

Minutes of CCC Committee Meeting

19th January 2015

Present:

Angela Hobsbaum, Steven Edwards, Geoff Stilwell, Helen Vecht, Stefano Casalotti, John Chamberlain.

1. Apologies

George Coulouris, Jean Dollimore, Ben Edmonds, Meade McCloughan

2. Minutes of the meeting of 15th December 2014

Approved.

3. Matters arising from the minutes

(15th Dec)

Point 3.2.10 (BikeHangars): Lambeth group had been contacted but no reply received yet.

Point 5 (Kilburn High Road): Helen still to action campaign.

Point 6 (RCS South Extension): TfL to action contraflow in Midland Road. (John to check whether approved or not).

(9th Jan)

3 (i) Hampstead Heath Dams: Traffic Impact Plan received by Angela. 10 Lorries per day were expected to pass onto Highgate Road. School times would be avoided. John commented that the impact would depend on how long this lasted. The document was passed to John.

3 (ii) Quick Wins: These were on hold. Discussion centred around "Except Cyclists" signs which could be added as Quick Wins when new Traffic Signs law comes into force shortly.

3 (iii) report on LCC Local Groups' Forum meeting: AH reported that LCC was not organising a campaign for the general election in May, leaving that to local groups, but would be campaigning for the Mayoral elections in 2016. Following the decision of HMRC, membership of LCC would no longer provide benefits of 3rd party insurance or discounts from bicycle shops. We should remove mention of these from our website.

3 (iv) Ward Wardens: Angela had drafted a Job Description for Ward Wardens. The wards would possibly be paired and 1, 2 or 3 wardens would be expected to:

- Receive planning applications from Camden and scan them for their impact on cycling;
- Organise occasional inspection rides every 6 months;
- Look for opportunities for bike parking or storage & dead bikes;
- Check for project completion (Quick Wins, etc.) to ensure that all was satisfactorily completed.

Members would be emailed by ward, Steven to send emails.

Wardens could also be recruited through volunteer directories/bureau or possibly through Living Streets.

4. West End Project

The Officers' Report was available.

There would be a deputation (Angela & John) to council on Wednesday (21st Jan) with LCC to voice our support for the scheme but opposition for Taxis to use TCR. Gower Street cycle provision would be 2m lanes with pinch points with stepped-track separation. John commented that, although the perception was that this kind of separation was safer than the light segregation as used in RCS, there was no evidence to support that it was actually safer. It may be safer for pedestrians if armadillos are seen as a trip-hazard.

TCR would be open to traffic between 7pm and 8am and all day Sundays. This was a disappointment.

Camden plans a long-term trial on Tavistock Place which will double the amount of "space for cycling" by:

- Converting the existing two-way segregated cycle track to operate as a one-way eastbound cycle lane
- Maintaining one eastbound traffic lane
- Converting the existing westbound traffic lane to a lane for cycling and servicing vehicles only (no other westbound traffic would be permitted to use the street)

This is due to commence in summer 2015.

5. Ride Leader Training

John proposed allocating money for Ride Leader training for himself and others who wanted to lead future rides. Geoff suggested contacting Richard Riddle as his training had been free. Angela would contact Richard.

Members Meeting

Present:

Those above plus: Rosalind Readhead, Ben Coleman, Nigel Bee.

Discussion

As the advertised speaker was not able to come we discussed a proposal from Rosalind Readhead.

Her idea is for a 'Blue Ribbon scheme' to consolidate the various London cycle routes (grid/QWs/CSs etc.) using a naming system based on London's rivers system - both existing and subterranean - with smaller branches of major routes referred to as 'tributaries'. This network of blue routes could be similar to the existing red routes and replace existing parking space. The river analogy might make for a more visually interesting reference point while providing a direct and actual link to London's historic river network.

Direct routes could be identified (as main 'river' routes) that maybe suitable for consideration that would appeal to women and children.

Rosalind noted that car parking space is far too cheap (being many times more expensive in places like Japan) and that car parking takes up 78 square km² in London (based on the minimum parking space). Resident Parking is too cheap in London compared to private parking - which takes up space that could be allocated elsewhere ('blue' routes). Non-car-owners are as high as 69% in some boroughs and parking charges need to be reflected fairly by not penalising this group - therefore for second and third cars per household, residents' parking fees should be increased quite considerably in comparison with that currently charged.