

CROYDON ROAD USER FORUM

Minutes of the fifth meeting held on Monday 18th October 2004

Present:

| | | | |
|------------------------------------|-------|---------------------|-------|
| Councillor Adrian Dennis – Chair | | Miss Dorothy Mellor | IAM |
| Councillor Paul Scott – Vice Chair | | Peter Morgan | LDRSC |
| Councillor Donald Speakman | | Phil Reed | P&KNP |
| Councillor Gerry Ryan | | Hugh Roberts | LDRSC |
| Michael Buckley | LDRSC | Don Talbot | LDRSC |
| Jim Carden | LDRSC | Phillip Wright | LDRSC |
| Mr G.S. Chesswright | LDRSC | | |
| Peter Collier | LDRSC | TfL | |
| Alan Froude | LDRSC | Peter Hewitt | |
| Tony Harris | LDRSC | | |
| Victor Huber | LDRSC | Officers | |
| Leigh Jackson | LDRSC | Dave Szostak | |
| Christopher Lawton | LDRSC | David Wakeling | |
| Leon Manning | BMF | Chris Ktorides | |
| | | Roy Clark | |

024/04 Apologies for absence

- 1.1 Received from Ken Coates, Brian Court, Robin Hunter, Jim Mansell, V. Paynter, Rosemary Rigden(Resigned), Pauline Tree, Jason Wilton(sick), Cllr Phil Thomas and Basil Jeffery.

025/04 Accuracy of minutes of the meeting held on 26th July 2004

- 1.1 016/04 TfL Matters 1.4 Brighton Road northbound/ southbound bus lanes – it was noted that the northbound bus lane consultation refers to Norbury.
- 1.2 016/04 Parking Matters – 1.3 Parking zones – the last few words to read ‘then they are not usually imposed.’
- 1.3 014/04 Matters arising – 1.1 Pre-meeting – to remove the word ‘was’ on the second line.

26/04 Matters arising from the minutes

- 1.1 12.6 Street Lighting – Mr Buckley was referred to Street Scene who deals with street lighting. He asked why this was not a matter for CRUF.
- 1.2 1.3 TfL and LBC Consultations – Have Council formed a policy yet re consultation of CRUF? It was asked if there was any way the CRUF could be informed of TfL and LBC projects before they are decided. *The Council stated that there is nobody on this Forum who*

represents the forum as a consultee other than the Chair and as the Chair is on the Traffic Management Cabinet Committee he will give an input from this forum to that Committee when it is consulted on these matters.

- 1.3 1.5 Fiveways junction – Are the facts relating to selling off land available yet? *No facts were available at this forum as it was a matter for Estates and Valuers to answer. It was reported that this matter had been discussed at the Bus & Tram Liaison Panel and it was felt that no further discussion was necessary.*

27/04 Motorcycle Working Group

- 1.1 Report on progress to date – TfL have been running their trial of two wheelers in bus lanes for 13 months, however they have decided not to release their findings at present but to extend the trial for a further period. BMF feel this is unfortunate, as it delays the possible safety advantage of this measure for motorcyclists. It was however, hoped that Croydon may be able to progress this scheme independently, providing we can obtain money from TfL. There have been positive indications from TfL, for having parallel trials running in other parts of London if the local authority is interested in doing so. There are 13 cities in this country and in the whole of Northern Ireland, where motorcyclists are already using bus lanes, in the main to positive effect. Chair was supportive and there was support from members so it was concluded that Croydon should pursue this issue locally further.
Action LBC/BMF

28/04 Transport for London Matters – Report

- 1.1 Peter Hewett presented his report (Attached to these minutes)

Arising from the report were the following:

- 1.2 It was asked if the report could in future be issued in advance of the meeting to help members.
- 1.3 24hour bus lanes on Brighton Road – are based on daytime surveys taken two years ago however, night time surveys have yet to be carried out so no final decision has yet been taken. Letters of objection received will be responded to in due course. It was suggested they could operate 7am to 11pm if evenings were a problem.
- 1.4 Bus Lanes in Brighton Road – It was asked that if in fact the bus lanes were found not to be helpful to the traffic, in that they cause more traffic delays, could the decision be reversed and the bus lanes taken out. *In reply TfL indicated yes if the impact is so great that their internal audit recommended it.*
- 1.5 It was asked what formula JMP (TfL Agents) work to when carrying out consultations on behalf of TfL, especially in respect to the meeting at the local Neighbourhood Partnership where people appeared to be against a scheme 80 to 4 with 15 abstentions. Were these comments

balanced by others with positive views? *This would have to be investigated and reported back on.* **TfL to respond**

