

Walking Joint Steering Group minutes

Friday 11th September 2020, 10:00 – 12:00

Zoom

Present:

Richard Livingstone (RL) – Cabinet Member for Environment, Transport and the Climate Emergency, Chair

Dale Foden (DF) – Head of Highways, Southwark Council

Alexia Williams (AW)

Jeremy Leach (JL) – Living Streets

Ros Walton (RW) – Dulwich Safer Routes to School

Jardine Finn (JF) – Strategic Development Officer, Southwark Council

Laurie Johnston (LJ) – Dulwich and Herne Hill Safe Routes to School

Janet Morris (JMo) - STAMP

Clare Birks (CB) – Bermondsey Street

Gary Douglas (GD) – Sustainable Travel Officer, Southwark Council

Tom Robison (TR) - Programme Management Officer, Southwark Council

Jakub Mamczak (JM) – Southwark Cyclists

Maryam Brian-Akinlade (MBA) - Assistant Sustainable Travel Officer

Jack Skillen (JS) – Team London Bridge

Lucy Atkinson (LA) – Sustrans

Hamida Moncrieffe (HM) - Sustrans

Pip Howson (PH) – Team Leader - Transport Policy, Southwark Council

Tim Long (TL) - Team Leader - Transport Policy, Southwark Council

Agenda Item 1: Welcome and introductions

Agenda Item 2: Approval of Minutes

Agenda Item 3: Roundtable:

Agenda Item 4: Southwark Streetspace Plan Programme

RL- Doing some low traffic work including the work to rapidly expand our school streets plan.

DF mentioned Batch 3. Programmed Batch 4 and Batch 5 in October.

The reports for Batch 4 schemes and Guys and St Thomas Charitable Trust scheme are scheduled for Cabinet Member approval next week.

Schools in Camberwell, Peckham, and Walworth – Measures highlighted to make it easier to walk to school.

LJ - Positive feedback on phase 1 measures – Seeing a huge increase in families going to school. Free safe crossings.

PW- Browning St has got quieter. One issue; scooters and mopeds – maybe something to think about.

RL- Keep an eye for solutions on what could be done.

JL- Southwark has done a fantastic job. Bird in Bush road, Comber Grove - Love to see if it has a qualitative interest going further.

JM: Such great improvement. Same with Dulwich Square proposals with Dulwich Village - Needs Low Traffic Neighborhood:

Low Traffic Neighborhood – Improving pavements – DF advised that could use maintenance budgets for pavements

LA- Had funding through Healthy Streets Programme – Use it for extra measures for Bird in Bush Road.

In-between Old Kent and Queen's Road station – rat running.

Between the 2 main roads; Asylum Road – A lot of speeding.

LJ – highlights miscommunication between Southwark departments.

LJ highlights important level of communication for phase 1 implemented and highlights there was no supporting information from Southwark.

No CPZ – This will have knock on effect. Each phase has very clear wins.

DF- Looking to update on commonplace website – Encourages stakeholders to express their comments on proposals.

RL raised good points about how the council needs better communications

It was stated during the meeting that Browning Street could do with signage letting people know that they are able to walk there instead of squeezing through.

Agenda Item 5: Southwark Policy regarding turning safe pavement into crossing

LJ – East Dulwich Grove – Children going to and from school is an issue – Children walking from a pavement to a main road created a new danger – A parent nearly got hit by a car.

LJ - Southwark Officers have been brilliant – However drivers are still given priority- Understanding is needed about this and what will happen in the future.

DF says that redundant vehicle crossovers are a problem across Southwark. It's a communication thing and highlights that Southwark is aware of the issues and is working with colleagues in planning to resolve. DF adds that the general public will gain as much benefits from these changes.

TL – Has not seen the site but it's a UK worldwide problem -not a Southwark problem – Residents say they want to park off street- This created loss of green space, biodiversity and Sustainable Urban Drainage (ie gardens).

LJ asked for impact on pedestrians.

DF highlights National standards not always applicable in urban environments.

JMo states that one of the pavements on Horseleydown Lane will be closed off for the development works, which leaves only the other pavement for pedestrians. This was communicated badly to residents. JM also states it was great something was done but raises the question of who is talking to whom -within the councils and the community.

Agenda Item 6 - Green Walking Progress

JL – Council Plan refresh – 2 years into Council Plan – Green Walking network – with some delivery up into 2022.

JL would like to know where we are.

TL states that during the pandemic, Southwark has had to focus entirely on Streetspace Plan measures to improve the busiest, functional routes, which has postponed work on Green Walking Network.

JL talks about the character of the network – As Streetspace schemes are delivered Southwark should consider the Green Walking Network to help deliver what it can.

RL – Very good point – We can't lose track of how the green space and green walking network interact.

JL and TL to work together on a broader discussion about this issue for the next meeting.

TL talks about the Central London walking plan.

JL highlights footways in Southwark.

PW is happy to join in with this.

JS mentions Low Line project and how it links up with the Green Walking project. JS will talk with JL on how these projects overlap.

HM mentions Footways map and how TfL have recently been in contact with London Living Streets – The distribution of the Central London Walking maps to Southwark schools will launch next week.

