

## **MINUTES OF THE LONDON BOROUGH OF CROYDON CYCLE FORUM MEETING TUESDAY 10 NOVEMBER 2015**

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### **PRESENT:**

Cllr Robert Canning (Chair)  
Cllr Kathy Bee (Cabinet Member for Transport and Environment)  
Andy Bebington, Cyclists' Touring Club  
Austen Cooper, Croydon Cycling Campaign (CCC)  
Jim Bush, Right to Ride Network  
Paul Lowe, Cycling Instructor  
Rob McLean, British Cycling  
Adrian Douglas, Mott MacDonald BUG  
Isabelle Clement (Wheels for Wellbeing)  
Viv Maginnis (Sustrans)  
Dominique Barnett, Croydon Council  
Linda Johnson, Croydon Council  
Tom Sweeney, Croydon Council  
Sue Ritchie, Croydon Council  
Peter Salter, Croydon Council  
Ian Plowright, Croydon Council  
Ilona Kytomaa, Croydon Council

Also in attendance: Hal Bransby, Charles Martin (Get Sutton Cycling), Seyi Daley

### **47/15 INTRODUCTIONS AND APOLOGIES FOR ABSENCE (Agenda item 1)**

Apologies were received from Councillors Jane Avis and James Thompson and from Kristian Gregory, who is moving out of the borough.

Councillors present confirmed that they had recorded their pecuniary interests on the Council's register of interests.

### **48/15 MINUTES OF THE CYCLE FORUM MEETING HELD ON 15 SEPTEMBER 2015 (Agenda item 2)**

The minutes were approved and signed.

### **49/15 PRESENTATION ON LORRIES AND THE WESTFIELD DEVELOPMENT (Agenda item 3)**

A presentation was given by Linda Johnson, Acting Pollution Team Manager. This covered the following:

- Construction Logistics Plans (CLPs), pioneered by Croydon Council
- The impacts that CLPs can have
- Measures taken as part of CLPs
- CLPs and cyclist safety
- The extent of forthcoming town centre regeneration and plans to collaborate with developers and monitor compliance

Cycle Forum members were advised that the Plans included a prohibition to carry out deliveries near schools at 8-9am and 4-5pm.

Efforts are being made to encourage compliance with Croydon's CLPs through recognition by the Fleet Operator Recognition Scheme (FORS), requiring fleet operators to demonstrate meaningful improvements in safety, environmental impact and efficiency.

The officer acknowledged that enforcement was challenging and that it was reactive rather than pro-active in view of limited staff resources.

Cycle Forum members discussed the impact of the CLP on the Bernard Wetherill House offices, and were advised that the Plan had led to much reduced pollution levels.

The Acting Pollution Team Manager explained that guidance and a toolkit had been developed to co-ordinate discussions with all the parties involved in a development in order to maximize safety and efficiency and minimise environmental impact. She added that a collaborative approach would be encouraged to minimize problems and delays.

Works at Delta Point were discussed. Forum members were advised that efforts were being made to encourage developers to use smaller vehicles to ease movements on and around the site. It was explained that another solution also being used to ease pressure for space was to use larger HGVs at night and smaller vehicles during the day. The Acting Pollution Team Manager emphasized, however, that the rules of the Low Emission Zone in Croydon limited the type of vehicle that could be used in the borough.

#### **50/15 UPDATE ON PLANS FOR FIVEWAYS (Agenda item 4)**

Cycle Forum members were advised that TfL had carried out consultation on two options for the area in March and was to publish its report after this Cycle Forum meeting. An announcement by TfL is expected in early 2016 with detailed consultation on designs.

The Chair suggested that TfL be invited to the March meeting of the Cycle Forum to give a presentation on these designs.

#### **51/15 PRESENTATION ON CYCLING IN PARKS (Agenda item 5)**

A presentation was given regarding proposals to introduce cycling in Lloyd Park, Wandle Park and Park Hill Recreation Ground.

