

For General Release

REPORT TO:	CABINET 22 January 2018
SUBJECT:	Croydon Cycling Strategy 2018-2023
LEAD OFFICER:	Shifa Mustafa, Executive Director Place Heather Cheesbrough, Director of Planning and Strategic Transport Ian Plowright, Head of Transport
CABINET MEMBER:	Cllr King, Cabinet Member for Transport and Environment
WARDS:	All

CORPORATE PRIORITY/POLICY CONTEXT/AMBITIOUS FOR CROYDON:

The cycling strategy provides the detail as to how corporate plan ambitions related to cycling will be delivered over the next five years, in particular:

AMBITION PRIORITY ONE: GROWTH Creating growth in our economy:

Transport

- Improve the transport network across the borough, providing genuine alternatives to the private car.

AMBITION PRIORITY THREE: LIVEABILITY Creating a welcoming place where local people want to live

We want to build a place that is easy and safe for all to get to and move around in

We want to promote sustainable forms of transport and reduce reliance on the private car. This will bring environmental, social and health benefits, as people unable to use a car, walkers and cyclists find it pleasant and safe to move within and between Croydon's places. New zebra crossings and traffic-free cycle lanes will have a part in making roads safer.

We will also promote cycling through more cycle parking at transport interchanges and elsewhere, and a bike hire scheme in Croydon.

FINANCIAL IMPACT

There are no financial implications directly arising from this report.

KEY DECISION REFERENCE NO.: 0518CAB - This is a Key Decision as defined in the Council's Constitution. The decision may be implemented from 1300 hours on the

expiry of 5 working days after it is made, unless the decision is referred to the Scrutiny & Overview Committee by the requisite number of Councillors.

The Leader of the Council has delegated to the Cabinet the power to make the decisions set out in the recommendation below

1. RECOMMENDATION

1.1 The Cabinet is recommended to adopt the Cycling Strategy for Croydon.

2. EXECUTIVE SUMMARY

2.1 The report brings a new cycling strategy for Croydon to Cabinet for endorsement. At the heart of the five year strategy is a network of high quality Quietways and Cycle Highways radiating from the Metropolitan Centre / Growth Zone across the Borough. This is supported by cross Borough plans for increasing cycle storage and parking, working within schools to further promote cycling and a range of other actions to help deliver a cycling culture in Croydon.

3. DETAIL

Background

3.1 The Cycling Strategy 2018-2023 replaces the previous Croydon cycling strategy published in 1998.

3.2 TfL has identified Croydon as the London borough with the greatest potential for cycling, due to the very large number of motorised journeys (mostly by car) which could readily be made by bike if conditions allowed. A large part of these short journeys are focused on the Metropolitan Centre/Growth Zone where conditions for cycling are perhaps some of the most challenging. 3.3 Croydon Council has invested a considerable amount in cycle skills training for both children and adults over many years (circa £200k pa). Whilst this is providing the people of Croydon with an important life skill, it has not resulted in a discernible increase in cycling. The cycle travel mode share in Croydon has remained at 1% for many years.

3.3 The Cycling Strategy will support the recently adopted Air Quality Action Plan and wider health and environment objectives. It will be an important means of delivering the Healthy Streets and Liveable Neighbourhoods objectives of the Mayor of London's recently published draft Transport Strategy. It also has a major role to play in helping to deliver the draft Transport Strategy's 80% sustainable travel (public transport, walking and cycling) mode share target for London by 2041. Central London is already beyond the target. Inner London is near to it. Outer London boroughs like Croydon will need to do the hard work to achieve the target. The draft Transport Strategy expects Opportunity Areas such as the Growth Zone to go beyond the 80% target.

Strategy Outline

- 3.4 TfL's regular 'attitudes towards cycling' surveys repeatedly tell us that it is fear of road danger that is preventing most people from cycling. Therefore this five year strategy has as its focus an initial core network of good quality cycle routes (Quietways on quieter streets and Cycle Highways with segregated or semi-segregated cycle lanes on busier roads) focussed on the Growth Zone (the area of focused growth approximating to the Metropolitan Centre area) to help overcome those fears and tap the considerable cycling potential at, and beyond the Growth Zone. Beyond these first five years, further strategies will need to deliver a wider, network of further Quietways and Greenways (routes connecting to and through Croydon's green spaces).
- 3.5 The strategy also proposes increasing cycle storage and parking, working within schools to further promote cycling and a range of other actions to help deliver a cycling culture in Croydon.

