

MINUTES OF THE LONDON BOROUGH OF CROYDON CYCLE FORUM TUESDAY 6 NOVEMBER 2012

Present: Councillor Chris Wright (Chairman)
Councillor Richard Chatterjee
Councillor Kathy Bee
Andy Bebington, Cyclist Touring Club
Austen Cooper, Croydon Cycling Campaign
Kristian Gregory, Croydon Cycling Campaign
Jim Bush, Right to Ride Network
Colin Derrick, South Eastern Road Club
Rebecca Jones, Sustrans
Rob McLean, British Cycling
Paul Lowe
Ian Plowright, Croydon Council
Sue Ritchie, Croydon Council
Carole Crankshaw, Croydon Council
Tim Naylor, Croydon Council
Ilona Kytomaa, Croydon Council

26/12 APOLOGIES FOR ABSENCE

Apologies were presented for Isabelle Clements (Wheels for Wellbeing) and Alex Goodship (TfL).

27/12 MINUTES OF THE 16 JULY MEETING

Minutes were agreed as a true record, with the following amendments:

- 20/12: The London Mayor had approved *the 2012 element* of the Local Implementation Plan
- The spelling of Mr Cooper's first name is Austen

28/12 MATTERS ARISING

- With regard to minute 13/12, the Forum was advised that the Council was not currently in a position to turn the Biking Borough Study into a strategy
- The Council had hoped to take the LIP to Corporate Services Committee. The Forum was informed that this had not yet been done and that it was hoped this would be done in December
- An update on the Right of Way Improvement Plan was requested. The Forum was advised that a full-time post for a Right of Way officer had been advertised
- Progress on Connect 2 was discussed. It was noted that the section of route through

Park Hill Park would only be available during the day time, and it was argued that

this should be open 24 hours a day. MPS crime figures for 2012 in the area are no higher than those in streets adjoining Addiscombe Linear Park (eg Dalmally Avenue) and, if provided with lighting, the area should deter crime as a result of increased "footfall". The risk of cyclists colliding with walkers was also raised: It was observed that since Fairfield Path measured 2.5m at its narrowest point, this was not a serious barrier.

29/12 APPOINTMENT OF SECOND REPRESENTATIVE OF CROYDON CYCLING CAMPAIGN

Kristian Gregory was nominated by Austen Cooper and seconded by Jim Bush. It was there resolved that Kristian Gregory join the Cycle Forum with immediate effect.

30/12 CONNECTED CROYDON, INCLUDING HIGH STREET PROGRAMME: IMPLICATIONS FOR CYCLING AND CONSULTATION ARRANGEMENTS

Tim Naylor, Head of Spatial Planning, gave a presentation on Connected Croydon. The Forum was advised that this programme had been borne out of a series of masterplanning processes and the need for improved east-west connectivity for walkers and cyclists. For instance, plans include connecting Wandle Park to Old Town across Roman Way, relaxing bye laws to enable cyclists to ride through green spaces such as Queens Gardens. It was also noted that an improved route from Park Lane roundabouts to East Croydon station might be created via the back of the Fairfield car park.

Officers were asked whether the former Fairfield path going across the railway could be reinstated. They replied that this would depend on available funding and land ownership.

It was commented that the East Croydon bridge constituted a missed opportunity as the ramp was too steep to be used safely by cyclists. However, officers remarked that the Council did not have control of this site.

Officers were asked whether section 106 funding was being used for improvement works. They replied that there might be an opportunity to do so although the remit of this funding was narrowing down to mitigating the impact of new developments and providing affordable housing.

The Forum was advised that the central element of the plan was the least developed, as no engagement had yet been secured with relevant landowners.

It was suggested that the Council should study good practice in Copenhagen and Amsterdam, which had made cycling safer and easier for all, in order to adopt some of this good practice in Croydon. It was observed that Connected Croydon had sought to do this, to provide a more attractive street environment, although it was admitted that there was still a long way to go.

The Forum discussed cycling on London Road. The high level of accidents was highlighted and officers stated that an analysis of the causes of accidents could help improve the final design of improvements in the area. The aim there was to regenerate the economy after the 2011 riots and to increase the availability of

housing, and designers were facing the problems presented by high competition for space in the area.

The Forum was advised that most formal consultations on Connected Croydon - apart from the Drummond Road element - were now closed. However, it was informed that designers would have to consult widely to firm up improvement plans. This could give the Cycle Forum an opportunity to feed in their suggestions.

31/12 OLD TOWN MASTERPLAN: IMPLICATIONS FOR CYCLING AND CONSULTATION ARRANGEMENTS

Tim Naylor, Head of Spatial Planning, gave a presentation on the Old Town Masterplan.

