

**PRESENT:**

Harry Winter, Alex Hamilton, Adrian Hill, Helen Pickering, James Mowbray, Stephen Waters, Gill Mein, Tom Harrison, Katy Savage

<b>A</b>	<b>APOLOGIES</b>	<b>ACTION</b>
	Laurie Johnston, Barry Coker, Margy Newens, Richard Leeming, Crispin Southgate Ian McInnes, Deborah Roslund	
<b>B</b>	<b>MINUTES OF THE LAST MEETING HELD ON 10 March 2021</b>	
<b>C</b>	<b>MATTERS ARISING</b>	<b>ACTION</b>
	<b>New members</b> - Deborah Roslund is a new sub committee member as decided according to exec committee process.	
<b>D</b>	<b>UPDATES</b>	
	<b>Conflict of Interest</b> - new policy as decided at Exec Committee regarding declaration of conflict of interest is as follows:- New and existing sub committee members will be asked to notify sub committee chairs of any information, including membership of organisations, with respect to which there is a real risk for a conflict with the sub committee's work. Sub committee Chairs will hold a register of such interests. Sub committee members must declare a conflict of interest should they consider one arises regarding an item being discussed. The conflict of interest will then be recorded in the minutes.	
<b>E</b>	<b>ITEMS FOR DISCUSSION</b>	
	<ol style="list-style-type: none"> <li>1. Disability and Transport: Isabelle Clement (Guest speaker)</li> <li>2. Rail link with Clapham High Street (e-mail from "Clapham Transport Users Group" below)</li> <li>3. Speeding on Half Moon Lane</li> <li>4. Santander Cycles</li> <li>5. New mayor and end of purdah – future plans in and around Dulwich?</li> </ol>	
<b>1</b>	<b>DISABILITY AND TRANSPORT – ISABELLE CLEMENT</b>	<b>ACTION</b>
	<p>Isabelle Clement, MBE Director of Wheels for Wellbeing charity (est. 2007) gave a presentation as follows with her expertise on transport issues with a mobility focus, and active travel from the perspective of a disabled person.</p> <p>Wheels for Wellbeing, based at Herne Hill Velodrome since 2012, is run and led by disabled people offering inclusive cycling sessions with an array of cycles available. W4W acts as a voice for disabled people who cycle representing their point of view and experience. Mobility choices available to Isabelle are; walking with a crutch, wheelchair, hand-cycle and car. Isabelle said she feels privileged to have choice.</p> <p>Cycling is Isabelle's preferred mode of transport because:</p> <ul style="list-style-type: none"> <li>- <b>Enables door-to-door transport.</b> Limited disabled car parking and accessibility to final destination having parked is problematic. Disabled people who cycle, including parents of disabled children with a cargo-bike, say door-to-door transport is one of the best aspects of cycling.</li> <li>- <b>Better than bus</b> due to door-to-door accessibility.</li> </ul>	

- **Enables longer journeys;** cycling is easier than walking with a crutch or using a wheelchair where uneven pavements, street clutter, cobbles, lack of dropped curbs etc. present serious difficulties.
- **Health benefits;** cycling is less painful than walking and is a source of endorphins. Isabelle noted it is her *only source of endorphins and safe way to exercise*, good for physical & mental health. Isabelle said she feels as 'free as a bird' when cycling, and was unable to exercise until she found cycling.
- **Does not add to pollution.**

Isabelle showed images of the variety of cycles available to disabled people: tandems for visual impairment, bicycles for amputees, side-by-side tandems, hand cycles.

Research with Sustrans shows that 7% of disabled people in the UK already cycle. 31% would like to, but there are many barriers to cycling for disabled people. Annual surveys by W4W find that those who alternate wheelchair use with cycling find cycling easier. 1 in 5 people are disabled in UK – a large part of the population who could be enabled to be actively mobile.

W4W understand the lived experience of disabled people is that barriers society puts in the way to disabled people's mobility leads to; isolation and depression, barriers to accessing employment and education, debt issues, physical and mental ill health as a consequence of lack of activity. Barriers to public transport include lack of door-to-door accessibility and cost of running a car or relying on taxis, and barriers to walking and cycling generally due to lack of safe infrastructure. The consequence of all of this is that disabled people die younger. Active travel for disabled people is not just a 'nice activity' it is a matter of life and death.

