

Minutes of the ICAG meeting on Wednesday 12th October 2011 at 7.30-9.30pm at the Town Hall, Upper Street, N1

**Present:**

Stephen Taylor, James Gleadow, David Lincoln, Alison Dines, John Ackers, Keith Macfarlane, Jacques-Olivier Gaudron, Adrian Williams, Paul Standeven

**Apologies:**

Robert Harston, Chris Ashby

**Matters arising from**

14th September 2011

New cycling officer: the last meeting had invited David Shannon to join the ICAG e-group but subsequently having council officers on the e-group had been queried. However those present felt it was good for the list to be open to all and that he was keeping ICAG informed of local events.

Veloteers: the sub-committee agreed to discuss the next steps and report back

Cycle parking at Highbury Corner: Alison would raise this with the Highbury Fields Association

Police incident: John had not heard again from the council engineer who had received a completely unacceptable comment from a policeman. John to contact him again and copy in Adrian who would raise it at the next Community Safety Board. Alison to write to Borough Commander and suggest a meeting to discuss various police/cycling issues.

**Agenda**

1. 20mph on principal roads campaign

John had heard from a senior council engineer that the council executive would be advised not to take forward the 20mph speed limit on principal borough roads. Although the engineer is in favour of 20mph, many factors meant it is unlikely to be achieved and the main one is that the police are not in favour of it and do not have the resources to enforce it. Although speed calculation systems can be used and their introduction had been promised by Boris Johnson they are not currently available. The engineer believes that some accidents are not related to vehicle speed but to junction design and the results of a survey done since the introduction of 20mph in residential roads is due in November. He expects some areas to show a reduction in vehicle speed, others to show no change and some to have seen increasing speeds but without definite speed reductions on smaller and minor roads it will be difficult to enforce the speed limit on principal roads.

Despite this disappointing view, most present felt the campaign was worth pursuing although

Jacques-Olivier believed redesigning the traffic light system so that sequential lights were green for vehicles doing 20mph was a much better approach! If councillors feel there is a strong desire for 20mph they will support it and it was agreed that the developing the website through which residents could e-mail councillors should continue. The text was needed for the e-mail which would probably have generic paragraph and then one about a specific road. There are 18

principal roads in Islington (under both TfL and council control) and paragraphs were needed about them taking into account whether they were:- destinations for shopping/schools; had high levels of residential properties; the width of the road; the number of crossing points etc. John agreed to write the Highbury Grove paragraph, Alison - Blackstock Road, Stephen - Seven Sisters, David - Junction Road and Adrian - Upper Street. John would set up a Google document for everyone to add to and e-mail the ICAG group with an example paragraph asking for more volunteers.

## 2. Feedback from Transport Liaison Group meeting

John had attended this morning and the 20mph limit was discussed (as above). A ramp at the side of the steps for bicycles had been requested at Drayton Park station but as bicycles are not allowed on the First Capital Connect (FCC) trains on that section of the railway FCC is not interested in pursuing it.

## 3. Local implement plan (LIP)

Islington's transport strategy as outlined in the LIP is now out for consultation. John, Stephen and Alison agreed to respond and Alison would send the link to the ICAG list to request comments from others.

## 4. ICAG Facebook page

Olaf had asked for this to be on the agenda but as he was not at the meeting it was not discussed.

## 5. Cyclists' safety at King's Cross

Tragically a cyclist had been killed at King's Cross and Camden Cyclists had highlighted the fact that the proposed safety improvements for the junction had not been introduced. Keith said he'd been to a meeting years ago where consultants had drawn up plans for TfL which had not been taken further. Alison to contact Camden Cyclists and say that we support any interventions to improve safety in the area and ask them to send any related information to the ICAG e-group.

## 6. Death of Colin Hawkes

Colin Hawkes died in Islington when cycling to work in January but the circumstances of his death were not clear; his obituary appeared in The Guardian in March. Adrian was unable to attend the inquest and had heard that the cause of death was natural causes but despite contacting various police departments he was unable to confirm the details of how the cyclist died and the interaction with a car whose driver was arrested and later had the arrest cancelled. It was suggested he contact the cycling officer and Mr Hawkes' workplace to try and get more information. James agreed with Adrian that it was important to establish the facts of any accidents involving cyclists but it could be very hard to obtain the information.

## 7. LCC Go Dutch campaign

Alison said the strapline for this mayoral campaign will be "Clear space on main roads" and that an article was in the new LC magazine about it. ICAG's local action would be discussed at a future meeting.

## **Any other business**

Canal towpath: Alison had had six responses to her request for towpath users to attend a meeting with British Waterways and would arrange it.

The ICAG position on the canal towpath has never been formalised but the meeting agreed the following:- ICAG is against banning cyclists from the towpath;

ICAG is opposed to an unsafe road route being promoted for cyclists;

ICAG believes the towpath should be used by everyone responsibly.

There was not agreement about whether calming measures to slow down cyclists were acceptable but it was felt that they certainly weren't if they stopped other groups using the towpath.

Tufnell Park Transition Group: This group are setting up a transport section and James and David had been on a bike ride it had arranged in the area. It had some good ideas on improving things locally.

ICAG website: Jacques-Olivier was thanked for taking the duplicate headings off the home page.

Madras Place: Work was going ahead on the crossing and the lamp post would be removed from the cycle lane.

Cycling parking at Finsbury Park: The cycle stands in Wells Terrace were always full and more were needed.

Date of next meeting: 9th Nov 7.30-9.30pm at the Town Hall, Upper Street N1