

London Cycling Campaign in Hackney

Monthly Meeting

Wednesday, 14th January, 2015

Marcon Court and Aspland Estates Community Hall

Present: Siobhan Blackshaw (rides co-ordinator), Ben Coleman (Atkins), Marian Farrugia (committee member without portfolio), Harry Fletcher-Wood, Natalie Gould, Rita Krishna (committee member without portfolio), Charlie Lloyd, Richard Lufkin, Trevor Parsons (co-ordinator), Oliver Schick (secretary, minutes), Adrian Weidmann (committee member without portfolio), Chas Wilshere (workshop representative).

Apologies: Kate Charteris (committee member without portfolio), Katie Hanson, Dave Harris (treasurer), Jono Kenyon (committee member without portfolio), Dave Lukes (sustainability officer), Brenda Puech (events co-ordinator).

1. Minutes and matters arising
2. High Street Freight Project: introduced by transport planner Benjamin Coleman of Atkins
3. 2014 election campaign follow-up
4. Burns Night
5. Finance
6. Current consultations
 - London Fields southern entrance
 - Hoxton Street restoration of two-way cycling
 - Representative for IRG on Quietways
7. Other events
8. Any other business

Action Summary:

Item	Action	Who
July 2014: 2. Election campaign follow-up	Contact residents in the Frampton Park area, possibly hold a stall.	SB
July 2014: 2. Election campaign follow-up	Create display maps of filtered areas.	TP
July 2014: 2. Election campaign follow-up	Provide storyboards for videos or animations.	TP
July 2014: 3. Bike Week feedback	Write a report on the Showcase for the next meeting.	KC
July 2014: 3. Bike Week feedback	Draw up a checklist for organising future breakfasts.	KC

November 2014: 6. Hackney Marshes	Draft comments objecting to increased car parking provision on Hackney Marshes.	TE; TP to chase up.
December 2014: 5. Draft response to 'Hackney People on Bikes'	Submit response.	Committee
1. Minutes and matters arising: Old Street/City Road	Write a brief, and slightly late response to the Old Street/City Road consultation, to accompany the LCC's response.	OS
1. Minutes and matters arising: Old Street/City Road	Find letter sent to Cllr Stops by TfL.	RK
3. 2014 election campaign follow-up	Invite Cllr Demirci to the March meeting.	TP
6. Current consultations: London Fields southern entrance	Speak to the Council about arrangements during the works.	OS
6. Current consultations: Hoxton Street permeability improvements	Submit a response to the consultation.	TP

1. Minutes and matters arising

Response to 'Hackney People on Bikes': We hadn't finalised the response yet. TP suggested asking once more for more comments from the committee before finalising the response.

Hackney Marshes: We still had to submit input on this matter and reminded ourselves of it.

Old Street/City Road: The London Cycling Campaign had submitted a response to the consultation which was broadly along the lines espoused by our group. We still had the option of submitting a response to the consultation slightly late. RK proposed that we do this. The meeting agreed. RK said that she would obtain a letter sent to Cllr Vincent Stops in which TfL replied briefly to his query about whether a crossroads layout has been considered seriously.

Actions: RK to find the letter to Cllr Stops. OS to write a brief response.

Web-site: TP said that he had installed phpList on the web-site for better mass mailings, using it for the first time for a Burns Night mail-out.

Quietways: TP pointed out that there was going to be a meeting of the LCC's Infrastructure Review Group on the Quietways on the 22nd January, with a presentation by Sustrans, and we had been asked to send a representative. The meeting was going to include an update on 'Cycle Superhighway 1' (basically the alignment of LCN+ link 66). We discussed a large number of component schemes of the route. HF-W, MF, and RK all volunteered to go. We decided that HF-W and RK would be our representatives and would report back to the group.

Silvertown Tunnel: RLU mentioned that there was going to be an [AGM](#) of the [No to Silvertown Tunnel campaign](#) on the 29th January. Transport writer and ICAG member Christian Wolmar was the invited speaker.

