

## MINUTES OF THE LONDON BOROUGH OF CROYDON CYCLE FORUM MEETING TUESDAY 21 MARCH 2017

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### PRESENT:

Cllr Stephen Mann (Chair)  
Cllr Pat Ryan  
Cllr Stuart King (Cabinet Member for Transport and Environment)  
Andy Bebington (CTC)  
Gareth Redmond-King (CCC)  
Jim Bush (Right to Ride Network)  
Craig Hollins (Cycling Instructor)  
Isabelle Clement (Wheels for Wellbeing)  
Rob McLean (British Cycling)  
Adrian Douglas (Mott Macdonald)  
Linda Johnson (Croydon Council)  
Sue Ritchie (Croydon Council)  
Tom Sweeney (Croydon Council)  
Malcolm Smith (Croydon Council)  
Ian Plowright (Croydon Council)  
Ilona Kytomaa (Croydon Council)

**Also in attendance:** Nick Baker (Trams), Catherine Early (CCC), Michael To, Peter Siemensma and Hal Bransby

### **01/17 WELCOME, APOLOGIES FOR ABSENCE AND DECLARATIONS OF PECUNIARY INTEREST (Agenda item 1)**

Apologies were received from Cllr Dudley Mead and Austen Cooper.

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

### **02/17 MINUTES OF THE CYCLE FORUM MEETING HELD ON 15 NOVEMBER 2016 (Agenda item 2)**

The minutes were approved.

### **03/17 CROYDON'S AIR QUALITY ACTION PLAN UPDATE (Agenda item 3)**

A presentation was given by pollution team manager Linda Johnson on the plan for 2017-2022. It included the following information:

- An overview of air quality in Greater London, where it is estimated that 9,400 deaths occur each year due to illnesses caused by long-term exposure to air pollution
- Data on air quality in Croydon, which continues to exceed the air quality objectives for nitrogen dioxide (NO<sub>2</sub>) along busy roads and where it is estimated that 155 deaths occur each year due to illnesses caused by long-term exposure to air pollution]
- Recent Croydon pollution team successes e.g. the Town Centre Construction Logistics Project and a joint project working towards improving air quality by reducing the number of delivery vehicles travelling in to the borough
- The impact of construction on air quality in London: 10% of London's PM<sub>10</sub> and NO<sub>x</sub> are estimated to be produced by this industry
- The work of the pollution team to mitigate the impact of construction on air quality in Croydon
- Initiatives implemented by the Mayor of London to improve air quality
- 40 proposed actions in the new Croydon Air Quality Action Plan

The pollution team manager explained that hotspots for poor air quality in Croydon included Fiveways, Norbury, Purley Cross, Wellesley Road and Thornton Heath Pond.

Cycle Forum members were advised that an Air Quality Summit was to be held in spring and that the date would be publicized soon.

Cycle Forum members enquired what targets and monitoring arrangements had been put in place, and felt that other boroughs had set more ambitious diesel limits. The pollution team manager explained that a government-led scrappage scheme was needed to accelerate the move from diesel to other types of fuel. Moreover, more resources were needed to implement more ambitious measures and Cycle Forum members were advised that only seven boroughs (all inner London) had been designated "Low Emission neighbourhoods", with funding to support measures to decrease air pollution. Outer London boroughs find it very difficult to obtain funding from the Mayor of London as Inner London suffers from far worse air pollution. Despite these hurdles, Croydon Council has asked for the new Ultra Low Emission Zone (ULEZ) to be extended to Croydon. In addition, the pollution team manager stressed the need for residents to take responsibility for contributing to improvements in air quality.

The Cabinet Member for Transport and Environment paid tribute to the efforts of the Mayor of London to improve air quality in the capital. He felt that the ULEZ should be extended to Greater London as soon as possible for larger vehicles to bring pollution down significantly. However, he highlighted the projection that the central London ULEZ would reduce pollution in outer boroughs by 30%. He added that the priority for the government was to bring in a diesel vehicle scrappage scheme to encourage Londoners to purchase vehicles running on cleaner fuels. He also urged all present to take part in currently consultation on air quality.

