



CROYDON'S
CYCLING
STRATEGY
2018-23



ON OUR BIKES

Realising Croydon's cycling potential

CROYDON CYCLING STRATEGY 2018-2023

Delivering for Croydon

CROYDON
www.croydon.gov.uk

Why I welcome this strategy

Foreword by Councillor King

Croydon is facing an obesity-linked health crisis. Our children are growing up in a society where it has become normal to be overweight.

In Croydon we rebuilt our street environment around the car, which contributed to making us less active. However, the news is not all bad. Of all London boroughs, Croydon has the greatest potential for cycling and walking. This is because we make a great many short journeys by car that could easily be walked or cycled given the right conditions. This strategy sets out how we plan to create those conditions so that everyone will consider cycling, think of it as something they can do and get on their bikes, trikes, hand-cycles or e-bikes.

Being active as part of a daily travel routine is the easiest and most convenient way of getting exercise. It is also free. A person who is active every day significantly reduces their risk of coronary heart disease, type 2 diabetes, certain cancers, depression and Alzheimer's disease. If cycling had just been invented, we would hail it as a wonder cure. And it doesn't just benefit the individual. If we drove less, and cycled and walked more, we would reduce air pollution and carbon to universal benefit. I welcome this strategy and hope it will enable us all to share the health, access, environmental and economic benefits of cycling.

Cllr Stuart King

Councillor Stuart King

Cabinet Member for Transport & Environment



CONTENTS

WHERE WE ARE NOW	4
THE PARADOX. WE ARE CYCLING VERY LITTLE, YET HAVE THE HIGHEST POTENTIAL FOR CYCLING OF ALL LONDON BOROUGHES.	5
12 GOOD REASONS TO GET ON OUR BIKES	6
THE BARRIERS. WHAT IS STOPPING US FROM GETTING ON OUR BIKES?	8
HOW WE'LL REMOVE THESE BARRIERS TO CYCLING CHALLENGE 1: ACHIEVING AN INCLUSIVE CYCLING CULTURE	10
HOW WE'LL REMOVE THESE BARRIERS TO CYCLING CHALLENGE 2: SAFETY	12
HOW WE'LL REMOVE THESE BARRIERS TO CYCLING CHALLENGE 3: AVAILABILITY	15
HOW WE'LL REMOVE THESE BARRIERS TO CYCLING CHALLENGE 4: TOPOGRAPHY	16
THE MAINSTAY OF OUR CYCLING STRATEGY	16
CYCLING AS PART OF A LONGER JOURNEY	18
HOW WILL WE MEASURE OUR PROGRESS?	19



Happier, healthier, better off.
How getting on our bikes will benefit Croydon.

WHERE WE ARE NOW

Q. How much are Croydonians cycling?

A. Very little. We cycle far less than the London average.

- only about 1% of Croydon's population cycles for at least 30 minutes, five times a week.
- Croydon has fewer regular cyclists than many other parts of London and relatively low cycle ownership compared with many other London boroughs such as Richmond.
- only 1% of journeys starting in Croydon are made by bike.



WHY DOES IT MATTER THAT WE ARE NOT CYCLING?

First, we need to help Croydonians become fitter and healthier.

- more than one in three of our ten to eleven year-olds are overweight or obese
- nearly two in three Croydon adults are overweight or obese
- young people in Croydon are growing up in a borough where it's normal to be overweight

We need infrastructure and cultural changes to enable everybody to incorporate exercise into their daily travel routine.



Second, we need to increase cycling to help us deliver sustainable, successful regeneration and growth.

Croydon is growing, and in particular, the Town Centre. What we have called the Growth Zone is an ambitious, economic regeneration, housing growth and infrastructure programme in the Town Centre providing for:



The Borough is set to grow by 30,000 residents over the next 20 years. To make sure Croydon is not only bigger, but also a pleasanter place to live, we need much better public transport, cycling and walking facilities. We must make the Growth Zone and immediate surrounding area suitable for every type of cyclist and potential cyclist, and we must improve cycle connections to all parts of the Borough.

THE PARADOX. WE ARE CYCLING VERY LITTLE, YET HAVE THE HIGHEST POTENTIAL FOR CYCLING OF ALL LONDON BOROUGHES.

