

Bromley's Cycling Strategy

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Context and Rationale

Context

In comparison to inner London, outer London boroughs, and Bromley in particular, experience a range of different issues which make promotion of cycling challenging.

In 2010, the borough undertook initial consultation with key stakeholders to understand the cycling related issues particular to Bromley.

Challenges

Geography & Population

Bromley is the largest London borough geographically and sixth largest in population. The borough covers 59 square miles and is home to 309,400 people (2011 Census data). Most residents live in the north and west of the borough, with lower population densities in the south.

The majority of facilities in the borough are concentrated in the north. A significant challenge to the promotion of cycling therefore, particularly for those living in the south of the borough, is the distance of the journey between where people live and the facilities they want to use.

The terrain in Bromley is also elevated in places which can be a deterrent to those thinking of starting to cycle because of a perceived, or real, lack of fitness.

Perception of cycling

From consultation with residents, there is a strong perception in Bromley that driving is more convenient than any other mode, supported by less traffic than in some other areas of London, and a large number of back routes that can be used to avoid the main roads and associated congestion. Bromley has one of the lowest percentages (0.8%) of all London cycle trips (below the London average of 2%).

Certain demographics also perceive cycling to be undesirable because it is not currently 'normalised' or commonplace. Children and teenagers, in particular, are unlikely to participate in an activity that is seen as 'out of the norm'. Body confidence issues also affect young people, for example, the fear of being sweaty after a cycle journey, or the effect wearing a helmet has on hair styling.

Safety

During consultation, many residents fed back that they felt that traffic moved too fast on the borough's roads, making it dangerous for vulnerable road users. This perception is a major contributor to why parents do not allow their children to cycle in the borough.

Parents also felt that there is nowhere safe and comfortable for beginners to learn how to cycle safely in traffic, and there is seen to be a lack of continuous segregated cycle paths to allow people to gain confidence with cycling.

In 2011 and 2012, cycle casualties made up 10% of total road casualties in Bromley (of all severities). The number of cycling casualties (of all severities) in 2011 was 68 with one fatality. In 2012 it was 82 with one fatality. There are no 'hot spots' for accidents within the borough however Anerley Hill (A214) and Crystal Palace Park Road (A234) have experienced numerous cycling accidents along their length since 2011.

Crime

168 bicycles were reported stolen in Bromley in 2013/14. Of particular concern is theft from train stations, with 53% of the borough's total bike thefts occurring at these locations. Bicycle theft is a major deterrent to cycling not just for existing cyclists, but also those considering cycling. Whilst the police regularly recover stolen bikes, few are returned to their owners because of a lack of evidence over which bicycle belongs to who. Our strategy must not only incorporate measures which deter theft, but also promote measures which reunite bicycles with their owners in the event of recovery by the police.

Cycling Facilities

Residents feel that there is a lack of secure and attractive bike parking facilities available. The bike parking in existence is frequently out of the way, making people feel uncomfortable leaving their bikes in a place without much footfall.

Cycle parking in the home is also a major issue, with those living in flats particularly at a disadvantage. Residents are put off owning a bicycle if they must store it in the home, firstly because of the dirt tracked in on the tyres, and secondly if they must carry the bike up several flights of stairs to their apartment.

Employees are also put off cycling by a lack of shower and changing facilities at their workplaces, giving them nowhere to freshen up after cycling in before beginning work.

Recreational cycling

During consultation, participants stated that, though the borough has a considerable number of parks and green spaces, few currently allow cycling within them. This discourages recreational cycling that could, in time, develop into habitual cycling for commuting or other trips.

A lack of community cycling events was also raised as an issue.

Cost

Though far cheaper to maintain and use than a car, the cost of bicycles and equipment is frequently misunderstood. If perceptions can be addressed, the low cost of cycle trips is a major opportunity for promoting cycling, particularly in areas where owning a car or using public transport is unaffordable.

Opportunities

Journey time

Growing congestion on Bromley's network will impact on the ability of the local economy to operate efficiently and the potential for people to work and live in the borough. For

example, shoppers may choose other less congested destinations, and late deliveries or arrival at work may impact on the profitability of local businesses.

Despite use of the road network, the bicycle is not subject to congestion to the same levels as the private car and journey times can be considered reliable at any time of year. A cyclist travelling at an average speed can cover three miles in around 15 minutes.

Promoting mode shift to the bicycle not only removes cars from the road, but by doing so, reduces excess traffic, meaning faster journey times for remaining car-users and the bus network.

Propensity to cycle

An assessment of the 2001 Census data shows that 66% of the population of the London Borough of Bromley are people of cycling age (10-59 years of age). There are also a significant number of potential cyclists within Bromley who could be encouraged to cycle to the shops, leisure and educational facilities and work places through different incentives. A summary of the potential numbers of cyclists according to journey type are shown below:

| Distance | Shopping | Leisure | Work | Education |
|-------------|----------|---------|--------|-----------|
| Up to 1km | 76,067 | 97,587 | 18,655 | 78,479 |
| Up to 3km | 172,537 | 195,016 | 49,059 | 175,366 |
| Up to 5km | 221,251 | 243,730 | 65,683 | 224,080 |
| Up to 10km | 230,994 | 253,473 | 69,145 | 233,823 |
| 2001 Pop. % | 78.2% | 85.8% | 23.4% | 79.1% |

Severance

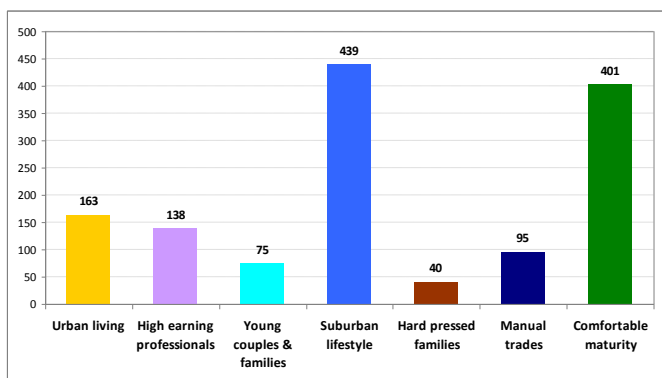
Accessing Bromley town centre by road is difficult without some use of the A21. The A21 is the major trunk road connecting Bromley to London and other south London commuter towns, however this road forms part of the Transport for London Road Network (TLRN) and does not currently provide a good environment for cyclists or pedestrians, with poor crossing facilities and junctions that are difficult for cyclists to

navigate. The road effectively causes community severance for those opting to cycle or walk. This is particularly a concern if the choice of mode is related to financial issues.

