

Explanatory comments on Agenda Item 8

“Hammerfield” - Purley Cross, Fiveways and central Croydon

There are two issues here.

One relates to the Westfield plan to have a 24/7 access route through their planned new shopping centre, on an alignment between Drummond Road and Lansdowne Road. This offers a strategic opportunity to have a 24/7 cycle route linking the toucan crossing in Waddon (by Croydon Minster) with East Croydon station (by the new pedestrian bridge exit) which would link up with the London Cycle Network route that runs along Dingwall Road. If a cycle bridge were built to run parallel to the pedestrian bridge, that would then link up with the LCN routes in Addiscombe and avoid the tortuous delays involved in circumnavigating East Croydon station. Kristian Gregory and I met with Cllrs Steve O'Connell and Jason Perry late last year to discuss cycling matters, and both appeared interested in this particular prospect.

The other is about proposals for improvements to be made to Purley Cross, Fiveways and Wellesley Road which essentially aim to make it easier to drive to and from the new shopping development. Leaving aside (for the moment) concerns about the negative impact that increased motor traffic will bring to an area which already has poor air quality, there are again opportunities to make all three areas cycle-safe and cycle-friendly to Dutch standards of design. This would serve the agenda of improving air quality, cutting road congestion, improving public health and hitting targets to increase cycling.

It is important that such considerations feature early in council discussions with the developers because, as we know from experience, bolting on cycle measures afterwards either doesn't happen or is much more expensive and never as good.