Dulwich Society Travel & Environment Sub-Committee
Minutes of Zoom Meeting held on 2nd March, 2022

**PRESENT:**

Harry Winters, Katy Savage, Barry Coker, Stephen Waters, Alex Hamilton, Adrian Hill, Gill Mein, Helen Pickering, James Mobray, Deborah Roslund, Guests: Guy Dorrell (Pedalme), Richard Leeming

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| **A** | **APOLOGIES** | ACTION |
| | Laurie Johnson, Margy Newens, Tom Harrison | |
| **B** | **MINUTES OF THE LAST MEETING HELD ON 21 Septemeber 2021** | |
| | Due to sensitivity in lead up to local elections it was agreed to amend the minutes to refer to 'Dulwich Village Junction / Dulwich Square' (as opposed to 'Dulwich Square') as a compromise. | KS to amend minutes |
| **C** | **MATTERS ARISING** | ACTION |
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| **D** | **UPDATES** | |
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| **E** | **ITEMS FOR DISCUSSION** | |
| | 1. Pedal Me, Guest Speaker Guy Dorrell<br>2. Conflicts of Interest Policy (https://www.dulwichsociety.com/pdf/conflict-of-interest-policy.pdf)<br>3. Dulwich Shuttle Bus Feasibility<br>4. Railways<br>5. Croxted Road | |
| **1** | **PEDAL ME, GUEST SPEAKER GUY DORRELL** | ACTION |
| | Guy Dorrell, Rider & Business Development at Pedal Me – London electric bicycle and eco cargo and passenger courier company.<br><br>**Introduction:**<br>Pedal Me (PM) have run school passenger journeys for over 4 years and are working to increase engagement from schools and Local Authorities to scale up and become available / more affordable to a wider demographic.<br><br>It's a rapidly expanding company hiring 5 new riders per week. Bikes carry 150kg, and trailers 300kg. Rider training has assured status by City & Guilds. Company policy 'Everyone Rides' means whole company (inc. CEO) regularly works ride shifts. Rated highly by Fair Work (Oxford University) for ethical business principles. Bikes are specialist design; can carry more and travel faster and further than other companies. All riders are employees, and DBS checked.<br><br>Bikes carry 2 adults, or up to 3 children (picking up from up to 3 addresses). PM worked with Lambeth Council to offer 100's of vulnerable people free lifts to vaccine appointments. Their work covers taking children unaccompanied to various activities, tours, weddings and even a funeral. There have been zero injuries affecting passengers of any kind since company was founded. Intensive safety training.<br><br>**What's in it for the community?**<br>Massive reduction in CO2 emissions. See ongoing research comparing use of EVs: https://pedalme.co.uk/2021/02/15/how-sustainable-is-the-pedal-me-fleet-a-comparison-vs-electric-and-conventional-vans/<br><br>Up to 30% of morning peak is school run traffic with many short journeys creating congestion, pollution, driver aggression etc. Parents feel it is too risky to for their children to travel independently to school, so they drive and add to the congestion.<br><br>**School Run Initiative**: https://pedalme.co.uk/pedal-me-school-runs/ | |