Transport for London (TfL) analysed cycling potential – based on the number of trips we could make by bike but currently make by motor transport, mostly by car.

It found that Croydon has the highest potential of all London boroughs. There is considerable scope, especially in and around the Town Centre.

Under 5km

the length of a typical weekday car journey into Croydon Town Centre and a distance most people could easily cycle



400,000+

the number of trips we could make each day by bicycle



6,000

the number of daily trips we actually cycle – about 1% of the potential



300,000+

the number of car journeys made by Croydonians, starting or finishing in Croydon each day, which TfL estimates could be cycled if conditions were suitable



12 GOOD REASONS TO GET ON OUR BIKES

1 Makes us healthier and happier



improves well-being and mental health



connects us to the outside world



reduces stress suffered in traffic hold-ups

20 mins a day

of walking or cycling would save the NHS £1.7bn over 25 years



Cancer reduced by **45%**
Heart disease reduced by **46%**
with regular commuter cycling

OBESITY COSTS THE NHS IN CROYDON £190M A YEAR.



2 Changes behaviour for life

There's evidence that children who walk and cycle take this healthy habit into adulthood. Kids who walk or cycle to school also show significantly improved behaviour, attendance and learning.



4 Cheap

After cycling to keep fit and for the fun of it, the reason most Londoners give for cycling more, is to save money, and it is cheaper than the alternatives.

Using their 'cycletoworkcalculator', Britain's largest cycling organisation, British Cycling, estimates that a London commuter who buys a bike for £500 to travel to work would save £565 a year. This assumes they drive a small car 10 miles to and from work each day, with costs of 37p a mile based on Automobile Association (AA) running cost figures. Their bike would pay for itself in under four months, and the cyclist would burn an average of 500 calories a day.



5 Easy

With a trike you do not even have to worry about balancing on two wheels. With the right gears, or an electric e-bike, Croydon's hills are not a problem.



3 Convenient

Once you own a bike, Croydon opens up to you. With increasing cycle hire, you don't even need to own a bike to enjoy the convenience of cycling.

6 Fun

TfL surveyed attitudes to cycling and found most Londoners think cycling is: enjoyable; becoming more popular; a good social activity; makes a positive contribution to quality of life in the Capital.

12 good reasons to get on our bikes continued...

7 Inclusive. Open to all ages and abilities

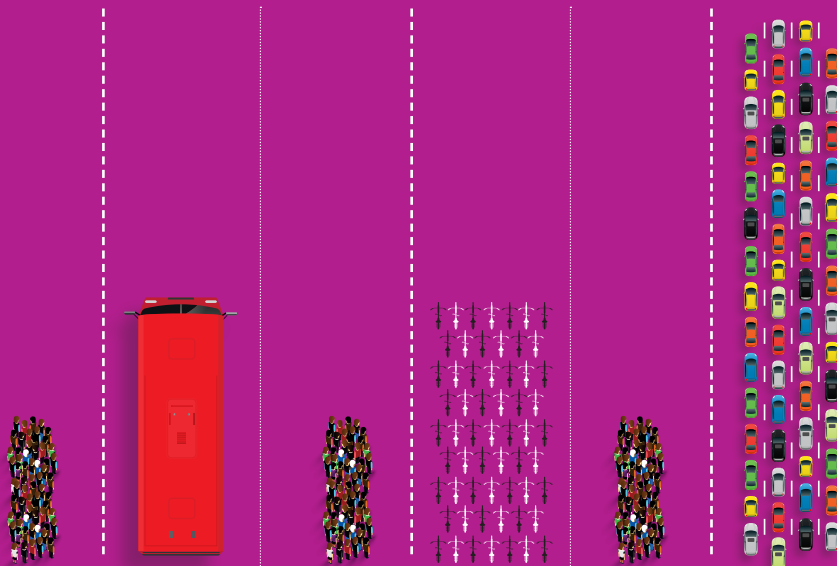
Just as there are many different types of bike so there are many different types of cyclist, and even more potential cyclists. With a bike suited to their needs, most people could share the mobility and health benefits of cycling. At present, however, 44% of Londoners agree that 'cycling is not for people like me' - a viewpoint we must try to change.

