

MINUTES OF THE LONDON BOROUGH OF CROYDON CYCLE FORUM MEETING TUESDAY 8 MARCH 2016

PRESENT:

Cllr Robert Canning (Chair)
Cllr Kathy Bee (Cabinet Member for Transport and Environment)
Cllr Jane Avis
Austen Cooper, Croydon Cycling Campaign (CCC)
Jim Bush, Right to Ride Network
Paul Lowe, Cycling Instructor
Adrian Douglas, Mott MacDonald BUG
Isabelle Clement (Wheels for Wellbeing)
Maria Tarling-Hunter (Sustrans)
Peter Salter, Croydon Council
Ian Plowright, Croydon Council
Ilona Kytomaa, Croydon Council

Also in attendance: Hal Bransby, Michael To, Craig Holling (Cycling Instructor), Arran Hillier (Met Police), Danielle Tattan and Andrea Polanco (Goldsmiths College)

01/16 INTRODUCTIONS AND APOLOGIES FOR ABSENCE (Agenda item 1)

Apologies were received from Andy Bebington, Rob MacLean and Sue Ritchie.

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

02/16 MINUTES OF THE CYCLE FORUM MEETING HELD ON 15 SEPTEMBER 2015 (Agenda item 2)

The minutes were approved and signed with the following amendments:

- Orbital *path* (not park)
- Cycle level of *service* methodology ("service" missed out in published minutes)
- *London* Cycling Design Standards (not Croydon)
- Delmey Close and Radcliffe Road (not Dalmey Close and Ratcliffe Road)

03/16 PRESENTATION ON THE CROYDON SAFER TRANSPORT TEAM (Agenda item 3)

A presentation on this work was given by Sergeant Arran Hillier. (Met Police).

It included the following elements:

- Tackling cycle theft and promoting cycle safety, as a current priority of the Croydon Safer Transport Team
- Decoy operations and dedicated cycle patrols around cycle crime hotspots and vulnerable cycle racks
- The sharing of intelligence and joint operations with British Transport Police
- Applications for criminal behaviour orders against key bicycle thieves
- Good working relationships with local cycle shops
- Regular cycle marking events
- Work on lowering serious road collisions, including a leading role in Operation Safety
- Participation in “Exchanging Places” operation designed to educate cyclists and other road users to the dangers of overtaking HGVs
- Drop from over 30 cycle thefts in June/July 2015 to 13 in September 2015 as a result of proactive targeting of cycle theft hotspots
- Significant falls in “Killed or Seriously Injured” (KSI) statistics

Cycle Forum members were advised that the majority of problems were encountered in the East Croydon area at the moment.

Bike thefts behind Argos in the New South Quarter were discussed. It had become clear after these thefts that security in this new housing development needed to be improved, and Cycle Forum members were advised that work had been done to address this issue. They were also informed that two individuals had been charged with the burglaries.

Sergeant Hillier was questioned regarding cycling on the pavement. He explained that, when seen by the police, such cyclists were asked to cycle on the road. Fixed Penalty Notices had also been used very occasionally.

It was suggested that as the Croydon Safer Transport Team travelled by bicycle, they could benefit from a Level 3 advanced cycle training to maximize their proficiency.

Sergeant Hillier was thanked for his presentation and useful answers to questions from the Forum.

04/16 20 MPH LIMITS IN CROYDON - UPDATE, INCLUDING CALL-IN BY THE SCRUTINY AND OVERVIEW COMMITTEE (Agenda item 4)

Councillor Kathy Bee, Cabinet Member for Transport and Environment, gave an update on progress.

She reminded the Forum that surveys had been run in residential areas in the north of the borough, followed by formal statutory consultation asking for any objections. A report on the initiative had been approved by the Traffic Management Advisory Committee and then called in by the Scrutiny and Overview Committee at a meeting

on 7 March. As the Committee did not recommend that the implementation should be halted, the 20 mph limit on residential streets in Area 1 is due to be implemented in Jun-July 2016. Officers will also proceed with plans for 20 mph limits in Area 2, in the east of the borough. The approach will be more proactive than with Area 1, with a letter drop, making it clear that speed limits will only apply to *residential* streets. It was stressed that pupils attending school in Area 2 as well as their parents should be targeted in forthcoming consultation.

05/16 UPDATE ON THE PROPOSED CROYDON TO WATERLOO QUIETWAY (Agenda item 5)

Officers reported that the route of the quietway had shifted through its development, and that sign-off had now been obtained for Wellesley Road.

Officers stated that they were still awaiting a decision on proposals for Norbury Avenue but admitted that the initiative might have to start all over again, by ascertaining what local residents would like to see on their street.

06/16 UPDATE ON PLANS FOR FIVEWAYS (Agenda item 6)

Officers reported that a decision in favour of the road widening option rather than the flyover had been made by TfL in early February. It was proposed that a representative from TfL be invited to the 21 June Cycle Forum meeting to make a presentation on proposals, particularly in relation to possible cycle improvements.

07/16 UPDATE ON PROPOSED CYCLE CONTRAFLOWS AND OTHER TRAFFIC MANAGEMENT MEASURES (Agenda item 7)

Officers announced that a sign had been put up in the High Street to allow two-way cycling along this thoroughfare. They also announced that a contraflow had been established in Frith Road. Representatives of Sustrans reported to the Cycle Forum on their work to finalise designs for measures in Old Town and added that they needed to develop an effective communications plan prior to implementation.