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| | PM aim to identify schools who are aware they have a problem with parents driving, and to find leadership teams willing to engage and take responsibility / a role in reducing school-run car journeys. Via an anonymised questionnaire schools could identify where parents who drive live, and which children might be able to share a bike ride together. Safest routes are worked out avoiding dangerous junctions, fast roads etc. Local Authority subsidies could enable free trials. Increased usage would normalise cargo bike school runs leading to further uptake. Bikes are GPS tracked so parents can follow journey progress. Riders can send a picture to confirm arrival. Parents can also accompany their children by bike if they wish.<br><br>**Q&A / Discussion**<br><br>**What are the costs?**<br>Broadly comparable with an Uber. The App pricing is less relevant to the school run because whilst mileage is fixed – other factors such as booking availability / time slot flexibility (for less cost) doesn't apply when an exact time frame is needed. Discount codes are available to mitigate this. PM have set up Facebook groups to encourage ride sharing which can reduce costs to £3 or £4 per child.<br><br>**Regarding Subsidy:**<br>It was noted that there are clear benefits particularly in Dulwich and for working parents – but regarding subsidies local authority budgets are limited and an explicit proposal would be necessary. It was suggested that PM contact the foundation schools and The Foundation Coach Service, who run a transport mechanism for getting children to school, to offer cargo-bike journeys as an alternative service. The FCS have a pricing mechanism in place.<br><br>PM have met with Southwark Council's school transport team and aim to contact transport offices at all schools in the borough (approx. 60-70) with stars accreditation schemes in place. Other ideas are a 'bike bus' where PM bikes accompany children cycling to school, and a bike trailer system capable of carrying 8 children with two riders for safety back-up.<br><br>**Can there be free trial runs to reassure parents regarding safety?**<br>PM aim to have a stronger dialogue with Schools / Council to enable this. Riders need to be paid, but free trials would help to promote the service. Promotion via schools is key to growing frequency / normalisation of PM journeys. It was suggested that private schools could contribute funding to promote the service, and noted that parents dropping off at a number of sites within Dulwich may find the service useful.<br><br>**How does it work in terms of Safeguarding?**<br>Children are picked up from parent / carer / home address. Riders can park at school gates and walk the child into school, or hand over to a teacher. | |
| **2** | **CONFLICTS OF INTEREST** | ACTION |
| | It was clarified that the register is a declaration of interests – and that a conflict of interest should be declared in a meeting should it arise. The register of interests itself will be confidential. The Exec committee are clear that the procedure must not put anyone at risk of harassment. Any further questions or concerns can be taken up with the Chairman of the Exec Committee. | |
| **3** | **DULWICH SHUTTLE BUS FEASIBILITY** | ACTION |
| | Members of the Exec Cttee have put it to the sub-cttee to explore as an idea to bolster public transport links. It was suggested contacting the 'Big Lemon' community-led electric bus service in Brighton could be useful, which has been running for 16 years, however the Public Transport (PT) landscape in Brighton is different to London.<br>The following issues / questions were raised:<br><br>- How would a shuttle bus fit in with existing transport provided by TfL? | |

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| | - A substantial number of residents in Dulwich will have access to a Freedom Pass or a young person's Zip Card. Would this ticketing be valid?<br>- As a business model how does it offer a distinctive service different to what is already offered by TfL; is there a market for it that is currently underserved? A business case would be necessary to work out bus, and driver costs etc.<br>- It's been suggested the bus would be funded by revenue from fines, but will revenue from fines continue at current levels to provide long-term funding?<br>- Regarding routes / permission for routes; many roads might already have bus services; how would the shuttle compliment or compete with existing buses?<br>- Is it a solution to Dulwich's transport issues? Data on fines shows 80% are coming from people outside the borough (not necessarily extrapolating that 80% of the traffic in Dulwich is outside the borough). How does a shuttle bus service help that? Are people going to drive to Dulwich and then get on a bus? This would still be generating traffic and parking in Dulwich.<br>- Does Southwark have any powers to run a bus service?<br>- Could those proposing the idea, and not the Sub Committee, put a proposal together?<br><br>The idea appears to be driven by the notion that Dulwich is poorly served by public transport specifically the East / West route. The committee has a long-standing commitment to pursue an East / West route integrated with London transport, and that if there are not enough buses TfL should provide more. It was suggested that Pedal Me cargo-bikes could provide an alternative to taxis as a door-to-door service. | |
| **4** | **RAILWAYS** | ACTION |
| | Services have decreased in frequency, timetables are changed erratically and at short notice, particularly from London Bridge to Beckenham Junction (affecting North Dulwich) which are down to two instead of four trains an hour. It was suggested that we encourage the transferral of the London Bridge / Beckenham Junction line over to TfL and that a member could volunteer at next meeting to follow up on this. | |
| **5** | **CROXTED ROAD** | ACTION |
| | Data shows that traffic volumes have reduced but there is congestion at peak times. Changes on both the Lambeth and Southwark sides of Croxted Road have changed traffic patterns. TfL solution is to change traffic light phasing at Herne Hill (proposed to happen in March) to allow more traffic northbound from Norwood Road. It was agreed to revisit at next meeting. | |
| | **AOB & Date of next meeting** | |
| | Next meeting after location election – 10th May (later postponed to 24th May)<br>It was suggested that lorries in Herne Hill triangle are discussed. | |