

Minutes of CCC Meeting 21st October 2013

Committee Meeting

1 Attendance & Apologies

Present: Jean Dollimore (JD) (chair), Alex Santacreu (AS), Angela Hobsbaum (AH), Geoff Stilwell (GS), George Coulouris (GC), Stefano Casalotti (SC), Ben Edmonds (BE), Helen Vecht (HV), David Arditti (DA) and John Chamberlain (JC)

Apologies: Alex McKinnell, Meade McLoughan

2 Minutes of CCC Meeting September 16th 2013

Minutes were approved.

3 Matters Arising

Committee had asked about the proposed meeting with the Heath Subcommittee of the Heath and Old Hampstead Society. JC reported that it had not yet been arranged but he would contact them. **Action: JC to arrange meeting**

4 Meetings attended

JC had suggested a regular agenda item to report on meetings attended by committee members in the prior month:

AH had attended the IoE Freshers Fair and reported that it was poorly organised and that attendance was low. She suggested that the SOAS equivalent would be a better use of time in future years.

AH and JD had attended a meeting to discuss cycle parking at Kentish Town station. Camden officers Kevin De Leeuw and Richard Riddle were present and a number of locations were identified. The issue of abandoned bikes was raised; Camden's policy is to tag them for a period of time then remove them. Suspect dead bikes can be reported on the Camden Environment Department website.

JD, GC and JC had attended two meetings with Camden officers and Paul Braithwaite. The main discussion items had been the Tavistock Place cycle track where plans are being initiated to increase space for cycling, the Bloomsbury bus lane (cycles will be allowed in, with light segregation from oncoming traffic past the bus stops), and schemes for Kentish Town including traffic reduction in the Bartholomew Road area. Plans for Royal College Street Phase 2 will go to consultation soon and the snagging work and minor enhancements for Phase 1 should be underway soon. GC reported that the response to our suggestions for a fast-track approach to minor enhancements had not been encouraging; it seems that Camden do not have funding nor resources for minor projects.

GS and AH had attended the Sidings Heritage Fair. 13 people had shown up for training including children but several did not own bicycles; secure storage is a real problem. GS suggested that the Sidings Community Centre might be able to store some communal bikes and it was agreed that if this was possible, then CCC could look into sources for reliable second-hand bicycles to be used for training and organised rides. BE wondered if TfL might make 'Boris' bikes available, but the consensus was that this would be unlikely. **Action: GS to see whether storage at Sidings might be feasible.**

AS had attended a meeting with Rosie Tharp to discuss the Regents Canal Alternative route in his role as an FoE member.

GC and JD had attended a meeting with Richard Jackson, the UCL Estates Sustainability and Environment manager, to discuss plans for Tavistock Place and Gower Street. UCL would like Gordon Street closed to traffic but were interested in other suggestions as well and GC

would try to set up a joint meeting with Camden. We think they would be good allies in the fight to remove motor traffic from these areas. **Action: GC to set up joint meeting with UCL and Camden.**

5 Cyclescape

GC gave a short presentation on Cyclescape and proposed it as a replacement for the Yahoo group that is currently used to discuss cycling issues. It should reach a wider audience but would be much more targeted as people can sign up to be notified of new issues based on geographical and other preferences and choose whether to follow them. There was general agreement that we should use this. JD recommended that news items should stay on the website. BE said that it did not work very well on phones and other small devices and volunteered to contact the developers to discuss this. **Action: BE to contact developers**

6 CCC Website

BE reported that three meetings had been held (attended by JD, GS, GC and BE) to discuss the design. As previously reported, it will be developed in WordPress by David Hastings. A priority will be to make sure it is easy to use on mobile devices and can be easily edited and updated with a simplified front page. **Action: Ongoing**

Members' Meeting

We were joined by Peter Marsh, Neville McKay, Tom Franklin, Charlie Legg, Anton Humphrey, Gerd Habenicht, Robert Geismar, Steven Edwards and Peter Wakefield.

