

Bromley's Cycling Strategy Consultation Report

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Responses

1 Background

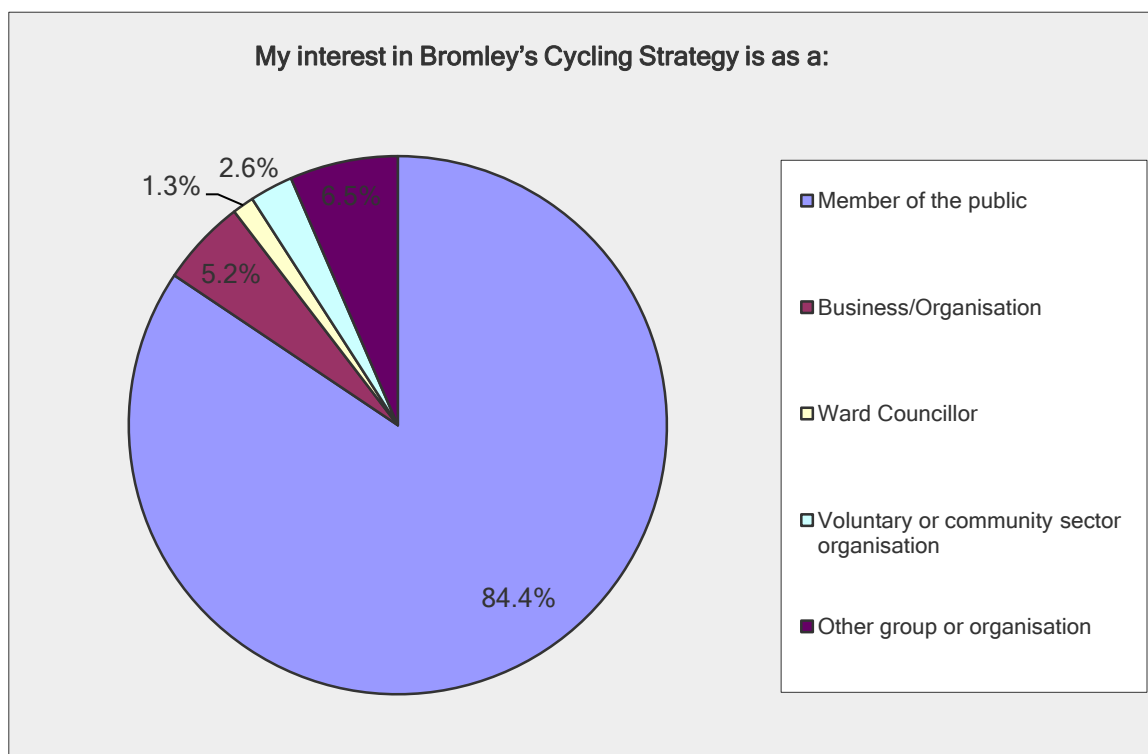
1.1 Consultation on the draft Bromley Cycling Strategy took place between 1 May and 31 July 2015, during which time the strategy was available to view on the Bromley Council website. A link to an online survey was available for respondents to complete and postal and email addresses for written responses were provided.

1.2 A total of 155 responses were received to the Cycling Strategy consultation from 144 individuals/organisations. These were made up of 77 questionnaire responses, 14 written responses, and 64 automatically generated emails to local Ward Councillors.

2 Online Survey

2.1 The online survey was provided via Survey Monkey and featured three sections; personal information, current travel behaviour and response to the Cycling Strategy, and further information. A copy of the online survey questions can be found in Appendix D.

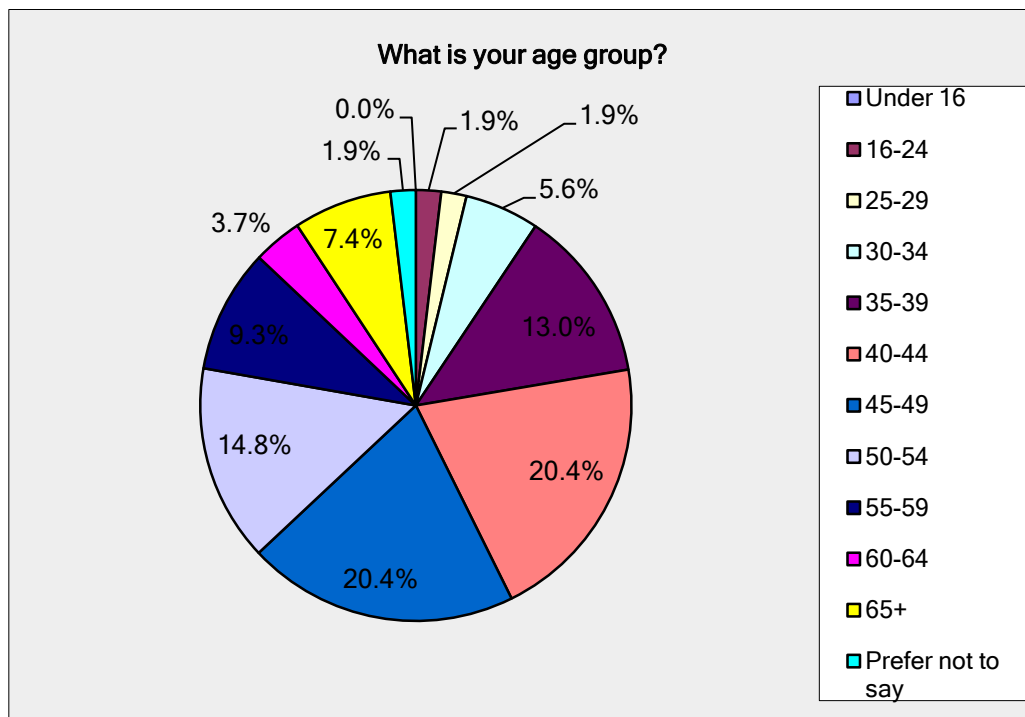
Respondent Profile



2.2 84% of respondents to the online survey represented themselves as a member of the public. 5% were from businesses or organisations such as the Metropolitan Police, Intu Properties plc or local cycling clubs. Bromley Mencap and a member of Bromley Cyclists made up the two responses from the voluntary or community sector organisations. Respondents that fell into the 'other group or organisation' category ranged from local residents associations, parents, cycling club members or people that designated themselves as mode of transport users other than cyclists, such as pedestrians.

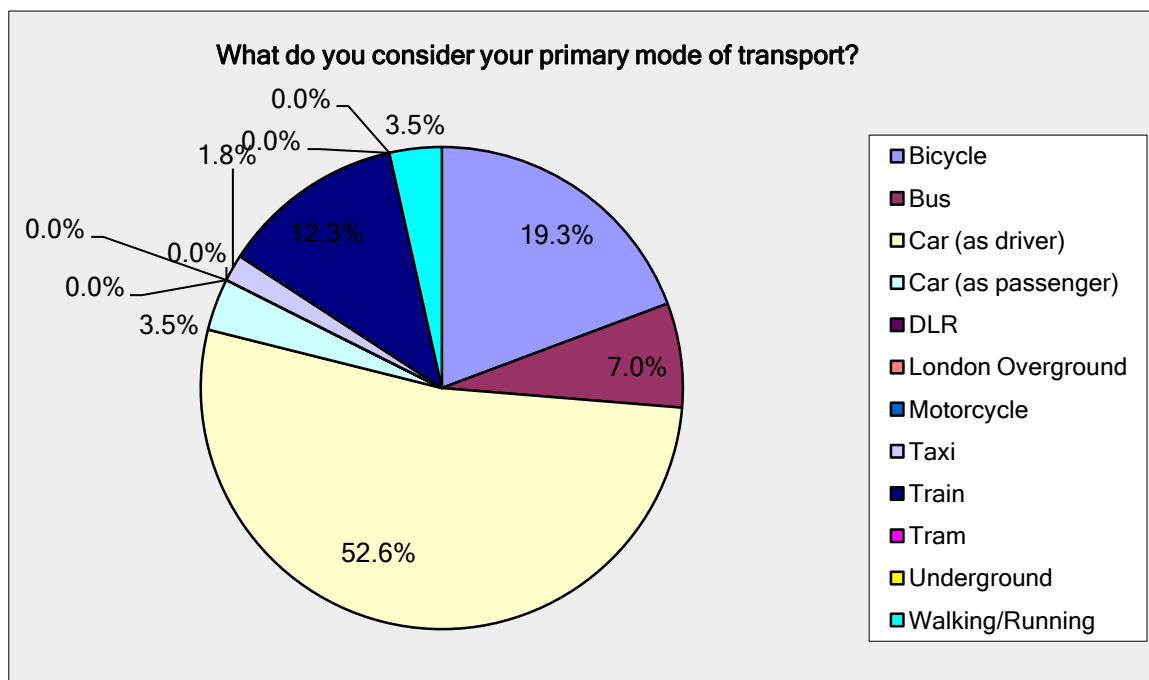
2.3 61% of respondents to the online survey identified themselves as male and 39% as female.

No responses were received from anyone under 16 and just 2% were from respondents aged 16-24, with a further 2% aged between 25-29.

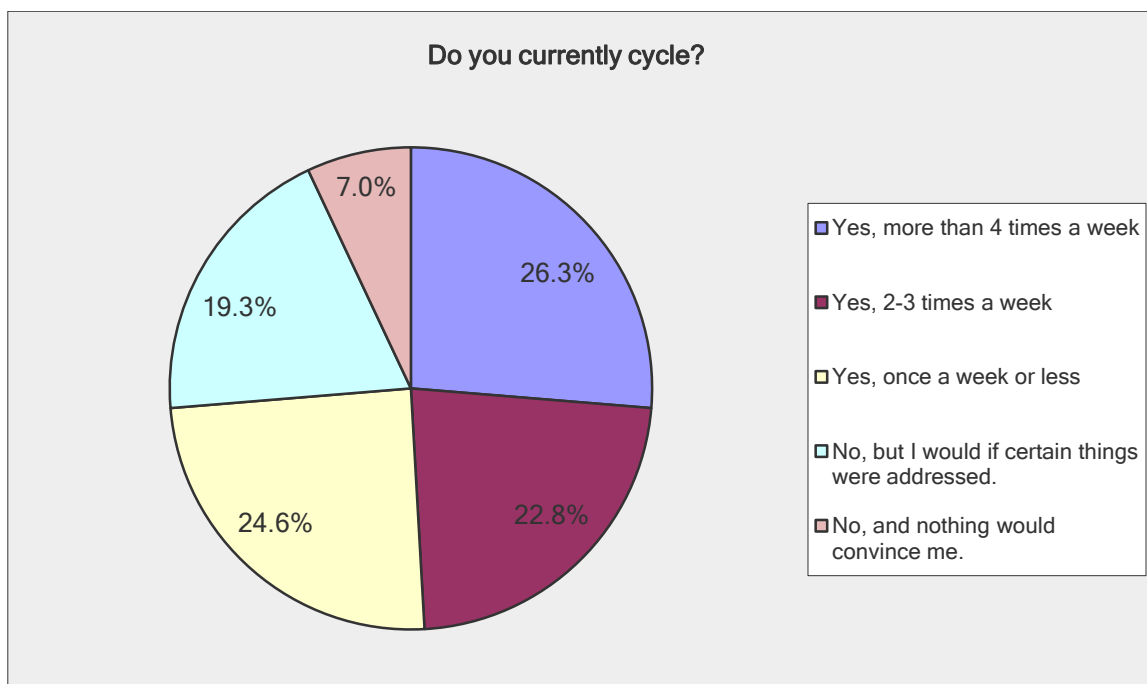


2.4 The majority of respondents fitted into the 40-44 and 44-49 age categories, with 20% of respondents fitting into each of these categories. This is an interesting comparison to Department for Transport statistics which suggest the 16-44 age group cycles the most frequently (DfT, 2014).

