

**Minutes of the ICAG meeting Wed 12th November 2014
at the Town Hall, Upper Street N1 at 7.30-9.30pm**

Present: Alison Dines, Michelle Shipworth, Clarissa Carlyon, Simon Izod, Trevor Parsons, Oliver Schick, Alex Santacreu, Andrea Casalotti, Adrian Williams, David Lincoln, Anita Frizzarin, Tom Harrison, John Ackers, Tabitha Tanqueray, Keith Macfarlane, Liz Reiner, Nick Kocharhook, Paul Standeven

Apologies: Caroline Russell

Matters arising:

Tufnell Park tube station: Alison had e-mailed the letter about introducing more cycling options when the tube is temporarily closed for lift replacement to Isabel Dedring (Mayor of London's Deputy Mayor for Transport) and Andrew Gilligan. At Jean Dollimore from Camden suggestion she had also forwarded it to the London Assembly members for Islington and Camden and Caroline Pidgeon and Darren Johnson. Caroline had replied saying she would take it up with TfL to see if it can be implemented.

Air quality monitoring around Clerkenwell: Andrea said that the diffusion tubes had been put in place and will collect readings for a month. Then, based on the results, further monitoring using a cargobike will take place in January.

Funding CyclingWorks campaign: Alison had spoken to Chris Kenyon who had gratefully accepted ICAG's offer of a donation of between £250-500 towards the cost of the campaign. Andrea felt that as this was a London-wide campaign, not just for Islington, the LCC should be funding it and that ICAG should make the donation but ask the LCC for reimbursement. Others felt that as the LCC was cash-strapped at the moment, and ICAG was not, ICAG should make the donation without asking the LCC for reimbursement. It was hoped that those Islington companies that supported CyclingWorks may subsequently support ICAG in some way. A vote was taken on 'ICAG will make a donation to CyclingWorks and ask LCC for reimbursement of the amount' and the votes were 2 yes, 6 no and 2 abstentions. Alison and Keith would liaise with Chris about the payment.

Agenda

Safety concerns at Canonbury Square

Simon Izod and his partner Clarissa Carlyon were concerned about cyclists' safety in Canonbury Square having had several near-misses with motor vehicles when cycling eastbound along Canonbury Lane into Canonbury Square. Simon had been in touch with Islington council and met the Traffic and Safety Manager Liz Wathen on-site. Whilst sympathetic to his concerns Liz said there was no money available for work there, however subsequently one of Islington's traffic engineers had been in touch with Simon and asked for his proposals so that they could be costed. It was agreed that a working group of Simon, Clarissa and Tom would be set up to discuss options and anyone else interested could liaise with Simon.

Update on Old Street/City Road junction

Consultation on TfL proposals at this junction has just opened and will continue until 11th January 2015. Oliver and Trevor from Hackney Cycling Campaign came to talk further about their proposal for a crossroad at the junction (rather than the peninsular option currently being consulted on) which the ICAG meeting in October 2013 had voted to support. Concern was expressed about the amount of development likely to occur on and around the site in the future and the lack of open space. However some present also believed that if the crossroad option was not viable, as a cycle

campaigning group ICAG should be trying ensure whatever is done is as safe and cycle-friendly as possible. Hackney would continue its campaign see http://hackney.cc/old_street_city_road/ and it was agreed that the consultation would be discussed again at the December ICAG meeting.

Plans for Clerkenwell Road/Boulevard

Tom, Tabitha and John had recently met Islington traffic engineers and seen early proposals for cycle improvements along the length of Clerkenwell Road. Whilst there were no plans to close side roads to motor traffic, Danish-style bus stops had been included with wide corners at some junctions that could be crossed by bike lanes and all green phases of the traffic lights for cyclists. Andrea believed there should be no combined bus and bike lanes and that the possibility of moving bus stops which are in the narrow parts of the street should be considered if counts showed they are not busy. Modelling that takes into account traffic evaporation is needed and if work on the Old St/City Rd junction means changes in traffic flow along the road this would be useful to measure, but Islington plans to work on Clerkenwell Road before then. It was agreed that Andrea and all interested would feedback on the plans to the ICAG-eng e-group and the suggestions would be sent to the engineers prior to their next meeting with ICAG.