2. High Street Freight Project: introduced by transport planner Benjamin Coleman of Atkins

Ben Coleman introduced the objective of the study that Atkins (working for TfL's Freight Team) was conducting on freight behaviours in high streets. He distributed survey questionnaires which people at the meeting filled in. TfL were concerned about the need for London's high streets to mix movement and place functions and had selected three high streets (Acton High Street, Camden High Street, and Kingsland High Street) with different characteristics as case study subjects for the project.

Ben explained that the survey methodology for the project consisted of two main workloads:

1) Video surveys were completed over a continuous 7 day period in each High Street and recorded all vehicles using the kerbside in the High Streets over the 7 days so as to produce a body of evidence of different kerbside behaviours. One finding from Kingsland High Street had been that its capacity for loading and deliveries was under-used.

2) Atkins had also completed questionnaires with local businesses, delivery drivers, pedestrians, cyclists and bus drivers to better understand the different users' view on kerbside activity. In Kingsland High Street, Atkins had interviewed around 80% of businesses. The residents' survey had had a poor response rate. Only a few interviews had been conducted with delivery drivers, but it had become clear that while commercial drivers working for larger companies had a script telling them when and how to deliver where, smaller operators were much less conscious of their impact on the high street and tended to use the kerbside as or when they needed it.

Ben discussed some of the early/anecdotal findings from the study, including:

- One interesting finding from Stratford High Street had been that despite the presence of delivery entrances and loading bays in side streets for all businesses (which owing to the recent regeneration of the street were in modern buildings), 25% of delivery activity still took place in the High Street.
- Acton High Street had loading facilities recessed within the footway, but these were not popular with cyclists as freight movements occurred across the adjacent

advisory cycle lanes. Ealing Cycling Campaign weren't happy about the scheme. In theory, there should be one continuous kerblin, but in practice it didn't work in this way.

Ben said that after TfL had agreed the main report structure, each high street was going to have a case study written about it. Ben was going to send it to Hackney Streetscene and was happy to send us a copy, too.

TP thanked Ben for coming to the meeting.

3. 2014 election campaign follow-up

RLu said that various people had asked questions about progress on the 'ward asks'. TP suggested inviting Feryal Demirci, the Cabinet Member for Neighbourhoods and Sustainability, to a meeting in a couple of months' time to talk about progress. All agreed.

The LCC had also launched a petition, which was ongoing.

Action: TP to invite Cllr Demirci.

4. Burns Night

We discussed various matters of organisation. TP said that the The Muckers' regular caller could not make it and that they were still busy trying to find someone.

RK had two slight worries. One was about obtaining gluten-free haggises, which unfortunately we had not been able to source. The other was about finding a piper. She had spoken to the piper we had contacted and was unsure whether he would come. We decided to have recorded music on hand just in case.

Sales had been slower than usual until now and we needed more publicity. We decided to send another reminder e-mail.

CL said that a note of the event was going to be in the LCC's e-newsletter the day after the meeting. This went out to around 40,000 e-mail addresses.

RK said that the haggis had been delivered to the school, but we needed to chase up the vegetable order. RK was going to go to the school with Adrian Smith on the 20th to be taken through procedures and H&S. OS volunteered to come along.

A rota for helpers had not been drawn up yet but was going to be done soon.

We also discussed what to do with the raffle proceeds. We had given them to Pedal Power in recent years but were donating our Pashley trike to them this year, so had come up with donating to RoadPeace or the Cyclists' Defence Fund. CL explained what each organisation did. HF-W suggested that we split funding between the two. All agreed.

5. Finance

There were no matters of finance to discuss other than issues relating to Burns Night.

6. Current consultations

- **London Fields southern entrance**

OS explained that we had been notified about works to the southern entrance to London Fields (inside the park), and that they might require only a narrow shared-use access to be maintained (requiring cyclists to dismount) through the site for up to three weeks. Our views were being sought.