2.5 Over half (53%) of respondents consider their primary mode of transport to be the private car. 19% considered their primary mode to be the bicycle.



2.6 26% of respondents said that they cycled more than four times a week, 23% 2-3 times a week and 25% once a week or less. 19% said they didn't currently cycle but would if certain things were addressed and 7% said nothing would encourage them to cycle.



2.7 Of those that currently cycle, 56% cycle for leisure purposes or to get around their local neighbourhood. 23% cycled for their commute whilst a further 21% cycled for both purposes.

Barriers and Incentives

2.8 Respondents that did not cycle or didn't cycle regularly were asked why this was. 48% of respondents stated that the behaviour of other road users was a reason for not cycling. 45% stated a lack of cycle lanes in the borough was a disincentive with 39% suggesting a lack of confidence on the roads.

If you do not currently cycle or do not cycle regularly, please let us know why this is:		
Answer Options	Response Percent	Response Count
Lack of confidence on the roads	38.7%	12
Lack of cycle lanes	45.2%	14
I don't own a bicycle	19.4%	6
Distances of where I want to go are too far for cycling (over 5 miles)	19.4%	6
Behaviour of other road users	48.4%	15
Too difficult as I have children	29.0%	9
Makes me too dirty/messy	3.2%	1
Lack of cycle parking at home	3.2%	1
Lack of cycle parking at my end destination	16.1%	5
Lack of facilities at my end destination (showers, lockers)	9.7%	3
Cycling is too dangerous	29.0%	9
Poor health/illness/injury	12.9%	4
Lack of physical fitness	9.7%	3
I have too much to carry (bags, shopping)	12.9%	4

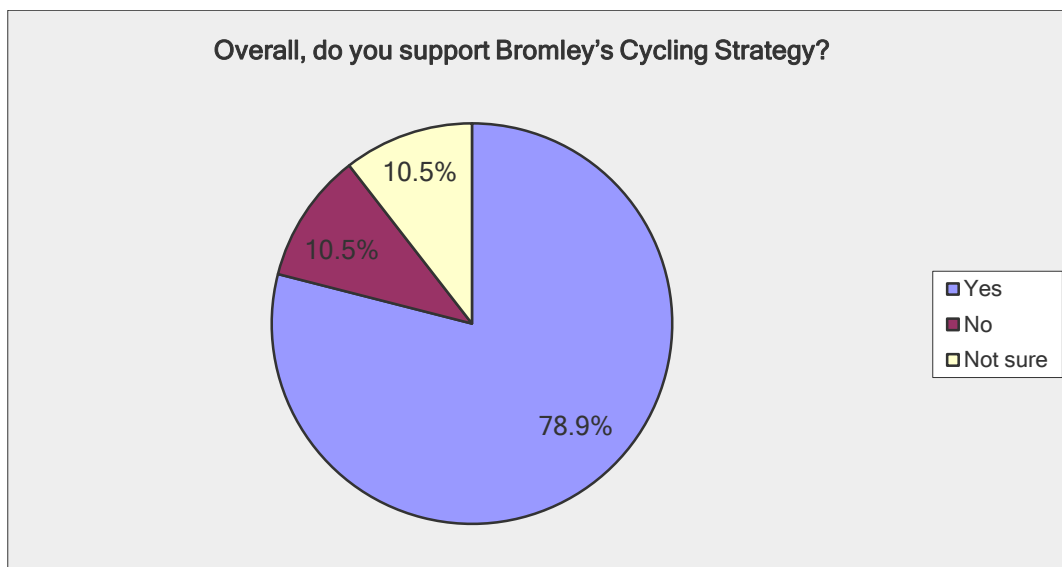
I don't know the way to cycle my journey.	6.5%	2
Other (please specify)		4

2.9 Respondents were also asked what aspects of the Cycling Strategy would encourage them to cycle more. The two most popular responses were cycle route or infrastructure related with 77% and 67% respectively. 51% were also keen to see more cycling facilities in parks and green spaces and 44% hoped to see more cycle parking throughout the borough. Access to rented or subsidised bicycles, or home cycle parking were not so popular with around 9% of respondents supporting these.

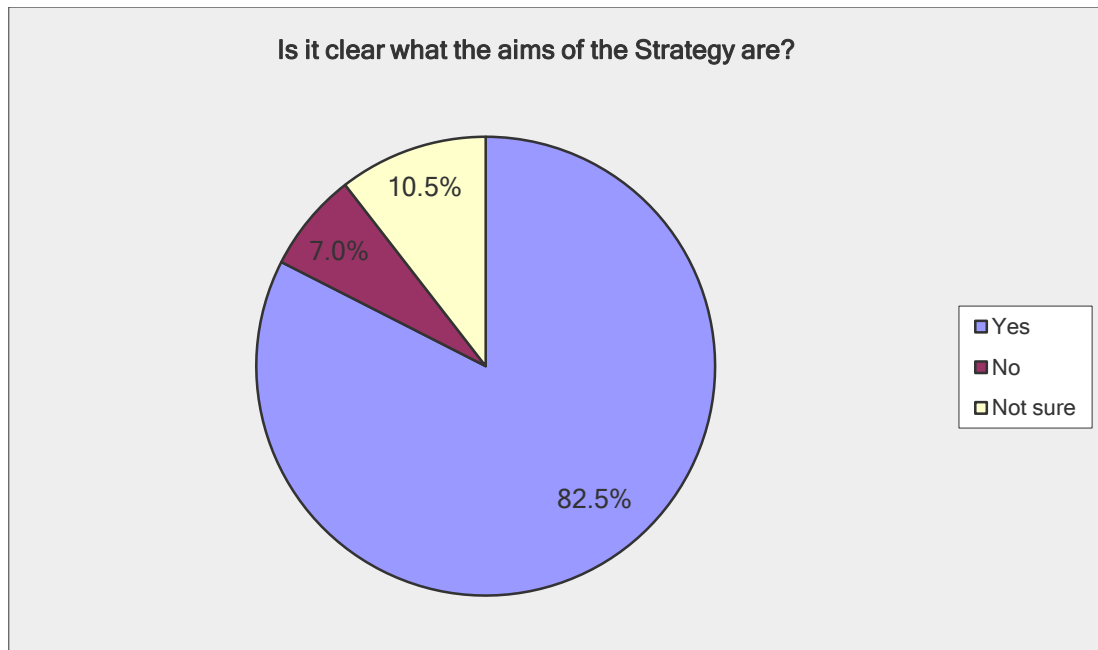
Would any of the following aspects of the Strategy encourage you to cycle or cycle more?		
Answer Options	Response Percent	Response Count
Home cycle parking scheme (subsidised parking for your home/garden/outbuildings)	8.8%	5
More cycle parking (in residential areas, at work and on-street)	43.9%	25
New and/or improved cycle routes (e.g. Quietways)	77.2%	44
Infrastructure improvements at junctions and busy roads	66.7%	38
Road cycle skills lessons	28.1%	16
Cycle maintenance lessons	22.8%	13
Cycling facilities in parks and green spaces	50.9%	29
Access to a rented/subsidised bicycle	8.8%	5
Nothing would encourage me.	10.5%	6
Nothing stated here, but I know what would (See Appendix A, responses to Q19)	12.3%	7
Other (See Appendix A, responses to Q19)		20
answered question		57

Strategy

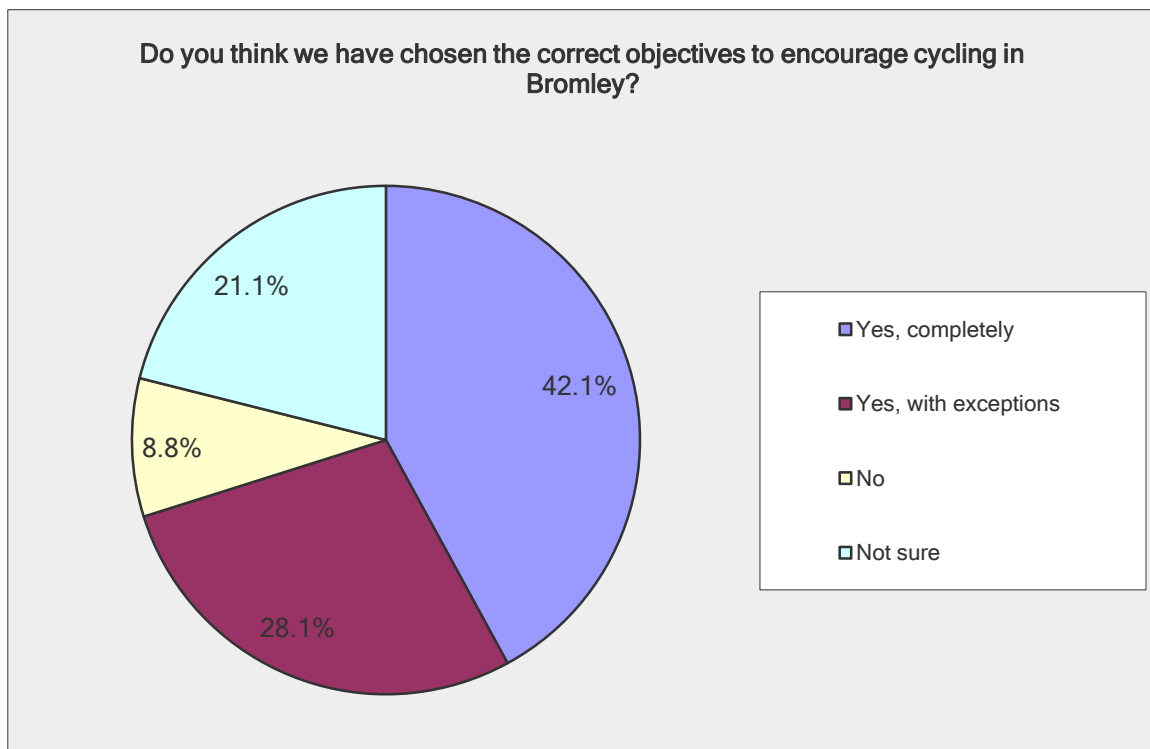
2.10 79% of respondents said that they supported Bromley's Cycling Strategy with equal amounts of the remaining respondents saying they didn't support the strategy or were unsure. When asked if implementing Bromley's Cycling Strategy would encourage respondents to cycle, 51% said they were likely or very likely to start or increase cycling.