9 Value for money

It costs less to implement cycle schemes than to make other types of road improvement and such schemes offer high, to very high value for money. As a DfT survey into the costs and benefits concluded: 'targeted investment can bring very strong returns to society'.



8 A cyclist uses road space more efficiently than any other type of road user except a bus or tram



60 PEOPLE ON A BUS

60 PEOPLE ON BIKES

60 PEOPLE DRIVING CARS

Cyclists use space larger vehicles can't and can share space where other vehicles can't, such as in parks.

10 Good for our local economy

Did you know: if we make it easier to travel into town centres and easier to make short local journeys by bike, the takings of local shops and services are likely to go up. TfL surveyed 15 town centres and found 'people who arrived on foot or by cycle spent more per month than those who arrived by any other mode of transport'.

Did you know: on average, physically active employees take 25% fewer sick days than their inactive colleagues.

12 Helps combat climate change

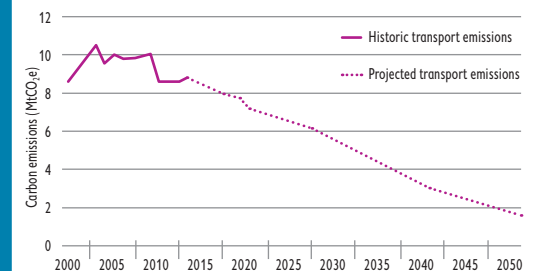
According to the Mayor's London Environment Strategy (Aug 2017 draft for public consultation), transport accounts for around one fifth of London's greenhouse gas emissions, the vast majority from road transport. Greenhouse gas emissions from transport must drop from around 8.6 MtCO₂ a year to 1.5 mtCO₂ a year by 2050 if we are to meet the requirements of the Climate Change Act. More cycling will help us tackle the huge challenge of greenhouse gases.

11 Improves air quality



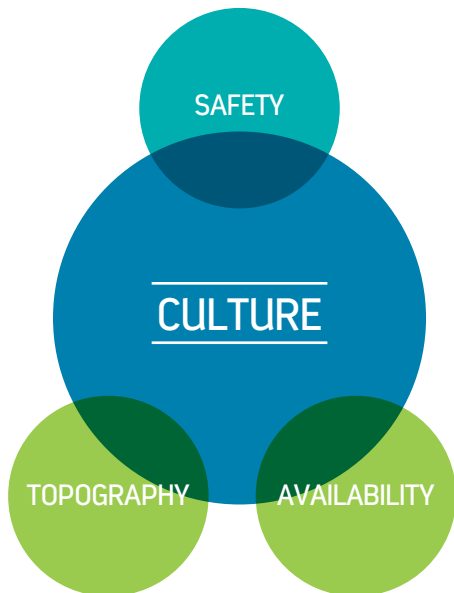
Road transport in Croydon accounts for 60% of nitrogen oxides and 56% of particulate matter (PM10) emissions. These pollutants risk damaging our health and are especially harmful to small children, older people and those with respiratory problems. Poor air quality is a major challenge for Croydon and a serious problem for Croydonians living by major roads.

Emission reduction required from transport



THE BARRIERS. WHAT IS STOPPING US FROM GETTING ON OUR BIKES?

In Croydon, there are four main barriers to cycling: culture, safety, availability and topography. If we are to recover and grow our cycling culture and introduce active, healthy travel as a way of life, we shall have to address each in turn. Cultural change is the single biggest challenge; all other barriers to cycling work against it. If we are to ensure a fully inclusive cycling culture we will need a whole new level of thought and engagement as we deliver our strategy.



CHALLENGE 1: CROYDON NEEDS TO REGAIN ITS LONG LOST CYCLING CULTURE

The problem is that most people don't see cycling as mainstream – a normal way of commuting, visiting the shops or getting to school.

They see private cars as convenient and safe. Many people can't visualise themselves on a bike because they are concerned about personal safety, turning right, and busy and tricky road junctions. They may not feel fit enough to cycle in hillier parts of the Borough.