The pollution team manager stressed that Croydon council had led the way for some years on measures to tackle air pollution and mitigate its impacts. For instance, the Air Text service warning individuals of rises in particulates was the first of its kind in Europe had proved very popular and other councils had expressed the wish to join this initiative.

The pollution team manager was thanked for her presentation and fulsome answers to panel members' questions.

#### **04/17 SAFETY IMPROVEMENTS ON TRAM LINES (Agenda item 4)**

Nick Baker, Head of Stakeholder Relations at London Trams, gave a presentation on current initiatives to improve safety when cycling on or near the tram network.

He explained that on average, there was an incident once or twice every quarter where tram operators have had to apply the brake due to a cycle or cycles ahead on the track and that cyclists needed to ride carefully on or around the tram network.

London Trams have worked closely with Croydon Council on developing the Cycle Highways and improving road junctions and crossings in hotspots such as Wandle Park, Reeves Corner, Wellesley Road and Cherry Orchard Road, so that cyclists meet tram tracks at a 90° angle. The organisation is planning to refresh the cycling safety leaflet produced a couple of years ago and sought panel members' advice on how to improve it. In addition, the organisation is holding briefings at "Junior Citizen" events for school pupils to inculcate good riding habits and an appreciation of the risks riders have to manage on the road.

Cycle Forum members were advised that a review of street track infills had been conducted and that many organisations had been consulted. Unfortunately, the investigation did not lead to any satisfactory conclusions and this issue remains unresolved.

The above-mentioned incident statistics were challenges as a number of incidents involving cyclists on tram tracks in the Addiscombe Road area had been reported to Cycle Forum members. This was corroborated by council officers. The Head of Stakeholder Relations stressed that he was happy to record any incidents which may have been left unreported. It was pointed out that a website had been set up in Edinburgh to enable people to record any incidents on tram tracks in that city. A Cycle Forum member pointed out that in his experience, what made cyclists fall was an attempt to turn while on the tram tracks.

A Cycle Forum member highlighted the risks to cyclists at the junction between George Street and College Street. Officers stated that they were working on a solution, linked to the plans for the new Dingwall Road Tram Loop.

Nick Baker was thanked for his presentation. He in turn asked for his e-mail address, [NickBaker01@tfl.gov.uk](mailto:NickBaker01@tfl.gov.uk), to be circulated to Cycle Forum members.

**05/17 CYCLING AND WALKING STRATEGY WITHIN THE COUNCIL'S WIDER TRANSPORT STRATEGY (Agenda item 5)**

Cycle Forum members noted that an update to the strategy had been circulated the previous week and were informed that the Environment, Streets and Homes Scrutiny Sub-Committee was likely to consider the updated strategy at their June meeting.

Cycle Forum members were informed that the updated strategy was strong on structure but less so on cycle training, which needed to be strengthened. Officers are working on a network of cycle routes into Croydon town centre, which they are hoping to deliver within the next five years. CCC representatives offered to work with the council on further work on the strategy. [Post meeting note: a meeting to discuss the strategy took place on 26 April].

Cycle Forum members suggested that there should be more circular cycle rounds around the borough and that they should connect better with district centres. The south, in particular, appeared to have no cycling infrastructure whatsoever. Officers stressed that routes into the town centre would be prioritized to tap the significant potential for untapped cycling journeys into work and back home.

**06/17 FUNDING SOURCES FOR LIVEABLE COMMUNITIES (Agenda item 6)**

In response to a forum member's question, officers highlighted three possible sources of funding for which they might bid in the next financial year:

- "Liveable neighbourhoods" funding
- "healthy streets" funding
- L.I.P. funding, some of which can be used for walking and cycling initiatives

**07/17 CROYDON MINI-HOLLAND BID AND ROAD CLOSURES (Agenda item 7)**

Cycle Forum members observed that following the drawing up of the detailed Mini-Holland initiative and proposals for Norbury Avenue, and recent road closures brought about to carry out gas maintenance works, opportunities were presenting themselves to implement some elements of these initiatives.