2.11 Respondents were asked if the draft Strategy sufficiently linked and supported existing local and national policies (such as health). 42% said that it did, 21% said it did not and 37% were unsure. Respondents were also asked if the strategy successfully outlined the benefits of cycling. 67% agreed that it did, 16% believed it didn't and 18% were unsure.

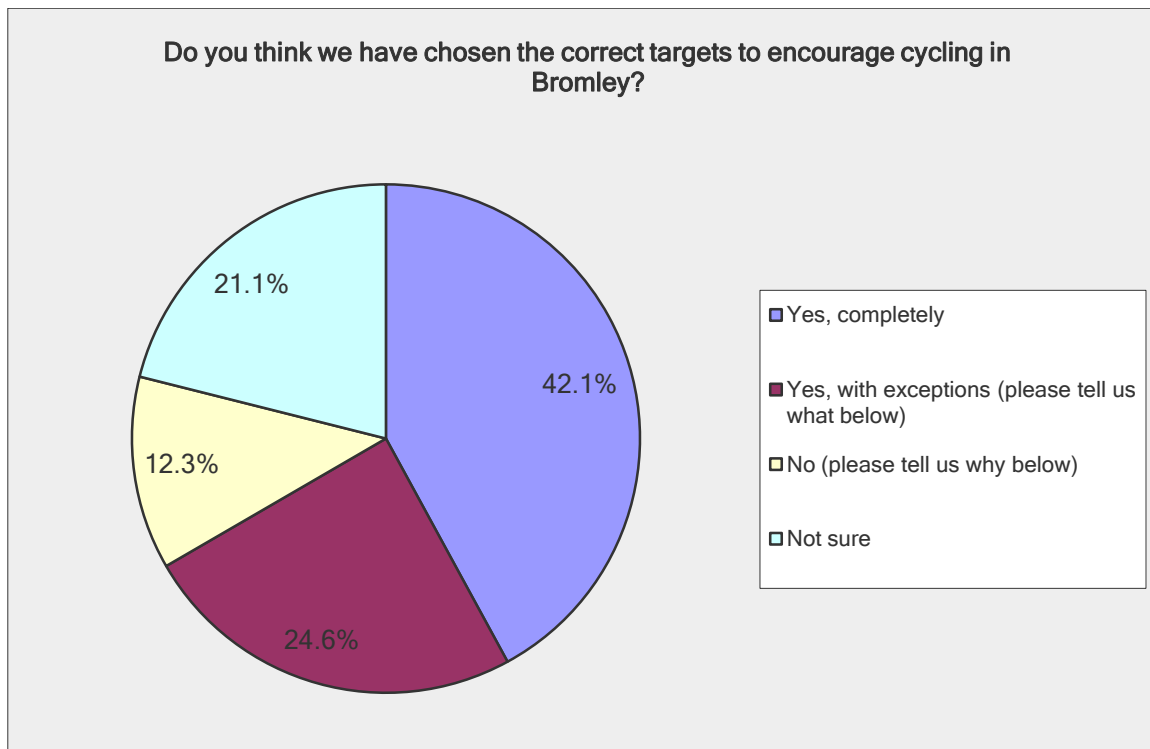


2.12 83% of respondents said that the aims of the draft Strategy were clear with 7% saying they weren't and 11% unsure.



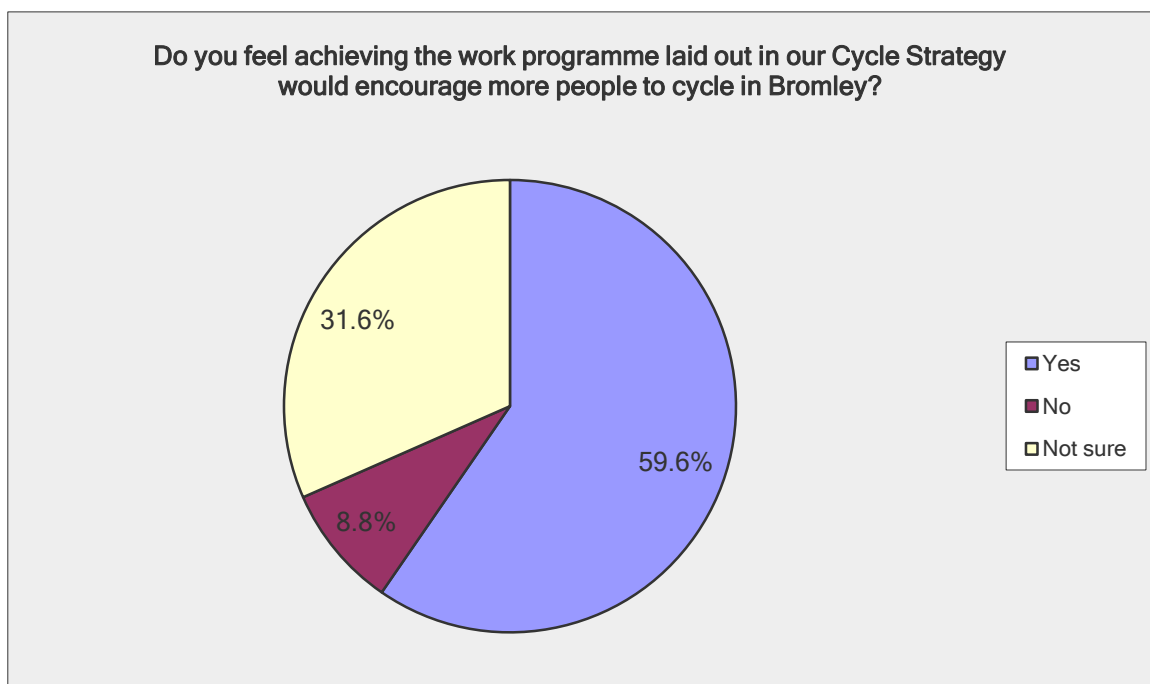
2.13 42% of respondents were happy with the objectives set out in the strategy with a further 28% happy with some exceptions (see open-ended responses to Q15 in Appendix A). 9% felt the objectives set were incorrect and 21% were unsure.

2.14 Similarly, when asked if the Strategy had set the right targets, 42% of respondents agreed, 25% agreed with some exceptions (see Appendix A, responses to Q16). 12% felt the targets set were incorrect and 21% were not sure.

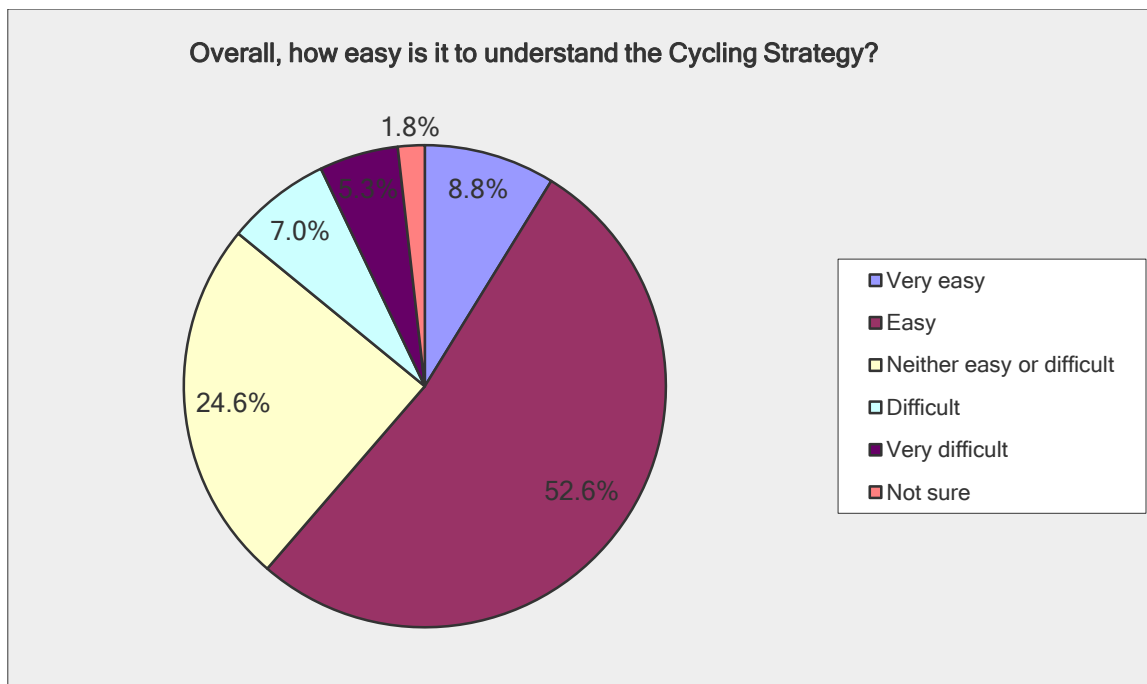


2.15 When asked if Bromley had chosen the right work programme to achieve the objectives of the Cycling Strategy, 32% said yes, 21% yes but with exceptions (see Appendix A, responses to Q17), 12% disagreed and 21% weren't sure.

2.16 60% of respondents believed delivering the work programme set out in the Strategy would encourage more people to cycle in the borough, 32% were not sure and 9% said it would not encourage people to cycle.



2.17 In terms of comprehension, 61% said that the strategy was either easy or very easy to understand. 25% said it was neither easy nor difficult to understand, 7% said it was difficult to understand and 5% that it was very difficult. 2% were unsure.



3 Written Responses

3.1 Written responses were received from the organisations and individuals listed below. A summary of key responses can be found in Appendix B.

- 🚲 Bromley Cyclists
- 🚲 Cllr Ian Dunn, Ward Member for Clock House
- 🚲 Green Chain
- 🚲 Highways England
- 🚲 Intu Properties PLC
- 🚲 Mottingham Residents Association
- 🚲 Transport for London
- 🚲 7 local residents.