The Forum was advised that three conservation areas with assets of great heritage value converged in the area, and that the masterplan presented an opportunity to increase footfall in the area and to stimulate the local economy.

It was observed that the space made available after the fire which destroyed the Reeves Corner furniture shop during the August 2011 riots now presented opportunities for linking the Roman Way to Drummond Road and North End.

The Forum was advised that informal consultation on the plan and outline designs and the opportunities it presented would take place before formal consultation on firmed up plans.

32/12 BIKE WEEK

Carole Crankshaw gave an update on Bike Week.

It was observed that next year's Bike Week might be improved by increased engagement with local road users, rather than by simply handing out leaflets on cycling opportunities.

It was suggested that a car-free Sunday be held to encourage more cycling. Examples of successful previous car-free days were discussed. However, the forum was reminded that the ability to organise and hold such an initiative depended on staffing resources.

It was also suggested that school based activities might be organised for future bike weeks, such as parades.

33/12 CONSULTATION ON TMCC REPORT CLARIFYING CONTRAFLOW AND SIMILAR FACILITIES

The Chairman reminded the Forum that TMCC decisions on recommendations regarding facilities for cyclists had been deferred at their 24 September meeting in order to give the Cycle Forum an opportunity to comment about its proposals and contraflows in general.

The forum was reminded that the following cycling facilities were being considered:

- To introduce a one way system with a contraflow in Bynes Road and Rolleston Road
- To introduce a cycle contraflow system within the one way system in Woodside Green
- To enable cycling along footpath 653 alongside Ashburton Park

- To convert the footway on Lower Addiscombe Road to shared use for cyclists and pedestrians

Key concerns expressed by members regarding the schemes had focused on safety. It was remarked that according to the map relating to the Ashburton Park scheme, one still had to cross the bridge, which was acknowledged to be incorrect.

The Cycle Forum agreed that “plug no entry” schemes were usually the best option for both cyclists and car users as it presented minimal inconvenience to car-owning residents and stopped rat runs. Additional advantages of this approach included a reduced need for signs, lighting and a lower overall cost.

It was suggested that the Woodside Green scheme was a good candidate for a contraflow, as there tended to be very limited parking, thus allowing more space for road users. To secure maximum space, it was suggested that a double yellow line be painted on one side of the road from the junction with Woodside Green for about 20m..

The following approaches were advised:

- To enable contraflow cycling on the one way section of Woodside Green (slip road) from Dickensons Lane to Woodside Green , a mandatory double yellow line for 20m and an advisory cycle lane to the Dickenson Lane junction
- A plugged no entry scheme was not an option for Bynes Road

The Forum was advised that the TMCC had already made a decision regarding the scheme at Lower Addiscombe Road (Woodside Court Road) and Bynes Road/Rolleson Road.

It is proposed to present a full information report to TMCC for guidance in February 2013.

34/12 CROYDON LOCAL IMPLEMENTATION PLAN (LIP) FUNDING FOR 2013-2014

Representatives of cycling groups asked how their suggestions for new schemes and initiatives might be fed in a timely fashion into the LIP bidding process. As regards the 2012 LIP schemes, council officers explained that a number of outline bids had been approved and that there existed opportunities for engagement on refining the schemes before implementation.

Council officers were challenged about the use of only 1% of LIP funding on cycling schemes. They replied that this figure was incorrect, and that a wide range of other funding streams were also used to improve facilities for cyclists.

Officers also remarked that a new three year LIP was due to be drawn up, providing relevant stakeholders an opportunity for a fresh approach to this work.

35/12 UPDATES FROM CYCLE GROUPS

The Cycle Forum discussed the recent fatal accident on Mitcham Road. Cyclists had tried to raise awareness of risks to cyclists at this location before the accident occurred. Council officers confirmed that options were being considered out to make

the area safer.

Representatives of cycling groups highlighted the fact that the cycle lane on Selhurst Road had been halved. Officers explained that as part of highway maintenance works, a cycle lane wider than a car lane had been painted in. After being advised of this change, council officers have asked for the original road markings to be reinstated. This work is scheduled to be carried out in end November.

The Forum discussed the possibility of a future cycle hire scheme. It was announced that TfL was currently carrying out a feasibility study on the introduction of cycle hire schemes in Outer London. Results are due to be published at the end of the year. Council officers were advised that 50 rat runs had been identified in Croydon, 15 of which were located on cycling routes. They asked council officers to consider making these areas safer.

36/12 ANY OTHER BUSINESS

Representatives of cycling groups asked for minutes of the previous meeting to be provided earlier than one week before the next meeting. Officers undertook to investigate the possibility of providing them at an earlier stage.

37/12 DATES OF FUTURE MEETINGS

It was agreed that the next meeting of the Cycle Forum would be held on Tuesday 5 March.

The meeting ended at 8pm