

PRESENT:

Harry Winter, Katy Savage, Laurie Johnston, Barry Coker, Alex Hamilton, Gill Mein, Deborah Roslund, Alan Gilbert.

A	APOLOGIES	ACTION
	James Mobray, Helen Pickering, Tom Harrison, Stephen Waters, Crispin Southgate, Adrian Hill.	
B	MINUTES OF THE LAST MEETING HELD ON 6th DECEMBER 2022	ACTION
	Amendment to item 1: issue of speeding on <u>East Dulwich Grove</u> not East Dulwich Rd.	KS to amend & send to HW
C	MATTERS ARISING	
D	UPDATES	
E	ITEMS FOR DISCUSSION	
	<ol style="list-style-type: none"> 1. Guest Speaker: Amy Aeron-Thomas, Action Vision Zero 2. Alleyn's School, Transport Plan and Neighbourhood Engagement 3. Thurlow Park Road junction with Lancaster Avenue 	
1	GUEST SPEAKER: AMY AERON-THOMAS, ACTION VISION ZERO	ACTION
	<p>Amy started as a Transport Planner, and has been at Action Vision Zero since 2019 https://actionvisionzero.org/ (partly funded by the Alastair Hanton Memorial Trust).</p> <p>Vision Zero started in 1997 when it was adopted by the Swedish parliament. Vision Zero target is that no loss of life / severe injury is acceptable - it was radical at the time because the aim then was to reduce deaths gradually. Safer Systems were being developed in the Netherlands to underpin VZ targets to reduce road deaths. The 20mph speed limit was introduced because the human body has a limited ability to tolerate crash forces before harm occurs.</p> <p>London was the first city in the world to have a Transport Health Action Plan (2014), and then pioneered 'Healthy Streets' in 2017 with 10 key indicators i.e. people feel safe, people choose to walk and cycle, clean air etc. which goes wider than just aiming to reduce KSI's (Killed and Seriously Injured).</p> <p>In 2018 the Mayor's Transport Strategy set out to work with TfL and the boroughs to eliminate all deaths and serious injuries from road collisions on London's streets by 2041. The aim to reduce KSI's by 65% by 2022 has not been achieved, in 2021 figures were only 44% down. Deaths have gone up. Southwark baseline was 250 and is down to 160, but the aim was 90. NB These are only KSI's reported to the police. Department for Transport research shows almost 3 times as many are seriously injured and not reported to the police. In recent years police have been collecting data on the type of injury: in 2021 there were 120 people who had broken necks or backs in London.</p> <p>The London Vision Zero Action Plan sets out core asks of all boroughs:</p> <ul style="list-style-type: none"> • Lowering speed limits to 20mph • Reducing traffic on local streets for safer, greener roads to protect children 	

and people walking and cycling

- Designing streets with safety in mind, to help everyone get around safely and make active travel attractive
- Promoting and encouraging ways to travel that pose less risk to other people on the roads
- Leading by example in committing to eliminating casualties on our streets, through supply chains and fleets

The Draft Southwark Sustainable Transport Strategy (Dec 2022) states: *'By 2030, Southwark will be a sustainable borough, with zero emissions from transport and where no one is prevented from accessing healthy travel options. Our streets will be quieter, safer, and more attractive for everyone. We will have reduced the speed and volume of private motor vehicles on our roads'*. And includes the objective to *'Deliver Vision Zero: Zero people killed or seriously injured on our streets.'*

The draft strategy includes a 'Fairer Streets for All' objective: *'Safety: How safe people feel from road danger, crime, and anti-social behaviours while in the streets and on public transport'*. Perception of safety indicates how likely people are to walk and cycle.

Southwark has 'nice ambitions' (Amy's words) but has not included a kerbside strategy with specifics on delivery as Lambeth has. VZ are compiling a resource of good practice across London Boroughs i.e., Camden monitors speeds at 100 different sites in the borough every year, and therefore has a good idea of compliance and where action in terms of signage and enforcement is needed.

Action Vision Zero key asks of Dulwich Society:

Remember reported KSI not whole picture - do not evaluate safety on reported KSI.

