

Wandsworth Healthy Streets Forum
Minutes

Wednesday 24 February 2021

7.30pm – 9.30pm

	<p>Attendees: Cllr Locker (Cabinet Member of Strategic Planning and Transportation), Cllr McDermott (Chairman of Strategic Planning and Transportation), Cllr Rigby (Active Travel Speaker), Paul Chadwick (Director of Environment and Community Services), Nick O'Donnell (Assistant Director for Traffic and Engineering), Jeni Jackson (Assistant Director for Planning and Transport), David Tidley (Transport Strategy Team Manager), Margo Turner (Principal Transport Planner), Lindi Louw (School Travel Coordinator), Steve Diamond (Head of Employment and Enterprise Strategy), Steve Pinto (Wandsworth Chamber of Commerce), Riccardo Composto (Tooting Healthy Streets), Robert Arguile (The Putney Society), Lillias Gillies (Wandsworth Older People's Forum), Robert Molteno and Susie Morrow (Wandsworth Living Streets), Ann Pasola (The 10,000), John Hallmark, Lord Shinkwin, Jonathan Chidley (Wandsworth Cycling Campaign), and Rebecca Howarth as minute taker Apologies: Garry Hipple (Head of Schools IT, Information and Library Services), Lorinda Freint (Business and Enterprise Manager), Cllr Calland, Manuel Button (Wandsworth Community Transport), Charles Runcie (Southfields Grid Resident's Association), Karishma Shah (Royal National Institute of Blind People),</p>	<u>Action</u>
1.	<p><u>Introductions</u> As chairman of the meeting, Cllr McDermott welcomed everyone and asked each person to introduce themselves and the organisation they represent.</p>	
2.	<p><u>Overall purpose of the meeting</u> A key aim of the forum was to make streets as physically and economically healthy as possible with input and engagement from a wide range of partners. Public money should be spent wisely and effectively.</p>	
3.	<p><u>Encouraging walking</u> a) <u>Schemes in the Borough – presented by Mr Tidley</u></p> <ul style="list-style-type: none"> • Mr Tidley talked through a slide deck showing the Council's recent infrastructure investments to encourage walking. • They included: <ul style="list-style-type: none"> ○ a comparison of Clapham Junction town centre before and after the scheme in 2012/13. The comparison showed how the pedestrian experience had been considered in the design and how consequently staggered crossings had been removed as had a lane of traffic and guard rails and pavements widened. ○ a scheme at St George's Hospital. The scheme showed the concept of making the link in scheme designs between walking, cycling and public transport; ○ a trodden earth path turned into a paved footway in Roehampton; 	

	<ul style="list-style-type: none"> ○ a scheme in an underpass. The scheme showed the significant contribution underpasses and bridges can have to the walking network, connectivity to centres and attractiveness of the area; and ○ a Play Street, dining on Northcote Road and Albemarle School walking bus as examples of events and promotion. • Mr Tidley showed the Healthy Streets Wheel which is adopted by TfL and all London boroughs • Mr Tidley's team is currently working on schemes in Southfields, Battersea High Street, Queenstown Road, Garratt Lane, Old York Road and Nine Elms. Mr Tidley noted that in Southfields the business-owned frontages had been included in the pavement improvements and encouraged attendees to visit the scheme when done. • Mr Tidley showed a diagram which mapped the potential for journeys that could switch to walking across the Borough and observed that the scope to increase walking is boroughwide. <p>b) <u>Pedestrian Crossings - presented by Mrs Turner</u></p> <ul style="list-style-type: none"> • A study on pedestrian crossings in the Borough has been commissioned and will start in the next few weeks. • The study's scope is the main roads in the Borough which are managed by the Council and are not subject to another study. • It will be an unbiased study which will record information on the crossings, e.g. tactile paving, dropped kerb, whether staggered crossing and will assess which crossings are currently fit for purpose and which need improvements. Outputs are expected from April 2021. Officers can then start to prioritise improvement works. <p>c) <u>Comments</u></p> <ul style="list-style-type: none"> • Mr Hallmark introduced himself as a wheelchair user in the Borough. Mr Hallmark noted the discrepancy in quality between pavements in town centres and in residential areas and said tree roots, street clutter and cycling on pavement negatively affected his enjoyment of the Borough's pavements. <ul style="list-style-type: none"> ○ Mr O'Donnell said that the quality of the Borough's pavements was ranked in the top 10 in London and that funding had been secured to deal with the backlog of pavements damaged by tree roots which is an expensive and time-consuming process. Mr O'Donnell agreed with Cllr Rigby's suggestion of planting trees in build outs where possible and gave the example of the Graveney Pocket Park where this is being done. ○ Mr O'Donnell asked that if anyone had examples of where decluttering could be addressed to let us know. Mr O'Donnell said Mitcham Road is going through a detailed study which will set out investment plans for the road and decluttering will be part of the plan. ○ Mr O'Donnell noted that enforcement against cycling on pavements was challenging and needed to be led by the police but welcomed suggestions on problematic locations. ○ Mr Tidley said that the new Walking and Cycling Strategy his team is drafting could look at the balance between prioritising town centres versus residential areas. • Lord Shinkwin introduced himself as being a disabled resident in the Borough. Lord Shinkwin noted that businesses needed to recognise the economic benefits of being inclusive to disabled residents noting the 'purple pound' has an estimated value of a quarter of a trillion pounds in the UK. He noted that it was not only people with mobility impairments who are affected by cracked and uneven pavements but also those with osteoporosis (typically the elderly). He suggested 	
--	--	--

