

MINUTES OF THE MEETING OF SOUTHWARK CYCLISTS ON 11 JUNE 2008

19.00 at Burgess Park Bike Track, Albany Road, London

Attendees: Barry Mason (Co-ordinator), Mick Bailey, Hugh Bolton (Treasurer), Alastair Hanton, Colin Hartridge-Price (Secretary), Rebecca Lack, Bruce Lynn, Ian McPherson, Gary Rice (Head of Development Control, Southwark Council), Andy Savell, Barbara Selby (Head of Sustainable Transport, Southwark Council), Ann Warren, Ray Welsh (Planning).

No apologies received.

1. Minutes of the meeting on 14 May

The minutes of the above meeting were approved.

2. Meeting Venue

On Your Bike in Tooley Street had still not been able to give a definite date for when they might have a meeting room available for Southwark Cyclists to use. The June meeting was therefore the second one to be held alfresco, but this could not continue.

3. Cycle Related Planning Policies for Southwark

Barry welcomed Gary Rice (Head of Development Control at Southwark Council) and Barbara Selby (Head of Sustainable Transport at Southwark Council). The ensuing discussion on cycle parking is summarised below:

Comments from Gary Rice/Barbara Selby:

1. The cycle parking standard is one place per 250 sq m for a B1 (e.g. office) development, which equates to about one space per 17 staff. This is a minimum standard. What is actually approved is based on a transport assessment. Southwark Council has huge discretion here, and consider this discretion is being appropriately exercised.
2. For a large development, a travel assessment should accompany the planning application. The aim is to mitigate the transport impact and show that the development will not cause an adverse impact on surrounding areas, such as increasing on-street parking of vehicles and bicycles.
3. If the Council rejects an application, they must have a robust argument for when the rejection is appealed.
4. The Council recognises there will be a significant shortage of cycle parking in future, but finds it difficult to agree on the level of under provision. It was claimed that the Council was not in a position to conduct a survey here.
5. The Council realises it will have to revise the cycle parking standards.
6. The cycle parking standards in Southwark's draft Supplementary Planning Document (SPD) are based on 1998 cycle statistics. The SPD should be issued shortly, but "cannot create a new standard".

7. The SPD will be replaced in 2011 by the Local Development Framework policy, for which there will be earlier consultation. This is where Southwark Cyclists can influence the cycle parking standards.
8. For on-street parking, Southwark Council has to obtain funding from Transport for London (TfL).
9. It is normal for developers to have to make a substantial payment (Section 106 money) that the Council can use for improvements in the locality. However Southwark Council does not often look for a 106 contribution towards local public transport, as TfL already invests massively here.
10. Businesses are being encouraged to produce travel plans. This is "easier to enforce for new businesses". Southwark Council has no follow-up procedure for obtaining outstanding travel plans.
11. There are 37 travel plans registered on TfL's website for Southwark businesses. There is a requirement for these to be monitored by Southwark Council but the Council "has not had the resources to do this". A new officer is expected to join the Planning Policy team at Southwark Council in about one month, and it is hoped this recruitment will mean that resources may be available to help Southwark Cyclists plan their cycle parking survey. A separate bid is to be made for a travel plan officer, part of whose role would be to monitor existing business travel plans and encourage the development of new ones.

Comments by Southwark Cyclists:

12. There needs to be a mechanism that projects cycle parking needs forward, so as to assess future requirements and take these into account when producing cycle parking standards. It is highly unsatisfactory that the SPD is based on 1998 figures (i.e. 10 years out of date) when there has been such a massive increase in cycling since then. Cycle journeys in London have nearly doubled over the last eight years and TfL's target is to quadruple the current figure by 2025. This can only be achieved if adequate secure cycle parking is provided at the place of work, at home, and on the street. Cycle parking for visitors should also be provided.
13. Even the 1998 standards do not seem to be applied in many cases.
14. Southwark Cyclists are keen to work with Southwark Council to improve cycle parking standards.
15. Around London Bridge, all available cycle parking spaces (railings etc) are full by 7.45am.
16. Southwark Council receives £4500 from a developer to pay for monitoring the travel plan for that development in the initial years. It is unacceptable that no monitoring is taking place.

Action agreed:

17. **Barbara Selby** will:

- provide information to Southwark Cyclists on the 37 travel plans registered on TfL's website for Southwark businesses.

