Don’t Choke Croydon”, “Healthy Croydon”, the Schools Transport and Environment Project (STEP) “Safe Routes to School” and TRAVELWISE as a means to co-ordinate measures to encourage sustainable transport.</p> <p>Croydon offers on and off road cycle training for all those aged 10 and over.</p> <p>The Education Department and Croydon Community Health jointly manage the Croydon Network of Health Promoting Schools Initiative. One of the criteria is about fitness and the benefits of cycling from the points of view of both exercise and of the benefits to the environment would be promoted.</p> <p>Information leaflets on cycling are being produced, or collected for issue, to inform the public about various aspects of cycling, such as strategy, individual routes, advice on cycle helmets, safety issues and a definitive map. These are available from outlets such as libraries, leisure centres, schools, cycle shops, sports facilities and One Stop.</p>
Future Action:	<p>Finance and related sponsorship will be sought to produce publicity campaign material on the following subjects:-</p> <ul style="list-style-type: none"> • Maps and facilities; Health Campaigns; Public Transport; Leisure Cycling and Local and National Events and Rides. • The promotion of cycling in schools through Safe Routes to School and Schools Transport and Environment Project (STEP) in conjunction with road safety education will be continued. Young people to be taught how to cycle safely, avoid accidents and learn the merits of cycle helmets. • Croydon will endeavour to provide cycle training for Adult or “lapsed” cyclists. Investigations into a corporate slogan, logo or statement to be developed to go with all promotional media for cycling. This could be through a competition in schools which receive cycle training.
Green Commuter Plan:	The Council circulates education and promotion material amongst Council Staff or in internal literature dealing with cycling issues.
Who:	PS&W / P&D / PRESS & PUBLICITY / LOCAL GROUPS / EDUCATION / LA21

MAINTENANCE

Objective:	To provide safe and convenient journeys for cyclists along roads and rights of way by ensuring maintenance.
Policy:	Highways Act 1980.
Description:	Under the Highways Act 1980, the Council as the Highway Authority, has a duty to maintain all highways that are maintainable at public expense.
Present Position:	<p>Croydon continues to undertake prompt and high standard structural and surface maintenance. This includes sweeping, salting and lighting maintenance of routes likely to contain segregated cycle facilities and all roads likely to be used by cyclists.</p> <p>The Direct Labour Organisations responsible for highway maintenance and cleaning have the following service targets:</p> <p>Respond to reports of potentially hazardous highway defects within 8 working hours.</p> <p>Respond to reports of all other highway defects and inspect the defect within 3 working days of notification.</p> <p>Inspect every road and pavement in the Borough at least twice a year. Monitor highway maintenance and repairs to ensure that work is carried out to good high quality standards.</p> <p>Ensure that every one of the Council's roads is inspected for defective street lighting at least once a week. Repair defective lanterns within 10 working days.</p>
Future Action:	<p>Priorities in the highway maintenance budget to be given to routes with actual or potential cycle usage and to a 2m strip closest to the kerb. As well as sweeping of cycle routes at twice yearly intervals or responded to within 12 working hours in view of a complaint.</p> <p>Investigations in to establishment of a cycle facilities defects "Hot-line" or expanding the current Highways "Hot-Line" to include cycle facilities.</p>
Who:	PS&W

SECTION 1

MONITORING AND REVIEW

Objective:	The Council should develop programmes for monitoring cyclists.
Policy:	UDP IMP 6.
Description:	The targets indicated in the National Cycling Strategy and the London Cycling Strategy, require monitoring to take place to establish baseline levels to measure against future levels.
Present Position:	In line with all other London Boroughs, a series of baseline monitoring surveys has been organised along lines of severance such as rivers and railway lines.
Future Action:	<p>A cycling inventory will take place to monitor all existing cycle facilities within the Borough.</p> <p>The target is to increase cycle use to a modal share of approximately 10% by 2012.</p> <p>The Council will undertake comprehensive monitoring of cycle use including accidents involving cyclists and cycle theft to update its programme of infrastructure development and to measure progress towards its targets.</p> <p>Monitoring should include:-</p> <ul style="list-style-type: none"> • Continuing the recording of cyclists in all manual motor traffic counts and vehicle turning counts. • Investigation of implementation of permanent cycle monitoring sites along desire corridors . • Monitoring of cycle flows for Before and After Surveys. • Surveys of cyclists to monitor satisfaction of Borough facilities. • Monitoring of accidents, complaints and perceived danger through formal correspondence. • Monitoring of all targets set in the Action Plan.
Green Commuter Plan:	The Green Commuter Plan will be monitored and reviewed on a regular basis to measure the progress of the plan and staff transport modes.
Who:	PS&W / P&D / POLICE AND LOCAL GROUPS

