

**Wandsworth Healthy Streets Forum**  
**Minutes**

**Wednesday 28 October 2020**

**7pm – 9pm**

	<p><b>Attendees:</b> <b>Cllr Locker</b> (Cabinet Member of Strategic Planning and Transportation), <b>Cllr McDermott</b> (Chairman of Strategic Planning and Transportation), <b>Cllr Rigby</b> (Active Travel and Transport Cabinet Speaker), <b>Nick O’Donnell</b> (Assistant Director for Traffic and Engineering), <b>David Tidley</b> (Transport Strategy Team Manager), <b>Margo Turner</b> (Principal Transport Planner), <b>Steve Diamond</b> (Head of Employment and Enterprise Strategy), <b>Lorinda Freint</b> (Business and Enterprise Manager), <b>Garry Hipple</b> (Head of Schools IT, Information and Library Services), <b>Nick Atkins</b> (Head of Healthy and Wellbeing at Enable Leisure and Culture), <b>Shabir Kamrain</b> (Principal Sponsor and Programme Manager at Transport for London), <b>Hilary Jennings</b> (Tooting Healthy Streets), <b>Manuel Button</b> (Wandsworth Community Transport), <b>Robert Arguile</b> (Putney Society), <b>Robert Molteno</b> (Wandsworth Living Streets), <b>Susie Morrow</b> (Wandsworth Living Streets), <b>Mike Grahn</b> (Wandsworth Cycling Campaign), <b>Dave Irwin</b> (part) (Wandsworth Living Streets), <b>Toby Hopkins</b> (Wandsworth Cycling Campaign) and <b>Rebecca Howarth</b> as minute taker  <b>Apologies:</b> <b>Paul Chadwick</b> (Director of Environment and Community Services Directorate) and <b>Jeni Jackson</b> (Assistant Director for Planning and Transportation)</p>	<u>Action</u>
1.	<p><b><u>Introductions</u></b> Cllr Locker provided a welcome and everyone introduced themselves and their job role/organisation.</p>	
2.	<p><b><u>Overall Objectives for the working group</u></b></p> <ul style="list-style-type: none"> <li>• The purpose of the meeting was defined as a chance for officers to listen and hear views of representatives from different groups on how the Council can make safer and healthier streets and feed the comments into the planning of schemes.</li> <li>• Cllr McDermott will chair the next meeting to allow Cllr Locker to be more active in the debate.</li> <li>• The frequency of the meetings will be quarterly with the next meeting in January / February 2021.</li> <li>• Cllr Locker welcomed amendments to the way the forum runs.</li> </ul>	

3. **Low Traffic Neighbourhood (LTN) Review**

- Introduction by officers

LTN schemes went live in the Borough in or around August 2020 and in September the decision was made to suspend them. A paper called 'Transport Action Plan' is going to the Strategic Planning and Transportation Committee on 4 November 2020 and includes a summary of the scheme, recommendations and an analysis of traffic flows and community responses. The paper was published on the Council website on 27 October 2020.

- Questions

- a) Q (Tooting Healthy Streets): With reference to the 24<sup>th</sup> June press release on funding, is the Council still fully committed to the measures proposed and what is the Council intending to do in the absence of LTNs?  
A: Officers reiterated that the LTNs are suspended and not withdrawn. Officers noted that the Transport Action Plan paper identifies and recommends that some LTNs are returned and does not rule out the return of other LTN measures. In terms of further measures, officers are gathering baseline data to inform the next set of measures.
- b) Q (Tooting Healthy Streets): Does the Council have any plans to address the rise of traffic in the Borough, particularly on minor roads?  
A: Officers explained that more than 100 traffic surveys have been done and further surveys will be done in November. This process will allow officers to identify roads which are struggling and are in need of intervention. The officers did not consider that reclassification of roads would be necessary and that solutions could be found within existing classifications. It was confirmed that further measures will go through a full and formal consultation process.
- c) Q (Tooting Healthy Streets): Why has the Council used the word 'draconian' to describe the traffic reduction measures?  
A: Officers explained that the word 'draconian' had been chosen to describe a conventional and standard approach to traffic reduction and that, by contrast, the Council would like to explore a wider range of traffic management approaches, e.g. cameras.
- d) Q (Cllr Rigby): Are the respondents listed against the named streets in the consultation responses, all residents of the named street?  
A: Cllr Locker confirmed that they were and added that where multiple submissions had been made by the same resident, the last comment was taken.
- e) Q (Cllr Rigby): How can the Council be confident that drivers weren't overrepresented in their views of the LTNs?