4 London Cycling Campaign/Bromley Cyclists Emails

4.1 During the consultation period, Bromley Cyclists, the local branch of the London Cycling Campaign (LCC), promoted generation of an automated email on the LCC website which LCC members residing in Bromley could use to email their local Ward councillors. 64 individuals used this facility to generate 174 emails to local Ward Councillors. A copy of this email can be found in Appendix C.

Key Themes & Suggested Amendments

5 Table of respondents' requested changes

5.1 During the consultation, across the mix of online survey and written responses, several key themes have emerged. The tables below illustrate the consultation responses, highlighting individual issues and an officer recommendation detailing how the Council could address the issue as part of the Cycling Strategy.

Theme 1 - Infrastructure

5.2 Requested Change 1 – An integrated approach to cycling provision

Comment	Respondent/ In response to	Officer Comment/ Recommendation
I would like to see more evidence of joined-up thinking between departments: e.g. cycling infrastructure improvements within programmed road works and resurfacing; including better cycle parking within station and public car park schemes; including cycling within public health initiatives; coordinating parent and sibling cycling lessons with cycling programmes in schools; organising local cycling events to tie in with Bikeability programmes in schools, etc.	Q17	Propose the Junction Assessment (JAT) and Cycling Level of Service (CLOS) tools be used by engineers on all proposed schemes as well as continued partnership working between Transport & Highways officers and Planning/Major Schemes to ensure facilities for cyclists are cost-effectively integrated.
Less "encouragement/training" etc. and more hard measures: traffic reduction and segregated lanes and junctions on busy, direct routes.	Q15	
More investment into proper cycle lanes on main roads.	Q15	
Consideration for safer cycling appears to be separate rather than integrated into general policy - for example, the closing of Dunfield Road [Lewisham] - insufficient consideration for cyclists, the installation of a roundabout at the Brackley Road/Southend Road junction - worse situation for cyclists, the traffic calming measure westbound from Shortlands Station on Bromley road - the narrow gate at Queen Ann Avenue, the mixed left/right turn lane markings at West Moreland / Masons Hill Junction, the appalling downgrading of cyclists rights on the A21 into a series of give-way markings onto side roads. There seems to have been a *reduction* in the amount of cycle racks in the high street- the northern ones have completely gone. "cyclists dismount" signs	Q15	

should be replaced by "pedestrian priority" as in other London boroughs on key links, the right turn is blocked at the junction of Bromley Road/Albermarle - how much consideration was given to that decision on what would otherwise be a primary cycling route. etc etc etc etc. None of this would cost extra money if built into changes at the time.		
It is primarily working around the edges and shows a lack of commitment. Much more could be done to make main roads (which are the direct routes to where people want to go) more cycle-friendly.	Q17	
More hard infrastructure needed, less "education".	Q17	

5.3 Whilst funding for infrastructure projects is limited and likely to decrease further in future years, the Council will continue to work with TfL to develop proposals for the A21 – a popular project with consultation respondents – and will also commit to officers using tools such as the Cycling Level of Service (CLOS) and Junction Assessment Tool (JAT). These tools are simple, quick tools to assess the suitability for cyclists and other vulnerable road users and if used by the Traffic & Highways teams on current and proposed schemes will ensure facilities for cyclists are cost-effectively integrated alongside those for other road users, reducing the need to retrospectively introduce costly facilities.

5.4 Requested Change 2 - Connecting the cycle network

Comment	Respondent/ In response to	Officer Comment/ Recommendation
Many more segregated cycle paths along main routes (perhaps removing or restricting car access - taking lanes out and dedicating them to bike use instead for example) - making one way streets "contra-flow" for bikes, re-phasing traffic lights to let bikes go early, enforcing advance stop boxes...	Q16	The council investigates segregated cycle lanes, and early-release traffic lights on a case by case basis. It is proposed to undertake an assessment of the one-way streets in the borough with a view to introducing contra-flow. This would be a cost effective way to extend the cycle network.
The group were keen to see tools and suggestions in the London Cycling Design Standards (LCDS) brought into the heart of planning policy, and should be a constant reference point for all borough planning.	Bromley Cyclists	
Suggests linking the residential back routes that motorists use with the potential for cycling - reducing rat-running but improving journeys for pedestrians and cyclists by taking a 'filtered permeability' approach.	Transport for London	

5.5 77% of online survey respondents wanted to see more cycle routes, such as the Quietways, which pass through back-streets and green spaces and appeal greatly to new cyclists. As well as the commitment already set out in the Strategy to introduce Quietways in the borough, Bromley intends to assess the safety and viability of contra-flow cycling for one-way streets, on a case by case basis – decreasing the time and distance of journeys for cyclists. Contra-flow (allowing cyclists to use a one-way street in both directions) is one of the most cost-effective ways of linking up the cycle network. The quiet nature of most one way streets also makes them ideal for new cyclists.

5.6 The new Traffic Signs Regulations and General Directions (TSRGD) has simplified the introduction of such contra-flow cycle lanes, by no longer requiring DfT approval for individual cycle contra-flows. Instead there is a new sign (diagram 960.2) to be used alongside the existing 'No entry' signs. The contra-flow can then be installed with or without an advisory lane marked on the carriageway and this therefore allows contra-flows to be introduced even where space and cost has previously constrained the physical infrastructure required for contra-flow cycling facilities.

5.7 Requested Change 3 - A233 Corridor Feasibility Study

Comment	Respondent/ In response to	Officer Comment/ Recommendation
Nothing for the Locksbottom / Keston / Farnbough Village areas.	Q17	A feasibility study of the A233 Keston/Biggin Hill Corridor is to be undertaken to provide a safe route for cyclists and encourage shift away from use of narrow country lanes.
Comments that the narrow lanes in Biggin Hill are frequently 'overflowing with cyclists who seem to have little regard for their own safety, let alone others.'	Resident 2	
Cites groups of 20-30 cyclists as hurtling down narrow country roads at weekends as part of 'Time Trials' from cycling clubs in and outside the borough.	Resident 3	

5.8 Several written and online responses referenced issues with groups of cyclists using the narrow lanes in the more rural parts of the borough and that the main road (A233) in rural Biggin Hill, Darwin and Keston is unsuitable for cycling due to perceived high speeds of traffic on the relatively narrow traffic lanes. Bromley Cyclists have also previously cited this as an issue in their 2014 'Ward Asks' campaign. Bromley will undertake a feasibility study for the A233 in 2016/17 which will examine the broader issues on the road and make recommendations for improvement for cyclists and other users.

Theme 2 - Parks & Green Spaces

5.9 Requested Change 4 - Challenging by-laws

Comment	Respondent/ In response to	Officer Comment/ Recommendation
Should create more green routes through all parks.	Q15	Bromley will explore the alteration of by-laws to allow cycling through green spaces. This also has the potential to extend the existing Greenways network. Subject to footpath widths and local consultation.
More facilities for off-road cycling i.e. mountain biking. Opening up more trails/paths for use.	Q21	
I would like to see a much greater facilitation of shared use paths, particularly in parks. For example for me to cycle to Bromley North I am faced with dangerous (steep and winding) roads - Beckenham Lane or Glassmill Lane. I could easily cycle on the path through Martins Hill park without inconveniencing or endangering pedestrians.	Q17	
Increased cycling routes in several parks where they are few & far between (e.g. Petts Wood).	Q19	
State that it is not clear how the borough will address the desire by residents to cycle in parks and green spaces but currently cannot do so due to by-laws or lack of new Rights of Way.	Transport for London	
The Green Chain welcome cyclist use of more Rights of Way, but comment that the Strategy lacks coherent proposals to extend the existing Greenways network in the borough. Many of these routes remain incomplete.	Green Chain	

5.10 Bromley will explore the alteration of by-laws to allow riding cycles through green spaces, subject to footpath widths and local consultation.

5.11 Requested Change 5 - Off-road Cycle Facility

Comment	Respondent/ In response to	Officer Comment/ Recommendation
My son rides his BMX in Bromley Skatepark - more funding to maintain/develop this area for these young people is required.	Q16	The Council will work with local cycle groups and organisations such as British Cycling and Access Sport to investigate sources of funding for an off-road cycle facility, such as a BMX track. The Cycle Hub proposed for Norman Park will also offer cycle hire
No mention of recreation for Youth i.e. developing a BMX park.	Q17	
Please include Youth recreation for bikes.	Q21	

		and subsidised bike exchange/purchase for young people.
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5.12 Bromley has long held an aspiration to develop a BMX track in the borough and will work with local cycle groups and organisations such as British Cycling and Access Sport to investigate sources of funding for an off-road facility in the borough.

Theme 3 - Behaviour Change/'Soft' Measures

5.13 Requested Change 6 - Borough Cycling Strategy Map

Comment	Respondent/ In response to	Officer Comment/ Recommendation
Not sure of the exact locations. More detail relating to the proposed schemes would be useful.	Q17	Map of Cycle Strategy interventions to be produced.
More schools should be connected with safe cycling routes.	Q16	
As long as there are readily available maps showing where parking is available and that they are monitored to check enough is provided. If you can't guarantee a space you won't cycle.	Q17	
Too much emphasis on bicycles - as opposed to trikes and recumbents - and the able-bodied cyclist.	Q15	
Too much emphasis on bicycles - as opposed to trikes and recumbents - and the able-bodied cyclist. Nothing about disabled access to cycling (see e.g., Wheels for Wellbeing). Nothing about anti-theft/accident targets.	Q17	
Access to a rented/subsidised tricycle/recumbent.	Q19	
Suggest the strategy could provide greater detail in relation to how future regeneration and development plans will be supported by cycling infrastructure.	Intu Properties Plc	
Suggest that the strategy includes a map showing all the proposed interventions together in order to demonstrate how the various activities and investments add up to the creation of a coherent network for cycling.	Transport for London	

5.14 Following suggestions, it is recommended that a map of all cycling infrastructure in the borough be produced alongside the final Strategy to illustrate both existing and proposed facilities. Cycle routes including the LCN and Quietways, cycle hubs, public cycle parking, access to hire bicycles (including bikes for disabled users), contra-flow cycling roads and the Improvement Projects will all feature. The digital version of this map will also serve to identify gaps in the cycle network or other cycling facilities.

5.15 Requested Change 7 - Cycle Hubs

Comment	Respondent/ In response to	Officer Comment/ Recommendation
The group suggest that a further set of Cycle Hubs be identified in the Strategy.	Bromley Cyclists response	Suggest two further proposed hubs are added to the strategy for implementation in the next three years.

5.16 Bromley Cyclists asked that a further set of Cycle Hubs be set out in the strategy. Locations of two further proposed hubs will be added to the strategy for implementation in the next three years (subject to consultation and funding).