Trading a car journey for a cycle trip has the added benefit of reducing emissions and harmful particulates.

Population

Based on Mosaic profiling of demographics most likely to take up cycling in Bromley, two segments make up the vast proportion of residents. Only one of these, 'Suburban Lifestyle', is likely to be open to interventions to promote cycling. Residents that fall into the Suburban Lifestyle segment tend to be young urban professionals on average incomes. Male residents are more likely to cycle than female. The attitude towards cycling by this segment is promising, with 51% saying they would want to be seen cycling and 72% saying cycling is useful for rush hour journeys.



Bromley resident segmentation distribution (2001)

The majority of 'Suburban Lifestyle' residents reside in the north and north-west of the Borough, ideally placed to target for cycling journeys as they live within easy cycling distance of the town centre and are closest to central London.

Environment

Bromley is proud of its green spaces, with over 100 parks and recreational grounds within its boundaries. Cycling through these areas is ideal for new and old cyclists alike, but in particular, incorporating green spaces into new cycle routes is a major step in encouraging new cyclists to learn in a safer, less stressful environment.

Objectives, Targets & Funding

Objectives

Bromley's cycling strategy has been developed around five key objectives.

1. Supporting the economy and population growth

The strategy will support the regeneration and growth of Bromley by managing car use through development control travel plans, the development of cycle hubs and improvements at stations to facilitate increased use of the bicycle.

2. Enhancing the quality of life for Bromley residents

The strategy will support the wider agenda for health and the environment by increasing cycling, thereby reducing emissions and congestion, improving air quality and increasing physical activity.

3. A safer Bromley

The strategy will support improvements in cycle routes, key junctions and road layouts for cyclists and other road users, reducing KSI figures. In partnership with the Police Safer Transport Team, the strategy will also promote secure cycle parking and locking practices, reducing bike crime.

4. Connecting communities

The strategy will support access for all by prioritising improvements in cycling infrastructure (routes and facilities) that will provide improved access to employment opportunities, family, friends and facilities.

5. Normalising the bike

The strategy must aim to negate the negative perceptions of bicycle use. The strategy will support a wide range of promotional activities and infrastructure projects which, over time, will contribute to the bicycle being an accepted and commonplace mode of transport.

Targets (2015 - 2026)

- 🚲 **Increase modal share of cycle trips to 3.3% by 2026.** This equates to 7,600 trips made by bike per day now (1.1%) to 22,800 trips by bike by 2026.

Milestone Targets (2015 - 2017)

- 🚲 Increase modal share of cycle trips to 1.4% by 2017.
- 🚲 Increase number of cycle parking spaces across the borough by 720 spaces by 2017.
- 🚲 Reduction in reported cycle theft figures from 168 per year to 117 by 2017.
- 🚲 Prevent increases in accident levels involving cyclists by maintaining levels at 10% of all road casualties to 2017 (despite increase in cycle trips overall).
- 🚲 Deliver 5,571 Road Cycle Skill lessons by 2017.

A list of performance indicators can be found in Appendix A.

Funding

Achieving the above targets is subject to securing funding over and above core LIP funding currently available. We will continue to lobby the Mayor of London and TfL to direct more funding into Bromley for investment in cycling.

Over the last six years, Bromley has received an average of £1.89 per person per year to spend on cycling, which is below the UK average of £2.22 (Get Britain Cycling, 2013) and far below the £10 recommended by the House of Commons Transport Committee *Cycling Safety* report (2014) and the £24 countries such as the Netherlands spends per capita. Bromley aims to bring levels of funding for cycling in the borough up to £5 per head by 2020.

An overview of Bromley's current committed funding can be found in Appendix B.

Components of the Strategy

Flagship Projects

A core part of our cycling strategy is our programme of flagship projects. These largely infrastructure-based initiatives work alongside our existing 'business as usual' programmes and reflect Bromley's commitment to delivering real change on our road network and in our urban realm to facilitate cycling.

Throughout this section, you'll notice we've highlighted issues with delivery of schemes with a range of symbols. A key to these symbols is below:

- £ Funding is required.
- P A change in policy is required (locally or nationally).
- L Lobbying needs to take place.
- ? More information is required.

Cycle to Rail £ P L

Bromley is a commuter borough, with a large proportion of the working population traveling by rail to central London during the working week. The trip made to the rail station is frequently undertaken by car, causing pressure on local roads and car parks and proving costly to the car owner in terms of parking charges. The majority of these journeys from home to station, could be made by bike if facilities and infrastructure were put in place.

Bromley Cyclists, in partnership with Bromley Council, aim to pioneer Cycling to Rail within the borough, and will lobby the London Cycling Campaign to promote the campaign pan-London.

Facilitating home to rail trips will require negating all possible barriers to cycling for commuters. A range of road infrastructure measures will be required to open up access by bike to key stations, such as the Bromley South to Beckenham Improvement Project discussed later in this document. Safe and secure cycle parking is vital to deter theft whilst bikes are parked during the day, and easy access to bike servicing at drop-off and

pick-up times that fit around the commuter are essential. Our plans to implement Cycle Hubs at Bromley's busiest stations will provide these facilities.

