



## Hackney Cycling Monthly Meeting 7 March 2018

Attendees: Gordon Quilty (member), Jono Kenyon (Coordinator), Dave Harris (Treasurer), Natalie Gould (Secretary), Gus MacDonald (Committee Member), Garmon Ap-Garth (Committee Member), Richard Luftkin, Matt Saywell (Multimedia) Brenda Puech (Deputy Secretary).

Apologies: Rachel Aldred (Research and Insight), Ruth-Anna MacQueen (Community Outreach), Harry Fletcher-Wood (Consultation Coordinator).

### 1. Finance

DH presented draft budget (attached as Appendix 1). He said that, as a group, we are not good at spending money; we have money in the pot which we should be spending on our activities.

JK would like to have two branded pop-up marquee for stalls at events. This should assist in promoting membership. He noted that we did three events in 2017 – in Finsbury Park, bike around the borough and the bikers' breakfast. We should aim have presence at Hackney half marathon in May. If we have our own marquee then we would not be so dependent on LCC central.

JK would also like to spend some money on commissioning short videos setting out the issues we face as a campaign, and to enable us to better sell our message.

DH would like to do some publicity to reduce the level of cars outside schools, although he appreciated that this might be controversial. JK said that his child's school is a STARS school (STARS - *Sustainable Travel: Active, Responsible, Safe* is a TfL scheme <https://stars.tfl.gov.uk/>) for schools to demonstrate that they are taking active travel seriously. Our campaign could involve/assist with STARS, and we should consult with RAM, as our Outreach Officer.

GQ said that he frequently cycles past Queensbridge School and he is disappointed that lots of parents drop their children off by car; he thought that Queensbridge School could be the focus of attention for any campaign because it is near Quietway 2. However, GQ doesn't have any connection with the school. JK said that it is difficult to approach schools as individual unless you know a governor or a teacher. However, he suggested that we could make a video about the Hackney School Streets schemes.

DH said that those people with ideas for spending money should provide a costed plan. In this regard, JK asked MS about the cost of a film and MS agreed to look into this. JK agreed to price up the marquees and new banners as our existing ones are missing parts. BP said she thinks we should look to do a summer afternoon event, where we provide tea and snacks and fix bikes. BP has remained in touch



with the Hackney bike workshop. AM agreed to pop to other Hackney workshop, which meets at the Round Chapel, to ask whether they could run a Dr Bike session and how much it would cost.

## **2. Living in Hackney Scrutiny Committee on 26 February 2018**

HFW live tweeted the event which provided a superb contemporaneous record of the meeting.

JK provided a brief recap: the group was invited to give evidence to the Living in Hackney Scrutiny Committee (LIHSC) in connection with protected cycle lanes and whether they should be built in Hackney. This event stemmed, in part, from the language used in the Hackney Transport Strategy which is open to interpretation. The RNIB and Hackney Disability Backup attended and gave evidence. RA, JK and Alison Heard (who is mobility impaired) gave a presentation, and they argued, *inter alia*, that the LIHSC has already reported that parents consider that roads are not safe enough for their children. HCC also argued on cycling / health on the basis that councils now have public health remit. It was noted that Sharon Patrick, the Chair of LIHSC, stated that cyclists are rude and do not stop at red lights, comments which appeared to be prejudiced and were unhelpful in the context of the meeting. LIHSC will produce a report for publication.

After the meeting, JK submitted two documents to the LIHSC – a Public Health England report and the Wheels for Wellbeing (WfW) Manifesto because he felt that the committee members did not accept that cycle lanes can enable disabled people to be active, or that they can be built without disadvantaging disabled people.

GQ asked whether we can we learn anything from NL or DK, where such battles may have been fought previously. BP said a Dutch friend whose brother is a transport planner in Netherlands felt that there was less conflict with pedestrians in Holland at bus stop bypasses and other cycling infrastructure, as most people cycle, and there are fewer people travelling by bus. .

JK said that, at the end of the LIHSC, Feryal Demirci (Cabinet Member for Transport) made it clear that main issue was that there are too many cars and that cycle infrastructure should be a priority, because it helps reduce motor vehicle dominance.

## **3. Manifesto**

The HCC Manifesto (copy enclosed with February minutes) has been sent to Mayor Glanville, and he has agreed to attend our hustings on 26 March 2018 at 19:00 hours. The hustings are to be hosted jointly with Hackney Living Streets at the Pembury Community Centre. (DH to confirm whether he has booked the room.)

Hackney Living Streets have also produce a draft manifesto and BP distributed copies to the meeting (enclosed as Appendix 2). As the intention was that there should be a joint manifesto between local Living Streets and LCC groups this was



discussed and a few minor items were tweaked but there was broad agreement with the Living Streets manifesto.

JK said that the HCC Manifesto is looking good, but we need to get it looking sharper on the website.

GQ would like to see advance traffic lights for cyclists on Quietway 2 at the A10 crossing, similar to those seen on, for example, Goldsmiths Row. JK said that he did not think that this was a manifesto ask, more an engineering issue. JK said that if GQ drafts him a letter about this issue that it can be taken up with TfL.