5.17 Requested Change 8 - 'Exchanging Places' Events

Comment	Respondent/ In response to	Officer Comment/ Recommendation
I think the exchanging places scheme is an important one which should be rolled out as widely as possible.	Q16	Programme of events to be developed and promoted.
Exchanging places scheme should be widened as much as possible.	Q17	

5.18 'Exchanging Places' events were cited as a worthwhile low-cost initiative which should be held regularly. The Council will work with the Police Safer Transport Team to schedule these events at key locations across the borough and promote them through the channels available to the Council's Communications team.

Theme 4 - Road Maintenance

5.19 Requested Change 9 – Examine service levels and maintenance criteria for cycle routes.

Comment	Respondent/ In response to	Officer Comment/ Recommendation
Some existing cycle routes are not used by many cyclists because they are poorly maintained or not suitable. The A21 Bromley common for example, on both sides of the road, the pavement has a line so that one side is for cyclists, but the pavement is too rough to use and has many interruptions (like joining roads). A new path needs to be laid for cycling	Q15	

or the existing path needs to be reduced in width and the cycle lane could be part of the road with a line for separation.		For early attention, any issues experienced with road surfacing should be reported to the Borough's 'Fix my Street' website. It is proposed a review of current service levels for cycle route maintenance is undertaken to ascertain if current levels of service are satisfactory.
We need more maintenance to the current cycle routes.	Q17	
Pot holes and damaged road surfaces are a major challenge to cycling.	Q19	
More maintenance to existing cycle routes.	Q19	
Asks that the strategy involve a program to deal with the many pot holes as the nature of the lanes is that they are narrow, so passing cars can't/don't always understand that they should allow the cyclist to take the lane/give a cyclist as much room as they would like, and is therefore vital that the condition of the road surface close to the edges are maintained properly	Resident 4	
Would like to see more in the document on cycle path improvements as the condition of many in the borough are 'so bad that it's better off on the main roads.'	Resident 5	

5.20 Many respondents suggested that whilst Bromley has a number of cycle routes, they are challenging to use for cyclists due to road surfacing and potholes. Repairs of potholes and other potential faults to both Bromley's highways and cycle routes remain Administration priorities and it is advised issues should be reported for early attention via the Borough's 'Fix My Street' website. Bromley will also examine current service levels for cycle route maintenance to ascertain if current levels of maintenance are satisfactory.

6 Summary of requested changes to be incorporated into the final strategy

- 🚲 Introduce use of the JAT and CLOS tools on all proposed schemes.
- 🚲 Undertake an assessment of the borough's one-way streets and introduce contra-flow where suitable.
- 🚲 Undertake a feasibility study of the A233 in 2016/17.
- 🚲 Explore the conversion of rights of ways to bridleways.
- 🚲 Investigate funding sources for a BMX track or other off-road cycle facility.
- 🚲 Introduce a map of Cycle Strategy interventions.
- 🚲 Establish two further proposed cycle hubs.

7 Suggested amendments arising from respondents comments that will not be incorporated into the final strategy but will be kept under review.

- 🚲 It was suggested that the Cycle to School partnership area be extended to include Ravens Wood School as part of initial or later phases of the scheme.
- 🚲 Whilst the Council already offers bespoke guided rides on a one-to-one or group basis, it is proposed to establish a regular programme of guided cycle journeys to schools from key residential areas.
- 🚲 Produce and promote a calendar of 'Exchanging Places' events.
- 🚲 Undertake review of recommended service levels and maintenance criteria for cycle routes.

Appendices

Appendix A

Open-ended Responses

Comment	Response to:	Officer Comment/ Recommendation
Strategy Document		
You are not being ambitious enough - getting people out of cars and onto bikes has clear health and environmental benefits - you have to make short car journeys more difficult and bike journeys safer and easier for "normal people" (not young white men).	Q15	The Council respects the rights of all road users equally and does not aim to make one mode of transport more difficult to use than another.
Lack of ambition.	Q16	-
Perhaps slightly too ambitious - Better to concentrate on fewer aims and actually achieve them.	Q17	-
Not sure of the exact locations. More detail relating to the proposed schemes would be useful.	Q17	Map of Cycle Strategy interventions to be produced.
Nothing for the Locksbottom / Keston / Farnbough Village areas.	Q17	Feasibility study of A233 Keston/Biggin Hill Corridor to be undertaken. All wards also benefit from cycle parking, cycle training etc. Map of Cycle Strategy interventions to be produced to illustrate.
I would like to see more evidence of joined-up thinking between departments: e.g. cycling infrastructure improvements within programmed road works and resurfacing; including better cycle parking within station and public car park schemes; including cycling within public health initiatives; coordinating parent and sibling cycling lessons with cycling programmes in schools; organising local cycling events to tie in with Bikeability programmes in schools, etc.	Q17	Use of the Junction Assessment (JAT) and Cycling Level of Service (CLOS) tools to be used on all proposed schemes. The current levels of co-operation and integrated work between various Departments are deemed suitable.
I already cycle everywhere I possibly can so it would not encourage me but it would encourage many more people.	Q19	-
As a 'work in progress' I commend the preparation and planned publication of Bromley's Cycling Strategy document. I hope it will help raise awareness of cycling's potential within the borough amongst officers and councillors.	Q21	-
It should have been summed up simply in a number of introductory bullet points to make it easier to grasp. There should also be an easy read version available.	Q21	Summary/Easy Read version to be considered.
Please be a lot more ambitious and radical in your strategy.	Q21	-
Heading in the right direction	Q21	-
I don't know what you mean by 'the work programme' in your cycle strategy (question 18). Do you mean all of the work you have to do, as set out here? Or do you mean your support for employers' cycle to work + shower schemes?	Q21	'Work Programme' refers to the entirety of projects and programmes the Cycle Strategy encompasses.
Yes about time too!! I enquired about this when my daughter was	Q21	-

in primary school 4 years ago		
These are exciting plans and I hope they are effective at encouraging more people to cycle. Having holidayed in Holland the cycling facilities and extent of cycling is amazing, particularly the brilliant cycle routes, bicycle parking everywhere and cars giving right of way to cyclists. If we can make similar changes here, but particularly change the perception of cyclists by other road users and make it safer for everyone to cycle then this will be great progress! Good Luck!	Q21	-
Just get on with it. The safer and more pleasant cycling becomes the more people will do it.	Q21	-
Good- it's about time!	Q21	-
It's a start, but the balance needs to shift away more from making the car the default transport option.	Q21	The Council respects the rights of all road users equally and does not aim to make one mode of transport more difficult to use than another.
It's well-meaning but tinkering round the edges with little money.	Q21	-
Cycle Lanes/Routes/Junctions		
Less "encouragement/training" etc. and more hard measures: traffic reduction and segregated lanes and junctions on busy, direct routes.	Q15	Use of the Junction Assessment (JAT) and Cycling Level of Service (CLOS) tools will aim to integrate cycling provision cost effectively in proposed schemes.
More investment into proper cycle lanes on main roads.	Q15	The Council will use the Junction Assessment (JAT) and Cycling Level of Service (CLOS) tools with the aim of integrating cycling provision cost effectively into proposed schemes.
Need dedicated segregated cycle lanes.	Q15	Segregated cycle lanes will be considered on a case by case basis.
There needs to be more focus on improving current cycle lanes. A lot of the cycle paths that I use on my commute are on poor quality roads that are falling apart.	Q15	Cycle lanes are maintained as part of our wider road resurfacing programme.
Consideration for safer cycling appears to be separate rather than integrated into general policy - for example, the closing of Dunfield Road [Lewisham] - insufficient consideration for cyclists, the installation of a roundabout at the Brackley Road/Southend Road junction - worse situation for cyclists, the traffic calming measure westbound from Shortlands Station on Bromley road - the narrow gate at Queen Ann Avenue, the mixed left/right turn lane markings at West Moreland / Masons Hill Junction, the appalling downgrading of cyclists rights on the A21 into a series of give-way markings onto side roads. There seems to have been a *reduction* in the amount of cycle racks in the high street- the northern ones have completely gone. "cyclists dismount" signs should be replaced by "pedestrian priority" as in other London boroughs on key links, the right turn is blocked at the junction of Bromley Road/Albermarle - how much consideration was given to	Q15	Embedding the use of the Junction Assessment (JAT) and Cycling Level of Service (CLOS) tools will aim to integrate cycling provision cost effectively in proposed schemes.

that decision on what would otherwise be a primary cycling route. etc etc etc etc. None of this would cost extra money if built into changes at the time.		
Many more segregated cycle paths along main routes (perhaps removing or restricting car access - taking lanes out and dedicating them to bike use instead for example) - making one way streets "contra-flow" for bikes, re-phasing traffic lights to let bikes go early, enforcing advance stop boxes...	Q16	The council will investigate segregated cycle lanes, early-release traffic lights and contra-flow on one-way streets on a case by case basis.
Improve existing cycle routes; make them specifically for cycling so that they are used more frequently.	Q16	Segregated cycle lanes are considered on a case by case basis.
More focus required on the commuting routes to places of work that are likely outside Bromley.	Q16	The Council's focus on 'Cycle to Rail' through cycle hubs, Quietways and connecting the cycle network through investigating contra-flow should ensure provision for commuter cyclists continuing journeys outside the borough.
More hard infrastructure needed, less "education".	Q17	The Council will use the Junction Assessment (JAT) and Cycling Level of Service (CLOS) tools with the aim of integrating cycling provision cost effectively into proposed schemes.
It is primarily working around the edges and shows a lack of commitment. Much more could be done to make main roads (which are the direct routes to where people want to go) more cycle-friendly.	Q17	The Council will use the Junction Assessment (JAT) and Cycling Level of Service (CLOS) tools with the aim of integrating cycling provision cost effectively into proposed schemes.
Also like the improvements to the A21 as this is currently the worst road A road for cycling that I've come across.	Q17	-
More safe routes are needed.	Q17	-
Thought should be given on if cycle paths should be kept next to roads or next to footpaths. If they are on roads there are less accidents but the accidents have greater risk of injury.	Q17	All new cycle paths are considered on a case by case basis.
Dedicated segregated cycle lanes.	Q19	Segregated cycle lanes will be considered on a case by case basis.
We need to connect up with other cycle networks in neighbouring boroughs.	Q19	The existing London Cycle Network (LCN) and proposed Quietway routes all extend to other boroughs.
Some limited cycle routes already exist. However they are potentially even more dangerous than not having them as cars park in them meaning cyclists have to weave in and out of traffic. A good example is Orchard Road. Too many cars are parking along roads like this and Sundridge Avenue increasing the risk to	Q19	Guidance for cyclists suggests cycling in the centre of traffic lanes (known as 'taking the lane') where roads are