Cycle Hubs £

Bromley plans to implement three cycle hubs across the borough. Bromley aims to take Cycle Hubs to the next level, beyond adequate amounts of secure, covered cycle parking, our cycle hubs will feature public tyre pumps and access to basic tools for self-repair; information centres with advice on cycle care, events and secure locking; and, in hubs of particularly high footfall, access to a permanent or 'pop-up' bike mechanic with whom bikes can be left during the work day, be serviced and ready for pick up for the ride home at the end of the day.

Bromley South and Orpington stations and Norman Park are the proposed sites for our first Cycle Hubs.



Proposals for Norman Park Lodge include conversion into a café and cycling facility including cycle hire, cycle training offering and bike recycling hub.

Station Improvements £ P

Southeastern, Bromley's main train operator, have big plans to redevelop Orpington station to better facilitate cyclists, relocating existing facilities and opening out the forecourts at both entrances to allow more space for people to walk and increased cycle parking and servicing facilities.

Other stations in the borough will also see an

increase in their cycle parking provision following our Borough Cycling Audit.

We will also work with Network Rail to introduce cycle ramps on bridges to allow cyclists to easily wheel their bikes up and down the stairs.



Example of cycle ramp installed in 2010 at Queensmead Road Bridge.

Cycle to School Partnerships (Phase 1)

£ L

Bromley will lobby TfL for funding to develop and implement the borough's first Cycle to School Partnership area between Orpington, Petts Wood and Bromley Common. The area has been selected to involve several Sustainable Travel Accredited and Recognised (STAR) schools, incorporates green spaces and quiet roads for the proposed network of cycle routes and links up to the proposed Quietway routes. The project will involve:

Bike-it Plus Officer

Provision for a three-year Bike-it Plus officer to work across the six schools in the partnership area to help develop the cycling culture. The officer will be supported by Bromley's existing in-house team of cycle trainers and School Travel Plan officers. The "Bike-it Plus" officer will engage with parents and pupils to identify local barriers to cycling and carry out route audits and led rides. These exercises will help inform further infrastructure improvements.

Improving Routes (Phase 1)

A number of routes will be improved to link up the partnership area including:

- 🚲 Conversion of Right of Way 132 (through Richmal Crompton Recreation Ground),
- 🚲 Right of Way 136 (through Roundabout Wood) and;
- 🚲 Right of Way 134 (leading to Crofton School) into bridle ways to enable cycling and access to Princess Plain and Bishop Justus School.

Some low cost intervention measures such as signage and markings will be required for feeder roads.

Introducing Gateways (Phase 1)

As part of phase 1, up to three new gateways are required to open up the northern part of the partnership area for cyclists to enter and cycle through. These three gateways include:

- 🚲 upgrading the zebra crossing on Southborough Lane at the j/w Oxhath Crescent to a parallel cycle and pedestrian crossing (also known as a tiger crossing).
- 🚲 Upgrade the existing pelican crossing on Crofton Lane at the j/w Broadcroft Road;
- 🚲 Introduce a new parallel cycling and pedestrian crossing at a point on Crofton Road between Crofton Lane and Ormande Avenue.

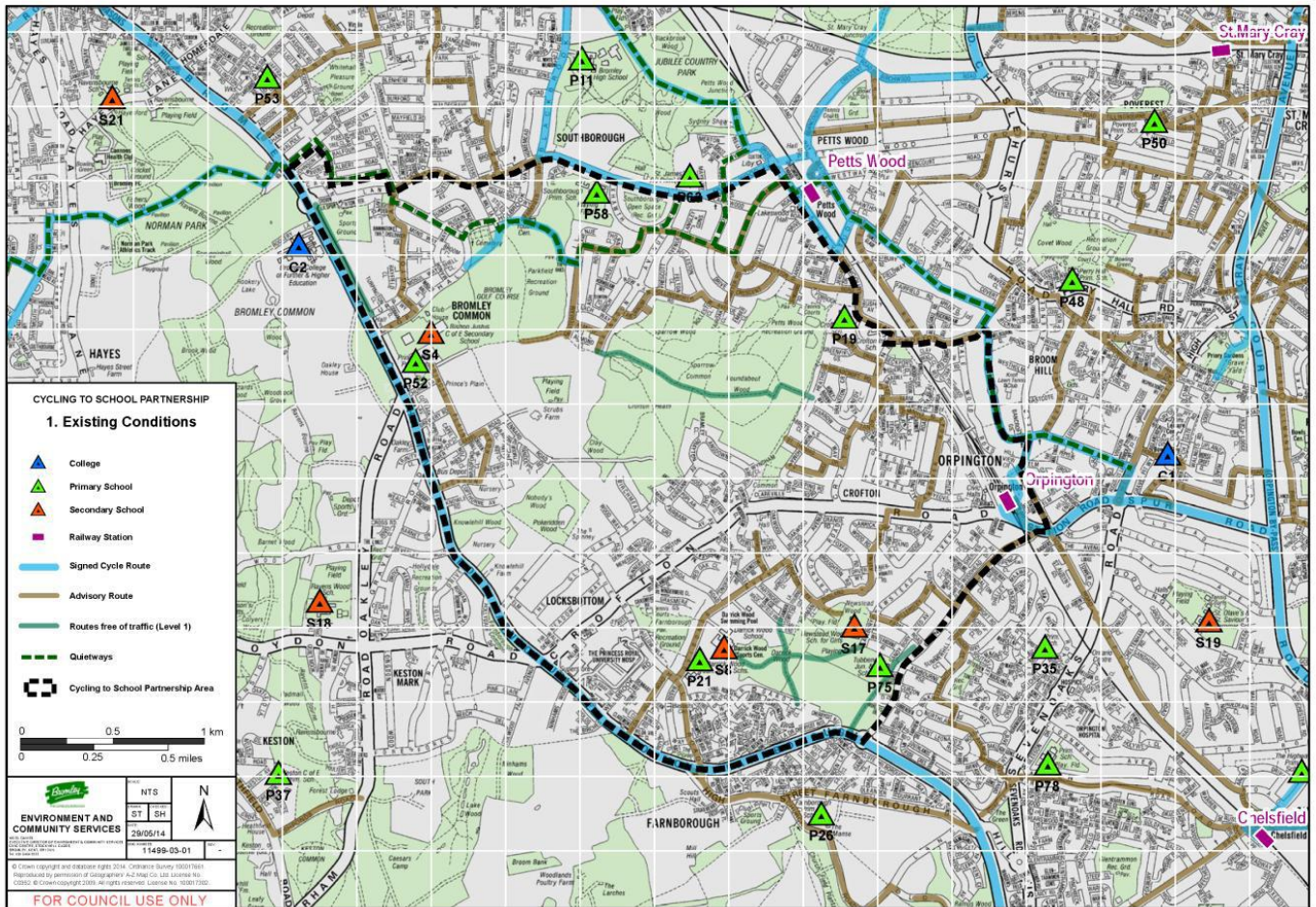
Cycle to School Partnerships (Phase 2)

