

Notes of a CCC Meeting on 20 February 2012

### **PRESENT**

Helen Vecht (Chair), James Brander (Members Meeting only), Stefano Casalotti, John Chamberlain, Jean Dollimore, Meade McCloughan, Alex McKinnell (Notes).

### **APOLOGIES**

None.

### **MINUTES OF MEETING OF 16 JANUARY 2012**

OK.

### **MATTERS ARISING**

None.

### **WORKSHOP AT BROOKFIELD SCHOOL**

E-mail had been received asking that we do a Dr Bike at Brookfield School on 3 March 2012. John Chamberlain would do a Dr Bike and also do a talk on safe routes for cycling.

### **MEETING WITH CAMDEN OFFICERS**

Jean Dollimore circulated notes of a meeting she and John Chamberlain had had on 15 February 2012 (<http://www.camdencyclists.org.uk/info/meetings/meetings-with-lb-camden/Minutes%2015%20Feb%2012.pdf>). A lot of detail had been discussed.

There was a lot of concern about the emerging Tottenham Court Road contra flow bus and cycle lane. This was to be 3 meters wide with raised kerbs on each side (with sections 4.5 m wide past bus stops), and had to cope with 6 bus routes. Busses would back up at bus stops, and cyclists simply would not be able to get through.

### **EUSTON CIRCUS**

Jean Dollimore with Rik Andrew and Tom Bogdanowicz had had a meeting with Mike O'Callagan (TfL), Mike Mavin (Hyder) and John Lee (TfL). She presented Camden Cyclists' alternative design that proposes a separate signal stage for cycles and buses between Hampstead road and Tottenham Court Road (<http://www.camdencyclists.org.uk/info/tforum/Cycling%20Requirements%20Euston%20Circus.pdf>). TfL agreed to carry out an internal review of the bus & cycle lane proposal. They subsequently issued instructions to their consultants to carry out the modelling (so that it can be considered at a later review process – i.e. the junction review). Rik Andrew also proposed a bus+cycle contra flow between Gower Street and Euston Circus, which is also being considered by TfL.

## **GOODSWAY**

John Chamberlain reported on a meeting that he, Jean Dollimore and Paul Braithwaite had had with Argent (the developers) and Camden Officer Andrew Helyer.

## **ANY OTHER BUSINESS**

Stefano mentioned Velorution's new scheme for offering discounts to customers in exchange for them doing voluntary work for cycling causes; we discussed whether Velorution could direct such volunteers our way, and Meade suggested taking them on for summer events – an easy way to get involved.

Velorution's intention to organise maintenance courses entirely by itself; we then discussed how we might use the residual Camden Council maintenance grant (approx. £400) – Stefano suggested giving discounts towards LCC membership to (Camden based) participants; but this would need to be cleared with LCC first.

Both items were for further discussion.

## **NEXT MEETING**

19 March 2012 at Primrose Hill Community Centre, 9 Hopkinsons Place, NW1 8TN (Chair Stefano Casalotti).

## **MEMBERS MEETING**

Anne Boston, Christine Bryce, David Cohen, George Coulouris, Angela Hobsbawm, Charlie Kiss, Thomas Leach, Simon Pearson, Alexandre Santacreu and Nick Satterly joined us.

Christian Wolmar addressed the meeting on 'Cycling Politics'. Christian said that he had been cycling in London for about 40 years and had until its recent abolition been a member of the Board of Cycling England. He was on the Board of the LCC and a supporter of the "Go Dutch" campaign. However he thought that politicians would never be radical enough significantly to improve traffic conditions in central London. Small improvements (such as Trafalgar Square) would be fiercely resisted with dire predictions of resulting traffic congestion which turned out not to be born out. He thought that predictions of gridlock over the Olympic games period would turn out to be greatly exaggerated, and mused whether the 'Zil Lanes' could be turned into cycle lanes after the Games had closed.

Tuning to the May Mayoral elections, he thought that Boris would win by a small margin, but that neither Boris nor Ken was particularly good for cycling. He thought that the very considerable sums devoted to the bike hire scheme would have been better spent on improving the infrastructure.

Christian's talk stimulated a lively discussion session, rounded off by thanks from Helen

