



London Cycling Campaign Consultation Response

South Norwood Scheme, Croydon

22 July 2016

Details of the proposals

<https://www.croydon.gov.uk/planningandregeneration/regeneration/connected-croydon-south-norwood>

There are plans to improve the street scene of South Norwood and Woodside in a series of phases, concentrating on areas that have been chosen by you.

The street improvement proposals look at improving the junction of Portland Road and High Street, in Station Road and in Market Parade, Portland Road.

The first and second phase of works will concentrate on improvements at the Portland Road / High Street Junction, with the first phase completed earlier this year and the second phase starting after Easter.

If you would like more information about the proposed improvements, email Tony Kavanagh on: tony.kavanagh@croydon.gov.uk or download and view the plans below.

We apologise for any inconvenience that these works may cause, every effort will be made to minimise disruption.

London Cycling Campaign views

I'm writing to you on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on plans. Our response was developed with input from the co-chairs of our Infrastructure Review Group and in support of our borough group, Croydon Cycling Campaign.

The most efficient road space use is not for private motor vehicles. The London Cycling Campaign therefore generally expects schemes to be designed to accommodate growth in cycling and to reduce motor vehicle traffic – particularly for journeys 5km or less.

In general, the London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). We would also strongly suggest that all schemes including cycling provision should be of comparable quality to similar schemes at cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

Given that, we wish to raise the following points with the scheme:

Station Road – we welcome more cycle parking, but really, given residential density around area and commuter audience you would expect a huge amount more cycle parking than is currently available or proposed – and at all entrances to the station. This we take as evidence of suppressed cycling demand. And given this, there really is an urgent need to improve key cycling routes to station.

Portland Road - has 14,000 vehicles daily according to DfT (<http://www.dft.gov.uk/traffic-counts/cp.php?la=Croydon#26796>) including nearly 400 HGVs, but rising numbers of cyclists (260 up from 100 10 years back). This road is not a cycling route as currently designed – both TfL's LCDS and LCC's policy would strongly suggest it should feature segregated tracks.

So while we welcome increased provision for parking, the simple truth is until the road features safe space for cycling, it will continue to be car-dominated and there is a real missed opportunity to improve retail vitality, regenerate the area etc.

Cycle parking on Portland Road should also be spread along it to allow stop-and-shop cycle movements.

And finally, there is an opportunity to also enable short distance cycling and walking journeys by tackling through routes on either side of Portland Road. "Modal filter cells" could be deployed here to discourage through traffic while enabling resident and delivery access, resulting in quieter, healthier streets for the entire community. These could then be connected to the station by appropriate crossings on Portland Road etc.