- 1.6 It was asked whether TfL has before flow and volume data on the Brighton Road which is practical rather than theoretical. *There was data collected in 2002 and a further survey in 2004 will update that data and therefore assist the decision on what to do. TfL promised to supply data to members wanting it.* **TfL to action**
- 1.7 Tamworth Tram Stop - any further information? Propeller Public House - planning application not yet seen. B&Q - what chances that this is going to be up and running by next year? *Jason would be best to respond to the first two points. B&Q development - These drawings are available to view at TfL. Tramstop at Tamworth Road - The Chair indicated that all party discussions are in progress and a resolution is expected shortly.*
- 1.8 A23 Northbound Bus lane – what has happened to the written objection by Metro Buses in respect to the adverse affect on traffic flow – *unable to give an answer but will investigate.* **TfL to respond**
- 1.9 Could there be a sign to warn drivers/riders when there is a change to the times of bus lanes? Throttle at Highfield Road is this likely to be removed? *Highfield Road not able to comment on. The warning sign re change of hours of bus lane, was thought to be a good idea and will be pursued. LBC indicated that the throttle in Highfield Road is still required and will continue to stay and that it complies with the regulations.* **TfL to respond to sign issue**
- 1.10A232 Shirley Road Bus Lane – it was reported that no response had been received in respect to letters sent to TfL on this scheme. The lack of responses was of a concern. *It was indicated that due to the volume of letters that TfL receive, it did make it difficult to respond as quickly as would be liked but an answer would be forwarded as soon as possible.* **Action TfL**

29/04 Parking Matters

- 1.1 The report was presented. Arising from the report were the following:
- 1.2 Leasing of the car parks – it was asked if the Council will retain the sites after the ten year period is up? *It is believed that the operators will decide they will need to remain as car parks but it is difficult to say what will happen in ten years time. It was suggested that these car parks are of strategic importance to the livelihood of the retail trade in particular. The Chair to raise with the head of property.* **Action LBC Chair**
- 1.3 Parking on corners – a number of sites was mentioned where it was thought yellow lines were needed to stop parking on corners and it was asked if these could be considered. *Many of the sites mentioned*

*were considered to justified and these would be investigated. However, this was a borough wide issue and only justified site could be treated. **Action LBC Parking***

- 1.4 Eastern side of Reeves corner – it was asked if there were any plans for this site as the minicab office here can cause problems. *This site already has 7.00am to midnight restrictions but it was agreed to look at this again. **Action LBC Parking***
- 1.5 Concessionary fares – it was felt that the amount spent on these was excessive. It was noted that the Council uses profits from parking to offset its expenditure on this scheme.
- 1.6 Car Parks – Selling off the sites - Will the Council continue to receive any income from those that park or have any control over prices? - *it was believed that the Council would have to have some say with the provider over future charges in car parks. Position after the ten years lease - it is in the providers interest to provide relevant parking if it is needed and is likely to be subject to peoples travel patterns at the time. Profits to the Council – it was expected that the Council would receive any profits after the leasing company have taken theirs. However there may be costs involving any refurbishment of the car parks. Selsdon car park – can park here free even if you do not use Sainsburys, although only up to 2 hours. Funding was made available from the developers to carry out studies to determine if any further off/on street parking is required in the area. Council confirmed it was considering introducing a CPZ to deal with excessive on street parking. The Council denied the suggestion that this was a case of bad planning decision, allowing a new development with too little parking for its needs. There would be 245 new spaces compared with 200 before.*
- 1.7 Non-endorsable Traffic Offences – Council will be able to serve PCNs to occupiers who allow vehicles to habitually cross a footway or verge where no crossovers exist. Has the Council set their policy on this yet and how will it be implemented? *No answer given. School keep clear markings - these have been mandatory for many years and are enforced when possible by wardens or police.*
- 1.8 Review of parking times/charges – *some changes have been made, for example a reduction in parking charges in areas where very little use of parking bays takes place. There is a review of parking in the central area taking place at present including Sunday parking. Councillor Gerry Ryan went on to explain the discussions that were taking place in respect to timings and the provision of parking bays, charges and CCTV. It is a large project and will take some time to finalize and the financial situation needs to be assessed. It is hoped to have a better picture ready for the next meeting of CRUF. **Action Parking***
- 1.9 The Council revealed plans for a Prepayment Scheme for parking.

- 1.1 Chris Ktorides gave an outline of both documents. The BSP for the next financial year was submitted to TfL in July with a total bid of £10million. To give a guide, this was the same as last year and we received about £4.5million. So it is expected we will receive a similar amount for next year. Bulk of the money (£1.5m) goes on principal road maintenance and road safety figures highly but specific figures are awaited from TfL sometime in November. This year we have to produce a Draft Local Implementation Plan, and we are in the process of deciphering the guidance from TfL in order to produce a plan. The draft is required by the end of this year. Then there will be extensive consultation on the plan, with a response from TfL. It is expected that the consultation period will be Feb/Mar of next year. The final plan is required by July 2005 but there is some flexibility on that date.