OUR VISION IS FOR A CULTURE WHERE

- cycling is not synonymous with young, lycra-clad daredevils but seen as something people of all ages, abilities and ethnic groups can do - a safe, convenient, environmentally-friendly and healthy means of transport
- a bike is a more common sight than a car
- drivers appreciate and respect the needs of cyclists and all street users respect each other
- all road users understand that one more bike on the road is roughly equivalent to one less car



CHALLENGE 2: SAFETY

The reason most people don't cycle is concern for their personal safety. They are put off by fast traffic, tricky road junctions, roundabouts, turns and large lorries. They feel vulnerable. They may be capable of riding a bike but wouldn't feel confident enough to cycle to work or into the town centre.

Cycling as a means of transport is much safer than people think. DfT figures show that the health and fitness benefits of cycling outweigh the risk of injury.

- between 2011 and 2015, just one cyclist was killed on Britain's roads for every 29m miles cycled (the equivalent of travelling around the world 1,000 times)
- the life expectancy increase in people who swap driving for regular cycling far outweighs any reduction in life expectancy caused by road traffic collisions or inhaling air pollution
- in 2014, about 64% of people in Britain agreed with the statement that 'it is too dangerous for me to cycle on the road'. Non-cyclists were significantly more worried than cyclists (70% compared with 51%). Women and older people were more concerned than other non-cyclists.

TfL's regular Attitudes Towards Cycling Survey repeatedly shows fear of being involved in a collision as the main reason people give for not taking up cycling.

If we are to bring back a cycling culture, we shall have to address people's safety concerns. Our cycle routes and facilities will have to rival the best in London and be suitable for use by everybody.

THE BARRIERS. WHAT IS STOPPING US FROM GETTING ON OUR BIKES?

CHALLENGE 3: AVAILABILITY

'There's nowhere you can keep a bike safely where we live.'

'I don't feel happy leaving a £500 road bike at the station.'

NOT ENOUGH ACCESS TO BIKES

At just 42%, the proportion of Croydonians aged five and over with a bicycle in their household is lower than in most outer London boroughs. It is particularly low compared to such boroughs as Richmond (68%).

NOT ENOUGH SECURE CYCLE PARKING

One of the reasons people aren't cycling is that there are not enough secure places to park and store bikes at home, work and at the journey's end.

NOT ENOUGH FACILITIES AT THE WORKPLACE

More people would cycle to work if there were showers and changing facilities.

CHALLENGE 4: TOPOGRAPHY

Steep rides put some Croydonians off cycling. Croydon is relatively hilly, rising to Crystal Palace in the north and with the Brighton Road in the south running along a valley bottom.



HOW WE'LL REMOVE THESE BARRIERS TO CYCLING

CHALLENGE 1: ACHIEVING AN INCLUSIVE CYCLING CULTURE

WE ARE TANTALISINGLY CLOSE TO REGAINING A CYCLING CULTURE

When TfL conducted research into the likelihood of Londoners cycling, it divided London's population into nine groups, each with distinct characteristics. It identified the kinds of household most open to cycling as well as those currently cycling more than average.

Individuals most likely to cycle live in so-called Urban mobility, Suburban moderation and Affordable Transitions households.



We have many such people in Croydon. We just need to remove the barriers to cycling and give them a little encouragement to get them back in the saddle.

Cycling, like healthy eating is a habit. To change people's habits, we need to start them off at an early age and provide inclusive cycle skills training in and out of school. For adults, we'll need to: continue cycling skills instruction and develop bespoke cycle training which helps tackle specific problems such as hills. We'll also need to tailor our instruction to the individual and make it inclusive. Personalised or household travel planning can help people understand what assistance is available to get cycling and just how many of their regular journeys they could make by bike. We have a longstanding programme of Bikeability cycle skills training in Croydon including:



individual lessons: urban and advanced skills



adult group cycle skills sessions and confidence-building rides



school cycle courses



holiday cycling courses for children



scooter and balance bike courses for younger children

It's part of our strategy to require every new school development proposal to include a travel plan and also to help schools improve their existing plans. We'll work to make cycling normal and appealing to kids by a range of initiatives we will monitor and review such as:

- **scooter-pods** - parents or teachers ask for scooter-pods so scooters can be safely stored during the day.
- **pop-up bike markets** – we plan five a year at schools in areas of high deprivation and obesity. This will also encourage recycling of used bikes within the community.
- **a calmer traffic environment around schools** – to make cycling feel safer and more enjoyable



Getting under-represented groups on their bikes.