cyclists as the roads are wide enough but congested. On a narrower road where cars park I feel the risk is lower as a driver does not have the same ability to overtake a cyclist as they would on these wider roads sandwiching between parked cars on both sides and oncoming traffic.		too narrow for cars to overtake safely.
Banning car parking on cycle lanes and / or separating cycle lanes from other road traffic so that cars etc. Cannot obstruct or use the cycle lanes in any way at all.	Q19	Removing car parking and/or segregated cycle lanes is considered on a case by case basis.
Need segregated cycle paths - everything else is just tinkering round the edges. GB either wants cyclists or it doesn't - need to be more European in our approach to really change things.	Q19	Segregated cycle lanes are considered on a case by case basis.
The main A21 into Bromley from Locksbottom and up to Norman Park is very busy and for a cyclist the part from Gravel Road to Norman park could be made almost "off road" with a parallel cycle lane with the road which would be much safer than a lane in the road.	Q21	To be considered as part of the A21 route study.
Improve separation between drivers and cyclists. Traffic Calming measures for vehicles in hot spot areas such as Burnt Ash Lane, though in areas such as this the pavement for the parade is so wide it could be utilised for cyclists.	Q21	Segregated cycle lanes are considered on a case by case basis. In this case, whilst the pavement along the parade of shops is wide, a segregated cycle lane in this small area of Burnt Ash Lane would not make for a continuous cycle facility and is unlikely to encourage cycling.
Better segregation or lanes especially at a couple of the busy junctions by the old police station is one that springs to mind.	Q21	Segregated cycle lanes and improvements to junctions are considered on a case by case basis.
Cycle Training		
Strong focus on cycle skills training and also increasing secure parking for bicycles are key things which I believe will make a difference.	Q15	-
If you offer 1-1 or group cycle training then make sure it is available. When I enquired approx. 3 years ago I was told it wasn't possible. Consequently both I and my daughter stopped cycling as she went to secondary school which was the opposite direction to me and I didn't want her to cycle on her own.	Q19	Family or 1-2-1 training is available throughout the year from our Road Safety team. Bikeability training is also offered to all schools in the borough.
Bike Theft		
Knowing that something will be done to those who take or damage bikes.	Q19	The police Safer Transport Team works closely with the Cycling team to identify and act on crime hot spots and promote bicycle marking. The STT also sit on the Cycle Bromley Forum. In addition, the Council recommends cyclists lock their bicycles with a minimum
More action to prevent theft and/or accidents.	Q19	

		of two high-quality locks of different types to discourage thieves.
Cycle Parking		
There should be places to lock your cycle in all areas where there are parades of shops.	Q15	The Council is committed to providing cycle parking where it is most needed. Requests for cycle parking can be made by emailing cycling@bromley.gov.uk
Strong focus on cycle skills training and also increasing secure parking for bicycles are key things which I believe will make a difference.	Q15	-
I also believe that cycle parking is adequate and only needs a few more parking spaces not a major increase.	Q15	-
Bromley, like other LA's can be a transit hub for commuters and/or those working in the Borough. Hopefully, as a resident of Bexley, will I be able to access secure bike storage in Bromley?	Q16	Any one cycling to Bromley, regardless of where they start their journey, may park their bicycles in any of our on-street facilities. The Council recommends cyclists lock their bicycles with a minimum of two high-quality locks of different types to discourage thieves.
I really like the idea of cycle ramps, and cycle hubs. These will need to be actually at the stations, not a walk from them.	Q17	-
As long as there are readily available maps showing where parking is available and that they are monitored to check enough is provided. If you can't guarantee a space you won't cycle.	Q17	The Council will revise and maintain an online map of all public cycle parking in the borough. A map of proposed locations will also be included as part of the final cycling Strategy.
Secure parking i.e. cages or something similar / valet parking - more of a guarantee that your bike will be there intact when you return, cycles are expensive items now!	Q19	The Council has no current plans to introduce valet cycle parking but would always recommend cyclists lock their bicycles with a minimum of two high-quality locks of different types to discourage thieves. Requests for secure residents on-street cycle parking can be made by emailing cycling@bromley.gov.uk
Leisure Cycling/Parks/Off-road		
Should create more green routes through all parks.	Q15	Bromley will explore the alteration of by-laws to allow riding cycles through green spaces,

		subject to footpath widths and local consultation.
My son rides his BMX in Bromley Skatepark - more funding to maintain/develop this area for these young people is required.	Q16	The Council has long aspired to an off-road facility in the borough and will work with local cycle groups and organisations such as British Cycling and Access Sport to investigate sources of funding.
I would like to see a much greater facilitation of shared use paths, particularly in parks. For example for me to cycle to Bromley North I am faced with dangerous (steep and winding) roads - Beckenham Lane or Glassmill Lane. I could easily cycle on the path through Martins Hill park without inconveniencing or endangering pedestrians.	Q17	Bromley will explore the alteration of by-laws to allow riding cycles through green spaces, subject to footpath widths and local consultation.
No mention of recreation for Youth i.e. developing a BMX park.	Q17	The Council has long aspired to an off-road facility in the borough and will work with local cycle groups and organisations such as British Cycling and Access Sport to investigate sources of funding.
Increased cycling routes in several parks where they are few & far between (e.g. Petts Wood).	Q19	Bromley will explore the alteration of by-laws to allow riding cycles through green spaces, subject to footpath widths and local consultation.
I would like to see in Bromley Borough in one of the parks with hilly and wooded terrain a designated "off road trail" as available in places such as Swinley Forest, Berkshire.	Q19	Bridleways through woodland can be used by cyclists in High Elms Country Park.
Please include Youth recreation for bikes.	Q21	The Council has long aspired to an off-road facility in the borough and will work with local cycle groups and organisations such as British Cycling and Access Sport to investigate sources of funding. The Cycle Hub proposed for Norman Park will also offer cycle hire and subsidised bike exchange/purchase for young people.
More facilities for off-road cycling i.e. mountain biking. Opening up more trails/paths for use.	Q21	Bromley will explore the alteration of by-laws to

		allow riding cycles through green spaces and woodlands, subject to footpath widths and local consultation.
Schools/Children		
All secondary schools should be on safe cycling routes.	Q15	To be examined as part of later phases of Cycle to School Partnership
Ravens Wood School Should be part of the [Cycle to School] partnership area, move the boundary slightly.	Q15	To be considered.
Making school children more aware of the advantages and benefits of cycling so that they can educate their parents not to rush to use a car for every little trip once they have got their licence.	Q16	Bromley's Cycle Trainers cover this when delivering cycle training in schools.
More investment into youth cycle schemes.	Q16	The strategy includes the Cycle to School Partnership, school cycle training and the Council will aim to investigate funding for an off-road facility in the borough.
More schools should be connected with safe cycling routes.	Q16	Further work is planned in this regard.
I will not let my children cycle if it means sharing the road with motorists.	Q16	-
I would prefer to see more focus on cycling in schools.	Q17	-
Encourage guided cycle journeys to schools from particular points.	Q19	To be considered.
Behaviour Change/'Soft' Measures		
Car driver education	Q15	-
I think the exchanging places scheme is an important one which should be rolled out as widely as possible.	Q16	Programme of events to be developed and promoted.
Exchanging places scheme should be widened as much as possible.	Q17	Programme of events to be developed and promoted.
Need to get the police to enforce better cycling behaviour - running red lights and not stopping at crossings.	Q17	Police Officers run regular 'Operation Safeway' and 'Community Roadwatch' operations at key locations to enforce better cycling and driving behaviour.
Driver education is required for motorised vehicles, i.e. safe distances to pass.	Q17	-
Larger and brighter signs marked on roads near major junctions and roundabouts warning car drivers to slow and watch out for cyclists.	Q19	To be considered for future schemes.
Road user education regarding cycling for non-cyclists - very important.	Q19	-
Get more police on bikes (with cameras) so they can experience and appreciate how poor some cyclists and motorists are. People will only change the way they drive/cycle if they know they will be caught.	Q21	Police Officers run regular 'Operation Safeway' operations at key locations to enforce

		better cycling and driving behaviour.
Road Maintenance		
Some existing cycle routes are not used by many cyclists because they are poorly maintained or not suitable. The A21 Bromley common for example, on both sides of the road, the pavement has a line so that one side is for cyclists, but the pavement is too rough to use and has many interruptions (like joining roads). A new path needs to be laid for cycling or the existing path needs to be reduced in width and the cycle lane could be part of the road with a line for separation.	Q15	The A21 is maintained by TfL and we have drawn these concerns to their attention. Repairs of potholes and other potential faults to both our highways and cycle lanes remain
We need more maintenance to the current cycle routes.	Q17	Administration priorities and we strongly encourage their reporting for early attention via the Borough's 'Fix it' technology: https://www.fixmystreet.com/reports/Bromley
Pot holes and damaged road surfaces are a major challenge to cycling.	Q19	
More maintenance to existing cycle routes.	Q19	
Targets/Objectives		
The objectives are weak. I do not believe 'support' is sufficient to achieve significant change. One expects bold vision and strong leadership from a council.	Q15	See section 5.23
'Managing car use' (number 1) should be 'reducing car use' and should not appear first in your list.	Q15	There is no target for managing/reducing car use.
Nothing about disabled access to cycling or anti-theft/accident targets.	Q16	Introduce location of disabled hire bicycles on to Cycle Strategy Map.
The targets are weak. With a bold vision and strong leadership so much more could be achieved.	Q16	See section 5.23
There should be a target on reducing average speeds of motor vehicles, particularly in residential areas.	Q16	Police Officers run regular 'Operation Safeway' and 'Community Roadwatch' operations at key locations to enforce better driving behaviour.
I think you should be aiming to reduce accidents 10% to 8%.	Q16	See section 5.23
I can understand that you need to use quantifiable KPIs but there could be more use of measures based on public opinion and amount of cycling per capita.	Q16	-
Targets should be much higher. You need to have more ambition, focus less on the cyclist's need to protect himself, and say what you will do to deter car use, which can be very fast and aggressive in the borough. Even though it may be 'safe' to cycle, it is not pleasant.	Q16	See section 5.23
No accidents or deaths of cyclists are acceptable. Zero has to be the target, and the aim should be to increase the number of cyclists and cycle journeys, while reducing the incident rate get there.	Q16	See section 5.23
They haven't worked so far, as LIP targets haven't been met and have now been reduced to reflect this.	Q17	This is incorrect. The target for increasing mode share set out in the Cycling Strategy is in line with those stated