	<p>that developers were made to replace pavements like-for-like. He also suggested that a campaign to raise awareness of the illegality of cycling on pavements with penalties for doing so was done and was concerned that cycling on pavements would increase with the increased provision of cycle hire. He also said pressure needed to be put on TfL to maintain their lifts.</p> <ul style="list-style-type: none"> ○ Mr O'Donnell explained that developers have a 12-month reinstatement clause. Developers consequently may do a quick fix to the pavements after they have completed their works and return later to fully reinstate the pavement. The Council enforces this clause. ● Wandsworth Living Streets asked whether there was scope for user input in the pedestrian crossing study, suggested banning A boards to declutter and asked for a ban on pavement parking. They also thanked officers for highlighting the importance of pedestrian infrastructure and raised the question of an audit of the pavement quality in the Borough. <ul style="list-style-type: none"> ○ Mr O'Donnell noted that opinion on pavement parking was split in the Borough and any approach had to be localised rather than borough-wide. Mr O'Donnell gave the example of Elmbourne Road where the removal of pavement parking had caused negative feedback from residents due to cars being scratched and increased road rage and antisocial behaviour perceived as being caused by the cars parked on the road. ○ Mr O'Donnell said a Detailed Visual Inspection was last done in 2017 and that another survey will be procured during Autumn 2021 (<u>Ref: Para 6, Paper No. 21-36, SPTOSC Feb 21'</u>). The survey gives every road a score which guides future investment. ○ Mr O'Donnell commented that a list of new crossings by type from the last 5 years could be circulated. ● Wandsworth Cycling Campaign suggested that to deter cycling on pavement while encouraging uptake of cycling/e-cycling, all the Council's improvements to cycle lanes should be fit for purpose for cyclists at all levels of experience and confidence. Also asked if there was a vision or target on walking potential. ● Cllr Rigby noted the example of Atheldene Estate in Earlsfield where the walkway to a health centre will soon be gated after dark causing walkers and wheelers to make a detour. ● Tooting Healthy Streets asked when an analysis on new crossings would be made, what the targets were for walking in the Borough and what the plans were for Tooting Broadway Junction. <ul style="list-style-type: none"> ○ Mr O'Donnell said that as part of the London-wide traffic management policy, there is a formula (that includes the number of vehicles and pedestrians) which is used to support the case for crossings. ○ Mr Tidley said that the Borough was on track to meet its target of 73% of the borough's trips to be on foot, by cycle or by public transport by 2021 and that the next target is 82% of journeys by 2041 (<u>Ref: Table 12, Local Implementation Plan</u>). ○ Mr Tidley said that TfL have a transformational plan for Tooting Broadway junction but that the plan was subject to delays. ● Wandsworth Older People's Forum said that health centres and GPs needed to be accessible by car and raised the concern of scaffolding particularly on the A24 which leaves the footway too narrow for some people. 	
--	--	--

