

# Camden Cyclists Meeting

Minutes 20 January 2025

19:30 - 21:00 Online

## Attending

John Chamberlain (JC, Chair), Suzanne Weller (SW, Minutes), Peter Marsh, Elena Moynihan (EM), Kaveh Kordestani (KK), Steve Prowse (SteveP), Sam Parkes (SamP), Stefano Bertolotto (SB).

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## 1. Introductions

Brief introductions from everyone. Welcome back to Peter Marsh who campaigned for the excellent infrastructure on Tavistock Place and, more recently, the mass flyering event in support of LCC.

## 2. Minutes of the December meeting to approve

The [minutes](#) were reviewed and approved.  
Sam Margolis sent through his [slides](#) from December's meeting.

## 3. [Consultations](#): Torriano Avenue, Mount Pleasant

### Torriano Avenue - consultation for street improvements around the school.

John informed us of the background to this proposal: Camden is unable to do a full healthy street here because the school sits on a major route. The current proposal is for trees, planting, rain gardens, removing resident's parking and cycle parking bays etc. In general, Camden has a commitment to make all roads two-way for cycling, but Torriano Avenue is an explicit exemption.

Our response is to make the case for two-way cycling on Torriano Avenue and ask that the east side be developed to allow for a future southbound cycle lane from the school at least as far as Busby Place. Even if the contra-flow cannot be added to this proposal, we can lay down a marker for future work in the area.

SamP agreed that two-way cycling is needed. The lack of it means that people often cycle on the pavement opposite the school. SamP added two points that we could include in the consultation:

- Without contraflow cycling here, it is challenging to get to and from the excellent cycle infrastructure on York Way.
- There are few private houses between the school and Busby Place, could the residents' parking be further reduced to allow for a southbound cycle lane?

SteveP added that because there is a bus lane, the addition of southbound contraflow cycling should have no impact on bus journey times. Although this might not be the case if changes to the junction are required.

### Action:

- **JC and SW to update our response by 21 Jan.**
- **Everyone to submit personal responses to the consultation [here](#) (closes 21 Jan).**

## Mount Pleasant

CCC replied positively, but made a point to allow ebikes.

**Action: Everyone to submit personal responses [here](#) (closes 24 Jan).**

## 4. [Recent Decisions](#): Red Lion Street, Keeley Street, Camden Street Area

John gave a review of recent decisions:

### Red Lion Street

As part of the [Holborn STARter project](#), Camden approved a proposal for improvements to extend the motor-free zone, add cycle stands, hangars, planting, junction improvements and more.

We supported the proposal, but asked for further closures to reduce south-north traffic flow in the area. Camden will consider our suggestion as part of the wider [Holborn Liveable Neighbourhood project](#).

SteveP received an email from someone who had a cycling incident in the area, but needs to review the details to see whether any specific improvements could have prevented the incident.

**Action: SteveP to review the email and see whether there is an issue to be reported.**

### Keeley Street

The proposal to close the street to motor traffic and replace it with a two-way cycle track was approved with support from CCC.

### Camden Street Area

A decision is due to be made tomorrow on the proposal containing a number of closures for traffic in the area around Pratt Street to eliminate through traffic. We supported the closures, but raised the concern that it will just push traffic down to Plender Street, then back up Royal College Street. Camden should address the primary cause which is the no-left-turn at the junction of Camden Street and Camden Road to allow for a pedestrian crossing. It would be better to route traffic onto the strategic routes as quickly as possible.

The Pratt Street closure is particularly useful as it forms part of the proposed new east-west cycleway across Camden.

## 5. Ride Camden 24/25 May

LCC is collaborating with as many London borough (LB) councils as possible to create a London Festival of Cycling on Sunday 25th May. This is proposed to be a 2025 alternative to the cancelled RideLondon FreeCycle (here is [their statement](#) on why it's cancelled this year).

LCC have had initial conversations with 8 councils who have expressed an interest in both collaborating with LCC and each other to create the event. These conversations have been very positive and both LCC and the councils would like to expand this group to as many - hopefully all - other councils to some extent.

The working assumption is that:

- LCC groups will run some cycling activity in each borough, probably a led-ride (this replaces the annual feeder ride into Westminster and is expected to be a similar or less demanding task for local groups - there will be a lot of support from the office)

- The LB councils will facilitate the rides as much as they can
- Some will do road closures, some will not
- The LB councils will do other activities to promote cycling as well on the same day, such as schedule existing activity so that it comes under the festival banner
- Some councils will coordinate with neighbouring councils so that there is a joined-up ride or route
- It is assumed that not all councils/groups will be able to do Sunday 25th but that is our preference and we expect some will do Saturday 24th.

Elena commented that RideLondon was a fabulous event that engaged a huge number of people in cycling and enjoying a car-free day around London. We should check that LCC is keeping up the pressure to make it happen again.