Agenda 7: Walking to and around Southwark Principle Town Centres

JL mentions 3 streetscape highlighting town Centre's such as Peckham and Camberwell. Despite the pandemic JL is keen on making sure the quality of walking routes into Town Centre's remains high.

Quality of the walking routes – JL enquires if this is something that Southwark officers are thinking of. High levels of deprivation are really important to note according to JL.

RL highlights the research and discussion on how the pandemic has changed our shopping patterns. Even after the pandemic, shopping behaviour will change.

RL suggests putting this issue on the agenda for the next WJSG meeting but adds that it may be slightly early to think about a strategy on this.

TL says a good example is Browning St. By closing Browning St this has made the High St quieter and cleaner.

The Pandemic has encouraged people to work closer to home. Southwark aims to deliver as much as it can working toward making these experimental schemes permanent.

LA suggests trialing a location and start looking at mapping. Also to think about how pedestrians and how cycling to the locations could be improved.

RL suggests talking to social economic colleagues who cover the promotion of local shopping areas and highlight how to get their easier.

CB suggests testing out with the pedestrian on how they experienced the changes.

DF will get back to Claire on timescales. Timescale will be dictated on what happens.

DF to insure Southwark have the relevant financial means. 18 months is a cut off date for trials taking place in the borough.

Bermondsey St – Consultations comments and Emails from angry taxi drivers about the schemes. have been coming in.

CB- We will find that very assuring if they could leave feedback.

DF highlights how feedback on the schemes can be left on the council webpages.

Agenda 8: Rye Lane Changes

JL is excited about what is happening on Rye Lane and would like to know what pedestrians think.

DF talks about amendments to allow deliveries from 7-10. 2 meter cycle lanes will be going in. There will be face to face consultations.

DF says there will be a much better environment for cyclists and pedestrians. There are issues with scooters/mopeds working with enforcement teams. Slight problem with positioning of cameras, but the levels of complaints have gone down. Long term it will stay in place depending on how things develop.

RL talks about experimental traffic measures – Widening of the pavement for social distancing but adds this still didn't work. RL suggests thinking about tying together work in Rye Lane more effectively.

JL highlights a structured research of Rye Lane shoppers.

RL highlights research with Southwark gas networks – wasn't clear if there was a negative impact on trade.

TL - Higher footfall in Rye Lane but with more people spending less. Shoppers shop more frequently as it's harder to buy in bulk when Rye Lane was closed for over 6 months.

Received compensation is also highlighted.

TL talks about how Southwark has received requests to improve Rye Lane and makes the comparison to Brixton in terms of the schemes. - TL mentions a lot of the improvements made to Brixton. Roads had to be closed for improvements - Very fortunate Southwark could monitor this. So far so good. Hasn't been a disaster.

LA- Southwark needs to look for ways to engage with residents that aren't digital.

JS: mentions Hackney trial. Narrow way (Mare Street) – Bus lane heavily congested but due to Hackney trial closing the lane it's now busy and thriving- The area hasn't been gentrified either. It's a really good place to look. Trial St Closure in 2013

TL – TfL published their consultation report about improving the crossing from Rye Lane to the arch. Will start implementing this in autumn. Expected wider pavement beside the arch and better crossing for pedestrians and cyclists.

Agenda 9: Street Lighting as an essential aspect of healthy streets

JMo- streets are not properly lit and they can't be healthy streets.

Can we have a confirmation if street lighting is part of the conversation about healthy streets? Shad Thames - we can use it as a pilot?

RL- Really important – as we are trying to persuade people to walk. Doing a lot of work to move our street lights to LED lighting – some complaints that they're too bright- make sure the lighting is appropriate. People do need to feel safe in order to walk.

DF- says we have our own in-house street lighting teams – we are looking to do a renewal programmed for more efficient lighting.

JMo – I will volunteer Shad Thames as a pilot.

PW – We can think about how lighting is done. Street lighting can be more specific – more focused light could be put over pavements – Reduce total number of lights but increase where people walk.

RL suggests inviting somebody from the lighting team to the next WJSG meeting so we can have a bigger discussion on this.

Agenda 10: Refresh of the Council Plan 2018-2020

RL – Southwark is going through it now. Covid has created a need for us to refocus. This has included everything we do. Climate emergency – includes transport as part of that.

JL – does this refresh supersede all the bullet points from before?

RL –Yes it does.

JL- Parking charges can have an effect on driving

RL – Scrutiny report has been shared with cabinet – October cabinet is where the response will be given. Discussion on whether to have a borough wide CPZ.

About 67% of the borough has currently got controlled car parking.

We know there are other places to look at CPZ's particularly north Old Kent Road.

Discussion around Dulwich village for CPZ stated by LJ earlier.

AOB –

LJ- a lot of queries about School streets

DF- managed to get additional funding for this – comprehensive approach with an acceleration in the number of schemes to be implemented

RL – Streetspace scheme has allowed Southwark to accelerate with the school streets Programme.

JS: Tooley triangle- space outside London underground St.

Traffic lights on St Thomas St- Green man authority

Low lines – current study happening – urban movements to look at the Low Line movement analysis – This has received quite a lot of funding – It has a short time frame

Pavement licensing- national legislation- would be nice to get pedestrian perspective.

RL – next agenda item to pick up – Low lines.

Close