£ L

Subject to successful delivery of Phase 1, further works can be undertaken to improve the partnership area. Phase 2 will involve:

Improving Routes (Phase 2)

A new off-road cycle facility at Farnborough Recreation Ground (widening Right of Way 143 and BY143 would incorporate a cycle path to lead to the Darrick Wood schools).



Proposed Cycle to School Partnership Area

Improvement works on walking and cycling facilities will take place along Tubbenden Lane and the local recreation ground.

Further works to Lovibonds Avenue (Darrick Wood Junior School have agreed to allow cyclists to use the school's back entrance which is accessed via Broadwater Garden).

Addressing the high severance points of Crofton Road with a new crossing.

A stretch of footway along Crofton Road has also been identified to provide a segregated cycle path (2m wide) from traffic and pedestrians.

Introducing Gateways (Phase 2)

Development of a gateway from the south of the A21 on Farnborough Way would open up the area further.

Segregation of the A21 £ P

The A21 is the major trunk road connecting Bromley to London and other south London commuter towns. Cycling lobby groups are keen to see this road feature segregated cycle lanes to allow fast, safe cycling through the borough and on to the Capital. The A21 is part of the TLRN but, nonetheless, Bromley has long-term plans to introduce segregation on this route and will lobby Transport for London to do so.

Quietways ?

Quietways are routes on low-traffic roads and through parks and green spaces, perfect for new cyclists to increase their confidence when travelling by bike. In line with the Mayor's Cycling Vision, TfL announced in October 2014 that five Quietway routes are planned for Bromley:

- Orpington to Canary Wharf (Greenwich)

- 🚲 East Croydon (Croydon) to Catford (Lewisham)
- 🚲 Bromley to Lower Sydenham (Lewisham). To link with East-Croydon to Catford route.
- 🚲 Bromley to Petts Wood. To link with Orpington to Canary Wharf route.
- 🚲 Croydon to Crystal Palace.

Bromley have also proposed a further route to TfL:

- 🚲 Orpington to Croydon (via West Wickham).

Further details on the proposed routes can be found in Appendix E and F.

Bromley will be developing these routes in partnership with TfL and stakeholders to London Cycling Design Standards. TfL proposals suggest at least one route will be complete by 2016.

Improvement Projects **£ P L**

Upgraded cycle route along Kentish Way

Kentish Way is a major north-south transport corridor through the town but the cycle infrastructure provision along the route is inconsistent, with a combination of on-carriageway advisory cycle lanes, advance cyclist stop lines and paths shared by cyclists and pedestrians. An upgrade in line with TfL's new London Cycling Design Standards should deliver a consistent, user-friendly and easy to follow level of infrastructure.

Kentish Way also causes physical severance of the town on its west side from residential areas to the east, such as the Palace Estate, from which quiet routes for cyclists can provide alternatives to Widmore Road and Bromley Common. The cycle route would also incorporate the LCN22 route between Bromley and Orpington. An upgrade to the route signage is also requested, promoting the west-east links under and from Kentish Way to improve the choice of destinations that new cyclists may wish to follow.

Green Street Green to Orpington

Green Street Green High Street and Sevenoaks Road are currently an unpleasant route for cyclists. The Chelsfield and Pratts Bottom Ask suggests converting part of the substantial pavement along these roads to highway for a dedicated cycle lane which would open up travel by bike from Green Street Green into Orpington Town Centre.

Joining up the National Cycle Network – Route 21

National Cycle Network 21, otherwise known as the Waterlink Way, is a wonderful resource for family cycling, using mostly traffic free paths and quiet streets. The route links the local area to Greenwich, Ladywell or South Norwood Country Park and is also a useful route for novice riders to get around Elmers End to Cator Park and Kent House, using mostly shared use paths and avoiding busy roads and junctions in the area. The path currently comes into Bromley from South Norwood Country Park, through Maberley Park, and up alongside Churchfields primary school. However the route then takes cyclists up onto Churchfields road, adjacent to busy road junctions, two entrances to a refuse depot and two bus stops.

In 2007, the council had proposals to purchase a small section of land running behind the depot for use as a cycle path to link Maberley Park and Churchfields Recreation ground, continuing the route as a 'quietway'. The council will revisit the 2007 proposal to secure this land and build the required cycle path.

Crofton Road crossing

Creation of a safe crossing across Crofton Road from Crofton Heath to Oakwood Road. The crossing would benefit a large number of nearby schools and residents.

Footpath widening – Shepperton Road to Gumping Common

Petts Wood and Knoll request a widening of the footpath from Shepperton Road to

Gumping Common enabling a shared-use path to encourage cycling to school from the many roads feeding into it. This will ease congestion on Crofton Lane, Town Court Lane and Shepperton Road at peak times, cut pollution and encourage healthy lifestyles for children.