Officers explained that the formal designation of cycle paths through parks or green spaces required a Council resolution to grant a 'privilege' under Byelaw 6 (ii) of the Parks Byelaws, which requires appropriate public consultation and a record of the decision-making process.

Officers explained that the plans aimed to direct cyclists onto safe routes and away from environmentally sensitive areas.

Cycle Forum members heard that a lot of concern had been expressed regarding allowing cycling near the orbital park, which is popular with young children. It was emphasized that the area had to be made "appropriately cyclable". It was emphasized that signage would be very important and would stress that pedestrians had priority in parks.

Forum members discussed the challenges presented by cycling in Park Hill. Officers explained that tarmac would be used to cover tree roots and make cycling surfaces more even. In addition, discussions with adjoining landlords were due to take place on boundary improvements. Officers hoped to establish enforceable speed limits and to display public information on safe cycling. Consultation on cycling in this park was due to end in mid-February 2016.

Forum members went on to discuss plans for cycling in Wandle Park. It was highlighted that there were accessibility issues in this park for wheelchairs, cyclists, etc, due to the Tramlink stop in the vicinity of the park but that TfL was due to examine and resolve these issues. It was suggested that TfL should make use of the Croydon cyclists design standards to improve accessibility to this park.

The proposed plans are due to be sent to TfL shortly before Christmas. As regards decision-making and implementation, Forum members were advised that officers were following a process similar to that of the Traffic Management Advisory Committee to ensure consistency. A review of consultation results is scheduled for February 2016 and proposed routes through parks are due to go to Cabinet for agreement in March and April 2016, with implementation scheduled to take place in May 2016.

## **52/15 A SUMMARY OF BENEFITS ARISING FROM THE PEARL IZUMI RACES IN JUNE (Agenda item 6)**

Officers provided a range of statistics regarding the impact of the races which had taken place on 2 June. They stated that about 12,500 visitors had come to Croydon on that day and that net visitor expenditure on that day had been £278,000. Officers added that there were also other benefits which were harder to quantify.

Cycle Forum members were advised that 64% of visitors had associated the organization of the race with the council - the third highest after Pearl Izumi and ITV4. The total viewing figure was an audience of up to 94 m worldwide, with coverage including the Middle East, the far East and Australia.

Officers stated that no decision had yet been taken as to whether these races would be

repeated in 2016. If they do take place again, it is hoped that local businesses and particularly the hospitality sector will take full advantage of the opportunities they will present. It was also observed that better plans would be needed for pedestrian movements in the vicinity of the races.

#### **53/15 UPDATE ON CROYDON'S CYCLING STRATEGY (Agenda item 7)**

Officers announced that consultation on the strategy would go on until 18 December 2015 and that the strategy was to be presented at Cabinet in summer 2016. However, it was observed that a resolution on proposals for Norbury Avenue needed to be agreed before that stage.

#### **54/15 SUGGESTION TO INCLUDE CYCLING FACILITIES FROM THE OUTSET IN PLANNING APPLICATIONS (Agenda item 8)**

Officers were asked whether future applications for housing developments in the borough could include cycling conditions. It was explained that this suggestion had been put forward by the London Cycling Campaign.

Officers replied that even after planning permission had been granted on a development without any cycling conditions, work could still be done on the detail, such as facilities for cyclists. Such an approach would be in line with the London Plan, which encourages reductions in car parking space.

#### **55/15 UPDATE ON 20MPH SPEED LIMITS (Agenda item 9)**

Now that the majority of respondents had voted in favour of 20 mph speed limits in Area 1, officers reported that a delegated authority report was due to be signed off by the executive director in time for the February meeting of the Traffic Management Advisory Committee.

Officers added that the next area to be given the opportunity to vote for such a scheme included eastern wards such as Woodside and Addiscombe. A working group was due to be set up soon and officers would use the same process as for the Area 1 vote, with minor changes to benefit from lessons learnt in the first consultation process. There is to be a "yes" campaign and officers will produce a comprehensive set of Frequently Asked Questions. Cycle Forum members stated that they were considering setting up a website to support this initiative and disseminate information and publicity on its benefits. It was pointed out that residents' association meetings and newsletters could also be used to disseminate publicity. However, it was stressed that the priority would be to encourage people to take part in the vote itself.

