

PRESENT :

Harry Winter, Katy Savage, Barry Coker, Alex Hamilton, Adrian Hill, Laurie Johnston, Gill Mein, Crispin Southgate, Helen Pickering, James Mobray, Tom Harrison, Deborah Roslund, Guests: Margy Newens, Richard Leeming

A	APOLOGIES	ACTION
	Stephen Waters	
B	CONFLICTS OF INTEREST	
C	MINUTES OF LAST MEETING	
	Approved	
D	MATTERS ARISING	
E	UPDATES	
	<ul style="list-style-type: none"> - Lovers Walk gates are adjusted to allow for disabled access. - Disabled parking bay at Dulwich Village shops is currently inaccessible for wheelchair access and needs to be moved to an end bay as per original plans. - CGS neighbourhood fund – the committee could submit a proposal. 	<p>█ to chase</p>
F	ITEMS FOR DISCUSSION	
	<ol style="list-style-type: none"> 1. Conflicts of Interest Policy see https://www.dulwichsociety.com/pdf/conflict-of-interest-policy.pdf 2. Dulwich Streetspace Review 3. Santander Cycles 4. Future traffic improvements in Dulwich 	
1	CONFLICTS OF INTEREST POLICY	
	<p>The updated policy for Conflict of Interest is available on the society website (see above)</p> <ul style="list-style-type: none"> - Conflicts of interest must be declared in writing to Harry who will maintain a register. Sub committee members asked to notify Harry of their membership to organisations where there may be a conflict of interest with the sub-committee's work. Any conflict of interest should also be raised in relation to items discussed. 	
2	DULWICH STREETSPACE REVIEW	
	<p>See the Review here: https://www.southwark.gov.uk/transport-and-roads/improving-our-streets/live-projects/dulwich-review Comments can be submitted until 27th September. A 21 day statutory period follows with the final decision in November. The sub committee discussed the review with comments as follows:</p> <p>Reduction in Timed Restrictions (reduced to 8.00-9.00am and 3.00-4.30pm):</p> <ul style="list-style-type: none"> - Schools start at different times and parents have reported that 8.00am is not early enough to provide safe routes to school as they are on the roads by then. - Incidents have been reported where drivers are speeding to avoid the restrictions. - 3-5pm would be preferable in the afternoon to support children and young people cycling home from after school clubs. - A large increase in bike storage at The Charter North indicates teenagers are cycling independently. Sports activities take place after school due to limited 	

