

SHIRLEY PLANNING FORUM (ROADS)

MEETING 23<sup>rd</sup> MARCH 2017

At Bernard Weatherill House, Croydon

Attendees: Ian Plowright –Head of Strategic Transport, Linda Johnson – Pollution Team Manager

Alex Pocklington (TFL) Tim Williams (TFL) Cllr Andrew Rendle

RAs: Trevor Ashby (SPF) John Bowman (SOVRA) Richard Pywell (SPRA) Sheila Batchelor (Blackhorse Residents) Sandra Dodgson (TACRA) Christopher Adams (CHASE) Norman Young (HOME) John Ingman (Park Hill) Steve White (ASPRA) Roy Colbran (Whitgift) Rod Davies (ECCO)

**Apologies:**

Serial	Agenda Topic	Notes	Actions
1	Chair Welcome	Ian Plowright welcomed everyone and gave a short explanation of what is going on in London.	
2	Shirley Planning Forum	TA made the point that he had written to Jo Negrini concerning this meeting requesting her to be present., The area affected is covered by 15 RAs, which represent thousands of people. The major development going on in Croydon will affect the roads that these people live. He said letters had been sent to Jo Negrini over a period of 4 months the last one being 22 <sup>nd</sup> Nov 2017 and never had a reply. Then this meeting was proposed at very short notice. IP apologised and said that the point was taken. TA went on to say We are concerned about the traffic and of the building materials coming into Croydon. We need to work with people concerning the highways, rather than people making decisions who do not live there. We want to be consulted, we want to be involved in discussion and give our advice.	
3	ECCO	RD made the point that we need a proactive dialogue. Last year concerning the TRAMLINK, TFL refused to meet and created chaos by not listening to residents. Also Croydon Council were very poor in this area also as a consequence there was considerable inconvenience to a number of properties (particularly Thackeray House and The Derby & Jones Club) as access was severely restricted. It was only due to the intervention of RD, through direct and co-operative discussions with the contractors that the problem was resolved. It was suggested that unnecessary expense was incurred by TFL because of the lack of thought/consultation with those likely to be	

		directly affected by the tram works on this stretch of line.	
4	Jo Negrini	It was not appreciated that Jo Negrini did not attend the meeting which the RAs had requested. Some feed back to her should be made to say that she is required to attend the next meeting.	
5	TRAMLINK	In the mid 1990's when Tramlink was being designed a working group was formed and had regular contact with Tramlink Contractors and Council, this continued throughout every stage. So we would like the current Council to follow this precedent.	
6	Presentation from Ian Plowright	<p>A slide presentation following on the Whole of London, showing the growth in Croydon, which is predicted to be more than others areas in South London. People are making same number of trips but more are travelling by bus or coach than car.</p> <p>Distance travelled By car – decreasing, by bus - increasing</p> <p>There has been a dramatic increase in cycling in London but not so in Croydon. There has been a dramatic increase in cycling but it would only be 6% of journeys by cycle in 2041.</p> <p>The various population projections for London in 2050 range from 9.8 million to 13.4 million. If this is correct and as stated more are travelling by bus, this must obviously mean that there will be a lot more bus journey.</p> <p>No modelling of Addiscombe and Shirley A232. No North &amp; South major roads in Addiscombe &amp; Shirley. No modelling of Cherry Orchard Road joining Lower Addiscombe Road.</p>	
7	Master Plan for Croydon	<p>Remake the town centre Enable people to move differently around Croydon Car journeys are decreasing and bus journeys are increasing. Employment in Croydon has declined and the aim is to bring it back towards, but not up to, its previous level Growth in housing and population Cycle journeys are forecast to increase to 6% of all journeys by 2041.</p>	

		<p>There are no plans for underpasses or flyovers. Town Centre has to change; most people live a distance away and have to drive to Town Centre. Croydon should be designed for people and places enabling them to walk to Town Centre.</p> <p>Network of Walkways</p> <p>TFL have looked at Croydon there is great potential to have more cycle rides.</p> <p>Priority to get buses to move more freely.</p> <p>Upgrade railway main line is one of DFT policies to alleviate bottleneck at E. Croydon station.</p> <p>Rebuild East Croydon station.</p>	
8	Presentation from Tim Williams TFL	<p>A slide presentation showed managed growth from 2000-2041. TFL funding has been cut, so will not be able to keep building.</p> <p>S.Khan publishing a transport strategy. Croydon is in the South sub region, which has different requirements.</p> <ol style="list-style-type: none"> <li>1. Public Streets</li> <li>2. Healthy Streets (away from cars)</li> <li>4. New Homes</li> <li>5. Jobs</li> </ol> <p>Croydon can make sustainable growth.</p> <p>Jun-April - Pre-Consultation  May- July- Consultation (1<sup>st</sup> opportunity to engage)  Aug-Oct - Final Strategy (2<sup>nd</sup> opportunity to engage)</p> <p>The strategy will be set out in the Spring. It is better to be involved at the start and Council will send out leaflets.</p> <p>Presentation available – contact Tim Williams at TFL.</p> <p>It seems that the Utilities are already paying for disruption – this was promised would never happen.</p>	
9	ECCO	<p>We would like to know what is achievable. All communities should be brought together to discuss this. The council and TFL should work with the people to find the right way for the plan to succeed.</p>	
10	Discussion	<p>Croydon is an opportunity area; it can meet the London Plan.</p>	

		<p>Tram – will have a good link to the Northern Line</p> <p>TFL- Consultation Hub</p> <p>As Fiveways junction is a bottleneck – this is a critical junction. The earliest realistic date for Fiveways is 2021. It is worth mentioning that as there are no plans for underpasses or flyovers at this junction because TFL have no money. The proposal for Fiveways is not solving the situation, it is playing with it.</p> <p>The reason being is the bridge over Waddon Railway station has to be kept as 2 lanes for traffic flow going over the bridge.</p> <p>Bus Network unlikely to be increased although there is a growth in the bus network. They will not be reduced,</p>	
11	Construction - Logistics	<p>Rise in planning applications 60 developments proposed in Town Centre over next 5 years Air quality will be monitored Holding area for lorries will be the bus lane on the Coulsdon by pass. All vehicles must comply with Low Emission Zones</p> <p>No deliveries between 8am – 6pm Monday to Friday. 8am – 1pm Saturday <b>NO NOISY WORK SUNDAY or BANK HOLIDAYS</b></p> <p>Cranes will be delivered at quiet times and residents will be notified. There will be late night deliveries.</p> <p>Regular newsletter and regular meetings with local residents.</p> <p>July 2014 Supplementary Planning Leaflet. Air Quality Summit 22/5/2017 Air Quality Action Plan for 2017 – 2022</p> <p>Pollution Team can be contacted on a 24 hour service</p> <p>Look at Love Clean Air website.</p> <p>Developers are required to tell TFL how many</p>	

		<p>vehicles and where they are based. The vehicles are to use the holding areas and traffic will be restricted to the A232.</p> <p>Wellesley Road will be closed for Easter due to work on the Tram.</p> <p>Regular Meetings with Inner Area Groups required to share good/bad experience.</p> <p>Precise points to residents associations so they notify residents what they can do.</p> <p>Trying to minimise construction traffic on A232 as it is too busy. TFL want all construction traffic to go along A23.</p>	
12		<p>Meeting closed at 8.20.</p> <p>Ian Plowright would let us know when the next meeting would be. He thanked all for attending</p>	