SAFETY AND SECURITY

Objective:	To reduce the number of road traffic accidents occurring in the Borough with priority being given to personal injury accidents involving vulnerable road users. To introduce measures of benefit not only to cyclists but to other road users.
Policy:	UDP Policies SP25,T44,T45 and T46.
Description:	The Council will seek to improve the safety and security of users of the transport system by: introducing road safety measures as set out in the road safety plan; encouraging public transport operators to introduce further safety and security measures to safeguard the public; education, training and publicity aimed at all road users; giving special attention to the road safety aspects of new development and highway improvement and management schemes.
Present Position:	Croydon is continuing with its methods of accident reduction to ensure that the desired increase in cycle use does not result in an increase in casualties of an equal proportion. Croydon also endeavours to keep casualty reduction in line with new government guidelines. The approach of this strategy will be to reduce the road traffic danger at the source through programmes of engineering, education and enforcement. These methods of accident reduction include:- <ul style="list-style-type: none"> • Reduction in casualty rates as set in the Action Plan. • Collation and monitoring of data of cycling injury accidents on a three year rolling basis and to provide for improved reporting. • Continuing the monitoring of correspondence regarding perceived dangers. • Remedial action to treat local sites where there is a suppressed demand for cycling due to the accident problem. • Collation of figures and locations of cycle theft, co-operation with Police so as to focus resources. Monitoring schemes for the purpose of before and after studies. • Support and promotion of campaigns highlighting, for example, drink driving or excessive speed.
Future Action:	The Council provides secure cycle parking facilities for staff.
Who:	PS&W IN CONSULTATION WITH EMERGENCY SERVICES AND CENTRAL GOVERNMENT

SECTION 1

FUNDING AND RESOURCES

Objective:	To seek, from a variety of sources, sufficient funds and resources for the promotion of cycling.
Policy:	
Description:	Croydon will seek the necessary funding sources for cycle facilities via the normal TPP process from Central Government and wherever appropriate or practical, from the private sector. Such as Single Regeneration Budget (SRB), the Capital Challenge Fund and other appropriate sources.
Present Position:	<p>Croydon provides adequate staffing levels and expertise to meet the targeted increase in cycling as a mode of transport.</p> <p>The cost of all major cycle schemes is met from the London Cycle Network Package Bid submitted by the Royal Borough of Kingston upon Thames as lead Borough for the London Government Association on behalf of all London Boroughs. In 1996/97 Croydon's cycling budget was £52,000, in 1997/98 it was £71,000 and the provisional allocation for funds for 1998/99 is for £77,000. Cycle facilities are also installed from funds in the Central Croydon Package, Millennium Commission funding and schemes such as Tramlink.</p>
Future Action:	<p>Cycle facilities or measures which include cycle facilities will be an integral part of any bids made for funding where available.</p> <p>Investigations will be made into obtaining funding on facilities for cyclists from a range of budgets, not limited to the dedicated cycling budget, for example, funding from re development.</p> <p>The Council will seek funding from other organisations and employers to promote cycling. Cycling issues relevant to Borough activities will be facilitated by:- Training for all relevant LBC staff in the planning and design of cycle friendly infrastructure in line with national qualifications.</p>
Who:	PS&W / P&D / LEISURE AND RECREATION / EDUCATION / FINANCE

SECTION TWO: Action Plan

	1998/99	By 2002	By 2007	By 2012
Cycle Networks	Continue to implement strategic cycle and other associated local cycles networks whilst identifying future routes. Parks bylaws reviewed to allow cycling. Initial design of primary utility route network in the Borough, primarily between District, Local and the Borough Centres.	Completion of primary utility route networks in the Borough including any construction.	Provision of a finer network of urban utility routes. Construction of interurban routes serving "dormitory settlements" within cycling distance. Construction of other interurban routes serving a utility function. Completion of all sections of the National Cycle Network. Upgrading of utility networks to accommodate increased levels of usage.	Further developments of leisure and tourism facilities. Upgrading of utility networks to accommodate increased levels of usage. Cycle network improvements made possible by on road demand restraint of motor traffic, national legislation permitting.
Cycle Facilities	Begin Safe Routes to Schools programme. Continue implementation of cycle facilities.	Safe Routes to 10% of secondary schools. Completion of Millennium Routes of the National Cycle Network, with priority given to urban sections and interurban sections with greatest potential for utility cycling.	Safe Routes to 20% of secondary schools.	Safe Routes to 50% of secondary schools.
Scheme Design	Preliminary development of a cycle audit procedure for all new highway and traffic management and environmental schemes.	Cycle audit used for all new highway and traffic management and environmental improvement schemes. Improvements to cycle audit procedure in line with national guidance from DoETR, GoL, Scottish Offices and other Local Authorities.		
New Development	Continuing use of UDP policies to provide cycle facilities at new development.	Use new UDP policies for cycle parking provision.		
Cycle Parking	Begin to increase secure cycle parking including public transport interchanges. Funds allocated for increased amount of cycle parking in local shopping centres and parks. Begin preliminary negotiations with landowners for cycle parking on private sites. Develop new UDP policies for cycle parking provision.	Cycle parking installed at all public transport interchanges, shopping centres and public buildings. Ongoing encouragement of cycle parking at private sites. Encouragement of private developers to provide secure cycle parking.	Increased cycle parking provision to supply increased levels of cycling. Ongoing encouragement of cycle parking at private sites. Development of staffed cycle parking with other facilities for cyclists.	Increased cycle parking provision to supply increased levels of cycling. Ongoing encouragement of cycle parking at private sites..