<p>facilities during the day. Safety for children after school clubs important due to lack of physical activity during the day. Extending to 5pm during dark winter months would be preferable.</p> <ul style="list-style-type: none"> - It was suggested that timed restrictions could coincide with Lollipop times, but this would not be straightforward because Lollipop times are negotiated around different school start times, at different locations. Lollipop support is not available for teenagers so safe infrastructure is needed. - Aligning timings to school street timings may gain support from residents who currently oppose the scheme. - Reduced timed restrictions show the council is listening to feedback. The adjusted timings should be treated as a trial and data needs to be gathered on schoolchildren travelling before 8.00am, and later from after school clubs. - Everyone deserves access to safe routes at all times, but obviously children are a priority. The profile of people cycling shows that children make up over 20% of people cycling between 7.45 and 8.45am, and 3.15 and 5.45pm. At peak children exceed 40% of those who are cycling compared to an average of 7% across the whole of London. At weekends 15% of people cycling are children. - Dangers are real, simply encouraging active travel does not work; if roads aren't safe parents will drive. Low accident rates aren't sufficient – we want no accidents and it was suggested the Society commit to Vision Zero. <p>North Dulwich Triangle:</p> <ul style="list-style-type: none"> - Holmdene & Ruskin Road area has been neglected, important that knock-on effects / issues are recognised particularly near Judith Kerr school where a near accident has been reported related to speeding. - Councillors are representing residents to council re next steps for Ruskin Walk. - Holmdene Rd is being used as a cut-through and monitoring strip has been cut. - Living Streets & Southwark Cyclists submitted a joint proposal to the Review including the North Dulwich Triangle. The independent review assessed various proposals and recommended the council analyse the Living Streets / Southwark Cyclists proposal but the council's report did not. An amendment to the report to decision-makers could be to include the consultants recommendation to analyse the Living Streets / Southwark Cyclists proposal to address concerns raised here. <p>East Dulwich Grove, Melbourne Grove South & North:</p> <ul style="list-style-type: none"> - Monitoring report data shows that along a 100 yard stretch of EDG traffic has risen, but has fallen elsewhere on EDG and on other main roads across the area. - It was requested that the sub committee closely monitors changes to Melbourne Grove South; the removal of filters to be replaced with timed restrictions. A safe crossing has been lost, and it was noted that without restrictions MGS would return to a cut-through with speeding cars. - Moving planters on Melbourne Grove north could be problematic at entrance to Charter School East as it is not possible to have a lollipop there. Cllr James McCash (Goose Green) is following up re Melbourne Grove North planters. <p>Further Improvements:</p> <ul style="list-style-type: none"> - Dulwich Village & East Dulwich Grove could be improved with cycle tracks. - The Charter school has been neglected in terms of school safety and it was suggested Red Post Hill be looked at as a school street. - Council policy is to improve infrastructure to increase active travel for business deliveries - school street timings alone do not enable this modal shift. 	<p>■ to prepare Vision Zero statement</p> <p>■ to report monitor strip cut</p>
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	<ul style="list-style-type: none"> - The Equality Impact Assessment shows it's important to assess true impact rather than concerns / views that are not evidence-based and can be misinformed. - The EIA identifies barriers to walking / accessibility which need addressing – tree roots, uneven paving, lack of dropped kerbs etc. Also, wheelie bins obstructing pavements on EDG force pedestrians to walk in the road. It was suggested the Society could help towards pavement improvements. - Review references the importance of networks i.e. connecting Half Moon Lane with Lambeth. It was noted that similar measures are going in London-wide driven by central government and TFL. Southwark measures are in line with neighbouring boroughs. On-going discussion, data & improvements are needed. <p>General</p> <ul style="list-style-type: none"> - The review recognises the importance of Dulwich Village Junction / Dulwich Square as a community boosting public space. - Two thirds of residents who responded to the survey as a part of the consultation wanted measures removed, and consideration to general connectivity for motor vehicles is needed. - Important that minutes reflect evidence. - A majority supported the scheme's overall aims. - Overall good news in supporting active travel. - Important to continue monitoring because lifestyles are changing; people are working from home more and not using public transport as much. 	
3	SANTANDER CYCLES	
	<p>Lambeth and TfL indicate Santander cycles will be at Herne Hill and Loughborough Junction stations. If extended to Southwark and Dulwich the subcommittee could suggest the Society support a docking pod at Dulwich Village Junction /Dulwich Square. Santander bikes are proposed for East Dulwich station; it was suggested for North & West Dulwich stations too. Request electric bikes for Dulwich as now supplied by Santander cycles.</p>	<p>Harry to follow up with Exec Committee</p>
4	FUTURE TRAFFIC IMPROVEMENTS IN DULWICH	
	<p>See above as part of item 2</p>	
	AOB & Date of next meeting	
	<p>Next week a multi-ward forum will discuss Rye Lane and reintroduction of buses, contact [REDACTED] for details to join.</p> <p>Suggested the sub-committee ask the Planning Committee request the Dulwich Estate ensure removal of anti-road closure signs as consultation is over and signs are in breach of scheme of management. Cllrs were clear they have no position on this issue.</p> <p>It was noted to remember Alastair Hanton whose committee this was. A memorial service will be held at St Barnabus church this weekend. It has been suggested the Dulwich Village Junction / Dulwich Square be named 'Alastair Hanton Square'.</p> <p>Next meeting Tuesday 16th November</p>	<p>[REDACTED] to follow up</p>