

Camden Cyclists Meeting

Minutes 18 March 2024



19:30 - 21:00 On line

Attending

Steve Prowse (SP Chair & minutes), John Chamberlain (JC), Jean Dollimore (JD), George Colouris (GC), Paul Allen (PA), Luke Pearson (LP), Simon Pearson, Diane Pearson, Rachel Wrangham, Elena, George Rock, Christopher Bewley, Moy El-Bushra, Suzanne Weller.

1. Introductions

Steve invited the regulars to introduce themselves followed by the people attending their first meeting: George Rock, Christopher Bewley, Moy El-Bushra, Suzanne Weller.

2. Minutes from the February meeting

<https://camdencyclists.org.uk/2024/02/ccc-meeting-minutes-19th-february-2024/>

Steve summarised the main points and actions. The minutes were approved.

JD reported on a follow up meeting with officers about turning right out of protected cycle lanes, such as on Haverstock Hill; officers will investigate the possibility of using parallel crossings close to the destination junctions and jug handles to aid turns.

Actions: The Whitestone Pond visit was postponed and will be added to the April agenda.

3. TfL Strategic Cycling Analysis 2022

George presented TfL's Strategic Cycling Analysis 2022 including Will Petty's overlay on Felt.

TfL's Criteria:

- 70 percent of Londoners to live within 400 metres of the Cycleway network by 2041.
- Potential cycle journeys that are currently made by car, but which could be cycled if barriers were broken down, including through the provision of a high- quality cycle network.
- Moves beyond focusing on commuter cycling and supports the aim to make access to the cycle network more inclusive.

Points made:

- TfL have a methodology for proposing routes and so do Camden.
- Appearing on the TfL SCA map is one of the criteria Camden use for prioritising routes.
- The SCA map shows links between origin and destination rather than specifying the roads it will follow, for example Kilburn High Road A5 is shown but the - yet to be announced - cycle route is likely to avoid the main road itself.

George's slides are [here](#).

4. Holborn Liveable Neighbourhood plans

The Commonplace engagement can be found [here](#) – responses will be reviewed starting in April but the Commonplace survey will remain open to collect more ideas. JC had presented [slides](#) at the Feb CCC meeting to explain the main components of Camden's plans.

JC reported on a meeting at Holborn Library also attended by GC and JD. They met Joe Smith, the officer leading the Holborn LN work.

Has some linkage to what LCC refer to as The London Corridor which includes [Dangerous Junctions](#) at Holborn Gyratory, Camden's plans for Clerkenwell Road and Islington's as yet unpublished plans for Clerkenwell/Old Street ("Phase 2").

JC also mentioned [The Holborn Vision](#), which gives a wider context and covers planning issues as well as the public realm. Consultation closes at the end of March.

Action: JC to draft response

5. LTNs

The UK government has amended its guidance for Low Traffic Neighbourhoods (LTNs) which raises the bar local authorities need to meet to create new LTNs. The move comes amid what it describes as a “crackdown on anti-driver road schemes”. The new guidance, formed as a part of the government's revised 'Plan for Drivers', emphasises the need for “buy-in from local residents, businesses and emergency services when considering implementing new LTN schemes”, with the aim of giving local people a “stronger voice on road schemes that affect them”. The new guidance is also a part of the UK government’s attempts to combat what Prime Minister Rishi Sunak has described as a “war on motorists”.

The Govt commissioned survey, focused on four LTN areas: Lozells Places for People in Birmingham, *Arlington Road Camden in London*, Worsley Mesnes in Wigan, and Navigation Road in York. When asked if they were in support or opposition of the measure, 45 per cent of the respondents said that they were in favour of it, with only 21 per cent claiming to be against it.

The meeting discussed the ‘Culture Wars’ and given that Camden Consultations are extensive, it is not thought that the new guidance will have an impact on Camden’s Transport Strategy and the 3 year plan.

Ideas for the CommonPlace engagement

We will probably put together a separate CCC web page with suggestions that people could make on the engagement. For example:

- Things we like: Red Lion and Lambs Conduit Street.
- Things we want: cycle lanes on High Holborn, north-south cycle route
- Support Starter Projects: Brownlow Street, Lincoln's Inn Fields, Newton Street – C52

6. Should lime bikes have dockless parking at Sheffield Stands?

George stated that such an idea is not favourable for pavement stands.

Rachel stated that a kerbside strategy to reallocate car parking to cycle parking that is a mix of Hire Bike dockless bays & Sheffield Stands would be favourable.

7. 27/04/24 'Little Big Ride'

SP asked people to pencil this date into diaries. LCC will publish more details of how it supports the Mayoral Campaign in due course.

8. Vehicles stopping in the bike box

Luke raised this and suggested that infringement was becoming more common. ASL infringements put cyclists at serious risk by reducing their space and visibility. Enforcing these traffic rules would promote a safer environment for cyclists. Camera enforcement would encourage better driver behaviour and make motorists more aware of ASLs.

Action: SP to investigate if cameras can be used to enforce ASL infringement (done)

Notes added after meeting:

Camden policy at <https://bit.ly/4cJ2k8l> (does not explicitly mention ASLs)

ASL Infringement Rules

Highway Code Rule 178 clearly states motorists (including moped riders) MUST stop at the first white line when the traffic lights are red or amber.

It is illegal for any part of a vehicle other than a bicycle to cross the first stop line and enter the ASL when the lights are red.

The only exception is if your vehicle has already crossed the first white line at the time the signal turns red. In this case, you must stop at the second white line.

Enforcement with Cameras

Transport for London (TfL) uses CCTV cameras to enforce ASL infringements at some junctions.

9 AoB (parking provision for cargo bikes (hangars etc)).

Moy provided an impassioned case study of how Cargo ownership is brilliant but parking and in particular security issues can make ownership difficult. Some top tips included:

- Use of Motorbike bays with ground anchors.
- Installation of trackers.
- Fitting of hexlocks, which prevent removal of bolts.

Camden's SMD report on cycle hangars procurement states that "There is currently a high demand for cycle hangar spaces in Camden with **over 7000** current waiting list requests for existing hangars in the borough"

Future Minute takers: April JC, May JD

Next Meeting 15th April at 7:30. The meeting will be online using Zoom.

<https://camdencyclists.org.uk/events/members-meeting-2024-03-18/>