	1998/99	By 2002	By 2007	By 2012
Cycling in Parks	Begin investigation of bylaws review to allow cyclists on paths in parks to allow development of cycle routes. Begin implementation of routes through parks.	Continue investigation and implementation of cycling through parks		
Consultation and Joint Working	Set up a Cycle Forum. Development of a bicycle user groups (BUG) within Council in conjunction with consideration of decreasing car use. Investigate increase of Cycle Parking, lockers & showers within Council Buildings. Cycle friendly Employer initiative prepared. Establish baseline data.	BUG's and adoption of cycle friendly employer initiatives at 15% of Large Council workplaces.	BUG's and adoption of cycle friendly employer initiatives at 20% of Large Council workplaces.	BUG's and adoption of cycle friendly employer initiatives at 40% of Large Council workplaces.
Consultation & Joint Working (Health)	Establish baseline data, measure average activity level, by consulting with Local Health Authority.	Raise base index of activity by 10%.	Raise base index of activity by 20%.	Raise base index of activity by 40%.
Consultation & Joint Working (Integration With Public Transport)	Begin negotiations with public transport operators to improve carriage of cycles on trains, trams, buses as well as improved facilities at interchanges.	Continue lobbying, monitoring and negotiations.	Continue lobbying, monitoring and negotiations.	Continue lobbying, monitoring and negotiations.
Publicity and Education	Continue to provide training, publicity education and media for cycling.			
Maintenance	Setting out of priorities in maintenance budget to be given to routes with cycle usage on the 2m strip closest to the kerb.	Commence implementation of priorities.		
Monitoring	Establish baseline data for existing levels of cycle usage, monitoring programme developed. Begin inventory of cycle facilities.	Cycling increased to double 1996 figures. 10% of journeys to school by bike.	Cycling increased to one and a half times 2002 figures. 30% of journeys to school by bike.	Cycling increased to double 2002 figures. 50% of journeys to school by bike.
Safety and Security	Cyclist casualty rate per trip cycled estimated from casualty figures and trips at baseline date. Establish baseline level of cycle theft. Methods of cycle theft prevention developed with the Police.	Cyclist casualty rate per trip reduced by 10% compared to baseline date. Investigate increase in rate of reporting of accidents. Reported rate of cycle theft reduced by 5% compared to baseline date.	Cyclist casualty rate per trip reduced by 20% compared to baseline date. Reported rate of cycle theft reduced by 10% compared to baseline date.	Cyclist casualty rate per trip reduced by 40% compared to baseline date. Reported rate of cycle theft reduced by 15% compared to baseline date.
Funding and Resources	Begin investigations into obtaining funding from other sources.	Commence implementation of facilities with associated funding.		

APPENDIX 1

Extracts from the Unitary Development Plan for Policies which Deal with Cycling

PART ONE POLICIES

SP25 The Council will seek to improve the safety and security of users of the transport system by:

a) introducing road safety measures as set out in its annual Road Safety Plan;

b) encouraging public transport operators to introduce further safety and security measures to safeguard the travelling public;

c) education, training and publicity aimed at road users;

d) giving special attention to the road safety aspects of new development and highway improvement and traffic management schemes.

CYCLING

T34 The Council will seek to implement a cycle network throughout the Borough based on the proposed strategic cycle route network for London.

T35 The Council will improve cycling facilities, particularly within and in the vicinity of Central Croydon, District and Local Centres.

T36 The Council will ensure that the needs of cyclists are considered in the design of highway, traffic management and environmental improvement schemes.