	<p>A: Officers said that the consultation was open to everyone and therefore the Council is limited in what it can do to control the representation of groups in the responses.</p> <p>f) Q (Wandsworth Cycling Campaign): The need for sustained and consistent communication from the Council was a key lesson from the LTNs. How are these lessons being applied to the Council's approach with the Garratt Lane scheme?</p> <p>A: Officers answered that they were subsequently taking an incremental approach to the delivery of the Garratt Lane scheme with allowance for adjustments at the end of each section. Furthermore, officers are doing well at identifying and distinguishing legitimate concerns from residents and businesses from the predicted reasons for opposition. Cllr Locker added that communication was a key learning from the LTNs and that in future more time would be taken on explaining the rationale for the changes, as opposed to only describing the changes. Cllr Locker welcomed further feedback on how the Council could improve its communication approach.</p> <p>g) Q (Wandsworth Cycling Campaign): Will the Council use experimental traffic orders again?</p> <p>A: Yes. Officers said that experimental traffic orders would continue to be used but that their use will not be recommended for large scale projects which have significant risks and impacts.</p> <p>h) Q (Wandsworth Cycling Campaign): Is further funding available?</p> <p>A: Officers said that the Council had bid for £2million of which £1million had been awarded and has been spent. The Council is now waiting for tranche 2 funding to apply for.</p> <p>i) Q (Wandsworth Living Streets): What is the Council doing to engage with One Wandsworth and businesses which display One Wandsworth posters?</p> <p>A: Cllr Locker said that he strives to build consensus and therefore does not wish to create a narrative of one group against another. Cllr Locker's focus is reaching out to businesses, residents and the community generally. Cllr Locker acknowledged the observation that the message of One Wandsworth did strike a chord with some residents and therefore shouldn't be dismissed.</p> <p>j) Q (Wandsworth Living Streets): Can councillors communicate on Twitter the benefits of Garratt Lane?</p> <p>A: Councillor McDermott noted that the number of residents that use Twitter is small and her personal preference was limiting Twitter's use to positive tweets. It was however noted that there were issues with hostile online commentary from a tiny minority.</p> <p>k) Comment (Wandsworth Community Transport): The level of fury expressed towards the LTNs was because of the way the scheme disproportionality penalised the majority of road users on the main roads (pedestrians, cyclists, buses and cars) for the benefit of a minority on the smaller roads.</p> <p>l) Q (Wandsworth Living Streets): What steps are the council taking to understand the nature of One Wandsworth, in order to find out their degree of legitimacy as a representative organisation?</p>	
--	--	--

	<p>A: Officers had met One Wandsworth and confirmed that they have a constitution and of the five representatives met, some were residents in the Borough.</p> <p>m) Comment (Wandsworth Living Streets): The failure of the LTNs was largely circumstantial bad luck caused by the simultaneous TfL restrictions on the A24 and public health messages asking residents to avoid using public transport.</p>	
<p>4.</p>	<p><b><u>School Streets</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Introduction by officers</u></b>              The concept of a school street was explained. The school street programme had been fast tracked using experimental traffic orders this summer following high demand schools. Cllr Locker thanked schools, officers and volunteers for the implementation of 20 school streets in the Borough. Each school has unique requirements which need bespoke arrangements. Enforcement was noted as the main issue across the schools. Many boroughs use non-physical enforcement measures, but the Council was keen to use infrastructure and cameras to enforce the school streets in the Borough. Due to huge demand in London Boroughs for physical engineering, there were delays in sourcing this infrastructure from suppliers.</li> <li>• <b><u>Questions/Comments</u></b> <ul style="list-style-type: none"> <li>a) Comment (Wandsworth Living Streets): Lack of sustainable enforcement options is a risk to the scheme. Wandsworth Living Streets immensely welcomed the school streets and the group had provided volunteers to support schools, however, volunteer enforcement was not sustainable in the long-term and especially not in winter months. It was pointed out that School Streets are one of the campaigns listed under 'Climate Action Campaigns' as part of the Wandsworth's WESS and says that schools would be fitted with bollards or a camera. A: Cllr Locker noted that there is an officer group which is actively discussing enforcement arrangements. Officers added that the intention had always been to have physical enforcement by September, however, this had not been possible due to delays in the supply chain. Officers assured the forum that they were in discussion with suppliers on a weekly basis and that it is their priority to not have volunteers throughout winter.</li> <li>b) Comment (Garry Hipple): Feedback from schools had been fantastic and now parents can see the benefits of the school streets, more were encouraged to volunteer.</li> <li>c) Q (Cllr Rigby): What measures will the Council consider for schools where a school street is not possible due to high levels of traffic?                      A: Officers explained that the experience of the 20 school streets will help inform options that can be drawn to identify roads that can and can't have a school street.</li> </ul> </li> </ul>	