	<ul style="list-style-type: none"> ○ PC said the Council does pay a lot of attention to requests from developers and that residents can always check with the Council whether scaffolding is legal or not. PC noted that the scaffolding on the A24 is regulated by TfL. ● The Putney Society noted that they are campaigning for a lift at East Putney Station and asked that the traffic light crossing on Putney High Street near Montserrat Road be changed to a shorter delay time. <ul style="list-style-type: none"> ○ Mr O'Donnell explained that TfL ask for a list of crossings and junctions every year for signal timing review and officers have just asked all Cllrs to input to this. Mr O'Donnell will note this request. ○ Mr O'Donnell commented that the Council commissioned a study on accessibility options at East Putney Station and the best option came in around £18m so funding is a major challenge. 	
<p>4.</p>	<p><u>Cycling</u></p> <p>a) <u>Capturing data – presented by Mr O'Donnell</u> An audit of existing cycle infrastructure and usage of cycle lanes is being done across the Borough. This audit has been delayed due to the impact of COVID-19 on travel patterns. His team would like to expand the model of using cameras to capture 24/7 live data.</p> <p>b) <u>Contraflows – presented by Mrs Turner</u> An assessment on all one-ways was recently done to assess their suitability for contra-flows. Consequently 14 one-ways were prioritised based on their ease to convert, e.g. do not need to remove parking and having adequate space and based on there being merit to the contraflow. First four are due to go out prior to purdah and the remainder will be implemented at 3-4 per month following the Mayoral election.</p> <p>c) <u>Bike hangar update – presented by Mrs Turner</u></p> <ul style="list-style-type: none"> ● 21 bike hangars were installed in Phase 1 and currently in early stages of Phase 2. ● Over 2,000 requests for bike hangers. A list of 100 locations will be identified to go to consultation. ● Some of these locations will be on housing estates and others on the public highway. ● Aim to have spread across the Borough. <p>d) <u>e-bike and e-cargo bike update – presented by Mrs Turner</u></p> <ul style="list-style-type: none"> ● 12 e-Cargo bikes have been distributed to local businesses and council departments using funding secured from an Energy Saving Trust grant. ● Additional bikes are being procured for the Council's Parks team and Transport team using LIP funds and the team is scoping future programme. ● e-bikes – in early stages of talking to Lime Bike about use in borough <p>e) <u>Comments</u></p> <ul style="list-style-type: none"> ● Wandsworth Cycling Campaign recommended that bike hangars are located in more lit up areas to deter vandalism/theft and asked why there isn't a blanket policy of contraflows on all one-ways. <ul style="list-style-type: none"> ○ Mr O'Donnell commented that not all one-ways pass the safety audit required to have contraflows. 	

	<ul style="list-style-type: none"> • Cllr Rigby raised concern that the process for residents to secure a bike hangar was disproportionate in time, cost and likelihood of success when compared to the process for securing a carparking space. It was noted that the cost is £72 per bike (£288 for a family of 4) compared to £160 a year for a parking permit. <ul style="list-style-type: none"> ○ Mr Tidley_said that the consultation process had changed so letters to residents were phrased to more inform residents that the bike hangar was proposed and to let the Council know of any objections rather than asking for a support/do not support. Consequently, the last phase had very few objections. The Council could subsidise the cost of the bike hangars to residents and this was a policy point to look at outside the forum. ○ Cllr Locker noted that subsidising the cost of the bikehangars would compromise the number of hangars that could be installed, and that demand was there for the bikehangars at their current price. ○ Mr O'Donnell noted that parking permit prices may be reviewed at the next Overview and Scrutiny Committee. ○ Tooting Healthy Streets asked if an e-bike hire scheme could be considered in Tooting 	
5.	<p><u>Capital improvement projects – presented by Mr O'Donnell</u></p> <ul style="list-style-type: none"> • Mr O'Donnell explained that every year the Council has a capital bid and climate change bid process which provides an additional source of funding for transport schemes. £7m has been secured through this process for the 21/22 financial year. Of this, £1m has been secured for cyclical highways and footways investment and £0.5m for capitalised repairs uplift to account for inflation. • Cllr Locker thanked officers for securing this £7m so that investment in transport projects could continue despite the impact the pandemic has had on local authorities' finances. • Cllr Locker noted that parking enforcement was suspended during the first lockdown and the loss of income has meant the transport budget is approximately £7m down. 	
6.	<p><u>Walking and Cycling Strategy – presented by Mrs Turner</u></p> <ul style="list-style-type: none"> • At the Overview and Scrutiny Committee in February 2021, it was agreed to produce a new Walking and Cycling Strategy. The team aims to share a draft of a strategy at the committee in September 2021. • The team wish to engage the forum on the development of this strategy and get views on how this process would work. The Council would like the strategy to be informed from the outset rather than after a first draft. • Mr Tidley_shared high level objectives of the strategy <p>a) <u>Comments</u></p> <ul style="list-style-type: none"> • Wandsworth Living Streets recommended SMART objectives, i.e. specific numbers and timeframes and recommended at looking at things in the Borough which make walking and cycling harder • Wandsworth Older People's Forum recommended more seating following a conference in November that identified this as a priority for the elderly and also recommended toilet access. They referenced work done in Richmond whereby shops put up signs to indicate they are willing for passers-by to use their toilets. <ul style="list-style-type: none"> ○ Mrs Turner confirmed that places to sit is part of the Healthy Streets approach which will be used and took on board comment for benches to be faced away from the road. 	

