

Camden Cyclists meeting minutes

16 February 2026

19:30–21:00, online via Zoom



Present:

Camden Cyclists:

John Chamberlain (JC), Jean Dollimore (JD), Alex Jones (AJ), Elena Moynihan (EM1), Ema Arvati (EA), Kaveh Kordestani (KK), Luke Pearson, Mark Ostrow, Meade McCloughan, Nicholas Ferrara (NF), Paul Allen (PA), Peter Marsh (PM), Sam Parkes, Simon Pearson (SP)

From Camden Council:

Sam Margolis (SM), Head of Transport Strategy and Projects

From Cycle Islington:

Eilidh Murray (EM2), John Ackers (JA)

1. Introductions

JC welcomed the members and outlined the agenda.

2. Minutes of the January 2026 meeting

<https://camdencyclists.org.uk/2026/01/ccm-meeting-minutes-19th-january-2026/>

JC summarised the minutes of the meeting on 19th January 2026.

Matters arising:

2.1. JC led a discussion on the importance of the cross-Camden cycleway and potential opposition.

2.2. PA gave an update on progress on the cycle lanes on Haverstock Hill.

The minutes were approved with no outstanding actions.

3. News and Updates

The proposed cycle lane on Fitzjohn's Avenue had been recommended for approval, which was expected for the 18th.

4. Presentation by Sam Margolis

Sam's presentation is [here](#). Some highlights:

- Many small and large projects to make cycling and walking safer and more pleasant

- Continued top ratings in Healthy Streets Scorecard with ambition to do even better
- No explicit kerbside strategy but it is embedded in the plan
- Active Travel mode up 11.5% since 2019
- Cycle modeshare appears static according to TfL but other measures indicate an increase
- Major projects in pipeline - Clerkenwell Road, Holborn Liveable Neighbourhood
- Annual spend on projects has increased from £11M in 2019 to £21M in 2024

Q&A:

JA: Where does all the money come from? SM: A range of sources - mostly TfL, Section 106 and CIL¹ (from developers), also Camden put in some of their own funds.

PM: We recognise the great success of the cycle network but this doesn't seem to be recognised by developers in their travel plans, particularly as regards the impact of construction and ongoing vehicle movements (deliveries etc). SM: Camden has an officer dedicated to reviewing construction management plans but post-construction impact including Servicing Delivery Plans is worth looking at, he would take it back to his team.

KK: Are there any plans for Swiss Cottage - this seems to have been dropped by TfL? SM: Fair point - it had been raised recently in a Scrutiny Committee meeting along with the Euston and Finchley Roads and it was clear that TfL had had other areas of focus. Camden was working on a joint vision for the area with TfL and relevant local developers.

EM1: Wanted to express her thanks for the huge amount of worth that Camden had done over the last few years on building the cycle network. Others concurred. SM: Thanks, comments are appreciated and will be passed back to the team.

JC: Are there any plans for Highgate Road and Fortess Road? SM: Expect to consult later this calendar year.

¹ CIL _ Community Infrastructure Levy

- EA: Asked about how Camden works to modify drivers' behaviour; do they engage with the police? SM replied that their main role is in design, for example 20 mph limits, road narrowing, speed tables. Camden has powers to enforce infringements but not speeding, use of mobile phones etc. He mentioned the Community Road Watch² program but this seemed to be less active now, he will find out what the status is.
- SP: Supported KK's question about the status of Swiss Cottage. He asked about kerbside parking with danger to cyclists from car doors, pavement cycling and whether there was any evidence that cycle lanes slowed down buses. SM replied that there had been a lot of parking removed to make roads safer for pedestrians and cyclists (more than 2000 spaces in 6 years). He would talk to the police about pavement cycling. Regarding bus congestion, Max Sullivan in Westminster had compared bus speeds in different boroughs and found that bus delays were not due to cycle lanes³. Camden, along with other boroughs, has an ongoing bus priority program including more bus lanes.
- PA: Asked about enforcement of illegal parking in cycle lanes, especially on Haverstock Hill by local businesses. Could this be enforced as a Health & Safety issue? SM will take the idea back and look at options including the use of ANPR⁴ cameras.
- NF: Noted that though Camden had a good program of protected cycle lanes, it had not installed as many LTNs as other boroughs. Was this a deliberate choice? SM replied that during Covid they had used experimental orders to put in temporary protected lanes which were now being upgraded and perhaps had continued to focus on this rather than on Safe and Healthy Neighbourhoods. However, they are in the Transport Plan.

JC brought the session to an end, SM was thanked for his time and for agreeing to come back with further details.

5. AOB

² Community led speed measurements which can result in a warning letter from the police

³ <https://movepeople.substack.com/p/do-cycle-lanes-slow-buses-down>

⁴ ANPR - Automatic Number Plate Recognition

There was no further business and the meeting was adjourned at 21:10.