5.	<p><b><u>Cycle audit</u></b></p> <ul style="list-style-type: none"> <li>• <u>Introduction by officers</u> Officers explained that while there is a cycling strategy, there needed to be a better vision of what a cycle network could or should look like in 2030. A contractor was commissioned in March 2020 to carry out an audit of cycle provision, however, it was agreed to delay this to Spring 2021 by which time behaviour patterns may have returned to normal.</li> <li>• <u>Questions/Comments</u> <ol style="list-style-type: none"> <li>a) Comment (Wandsworth Cycling Campaign): Wandsworth Cycling Campaign asked that the Council speaks to WCC in advance to identify the best way for WCC and others to input into the study and enable as much feedback as possible from people cycling in the Borough.</li> </ol> </li> </ul>	
6.	<p><b><u>Bike hangar update</u></b></p> <ul style="list-style-type: none"> <li>• <u>Questions/Comments</u> <ol style="list-style-type: none"> <li>a) Q (Cllr Rigby): Have there been any complaints about the 23 recently installed bike hangars? A: Few. Approximately 1 – 2 complaints received.</li> <li>b) Q (Cllr Rigby): When will more bike hangars be installed? A: Cllr Locker said the first phase had been completed and the Council was continuing to receive requests for a second phase. Funds had not been secured for a second wave but noted that funds from the Neighbourhood Community Infrastructure Levy (NCIL) could be used.</li> <li>c) Q (Cllr Rigby): Can the Council review the process that is required to request bike storage noting that at present the process is long and laborious compared to requesting car storage. A: Officers have simplified the process of applying for bike storage.</li> <li>d) Comment (Cllr Rigby): Recommendation to do positive communications on the benefits of bike hangars to aid further installations.</li> <li>e) Q (Wandsworth Cycling Campaign): Were all the sites consulted on installed? A: No. A few more locations were consulted on than funding was available for to account for some locations being dropped. Officers confirmed that these ‘reserve’ locations would be first place in any next phase of installations.</li> <li>f) Comment (TfL): In the last financial year when TfL installed cycle parking they did not receive feedback or recommendations from the Council on sites selected. If funding is secured for further cycle parking then the Council’s recommendations would be welcomed. <b>Officer action on this requested from Cllr Locker</b></li> <li>g) Q (Cllr McDermott): What provision can be given for overnight storage of personal cargo bikes?</li> </ol> </li> </ul>	<b>DT</b>

