

Minutes of Committee Meeting

Monday 21 December 2015, 6.30 – 7.30

- Attendance: Helen Vecht, George Coulouris, Meade McCloughan, Geoff Stilwell, Steven Edwards (Chair), Jean Dollimore, Angela Hobsbaum (minutes)
+ David Arditti (Brent)
Apologies: Stefano Casalotti, John Chamberlain, Ben Edwards, Ursule Thurnherr.
- Minutes 18 November: accepted as correct.
Matters arising: none.
- Bartholomew Road – consultation: Jean described the latest proposals. This is not specifically a proposal to improve cycling infrastructure; it is designed to prevent rat-running by motorists.
Action: Steven Edwards will send an e-mail via Engaging Networks to LCC members and supporters in Canteloves and Kentish Town wards, asking them to respond and also to speak to their non-cycling neighbours and explain the benefits to everyone.
- Tavistock Place review/next steps: George explained that the campaign is organised by Camden Cyclists; the label Safer Bloomsbury is used following advice from Chris and Jono Kenyon, who had run the Cyclingworks campaign for the E-W cycling superhighway. George and Jean had set up the website <http://saferbloomsbury.org.uk> which aims to get support from businesses, educational institutions and other large organisations. So far, 2 colleges and 2 businesses have pledged support. The taxi-drivers have set up a petition and the Tavistock Hotel are objecting.
Action: After Christmas, he will be designing and ordering a modified leaflet for the next phase of the campaign - **suggestions for changes welcome**. Jean will write up the survey they carried out in Byng Place on 10 Dec and put it on the saferbloomsbury website <http://saferbloomsbury.org.uk>.
- HS2 report: Angela reported that Camden Cyclists had appeared before the Select Committee on 14 December and their requests seemed to have been understood by the committee, but the assurances from HS2 had not yet been received in print.
- Facebook page: as Ursule was not there, we had no further news.
- Recruitment: LCC were doing a recruitment drive from which we might benefit; our

current membership was below 500.

8. Sidings cycling hub update: Geoff reported that there was no more news about funding from Hannah Gill (Community Sports Activator) but she and her colleague Andy had three volunteers who could train as ride leaders. Geoff had not yet contacted the Winchester project for more second-hand bikes; so far, we had 2 men's and 1 woman's bike to be made roadworthy for Sidings, and we might now look for some children's bikes.

Action: Angela would remind Richard Riddle that Sidings would be a good location for a Bikehangar.

9. AOB: Kilburn High Road: Meade and George had attended a meeting with Brent and Camden officers but no new plans had been submitted; ideas seemed to be at concept stage. We wanted at least mandatory cycle lanes.

CS11: Angela reported that the consultation for the route of the CS11 from Swiss Cottage to Portland Place would be published in January (hopefully). There were currently no plans to extend CS11 north of Swiss Cottage up Finchley Road.

Member's Meeting

We were joined by six members for this meeting:

1. Review of 2015: Angela reminded everyone of the highlights of 2015 – RCS extensions north (ongoing) and south (completed): Camden's first raised tracks. Delancey-Pratt – work would start soon. Hampstead Road – improvements had been discussed with TfL last February but there was still no evidence of work on site! In March we had held a successful hustings at Sidings where all our prospective parliamentary candidates for both wards attended; in April we attended the Camden Clean Air Network (CAN) hustings; both these events reminded politicians that cyclists are voters too. In May we recruited a few more cyclists from the closure of Tufnell Park tube station. In November the Tavistock/Torrington trial was finally opened and we leafleted to get pedestrians and cyclists to show their support. We had run six rides over summer and autumn.
Looking ahead: we would continue to campaign for saferbloomsbury. We had not made any progress on Cobden Junction. We would be campaigning for the Mayoral election in May.
2. Martin Nelson made a well-illustrated presentation on the C25 Quietway. He describes it like this: 'It comprises 450km/280 miles of quiet cycleway round London, 60% off-road, accessed by 240km/150 miles of equally pleasurable routes out from TfL Zone 6 boundary stations. The user

can therefore devise a trip out of town comprising spokes and arcs of the wheel – and also using spin-offs into deeper south-east England.

The C25 will use, and add to, the existing Sustrans National Cycle Route network, but will have a specific and unique advantage: it exploits the fact that rail travel is free or low-cost to TfL Freedom Pass, Oyster and season ticket holders. With that weak economic friction, users are liberated to devise a trip that does not have to return to the start point, anywhere around the capital – and liberated from use of a car. It will open up a range of new excursions for urban cyclists in particular. Many users will be astonished at so much peaceful countryside close to a great metropolis.’