4. CONSULTATION

The Streets, Environment and Homes Scrutiny Sub-Committee

- 4.1 In June the Streets, Environment and Homes Scrutiny Sub-Committee considered a draft of the Cycling Strategy. The Committee resolved to recommend to Cabinet (Minute Ref: A28/17) that:
- '1. The Cycling Strategy be adopted;
 2. Greater emphasis be given to the health benefits of cycling and the lives that could be saved from cycling;
 3. A promotional campaign be undertaken to inform residents of the benefits of E-Bikes and an event be arranged to encourage councillors to trial them;
 4. Greater emphasis be given to schemes to promote cycling among young people and encourage all schools to participate in the Bikeability scheme;
 5. Consider encouraging schools to introduce cycling clubs and competitions; and
 6. The review into byelaws of all parks continue and to ensure the right balance be found to ensure cycling in parks was found to ensure safe cycling and enjoyment of parks for all.'
- 4.2 The draft Strategy has evolved from a version considered by the Scrutiny Sub-Committee, both in response to the Sub-Committee's recommendations and wider consultation feedback. For example, whilst seeking to shorten the draft strategy document, following the Scrutiny Sub-Committee's recommendations, the importance of cycling to improve health has been strengthened within it. Responses to the other recommendations of the Scrutiny Sub-Committee include holding an event to encourage councillors to try electrically assisted pedal cycles. The wider electrically assisted pedal cycle promotional campaign will be developed as part of developing the Strategy's delivery and implementation plan, as will activities to broaden participation in cycling amongst children and young people. The parks byelaws will need to be reviewed, with consideration given to granting a privilege to cycle in certain

parks, as part of the delivery of Greenways (cycling and walking routes connecting to and through the Borough's green spaces). Consultation was previously undertaken into granting a privilege under the byelaws to cycle in certain parks as part of completing the Connect2 cycle/walking route, with an overall positive response. Future proposals to widen such a privilege to other parks would similarly need to be consulted on.

Croydon Cycle Forum

4.3 The Croydon Cycle Forum is a Council facilitated body made up of representatives of organisations with an interest in promoting cycling in Croydon including:

- Croydon Cycling Campaign (part of the London Cycling Campaign)
- Wheels for Wellbeing
- CyclingUK (Cyclist Touring Club)
- Right to Ride Network
- British Cycling

The Forum was consulted on the draft strategy at its March meeting and via a follow-up meeting for Forum members to focus just on the draft strategy. Key messages from the Forum include being clear who the audience for the Strategy is. As the audience is the general public, the Strategy has been reduced in size (from the draft considered by the Scrutiny Sub-committee). It has also been redesigned to be more visually attractive and interesting.

4.4 A further message from the Forum is that the Strategy needs to be clear as to the barriers to cycling in Croydon and how these barriers will be overcome. In response, the draft Strategy has been structured around the barriers of:

Safety: real and perceived risks of cycling and how the strategy will overcome them

Availability: how the Strategy aims to increase access to cycles including helping people store and park cycles

Topography: how the Strategy aims to overcome the real and perceived barrier to cycling posed by Croydon's hills, principally via the promotion of electrically assisted pedal cycles.

4.5 The Forum was clear that ultimately the Strategy must work towards achieving a 'cycling culture' in Croydon.

Wheels for Wellbeing

4.6 Consultation with Wheels for Wellbeing highlighted the need for the Strategy to go well beyond the TfL London Cycle Design Standards and to think about how each and every component of the Strategy might impact on or foster the use of non-standard cycles. The Strategy must overcome barriers to the use of hand bikes, trikes and other non-standard cycles and work to make all cycle skills training, cycling promotional activities, cycling infrastructure, etc. fully inclusive.

Other Engagement

4.7 The draft of the Cycling Strategy was considered by the Council facilitated Mobility Forum. The Forum is made up of members from the Croydon Disability Forum, Croydon Vision, and Disabled Motoring UK etc. As a result of feedback from the Forum, the Strategy includes the objective of avoiding pedestrians and

cyclists sharing the same space, but where such sharing cannot be avoided then blind and partially sighted people should be engaged with during the design process.

5 FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

The effect of the decision

- 5.1 There are no financial implications arising from this report, although there will be a cost to implementing the Strategy, which will be met in 2018/19 predominantly from Local Implementation Plan (LIP) funding and Growth Zone funding . At its 11 December 2017 meeting, Cabinet agreed (Minute Ref: 100/17) Growth Zone funding for projects in 2018/19. This included £460,000 for Cycling/Walking routes focussed on the Growth Zone. The Growth Zone is expected to contribute to cycle/walking schemes, combined with funding from other sources.
- 5.2 TfL has announced a reduction in LIP funding to Croydon for 2018/2019, falling from £2.767m to £2.362m for 'Corridors, Neighbourhoods and Supporting Measures' which would have included a programme of cycling schemes. As a result, the Executive Director, Place will be working with TfL to reprofile funding accordingly under the authority delegated by Cabinet in September (when agreeing the Annual Spending Submission to TfL in order to release 2018/19 LIP funding) to make any amendments to the Annual Spending Submission in consultation with the Cabinet Member for Transport and Environment (Minute Ref: A65/17).

