

MINUTES OF THE LONDON BOROUGH OF CROYDON CYCLE FORUM TUESDAY 1 JULY 2014

Present: Cllr Robert Canning
Cllr Oliver Lewis
Cllr Richard Chatterjee
Cllr Kathy Bee
Andy Bebington, Cyclists' Touring Club
Austen Cooper, Croydon Cycling Campaign (CCC)
Kristian Gregory, Croydon Cycling Campaign (CCC)
Jim Bush, Right to Ride Network
Rob McLean, British Cycling
Paul Lowe, Cycling Instructor Ltd
Adrian Douglas, Mott MacDonald
Jessica Ellery, TfL
Kelly Clark, Sustrans
Nick Baker, Tramlink
Brian Deegan, TfL
Sue Ritchie, Croydon Council
Carole Crankshaw, Croydon Council
Ilona Kytomaa, Croydon Council

Observers: Cllr Pat Clouder
Vince Hemment, Croydon Cycling Campaign
Francis Bernstein, Crystal Palace and Croydon Cycles

13/14 Appointment of Chair (Agenda Item 1)

Cllr Richard Chatterjee nominated Cllr Robert Canning as Chair. Cllr Oliver Lewis seconded this nomination.

Austen Cooper nominated Andy Bebington as Vice-Chair. Jim Bush seconded this nomination.

Cllr Robert Canning and Andy Bebington were duly appointed Chair and Vice-Chair respectively.

The newly elected Chair expressed his thanks for Cllr Chatterjee's work as Chair over the previous year.

14/14 Apologies for absence and introductions (Agenda Item 2)

Apologies were presented for Ian Plowright and Isabelle Clement.

The Cabinet Member for transport and environment shared her wish to see the Cycle Forum becoming more active. She reminded members of the Cycle Forum of the "20 is plenty" aspiration within the current administration's manifesto to introduce 20mph speed limits which would make roads more cycle-friendly. She added that the borough needed to bring its Cycling Strategy to completion and use it as a tool for improving cycling facilities and increasing cycling in the borough. Members of the Forum sought assurances that sufficient resources would be available to implement its key action points.

15/14 Minutes of the 11 March 2014 meeting (Agenda Item 3)

Minutes were agreed as a true record.

16/14 Quietways (urgent item)

The Chair agreed to take an urgent item on forthcoming consultation on Quietways, presented by Kelly Clark from Sustrans.

She announced that £120m had been allocated to establish a network of Quietways in Greater London over the next ten years and that feasibility studies were being conducted on eight routes across London.

One of these is a quietway from Croydon to Waterloo. It was noted that this follows much of the old "LCN5" route. It was agreed that arrangements would be made with interested parties to contribute to the feasibility study. Kelly Clark explained that this might be either a meeting or a ride along the route, although she added that the choice of option would be limited by her very tight schedule. The completed feasibility study will then be considered by TfL and implementation is scheduled to take place by the end of 2016.

17/14 TfL consultation on London Cycle Design Standards (Agenda Item 4)

This item was introduced by Brian Deegan of TfL.

He explained that this was the third such document and that it had been produced to implement the Mayor's Vision for Cycling. Previous design standards had been produced in 2000 for the London Cycle Network (LCN) and in 2005 for LCN+. He added that while previous documents had been aimed at engineers, this one was directed at a wider audience e.g. urban designers, policy makers, etc. to make cycling more mainstream.

Based on the Roads Taskforce Report, this document focuses on space rather than speed or volume, and strives to keep spaces as attractive and user-friendly as possible as cycling infrastructure is put in. It seeks to work with the spaces as they are now and use backstreets which would make good cycle networks, not forgetting to give the public access to information on the network and where their local quietways are.

In answer to a question, Brian Deegan stated that TfL was working on an app similar to the internet public transport journey planner to help the public locate and use quietways.

Brian Deegan explained that streets would be assessed for six rideability criteria: safety, directness, coherence, adaptability to future growth, comfort (e.g. smooth road surfaces) and attractiveness. A score of 70%+ is deemed to provide a good cycling experience, but most streets in the UK are 50% or less.

It was emphasised that there would be a great measure of flexibility in the design standards to ensure that improvements are suited to the environment where they are introduced.

Brian Deegan outlined the process for developing a coherent network of quietways, finding deficiencies and addressing them. This would include assessing junctions,

including “areas of ferocity” where cyclists find it difficult to cross a street or road, and providing parking bays - a facility missing from the current standards.

