

MINUTES OF THE LONDON BOROUGH OF CROYDON CYCLE FORUM  
TUESDAY 10 MARCH 2015

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Present: Cllr Robert Canning (Chair)  
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)  
Isabelle Clement, Wheels for Wellbeing  
Jim Bush, Right to Ride Network  
Rob McLean, British Cycling  
Adrian Douglas, Mott MacDonald  
Ian Plowright, Croydon Council  
Carole Crankshaw, Croydon Council  
Ilona Kytomaa, Croydon Council

Also in attendance:

Nick Baker (London Tramlink)  
Peter Le Mesurier (Cycle Alert)  
Danni Lapham (Cycle Alert)  
Steve Wright (London Borough of Sutton)  
Matthew Moore (TfL)  
Lucy Colbeck (Sustrans)  
Catherine Osborn (Sustrans)  
Vince Hemment (Croydon Cycling Campaign)  
Mark Browne (Bike Croydon)  
Angus Hewlett (Crystal Palace Transition Town)  
Deb Garbutt (Breeze and Wheels for Wellbeing)

**01/15 Apologies for absence and introductions**

Apologies were presented by Paul Lowe (Cycling Instructor), Sue Ritchie (Croydon Council), Joanne Elmer (TfL), Roxanne Hackwood (Sustrans), and from Rob McLean and Cllr Oliver Lewis for lateness.

**02/15 Disclosures of interest**

Councillors confirmed that they had registered their pecuniary interests.

**03/15 Minutes of the Croydon Cycle Forum meeting held on 4 November 2014**

Minutes were agreed as a true record.

**04/15 Cycling Safety**

➤ **Consultation on leaflet offering guidance for road users when on and around the tram network**

This item was presented by Nick Baker (London Tramlink). He added that the leaflet would also be available online on the Tramlink website. One Forum member suggested that the leaflet should advise drivers to be mindful of cyclists who might be struggling to balance their bike over tram lines. Cycle Forum members were urged to send in any additional comments by Friday 12 March.

➤ **Cycle Alert**

This item was presented by Peter Le Mesurier (who invented the Cycle Alert device) and Danni Lapham. A short film was also shown to demonstrate the need for the “Cycle Alert” device and the way it worked. Forum members were advised that it could be fitted to HGVs and that sensors could work through glass. However, they were warned that this was not a silver bullet and that care always needed to be exercised in the vicinity of cyclists. Cycle Alert representatives were pleased to hear that the device was being tested on a number of vehicles in Croydon’s fleet as well as those of two large London housing companies. It was also suggested that the use of the device should be investigated as part of the Construction Logistics Plan for the Westfield Hammerson development.

To conclude, Cycle Forum members were advised that they would all be sent a device for them to test on their vehicles. They were advised that it could be kept on a bicycle but not on sheet metal. The devices have a 18 month battery life and a light starts flashing red three months before the battery stops working.

➤ **Road Safety Record, “Vision Zero” and segregated space for cycling**

Cycle Forum members were advised that there had been more cycling deaths than murders in Croydon in 2013. Croydon officers highlighted an agenda item for the 16 March Cabinet agenda on the “Transport Vision for Croydon”, which was to guide the future planning of transport in Croydon. Its themes include safety. Officers added that the current Mayor’s ambition was to achieve a 80% cut in deaths and serious injury by 2040.

It was suggested that putting in segregated cycling lanes would significantly reduce the injury and death rate. Officers replied that part of the vision for the town centre will be for a 20 miles per hour speed limit, which would avert the need for very costly segregated lanes.

The Forum were advised that the Council was working with TfL on improving visibility, design and sign-posting to improve cycling safety in the borough and that there would be a particular focus on the issues faced at the complex East Croydon junction. Forum members highlighted a letter sent by the coroner to Croydon Council following a fatal cycling accident to ask questions on tram deaths and serious injuries. Officers confirmed that a detailed reply to these enquiries had been sent to the coroner at Christmas time.

The two options for consultation were introduced. Cycle Forum members were advised that the key challenge this project presented was the complexity of traffic flows. They were also informed that there were regeneration projects planned for the area, which the highways project aimed to link in with. It was acknowledged that provision for cyclists in the area was known to be poor, with a correspondingly low number of local cycling journeys, and officers explained that the proposals would aim to facilitate safe cycling in the area. Officers stated that further consultation would take place once firmer plans were available for discussion.

## **06/15 Borough Cycling Strategy**

Council officers announced that Scrutiny councillors had examined the draft strategy and made recommendations to Cabinet on the content of the final version to be presented to Cabinet. Forum members heard that Quietways would be prioritised, in line with the views of London's Cycling Commissioner. Officers stated that TfL would provide some funding to implement Quietways and that the Council would look to add to this through other projects. For instance, it would explore how section 106 funding and the LIP (Local Improvement Plan) funding programme could resource the council's transport priorities.

## **07/15 LIP funded schemes 2014-2015 and 2015-2016, including cycling on North End**

The Forum were advised of a LIP funded cycle-friendly scheme at the Rectory Grove crossing.

The Cabinet Member for Transport and Environment introduced the North End scheme and explained that it was experimental and temporary. The experiment will be accompanied by a six month consultation period. If successful, the scheme will require a permanent traffic management order to confirm the fact that cycling is permitted on North End.