Check transport proposals to ensure they

- Reduce motor vehicle travel
- Reduce motor vehicle speed
- Reduce injury and intimidation
- Promote sustainable transport

Include enforcement

1. Ask local councillor to make speed enforcement requests to TfL/MPS
2. Ask local Safer Neighbourhood Teams to include road danger as local priority
3. Volunteer for Community Road Watch
4. Record (phone/cycle/dash camera) and report offences to RoadSafe

Recommended:

- [Healthy Streets Scorecard](#)
- [Ian Walker's](#) talk to Active Travel Cafe on his [research](#) on [Motornormativity](#)
- [Active Travel Cafe](#)
- [One False Move...A study of children's independent mobility](#) (1990)

Q&As

What extent of further reducing KSI's will require physical infrastructure?

It will be down to reduced speeds, on all roads where there won't be infrastructure.

TfL have introduced speed limiters on buses. City of London are trying to get a

	<p>maximum of 15 mph.</p> <p><i>In terms of feeling safe or intimidated it's not always about speed i.e. being nearly hit by at a junction when traffic is backing up and not allowing pedestrians to cross – what other measures do you think can be done to take away that intimidation?</i> Raised crossings can help with this. The worry is that <i>just reducing traffic</i> can increase speeds as we saw during COVID.</p> <p><i>Is there any prospect of a Government mandate to put speed limiters on private vehicles?</i> Unlikely under this government. It would probably have to be industry led. TfL have championed lorry safety with the direct vision standards, and bus safety. They did a lot of research and introduced safety standards in their contracts – previously it was only about time-saving and speed. They changed vehicle design and driver training to build in safety.</p> <p><i>I keep hearing about a rise in bicycles being stolen which is a disincentive to cycling. Can we get this to be taken seriously?</i> Next month the Met police are launching a Cycle Crime Reduction Partnership scheme focusing on 4 boroughs and Southwark is one of them. Will be good to see what police suggest councils can do.</p> <p>It was decided to discuss VZ asks of the Society at a later date, possibly with councillors and the Chair, to consider what the committee could propose the society could do towards reducing speeds and improving road safety in the area, and whether the society could adopt a policy aligned with Action Vision Zero. It was also noted that we monitor the Dulwich area Crashmap www.crashmap.co.uk</p> <p>There was a brief discussion regarding traffic volumes in the area but noted that the focus of Action Vision Zero is to reduce speeding and improve road safety.</p>	<p>KS to follow up with Amy, & report back</p>
<p>2</p>	<p>ALLEYN'S SCHOOL TRANSPORT PLAN & NEIGHBOURHOOD ENGAGEMENT</p>	<p>ACTION</p>
	<p>Alleyn's have commissioned a specialist transport consultancy to look at ongoing issues around Townley Rd, and invite residents to receive information on any neighbourhood issues by signing up to a new mailing list: www.alleyns.org.uk/community-partnership/neighbours</p> <p>It was also noted that Alleyn's have requested planning permission to redevelop the tennis courts at the field between Townley Rd and Calton Avenue – Alleyn's notified some residents as follows:</p> <p><i>'Top Field – Multi-Use Games Area</i> <i>I wanted to let you know that we will be preparing a planning application to replace the old tennis courts on our top field, which have long been dilapidated. We intend this to be a multi-purpose pitch like the one we have by our sports hall. This will also allow us to add power finally to this field, so we can add automatic gates to the entrances along Townley Road. Once again this will help provide further deterrent to unauthorised access onto this field.'</i> (Guy Collins-Down, COO, Alleyn's School)</p> <p>The development will also include floodlights where residents overlook the field. This raises concerns regarding the impact on wildlife and the environment in what is currently an open unlit space. Up to 25 events a year (such as weddings) are proposed to take place, which will attract more cars to the area particularly at weekends.</p> <p>It was suggested to contact Dulwich Society Wildlife / Planning / Chair to discuss further, and to email Southwark council to raise concerns.</p>	<p>GM to report back re planning & wildlife & email to council</p>

3	THURLOW PARK ROAD JUNCTION WITH LANCASTER AVENUE	ACTION
	There is a TfL consultation on Thurlow Park Road junction proposing to replace the staggered zebra crossing with a straight zebra crossing, to fill out the kerb, and to install some segregated cycle lanes. Take part here: https://haveyoursay.tfl.gov.uk/thurlow-park-road	
	AOB & Date of next meeting	
	Southwark council updates on Turney Road proposals are due shortly. Next meeting – Tuesday 25 th April at 8pm	