

## Lewisham Cyclists 20<sup>th</sup> March Meeting Agenda

Everyone is welcome at our meetings. Come along to meet other local cyclists, hear about current cycling developments in Lewisham and for an opportunity to influence our campaigns on future schemes.

- Topical Items (15 mins)
  - Lewisham Gateway - recent meeting with TfL representatives
  - Lewisham Cyclists Member Communications and Website
  - Bromley Council Shortlands Liveable Neighbourhood bid
- Update from Cycling Champion (10 mins)
- Annual Meeting planning (May 15<sup>th</sup> meeting) (10 mins)
  - Changed to May meeting to avoid clash with Easter
  - Suggested speakers - Lucy Saunders, Heidi Alexander, Will Norman, Rachel Aldred
- School Superzone working session (see Appendix A) (30 mins)
  - Review School Superzone concepts and objectives.
  - Break into groups and review maps for Hazeltine School (which Lewisham Borough are using as a test case) to consider how best to apply School Superzone concepts.
  - Broader assessment of Bell Green gyratory and assess potential for removal.
  - Plan subsequent site visit with Cllr Louise Krupski.
- Projects & Community Activity feedback (10 mins)
- Attendees News & Views (10 mins)

6.30pm to 8pm Wednesday 20<sup>th</sup> March 2019 @ Lewisham Civic Centre, Catford Road, SE6 4RU

Tim Collingridge (Secretary)

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### **Appendix A – School Superzones**

**School Superzones aim to create a healthier and safer place in which to live, learn and play.**

In London, more than 9,500 people a year die prematurely as a result of exposure to unsafe levels of pollution. Children are the most affected. They breathe faster and more deeply than adults, spend more time outside and are closer to car exhausts. The UK has one of the highest childhood asthma rates in the world and London children are growing up with stunted lung capacity

Superzones have a wide range of interventions they are encouraged to suit local conditions. As well as restricting traffic within a 5-10 minute walking catchment, and promoting active transport, they also encourage healthy eating, advocate active lifestyles and sport, restrict advertising of unhealthy products, and seek to address crime and mental health issues through improved building and design.

**How does reducing traffic around schools help?**

A recent study reported by UNICEF discovered that a child is exposed to 60% of the air pollution they take in each day on the journey to school and during the school day. One in four cars on the road at peak times is doing the school run, putting schools and children clustered at the school gate at the centre of a toxic nexus. By reducing traffic around the school, pollution decreases.

### **How School Superzones work**

Work starts with an audit of the entire school and its surrounding zone, focusing on poor health attributes including fast food outlets, unhealthy advertising, high numbers of gambling premises and areas of poor air quality; all of which tend to cluster in the most deprived areas, meaning it is harder for the health gap to close.

A plan is developed to include specific measures including reducing traffic around schools to bring down air pollution; restricting the advertising of unhealthy foods; improving pedestrian routes to schools and redesigning public spaces to improve safety.

### **Haseltine Primary School**

- In 2 groups discuss what measures could be introduced to improve the environment around Haseltine school. Include in your proposals anything that falls within a 5 –10 minute walk.
- As well as changes to infrastructure and road layouts consider filtering, crossings, parking and traffic restriction, and healthy street improvements.
- Consider softer measures such as bike trains, walking buses, and other advocacy and promotional campaigns.

\*The school is effectively situated on a traffic island, with mostly one-way (anti-clockwise) traffic circulating the school on Stanton Way, Bell Green Lane and Haseltine Road. Stanton Way (A2218) to north of the school is a strategic route, and itself part of a 3-lane traffic gyratory with Southend Lane, with large volumes of cars, buses, vans and HGVs.

Sydenham Road (A212) to west of the school is also a major road with high traffic volumes, and widens to six traffic lanes at its junction with Stanton Way adjacent to the school, presenting a significant barrier to those walking to the school, exposing children to high levels of emissions as they cross in several stages, waiting on small pedestrian island which become crowded at peak arrival time.

Children approach the school along Bell Green Lane, Stanton Way, Ridgewell Close and crossing Sydenham Road to the west. There are two entrances to the school site, one via Bell Green Lane to the east, or from Haseltine Road to the south.

Whilst the majority of children walk, scoot or cycle to the school, large numbers of parents were dropping off children by car. There are no parking restrictions on the roads around the school, with all available kerb space becoming congested around peak arrival time, particularly around the entrances. This includes stopping on the keep clears (despite the improvised no stopping A-boards placed by the school staff), double parking, parking on-corners and engine idling, worsening local air quality and exposure, and creating an unsafe environment for

children waking amongst queuing traffic and crossing between parking vehicles with limited visibility, potentially discouraging more children from walking, scooting or cycling as a consequence.

In addition to the school related traffic, a significant number of vans and lorries use the roads around the school on route to/from the industrial estates south of the school on Kent House Lane. There is an advisory sign warning northbound traffic from the Industrial Estate that the road past the school is 'Unsuitable for heavy goods vehicles'. However, no weight restriction order is in place, and during the audit an HGV was observed getting stuck attempting to turn into Haseltine Road, unable to pass as the solid parking on either side of the unrestricted road, reducing the turning space of the already narrow road. This resulted in considerable queuing and congestion around the school as the vehicle had to turn and double back southbound on Bell Green Lane. This is apparently not an uncommon occurrence.

We understand the road is also used as rat run by general traffic when there are delays Sydenham Road. When parents park around the school this obstructs or slows this through traffic which quickly becomes congested and queues back past the school, on both Bell Green Lane and Haseltine Road, on occasions extending around the full perimeter of the school site and main playground, as children approach and then wait in the playground.

To the east of the school a small off-street resident's communal parking area, near the junction of Haseltine Road and Stanton Way, which becomes a focus for set down parking. This results in issues with local residents who attempt to prevent parents parking by placing wheelie bins in their spaces, as well as engine idling and unsafe manoeuvring and parking on corners, with pedestrians approaching from the east moving through.

It is however recognised that the travel to school by car activity is only a small contributor to overall poor air quality around the school, and that the majority of air pollution in this location will be associated with wider background emissions

A nursery is located opposite the eastern entrance to the playground on Bell Green Lane, with some cross over in arrivals with the school exacerbating parking and delays.

A number of conflicts were observed between children and cyclists using Bell Green Lane as an alternative to the hostile environment on Sydenham Road (A212).

There are limited pedestrian crossing facilities around the school, with particular conflicts and parents and children observed running to cross at either end of Haseltine Road, and the junctions with Bell Green Lane and Stanton Way.

The roads around the school and the nearby main roads have 20mph speed limits, however traffic speeds often appear in excess of these limits, including speeding traffic the long straight Bell Green Lane southern approach.

The Retail Park opposite the school has large surface car parks and is a major attractor of vehicle traffic regionally.