Minutes for Cycling Stakeholder Group Meeting,
May 19, 2017

Invites:
- **Council co-chair:** Cllr Ian Wingfield, Southwark Council - Cllr W
- **Nominated co-chair:** Andy Cawdell, Southwark Cyclists - AC
- Coordinator: Gary Douglas, Southwark Council - GD
- Alastair Hanton, Southwark Cyclists - AH
- Pete Wood, Researcher - PW
- Eleanor Margolies, Southwark Cyclists - EM
- Elizabeth Eden, Southwark Cyclists - EE
- Sophie Tyler, Better Bankside - ST
- Jeremy Leach, Southwark Living Streets – JL
  Abigail Tripp, Wheels for Wellbeing - ABT
- Amy Aeron-Thomas, Advocacy & Justice Manager - AAT
- Mark Palmer, Parking Quality and Policy Manager - MP
- Joanna Lesak – Project Manager-Transport Group – JK
- Richard Wells – Group Manager – Transport projects – RW
- Albert Ang – Project Manager, Highways – AA
- Met Police – Andy Littlewood, M P O - AL

Attendees:
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- Gary Douglas, Southwark Council - GD
- Alastair Hanton, Southwark Cyclists - AH
- Sophie Tyler, Better Bankside - ST
- Jeremy Leach, Southwark Living Streets – JL
- Dale Foden, Highways Maintenance Manager DF
Agenda Item 1
Cllr Wingfield - Welcome and apologies

Agenda Item 2
Adoption of minutes – Agreed by the members present

Agenda Item 3
Round table Update (One/Two minute update from each member).

JL explains that he had a meeting with Richard Wells and Matt Hill about John Ruskin St.
ST states that she is progressing plans for a TMO Bankside Broadstreet Project working closely with Southwark council.
DF Noted that it is intended to add priority cycleways and cycle paths to the presalting routes for winter 2017/18 season. Policy regarding this around August time.

The Kerbside Strategy proposal has had nearly 1000 responses
Global Road Safety event mentioned and PCOs commended for being very professional.
Walworth Road South project – What are the timescales? –

**Action** - To acquire more detail for next meeting from Richard Wells/Matt Hill.

Better Bankside: Lavington Street (Between Great Suffolk Street and Southwark Street). Temporary TMO for “Bankside Boardwalk”. Opening event happening soon. An invite will be sent.

**DF**: Gritting of cycle routes. National guidance should be available later this year that will be circulated to group. Draft Southwark Policy to be circulated to group when available.


Mayor’s transport Strategy to be published soon.

**Agenda Item 4**

**Temporary measures on Albany Road/Portland Place. Where temporary measures will be quite long term, is there a way to review their design in advance?**

**Andy Cawdell**

**JL** states that he is concerned with how the road is arranged

**DH** states that the turning at Portland St has always been difficult.

**LJ** states that it's a three way stop at the moment. Requests to put in request to get an update.

**Action** – Transport Policy to update at the next Cycling Stakeholder meeting.

**Agenda Item 5**

**The infrastructure blocking the entrance to Southwark Park at Gomm Rd. The entrance now does not allow access by tricycle or mobility scooter, both commonly used by people with impaired mobility.**

**Pete Wood**

**AH** There has been issues picked up regarding cyclists going too fast.

**GD** read out email response from Sue Drummond, Interim Head of Parks and Leisure.

Environment and Social Regeneration - Head of Parks, Sue Drummond stated in an email that her understanding was that the kissing gate / switch barrier installed at this entrance related to complaints regarding the speed of some cyclists using this entrance.

Sue Drummond stated in her response that the accessibility guidance suggested a gap of 1200mm. The actual design incorporated a slightly larger gap of 1300mm intended to help mitigate access without leaving such gap that the purpose of significantly slowing cyclists was made redundant. Sue Drummond stated that we need to keep this matter under review to ensure that all residents can enjoy safe access to the park.