Officers highlighted the possibility for councillors to take part in a tour of London to find out more about best practice in making the capital’s roads more cycle-friendly.

Cycle Forum members asked for the implementation of London Cycle Design Standards to take into account developments such as Westfield and Hammerson and areas such as Fiveways and Purley Way. The Chair expressed his keenness to see cycle-friendly improvements at the Fiveways junction, which is in his ward. Council officers stated that they were due to meet with TfL to discuss improvements at the Fiveways junction.

Cycle Forum members were advised that the consultation deadline for the London Cycle Design Standards was 25 July. Brian Deegan offered to hold workshops to capture the views of cycling stakeholders. A request was made to hold a three hour session to examine the issues on the proposed Croydon to Waterloo quietway in detail.

The Cabinet Member for transport and environment highlighted the fact that the council was working on a Cycle Strategy and Transport Vision and that the London Cycle Design Standards would help to analyse the potential in the borough and obstacles to be overcome.

17/14 TfL consultation on the Draft Safety Action Plan(Agenda Item 5)

Cycle Forum members were advised that this action plan was out to consultation and would be available to download from the TfL website. The consultation deadline is also Friday 25 July.

Officers undertook to circulate links to both TfL consultation documents to members of the Cycle Forum.

18/14 Trams and cycling (Agenda Item 6)

Nick Baker, Head of operations and contracts at London Tramlink, gave a presentation on Tramlink in Croydon.

While there was 89% customer satisfaction regarding the service, Nick Baker highlighted the capacity issues in Croydon as usage continues to grow exponentially. Cycle Forum members heard what action was being taken to address overcrowding on trams, including the purchase of six new trams in 2011-2012, the establishment of a passenger loop at Elmers End, the installation of twin tracking and plans for a Dingwall Road loop. Efforts have also been made to improve cyclist safety through additional road signage and cycle markings on roads.

A plea was made to include cycle lanes running along the side of tram lines on any future lines.

The Forum discussed the death of a cyclist at East Croydon. It was reported that he had been killed by a bus at a tram crossing and that the tram tracks may have affected his balance just before the collision. The accident is still under investigation. Forum members discussed the dangers posed by rail grooves for cyclists when they do not cross rails at a 90° angle. Officers reported that a system called “Velostrail” had been developed to “close” rail grooves and had already been introduced in Munich, Rotterdam and part of Brussels. Any rolling stock will press the Velostrail element down and fit into the grooves

whereas the Velostrail system will provide a flat road surface for pedestrians, cyclists, wheelchair users and baby carriages to travel safely without getting stuck in the grooves.

Information was requested by the council's contractor for cycle training on the number and location of incidents where trams have had to execute an emergency stop because of a cyclist. The contractor felt that such information would be useful to help cyclists to understand how trams operated and to circulate more safely and confidently around tram tracks. Nick Baker explained that tram drivers received special training on hazard awareness, but did not ride bikes as part of this training. Cycle Forum members explained that such training had helped lorry drivers "get it" during their cycle awareness training and improve their driving behaviour.

It was reported that trams waiting under Jubilee Bridge often obstructed the cyclist and pedestrian footway and a request was made for signalling to be changed so that this footway could be kept clear. Nick Baker undertook to investigate this request. A suggestion was also made to change the route of the footway itself.

Cycle Forum members were advised that tram track replacement works would take place along Addiscombe Road this summer and that the installation of an additional platform in Wimbledon would necessitate a three month closure. Nick Baker undertook to give council officers a list of forthcoming works on tram lines.

Members of the Cycle Forum asked for cycling issues to be integrated into any future tram plans. Nick Baker concurred and stated that cyclist safety at difficult junctions in particular should be intrinsic to any plans for new lines or improvements. They also requested that bikes be allowed onto trams, but were advised that this was very unlikely to happen because of the danger presented by unsecured bikes inside trams during an emergency stop. It was remarked, however, that a bicycle trial on DLR trains had been successful.

19/14 Cycle Forum contributions to the Traffic Management Advisory Committee (Agenda Item 7)

It was confirmed that recommendations from the Cycle Forum would go to the traffic Management Cabinet Committee, of which Councillors Kathy Bee and Robert Canning are Chair and Vice-Chair respectively.