	<p>A: Cllr Locker asked everyone to research funding options for cargo bike storage</p> <p>h) Comment (Wandsworth Living Streets): Can car club bays and bike hangars be located next to each other in future to raise the profile of alternative options to travel?</p> <p>A: Officers said that his team does identify sites for electric vehicle charging points, cargo bikes, car clubs and bike hangars and that site suggestions are shared between them.</p>	<b>All</b>
7.	<p><b><u>Cycling contraflows</u></b></p> <ul style="list-style-type: none"> <li>• <u>Introduction by officers</u> The roll out of a number of cycle contraflows has begun. A feasibility report was done of all the one-way streets in the borough and the one-way streets were ranked to identify their impact. The suspension of TfL funding has slowed this down but a bid for funding has been submitted. The intention is to continue the study and comments have already been received by the Wandsworth Cycling Campaign.</li> <li>• <u>Questions/Comments</u> <ol style="list-style-type: none"> <li>a) Comment (Cllr Locker): Recommendation of Jews Row near the Wandsworth roundabout.</li> <li>b) Q (Wandsworth Living Streets): Is Werter Road under consideration for a contra flow cycle lane? A: Yes</li> </ol> </li> </ul>	
8.	<p><b><u>eBikes and eCargo bike update</u></b></p> <ul style="list-style-type: none"> <li>• <u>Introduction by officers</u> The Council decided to engage with Freebike on the delivery of eBikes in the Borough. During lockdown the usage of eBikes in London fell dramatically resulting in a change in business model and Freebike consequently pulled out of London. Lime is currently the only operator in the Borough and officers are working to identify if further work can be done with Lime and any other provider. eCargo Bikes were bought during the summer following a successful grant application and these have been distributed to council teams and organisations across the Borough. Communications are being done on these eCargo bikes which have been well received.</li> <li>• <u>Questions/Comments</u> <ol style="list-style-type: none"> <li>c) Q (Wandsworth Living Streets): Can Santander docking stations be expanded, e.g.. using CIL funding? A: There are no proposals for expansion and noted that the scheme has run at a significant loss in the past. TfL are looking at areas that could have further provision, however, no large expansion is planned.</li> <li>d) Q (Wandsworth Cycling Campaign): Given the increased stresses on street space, is it possible to look at on street storage sites and is the Council looking at other private providers of standard bikes, i.e. Brompton Bikes? A: Officers said that given the desire to maintain 2m distance on pavements, there is a general view to look at more carriageway options for cycle storage and parking. Brompton Bikes had contacted the Council about putting bikes near stations and that it is an opportunity for officers to follow up on.</li> </ol> </li> </ul>	

	<p>e) Q (Cllr McDermott): How have the recent eCargo bike schemes been received amongst businesses?  A (Lorinda Freint): A number of businesses, particularly pharmacies, had taken up the scheme and there was a push again to increase demand.</p>	
<p>9.</p>	<p><b><u>Any other business</u></b></p> <p>a) Q (Wandsworth Living Streets): The pedestrianisation of Northcote Road had been an enormous success, however, was not economical. What is the Council planning to do to ensure the scheme is economical next spring and summer? Is thought being given to the use of traffic orders at the intersections and enforcement of these, i.e. using the Council’s camera car and retractable barriers?  A Cllr Locker confirmed that the Council was exploring these options in order to be able to reinstate next year on a more cost effective basis.</p> <p>b) Q (Wandsworth Living Streets): Where does the 20mph roll-out sit on the Council’s agenda?  A: Officers said that a paper went to the June Strategic Planning and Open Spaces Overview and Scrutiny Committee which covered the next steps for the 20mph scheme and included the continued intention for the roll out of 20mph roads.</p> <p>c) Q (Wandsworth Living Streets): Will tests and consultations be carried out for a civic space at the end of Werter Road while the road is closed for works?  A: Officers said that a road closure is planned for approximately six weeks in April next year and that officers would ask councillors for their views on consultation and will ask residents for their ideas on long term solutions. Cllr Locker agreed a sensible idea and suggested that might want to start the consultation half way through the closure.</p> <p>d) Comment: (Wandsworth Cycling Campaign): There is a need to understand how the Local Transport Note 1/20 may impact on future provisions and how to make sure that councillors as well as officers are aware of the implications.  Response: Officers from the Transport Strategy team will follow up on this.</p>	<p><b>DT</b></p>
<p>10.</p>	<p><b><u>Next meeting</u></b></p> <ul style="list-style-type: none"> <li>• The next meeting will be in the new year.</li> <li>• Cllr Locker suggested that walking is high up on the next agenda.</li> <li>• Agenda item suggestions received and noted from Wandsworth Living Streets.</li> </ul>	