Bromley South to Beckenham

Making a safe and direct route from Bromley South towards Beckenham, through Shortlands is proposed for further feasibility. The route requires enabled cycle access from Queen Anne Avenue through the footpath into Newbury Road, cutting through the playground into Simpsons Road to emerge in the High Street to Bromley South Station.

Low Cost Interventions £

Bromley has developed a list of roads which would benefit from low cost interventions such as allowing contra-flow on roads which are currently one-way to allow cyclists access in both directions. Some of these roads will pilot ‘filtered permeability’ interventions which allow cyclists to pass out of the road into another but prevent motor traffic doing the same. Planters used at the end of a road are one example of filtered permeability in practice. This type of intervention also benefits other motor traffic and pedestrians by removing ‘rat runs’.

Secure Resident Cycle Parking £ ?

In partnership with the Safer Transport Team who currently operate a ‘shed audit’ system to evaluate security for bicycle in homes and outbuildings, we will build on the success of the borough’s ‘Get Composting’ website, and, in partnership with a cycle parking supplier, we will seek to set up an online shop offering subsidised home cycle parking such as basic Sheffield and vertical stands, up to small cycle sheds to enable people to securely lock their bikes at home and deter theft.

Cargo-Bike Hire Parking £ ?

In partnership with our neighbouring boroughs, we will install London’s first

dedicated cargo-bike parking for Crystal Palace’s pair of communal cargo-bikes. The bikes can be used for short-term loan to carry home shopping, to transport children to school, for local deliveries or for leisure purposes.

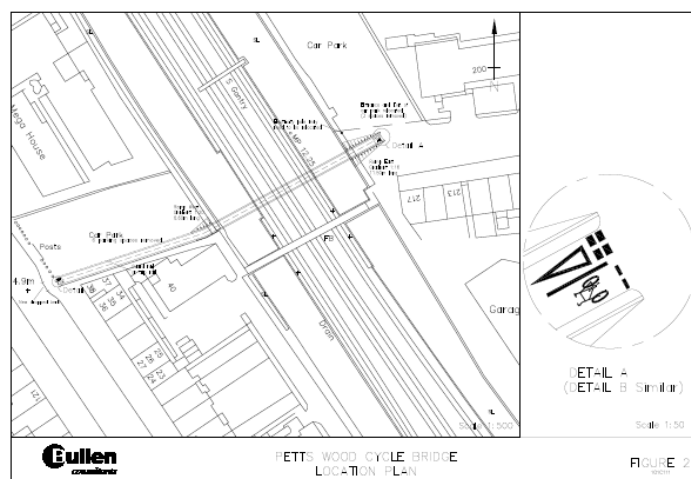
Cycle Grants for Schools

On top of Bromley’s standard offering of cycle skills training for schools, for the period of 2014 – 2017, Bromley will offer schools the opportunity to bid for funds to implement special measures to promote cycling. These measures can include specialist cycle storage, ‘Biker Breakfasts’ for those coming to school by bike and training for staff members to become qualified cycle trainers and deliver training on-going at the school.

In 2014/15, Blenheim, Churchfields, Langley Park School for Girls, Perry Hall and The Highway will receive £1,800 each to deliver specialist measures.

Petts Wood Cycle Bridge £ P

Subject to an initial feasibility study, Bromley hopes to replace the foot bridge at Petts Wood Station with a new shared use bridge for pedestrians and cyclists.



Illustrative plans for Petts Wood shared-use pedestrian and cycle bridge.

Bicycle Hire £ P L

To facilitate short trips Bromley intend to offer a short-term bike hire station at one of our

cycle hub priority areas. Norman Park is the preferred option, allowing families to experience cycling in traffic free conditions.

Cycle ReCycle £ P

In partnership with the Metropolitan Police and Bromley Council, the award-winning Cycle ReCycle project aims to rejuvenate recovered or abandoned bicycles which can then be offered for sale at subsidised prices to students, families and other people that would benefit from using a bicycle, but perhaps couldn't afford one new from a traditional bike shop.

GP Referral Scheme £ P

In partnership with the NHS, Bromley will provide led-rides, cycle training and community events which general practitioners can refer patients to. Patients GP's believe would benefit from improving their fitness or who would benefit from the social aspect a group ride could provide, can be referred to these sessions by their GP free of charge.

Higher & Further Education £

As part of our commitment to support cycling to school children to adults in work, keeping the message going to young adults is key, particularly at an age where use of the private car becomes available to them. We will work with the colleges in Bromley to promote the bicycle and support those students wishing to cycle with bespoke competitions and a 'Try Cycling' scheme using our recycled bikes (see above). Students wishing to try cycling without committing to an outright purchase can loan a recycled bike for a set period. They can then either return the bike or purchase at a subsidised price.

Supporting the Freight Industry

In line with the disproportionate amount of cycling accidents involving HGV's in London, it is important to mitigate the potential for increases in accidents as a result of the increase in cycling this strategy aims to generate. We will support the freight industry, including our contractors, by

encouraging professional development for drivers and promoting the use of technology, such as sensors and side-view cameras on fleet vehicles, that alert drivers to the presence of vulnerable road users.

Cycling Programmes

Bromley has a long history of investing in cycling, with multiple programmes aimed at negating the key issues people perceive to be a barrier to cycling. We will continue to build on the success of these programmes for the period of 2014-2017.

Development Control Travel Plans

New developments seeking planning permission in the borough will continue to be assessed in terms of the developments impact on local traffic and journey times. In line with agreed policies, new developments will be required to install minimum numbers of cycle parking, at no cost to the council. This ensures facilities are available for trips generated to and from the development to be made by bicycle.

Enhancing Regeneration Projects £ P ?

Bromley is committed to joined-up working within the Council and we will ensure that all teams involved in major regeneration projects consider how cycling can be ingrained at the planning stage rather than as an afterthought. The improvement works at Bromley North, for example, will include new cycle parking in desirable locations.

Signage and Way-finding £ ?