- ask Suzanne Johnson from the Strategic Policy team at Southwark Council to respond to Southwark Cyclists on how to improve cycle parking standards.
- check what information Southwark Council already has available from surveys on cycle parking and/or cycling. It was noted that Better Bankside had three years of data that showed changes in journeys to work. Southwark Council also had some travel surveys and there may be some hospital travel plans. [Secretary's note: an e-mail on 1 July 2007 from Paul Evans (paul.evans@southwark.gov.uk), Strategic Director of Regeneration and Neighbourhoods, Southwark Council stated "I will ask the team to draw together any information we have about trends in cycle parking, including the way in which actual use evolves once buildings are occupied. We can then consider how far we can take changes, and how quickly, if we need to".]

Gary Rice will:

- arrange for Southwark Cyclists to be specifically alerted on medium to large planning applications, so that Southwark Cyclists can provide input on cycle parking. Southwark Cyclists and Southwark Council need to agree a process here.
- ensure that, prior to the submission of a planning application, developers are encouraged to contact Southwark Cyclists.
- ensure that secure cycle parking is given a higher profile at technical meetings.
- meet again with Southwark Cyclists in about six months to provide an update.

At this point, Barbara Selby and Gary Rice were thanked for their attendance, and left the meeting.

Southwark Cyclists will:

- Trace one particular planning application to see when planning was granted, the cycle parking agreed, and any relevant conditions. **Action Andy Savell**

4. North Southwark Workplace Cycle Parking Survey

Southwark Cyclists has now obtained funding for a survey of some of the larger employers in north Southwark on the number of cycle parking spaces they have, and the number they really need. The survey will include on-street cycle parking, and the questionnaire will be professionally drawn up and designed. Input from local businesses, and from Southwark Council's Suzanne Johnson, will be obtained prior to the questionnaire being issued. **Action Barry Mason/Andy Savell/Ray Welsh**

5. Southwark Healthy Rides For All

The last of these nine easy-paced rides will be on 14 June. Numbers are averaging about 16 per ride, plus the ride leader and two mechanics.

6. Southwark Refugee Community Forum

Attendance at the training sessions continues to be very low, with only about three people turning up on the day despite 10 named attendees having been confirmed by the relevant participating groups from the Southwark Refugee Community Forum. The last training session is on 21 June.

7. Grant Applications

Ray Welsh had attended the Rotherhithe Community Council meeting on 4 June at which the Cleaner Greener Safer bids had been voted on. Out of 68 bids, some 15 to 20 were cycling related and 10 had been recommended by Southwark Cyclists. A number of these were grant applications submitted by Barry. Each person attending was allowed six votes and the results will be announced shortly.

In total, Southwark Cyclists was waiting to hear the results of 15 Cleaner Greener Safer grant applications, submitted by Barry Mason.

8. Young Southwark Cyclists

As reported at the last meeting, Southwark Cyclists has written to the Head of Youth Services at Southwark asking for more commitment to the Burgess Park Bike Track and the work done there. A reply is awaited and a follow up will be sent. **Action Colin Hartridge-Price**

9. Rides

As advised several months ago, the Southwark Cyclists Rides Coordinator has resigned and anyone who would like to consider taking on this role should please contact Barry. No one has come forward as yet. **Action All Members**

Southwark Cyclists will be marshalling 14 rides for the London Festival of Architecture (20 June to 20 July). Anyone able to help with marshalling should please contact Barry Mason. See www.southwarkcyclists.org.uk for these, and other, rides. **Action All Members**

10. Cycle Path at Peckham Common

Alastair Hanton advised the meeting on a proposal for a cycle path on the east side of Peckham Common. It seemed that funding might be available, but the proposal was opposed by the Friends of the park. It was agreed that Alastair should take the lead on progressing this matter. **Action Alastair Hanton**

11. Traffic Calming in Dulwich

Alastair commented that the traffic calming proposed at the junction of Calton Avenue and Townley Road in Dulwich would actually make the traffic faster. He had prepared a letter that expressed concerns, and suggested a meeting with the planners. It was agreed by those present that Barry Mason should send the letter on behalf of Southwark Cyclists. **Action Alastair Hanton/Barry Mason**

12. LCN+

LCN+ is the name given to TfL's commitment to expand the London Cycle Network by the end of 2010, in accordance with the London Cycle Action Plan. Slow progress is being made and Alastair Hanton is trying to arrange a meeting with those involved. In connection with LCN+, Southwark Council had been allocated £1.5 million over the last two years, but none of this had been spent. **Action Alastair Hanton**

