

MINUTES OF THE LONDON BOROUGH OF CROYDON CYCLE FORUM TUESDAY 5 NOVEMBER 2013

Present: Cllr Richard Chatterjee (Chairman)
Councillor Chris Wright
Austen Cooper, Croydon Cycling Campaign
Jim Bush, Right to Ride Network
Rob McLean, British Cycling
Paul Lowe, Cycling Instructor Ltd
Graeme Bromilow, Croydon Cycling Campaign
Adrian Douglas, Mott MacDonald
Ian Plowright, Croydon Council
Sue Ritchie, Croydon Council
Carole Crankshaw, Croydon Council
Andrew Burton, Croydon Council
Tom Sweeney, Croydon Council
Linda Johnson, Croydon Council
Ilona Kytomaa, Croydon Council

38/13 Apologies for absence (Agenda Item 1)

Apologies were presented for Cllr Jane Avis, Isabelle Clement and Kristian Gregory.

39/13 Minutes of the 2 July 2013 meeting (Agenda Item 2)

Minutes were agreed as a true record, with the following addition:
Apologies had been presented by Vice-Chairman Andy Bebington.

40/13 Mini-Hollands: expressions of interest (Agenda Item 3)

Officers reiterated their disappointment at the response to the borough's expression of interest in Mini-Hollands funding. However, they highlighted the fact that the borough would receive significant amounts of funding for "quietways" around the borough. It was proposed that a meeting be held on Thursday 14 November for members of the Cycle Forum to contribute their ideas on how this funding might be used.

41/13 Other cycle funding streams (Agenda Item 4)

Officers listed sources of funding obtained:

- £200,000 for cycle route improvements in 2014-15 (from LIP funding process)
- £150,000 each year for the next three years for cycle training (from LIP funding process)
- £46,000 additional cycle training funding

Officers stated they would strive to provide a more co-ordinated cycle training offer, including guided cycle rides to help learners gain greater confidence. It was also observed that this offer needed to be better "packaged" and advertised.

Officers have bid for funding to appoint a school "bike-it" officer to stimulate cycling by the pupils and staff of one secondary school and six feeder primary schools.

They also reported that a number of requests had been received from local residents for “bread bin” bicycle sheds.

42/13 Wellesley Road crossing proposals (Agenda Item 5)

The Forum was given an update on the project to create two pedestrian crossings by Lansdowne Road and Bedford Park. Progress has been admittedly slow because of modelling assessments, but officers announced that this process has now been completed. The Forum was advised that these pedestrian crossings were key components of the Connected Croydon programme to make the borough more accessible to walkers and cyclists.

Officers reported that the formal consultation period was now at an end and that a good number of responses had been received from the cycling community.

It was observed that the scheme had initially included a proposal to install two toucan crossings. Officers explained that this had been superseded by a decision to put in a Pelican crossing, which could be converted into a Toucan crossing in future.

Officers were also questioned about the implementation of an early suggestion to put in a two-way cycle path along Wellesley Road. They stated that this could not be implemented as the space needed had now been set aside for a central boulevard of trees.

43/13 Introduction of one-way systems in Croydon (Agenda Item 6)

Forum members were advised that requests to establish one-way traffic on streets such as Gonville Road had been received by council officers. They expressed the view that one-way streets were dangerous for cyclists as cars tended to travel at a higher speed under these driving conditions. It was observed that the Mayor’s vision for cycling firmly discouraged the use of one-way streets.

It was suggested that a *range* of options should always be offered by officers to resolve traffic issues highlighted by residents. Contraflows and plug-no-entry schemes were suggested by members of the Forum, but officers expressed safety concerns regarding these solutions. These could prove particularly perilous to cyclists travelling in the dark without lights on.

44/13 Progress on the Westfield Hammerson development (Agenda Item 7)

Forum members enquired about the progress of Westfield Hammerson planning applications. They were advised that there had been a prolonged pre-application process so far.

45/13 Plans for South End (Agenda Item 8)

Forum members were given an update on plans for improvements to South End. The initial proposal had been to raise the carriageway, but this will not go ahead as a result of new plans to widen the pavements. Designers are finalising plans for improvements,

which will be similar to those carried out in the centre of Addiscombe. It is also hoped that improvements will include better quality surfacing.