Women and certain BME (black and minority ethnic) groups are under-represented among cyclists. The good news is that there is no significant difference between the proportion of those Londoners who consider themselves to be disabled who cycle, and the proportion of non-disabled Londoners who cycle. However, there is still a lot more we must do to allow disabled people to use bikes, trikes, handcycles and non-standard bikes as mobility aids. We need to ensure that cycle skills training is accessible to all. Everyone should be able to use our cycle infrastructure.

HOW WE'LL REMOVE THESE BARRIERS TO CYCLING

CHALLENGE 1: ACHIEVING AN INCLUSIVE CYCLING CULTURE

Awareness campaigns and local cycling events

These help change perceptions of cycling among non-cyclists. Events can be organised around Bike Week, Cycle-to-Work day and Love-Your-Bike events. We will review what we do in order to keep it fresh and effective.

At work

We'll require proposals for larger commercial developments to include workplace travel plans. We will work with local businesses on: their travel plans; targets for reducing car use; and actions to achieve those targets. These can include: informing workers of nearby cycle routes; providing showers and clothes lockers; cycle parking.

We'll promote the Cycle-to-Work Scheme as part of the staff travel plan and work with major employers in Croydon. We will look at ways we can improve on the Cycle-to-Work scheme for disabled people who use non-standard bikes.

Leading by example

We'll re-energise Croydon Council's staff travel plan for our main offices to ensure that we are leading the way when it comes to cycling at work and to work.



However, Croydon cannot deliver a cultural step change in cycling in isolation

Our cycling strategy must support the Mayor of London's aspirations for the capital. Long-term, the Mayor aspires to transform London's transport network and deliver a fairer, greener, healthier and more prosperous city for all. This includes investment in new and improved services for passengers, an unprecedented focus on walking and cycling and a pledge to make the entire transport system zero emission by 2050. The Mayor of London expects 80% of journeys made by Londoners to be on foot, bike or public transport by 2041. This requires the biggest change in outer London, and the greatest change of all in areas such as the Croydon Growth Zone.



Liveable Neighbourhoods and Healthy Streets

Over the life of the Mayor of London's Transport Strategy we will be working to deliver two of the Mayor's main objectives, namely Liveable Neighbourhoods and Healthy Streets. More people cycling is key to achieving both, but both will be essential in delivering safer, more enjoyable cycling.

The aim is to:

- improve Londoners' health
- reduce traffic, pollution and noise
- create more attractive, accessible and people-friendly streets where everybody can enjoy spending time and being physically active

HOW WE'LL REMOVE THESE BARRIERS TO CYCLING

CHALLENGE 2: SAFETY

How do we help large numbers of people to overcome concerns for their personal safety so they become more confident in the saddle? **There are four strands to our plan.**

1 Safely connect people and places by adapting the built environment

TfL's research has shown that improved infrastructure plays a key role in encouraging Londoners to cycle more. It also shows that a great many of the journeys we could potentially make by bike are either within Croydon Town Centre or on routes into and out of it. To reduce safety concerns, and tap into this potential, we'll:

- introduce a network of high quality Quietway and Cycle Highway cycle routes, initially concentrating on routes into and within the Town Centre, while re-signposting and re-marking much of the existing cycle route network
- develop a wider network by adding more Quietways, along with Greenways, connecting to and through Croydon's green spaces
- make routes more direct by enabling contraflow cycling for all types of bike on one-way streets



Quietways follow less busy roads



Cycle Highways lead cyclists safely along busier roads



Greenways lead through, to and from green spaces

The funding required is considerable. The rate at which we can access funding will dictate the pace of change, but, ultimately, we are working towards a comprehensive network of routes covering the Croydon borough.

2 20mph speed limit on all but the busiest roads

We will continue to press for enhanced enforcement of the 20mph speed limit and we'll continue to influence driver behaviour through training and publicity.



3 Improved safety around larger vehicles

Over the past three years, heavy goods vehicles (HGVs) were involved in over 70% of cyclist fatalities in London, despite HGVs only making up 4% of road miles in London.