Council officers reported back on discussions regarding cycling in North End. They explained that they had met with Croydon Vision to discuss the concerns of blind and partially sighted people. They stated that a survey had been conducted in North End which showed that there was no conflict between pedestrians and cyclists. A number of proposals to mitigate concerns had been put forward to provide reassurance. Council officers will summarise these and send them to Croydon Vision for their consideration. It was acknowledged that the North End environment was “messy” and constantly changing with markets, stalls, vans, etc.. This makes movement that much harder for blind and partially sighted walkers. It was also

highlighted that older people were easily startled by rapidly moving individuals.

It was suggested that cycle training could include an element on proficient cycling in the vicinity of blind and partially sighted pedestrians.

08/16 UPDATE ON CYCLING IN PARKS (Agenda item 8)

Officers announced that a consultation document was being considered by communications and legal officers. It was highlighted that the consultation process might be affected by the politically restricted period prior to mayoral elections as part of the funding involved comes from the GLA.

09/16 EAST CROYDON CYCLE HUB: ANY FURTHER PLANS? (Agenda item 9)

Officers announced that the current hub was a temporary one and that talks were taking place with Network Rail on developing a “world class station” with a state-of-the-art cycle hub.

10/16 ADDISCOMBE ROAD: TfL PEDESTRIAN ISLAND PROPOSAL (Agenda item 10)

It was stressed that the council had long been making representations to establish a pedestrian island. Cycle Forum members highlighted the impact of this proposal for cyclists. Council officers stated that TfL officers would be asked to improve on current design proposals and representatives of the Cycle Forum also undertook to contact the officers in question. It was suggested that a zebra crossing might suit all road users better than a traffic island.

All agreed that the adjacent junction, with frequent trams travelling through it, was a very complex and busy one. Council officers stated that this junction would be discussed at the meeting with the new director of Tramlink.

11/16 TOWN CENTRE HOUSING DEVELOPMENTS: PLANNING FOR CYCLING (Agenda item 11)

Cycle Forum members highlighted the need to make Wellesley Road more cycle (and walker) friendly as new homes are built as part of the Westfield Hammerson development. Officers highlighted proposed changes to road crossings which it was hoped would improve people’s travel experience on this thoroughfare. It was pointed out that TfL had control of traffic movement on Wellesley Road as it formed part of the strategic road network.

**12/16 CONSULTATION ARRANGEMENTS FOR FUTURE CYCLING SCHEMES
(Agenda item 12)**

Cycle Forum members expressed a wish for a more “bottom-up” approach for future cycling schemes and an opportunity to make an early input into council plans with their own ideas. Council officers highlighted their efforts to bring large cycling projects to this forum as early as possible to capture Forum members’ views and ideas. In addition, they suggested that a sub-group be formed to develop proposals for cycling schemes and designs. This might be a particularly useful approach whenever funding becomes available or new projects are unveiled by TfL or the council.

13/16 STRATEGIC PLAN FOR CYCLING SCHEMES (AGENDA ITEM 13)

Hal Bransby gave a presentation on the question ‘how to tie all the different cycling projects in Croydon into a strategic plan’. A key element of this strategic plan is the framework of two key cycle routes, north to south, and east to west, with a hierarchy of routes from super highways to greenways. The presentation is based on data recorded by cyclists about where they cycle (“Strava”). Representatives of CCC expressed their support for such an initiative. On the other hand, the representative of Wheels for Wellbeing felt that the most important priority to get mass cycle usage was to provide the best possible conditions for short cycling journeys e.g. to school, work, etc., for people of average fitness and ability.

There was agreement that the biggest challenges for any cycling scheme were presented by the complex junctions and roundabouts in the borough.

14/16 The use of the Multi-Use Games Area (MUGA) at Croydon Arena for cycle training (Agenda Item 14)

The Cycling Instructor representative reported that it was very difficult to get access to the Multi-Use Games Area (MUGA) at Croydon Arena for cycle training. He reminded the Forum that there had been a commitment to make the MUGA available for community use.

The Cabinet Member for Transport and Environment undertook to investigate the situation.

15/16 Updates from cycling groups (Agenda Item 15)

The representative of Wheels for Wellbeing reported that rides currently brought together about 60 cyclists, a number which was likely to rise to 80 in spring. She expressed an interest in using the MUGA if this became available. She added that Wheels for Wellbeing would be taking part in Sport Relief Day on 20 March.

The Forum was advised that London Cycling Campaign had launched its latest campaign to influence the future Mayor of London, pressing the case for a Mini-Holland for every borough.

The representative of Cycling Instructor informed the Forum that Croydon was third overall in the number of individuals who have received cycle training and that TfL was considering increasing funding to augment training by 1/3. An increase in Level 3 cycle training is also being considered. Forum members also heard that schools had access to folding adjustable bikes for children who did not have a bike of their own.

He also highlighted the "Pedal my wheels" project encouraging parents to sell unwanted bicycles second hand at the beginning of the school day.

16/16 Any other business (Agenda Item 16)

The Chair announced that the Pearl Izumi races would return to Croydon this year, and take place in early June.

The representative of Wheels for Wellbeing highlighted the need for cycle hoops and other cycle parking facilities to accommodate tricycles and cargo bikes.

17/16 ITEMS FOR THE NEXT MEETING (Agenda Item 17)

The following item was suggested at the meeting:

- A presentation on proposed changes to Fiveways and improvements for cyclists.

18/16 DATE OF FUTURE MEETING (Agenda Item 18)

Tuesday 21 June 2016 at 6pm

The meeting ended at 8.35pm