CL said he thought that this hugely problematic in terms of the volume of people—around 500 cyclists per hour in the morning peak, plus pedestrians. All agreed and we decided to ask for a better option to be pursued, aware that this might cost more money. However, we felt that the likely levels of conflict would be too high for the presently-envisaged scheme to be possible. We decided to enquire whether the works could be staged better.

We also discussed diversions to the London Fields—Broadway Market alignment. There were two—to the west via Dericote Street and to the east via Sheep Lane. If signed well, some riders might adopt these, although the history was that they were not very popular and each required a difficult crossing of busy Lansdowne Drive or Westgate Street, respectively.

Action: OS to speak to the Council.

- **Hoxton Street restoration of two-way cycling**

This was now out to public consultation. TP welcomed the scheme, recollecting that the long-awaited objective of restoring northbound cycling here was nearly achieved back in 1998, at which time it got as far as public consultation but apparently failed because of objections about moving a disabled car parking bay to the east side of the street. We discussed some additional comments that we would submit to the consultation:

- HF-W suggested that we should put area-wide filtering in our consultation response. OS agreed, noting that this was in our draft 'Vision for Shoreditch'. He thought that a good location for a modal filter might be at the Cycle Hire station just south of Fanshaw Street.
- TP said that continuity with the alignment of Curtain Road would eventually be required via a re-shaped junction with Old Street. Richard Lewis had produced a good drawing of a cycle crossing for us a few years ago. While this was too big a concern for this present smaller scheme, we thought that we should still note it in our response.
- The scheme envisaged that the table at the junction with Old Street would be replaced. We emphasised that the ramps should be surfaced in asphalt rather than any type of blocks, which deteriorate quickly and never provide a good cycling

surface.

- The consultation asked for survey respondees' preferences as to whether Mundy Street should be made one-way for cars and two-way for cycling or modally filtered. Our preference was for filtering.
- On the Fanshaw Street corner, we noted that the northbound cycle lane markings should not give the impression that all cyclists would turn left into Fanshaw Street. We queried whether any lane markings were needed at all here. Cycle symbols should indicate that cyclists would also continue straight ahead. NG said that the priority should be assigned to Hoxton Street, with give-way markings across the mouth of Fanshaw Street rather than priority for turning traffic. All agreed.
- All cycle symbols should have direction arrows added to them.
- TP advocated that there should be some smaller, left-aligned dragon's teeth added in the contraflow direction to help reinforce the point that cycle traffic was to be expected and welcomed northbound. He had seen such contraflow-direction dragon's teeth in a recent design by another Hackney Streetscene engineer.
- We advocated minimising car parking along the street further. We wondered whether a large (~8m) gap in car parking just south of the hire station was meant for the hire van to slot into when delivering hire cycles, and were keen that suitable markings be added to keep this area free of parked motor vehicles, so that it would usually remain free for use as a refuge by northbound cyclists.

Action: TP to submit a response.

7. Other events

TP had been contacted by Hackney officers about organising a Hackney Cycling Conference in 2015.

OS said that he thought the 2014 conference had been good, but hoped for more Hackney-specific content if it happened again. All felt that it should not be a generic conference.

RK wondered if there had been an impact evaluation for 2014.

CL said that other, similar conferences were usually four times as expensive, and that the Hackney conference was very accessible in this regard but could probably cover more of its cost from attendance fees. TP wondered if perhaps a combined East London cycling conference, taking in Tower Hamlets and Newham, as well as especially Waltham Forest, site of one of the Mayor of London's 'Mini-Holland' programmes, could be an attractive option. RK said that an East London conference would be very difficult to organise, e.g. in getting funding. Most thought that a joint conference with Waltham Forest would be worth pursuing.

We also wondered about timing. OS explained that the compromise had been to have the conference on a Friday so that both professionals (who would generally prefer a weekday) and volunteers (who would prefer a week-end date but might find Friday easier than other weekdays) would come. This seemed to have worked well in 2014.

We felt that we did not come to a determinate conclusion about what to recommend for a conference.

8. Any other business

There was none.

The meeting closed at 10pm.

Date of next meeting: Wednesday, 4th February, 2015, 7:30pm.