

Haringey Cycling Campaign

AGM

8th March 2021

19:45 – 20:15

By Zoom

1. Attending: Ross Alexander, Jim Bewsher, Selena Calder (Coordinator), Adam Coffman, Grant Gahagan (Coordinator), Sally Haywill, Angela Hobsbaum, Ben House, Sally Morshead (Treasurer), Elizabeth Payne, Michael Poteliakhoff, Kim Roberts.
2. Apologies for absence: None.
3. Coordinators' report: Grant presented this on behalf of both co-ordinators. Selena and he had taken over in 2018, when one of their first jobs had been to draw up five asks for the local council ahead of the election (<http://www.haringeycyclists.org/campaigns/5asks/>); he felt things were in a much better place now, although starting from a very low base with very much more to do. Specifically over the past year HCC has regularly engaged with council officers and leadership on Covid transport measures, helping to influence bidding for Streetspace London funds as well as coordinating HCC responses to Haringey's Local Plan, Climate Action Plan and emerging Walking and Cycling Action Plan. Coordinators have attended all relevant meetings with Haringey, and have worked to form good working partnerships with Haringey Living Streets, Friends of the Earth and others. He felt that the key ingredients for change were political leadership, technical expertise and supportive stakeholders. Matt White, the Cabinet member for Strategic Transport insists the political will is present for active travel improvements and has secured funding. New appointments have been made in traffic engineering. Covid-19 had provided impetus, and neighbouring boroughs have provided good models and demonstrated what it is possible to do in a relatively short space of time. He felt more optimistic about the opportunities for Haringey to realise its potential for cycling, although we must always judge Haringey on its deeds not words! The next few months, with Haringey proposing its first LTNs for 20 years, will be a key test of whether the rhetoric matches the reality.

The coordinators' report was accepted.

4. Treasurer's report: Sally Morshead reported no activity on the account, which remained at £468.24; there had been no expenditure this year. Last year, HCC did not claim the grant from LCC; if we wished to claim it for 21-22, we needed to decide by May (?).

Action: Decision by new committee by May.

5. Election of officers:

Coordinator: Ben House: proposer AH, seconded MP. Ben would like some help as a job-share, Michael Poteliakhoff volunteered to help and Grant promised to approach some other people.

Treasurer: Sally Morshead is willing to continue. Her assistance is gratefully welcomed.

Secretary: Angela Hobsbaum

Consultations: Michael Poteliakhoff is willing to continue; his expertise is much appreciated.

All nominations were accepted, nem. con.

AC enquired whether Grant would be willing to continue as the HCC representative liaising with Haringey; Grant is content to continue assisting HCC providing there is no conflict with job commitments.

Grant and Selena were warmly thanked for all their hard work over the last three years.

The meeting ended at 20.15.

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20:20 - 21:00

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1. Attending: Ross Alexander, Jim Bewsher, Selena Calder (Coordinator), Adam Coffman, Grant Gahagan (Coordinator), Sally Haywill, Angela Hobsbaum, Ben House, Sally Morshead (Treasurer), Elizabeth Payne, Michael Poteliakhoff, Kim Roberts.
2. Apologies for absence: None.

3. Welcome and introductions: Selena invited Sally Haywill and Kim Roberts to introduce themselves. Sally moved in to Haringey about five years ago, having been a very active campaigner in Hackney, and was shocked at the lack of infrastructure in the east of the borough; CS1 was a very poor example of a cycle route.

Kim cycles to Enfield and elsewhere for her work; she likes the segregation on Great Cambridge Road and would like improvements in Crouch End; she uses Cyclestreets to plan her routes but finds it isn't always up-to-date. She had some bad experiences which had shaken her confidence. Grant agreed about the lack of safe cycle infrastructure compared to some neighbouring boroughs, and recommended that it might help to apply to Haringey for some on-road cycle training, which was free.

4. Haringey Walking and Cycling Stakeholder group meeting: Grant had attended for HCC; Matt White and Council officers were also present. