

# Minutes of meeting of Southwark Cyclists on January 8<sup>th</sup> 2014

Present: Andy Cawdell (chair), Tim Warin (sustrans), Werner Wiethage, Amy Aeron-Thomas, Denny Vlaeva, Bruce Lynn, Alastair Hanton, Paddy Byrne, Eleanor Margolies, Matt Ashby, Jeremy Leach, Bill Owen, Joe Parker, Pete Wood, Paul Lowe, German Dector-Vega (London director, Sustrans) Sally Eva (sec)

Apologies for absence: Francis Bernstein

Minutes of last meeting: agreed, no matters arising

- 1) Guest speakers: German (pronounced Herman) Dector-Vega (London director of Sustrans) to talk about Quietways and the Central London Grid.

Quietways flow from the Mayor's Vision for Cycling and are being promoted by the Mayor and Andrew Gilligan. A quietway is defined as an end-to-end cycling route, connecting places people want to go. Probably based on LCN, dealing with the problem of easy bits being put into place and difficult bits not tackled. There were always barriers to movement along the route breaking it up and Sustrans wanted to concentrate on these. In the past difficult junctions had been avoided on LCN but now there was the political will and budget to include them. "We want to take routes where they should go". This would eliminate the need for Toucan crossings instead going straight across junctions.

QW will be on lower trafficked back roads. There is a dispute about how "low trafficked" is defined. QW are for less confident cyclists, Sustrans prefer to see this as "accessible to everyone". Lower trafficked routes prone to rat-running and councils were reluctant to close roads. Lots of pressure to do this was being applied. The QW money was not matched funding and would only be available if Sustrans was satisfied with the route. "In order to get funds there needs to be political commitment demonstrated by the borough. We will not give them the funding if they are not prepared to close roads".

More than 200 routes had been proposed by boroughs across London. Southwark was putting forward "quite good routes". Sustrans had a contractual obligation to choose the six best routes. The results would be fed back to borough officers on January 23rd. Final decisions would be taken by TfL and boroughs. QW would be a borough-led initiative funded completely by

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TfL. Budget £100million over next ten years. Money guaranteed till 2016/17. Budget was front end loaded with £60 million allocated to be spent by then. Sustrans not involved with Central London Grid. Map shown to mtg, Many roads in north of borough on CLG. TfL negotiating directly with stakeholders, G D-V didn't know who they were.

Sustrans would want to use 20mph roads but would be looking at actual rather than theoretical speeds. Square humped speed cushions would be changed to sinusoidal, narrowed roads, filtered permeability would be used to cut speeds. Multi lane junctions would be tackled. Greenways funding coming to an end. Boroughs to finish work in progress and then funding would morph into QWs. £80 million for core QWs and £20-30million for access to QWs.

Cycle to School in HH and Dulwich: first time Sustrans had worked in such a prosperous area. It was hoped that much would be achieved this would demonstrate what was possible to other boroughs. Cycle lanes on roads with 30mph would be segregated. Andrew Gilligan had said that cycle lanes "would be significantly segregated if they have to be."

ACTION: German Dector-Vega invited to special mtg February 26th 6.30 Better Bankside to explain development of QWs following January 23rd mtg with boroughs. Plans would go to statutory consultation but this was an opportunity for discussion during the planning stage.

- 2) JSG Cycling: Action Plan: draft "to be agreed" January 31st. Amy said that the plan lacked numbers, targets and coherence. She didn't think it was good enough or would be useful to council or cyclists. The AP developed two years ago, this was first review.

Mtg discussed value of the JSG: Jeremy Leach said that the role of the JSG was "to set the long term strategy" for cycling in Southwark and "irrespective of the Transport Plan", he believed it had been successful. Paul Lowe said that council were legally obliged to consult cyclists. Other boroughs did this with bi-monthly public meetings. Was the JSG better? Why could it not be public? Andy Cawdell said that he had discussed public meetings with Barrie Hargrove who said there was neither time nor money to run the sort of public meetings held in Croyden and other London boroughs. AC could not compare the JSG to other forms of consultation from personal experience.

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AGREED: Paul Lowe should be invited to JSG to judge its value first hand.

Action Plan: the lack of numbers in the Action Plan was criticised. Numbers should be being collected and used to plan development. The plan was merely a list of things the council had done. It was not a plan for the future. It was AGREED that at mtg on January 31st SC representatives should not approve the plan but ask for further consideration. Bruce "We would like some of the elements of this plan to be more measurable. If it stays an inaction plan we will not agree it". Alistair Hanton "We have had a constructive discussion and we want appropriate quantification of measures of success".

- 3) Cycle storage and Cleaner/Greener update: the next Community Council which might discuss these was January 29th and there were others on February 12th. Someone should go to all these mtgs. Eleanor had drafted letter to councillors explaining why cycle storage was important. She wanted comments by Monday (13th) before sending it.

to attend community councils

Jeremy Leach: Walworth

Alistair Hanton: Dulwich

Eleanor Margolies: Camberwell

Andy Cawdell to arrange Peckham

Pete Wood: Borough

Bruce Lynn: Bermondsey and Riverside

- 4) Proposed demo and consultation on traffic lights on Tower Bridge Road /Abbey St. Alistair said that the demo suggestion had come from Alex Crawford, prodded by Ellie Carey's parents. It had been immediately followed by the junction design consultation. The plans aroused considerable anger. TfL had considered both a four way stop to permit pedestrians to cross and a two-way stop. It had chosen the two-way stop because this interfered least with traffic movement. The deadline for comments was February 14th. AGREED: to set up working group of Bruce Lynn, Bill Owen, Joe Porter to co-ordinate responses. Website to be used to widen consultation. AH proposed letter from AC and JL (representing Southwark Living Streets) to London politicians, Valerie

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Shawcross, Andrew Gilligan, GLA members. Asked to delay this by Bruce. LCC infrastructure group would have this on their next agenda and SC response should be co-ordinated with them.

- 5) Website: some complaints that not clear from site that Southwark Cyclists part of LCC.
- 6) Dunwich Dynamo: AGREED to discuss partnership with Lewisham Cyclists.
- 7) Any Other Business: Bruce will attend health and social care mtg on January 28th representing SC.

Map of proposed Central London Grid: comments required by January 14th. Bruce had already written some. AGREED to discuss further on egroup.

Joe Porter to work with Denny on More Space for Cycling. Welcome Joe.

Matt Ashby said Survey Monkey needed to be paid before he could do a further consultation on group's principle and objectives. He wanted £25.

Mtg closed at 8.20pm

Date of next meeting: 6.30pm Better Bankside Great Guildford St. Expected speaker: Tim Warin, Sustrans Bike-It officer for Southwark to discuss Cycle to School in Herne Hill and Dulwich.