

**Minutes of the ICAG meeting Wed 8th October 2014
at the Town Hall, Upper Street N1 at 7.30-9.30pm**

Present: Alison Dines, Alex Santacreu, Andrea Casalotti, Adrian Williams, David Lincoln, Anita Frizzarin, Tom Harrison, John Ackers, Tabitha Tanqueray, Keith Macfarlane

Apologies: Suzy Fogg

Matters arising

Tufnell Park tube station

Camden Cycling Campaign had confirmed that they would co-sign a letter to TfL about introducing more cycling options when the tube is temporarily closed for lift replacement. Alison would send it.

Canal

Andrea was planning to attend the Canal and River Trust's forum in a personal capacity but offered to ask a question about the alternative 'non-towpath' route for cyclists.

Agenda

Air quality monitoring around Clerkenwell

Andrea had e-mailed the ICAG e-groups with a proposed timetable for this and needs volunteers to ride a tricycle fitted with an air monitoring device along the Clerkenwell Road each morning and afternoon of the week beginning 10th November.

At the same time a leaflet would be distributed to inform cyclists, pedestrians and bus users about the study and ask for support for Clerkenwell Boulevard.

Andrea agreed to research a suitable forum on which to discuss more detailed plans, wording of leaflet, petition etc.

Meeting councillors from Canonbury ward

Nick Wayne and Alex Diner, two councillors from Canonbury ward, came and spoke to the meeting; both cycle - Alex on main roads and Nick preferring quieter routes. They had come straight from a meeting about Quietway 38 with Claudia Webbe, council officers and councillors from other wards through which the QW runs. The danger of the junction at Northchurch Road and Southgate Road had been discussed and it had been agreed that Islington council would approach Hackney council about putting in traffic signals, although John pointed out that Hackney have reservations about signalling and such changes would take time. Their meeting had also discussed the importance of signposting cycle routes and ensuring QW38 linked with other routes.

The main messages from the councillors was how difficult funding would be over the next year, schemes must promote access to cycling for all with safety paramount over speed and that anything proposed must have 'buy in' from local residents. In Canonbury there were strong residents and community groups in the New River estate and there was the Arlington Square Association and the Canonbury Society which wanted to enhance the street environment and the village feel of the area. The councillors were interested in hearing about small inexpensive measures that would encourage cycling as there were limited amounts of money available from the Community Chest and local initiative funding, especially for schemes that encouraged non cyclists to cycle. They agreed to look at the south end of Shepperton Road with a view to making it two-way for cyclists.

The councillors will be attending a meeting about Labour's cycling policy and Tom was keen that they should be aware of the LCC metrics of streets with over 2000 PCU (passenger car units) a day or speeds of over 20mph requiring segregated routes.

As the discussion with Nick and Alex was quite long it was agreed that several agenda items (Islington's parking policy and following up Space for Cycling) would be carried over to the next meeting.

Bike Week

The LCC had asked local groups on their feedback on Bike Week. Those present felt many people were not aware of Bike Week taking place and that it didn't motivate new cyclists, although it was a successful way of signing up new LCC members. If the council was arranging an event it was good to be part of that as it was usually well promoted and aimed at a wide audience but sometimes doing Bike Week got in the way of other work. Alison would feedback to LCC.

Feedback from meetings with Islington council

Andrea had met with Claudia Webbe and Eshwyn Prabhu who was concerned that the money Islington has for Old Street has to be spent by March 2016 but the roundabout at Old Street/City Road might not be ready by then.

Tabitha, Tom and John had also met with Eshwyn who told them that as the plans for Quietway 38 (now to be known as Quietway 2, second on the ground) have already been done it is too late to change them now, even though they will not fully meet the London Cycling Design Standards (LCDS). It was hoped that designs for the next stages along Amwell Street and through Barnsbury will. The officers had confirmed that traffic modelling outside the inner ring road was less expensive and not always necessary. John was writing minutes of the meetings which would show that ICAG was challenging more of the assumptions the council officers are making. There will another meeting in 3-4 weeks.

Any other business

LCC response to North-South Cycle Superhighway

Tom was meeting Camden Cyclists on Wed 14th October to draft this. He was not sure how the plans for Clerkenwell Road/Farringdon Road Bridge would tie into the superhighway and would contact Andrew Gilligan to clarify this.

Cyclingworks

Keith told the meeting how much work Chris and Jono Kenyon and Nick Kocharhook were putting into getting support from businesses for the cycle superhighways by a huge leafleting campaign (see the Cyclingworks website) and he felt that ICAG should offer to cover the costs they'd incurred. The meeting agreed and Alison said she would contact Chris about this.

Date of next meeting: Wed 12th November 2014 7.30-9.30pm at the Town Hall, Upper Street N1