Officers explained that one section of the road would have to be closed for a period of approximately three weeks around Easter 2014, with temporary traffic lights, and that some parking spaces would be unavailable. They added that two bus stops would be merged into one at the northern end of South End.

Members of the Forum enquired about future provision for cycle parking and were advised that current provision would be improved. They also sought assurances that parking provision outside the Geoffrey Butler cycle shop would be replaced promptly as customers were very likely to travel to and from the shop by bicycle. As regards the quality of cycle racks, members of the Forum requested that procurement should take into consideration Metropolitan Police guidance stipulating that racks should allow both front and back wheels to be locked onto them. Officers stated that parking at the cycle shop might be provided in the shape of moveable cycle racks.

46/13 Air quality in Croydon (Agenda Item 9)

Forum members were advised of a range of projects to reduce emissions in the borough, which focused on bringing about behavioural changes. One such initiative is "Green Better Together", funded by the GLA and DEFRA, which will be launched in May 2014 with a publicity campaign. Council officers are also working with a number of local schools, such as Norbury Manor School, to raise awareness of pollution produced by vehicles. To provide protection to residents with respiratory conditions, the free "airtext" service sends out text messages when pollution levels rise to critical levels, advising vulnerable residents to stay at home during those times.

Officers drew Forum members' attention to the borough's Air Quality Action Plan, which has already had a significant impact on building developments in Croydon. For instance, officers reported a 25% decrease in emissions from lorries during the building of Bernard Weatherill House.

To manage pollution levels on construction sites, Croydon has developed construction logistics plans (CLPs), the first borough to have done so nationally. Every construction project in Croydon will be required to submit such a plan to keep pollution levels in check. One such plan was submitted for the construction of Bernard Weatherill House, which proved very beneficial (see above).

Questioned on pollution levels in the borough, officers explained that levels in Croydon were typical of those of outer London boroughs, and exceeded annual NO₂ levels, as most other boroughs did. They stressed that a major input would be needed from central government to make a significant difference to these pollution levels.

Forum members were advised that a major hotspot in the borough was to be found on London Road, by the railway bridge. Pollution readings at that location were significantly higher than on Wellesley Road.

Forum members highlighted idling engines as a major cause of pollution. Security vans and buses were cited as main culprits. Officers stated that work had been done to discourage idling at various locations in the borough.

47/13 Consultation arrangements (Agenda Item 10)

Forum members discussed the list of organisations which were consulted by the council regarding cycling matters and enquired about the status and representativeness of the Cycling Council for Britain and the Cyclists' Touring Club, which were included on this list.

Representative of cycling organisations undertook to find out more about these two organisations. They also suggested that the Cycle Forum should be added to the list of key stakeholders to be consulted by the council on cycling matters.

48/13 Updates from Cycle Groups (Agenda Item 11)

Forum members were advised that Wheels for Wellbeing were continuing with their very popular rides. As lottery funding for this activity was due to run out in 2014, funding for future years was discussed, and bids to the Bridge House Estates Trust and the Whitgift Foundation were suggested.

Forum members were given an update about Sky Rides and "breeze rides" for women only - they heard that Croydon had more participants in Breeze rides than any other borough (over 120 participants this year).

It was suggested that social networking sites could be used to list and publicise local cycling events and opportunities in one convenient place.

Forum members received an update on cycle training in the borough. They heard that considerable numbers of children in years 3 and 4 had received level 1 cycle training and adult facing "Get back on your bike" training has been well attended.

It was asserted that the level of adult cycle training in the borough was still low compared to other boroughs, and that advertising for this needed to increase.

49/13 Any Other Business (Agenda Item 12)

Forum members enquired whether a planning application for the Cane Hill housing development had been submitted yet (further enquiries have confirmed that there have only been pre-application discussions so far).

Dates of future Cycle forum meetings

11 March 2014

It was announced that the next meeting of the Traffic Management Cabinet Committee had been postponed to 17 December.

The meeting ended at 8.15 p.m.