20/14 Draft Inclusive Cycling Policy (Agenda Item 8)

Cycle Forum members were advised that this would be presented at the 4 November meeting of the Cycle Forum.

21/14 Request for a council policy statement on responses to applications for one-way streets (Agenda Item 9)

A request was made for plug no-entry to become the default options when traffic calming measures for an area are brought in. The Cycle Forum were advised that council officers had prepared a briefing paper for the Cabinet Member on traffic calming options available.

22/14 Request for a council policy statement on vertical deflections as traffic calming tools (Agenda Item 10)

The Cabinet Member confirmed that speed humps were back on the table as a traffic calming option. It was remarked that caution should be used in deciding to use speed humps. Cycle Forum members suggested that sinusoidal humps might be the most practical design.

23/14 Space for cycling (Agenda Item 11)

A request was made for two schemes:

- A redesign of Lombard Roundabout to facilitate cycling to other side of Mitcham Common
- A shared walking and cycling path through Mitcham Common.

Council officers are liaising with their Merton counterparts and will liaise with TfL regarding the Lombard roundabout. CCC representatives undertook to liaise with Merton Cyclists about these schemes and share a PDF document on the subject more widely.

Cycle Forum members were advised that shared-use footways were a last resort under the draft London Cycle Design Standards.

It was remarked that pupils at Archbishop Lanfranc School, which is located on Mitcham Road, were not encouraged to cycle to school because of the dangers presented by heavy traffic in the area. Cycle Forum members commented that cycling infrastructure needed to be improved in the area to help increase cycling as the preferred mode of transport to school. Cycle training already happens once or twice a year.

Cycle Forum members suggested bringing in temporary road closures along Norbury Avenue, which is currently being used as a rat run. TfL are taking this forward in collaboration with Sustrans, building on the fact that the road was closed in 2011 for utility contractors' work, leading to a positive change of character in the area. TfL are planning to consult local residents on proposals.

24/14 Council budget for road maintenance including pothole repairs (Agenda Item 12)

Council officers stated that the 2014-2015 budget for road maintenance was £9.242m. This included two one-off payments of £780K for pot holes and £468K for flood damage repairs in Kenley and Purley.

25/14 The schools partnership

Council officers stated that the school partnership bid was currently being considered. Delays had been due to the local elections in May and changes at City Hall, as well as changes to the scheme itself, including integration with the Quietways scheme. TfL and council representatives stressed that political support and a clear vision were key criteria for the success of the bid.

26/14 Consultation on Cycle Streets

Consultation has now come to an end on Cycle Streets. It was remarked that these were covered in the London Cycle Design Standards and that these 15 mile per hour no-overtaking zones would be very useful around schools. It was observed that the number of children and young people walking or cycling to school was very low and that new schools in Croydon needed to boost these methods of travel. However, the experience of cycle forum members shows that this is difficult to achieve under the current planning

and development process and that cyclability was not funded as part of resources for school extensions.

27/14 Mini-Holland expressions of interest

It was suggested that elements of the Mini-Holland bid and the 2010 Biking Borough report be used to bid for funding as there had been an underspend in cycling funding across the capital. Cycle Forum members were advised that Croydon had had an underspend in the past but could access funding with a good vision, strategy and political support, stressing that “the more you spend, the more you get”. A top priority for future projects was to identify alternatives to short car trips and school journeys. It was also suggested that the borough should bid for the early stages of the following year’s projects.

28/14 Quietways

These were dealt with under item 16/14.

29/14 Any Other Business(Agenda Item 12)

A plea was made to review the parking plans on London Road to make cycling easier. The Cabinet Member stressed that there were conflicting priorities in the area but that she would explore how cycling could be supported in the area.

Cycle Forum members commented on the positivity of discussions at this meeting.

Cycle Forum members highlighted the following activities:

- on 19 July, consultation will take place on transport improvement in the Reeves Corner area with Sustrans - Cycle Forum members were encouraged to get involved
- The “Let’s Ride” campaign across Greater London, with eight routes across the capital: the “Go Sky Ride” platform will be used to publicise this activity
- Rides are taking place in partnership with MIND users in South Norwood Country Park
- The Local Health Foundation is running cycle rides with BME individuals with health issues
- Rides are also being planned with the Refugee Project to engage hard to reach groups

30/14 Dates of future Cycle forum meetings

Tuesday 4 November 2014
Tuesday 10 March 2015

The meeting ended at 8.30 p.m.