Forum members were invited to e-mail suggestions for future schemes to Sue Ritchie within the following two weeks. One suggestion was made for a "DIY street" in Upper Norwood along the lines of Norbury Avenue. It was pointed out that this suggestion could draw upon some design work which had been carried out before on a similar proposal in the area.

The Forum were advised that a study was being conducted on contraflows in one-way streets and that easy ones were being prioritised for implementation, with six such sites already on the list.

## **08/15 Updates on 20 mph roads**

The Cabinet Member for Transport and Environment announced that a report to be presented at the 16 March Cabinet meeting would seek agreement to the implementation of an area-wide 20mph maximum speed limit scheme across Croydon, on an area by area basis, over a three year period, 2015/16 – 2017/18 subject to a final decision following informal public consultation in respect of each area. This Cabinet report took into consideration discussions at the 16 September 2014 Streets and Environment Scrutiny Sub-Committee, which considered an officer report entitled '20mph proposal for Croydon' and received evidence from a number of officers and residents regarding the pros and cons of 20 mph roads.

Implementation of the scheme would commence with the following:

- The determination of the areas to be considered for the 20mph proposal;
- Carrying out of an 'opinion survey' of residents and businesses
- Consideration of the survey responses and determination whether the Council should proceed to publish a notice of the Council's intention to make any Traffic Management Order needed to implement a 20mph speed limit in that area;
- Any objections received will be reported to the Traffic Management Advisory Committee for consideration and onward recommendation to the Cabinet Member for Transport and Environment
- Recording traffic speeds within residential roads in the area.

The Cabinet Member stated that residents in all parts of Croydon would be given the opportunity to get involved in the consultation process.

Forum members were advised that flexibility would be exercised in the choice of streets to be converted into 20 mph areas. For instance, Grange Road was listed as an A road but was not used as such and could therefore be considered for a speed limit. On the other hand, Whitehorse Road, which was a B road, was used as a main distributor road and motorists would probably tend to ignore any 20 mph speed limit. The town centre was also being considered as a 20 mph zone and the whole Wellesley Road corridor would need to be remodelled as part of the Westfield Hammerson development.

The Cabinet Member explained that officers were exploring the most effective ways of *enforcing* any future speed limits.

#### **09/15 TfL Quietways Programme including Dingwall Road and Norbury Avenue**

This item was presented by Catherine Osborn and Lucy Colbeck (Sustrans). Forum members were advised that Sustrans had won a contract to deliver a Quietways project in Lambeth, Wandsworth and Croydon and that Norbury Avenue constituted a key section of this project. Long and straight and with good visibility, this thoroughfare had been used as a rat run, making it frightening to cycle alongside fast moving car traffic. It was observed that the speedy traffic also constituted a danger to pupils attending three schools in the area. Officers explained that work on the quietway would involve a point closure of the street and consultation with local residents on the impact of this road closure. Officers emphasised the importance of seeking the views of local residents in shaping solutions that would be acceptable to them and the usefulness of introducing a trial phase to reduce the likelihood of hostile reactions.

#### **10/15 Cycling in parks**

Forum members were advised that plans to carry out a consultation on cycling in parks had slipped but was due to take place. This would commence with a briefing to ward councillors, scheduled for 24 March. Forum members were advised that eleven parks already had designated cycling routes.

#### **11/15 Proposal to establish a community cycling base at South Norwood Lakes**

Forum members were advised that an all abilities cycling group based in Penge used the Waterlink Way (an established part of the National Cycle Network) and had suggested that a new group based around South Norwood Lake would be fun. It was suggested that an “on-road” group be set up for confident adult cyclists and that activities in the park be organised for adults and children who lacked confidence, as well as a cycle hire facility. It was explained that two instructors who lived locally could lead the rides. It would also be useful to get local schools such as Cypress school, Harris South Norwood and Harris Crystal Palace involved in this project.

### **12/15 Mitcham Common**

Officers informed Forum members that a meeting had taken place on plans for Mitcham Common and that they had sent proposals for Croydon to TfL.

### **13/15 Forum membership**

It was suggested that more women should be encouraged to take part in Cycle Forum meetings, e.g. Deb Garbutt (Breeze Rides representative), who was in attendance at this meeting. It was also suggested that the development of the transport vision for the borough might provide an opportunity for widening involvement in the Cycle Forum.

### **14/15 Updates from cycling groups**

Updates were given on:

- Skyrides and Breeze rides
- bikecroydon.com, a website that facilitates publicity on cycling in Croydon
- Social events for cycling enthusiasts based around Matthew’s Yard - an event is planned for 6 May
- Projects run by Wheels for Wellbeing, one of which had involved working with approximately 8000 individuals
- Plans for the 2 June cycle race around Croydon, which will also give the opportunity for local groups to have stands showcasing their work and activities

### **15/15 Any Other Business**

Cycle Forum Members sought advice on how best to find information on the location of Quietways online.

### **16/15 Dates of future Cycle forum meetings**

A request was made to increase the number of meetings to four per year. The committee clerk undertook to make enquiries regarding this request and to communicate the outcome to Forum members.

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**The meeting ended at 8.32 p.m.**