10.64 Cycling is an inexpensive, convenient and readily accessible means of transport for many people, with benefits in terms of health and fuel conservation. However, due to the speed and heavy flows of vehicles, cycling in intensively developed urban areas can be both dangerous and unpleasant, particularly on main roads. Cyclists are a particularly vulnerable groups of road user and cycling is not a major mode of transport in Croydon. It is the Council's intention to seek to promote cycling so that it becomes a more significant mode of transport throughout the Borough.

10.65 Implementation of a planned cycle network in the Borough will help to make cycling safer, more pleasant and attractive, thus encouraging the use of cycles for more local journeys. A 1,000 mile London-wide cycle network has been identified, and is supported by the Department of Transport; the network in the Borough will be based on this.

10.66 Improvements at locations most used by cyclists would help encourage cycling in the Borough.

10.67 Improvements for cyclists can often be incorporated in other schemes. Therefore, the scope for improved cycling facilities will be fully considered as part of the design process for all highway, traffic management and environmental improvement schemes.

T37 In major developments and other developments likely to attract significant numbers of cyclists, the Council will seek the provision of cycling and cycle parking facilities.

10.68 In order to maximise the potential for cycling as a mode of transport for local journeys, it is sensible to seek cycling and cycle parking facilities in larger commercial development and other development likely to attract cyclists. Therefore, new development will, where appropriate, be required to provide facilities for cyclists.

T38 The Council will provide and seek the provision of cycle parking facilities at locations likely to attract significant numbers of cyclists such as railway stations, within and in the vicinity of Central Croydon, District and Local Centres, and in shopping parades.

10.69 Convenient and secure cycle parking facilities are necessary to encourage cycling.

APPENDIX 1

ROAD SAFETY

T44 The Council will continue to give high priority to reducing the number of people injured in road accidents.

- 10.75 The Council fully supports the Government's objective of reducing road accident casualties by one third by the year 2000. In order to achieve this objective in Croydon, the Council will use a range of measures including:
- a) the introduction of low-cost accident remedial schemes at locations with poor accident records;
 - b) the introduction of 'traffic calming' schemes in residential areas and in other areas where there is a high degree of conflict between vehicles and pedestrians;
 - c) an ongoing education, training and publicity programme aimed at all classes of road user;
 - d) close liaison with the Metropolitan Police;
 - e) close liaison with other organisations such as the Area Health Authority.
- T45 The Council will ensure that highway, traffic management and environmental improvement schemes meet accepted safety standards.**
- T46 The Council will ensure that new development meets accepted safety standards.**
- 10.76 The risk of accidents can be reduced by ensuring that road safety is fully taken into account in the design of all highway, traffic management and environmental improvement schemes and in the layout of roads, footways, footpaths and service and parking areas within new development.

MONITORING

IMP6 The Council will monitor changes in land use and development and other trends in the Borough. It will review the Plan in the light of change and will alter the Plan when necessary.

- 18.16 The Council has a duty to keep under review matters which may be expected to affect the development of the Borough and the planning of its development. It will monitor development trends and changes in land use; for example, changes in the housing stock and employment generating development; changes in population, employment and levels of commuting; and land use change in Central Croydon and the District Centres. The results will be published in annual reports through which the Council will assess the effectiveness of the Plan's policies.
- 18.17 In its capacity as highway and housing authority the Council submits annual bids for funds to the Government. These are supported by two documents, the Transport Policies and Programme and the Housing Strategy Statement. Both include data on trends and changes. These will also be used to monitor the Plan's policies.
- 18.18 The Government has emphasised the need for UDPs to be kept up-to-date and in general conformity with national and regional policy guidance. The Council will also need to review the Plan in the light of results of the Local Agenda 21 process. The Council therefore intends to formally review the Plan every two years. If it is found that the situation has changed significantly, or the policies are not effective, the Council will prepare amendments to the Plan for formal adoption following public consultation.

APPENDIX 2

Extracts from the Local Agenda 21 Strategy

Objective: to encourage the use of buses, trains, trams, cycling and walking rather than private car for journeys to work, shopping, education and other trips.

ACTION

- T33 Implement Strategic cycle and other safe local networks, Ongoing implementation of London Strategic Cycle Network (LSCN) and other routes identified. Parks byelaws to be reviewed to allow cycling. Central Government have Set Out objectives for use in the National Cycling Strategy.**
- T34 Increase secure cycle parking including at public transport interchanges. Funds allocated for increased amount of cycle parking in local shopping centres and parks.**
- T35 Lobby for cycle carrying on public transport. Council to discuss with operators at liaison meeting.**