#### **56/15 CYCLE CONTRAFLOWS (Agenda item 10)**

Officers announced that some changes still needed to be made to plans for the contraflow from Croydon Minster to North End via Drummond Road. However, subject to TMAC approval, works should take place in March 2016.

Officers added that the implementation of several other contraflows approved by TMAC has been delayed because of resource constraints, but that notices for statutory consultation should be issued soon.

Forum members discussed 24 hour cycling in North End. They were advised that the thoroughfare had previously been a one-way street. An experimental Traffic Order had been made to convert it into a two-way street and to permit cycling 24 hours day. However, a number of objections to 24 hour two-way cycling have been received. There are particular issues with cyclists approaching soundlessly from behind, disquieting walkers, particularly those with visual impairments. It was pointed out that more information was being sought on how cyclists and pedestrians behaved on North End. It was suggested that some work on this be carried out with members of Wheels for Wellbeing, who have knowledge of issues regarding cyclists and people with visual impairments.

#### **57/15 UPDATE ON CROYDON TO WATERLOO QUIETWAY (Agenda item 11)**

Officers reported that a meeting had been held with TfL to discuss possible solutions to current issues. A further meeting with TfL and council officers is due to take place in November to follow up on these discussions.

#### **58/15 CONTRACTORS AND “CYCLISTS DISMOUNT” SIGNS (Agenda item 12)**

Cycle Forum members reported that the highway had been dug up at a location in the borough and that a sign had been put up saying “Cyclists dismount”. Council officers stated that the appropriate sign should have been “Narrow lanes - Do not overtake/be mindful of cyclists”. Officers also asked Cycle Forum members to e-mail “highwaymaintenance@croydon.gov.uk” regarding any such incident, and network management should take action to rectify the situation whenever it occurs. It was confirmed that guidance around signage did say that this sign should not be used.

#### **59/15 CYCLE LEVEL OF SERVICE METHODOLOGY (AGENDA ITEM 13)**

Cycle Forum members reported that the “cycle level of methodology” was highlighted at the recent London Cycling Campaign AGM, where it was explained that this methodology could assess levels of risk for cyclists at junctions as well as ways of resolving these risks. Officers concurred that this was an excellent methodology but that there was no staff available to carry out the work involved.

**60/15 DANECOURT GARDENS TO DALMEY CLOSE CYCLE ROUTE CONNECTION  
(Agenda Item 14)**

Officers were asked whether a cycle route connection could be created between Danecourt Gardens and Dalmeý Close. They replied that the answer depended on which agency owned the roads concerned. They undertook to investigate the suggestion.

**61/15 TRAM/ROAD LAYOUT ON A232 AT RATCLIFFE ROAD/ADDISCOMBE ROAD  
JUNCTION (Agenda Item 15)**

It was reported that this complex and busy junction presented a danger zone to cyclists. Officers undertook to discuss it at their next meeting with TfL.

**62/15 LOCATION OF CYCLE IMAGES ON BRIGHTON ROAD WEST THROUGH  
CROYDON (Agenda Item 16)**

It was pointed out that the pictures of bikes were not located in the middle of lanes where they should have been, and that they were often consequently obscured by cars.

**63/15 UPDATES FROM CYCLING GROUPS (Agenda Item 17)**

- ▲ The Cycling Instructor representative shared issues regarding finding suitable sites for training.
- ▲ The representative of Wheels for Wellbeing reported on the organisation's well established rides, and reported that they were planning to start a new ride at the Arena
- ▲ The Sustrans representative reported on the organisation's work with about 23 schools

**64/15 ANY OTHER BUSINESS (Agenda Item 18)**

There was none.

**65/15 DATE OF FUTURE MEETING (Agenda Item 19)**

Tuesday 8 March 2016

The meeting ended at 8.35pm