13. Southwark Council Cycling Officer

Rebecca Lack expressed concern that Southwark Council's Cycling Officer appeared not to be being consulted on cycling issues. In particular, John Cordner (Principle Service

Development Officer, Parks & Open Spaces at Southwark Council) had confirmed the Southwark Cycling Officer had not been contacted with regard to the installation of cycle racks in the redesigned St Mary's Churchyard. Mr Cordner had, however, confirmed that in future the Cycling Officer would be added to the list of consultees where cycle parking is involved, but that he could only give this assurance in respect of his area of responsibility -- i.e. parks and open spaces. Rebecca felt the Cycling Officer should be more than just "consulted", and that they should be responsible for overseeing cycle parking projects. The meeting agreed that Rebecca should follow this up with Mr Cordner, with a copy to Barbara Selby. **Action Rebecca Lack**

It was also agreed that Barry should write to Barbara Selby to the effect that Southwark's Cycling Officer must be consulted on cycling issues, and should oversee cycling projects. **Action Barry Mason**

14. Thames Path Issues

Kings Stairs: On 7 June, Barry had again e-mailed Lewis White at Southwark Council regarding ramping the three stairs (Kings Stairs) on the Thames Path 100 m east of The Angel pub, Rotherhithe. Mr Lewis had first said three years ago that this would be done, and Barry had reminded him about this eight times since. Patience was now running out. **Action Barry Mason**

Rotherhithe Farm: With regard to the previous item, Barry had also asked in his e-mail of 7 June to Lewis White for an update on putting the Thames Path through Rotherhithe Farm, a project that had been around for three years. **Action Barry Mason**

Woolwich Flood Barrier: TfL has confirmed that Greenwich has been awarded 2008/09 funding for the Thames Path Cycle Route to go around the buildings at the Woolwich Flood Barrier, and then back alongside the Thames. Currently there was a detour inland requiring use of a fast and busy stretch of road. The contact for the scheme at Greenwich Council is Roger Warhurst.

Cycling on the Thames Path: formal confirmation is still awaited that Southwark Council will agree to shared use in place of the initial proposal to ban cycling on the Thames Path between Blackfriars Bridge and Vinopolis. **Action Barry Mason**

15. Campaign for Sustainable Transport in Southwark

Alastair tabled a draft paper and asked for comments to be fed back to him. The paper commence by saying: "We are looking to ...create a campaign to gain wider support for sustainable transport in the borough". The paper outlined some suggestions as to the 6 to 8 main campaigning issues. The issues proposed were: 1. To revitalise our town centres by making them attractive places for people to visit, spend leisure time in and to shop in; 2. To reduce road casualties by creating a speed limit of 20 mph on all but a few roads in Southwark; 3. To encourage a massive boost in cycling in Southwark; 4. To reallocate unused road space away from motor vehicles.

The intention is that this manifesto be jointly agreed by Southwark Cyclists and Southwark Living Streets. With regard to the wish "to encourage a massive boost in cycling in Southwark", reference is made in the draft manifesto to the fact that infrastructure needs to be created to encourage the next wave onto bicycles. This, it is said, means dedicated and protected cycle lanes on main arterial roads, and large amounts of secure cycle parking at the places people want to visit, and where they work. Comments should be sent to alastair@dulwich.co.uk. **Action All Members/Alastair Hanton**

16. Newsletter

Barry is still waiting to hear whether Better Bankside is willing to sponsor the printing of the Newsletters. **Action Barry Mason**

17. On Your Bike

A revised date is still awaited for the opening of the On Your Bike cycle parking facility at London Bridge. It is now expected to have 350 spaces.

18. Financial Report

Hugh reported that the March 2008 accounts for Southwark Cyclists had been sent to the LCC. Audit issues are still being discussed by the LCC, but it is hoped the LCC internal audit will review our controls procedure, at no cost to Southwark Cyclists. Also, that the LCC audit opinion will specifically refer to the work performed on Southwark Cyclists and other local groups.

In the Southwark cyclists bank account there was some £4000 in unallocated money (i.e. not already earmarked for projects), plus about £4500 of earmarked project money.

19. Next Meeting

Wednesday 9 July at 7pm. Venue to be advised. [Secretary's note: it has subsequently been agreed that future meetings, including the meeting on 9 July, will be at Better Bankside's new base on the corner of Great Guildford Street and Zoar Street, just behind Tate Modern. Bicycles are to be brought inside.]

There being no further business the meeting was closed.