

Draft minutes of meeting of Southwark Cyclists held on September 10th 2014

Present: Andy Cawdell (chair), Paul Lowe, Alastair Hanton, councillor Mark Williams (guest), Tim Warin (guest), Jeremy Leach, Francis Bernstein, Kristian Gregory, Joe Porter, Sally Eva (sec), Amy Aeron-Thomas, Eleanor Margolies, Bruce Lynn, Werner Wiethage.

Apologies for absence: Ian Wivell

- 1) Minutes of last meeting: agreed.
- 2) Guest: Bike-it officer for Schools, Tim Warin, reported that his contract had been extended for another year and extended outside Dulwich. Working with Eamon Doran on play-streets, street closures etc. **He appealed for assistance from members with children in local schools.**
- 3) Guest: Councillor Mark Williams, cabinet member for Transport, Regeneration and Planning, said that Southwark Labour had been elected on a manifesto to support cycling and it was his job to deliver that. The Kickstarter project had brought cycling experts from Denmark and Holland to inspire and open eyes of officers from every department to the value of cycling for public health, improved air quality and personal well-being.

A cycling strategy for the borough was in draft and would go out to public consultation in October. The aim was to set out broad principles which would inform Southwark Plan. For instance proposal was to increase cycling's modal share on the roads to 10% by 2025/26. Principles included: that cycling in Southwark should be "stress-free"; should be a priority and everyone should be able to take part; it should be as easy as walking. Its importance for personal and community health and well-being would be recognised. To achieve this he personally was open to segregation, filtered permeability, advanced stop lines, early signals at traffic lights, as well as softer measures to explain the benefits of cycling. The Cycling Strategy would be followed by a Walking Strategy.

He was looking for "blockages" where a safe cycling route was blocked by a building or building site. Areas that needed to be "opened up" would be earmarked so that when opportunity arose (through development) improvements for cycling would be incorporated into the new design. Transport planners working on proposed network for Cabinet in March. Aim was to get cycling numbers up and casualties down.

Suggestion for unblocking routes welcome.

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Cycling seen as unsafe and a source of friction with other road users. Aim was to make cycling a safe, every day activity which didn't need special skills, special clothing or special courage.

In response, members felt that **early release traffic lights were an expensive distraction**. Money better spent on segregation and protecting left hand turns.

A lot of emphasis by Southwark and TfL on QW-type routes and 20mph zones but unless these were backed by **filtered permeability** and other traffic calming measures they would not make a major impact on cycling numbers and safety.

Build-outs were not a suitable way to reduce speeds because they placed cyclists in danger. Build-outs on left turns were fine but pinch points were not.

Plans to reduce accidents should be rate-based. Commitment to reduce accidents to zero would become harder to achieve as numbers of cyclists increased. Police would not enforce 20mph speed limits unless paid to do so. Hackney and Camden paid to do this, Southwark could consider this.

The SSDM highlighted as a problem, parts had been shelved but parts were being implemented, relationship of SSDM to LCDS was unclear.

Clean-slate review of SSDM was needed.

Principles for Cycling Strategy should include Active Travel plan for all schools and measures to ensure that all children with Bikeability level 2 could cycle safely to school with specific provision to allow them to cross major roads or navigate roundabouts. School Travel Plans should identify preferred cycle to school routes, and key constraints restricting cycle to school. This strategic planning could form the basis of long term public realm planning and health and wellbeing.

New "Service Levels" for on-carriageway road maintenance should be introduced on Borough roads. This could follow the LCDS where priority inspection levels are awarded based on cycle demand or Quietway designation.

The LCDS "tool kit" of appropriate cycle provisions should be used in Southwark streets depending on use/place/function of streets.

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All public realm/streetscape projects should have cycling and pedestrian “checklist” to ensure cycling constraints and opportunities for improvement can be assessed in all new projects. Southwark should rank its most dangerous *borough* maintained junctions and most dangerous *borough* maintained streets for cycle mode to establish priorities for improvement.

Targets for cycle parking should be raised both where people work and live. Big firms were fitting hundreds of cycle parking spaces into their new offices. Essential to provide safe cycle parking at home. Regeneration officers should be habitually including cycle parking in new developments and level of 1 per resident. It was cheaper to do this than to retro-fit cycling parking. Retro-fitting should be considered in council flats. More secure parking needed in areas of terraced housing which had been divided into flats.

Council employed 8,000 people: should be encouraging as many as possible to cycle with cycle parking, shower facilities, loan bikes etc

Need for segregation on Albany Road and Thurlow St: Mark Williams said Albany Road would be a Quietway with people encouraged to cycle through the park. Planners had been asked to look at full/partial segregation to see what was possible. They were particularly considering the junction of Wells Way, Albany Road and Portland St. Officers were reviewing the junction of Walworth Road and Albany Road at which a man had died. There would be other east/west routes through the regenerated Aylesbury which cyclists could use. Segregation on Thurlow St couldn't be done without loss of too many mature trees. There were other possible routes.

- 4) N/S E/W cycling superhighways: Blackfriars Road planned to have bi-directional segregated cycle route on west side. Makes an extremely quick cycle route through St George's Circus and also on the north side of Blackfriars Bridge. Devised a two-stage left turn which seemed to work. Remaining problems: safe turns for those going through St George's circus and on north side for those going east into the City. Francis suggested that TfL be invited to discuss scheme with SC, possible joint meeting with Lambeth Cyclists
- 5) Elephant and Castle latest: mostly worse (Bruce). Mark Williams said agreement reached to close Elephant Road to through traffic. That would be a shared space with a Toucan crossing of New Kent Road leading through Rockingham Estate to Newington Gardens.

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6) Bike Hangars: hangars agreed in 2013 now delivered and being installed. Need publicising. Applications for CGS funding 2014 now open. **Members encouraged to bid for more hangars. Zebra crossings also fundable**

7) Cycling Strategy: **SC to invite officers to meeting in Jan/Feb to discuss proposals, suggested Louisa Tan, Simon Phillips, Simon Bevan**

8) Park to Park 2015 Schools Ride scheduled for July 9th culminating in BMX display.

9) Quietway 2: consultations on sections A-K closed. Final 2 Southwark states L/M close on September 15th.

10) **AGREED; to nominate the Dunwich Dynamo as the Best Cycling Event and Bruce Lynn as Best Ride Leader in LCC cycling awards**

Meeting closed 9pm. Next meeting 6.30pm October 8th 2014 at Better Bankside, junction of Zoar St and Great Guildford St