**Top three barriers to Active Travel for disabled people:**

- Disabled people rarely have access to the right equipment – it's expensive
- Real perverse incentives to using cars and taxis and not being physically active i.e. Government understands disabled people need to be supported but Motability Scheme only covers the use of cars and not active mobility. Taxis are subsidised but not active mobility. Lack of access to hire cycles.
- Walking and cycling infrastructure often inaccessible. Pavements biggest barrier. Re cycling: barriers to using wider longer cycles, and myths and misunderstandings such as 'cyclists dismount' signs.

**W4W view on how to organise our streets to be safe and accessible to all and enable active travel by all:**

- Accessible pavements and crossing
- Accessible protected cycle lanes – preferably called 'mobility lanes' because used by wheelchair users, mobility scooter users and will be e-scooters too.
- In residential neighbourhoods cars should be "guests"; there should be what are currently called LTNs, with car access, but people opting for active travel should be able to get around safely.
- Accessible secure cycle storage
- Accessible public transport, car parking, car access for drop-off & pick-ups.

Isabelle spoke of the power of LTNs with a map to illustrate her experience. She can now cycle safely to work from Streatham Hill to Brixton. Safe routes installed via Covid Emergency Measures have given her confidence to cycle all over London, including group rides, feeling comfortable in traffic calmed streets.

**Q&A's**

**It is shocking that the Motability Scheme offers no help to buy a bike – is there any foreseeable progress on that?**

A: Not so far. W4W are pushing for it. It's part of the myths of society and ablist views of cycling, also from disabled people who don't realise they can cycle.

<p><b>A local group ‘One Dulwich’ are campaigning to get the rebalancing of our roads removed. What would you say to that organisation about their goal?*</b>        W4W is supportive of LTNs where they have been provided for accessibility. We know they haven’t been perfect in all areas and are keen to help local authorities and communities to better understand how to provide LTNs in an accessible way. Choices of disabled people are limited as outlined. Where LTNs are being made permanent it is important to look at needs of local disabled residents. We know budgets are tight and are working with LAs to highlight issues. Dulwich lacks disabled parking and pavements are not good. Where LTNs are done properly it absolutely improves mobility choices.</p>	
<p><b>What set criteria does W4W deem safe for cycling?</b>        The DfT LTN1/20 (local transport note 1/20). Seek out LTNs – either recently installed or have been in place for decades. On three wheels added hazards; more likely to hit pot holes, navigating speed bumps, cambers. Middle of the road is best. The more cars, the more intimidating and stressful. Cycleways, superhighways, quietways are good – but there were none in my area prior to LTNs.</p>	
<p><b>Having seen W4W inclusive cycle sessions on Calton Avenue and going to Dulwich park - what changes have the measures made to the group?</b>        Due to Covid numbers were limited at the velodrome; silver lining was people could get experience on roads. The rides have been really successful – makes a huge difference to ride on streets that are calm. Confidence relies on not having to deal with traffic; building confidence and learning skills needs focus. Local measures have helped us to run this additional service for those who are beginning to ride on roads.</p>	
<p><b>Would it be safe and feel safe for a disabled person cycling if there were anything less than the current measures in place at Dulwich Village junction?</b>        Difficult to give a blanket answer because it depends on the person. Some are more confident than others. But many who ride with us at Herne Hill who are less confident would find it very difficult to ride through Dulwich Village as a busy junction.</p>	
<p><b>What top three practical issues can our committee focus on to improve accessibility in Dulwich?</b>        Disabled parking, improve pavements, and low levels of traffic. Get trained in auditing skills. Enabling cycling on roads is better for proper mobility and accessibility to shops. See our Guide to Inclusive Cycling.</p>	<p>Feedback to Council</p>
<p><b>You mention it is easier to cycle in the middle of the road due to cambers, are cycle lanes too narrow?</b>        Yes, they often are. More recent and if built to LTN1/20 standards are not too narrow. Parked motor vehicles ahead of narrow lanes make lanes unusable for disabled cyclists or cargo bikes who cannot navigate around. Leaves are a problem too.</p>	<p>Feedback to Council</p>
<p><b>How can we help local residents understand the wide range of cycling options available to disabled people?</b>        Tell people about W4W. Direct to our website. If walking is difficult people often don’t want to use a wheelchair for various reasons but have not thought cycling could be easier, safer and more fun. Start the conversation – sometimes people will get angry if cycling is suggested, ablist perceptions of cycling are a reality, but its important people have a chance to try it. Disabled cyclists are often not noticed as disabled. We always need new volunteers at the velodrome; the more the better and the more we can do. We meet Mondays and Fridays AM, and Sunday PM for children.</p>	<p>Publicise through DS newsletter</p>
<p><b>How can the Dulwich Society help in accessing healthcare? A scheme like Regarding Cycling Without Age – what can we do?</b>        Tri-shaws and side-by-side tandems are active and social. It needs volunteers, fundraising and storage to run a scheme. Could be done in partnership with W4W.</p>	<p>Follow up with W4W?</p>