Archway consultation

A consultation on the gyratory at Archway started on 3rd November and runs until 14th December 2014. Liz will co-ordinate the ICAG response and would be hosting a meeting at her home. The proposal is to close the south west 'arm' and have a two-way cycle lane there but Liz said the changes to MacDonald and Vorley Roads could be improved as could some of the pedestrian/cyclists crossings. Anyone interested in contributing to the ICAG response to contact Liz.

Liveable Islington Network

Keith and Tom had met with representatives from Living Streets and Better Archway Forum (BAF) to discuss improvements to Holloway Road. They had agreed to form the Liveable Islington Network so they could work together on campaigning for improvements there and felt this group might be able to work in other areas of the borough. Isabel Dedring and Andrew Gilligan had been e-mailed with a number of suggestions for the Holloway Road. John wondered if it would be a suitable coalition for other areas as BAF was solely concerned with Archway but it was agreed that ICAG would continue to support the network at the moment.

Five 'small' cycling schemes

Islington wanted ICAG to propose five small (up to £50k each) cycling schemes, ideally in areas north of Angel (as a number of TfL schemes are happening in the south). As there is to be no TfL funding for the Tufnell Park cycles to school route, John suggested David compile a list of the crossings etc. required for this scheme which could be put forward. Canonbury Square could also be considered and the installation of Bikehangars. Suggestions to be sent to John for discussion at the next meeting with Islington officers and engineers.

Bikehangars

Bikehangars, secure on-road structures that can hold six cycles, have been extensively installed in Lambeth and Hackney. Islington has not been keen to install them although in a response to Anita's question about cycle parking in Islington at the full council meeting in October Claudia Webbe had indicated that the council might consider them. Cyclehoops, the company that install and maintain them, have collected the names and locations of people who are interested in using a Bikehangar.

Keith was keen to have one in his street and had designed a flier to use locally to find out who else is interested. It was agreed that identifying individuals who wanted Bikehangars and were prepared to lobby other local residents in their street would be a useful exercise. Alison had agreed to lead on this and would contact those who had expressed an interest and speak to Eshwyn at Islington to discuss the best way forward.

Next steps for Quietways

Tom was resigned to the fact that the Quietways soon to be installed were suboptimum and could not be improved but he hoped that as Islington had asked TfL for money for further Quietways along Amwell Street, St John's Street and through Barnsbury these would be of higher quality. The difficulty with the early routes had been that the London Cycle Design Standards (LCDS) had not been finalised before the plans were drawn up and because of the short timeframe for completion, and relatively small amount of funding available, ICAG had not been able to influence the designers.

Proposed follow up Space for Cycling (S4C) petition

The LCC are planning to e-mail all members and supporters to ask them to sign an electronic petition urging council leaders to support S4C. There was an opportunity for the borough groups to personalise the e-mail to include local issues, but given the time constraints of the meeting Alison, Keith and Tom agreed to discuss this after the meeting.

Highbury Corner bridge replacement

TfL are replacing the bridge beneath the Holloway Road at its junction with Highbury Corner, under which the Overground runs. The post office will be demolished and the cycle parking outside station will be removed and relocated to Highbury Station Road will be closed for the duration of the work (expected to finish in the summer of 2017). The right (northbound) turn into Highbury Fields for cyclists will be closed (although traffic will be able to exit there) and there will be a cycle bypass along Corsica Street.

Keith pointed out that during this work ICAG should lobby National Rail and/or TfL for better cycle parking to be installed once the work is completed, including the possibility of using the area over the bridge next to the Marie Curie shop, thought to be owned by National Rail. Alison to update ICAG on timetable of works and pursue future cycle parking.

Any other business

None

Date of next meeting: 10th December 2014 at the Town Hall, Upper Street N1