1 Talk by Rachel Aldred (RA)

Rachel has been chair of the LCC Policy Forum since January and has been on the LCC board since 2012. She is a researcher and teaches transport policy at Westminster University. She described the organisation and work of the Policy Forum, which is an elected body (elections will be held in January) tasked with developing policies and proposing them to the LCC board. They are currently working on Traffic Modelling (seminar to be held in January), Inclusivity (February), Quality of Cycling Environment and Cycling and Buses. They hold regular seminars (six since April, two more planned this year) and welcome suggestions and participation.

She also talked about liaison meetings that are being held with TfL to discuss the new version of the London Cycling Design Standards. A motion was put to the LCC conference proposing adoption of clear policies for shared streets: top speeds of 20 mph (not just limits) and maximum motor traffic levels of 2000 pcus (passenger car equivalents) per day. Quality Ratings will be used to flag compromised streets. She noted that some of the proposed new cycle grid (e.g. the 'Bakerloo line') are not expected to meet these standards.

Rachel then addressed the 2014 local election campaign. The plan is to promote campaigning in every ward with the theme "Space for Cycling". Within this theme are six demands: 20 mph limits (with enforcement); Improved Greenways; Liveable Town Centres; Dedicated space on main roads; Streets without through motor traffic; Safe Routes for School Children. At ward level, local campaigners would choose the most appropriate local issue within this framework. The target to develop local campaigns is January/February 2014.

Discussion followed. David Arditti asked whether there was any danger of local bus lanes allowing motorcycles. JD felt this was unlikely as Camden and other boroughs are against the idea.

SC asked how policy was implemented; RA replied that as well as guiding campaigning, agreed policies are used by local groups to guide responses to consultation and by LCC in their discussions with TfL.

A question was raised about education – did RA think that for example the MA course she teaches could do a better job of promoting cycling and other sustainable transport modes. RA felt that cycling was dealt with throughout the program, including in the engineering classes, but could possibly have more emphasis and that more liaison with LCC might be useful.

The issue of enforcement of 20 mph limits was then discussed. The Association of Chief Police Officers has recently changed its guidelines and enforcement should now have higher priority, especially if local councillors ask for it.

DA talked about the need to educate local councillors on the options available to achieve better streets. This could be done by holding local meetings and that assistance from LCC would be valuable. RA agreed that this was a good idea and suggested a database of Best Practices would be useful. She felt that we need to do a better job of explaining the concept of dedicated space as it is not well understood.

GC said that he had been developing examples of streets without through motor traffic (aka filtered permeability) for use in local discussions. Good examples exist in many boroughs but they need documenting.

The discussion was concluded with a vote of thanks to Rachel.

2 Regents Park

CCC have started a joint campaign with Westminster CC to press for a reduction in through motor traffic in Regents Park. JD summarised the current status: a meeting had been held to review issues and solutions and traffic counts had been done at key locations at the SE and SW corners to establish flows of motor and cycle traffic and whether there was evidence of tidal movement (i.e. commuter traffic). Potential locations of point closures were reviewed and a draft proposal is being prepared. There is concern about traffic levels on Albany Street and whether it could accommodate displaced traffic but the other peripheral roads are believed to have reasonable capacity due to the general reduction in private motor traffic over the last few years. Questions were raised about whether we should ask for the pay and display parking to be removed but the meeting felt it should stay; we are campaigning against through traffic, not against access.

In answer to a question about which authority was actually in charge of the park roads, DA replied that it was technically Royal Parks (roads are managed by Crown Estates) but that Camden, Westminster and TfL would have a strong interest. He mentioned that because it is planned to have the cycle grid use the park, TfL should be supportive.

3 AOB

Two announcements were made:

Phil Jones is leading a workshop at Westminster University on 30th November, entitled "Getting Political Support for LCC's Policies"

The next CCC meeting will be on November 18th where Mike van Erp will give a talk

The meeting closed at 9 p.m.