**JL** This was a problem. We ‘should look at it with some urgency.’
Cllr W: ‘Tourists’ of the park requested installing a gate and stated that we will review whether we have the right proportions.

Action: Southwark Council (Cllr W and Gary Douglas) Review the barrier to entry to Park urgently working with Friends of the Park and look at an option that will reduce cyclist speeds but also allow buggies and wide cycles used by people with disabilities

Action: AH to send most striking images.
Action: Cllr W suggests keeping an eye on the issue and seeing if the problem can be amended.

Agenda Item 6
Response to Abigail Tripp’s request to make the banning of U Turns on Southwark Roads illegal.

MP responds by apologising on Ian Law’s behalf for Ian not being able to attend the meeting. MP goes on to state that Ian Law had made a site visit to the area where the accident took place. MP stated that there was no street furniture in the road which obstructs sight lines. Ian Law is waiting for the comprehensive data, but at this stage the Council is not aware of any further near misses or accidents.

AL states that you can’t enforce banning u turns in the road. He states that one will get traffic jams. AL also states that there would have to be a massive number of people stating that they wanted to ban U turns on Walworth Road.

MP says where there is an issue we can look at it. MP also states that Southwark can use cameras that can zone in on a number plate. It would have to be location specific as we could not enforce a whole road of U-turns using one camera.

AL states that it’s an intrinsically difficult problem. AL says all U turns can happen on any wide road. If there aren’t witnesses, it’s not reported. It’s a difficult one to enforce.

MP: Doing a ‘U Turn’ in an unrestricted road is not a contravention in any way. It only becomes a contravention where we have evidence to show that a U-turn is dangerous and we restrict it by means of a Traffic Management Order.

AL: We go by statistics. We are always traveling up and down Walworth Road.

Cllr W: We get an awful lot of drivers going through red lights.

MP: The road is very straight. There is no street furniture in the centre of the road obstructing sight lines that would indicate that conducting a U-turn would be dangerous. The incident has been put down to bad driving. No evidence of significant accidents.

Met Police is not aware of major issues here apart from people falling over on buses. The most serious incidents are on New Kent Road.
**MP:** Banning U turns throughout the whole borough is an incredibly bad idea. The Council would be unable to enforce them all and doing so would likely lead to traffic congestion. More often than not it is safe to do a U-turn providing motorists proceed with caution. Doing so, would increase vehicles at junctions. We would need data to show evidence location where conducting U-turns would be dangerous. If anyone is hit, the police would be informed and this data is kept by the police. The police would investigate this issue and where evidence shows that dangerous manoeuvres are taking place, the council would act on this carry out our own site inspections and introduce changes on street or the relevant moving traffic restriction to prevent further accidents. Again, this would be location specific rather than a blanket ban.

**AL:** The Incident in question was by Natwest bank by N/S bus stop. Road wider here and more U-turns here. Could get someone in CCTV HQ to zoom in look at existing footage rather than set up new cameras.

**RE** Cyclist behaviour: PCOs have more powers to enforce jumping of red-lights.

**Agenda Item 7**

*A presentation by Project Manager Joanna Lesak on Quietway from Peckham Rye to Dulwich.*

Joanna Lesak will put Quietway designs on the website for members of the public to view.

Friern Rd residents knew nothing about the campaign. Joanna did a lot of tweeting to promote the work she was doing on the Quietway.

**JLK** asks if we can put information about Peckham Rye to Dulwich Quietway onto the East Dulwich Forum.

**Clr W** states that we can put a link to the Council’s forum website.

**JLK** states that she doesn’t believe she is reaching the youth.

**JLK** talks about there has been a response in her research about bad cyclists and what Southwark can do to make cyclists behave more safely.

**JLK** states people want a safer Routes dedicated space for cycling and that she desires to do work with the church and listen to public suggestions. JLK to be looking at traffic data and traffic modelling changing the priorities. According to JLK stakeholder engagement many pedestrians think that there should not be a two way cycle route along a one way street (Etherow Street)

There have been complaints from members of the public regarding cyclists riding on the footway. in her study regarding

**JL** wishes to remove bus stands from Etherow St and suggests speaking to TFL. He highlights that there is a lots of concern from parents regarding idling cars and talks about Air Quality and drivers not observing to the 20 MPH limit.