Bromley will continue to improve on signage for existing and new cycle routes. Our Borough- Cycling Audit will provide input on where suggested improvements to signage should be made.

Road Cycle Skills

Bromley has experienced increased uptake of cycling lessons year on year. Our programme includes one-to-one training or group sessions for anyone living or working in the borough.

Our in-house cycle training team liaise with schools in the borough to offer Bikeability levels 1 and 2 to children at primary and secondary school. Adults in the borough can

book directly and learn expansive road cycling skills at all levels from 1 to 3. The team also run 'drop-in' sessions at community events where people can turn up and have a lesson with a qualified trainer then and there with no booking involved.

On top of this, we will also continue to support and promote our series of led-rides across the borough, from leisurely park rides to challenging rides across Bromley's diverse cycle route network for the more experienced cyclist.

Cycle Parking

Lack of a secure, local place to park bicycles is a major deterrent to people cycling. From 2014 to 2017, Bromley is investing nearly £300,000 in providing cycle parking in residential areas, on-street and at stations and schools to ensure parking is available at both the home and destinations people want to cycle to. Bromley does not have funding to provide cycle parking at workplaces, this being covered by the London-wide TfL Cycling Workplaces scheme (see below).



Artist's Illustration of on-street Cycle Hangar with planters.

TfL Cycling Workplaces Scheme

We will promote TfL's new Cycling Workplaces offering to businesses wishing to provide cycling facilities at their workplace to ensure those wishing to cycle for their commute can do so. The Cycling Workplaces scheme offers any business in London free cycle parking (from basic

Sheffield Stands to large solutions such as 20-bike cycle compounds).

Cycle Crime £ P L ?

In partnership with the Metropolitan Police, we will ensure a range of measures are implemented to promote safer use of the bicycle and deter thieves.

Bromley's Safer Transport Team will be offering Shed Audits to residents of the borough. An officer will visit and review the security of sheds and garages where bicycles are stored and advise of any improvements that could be made to increase security. As part of these audits, officers may refer residents to the Secure Resident Cycle Parking Scheme.

We will continue to support the police in enforcing the law for all road-users, such as Operation Safeway, and will actively support road safety campaigns aimed at educating drivers and cyclists alike on good road practices.

We will continue to promote better locking practices for bicycles to educate owners about the best way to lock their bicycles to discourage thieves.

We will also continue to promote and run multiple Cycle Marking sessions at key locations so cycle owners can have their bikes security marked and registered so that, in the event they are a victim of theft, their bicycles are more likely to be returned should they be recovered by the police.

Research, Forward Planning & Management

Borough Cycling Audit £ ?

In partnership with Bromley Cyclists, Bromley will undertake an audit of the borough to review existing cycle parking in the borough, pinpoint new locations for cycle parking – or to replace existing, older parking. The audit will cover the entire borough and will also seek input from keen cyclists and lobby groups on areas or routes which require improvements which we will then build into our on-going cycle strategy post 2017.

Mosaic Profiling & Targeting

To ensure best value from our investment in cycling, Bromley will continue to review priority areas for implementation based on Mosaic profiling of those with the greatest propensity to cycle.

Cycle Bromley Forum £

At the request of the local cycling group, Bromley Cyclists, a forum will be set up to increase engagement with all organisations with a role in promoting cycling, and to ensure the cycling strategy is rolled out and updated periodically. The forum will comprise stakeholders from cycling groups, Business Improvement Districts and representatives from key areas of the council such as planning, parks, public health and highways.

It is proposed the forum meets quarterly with the agenda split into two core areas; sport and recreational cycling, and transport planning and infrastructure. It will be the responsibility of members of the forum to then promote and safeguard the interests of cycling in their business areas wherever possible.

To support and promote the forum and encourage transparency for residents, social media outlets will be used to keep residents informed on dates of meetings, agenda items and regular updates on status of works.

Appendices

Appendix A

Monitoring & Reporting - Key Performance Indicators (KPIs)

| Target | Baseline (2013/14) | 2014/15 | 2015/16 | 2016/17 | Measured through |
|-----------------------------------------------------------------------------------|--------------------|----------------|----------------|----------------|----------------------------------------------------------------------|
| Increase total modal share of cycle trips to 1.4% by 2017. | 1% | 1.1% | 1.2% | 1.4% | Traffic counts, travel plan survey data, school hand-up survey data. |
| Schools | 1% | 1.1% | 1.1% | 1.3% | |
| Increase number of cycle parking spaces across the borough by 720 spaces by 2017. | 2,707 | 2,937 (+240) | 3,177 (+240) | 3,427 (+250) | Site audits, tracking of installation. |
| On-Street | 535 | 130 | 130 | 130 | |
| Off-Street | 2,172 | 110 | 110 | 120 | |
| Reduction in reported cycle theft figures from 168 per year to 117 by 2017. | 168 | 151 | 134 | 117 | Met Police reported cycle theft figures. |
| Maintain accident levels involving cyclists at 10% of all road casualties. | 10% | 10% | 10% | 10% | TfL road accident statistics. |
| Deliver 5,571 Road Cycle Skill lessons by 2017. | 1,199 | 2,994 (+1,795) | 4,857 (+1,863) | 6,770 (+1,913) | Number of lessons delivered by road safety team. |
| Adult | 73 | 223 | 291 | 341 | |
| Secondary School | 139 | 161 | 161 | 161 | |
| Primary School | 987 | 1,411 | 1,411 | 1,411 | |

Appendix B

Timescales & Phasing

This strategy is intended to be relevant for the next decade, however TfL funding is reviewed every three years. The strategy will therefore be updated as and when funding opportunities arise.

