

Minutes of Camden Cyclists Committee Meeting, 17 August 2015

Present: Stefano Casalotti (SC), George Coulouris (GC), Jean Dollimore (JD), Angela Hobsbaum (AH, minutes), Meade McCloughan (MM, Chair), Geoff Stilwell (GS), Helen Vecht (HV).

[David Arditti (DA) observer]

Apologies: John Chamberlain, Ben Edmonds, Steven Edwards, Ursule Thurnherr.

1. Minutes of the meeting 20th July 2015: agreed.

2. Matters arising:

6. Ride London: John Chamberlain was not intending to claim any money for marshals.

7. The deadline for proposing motions for the LCC AGM had now passed.

8. Kidderpore Avenue inspection ride: DA had been invited to take part but had declined; AH was going to e-mail all CCC members in that ward to invite their ideas.

9. Widening existing painted cycle lanes: JD would collect more ideas.

10. S4C Ask / West End Lane: JD outlined the route of QW3, running from Gladstone Park down Compayne Gdns, Kilburn priory, into Westminster (at Hamilton Terrace). GC and JD will look at some bridge structures (?).

There is a new design for QW signage that will be more noticeable than the old LCN signs. JD had raised the Broadhurst Gdns issue with Dan Tait again; this time the objection was that when the bus stops in Broadhurst Gdns, cars would be unable to pass and this would back traffic up (but the C11 isn't a very frequent bus).

3. LCC's policies and governance of local groups:

AH had circulated a summary of the papers prepared by LCC which outlined the need for local groups to adhere to LCC policies. CC's constitution complies with LCC's model except that CC's clauses 4 and 5 refer to Equal Opportunities and Child Protection policies which we have never set out in detail. It was felt that we could adopt LCC's policies on these matters, but we could wait and see what LCC's review of the constitutions of local groups required.

4. Brief update on S4C asks:

In response to our deputation presenting the S4C petition to Camden on 22 June, a reply had been received from Ed Watson, Director, Culture and Environment; AH would reply to him, making it clear that the S4C Asks are not our highest priority, but the purpose of delivering the petition was to draw the attention of all councillors to these local requests.

5. LCC's End Lorry Danger petition:

DA had reservations about the feasibility and wisdom of excluding lorries during rush hours; he felt that this might just increase casualties at other times of day. If a trial were to be run it would need to operate for e.g. 2 years in order to get stable figures.

6. Any other business:

6.1 GS reported on Camden's TfL Liaison group meeting held at Sidings, chaired by Phil Jones; cycling was hardly mentioned except by Councillor Flick Rea who drew attention to the S4C ask for West Hampstead.

6.2 AH reported that 3rd September would be Cycle to Work Day. SC suggested that we should invite any members who wanted to organise a cyclists' breakfast at their place of work up to £25 for croissants and coffee (for a minimum of 5 cyclists), as long as they sent us a photo & receipt. They should let us know in advance if they planned to do this, and we would send them a sign-up sheet to encourage them to join LCC. **AH to send message to all.**

Main meeting

Attendance as above + Cate Henderson

7. Cobden Junction:

GC outlined the history of the proposed changes and the current situation. It was agreed that the current situation was dangerous; **GC** would inform Andrew Dismore (AM) and ask him to ask the Mayor for an explanation of why Camden's safe plans had been changed by TfL. JD would warn relevant officers that there was a lot of concern. **GC and JD** would arrange an inspection on Monday 24th, inviting as many people as possible. If this produced no satisfactory outcome, it was proposed that a mass protest ride be held in October.

8. Infrastructure: a solution for potential left hooks in Gower St and elsewhere: JD

JD explained that when Gower St was redesigned as part of the West End project there would be 5 junctions with potential left-hooks, and 8 with right-turn issues for cyclists. She presented a possible solution using a cycle gate and new low-level cycle signals (now permitted) which would give cyclists a separate green phase. Members appreciated her illustrations of this scheme and the work she, GC and JC had done to work out satisfactory timings. Camden would present this to TfL (?).