Risks

- 5.3 Delivery of the Strategy is dependent on the allocation of Growth Zone and LIP funding plus other funding to be bid for as opportunities arise. Growth Zone Funding for the cycle route delivery is confirmed for 2018/19 but not beyond. Similarly LIP funding is confirmed for 2018/19 but at a lower level than expected. Not having clarity / certainty as to future funding to support implementation of the Strategy is a risk to its implementation.

Future savings/efficiencies

- 5.4 While there are expected to be no direct financial savings or efficiencies, the Cycling Strategy seeks to enable Croydon residents to exercise as part of their daily travel routine. This could lead to reduced care costs incurred by the Council and NHS arising from health conditions linked to inactivity and obesity.

(Approved by: Lisa Taylor, Director of Finance, Investment and Risk and Deputy s151 Officer)

6. COMMENTS OF THE COUNCIL SOLICITOR AND MONITORING OFFICER

- 6.1 The Solicitor to the Council comments that there are no direct legal implications arising from the recommendations beyond those set out within the body of the report.

(Approved by: Sandra Herbert, Head of Litigation and Corporate Law on behalf of the Director of Law and Monitoring Officer)

7. HUMAN RESOURCES IMPACT

- 7.1 There are no direct implications for LBC workforce arising from the recommendations in this report .

(Approved by Sue Moorman, Director of Human Resources)

8. EQUALITIES IMPACT

- 8.1 For disabled and non-disabled people, cycling is an aid to mobility. However, barriers need to be removed if the potential of bikes, trikes, hand cycles and other non-standard cycles is to be realised as a means by which disabled people can extend their independent mobility. The strategy aims to remove physical barriers and not introduce new ones. It seeks to ensure that the full spectrum of activities required to encourage safe cycling are inclusive, ultimately leading to an inclusive cycling culture in Croydon.
- 8.2 Whilst research suggests that blind and partially sighted people are not at further risk in areas shared between pedestrians and cyclists, the Strategy acknowledges the concern and fear that blind and partially sighted people can experience regarding sharing in certain circumstances. The Strategy aims to avoid shared facilities, but where they cannot be avoided then looks to involve blind and partially sighted people early in the design process.
- 8.3 An initial Equality Analysis Screening has been undertaken concluding that a full Equality Analysis is required as the Strategy is an opportunity to promote greater equality and have a positive effect in enabling more children and young people, more disabled people, more women and more people from BME groups to cycle and enjoy the access and health benefits of cycling. The information suggesting that these groups are currently underrepresented amongst cyclists (and the causes of it) is largely drawn from the results of TfL's regular attitude towards cycling surveys. Opportunities to achieve inclusive cycling need to be explored through further engagement when facilities are being designed (especially if pedestrians and cyclists sharing space is being considered) and more detailed auditing. The full Equality Analysis is a background document to this report.

9. ENVIRONMENTAL IMPACT

- 9.1 The Strategy has been developed to support the Corporate Plan 'Liveability' objective, in particular the promotion of sustainable forms of transport and reducing reliance on the private car with the aim of bringing about environmental, social and health benefits. It works with the recently adopted Air Quality Action Plan and key environmental and health objectives within the Mayor of London's draft Transport Strategy. In turn it will support the Local Implementation Plan the Council will be required to make in 2018/19 to implement the Transport Strategy within Croydon.

10. CRIME AND DISORDER REDUCTION IMPACT

- 10.1 The Strategy aims for the widening provision of secure cycle parking and storage. It also aims to work with others including the Met Police to improve compliance with speed limits and other traffic regulations.

11. REASONS FOR RECOMMENDATIONS/PROPOSED DECISION

- 11.1 To support Corporate Plan 'Growth' and 'Liveability' objectives referenced on the first page of this report.

12. OPTIONS CONSIDERED AND REJECTED

- 12.1 The options considered and rejected include doing nothing and a strategy that seeks to deliver a dense network of cycle routes across the whole Borough. The latter was rejected as the priority for action initially needs to be the area of highest growth, namely the Growth Zone and providing cycle infrastructure to tap the significant cycling potential at and around it. Future strategies and delivery plans will need to broaden the reach of the cycle infrastructure network.

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APPENDICES TO THIS REPORT

Croydon Cycling Strategy 2018-2023

BACKGROUND PAPERS:

LOCAL IMPLEMENTATION PLAN (LIP) 2018/19 ANNUAL SPENDING SUBMISSION
letter from TfL Director of Project and Programme Sponsorship
Surface Transport to the Croydon Chief Executive, 6 December 2017

Equality Analysis for the draft Cycling Strategy