| Action | Commentary | Phasing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------------------------------|--------------------|---------|---|---|---|---|---|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|---|---|---|---|
| | | 2014/15 | | | | | | | | | | | | 2015/16 | | | | | | | | | | | | 2016/17 | | | | | | | | | | | |
| | | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M |
| Research, Forward Planning & Management | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auditing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Mosaic Profiling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Bromley Forum | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Regeneration | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Development Control Travel Plans | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enhancing Regeneration Projects | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Hubs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Station Improvements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle to School Partnership (Phase 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike-it Plus Officer | Currently unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improving Routes | Currently unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Introducing Gateways | Currently unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle to School Partnership (Phase 2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improving Routes | Currently unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Introducing Gateways | Currently unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Quietways | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orpington to Canary Wharf | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| East Croydon to Catford | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bromley to Lower Sydenham | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bromley to Petts Wood | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Croydon to Crystal Palace | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Orpington to Croydon | Currently unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Route Enhancements | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Signage & Wayfinding | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A21 Segregation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Improvement projects | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Action | Commentary | Phasing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------------------------|--------------------|---------|---|---|---|---|---|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|
| | | 2014/15 | | | | | | | | | | | | 2015/16 | | | | | | | | | | | | 2016/17 | | | | | | | | | | | | | | | | | | | |
| | | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | | | | | | | | |
| Upgraded route along Kentish Way | Currently Unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Green Street Green to Orpington | Currently Unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Joining up the NCN – Route 21 | Currently Unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Crofton Road crossing | Currently Unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Shepperton Rd to Gumping Common | Currently Unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bromley South to Beckenham | Currently Unfunded | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Grants for Schools | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| School Cycling Initiatives | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Complementary Infrastructure | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Petts Wood Cycle Bridge Feasibility | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cargo Bike Hire Dock | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Hire Dock | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Parking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| On-street | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Residential | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Education | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Crime | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Met Police Enforcement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Marking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle Locking | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bike Recycling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road Cycle Skills | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road Cycle Skills | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Led Rides | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road Skills Drop-in Sessions | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supporting Health | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GP Referral Scheme | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supporting Local Businesses and Employees | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TfL Cycling Workplaces Scheme | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Higher and Further Education | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Making the Bike 'Cool.' | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Try Cycling | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Campaigns, Promotion and Events | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cycle to Rail | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RideLondon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Action | Commentary | Phasing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|------------|---------|---|---|---|---|---|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|---------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|
| | | 2014/15 | | | | | | | | | | | | 2015/16 | | | | | | | | 2016/17 | | | | | | | | | | | | | | | | | | |
| | | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A | S | O | N | D | J | F | M | | | |
| Circular Cycle Routes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

- Initiation [purple square]
 - Initial Design [light blue square]
 - Consultation [light green square]
 - Detailed Design [light brown square]
 - Delivery [orange square]
 - Promotion [pink square]
 - Close [blue square]
- [yellow square] Ongoing Programmes

Appendix C

Illustrative Funding (2014-2017)

Bromley will take advantage of all available investment opportunities to support our Cycling Strategy and amend the strategy accordingly as and when new funding streams arise. Figures are indicative and subject to change.

| Activity | 2014/15 | | 2015/16 | | 2016/17 | |
|-----------------------------------------------------------|----------------------|---------|----------------------|---------|----------------------|---------|
| | Budget/ Est. Cost | Source | Budget/ Est. Cost | Source | Budget/ Est. Cost | Source |
| Research, Forward Planning & Management £8,600 | | | | | | |
| Borough Cycling Strategy | £5,000 | TfL BCP | - | - | - | - |
| Auditing | £3,000 | TfL BCP | - | - | - | - |
| Mosaic Profiling & Targeting | N/A | TfL | - | - | - | - |
| Cycle Bromley Forum | £200 | TfL BCP | £200 | TfL BCP | £200 | TfL BCP |
| Total | £8,200 | | £200 | | £200 | |
| Cycle to School Partnership (Phase 1) £385,000 | | | | | | |
| Bike-it Plus Officer | £35,000 | U | £35,000 | U | - | - |
| Right of Way 132 | £40,000 | U | - | U | - | - |
| Right of Way 136 | - | - | £60,000 | U | - | - |
| Right of Way 134 | - | - | £20,000 | U | - | - |
| Whitebeam Road to Quietway | - | - | £5,000 | U | - | - |
| Feeder Roads to Right of Way 134 | - | - | £5,000 | U | - | - |
| Scoping Study for Phase 2 | - | - | £5,000 | U | - | - |
| Zebra Crossing on Southborough Lane | - | - | £20,000 | U | - | - |
| Pelican Crossing on Crofton Lane | - | - | £60,000 | U | - | - |
| Pelican Crossing on A21 Farnborough Way | - | - | - | - | £60,000 | U |
| Crofton Road Parallel Crossing | - | - | - | - | £40,000 | U |
| Total | £75,000 | | £210,000 | | £100,000 | |
| Cycle to School Partnership (Phase 2) £215,000 | | | | | | |
| Bike-it Plus Officer | - | - | - | - | £35,000 | U |
| Crofton Road Segregated Cycle Path | - | - | - | - | £80,000 | U |
| Tubbenden Lane | - | - | - | - | £30,000 | U |
| Right of Way 143 | - | - | - | - | £60,000+ | U |
| Marketing & Maps | - | - | - | - | £10,000 | U |
| Total | - | | - | | £215,000 | |