SteveP pointed out that car-free days in Camden have often been limited to one or two streets which probably isn't enough to get a large number of participants on the day. If we didn't get good street closures, we could lead a ride to Green Park / Hyde Park to take advantage of traffic-free routes. Elena pointed out that a previous car-free day initiative in Hampstead had become so complicated that the council just said no.

JC suggested that if boroughs like Islington and Hackney were taking part, we could lead a ride that meets up with them in a car-free area.

SW commented that if the council is onboard, it could work out as a nice alternative to RideLondon that would introduce people to car-free cycling in their local area.

#### **Actions:**

- ***SW to coordinate with LCC, council and other groups on this ride.***
- ***Immediate action - SW to contact Mike from LCC to see whether Camden have expressed interest so far.***

## **6. Latest KSI data - Kaveh**

Kaveh shared with us some analyses he has carried out on TfL reports of road traffic casualties for pedal bikes in Camden. The data from 2024 is still incomplete as it takes a number of months to collect and process it. He shared with us a comparison of KSIs (Killed or Seriously Injured) over time on TLRN (Transport for London Road Network) roads vs LB Camden roads. Although the trend may not be statistically significant, it appears that collisions on LB Camden roads have risen slightly during the first half of 2024, whereas TLRN casualties have fallen slightly. A clearer insight is that overall, there are more collisions on LB Camden roads.

Kaveh also shared a map he produced that plots each incident by its location. This is a very helpful tool to enable us to assess danger hotspots which could be used to support our campaigns or include evidence in specific consultations.

The same data is used by LB Camden as an input into prioritisation of infrastructure changes. However, some caution would be needed in using the data for this purpose as you might be comparing a single fatality in one location with many minor incidents at another - it's not simple or obvious how to aggregate and compare in that way.

Kaveh used [QGIS](#) to produce the maps.

SteveP gave a shout out to cycle instructors - increased cycle training in an area has been shown to lead to a reduction in KSIs.

JC suggested two further analyses of interest:

- Are hire bike users any more or less likely to be involved in a collision?
- Are there any statistics on collisions that also involve an infringement on behalf of the cyclist?

## 7. Hampstead Streets for People - report by Elena

Elena updated us on a meeting she attended in November organised by the [Hampstead Transport](#) group. They have obtained CIL (Community Infrastructure Levy) funding to run the “Hampstead Streets for People” project. This aims to understand local concerns about traffic and transport and identify practical solutions. They have engaged [PJA consultants](#) to produce a report on local ideas and opinions on the issues to be presented to Camden Council.

The meeting was attended by around 100 people and included a workshop to gather views. Elena gave feedback that rather than making small, incremental improvements there should be a push to do something bigger with green travel initiatives. Overall the meeting was useful - PJA was there to listen. The next steps will be for PJA to produce a report based on their engagement with the community and then work with Camden to influence future planning.

JC noted that PJA had previously carried out some good work for the council on other projects. Attending meetings such as this can be hard work, but can be an effective way to ensure that the council knows there is support for change.

**Action: EM to keep us informed on any relevant news from this group.**

## 8. Sam Parkes nomination to join the committee

In line with clause 8 of the CCC constitution, Sam Parkes was co-opted to the management committee. Welcome to the committee Sam!

**Actions:**

- **JC to add Sam to the committee mailing group and various newsletters.**
- **SW to add Sam to the committee page on our website.**

## 9. Posting to X

The question was raised as to whether we should continue posting on X as well as bluesky. SamP noted that there has been quite a migration away from X so we may be able to engage with the community sufficiently via bluesky. SW commented that although we may lose some followers without X, it may not have a significant impact on engagement with CCC’s aims and activities. SB added that it would be better to have X for the wider audience - we should be careful not to limit ourselves to a smaller echo chamber of people who already support our aims.

SteveP provided some statistics - Bluesky has 28M users, our account has ~1200 followers. SamP followed CCC to make it 1201 ;). SB suggested that we research which platform LB Camden is using and ensure we are in a position to amplify their messages when they announce new schemes.

The group discussed what type of posts best represent CCC for all social media posts. Ideally content on our social media should:

- Focus on cycling and the needs of cyclists
- Cover local issues such as problems, new infrastructure and needs of those who cycle in Camden.
- Update our followers on our activities such as consultations, rides and events.
- Help to build an inclusive local community for those interested in cycling in Camden.

**Actions:**

- **Continue to maintain our X account**
- **SteveP and Steven to discuss and agree some guidelines for CCC social media posts.**

**10. AOB**

We received an email regarding Crogsland Road. It used to be two way with no entry from Chalk Farm Road, but now is one way with contraflow cycling. This leads to contention with traffic with cars coming too close to cyclists on the contraflow, or even not noticing that two-way cycling is permitted (leading to intentional close-passes).

KK added that the junction can be more difficult without the protection of the central island. JC mentioned that although the situation can be intimidating, head-on collisions are very rare. SW mentioned that she couldn't see how to complete a right turn from the northbound lane on Chalk Farm Rd into Crogslands Road.

***Action: JC to review the junction and feedback we have received and assess whether we should report back to the council.***