

Minutes of CCC Committee Meeting

15th September 2014

Present

Stefano Casalotti, Angela Hobsbaum, Jean Dollimore, Helen Vecht, George Coulouris, Ben Edmonds, Steven Edwards, Geoff Stilwell (Minutes).

1. Apologies

John Chamberlain. Meade McCloughan,

2. Minutes of the meeting 18th August 2014

Approved.

3. Matters Arising

From Committee Meeting

- 3.1 **Point 8.** The Money for Marshals had been requested from LCC and John C would contact the marshals when it had been received.

From Members' Meeting

- 3.2 **Point 3: Hampstead Heath.** Angela would email Kate Radusin
- 3.3 **Point 4: Website.** RSS Feed implemented. Hosting Cost would be £100 for first year. Site should go live by end of October.
- 3.4 **Point 5: Future Meetings.** Geoff had confirmation that Police from local SNT would attend at Sidings on 20th October. Two councillors so far also agreed to attend. **Point 5c:** Brian Deegan has agreed to speak at the November meeting.

4. Sidings Heritage Fair – Saturday 4th October 2014

Cycle Training had been organised on the playground behind the centre. Two 1½ hour sessions: 11:30am to 1pm and 2:30pm to 4pm. Angela agree to run the CCC Stall with help. Geoff said that James had agreed in principle to run a Dr Bike session, other mechanics were suggested (John & Rachel) and would be approached.

5. Meetings Attended

5.1 Royal Parks

Angela attended meeting. Feasibility Study for Gloucester Gate: draft report produced in April, final in June. Angela will respond on these proposals to Cycling Development Group of RP.

Questions were asked about the campaign to remove through traffic from Outer Circle.

5.2 Haverstock

Angela, Jean and Steven met with Haverstock Ward councillor, Alison Kelly, about the S4C ward 'Ask'. Issues were Malden Road intersection and Crogsland Road. Alison was helpful and knowledgeable. Camden Cyclists should present a case to her.

6. Events Attended

6.1 Great Ormond Street

Angela attended and reported it worthwhile. We flew the flag for Cycle to Work day, Thursday 4th Sept; John and James ran an excellent Dr Bike service.

6.2 York Rise Street Party

Angela and Steven attended. Met with ward councillors, Sally Gimson, Oliver Lewis, and Sian Berry for the Green Party who provided a useful Traffic Flow data map. They discussed with them the possibility of Dartmouth Park becoming an 'Area Without Through Motor Traffic' and Filtered Permeability. Sally Gimson (Sustainability Officer for Camden and Labour councillor for Highgate ward), though she remains one of those as yet not signed up to the S4C Ask, was supportive and agreed to have a meeting to discuss the filtered permeability 'Ask' for the Highgate ward further (since there are impacts on other routes to be considered).

7. Kids on Bikes Event

Ben had produced an outline plan for the event but proposed that it was a little optimistic to try to plan for this year. The Kings Cross Granary Square and/or Skip Garden were suggested locations. These normally had a busy footfall and other events that we could possibly link into and capitalise on. A weekend date in Spring 2015 was proposed.

George has a contact with Argent, the developers of the area. **Stefano** has a contact associated with the Skip Garden. They would both make contact and explore feasibility, timings and existing or planned events.

As Kings Cross is close to Islington and the existing Children Cycling to School project at Tufnell Park crosses the borough borders, it was suggested that we involve Islington Cyclists and LCC Central.

Angela agreed to co-ordinate the event but would require lots of assistance.

8. Infrastructure

8.1 TfL Superhighway

George presented maps showing the proposed north-south superhighway from Elephant and Castle, across Blackfriars Bridge, up Farringdon Road to Kings Cross.

George reported that much of the proposed route was good with protecting cyclists against left hooks.

There were issues requiring consultation in the section from Farringdon Station to Kings Cross. Farringdon Road is too narrow to allow for two-way motor traffic and sufficient space for cyclists.

Currently the route does not make it easy to get to York Way which many thought was key. And that the Kings Cross gyratory should be removed.

The committee endorsed the idea of working closely with Islington Cyclists (ICAG) on this.

8.2 Cobden Junction

Following our objections to the design originally consulted on, Camden planners brought forward proposals for a design based on the 'hold the left turn' junction scheme that LCC has been promoting. That design from Camden was rejected by a TfL signals audit as 'unsafe for pedestrians', George has written to Phil Jones saying that alternatives would be unsafe for cyclists.

Jean suggested that the proposals were worth fighting for in this case as this would be the first time this junction design would be implemented.

Andrew Gilligan was aware of the issue.

George suggested CCC should organise a demonstration protesting for the original design with 'Hold the Left Turn' elements or another solution since the design now on the table presents real and serious dangers of conflicts between HGVs and cyclists. No conclusion was reached on the suggestion.

8.3 Two-Way Cycling in Hawley Crescent or Castlehaven

CCC has been invited to comment on plans to have two-way cycling in Hawley Crescent or Castlehaven Road. Jean would like the committee to email her with their comments.