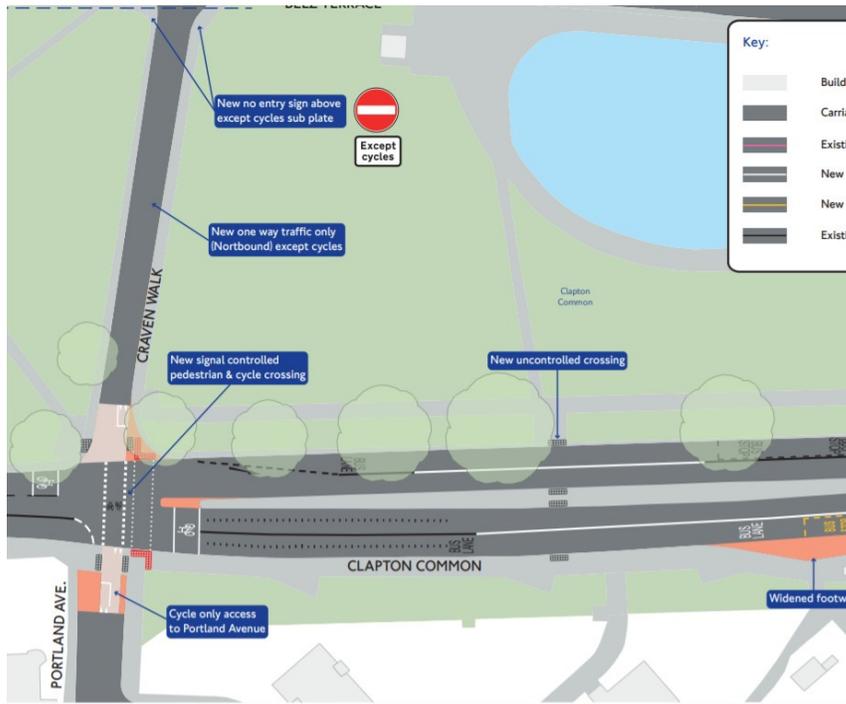
JK wants to see a big push on the hustings; he will draw up a poster for distribution on social media. He also suggested that since Mayor Glanville has been attending various youth groups, we should we invite local schools that have environmental councils - children's voices are frequently forgotten. HCC to provide light refreshments. RA will chair the hustings, but if she is not available, JK will chair. We will ask people to submit questions in advance.

#### **4. Current Consultations**

GQ asked about the group's view on speed cushions. He is concerned because motor vehicles tend to go around such cushions at speed, and he has been to see Jonathan MacShane who told him that said he should discuss the matter with Feryal DeMirci. In particular, GQ noted that Malvern Road was recently resurfaced and the speed cushions were replaced. NG said that the issue would be raised at the next meeting with the council/Streetscene.

JK said that HFW has drafted letter to Feryal Demirci regarding the Quietway 2 Queensbridge Road crossing. The proposal included a narrowing of Queensbridge Road at the junction which forces cyclists into the primary position, and the letter makes the point that Hackney is using cycling money for a scheme that potentially makes conditions more dangerous for cyclists. GQ was in full agreement that it is potentially dangerous to position cyclists in front of traffic on that road.

There is only one scheme out for consultation this month. At Clapton Common there is a TfL proposal for a pedestrian and cycle crossing of Upper Clapton Road (see diagram overleaf). This was something we had asked for when Hackney submitted schemes relating to the Wetlands to Wetlands route a couple of years back. The feeling was the scheme should be supported because Upper Clapton Road is a collision blackspot and, in the area of the scheme, the road is difficult to cross for cyclists as there are no dropped kerbs. It was thought that we should ask for additional filtering and removal of parking on Craven Road. There was also a possibility of asking for a raised table at the informal crossing to the south on Upper Clapton Road (the raised table may not be needed in the bus lane).



GAG said that a School Street scheme had been approved on Tyssen Street but the London Fields School scheme has been delayed.

## 5. Website

AM has had a look at trying migrate the website, but this is hard to do without access to the hosting which is still under the control of former group committee members. There followed a discussion about registering a new website address; JK was keen that this should have the word 'cycling' in it rather than 'cyclists' or 'bikes'.

### 1. AOB

GQ suggested that we do a cycling round Hackney day, where members can invite friends and family and ride around the best parts of the borough. BP said that such an event would be suitable for Bike Week.

Next meeting will be on Wednesday 4 April 2018 in Pembury Community Centre.