HOW WE'LL REMOVE THESE BARRIERS TO CYCLING

CHALLENGE 2: SAFETY

How we'll minimise risks from construction vehicles

As central Croydon is re-developed and other places grow, inevitably there will be lorries carrying equipment and materials in and out. So when assessing planning proposals, we'll require developers to minimise the number of construction vehicle movements through careful construction logistics planning and freight consolidation. We'll also require them to comply with rigorous safety standards such as:

- the Fleet Operator Recognition Scheme (FORS). This is an industry-led, national and voluntary accreditation scheme that encourages road fleet operators to become safer and more environmentally-friendly through vehicle and driver training standards.
- Construction Logistics and Cyclist Safety (CLOCS) standard and to reduce risks to cyclists even more through careful vehicle route planning and delivery timing.



Through the planning system we will promote the FORS scheme and require membership of it through delivery and servicing plans. We will further reduce risk to cyclists through delivery retiming. We'd require delivery and servicing plans for certain types of development.

Croydon Council will lead by example, making sure our own vehicles and contractors comply with the highest safety standards.

We will continue to actively promote the move to cargo bikes for delivery and servicing, providing bikes to Croydon businesses on a try-before-you-buy basis.

Safer deliveries

London already has the Safer Lorry Scheme and we will continue to support and encourage the Mayor of London to implement the Direct Vision Standard.

Safer Lorry Scheme

lorries over 3.5 tonnes to be fitted with front and side mirrors to give the driver a better view of cyclists and pedestrians around their vehicle and side guards to protect cyclists from being dragged under the wheels in the event of a collision.

Direct Vision Standard

the Mayor's proposal (still under consultation) to rate HGVs from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab window, as opposed to indirectly, through cameras or mirrors. From 2020, zero star-rated HGVs would be banned or restricted from entering London.



HOW WE'LL REMOVE THESE BARRIERS TO CYCLING

CHALLENGE 2: SAFETY

Safer buses

We will support and encourage the Mayor of London in his aim for 2030 – zero fatalities caused by collisions with London buses.

As we move to 20mph limits as standard, we'll encourage TfL to extend Intelligent Speed Adaption (ISA) to buses in Croydon.

ISA is innovative technology you can fit into any vehicle to stop it exceeding the speed limit. It either prevents the car, bus, taxi or lorry going over the limit or alerts the driver that he or she is doing so.

We will also support and encourage TfL in the development of its bus safety strategy.



Ensure new tram infrastructure doesn't conflict with cyclists' needs

Our town centre tram network is a wonderful asset but it poses particular challenges to cyclists. We'll work with TfL to ensure that the new tram infrastructure also provides for safer cycling for users of all types of bike.



4 Cycle skills training

Cycling is a life skill and good cycling skills are a key way of making cycling safer.

We will continually look at ways to improve our cycle skills training. In particular, we will work to ensure that training is available to all, and that neither disability nor culture is a barrier to participation.

For those progressing from cycle skills training, we fund guided group rides to help people improve their cycle skills and confidence. We will look at how we can make these rides inclusive.



HOW WE'LL REMOVE THESE BARRIERS TO CYCLING

CHALLENGE 3: AVAILABILITY

Insufficient access to bikes and lack of secure parking are more barriers to cycling.

Improving access to bikes

We will further roll out Brompton cycle hire hubs at local rail stations and elsewhere and look to include electric hire bikes.

We will consider working with the providers of dockless cycle hire to set up schemes which could serve areas with greatest cycling potential.



Secure parking

When looking at new development proposals, we'll continue to require cycle parking in line with London Plan standards. These set minimum levels of cycle parking at homes and destinations. We'll also investigate ways we can ensure that the parking provided is: safe, secure, of good quality, and includes parking for non-standard bikes including those used by disabled people.

We will continue our programme of providing on-street parking in places where there is a demand and start to include parking for non-standard bikes.

We will look to work with TfL and others to develop a scheme similar to Blue Badge car parking to ensure that non-standard cycle parking spaces are reserved for cycles belonging to disabled people.

