

Notes of a CCC Meeting 21 January 2013

PRESENT

John Chamberlain (Chair), James Brander, Stefano Casalotti, Jean Dollimore, Angela Hobsbaum, Alexandre Santacreu, Helen Vecht, Alex McKinnell (Notes).
Also David Arditi, George Coulouris.

APOLOGIES

Meade McCloughan, Geoff Stilwell.

MINUTES OF MEETING OF 17 DECEMBER 2012

OK.

MATTERS ARISING

David Cohen would not attend this evening to give his talk because of illness.

John Chamberlain had met Jonathan Montgomery of Queens Crescent Community Association and they had decided that it was too early to hold a joint meeting, but this might be scheduled later in the year depending on interest levels within QCCA.

No response yet on Cobden Junction, although things looked hopeful.

Regents Canal Towpath: -

- Origin-destination Survey – no action yet;
- Rosie Tharp was arranging another meeting with Brian Deegan; Jean Dollimore and Angela Hobsbaum would also attend.

Fitzrovia Area Action Plan: -

- Jean Dollimore had circulated a proposed draft reply: this was agreed, and Jean will send it off.

HGV EVENT

LCC had written to all the London councils asking each one to pledge only to sign new contracts with haulage companies which conform to LCC's safer lorries conditions, and also that its own fleet meets the same conditions.

The replies had been received and ranked: two councils (Islington and Waltham Forest) had been rated "green" as compliant. Camden had been rated "yellow" (the Council's own fleet does not yet comply, although the council are making progress towards FORS accreditation).

LCC want us to organise an event between 16 and 24 March 2013 where Camden Council representatives are photographed as they "sign the pledge", preferably in front of the town hall. After discussion agreed that Stefano Casalotti would write down what needs to be done for this event to happen. At this stage a volunteer would be needed to project manage the event.

SCHOOLS LIASON

No great progress to report yet. Agreed to formulate a one-page strategy document (Angela Hobsbaum). This would then be circulated to Camden schools using Camden's internal distribution network. The objective was to find out what (if anything) schools were doing on cycling.

FUTURE PLANNING

Stefano Casalotti wants to step down from being Joint Coordinator in May 2013, as does Jean Dollimore in May 2014. We therefore need two new Joint Coordinators. Stefano agree to write a note of what he currently does.

ARCHWAY

George Coulouris reported on a meeting he had attended at the invitation of Islington Cyclists Action Group (ICAG).

Reconstruction of the Archway Roundabout is a major project instigated by TfL, but the design has now taken over by Islington Council. It is a major junction fed by Holloway Road (A1), Junction Road, St Johns Way, Archway Road (A1) and Highgate Hill. HGV's are a major hazard. Islington's thinking is thought to be to: -

- Make the junction more pleasant;
- Get rid of the gyratory;
- Facilitate getting a Blue Route (Cycle Super Highway) through the junction.

Discussion lead to the following points –

- A major hazard to cyclists was the existing slip road (Sandridge Road) from Archway Road to Holloway Road. It should be removed, or made into a segregated cycle track;
- A cycle route through the middle might be possible (Islington were thought to be looking at this);
- The timing was wrong in that cycle facilities were being designed before it was known where the Cycle Super Highway through the junction was going – however it was not clear what could be done about this.

ANY OTHER BUSINESS

It was agreed to buy a projector (cost around £200?) to assist with making presentations in the future.

MEMBERS MEETING

Richard Bourn, Andrew Thorpe (Camden Green Party) and Tim Tzalias joined us.

20 MPH LIMIT FOR CAMDEN

It was noted that Camden's proposal for a 20 mph limit on all non-TfL roads in Camden would go out for public consultation in February. All were asked to encourage organisations with which they were involved to respond positively to the consultation.

KINGS CROSS DEVELOPMENT

Planning permission had been granted for the demolition of no 8 gasholder and for the removal of the resulting debris by road, which would result in a huge number of lorry movements. A revised plan was proposed by Friends of the Regents Canal calling for the removal of debris by canal. Agreed to support this.

TOTTENHAM COURT ROAD

CCC had been consulted on the proposal to restore two-way traffic to Tottenham Court Road and had responded. Now Camden have come back and seemingly are asking, "What do cyclists really want?"

After discussion it was agreed that what we really wanted was for Tottenham Court Road to be a major cycling route, with adequate cycle routes across, particularly where the Seven Stations route and the Seven Stations relief route crossed.

In the light of the above we had submitted a plan for Tottenham Court Road copying much of what Camden had done for Royal College Street (2 meter wide cycle tracks each side and avoiding bus stops at pinch points) and had submitted this to Camden Council. We would ask Camden to let us publish the plan.

PRIORITISING ONE WAY STREETS SUITABLE FOR TWO WAY CYCLING

Camden had sent a map showing all the one-way streets in Camden and had asked CCC to prioritise those, which could be made two way for cyclists. There was discussion on the criteria to be adopted. The following were agreed: -

- Anything contributing to opening eastbound or westbound cycle routes up north or south of the Euston Road;
- Anything contributing to opening a Regents Canal towpath bypass route up;
- West end of Broadhurst Gardens (ask again);
- North end of Albert Street.

James Brander, Jean Dollimore and Alexandre Santacreu would prepare a list in the light of the above and respond to Camden's request.

NEXT MEETING

Monday 18 February 2013 at Primrose Hill Community Centre, 9 Hopkinson's Place, NW1 8TN – Chair Jean Dollimore.