	<ul style="list-style-type: none"> ○ Wandsworth Living Streets added that the benefits of parklets in providing places to rest on the way back from stops, etc. had been highlighted in a recent London Living Streets/Active Travel Academy meeting. ● Tooting Healthy Streets asked if there has been an honest analysis of the successes and failures of old strategy. They would like to see an analysis in the interim of where we are and what we are doing and what needs to change. Also noted that 10 years is a long time and how to account for policy change during this period. Would like to understand if there is a way to input into the audit and provide the view of the community. ● The petition against the A24 cycle lane was referenced and Cllr Locker said the Council's position is that it wants to work with TfL to make improvements on the A24. ● Wandsworth Chamber of Commerce said that the strategy could be linked with fitness and obesity challenges, e.g. an app that is about Wandsworth. Also asked for businesses to be brought on board to understand the benefits walking and cycling has on shopping local. ● Wandsworth Living Streets mentioned the Wandsworth Environment and Sustainability Strategy for context. ● Mr O'Donnell added that his team is looking to commission a piece of work similar to that done by Urban Movement for Sutton Council where they did a series of mapping that plots and layers obesity, accessibility, propensity to cycle, etc. to inform future decisions. 	
<p>7.</p>	<p><u>School Streets update – presented by Mrs Turner</u></p> <ul style="list-style-type: none"> ● There are currently 19 school streets in the Borough. ● The majority of the closures are signalled by signs and temporary barriers and a small number have ANPR or bollards. ● There is scope to expand the programme in the next financial year and provide supporting measures to the existing School Streets. <p><u>Comments</u></p> <ul style="list-style-type: none"> ● Cllr Locker thanked all the volunteers on School Streets, the various school staff, PTAs and Wandsworth Living Streets who have helped coordinate. ● Cllr Rigby asked when volunteers can stop. <ul style="list-style-type: none"> ○ Mr Tidley said that some schools want to continue using volunteers whereas others have asked for bollards to reduce the staffing requirements. Some of these schemes may evolve and the team is in regular contact with all the schools. A reflection before proceeding with the next phase is whether or not temporary measures with volunteers is used first to trial the scheme before infrastructure is added and to agree timescales of this temporary stage with schools. Learning from the current two phases will be used to inform the method of enforcement for the next phase. Mr Tidley noted that a lot of other boroughs do not have infrastructure or enforcement in place. ● Tooting Healthy Streets asked for an update on Tooting Primary School's request for a School Street. <ul style="list-style-type: none"> ○ Cllr Locker said that officers were in contact with the school and that local feedback so far had suggested that a scheme would need to take a wide approach. 	

8.	<u>AOB</u> <ul style="list-style-type: none">• Officers will go through consultation documents sent through by attendees. Asked if anyone else comes across consultation best practice, particularly by other boroughs, to let us know.• Request from Cllr Rigby for Transport for All to be invited to the forum.	
9.	<u>Date of next meeting</u> Late Spring suggested	