| Quietways | | | | | | | £TBA |
|------------------------------------------------------------------------------------------|----------|---------|----------|---------|----------|---------|----------|
| Orpington to Canary Wharf | TBA | TfL | TBA | TfL | - | - | |
| East Croydon to Catford | TBA | TfL | TBA | TfL | - | - | |
| Bromley to Lower Sydenham | TBA | TfL | TBA | TfL | - | - | |
| Bromley to Petts Wood | TBA | TfL | TBA | TfL | - | - | |
| Total | £TBA | | £TBA | | £TBA | | |
| Cycle Route Enhancements | | | | | | | £TBA |
| Signage & Wayfinding | TBA | TfL | TBA | TfL | TBA | TfL | |
| Total | £TBA | | £TBA | | £TBA | | |
| Improvement Projects | | | | | | | £TBA |
| Upgraded route along Kentish Way | - | - | TBA | U | TBA | U | |
| Green Street Green to Orpington | - | - | TBA | U | TBA | U | |
| Joining up the NCN – Route 21 | - | - | TBA | U | TBA | U | |
| Crofton Road crossing | - | - | TBA | U | TBA | U | |
| Footpath widening – Shepperton Road to Gumping Common | - | - | TBA | U | TBA | U | |
| Bromley South to Beckenham | - | - | TBA | U | TBA | U | |
| Total | - | | - | | - | | |
| Cycle Grants for Schools | | | | | | | £21,000 |
| School Cycling Incentives | £9,000 | TfL BCP | £6,000 | TfL BCP | £6,000 | TfL BCP | |
| Total | £9,000 | | £6,000 | | £6,000 | | |
| Complementary Infrastructure | | | | | | | £30,500 |
| Cargo Bike Hire Dock | - | - | £3,000 | TfL BCP | - | - | |
| Bike Hire Dock | £27,500 | TfL | - | - | - | - | |
| Total | £27,500 | | £3,000 | | - | | |
| Cycle Parking | | | | | | | £292,500 |
| Cycle Parking on-street, in residential areas, at stations and educational sites. | £47,500 | TfL BCP | £52,500 | TfL BCP | £57,500 | TfL BCP | |
| | £45,000 | LIP | £45,000 | LIP | £45,000 | LIP | |
| Total | £92,500 | | £97,500 | | £102,500 | | |
| Road Cycle Skills | | | | | | | £686,240 |
| Road Cycle Skills & Drop-in sessions | £45,000 | TfL BCP | £50,000 | TfL BCP | £54,240 | TfL BCP | |
| | £175,000 | LIP | £175,000 | LIP | £175,000 | LIP | |
| Led Rides | £12,000 | TfL | TBC | TfL | TBA | TfL | |
| Total | £232,000 | | £225,000 | | £229,240 | | |
| Supporting Local Businesses and Employees | | | | | | | N/A |
| TfL Cycling Workplaces Scheme | N/A | TfL | N/A | TfL | N/A | TfL | |
| Total | - | | - | | - | | |

| Campaigns, Promotion & Events | | | | | | | £45,000 |
|------------------------------------------|-----------------|----------------|-----------------|----------------|----------------|----------------|-----------------|
| Cycle to Rail | TBA | U | TBA | U | TBA | U | |
| RideLondon | N/A | TfL | N/A | TfL | N/A | TfL | |
| Circular Cycle Routes | £15,000 | LIP | £15,000 | LIP | £15,000 | LIP | |
| Total | £15,000 | | £15,000 | | £15,000 | | |
| Staffing | | | | | | | £150,000 |
| Staffing | £50,000 | TfL BCP | £50,000 | TfL BCP | £50,000 | TfL BCP | |
| Total | £50,000 | | £50,000 | | £50,000 | | |
| TOTAL | | | | | | | £717,940 |
| | £509,200 | | £606,700 | | | | |

***Bold** activities indicate funding held by Bromley Council.

BCP TfL Borough Cycling Programme
LIP Local Implementation Plan
TfL TfL fund directly
U Currently unfunded

Appendix D

Longer Term Investment up to 2026

| Project | Indicative Cost | Approximate Date | Likely Funding Source | Comments |
|-------------------------------------|-----------------|------------------|-----------------------|------------------------------------------------------------------------------------|
| Complementary Infrastructure | | | | |
| Petts Wood Cycle Bridge | £0.5m | 2019-2021 | TfL | |
| Cycle Route Enhancements | | | | |
| A21 Segregation | £21m | 2020-2025 | TfL | £21m suggested in LIP for A21 road widening however scoping is still taking place. |

Appendix E

Quietways Route Delivery Details

| Route name | Route no. on map | Proposed route alignment | Potential delivery timescales/likely changes to proposed route. (deliverable pre or post 2016) |
|----------------------------------------------------------------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Croydon to Crystal Palace | 12 | Belvedere Road | Dependent on rest of route - majority of route falls outside Bromley. |
| Orpington (Bromley) to Canary Wharf (Tower Hamlets) via Greenwich (Greenwich) | 408 | Knoll Rise > Lynwood Grove > St. Johns Road > Thornet Wood Road > Barfield Road > Lower Camden > Southil Road > Elmstead Lane > Court Farm Road > Mottingham Lane | Potential to deliver by 2016 in part. Pinchpoint at Petts Wood station could cause problems with delivery by 2016. New pedestrian/cycle bridge could take up to 4-5 years to deliver. |
| Penge East (Bromley) to Honor Oak Park (Lewisham) | 29 | Venner Road | Dependent on rest of route - majority of route falls outside Bromley. |
| Lower Sydenham to Bickley via Bromley town centre | 105 | Worsley Bridge Road > Foxgrove Road > Downs Hill Avenue > Ravensbourne Road > Palace View > Nightingale Lane > Clarence Road > Hawthorne Road | Route in current alignment not likely given land ownership issues etc. Conversion of existing LCN into Quietway is possible by 2016. |
| Greenwich foot tunnel (Greenwich) to Croydon via Ladywell and Catford (Lewisham) | 8 | Marlow Road > Ravenscroft Road > Aldersmead Road > Kangley Bridge Road | Dependent on rest of route. Preferred change to take route through Churchfields/Maberley Playing Fields, however land ownership issues may delay/prevent preferred route. |
| Orpington to Croydon | TBA | Knoll Rise > Lynwood Grove > St John's Road > Woodhurst Ave > Chesham Ave > Lovelace Ave > Southborough Recreation Ground > Green Way > Norman Park > Bourne Vale > Pickhurst Rise > West Wickham > Manor Park Road | Route is largely developed (building on existing LCN route). Feasible by 2016. |

Appendix F – Map of Proposed Quietways