	<p>*It was felt that this was a misrepresentation of One Dulwich in that the group's key issue is not to remove all the measures. The people behind One Dulwich put forward an alternative proposal to the council 4 years ago and would prefer timed closures as opposed to 24/7 closures.</p>	
<b>2</b>	<b>RAIL LINK WITH CLAPHAM HIGH STREET</b>	<b>ACTION</b>
	<p>HW received the following email (below) requesting support for a campaign for the Victoria – Herne Hill rail link to stop at Clapham High Street. In supporting public transport improvements in general it was agreed to support this proposal subject to the necessary expertise, particularly to improve east to west links.</p> <p><i>“One field we're looking at is how to improve orbital links between Clapham and Dulwich, given the strong commuter school run journeys owing to the large number of schools in the Dulwich area alongside other travel.</i></p> <p><i>Currently Victoria-West Dulwich trains pass Clapham High Street Station. We are lobbying Network Rail to build new platforms that would allow Victoria-Brixton-Herne Hill-West Dulwich-Bromley South trains to serve Clapham High Street. This would enable Clapham-Dulwich journeys to be much faster as well as linking Clapham with Lambeth and Southwark areas in a type of South London Crossrail. It would take off a lot of car borne traffic, so freeing up road space for cycling and improved bus links.</i></p> <p><i>Network Rail and the DfT are looking at the Southeastern Metro network for the 2021-2026 period; would the Dulwich Society consider a rail link with Clapham High Street to be of value and be involved in supporting?”</i></p>	Barry Coker to follow up
<b>3</b>	<b>SPEEDING ON HALF MOON LANE</b>	<b>ACTION</b>
	<p>HW received an email from a resident concerned by levels of speeding on Half Moon Lane and lack of Speed Cameras. Members who attended Speedwatch sessions with local police and recorded speeds up to 50mph in the 20mph zone. Speed warning signs are in place. It was noted that even speed cameras are not always effective; road design prevents / encourages speeding i.e. HML is a long open road. Cycle tracks effectively narrow the road to slow traffic, and more crossings necessary. It was agreed that cameras could be beneficial. EDG is also a speeding problem. It was suggested that the sub cttee could support cycle lanes on main roads; EDG, HML and Lordship Lane to create a network to link routes.</p>	HW to reply in support of measures to reduce speeding possibly inc cycle lanes
<b>4</b>	<b>SANTANDER CYCLES</b>	
	<p>The Exec Cttee support expanding Santander cycles to Herne Hill. It was discussed whether the sub cttee would also support community groups such as Herne Hill Forum in expanding the scheme to HH. It was noted that further east would be beneficial too. It was agreed the sub cttee would support.</p>	
<b>5</b>	<b>NEW MAYOR AND END OF PURDAH – FUTURE PLANS IN / AROUND DULWICH</b>	
	No new developments as yet that the sub cttee are aware of.	
	<b>AOB &amp; Date of next meeting</b>	
	Tuesday 21 September	