We recognise that many Croydonians don't live in the type of house or flat where it's easy to provide secure off-street parking. Therefore, we aim to progressively:

- roll out secure on-street and on-estate, covered cycle parking such as bike hangars
- look at ways we can provide parking for electric bikes, known as e-bikes, and non-standard cycles
- look at options for use in communal areas in blocks of flats
- develop affordable cycle hubs – places where people can hire bikes at short notice or leave their own bikes safely and collect them later
- look at ways to provide secure cycle parking and other facilities for hand bikes, trikes and non-standard adapted bikes to make cycling available to everyone.



HOW WE'LL REMOVE THESE BARRIERS TO CYCLING

CHALLENGE 4: TOPOGRAPHY

We cannot make Croydon flat but for would-be cyclists needing to navigate our hills, we can give specialised advice on the best kind of bicycle to hire or buy. We can offer training to build cycling fitness and bespoke travel plans to give more confidence on steep rides. Rechargeable e-bikes are likely to be the answer as they give people the power and confidence to tackle hills.



THE MAINSTAY OF OUR CYCLING STRATEGY

We are initially working to deliver a network of high quality cycle routes concentrated on the Growth Zone. These routes will help us achieve a pleasanter, not just a bigger, Town Centre.

In the longer term we need a comprehensive network of routes and cyclable streets across the Borough. To pull off such a complicated undertaking, we shall have to overcome major hurdles. We'll need to seize opportunities as they arise and also create openings, and it won't happen overnight.

Routes for less experienced cyclists - QUIETWAYS

Quietways are exactly what they sound. We have surveyed and looked into the costs of a potential network of quieter routes to suit less confident cyclists or people who prefer to ride on less busy residential roads. Quietways will lead to and from the central Growth Zone. We will work with residents and everyone concerned to design the very best.

Making life easier on busier roads – CYCLE HIGHWAYS

We'll complement Quietways with a number of Cycle Highways on busier roads. The aim will be to segregate cyclists from other traffic as much as possible while ensuring that the segregated cycle lanes can also be used by cyclists on hand bikes, trikes, wheelchair bikes and other non-standard cycles.

It will be most challenging where Cycle Highways are on roads passing through district and other centres; here demand and need for kerbside parking (at least in the medium term) will remain high.

We'll push for 20mph speed limits to become the norm at these locations to help calm traffic and help cyclists claim their space within the street.

Cycle Highways will cross some very tricky junctions such as the A23 junctions at Lombard roundabout and Purley Cross. We'll work with TfL to find solutions just as we're currently working with them on proposals for Fiveways, Waddon.



THE MAINSTAY OF OUR CYCLING STRATEGY

We must not underestimate the many obstacles we shall have to overcome to create Cycle Highways including:

- narrow carriageways in many places
- some major streets already have cycle lanes but they are nothing like the segregated and semi-segregated routes to which we aspire
- on some streets, trees and essential parking reduce our options
- across the Borough, there are some junctions that are very problematic and off-putting to cyclists. It's in Croydon Council's gift to improve some but to make others more accessible, we would need to co-operate with TfL and we may need to await major proposals for junction redesign.

Bridges and underpasses can also cause problems. They can create bottlenecks and typically, the road layout does not provide a safe and pleasant cycling environment. Over time, as opportunities arise, we want to address these as part of this strategy.



Making the most of our green spaces with Cycle Greenways

In Croydon we are very lucky. Over a third of our Borough is open space. South Norwood Country Park is just one of the areas where people are already cycling, both as a way of getting from A to B and also for fitness, pleasure and relaxation. The Connect2 route is connecting people on bikes to the Town Centre via Wandle Park, Park Hill Park and Lloyd Park.

We plan to lead the Borough's cyclists through green spaces wherever possible with a network of walking and cycling routes called Greenways and have already done considerable research to check this is feasible.

Croydon Council will allow considerate cycling in the majority of parks. Whether residents are heading to a specific destination or cycling for pleasure, they can follow Greenways to get to and through parks and other green spaces.