**AL:** states people need to get off their bikes and not ride on the pavement.
**JLK** states that if people walk and cycle, it would save the economy a lot of money.

**JL** says that he is interested in the process of involving local community and looking at the behaviour of cyclists as drivers in England can be quite aggressive. Be sure to ask for contacts (e.g. Andy Caldwell) to promote the project on East Dulwich Forum.

Met Police: Barry Road speed cameras need a minimum distance of road without traffic lights/junctions. Barry Road does not have such distances so is not suitable for average speed cameras.

**JL** very pleased with depth of engagement from JLK’s work

Etherow Street- double yellow lines impossible to enforce.

Speeding in Peckham Rye Common outside Peckham Rye Park entrance:
Speed bump to slow cyclist speeds. Someone mentioned that rumble strips might be preferable. Play with surfaces and surface treatments to reduce speeds.

**Action:** Speak to Michael Barratt TFL strategic planning TM for advice on Peckham Rye/Dulwich route.

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**Agenda Item 8.**
**Progress report on Quietway / other infrastructure projects.**

**Alistair Hanton**

**JLK:** Southwark Spine will be going to consultation in July.

**AH:** What part of the Southwark Spine is still an aspiration for Southwark?

**Cllr W:** The spine will be completed but there is an option for divergence on Burgess Park.

**Cllr W** wishes to raise a question for Albert for an Agenda Item for the next meeting:

Sumner Rd development - need some sort of crossing.
TfL resistant to the idea.
Need to Lobby TfL
Diagonalization of square.

Which road crosses Sumner Road? There’s got to be some kind of crossing.

**AH** Progress report on Quietway

**Action:** – Transport Policy / Richard Wells to update at the next Cycling Stakeholder meeting

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**Agenda Item 9**
**Process for identifying where in Southwark there should be the “liveable neighbourhood in each borough” in mayor’s Healthy Streets Plan.**

**Alistair Hanton**
AH The Mayor’s strategy is a very important development and we would have to decide where in each borough it would go.

Cllr W: The livable borough would have to be backed by TFL. A livable borough is an area where there is traffic calming and a cycle friendly borough.

AH wants Southwark to come up with a good idea to put a proposal forward.

Cllr W suggests to wait for Mayor’s Transport Strategy.

JL states that the livable Neighbourhood scheme is not expensive and says that members should not be worried about the money.

AC says that it is worth going to Warthamstow to see what they have done regarding the livable borough.

Cllr W: We’ll make a point for Albert to follow up.

JL says that there seems to be a lot of positive information coming back regarding livable neighbourhood work.

Liveable neighbourhoods - new name of mini-Hollands.

Cllr W- would need full support from TFL (funding). Early-on proposals from Boroughs likely to be taken up by TFL.

Ideas: Brook Drive, Hail Street, Southern end of Camberwell Grove.
Area wide approach needed.

Action: Southwark will look at Mayor’s TS and raise at next CSG meeting

Agenda Item 10
Summary of contents of 20 mph enforcement scoping report and opportunities for Residents’ involvement, as mentioned in previous meeting by Richard Wells.

Jeremy Leach

JL talks about the 20 mph programme and how he has been trying to arrange a meeting with Richard Wells, Southwark’s Transport Group Manger.
GD says that he will contact RW and try to set up a meeting between RW and JL.

Action: Ask Richard before next stakeholder meeting.

Action: J Leach to forward email to GD.

Agenda Item 11
The case for differential rates of parking charges (both for residential CPZs on street parking) based on vehicle omissions (and in particular diesel vehicles) in order to help address Air Quality problems in the borough.