		in the LIP. They have not been reduced. Recent traffic counts indicate a 1.3% mode share for cycling in 2013/14, exceeding the target. It is therefore proposed to increase the targets set out in the Strategy to 2016/17.
General		
I think you have to deal with street parking which currently makes several of your proposed cycle routes within the borough serious deterrents to me cycling because of the dangers from cars	Q15	-
Too much emphasis on bicycles - as opposed to trikes and recumbents - and the able-bodied cyclist.	Q15	The proposed cycle hub at Norman Park Lodge will have disabled bicycles for hire for use in the park. Facilities to be added to Bromley website when available.
Not taking into account steepness of the terrain in many parts of the Borough, Crystal Palace Hill for example	Q15	-
It seems to make sense but I don't cycle in all of the areas mentioned. I'm assuming the improvements to the A21 will include cyclists not having to give way at all the minor junctions as they do currently. This means that, for transport purposes, the lane is not viable.	Q15	A21 route study to present options.
Rather negative in tone, more emphasis on cycling for pleasure, alone or in groups. Also, at one point you imply that cycling ends at age 59. I am 68 and regularly cycle 50 miles.	Q15	Suggest removal of '(10-59)' from 'Propensity to Cycle' paragraph.
It encourages the bad behaviour of cyclists. As a pedestrian were our needs are being overlooked.	Q15	-
Go for the quick wins first - things that are cheap and effective.	Q15	-
Too many things are being done to encourage cyclists that continually flout the laws of the road	Q16	-
No mention of Sustrans.	Q16	-
TfL should expand their cycle hire scheme to the main towns of the borough.	Q16 & Q21	TfL currently have no plans to extend the Cycle Hire scheme to Bromley.
Too much emphasis on bicycles - as opposed to trikes and recumbents - and the able-bodied cyclist. Nothing about disabled access to cycling (see e.g., Wheels for Wellbeing). Nothing about anti-theft/accident targets.	Q17	The proposed cycle hub at Norman Park Lodge will have disabled bicycles for hire for use in the park. Facilities to be added to Bromley website when available.
In Chislehurst we have had metal railings taken away from pedestrian crossing, putting myself and my children in danger.	Q17	-
Access to a rented/subsidised tricycle/recumbent.	Q19	The proposed cycle hub at Norman Park Lodge will have disabled bicycles for hire for use in the park. Facilities to be added to Bromley website when available.

Reduced traffic speed and enforcement.	Q19	Police Officers run regular 'Operation Safeway' and 'Community Roadwatch' operations at key locations to enforce better cycling and driving behaviour.
Better protection for my bike while I am at work.	Q19	Please see page 13 'Cycling Workplaces Scheme' of the Cycling Strategy.
As a pedestrian with children and our council taking crossing safety railings away to sell, I am frankly insulted by this whole thing. Why are these dangerous people on wheels been given priority?	Q19	-
A change in the law to strict liability motorists in collision with bikes, as with the current rules on rear end shunts - if you hit a car from behind the onus of proof is on you to show it wasn't your fault. The same should apply with bikes hit by cars.	Q19	-
"Development Control Travel Plans" - very convoluted and unclear. LBB has NOT a long history of investing in cycling - for years I have been badgering different Councillors for cycling improvements and got nowhere!	Q21	-
Understandably, the strategy is written from a cycling perspective that is multi-faceted. Some readers may not engage with or understand how it might affect/benefit them. The recent Low Commission report highlights how good advice impacts on health. Hubs have the potential to be community and cycling hubs.	Q21	Suggest addition of 'Executive Statement'.
I am a keen cyclist, in actual fact I am a cycle collector, I have one of the largest retro bike collections in the country, I want to open a museum to show all this off, but unfortunately I can't get any help from anyone as the HLF don't want to know, I think it would be fantastic if we could use an old building in the borough of Bromley to host the museum, and also a workshop where the recycling of bicycles could happen! Please contact me to discuss this potential opportunity.	Q21	-
Subsidised helmets, wet weather gear, fluorescent back pack cover, lights that work with pedalling rather than battery etc? Might encourage more people.	Q21	-

Appendix B

Summary of written responses

Bromley Cyclists

Believe that whilst the strategy is a welcome step, it does not give enough confidence to deliver the Mayor Cycling Vision in the borough.

State that the lack of funds allocated to cycling schemes in Bromley compared to the return on investment in terms of reduced congestion, improved air quality and tackling obesity and other health issues are insubstantial.

Suggest that the strategy is not strategic enough in its approach and focusses too much on minutiae and not enough on how funds will be secured. Bromley Cyclists (BC) believe the document lacks a clear strategy statement which should include how the borough intends to identify and lower the barriers to cycling and increase people's knowledge of cycling's health and environmental benefits. The statement should also set out the vision the borough wants for its residents and the collective and individual benefits that encouraging cycling will accrue.

Suggest that the strategy is aligned to other Bromley strategies such as the Unitary Development Plan, the Environment Portfolio Plan and the 'Better Environment, Better Health' document. BC believe the 'Context and Rational' section of the strategy is too negative and implies that there are insurmountable challenges to increasing cycling that should rather be treated as opportunities.

The group ask that a member of the executive committee is appointed "Cycling Champion" for the borough and that this person works across the Council's policy departments to champion cycling and ensure the cycling strategy aligns with health, education, traffic and highways' plans and objectives.

To implement the strategy, BC recommend that the scope of the Cycle Bromley Forum extends to manage the progress of the Cycle Strategy, led by the new Cycling Champion. The group should also involve expertise from schools, TfL, road design experts, the Police, health and finance experts, train operators and possibly other London Boroughs which have successfully increased their cycling levels.

The group were keen to see tools and suggestions in the London Cycling Design Standards (LCDS) brought into the heart of planning policy, and should be a constant reference point for all borough planning.

The group also suggested the addition of further Key Performance Indicators to the strategy including:

- A measure of engagement that the population has with cycling.
- Percentage of school pupils cycling to school.
- The increase in commuting by bicycle to new Cycling Hubs.
- Increased promotion of the wider health and environmental benefits.
- Development and usage of Quietways.

BC believe that the installation of Cycle Parking should not be included as a KPI and do not consider cycle parking a genuine measure to encourage cycling.

The group suggest that a further set of Cycle Hubs be identified in the Strategy and that the borough's cycle network signage be upgraded to include time and distance information and clear directions to reflect the differing needs of cyclists to motorists.

Cllr Ian Dunn, Ward Member for Clock House

Suggests the document begins with the Objectives section to give a positive start to the document. Feels that the first section of the Context and Rationale segment reads in a very negative manner.

States that the document should refer to other key policies, such as the Mayor of London's Cycling Vision, the health Joint Strategic Needs Assessment and the draft Local Plan, which includes cycling as part of its transport objectives. Should also refer to and prioritise based on the insight from TfL in the Mayor's Cycling Vision on the markets who will be more apt to take up cycling.

Picks up on the feedback from residents on page 3 about safety with regards to the perception that traffic moves too fast on the Borough's roads and suggests this should be a motivator for reducing the speed limit in residential streets, particularly around schools, to 20 mph. Appreciates that this speed limit cannot be enforced effectively, but does encourage responsible drivers to drive more slowly.

Notes that a section of the proposed route for Quietway 8 has a land ownership issue. This section of land between Churchfields & Maberley recreation grounds is now for sale following the withdrawal of a planning application by its owner and suggests this could provide an opportunity for land purchase. [Land has since been removed from sale],

Expresses disappointment that the school cycling initiatives appears to have come to an end in early 2015 and emphasises support for promoting cycling to school children.

Green Chain

The Green Chain welcome cyclist use of more Rights of Way, but comment that the Strategy lacks coherent proposals to extend the existing Greenways network in the borough. Many of these routes remain incomplete.

It strongly supports the proposal to purchase the small section of land behind the depot between Maberley Park and Churchfields Rec for use as a cycle path and believes this route would considerably improve the Greenway linking Cator Park to South Norwood Country Park (Green Chain Circular Cycle Route 10).

It believes the strategy should reference more clearly the valuable and abundant role of bridleways, byways and permissive paths in connecting communities.

The Working Party welcomes proposals in the plan to develop Quietways in the borough and would support these linking to existing Greenways wherever possible.

Commenting on the feedback from residents that they felt that traffic moved too fast on the borough's roads, the Green Chain would like to see an extension of 20 mph zones where issues are prominent.

Highways England

Highways England reiterated their desire to be involved with any proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network.

Intu Properties Plc (The Glades)

Intu Bromley support the objectives and targets identified in the strategy and the call for funding over and above the LIP process and suggest including other potential sources of funding, ranging from s106, EU funds and potential Business Improvement District funds. Suggest the strategy could provide greater detail in relation to how future regeneration and development plans will be supported by cycling infrastructure.

Welcomes the idea of bike hubs and would welcome the opportunity to work with Bromley Council to identify further bike hub opportunities. Would also like to see a consistent approach to safe and secure cycle parking provision in Bromley to maintain a cohesive style and effectively communicate these are facilities residents can leave bicycles. Suggest CCTV coverage should be an addition to cycle storage wherever possible as well as other measures to deter theft.

Welcomes the range of schemes and improvements identified in the strategy, and welcome any network improvements that make it easier and safer to cycle to into Bromley.

Supports the provision of additional and improved destination signage on the cycle network and would like to see into Bromley included as a destination on signage.

Although the route does not directly serve the shopping centre, intu support the identified improvements for NCN Route 21.

Welcomed the opportunity to work with the council to promote cycling and support the promotion of cycling to the public.

Mottingham Residents Association

Express disappointment in the document and believe it to be too focussed on Bromley Town Centre, with no mention of Mottingham.

Comment that the Quietways map provided is not legible.

Query why the map of the proposed Cycle to School partnership area does not include Mottingham nor its associated schools.

Propose that with the lack of involvement for Mottingham, this would not appear to be a good use of Mottingham Council Tax payer's money.

Transport for London

General Comments

TfL welcome the use of possible infrastructure interventions and find the distinction between which proposals are funded and which are not helpful. However the organisation believes the document is limited as a strategy and would benefit from having a more integrated approach, for example, specified borough aims and objectives that can structure the list of individual measures. A vision statement on what the borough is aiming to achieve - and by when - what trip patterns or 'markets' Bromley wants to address, and what implications might be for motor traffic, on-street parking and freight and servicing activities in order to set out the trade-offs associated with better providing for more cycling the borough is willing to accept.

Believes the context/rationale and the proposals could be much clearer. For example, linking the residential back routes that motorists use with the potential for cycling - reducing rat-running but improving journeys for pedestrians and cyclists by taking a 'filtered permeability' approach. It finds the infrastructure proposals are generally about route-based treatments.

Comment that though it is strongly implied in the Strategy that there is a higher propensity to cycle among residents in the north and north-west of the borough, there is no commentary on how this influences the proposals and whether the borough seeks to capture potential 'near markets' or directly tackle some of the harder-to-reach areas.

State that it is not clear how the borough will address the desire by residents to cycle in parks and green spaces but currently cannot do so due to by-laws or lack of new Rights of Way.