It was asked if there will be a presentation to Neighbourhood Partnership and CRUF meetings. *It was too early to indicate this yet as the consultation strategy had not yet been decided. It was noted that the agendas for the partnerships were decided by the partnerships themselves should they wish to include this or not. The guidance for LIPs is on the TfL web site should anyone wish to look at it. Local Authorities are expected to produce a plan that conforms to these guidelines.*

031/04 Road Safety Service

- 1.1 Two reports were attached to the agenda on the 'road safety operational service plan and the Road Safety Audit procedure.
- 1.2 The Croydon Road User Forum web site was now up and running and is accessible by typing 'Croydon Road User Forum' in the search box on the Croydon web site. Then select the first item in the list where agendas and minutes are available for all meetings. It was asked if background papers could also be available. *This may be possible, but some documents were in an awkward format.*
- 1.3 Member's exchange of details – Peter Morgan has requested the contact details of members to be made available so that direct contact can be made. A letter would be sent to all members to gain their responses as to whether they would like their details to be made available or not. **Action LBC (RC)** PM would like the email address so that he can copy in those interested in any correspondence that may be relevant to help the forum to discuss subjects more effectively etc.
- 1.4 Road Safety Campaigns – It was asked how members of the forum could get to know about the campaigns so that they can support them. It was also asked if there was a possibility of a permanent site in Croydon for the Young Citizens Scheme. *The Forum will be kept up to date in respect to campaigns by reporting to these meetings. It was noted that there would not be any drink/drive campaign in the Whitgift Centre this year due to space problems. However, there will be a static display on drink/driving in the Fairfield Halls at the end of*

November early December. In respect to the Young Citizens Scheme, permanent sites are hard to come by but the site used this year, Fryland Scout Camp in Featherbed Lane, Addington has proved to be good and will be available for future events. The event can only be run for six weeks each year due mainly to the availability of other agencies.

- 1.5 Road Safety Audits – It was asked if the audit assesses whether the benefits anticipated are eventually achieved and how this is monitored. *The audit is purely to discover whether the design of the scheme when implemented is safe and is not likely to cause any dangers to any road users. The benefits of the scheme are decided by the traffic engineer using accident data and other information before the scheme is designed. The engineer will then monitor the scheme to ensure it works as expected and if necessary to carry out any changes. All schemes funded by TfL will also be monitored by them to ensure cost benefits and casualty reductions are being achieved. Tramlink safety audits – these are carried out by the rail inspectorate or other suitable body and do not come under the responsibility of the council.*
- 1.6 Road Safety Guide – *this will be distributed widely and members will receive a copy direct.*

032/04 Road Accident Statistics

- 1.1 The validity of the data shown was questioned, however it seemed to the Council that the data showed the continued need for traffic calming and pedestrian and cycling priority schemes. It does not seem to take into account the levels of pollution and congestion which is caused by the high level of car use which can be avoided by walking, cycling and using public transport. *It was indicated that the report is compiled from the data provided by the Department of Transport.*

It was also noted that many accidents are caused by another mode user, especially in respect to powered two wheelers, and that the solution was not as simple as may be thought. It was stated that there are some fundamental issues that are not addressed when dealing with road safety. One of these is the number of serious injuries that occur to vulnerable road users which are in fact self-inflicted. There is also virtually no data on the relationship between alcohol consumption and injury relating to pedestrians and cyclists. It was suggested that care needs to be taken to ensure that all sides of the equation is considered when looking at solutions to accidents.

033/04 Traffic Management Schemes out for consultation. Monks Hill and Shrublands 20mph schemes.

- 1.1 Leaflets were available for members to take away and reply with their comments.

34/04 Public Transport Matters

- 1.1 The minutes of the meeting of the Bus & Tram Liaison Panel were noted.

035/04 Other Road Safety Matters

- 1.1 Speed hump cost-benefit assessment - Mr Morgan indicated that his efforts to get an answer to his request for a cost-benefit assessment from GLA had not been replied to.
- 1.2 Street lighting – it was noted that the Council is about to embark on a major project to replace street lighting in Croydon. The relationship with tree management and lighting will therefore be considered at this time. Also the Council is looking at ways to monitor all street lighting in order to overcome the present problems. It was asked if new street lights could be located so that the light was not obscured by trees. It was also asked if large forest trees, rather than small street trees, could be planted in the streets.
- 1.3 Hanging Baskets on railings – It was asked if the audits were carried out when the baskets were in full bloom. *The audits were undertaken before the baskets were put in place but the growth of foliage was taken into consideration. Any problem sites should be reported to Roy Clark who will investigate.*
- 1.4 **Park & Ride re Trams** – it was asked if there was a possibility of some form of park and ride in the Ikea area near Purley Way? *The issue will be debated at the public enquiry in February.*
- 1.5 **Speed visor data** – The data shown was from a demo site where the speed limit was 30mph. It was asked that if you reduce the speed of traffic say from 35 to 29mph does it make the road safer? *In response the Council indicated that they are following the national trend to encourage more drivers to obey the speed limits. Much research has been carried out which does show that a slower speed does reduce accidents and casualty severity.*

036/04 Items raised but not suitable for this forum

- 1.1 The items were noted.

037/04 Times and Dates for Future Meetings

- 1.1 The dates of the next three meetings were shown in the agenda. After some debate it was agreed to try and arrange the meeting on 11th April in the evening to ensure everyone had the opportunity to attend these meetings. **[After Note: Confirmed that the April meeting will now be at 6.30pm.]**