Officers confirmed that the Mini-Holland bid had been very well received and scored second of all bids. Unfortunately, it had not been funded. The plans for Norbury Avenue had formed part of the quietway from Waterloo. Officers stated that they would be seeking funding for "liveable streets" to implement some of the above-mentioned proposals if the bid for funding was successful and consultation on liveable streets could be organised. Cycle Forum members also suggested that cycle-friendly initiatives might be considered for Auckland Road in Upper Norwood.

The Cabinet Member for Transport and Environment reacted positively to the

principle of exploring and testing cycle-friendly initiatives while a road was closed for maintenance works. Officers informed panel members that the council had a forward plan of road works which they could share with panel members.

**08/17 CYCLING SPACE ON CROYDON'S BRIDGES (Agenda item 8)**

Council officers invited Cycle Forum members to work with them on this issue and to identify all the problems relating to space for cycling on Croydon's bridges. Forum members explained that the problem usually involved narrow bridges dating from the 19<sup>th</sup> century and said he had already compiled a list of 60 or so bridges that presented a challenge for cyclists. Officers stated that the list would be very useful when time came to finalise the cycling strategy.

**09/17 BLACKHORSE LANE BRIDGE CYCLE OPTIONS AND LINKS TO NEIGHBOURING ROADS AND PARKS (Agenda item 9)**

Officers announced that the council had received funding from TfL to investigate the feasibility of widening the bridge. Officers explained that they were examining the existing structure and looking to future-proof it for cyclists. They were also working on designing a ramp down to the tram stop which would give wheelchair access to tram platforms. Thirdly, they had to ensure that designs did not create problems for local cycling networks.

**10/17 CYCLE PARKING (Agenda item 10)**

Officers admitted that this constituted a gap in the cycling strategy. The council had received TfL funding for cycle parking in residential estates where there was no cycle parking in place. The council was also thinking of installing CCTV in key locations to deter bicycle theft.

**11/17 ISSUES AT SPECIFIC LOCATIONS AROUND THE BOROUGH (Agenda item 11)**

Cycle Forum members highlighted the difficulties experienced on Whitehorse Lane, where there is a cycle lane but cars are parked on it. They also reported problems on South Norwood Hill, where advisory cycle lane are largely ignored by car drivers.

Forum members highlighted problems on Lebanon Road, where the move to going one way only had speeded up the traffic and made the cycle contraflow dangerous. The Cabinet Member for Transport and Environment announced that issues relating to Lebanon Road were due to be discussed at the July meeting of the Traffic Management Committee as traffic had been diverted to neighbourhood streets. He encouraged Cycle Forum members to attend the meeting.

**12/17 CYCLE FORUM MEMBER PARTICIPATION IN VELO-CITY 2017  
(Agenda item 12)**

Isabelle Clement (Wheels for Wellbeing) stated that she intended to attend this event.

**13/17 UPDATES FROM CYCLING GROUPS (Agenda item 14)**

➤ British Cycling

Rob McLean announced that British Cycling has obtained sponsorship from HSBC UK to run guided rides. A priority for the organization is to raise the profile of women who cycle through their rides.

➤ The representative of Cycle Instructor stated that training was going very well and that the organization was trying to engage more with secondary schools and working with Quest Academy and Meridian High School to train their pupils to cycle safely. The organization was also running training for adults and stated that Croydon could boast the first or second highest numbers of adult trainees in London. It was also hoped that training for lorry drivers might take place in Croydon in 2017-18.

➤ Isabelle Clement and Jim Bush gave an update on the activities of Wheels for Wellbeing:

- joint sessions with "Cycling Instructor" with disabled children after school from late April onwards
- working with Croydon Vision to help children and adults with impaired vision to cope with cyclists on the highway
- Hoping to attend the Pearl Izumi cycling races and bringing disabled children to the races after school
- 300 responses to a survey of disabled cyclists
- The forthcoming 10<sup>th</sup> anniversary of the organisation's foundation
- 175 riders and their carers involved in the last three riding sessions

**14/17 DATES OF FUTURE MEETINGS (Agenda Item 15)**

Tuesday 6 June 2017 at 6pm.

The meeting ended at 8.02pm