Welcome the use of symbols to indicate key factors as useful but suggest these should distinguish between orders of magnitude, e.g. £, ££, £££ symbols or similar, as the scale of one project such as the A21

segregation, dwarfs the cost of others. TfL also suggest a symbol similar to the “£”, “P” and other symbols to highlight land take as a key factor, this being a critical issue in projects such as the A21 and for Quietways 8 and 105 for example.

Express concern that almost all funding is shown as TfL, with few other funding sources identified. There is little use of LIP funding, and no mention of developer contributions expected through Bromley town centre growth and development. Believes the desire by the council to ‘lobby’ central government is unclear as it is aware of dialogue between TfL and Bromley regarding the use of funds associated with the Mayor’s Vision for Cycling. Queries if the issue is about wanting a greater share of those resources, or about negotiating funding over and above what is available through this route.

Suggest that the strategy includes a map showing all the proposed interventions together in order to demonstrate how the various activities and investments add up to the creation of a coherent network for cycling.

Priorities and Timescales

Welcomes the list of flagship projects and although acknowledges Appendix B indicates priorities and timescales, that this should be more central in the document to further illustrate prioritisation, e.g. is the borough aiming to deliver quick wins/low cost interventions prior to other higher cost, more time consuming schemes. Also suggests that prioritisation could be linked back to the context/rationale section, for example, the greatest potential for cycling in the borough might be a concept focussed on shorter trips to key town centres rather than long routes going out to the far reaches of outer Bromley or beyond, where densities are much lower (the point that trips to the town centre might be a key market for cycling is mentioned on page 5 - ‘Population’). There is no mention of other routes radiating from Bromley town centre; for example, the A222 east west route towards Beckenham in the west and Chislehurst in the east, or the A2212 towards Grove Park. The emphasis appears too weighted towards the unfunded A21 project with only relatively minor route upgrade measures proposed for borough roads.

Green Street Green Improvement Project

Comments that the Green Street Green to Orpington route mentioned on page 10 for the south of the borough would be a useful facility, but does not seem to form part of a wider cycle strategy focussed on Orpington town centre.

A21

States that it is not clear why the A21 is identified as one of the only main roads needing a major cycle upgrade (and the only such one approaching Bromley town centre). Cyclists will need to be encouraged from all directions and want to use a network of routes. Believe that the strategy significantly under-plays the challenge and complexity of balancing cycling segregation and road capacity enhancements on the A21 corridor. Suggest that the case for segregation would be strengthened by illustrating demand with flow numbers and that a section should be included recognising the trade-offs associated with segregation, such as potential loss of road space for other vehicular traffic and pedestrians to and from the town centre, so that readers understand the benefits and costs involved. The Strategy should also demonstrate alternative options to segregation, for example, enhanced cycle lane provision on-carriageway without segregation or revised off-carriageway facilities, as explored through the TfL commissioned A21 corridor study.

State that it is not realistic to expect TfL to fully fund the measures that Bromley are seeking and that the Council should demonstrate much more willingness to actively seek funding contributions from developer contributions or other sources. More realistically, perhaps, the Strategy could focus on a staged approach whereby the most beneficial and central sections of the A21 closest to Bromley town centre would be progressed first for cycle enhancements.

Cycle to School Partnership

State that it is no longer the intention of TfL to fund the Cycle to School partnership, the infrastructure aspects of the programme and associated funds having been absorbed into the Quietways programme, and query why this is included in the strategy when there is no other existing funding route available to implement it. Suggest that a note is added to explain the scheme is a long term aspirations as in its current state, it is misleading to give the public the impression that funding from TfL could be made available for this when, as it stands, it cannot.

Suggest replacing the map illustrating the Cycle to School Partnership area with a version showing the proposed cycle network for the scheme.

Cycling Workplaces

Pleased to see the Cycling Workplaces scheme highlighted, but suggests it would benefit from a further description on what is available to London workplaces and the process involved. Suggests also stating what other complementary business engagement the borough is doing to promote cycling and that no funding appears to be allocated to this promotion.

Cycle to Rail

Suggest this section would benefit from being more specific, for example, including what the level of likely demand at each of the borough's stations is and which are the priority locations to address. Presumes land is an issue, but this is not mentioned.

Development Control Travel Plans

Welcomes the mention of cycle parking requirements, but lacks reference to the London Plan, which contains detailed requirements for cycle parking by land use class across all of London.

Resident 1

Asks that consideration be given to joining up current safe cycle routes where there are holes or where pleasant routes become unpleasant, such as the route through Worsley Bridge Road towards Beckenham high street or the area around the A2118 north of lower Sydenham where crossing the road is difficult for cyclists and pedestrians without a car voluntarily stopping. Comments that provision and protection is most lacking where the traffic is fast and most busy.

Resident 2

Expresses concern that accident rates are likely to continue to increase and that the Cycling Strategy needs to focus on the safety of all. Comments that the narrow lanes in Biggin Hill are frequently 'overflowing with cyclists who seem to have little regard for their own safety, let alone others.' References cycling club groups riding four abreast, causing increasingly long traffic jams behind them and breaking traffic laws by not stopping for red traffic lights or at crossings.

Suggests that cyclists attend Borough run schemes to demonstrate their understanding of the Highway Code and that the borough provides signage requiring cyclists to ride in single file on narrow roads. Asks that the Borough appoints wardens to control the speed of cyclists and non-adherence to the highway code.

Suggests cyclists should pay for the use of areas where they park cycles to help compensate for their use of the road and that cyclists carry a unique pin number so that they can be identified in the event of an incident.

Acknowledges that cycling has a host of advantages in terms of reduced pollution, promoting health, but believes the Government and Councils have encouraged cycling without thought for the safety of all members of the public. Cites cyclist travelling at high speed and this being a disincentive to parents allowing children to use the road.

Resident 3

Asks that when reviewing, the strategy addresses the different cycling problems that rural residents face. Cites groups of 20-30 cyclists as 'hurtling down [narrow] country roads' at weekends as part of 'Time Trials' from cycling clubs in and outside the borough.

Makes reference to these cyclists being abusive to residents and that these type of cyclists are not who the strategy should be encouraging. Suggests that the borough roads should not be used for competitive/training purposes, even if currently legal.

Resident 4

Comments on the many lovely country lanes Bromley is fortunate enough to have but asks that the strategy involve a program to deal with the many pot holes as the nature of the lanes is that they are narrow, so passing cars can't/don't always understand that they should allow the cyclist to take the lane/give a cyclist as much room as they would like, and is therefore vital that the condition of the road surface close to the edges are maintained properly. Cites the first downhill section of Grays Lane, Biggin Hill as an example.

Resident 5

Acknowledges the 'very good things' in the strategy. Would like to see more in the document on cycle path improvements as the condition of many in the borough are 'so bad that it's better off on the main roads.' Suggests that whilst the Quietways are a good idea in directing cyclists onto quieter roads, if they are not of good quality and well maintained then the routes will be avoided. Suggests that engineers designing the Quietway routes should be cyclists themselves.

Says that segregated cycle paths are a good idea but they must also be segregated from footpaths. Cites current examples in the borough which are segregated using white lines as inadequate and open to accidents when pedestrians inadvertently walk in the cycle lane.

Resident 6

Comments that the Bromley Cycle Route Map shows Elmstead Lane and Green Lane as designated cycle routes but neither are appropriate for safe cycling. Comments on the marked cycle lane on Green Lane as being entirely parked up with cars and inaccessible. States that Elmstead Lane has no cycle lanes at all and whilst there are areas of shared pavements, these are only in some areas and on different sides of the road. They are often full of debris from trees and pedestrians. States that the traffic islands also cause cars to drive very close to cyclists and recommends a marked coloured cycle lane on the road to better protect cyclists, of which many are using the road to get to Elmstead Woods station.

Resident 7

Is pleased that Bromley is trying to encourage cycling within the borough but has concerns over the speed of local traffic and feels that unless new measures are brought in to deal with cars and lorries speeding, any new cycling initiatives will result in increased accidents and/or deaths on Bromley's roads.

Expresses particular concern regarding the area in Keston around Raven's Wood School and Hayes Hill Road where the resident feels the speed of traffic makes it dangerous to exit parked cars. States that whilst they would love to see more cycling initiatives in the borough, that streets first need to be made safer via traffic calming measures.

Example of London Cycling Campaign/Bromley Cyclist generated email to Councillors

Dear Councillor,

As a local resident I would like to comment on the Borough Cycling Strategy which has been released for consultation. I would be grateful if you could pass my comments to the relevant person and push for these points to be considered as part of the consultation.

Whilst the strategy is a welcome step, I believe that compared to the strategies put forward by other London boroughs it is weak. It does not give me confidence that there is the enthusiasm within the Borough Council for this strategy.

Areas for Improvements

The document requires a clear strategy statement. This should include lowering the perceived barriers to cycling and increasing people's knowledge of cycling's health and environmental benefits. This strategy needs to be aligned to the wider strategies of the Borough i.e. the current Unitary Development Plan and Better Environment, Better Health.

The 'Context and Rational' has a very negative view of cycling in the Borough and suggests that there are insurmountable challenges to increasing cycling. These challenges need to be treated as opportunities for the council to promote the benefits of cycling across all age groups. Therefore I recommend that the council should measure the engagement that the population has towards cycling as a KPI.

The borough requires additional cycling expertise to implement the components of the strategy, which in general I support. The need for this expertise is derived from reading the strategic components which present a number of unanswered questions; a perception of uncertainty regarding policy change and the need to secure funding for the majority of the components of the strategy.

The lack of expertise could be addressed through the use of a 'Cycling Champion', someone who can work across the Borough with your policy departments to champion cycling and ensure your cycling strategy aligns with your health, education, highways and environmental plans and objectives.

Implementation of Strategy

- To implement the strategy I recommend that the Borough expand the scope of the proposed Cycle Forum to become a cycling strategy panel lead by the "Cycling Champion". It should encompass wider expertise from schools, TfL, road design experts, Police, health experts, South East Railways and Thameslink and other possibly other London Boroughs who have successfully increased their cycling levels.
- The London Cycling Design Standards (LCDS) should be brought into the heart of planning policy and the Borough should help promote community activities such as those organised by Bromley Cyclists, the local branch of the London Cycling Campaign in Bromley.

Additional Key Performance Indicators

I believe that Bromley should also be measuring the following as part of their KPIs:

- Percentage of school pupils cycling to school
- Increase in commuting by bicycle to new Cycling Hubs
- Increased promotion of the wider health and environmental benefits
- Development and usage of Quietways.

The following should also be included as future objectives:

- Identification of the next set of cycling hubs
- Upgrade Borough cycling network.

Kind regards

Appendix D

Online Survey Questions