CYCLING AS PART OF A LONGER JOURNEY

Croydon is the borough with the most 'within borough' commuting which illustrates just what great potential we have for cycling to work. The number of people living and working in the Borough far exceeds the number living in Croydon and working in central London. However, many Croydonians do commute into central London and most do so by train. The Borough has 10 stations each used by over one million passengers. This suggests considerable potential for cycling to and from the station (see table below) as part of longer journeys. We envisage:

- partnering with TfL, Network Rail and train operators to look at opportunities for closer rail-cycle integration
- docking stations or lockers at the busiest stations (which tend to be in town centres) to support the town centre and healthy and sustainable access to rail. Beyond the Town Centre we'll concentrate on the district centres such as Norbury, South Norwood and Coulsdon
- cycling hubs with secure parking, servicing equipment and easy, low cost cycle hire at the busiest stations



More than 22m passengers enter and exit East Croydon station every year.

East Croydon is one of the UK's busiest stations. A quarter of station users travel less than one kilometre to the station and a further 36% travel between one and three kilometres. Yet, for many of these short journeys, walking is the best way to get to the station.

Croydon's busiest stations

Station	Entries and exits 2016/17 [million]
East Croydon	22.6
West Croydon	5.5
Norwood Junction	4.4
Norbury	3.5
Thornton Heath	3.4
Purley	3.0
Selhurst	1.5
Coulsdon South	1.3
South Croydon	1.1
Sanderstead	1.0



HOW WILL WE MEASURE OUR PROGRESS?

We will measure our progress by monitoring and reporting:

- **Inputs** in terms of how much we spend per head of population on cycling investment
- **Outputs** in terms of:
 - **Cycle Parking**
 - number of on-street parking spaces
 - number of on-street secure storage spaces
 - number of off-street secure storage spaces

we deliver including spaces and storage for non-standard cycles

- Cycle Routes

- Cycle lane/route implemented during the year (including new & upgraded on-carriageway routes and new Greenway and Quietways). This is one of our 'Ambitious for Croydon' Performance Indicators for which targets are set each year.

Ultimately we want to help more people cycle and make cycling safer. Therefore we will report **outcomes** in terms of:

- The proportion of journeys by Croydon residents made by bike. (The Transport Local Implementation Plan set a target in 2012 to increase the proportion of trips made by bike from 1% in 2006/07-2008/09 to 3.5% in 2025. When last measured (2013/14 to 2015/16) Croydon was still at 1% and this Strategy has been put in place to try and ensure that we hit the target)
- Cyclists road casualties as:
 - of cyclists killed or seriously injured
 - of cyclists reported slightly injured

Our aim over the five years of this Strategy is to treble the amount of cycling with no increase in cyclist casualties.

The guiding principles that will help us achieve our vision.

We'll

- implement inclusive cycle facilities in line with TfL's London Cycling Design Standards seeking the views of disabled people. When creating routes on busier roads, we'll segregate or partially segregate them from cars, buses and trucks ensuring that we do not create barriers to users of non-standard cycles
- put cycle routes where people want them through a network of cycle routes on quieter roads
- support the growth of Croydon town centre with a network of cycle routes and make the areas that are difficult to navigate by cycle, safer and easier
- make town centre streets pleasanter so they can be enjoyed by pedestrians and cyclists alike
- avoid pedestrians and cyclists sharing the same space except where necessary, and where necessary seek the views of blind and partially sighted people as part of the design process
- mark cycle routes clearly so they are easy to find and follow
- provide routes that are completely, rather than just partially, suitable for all types of bikes, trikes and hand cycles
- ensure one-way streets are cycle-able in both directions by users of standard and non-standard bikes
- make sure secure cycle parking and all other cycle facilities are suitable for hand bikes, trikes and non-standard, adapted bikes
- ensure our cycle skills training and confidence building guided rides are fully inclusive and open to all
- maintain the existing cycle route network and provide for future maintenance of planned routes
- subject our policy and programmes to external and independent scrutiny
- increase cyclists' confidence. At the same time as improving driving standards, we'll improve cyclists' standards and confidence with community-led training and personalised travel plans
- aim eventually to prioritise the creation of cycle routes across Croydon:
 - segregated or semi-segregated Cycle Highways on some of the busiest roads
 - Quietways, along less busy streets
 - Greenways, which will connect Croydonians to and through parks

The major hurdles that lie ahead

- funding and resources
- our ability to create opportunities
- the willingness of our partners to help us overcome major difficulties and seize opportunities as they arise.



**Of all London boroughs, Croydon
has the highest cycling potential**

TFL ANALYSIS OF CYCLING POTENTIAL 2017