Members Meeting

Present: Those listed above, except Ben, plus Abi Mortimer (Greenpeace), Sven Segal (Friends of the Earth), David Cohen, Rob Geismar, Tom Franklin, Alex Santacreu, Susan Seymour, Paul Braithwaite

Debate: ‘Should the London/Camden Cycling Campaign adopt an environmental approach in its campaign for better cycling facilities?’

The meeting starting with a S.W.O.T. analysis where everyone added comments on Postlts to Strength, Weakness, Opportunities and Threats categories (see *below*).

Abi Mortimer from Greenpeace spoke about their more global view. Major campaigns include: Climate, Oceans, Forests, Energy and Peace. Greenpeace is well known for its Direct Action. Current campaigns involve the Arctic ice and threats from oil companies drilling for oil there, sustainable fishing and saving rare Amazon trees from being felled out of existence.

Abi reported that Greenpeace has no official position on cycling but were positive about cycling as an alternative, energy-efficient and healthy mode of transport.

Sven Segal from Friends of the Earth focused on their current campaigns which were Fracking and a ‘Run on Sun’ project for schools to use solar panels. FoTE are currently asking Camden to publicly oppose fracking. ‘The Ugly Side of Fracking’, their anti-fracking campaign involves individuals taking selfies and posting on Twitter.

Sven described himself as a passionate cyclist but FoTE also don’t have an official position on cycling. They obviously appreciate that cycling, being non-polluting, is of benefit to the environment but he felt that the health, fitness and wellbeing aspects were far more important than environmental issues.

Angela Hobsbaum from Camden Cyclists saw CC as a single issue organisation. We promote cycling to existing cyclists and non-cyclists that want to be (or might need help to be) cyclists. CC can obviously learn from larger environmental organisations and include the larger issues and research evidence such as on energy usage and climate change in our campaigning.

Discussions focused mainly on pollution and air quality. Several members mentioned Boris Johnson’s admission: ‘...4,300 lives in London alone that are brought to a premature close by this pollution’. The research on diesel cars also shows that these are more of a problem than originally thought.

‘Cycling is space efficient.’ ‘The city of London cannot move people around in cars.’ Cycling encourages community and equality. Areas without through motorised transport provide a much more pleasant liveable space.

Air Quality seemed to be the issue which linked cycling and the environmental organisations most closely.

Research into the effects of pollution on pedestrians, cyclists and drivers did show that drivers sitting in cars suffer more from pollution than pedestrians and cyclists, but this was proved to be flawed research. However the health benefits of walking and cycling, even in polluted areas, was greater than driving.

Cycling reduces pollution and reduces congestion.

Back routes down quieter roads were far less polluted than the main roads. Segregating cyclists on main and polluted routes may not be the healthiest plan.

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Linking environmental issues to cycling consultations may strengthen our arguments, e.g. Removing taxi cabs from Tottenham Court Road.

Since the elections in May, Camden have reallocated councillor's roles and have separated the environment and traffic (including cycling).

Conclusions:

Although London/Camden Cycling Campaigns would not directly benefit from promoting themselves as environmental organisations, there would be a benefit from linking with the larger organisations to strengthen our arguments with specific research data to hand, specifically on issues such as air quality.

SWOT Analysis

Strength	Weakness	Opportunity	Threat
Gauge where we can fit into the Council's environment agenda 1	Only appeals to 'usual suspects'. Won't attract many new cyclists. 1	Associate with larger environmental groups. 2	Loss of Camden Cyclist identity – we identify our supporters as cyclists. 1
Ties in with other campaigns	May need a 'big name' to help up the profile.	Better use of resources, energy, etc. 1	NIMBYs and Daily Mail readers
Coalition = louder voice	Mono focus	Focus on Air Quality 9	The Council
Transport and energy usage, one all-encompassing issue – to embrace economics also	Disengages people – existing members and potential ones	Campaign together of air pollution, getting toxic emissions down 2	People trying to divide us e.g. cycling in Green Spaces objected to
More pleasant environment: <ul style="list-style-type: none"> • Less traffic • Less air pollution • Less noise • Less CO² emissions • More cycling • More pedestrians More pleasant for everyone 3	Might forget health issues e.g. concentrate on reducing CO ² emissions and rather than on getting more people to cycle. 1	Exploit knowledge of FoTE and Greenpeace about environmental issues (air quality)	Alienation of segments of society Disadvantage segments of society including those who would like to cycle but can't
Part of an umbrella organisation for over increasingly important ??? of climate change campaigning	Have most people already made up their minds on where they stand?	Cycling is 'environmental' whether an individual cyclist feels it is or not.	Be dismissed as 'green hippies' by conservative councillors 2
Common threads: desire to protect the environment added to wish to improve conditions for cycling 1	Exclude those who don't care about the environment.		
Improved environment = Health 1	Spreading campaign too thinly 1		
Get more politicians onside	May possibly alienate certain groups of cyclists		

Numbers refer to the importance people had given to the comments.