Jeremy Leach

Cllr W mentions that Islington completed a CPZ and said it was easy for Islington to do. Cllr says you can only enforce CPZ in North to middle of the borough. Next month Cllr says Southwark will be producing its Air Quality strategy. The Dulwich Safer Routes to school identified Bessemer Grange as a pilot school for pick up and drop off.

JL says that schools and councillors would be interested in making the scheme work. Cllr W states that it is important we get buy-in from the schools and the parents. MP: Once the anti-idling TMO goes forward, we can work on the process of enforcing it in schools. MP states that Westminster is still in the consultation process.

Hydrogen Fleet, different parking charges, CPZs make a difference.

Want to embrace innovations, Targets and annual review.

Westminster: Don’t be idle. Charge for diesel vehicles

Dulwich Safer Routes to school: Bessemer Grange School- stronger enforcement of drop off and pick up times.

Agenda Item 12

The New Southwark Plan is going through planning consultation. When will the next Transport Plan start pre-consultation, stakeholder engagement and draft consultation? The current one was approved in 2011.

Pete Wood

Cllr W We have lobbied the government to introduce a diesel friendly scheme. Cllr W says that Southwark is actively pursuing a new technology.

JL says that the Westminster Project is taking place in Marylebone.

AC: Transport infrastructure looks at street guides and areas bounded by major roads.

DF mentions double yellow lines outside schools. DF explains the difference between double yellow and single yellow lines and the process of removing School Keep Clear Signs outside schools.

Street Grids - Transport initiative. Areas bounded by major roundabouts/roads. There is crossing between some grids and not others.
**Action:** Ask for response to Agenda Item 12 from Transport Policy for next meeting.

**Agenda Item 13**
**Kerbside strategy. Plans for spending the funds in Appendix A on specific cycle measures.**

**Alastair Hanton**

MP states that if we remove School Keep Clear signs, we cannot enforce pedestrian crossing info using CCTV. MP states Southwark is testing new AMPR.

**Action:** Ask for response to Agenda Item 13 from Transport Policy for next meeting.

**Agenda Item 14**
**Driver Cycling Training initiatives**

GD talks about Cycling training for Southwark drivers

- Southwark has spoken with Mears regarding the driver / cyclist incident to establish if their drivers are contractually required to complete a Safer Urban Driving Module as part of their Compulsory Professional Development.
- Mears are open to driver training and this could include the bespoke van training Safer Urban Driving Module
- Southwark have spoken with Southwark Housing who have confirmed the Safer Urban Driving Requirement is not in their contract with Mears.
- This year Southwark have not been awarded any funding for the Safer Urban Driving Modules.
- But if money does become available and there is an appetite we can happily arrange this training.

JL questions why all Southwark drivers are not cycle trained

**Action:** To enquire about all Southwark contractors receiving free Cycle training.

**Agenda Item 15**
**Cycle to Work Day**

GD also talks about Cycle 2 Work Day

- Cycle 2 work day was tweeted by Southwark Comms team and people were directed to the cycle hash tag promoting the event
- Southwark have put on four rides within the council to promote cycling as part of the Cycle 2 Work Day
- The first ride visited the Tideway tunnel and cyclists visited the visitor centre and were given an introductory talk by one of the project managers.
• The following three rides introduced the cyclists to the cycle friendly routes of Southwark showing riders how easy cycling was as an activity within the borough and removing the perceptions of busy roads and dangerous junctions.

• The rides have attracted 18 cyclists in total

• The majority of our users were on our 5 Brompton’s we also had a user on a hire bike

**Agenda Item 16**
**Any other business**

• **Responses to requests for information and/or updates on previous CJSG actions, Other business**

  AOB

  *AC* mentions Close passing infrastructure and highlights how a series of tests have been undertaken west side of Peckham Rye,

  Close pass initiative

  Cycle safety team (Met Police). West side of Peckham rye. Mufti Police with loudspeakers calling out to motorists. To be communicated - Simon Carsell.

  • Responses to requests for information and/or updates on previous CJSG actions, Other business

  • Close