Appendix 1 – Draft Budget

**HACKNEY CYCLISTS: 2018-19 BUDGET ANALYSIS**

	2016-17 outturn	2017-18 budget	2017-18 forecast outturn	2018-19 proposed budget	Notes on proposed 2018-19 budget
<b>Incoming resources</b>					
Membership based LCC grant	0	0	0	0	Grant forgone for further year
Donations	177	0	0	0	
Net profit from summer event	0	500	0	0	Not held.
Net profit from Burns Night	1,160	1,500	3,575	3,000	As 2018 less raffle proceeds
Other income	180	0	180	0	
Bank interest	2	0	0	0	
<b>Total incoming resources</b>	<b>1,519</b>	<b>2,000</b>	<b>3,755</b>	<b>3,000</b>	
<b>Resources expended</b>					
Administration costs:					
Accommodation [meetings]	590	650	460	600	
IT [website]	160	175	110	120	
Garaging [net]	450	550	340	400	
Miscellaneous	33	25	0	30	
Total	1,233	1,400	910	1,150	
Cycling showcase	0	50	0	100	
Bikers' breakfast	257	300	250	300	
Other events	0	50	-430	300	
AGM & mayoral husting	175	100	120	100	
Campaigns	75	100	30	500	
Workshops	0	100	0	0	
Donations	183	50	470	50	
Equipment	580	250	85	500	
<b>Total resources expended</b>	<b>2,503</b>	<b>2,400</b>	<b>1,435</b>	<b>3,000</b>	
<b>Net incoming resources</b>	<b>-984</b>	<b>-400</b>	<b>2,320</b>	<b>0</b>	
<b>Opening balances at 1 April</b>	<b>2,405</b>	<b>1,421</b>	<b>1,421</b>	<b>3,741</b>	
<b>Closing balances at 31 March</b>	<b>1,421</b>	<b>1,021</b>	<b>3,741</b>	<b>3,741</b>	



## Appendix 2

### Hackney Living Streets Campaign Manifesto

V1: 20 February 2018

**Challenges:** We recognise the Council has taken steps to make walking and cycling easier and safer, but it faces significant challenges:

- **Roadspace** - 65% of households in Hackney [do not own a car](#) and mainly walk, cycle, or use public transport. However, road and kerbside space is still dominated by cars.
- **Rat-running** – Three quarters of motoring journeys on our roads originate outside the borough causing danger, congestion and pollution to Hackney’s residents.
- **Obesity** - 4 in 10 Year 6 children in Hackney are obese and overweight, much of this due to lack of active play and travel opportunities.
- **Pollution** - [20,000 Hackney school children](#) breathe in illegally polluted levels of air at school.
- **Danger** – [Three quarters](#) of those injured or killed on Hackney roads are walking or cycling.
- **Inequality** – Poorer households, disabled people and women are [less likely](#) to have access to cars, and are more exposed to pollution, road deaths and injuries.
- **Growth** - An extra 40,000 people will be living in Hackney in the next ten years putting additional pressure on road space.

**Our vision: We call for a cleaner, greener, happier, healthier Hackney with:**

- **Low-motor traffic, attractive, liveable neighbourhoods** that remove rat-running motor traffic from residential and shopping roads and encourage people of all ages and abilities to enjoy where they live and lead more active lifestyles;
- **less-polluted streets**; particularly around schools and residential neighbourhoods
- **attractive, green, safer and inclusive streets and public spaces** that welcome everyone on foot including children, older people and disabled people;

**How can this be achieved? We call on the political parties to:**

1. Create **low-traffic** residential and local shopping **neighbourhoods** using modal filters (eg. bollards or planters) to prevent rat-running so residents and shoppers can enjoy these spaces on foot by wheelchair or wheeling a buggy. The Council should make a high-quality bid to the TfL Liveable Neighbourhood Fund to spread these across the Borough.
2. Create **inclusive public realm environments** where children, older and disabled people, and those pushing buggies or trolleys feel secure and comfortable. This includes better signage for pedestrians, widening footways, removing obstructions, providing continuous footways across side road junctions and raised table level crossings with tactile warnings.
3. A **public health campaign**, focused on schools, GPs’ surgeries and community centres etc, showing consequences of motor traffic, air pollution and lack of active travel leading to obesity and ill-health.
4. Support the Mayor of London's commitment to a **Vision Zero approach** to reducing road danger to eliminate all fatalities and serious injuries on the road by 2041 while encouraging and facilitating walking.
  - a. This will include **improvements to pedestrian infrastructure**, including more and improved crossings that prioritise pedestrians and phasing out mini-roundabouts.
  - b. Enforcement of traffic regulations, especially a 20 mph limit.



5. A **target of reallocating 20% of vehicle parking spaces over the election term** to provide space for trees, planters, benches, social spaces, cycle parking and cycling; pay for these by increasing the cost of parking, especially for visitors and households with second cars. Enable residents to set up **parklets** on every street in the Borough
6. Introduce (or expand the number of) **'school streets'** (closure of roads near schools at beginning and end of school day) on all unclassified roads where there are schools.
7. Facilitate **car-free days** (or weeks) on stretches of busy shopping streets. In particular, Broadway Market should have a week-long car-free festival over the summer.
8. **Cycling infrastructure** is welcome but should not reduce pedestrian amenity. Cycle infrastructure should be on the carriageway. Cycle lanes should provide permeability (and level surfaces) to allow pedestrians to cross the road at frequent intervals. Pedestrian priority should be provided at key locations such as bus stop bypasses and within parks particularly at footway crossings within parks.
9. A **Walking and Cycling conference** in Hackney.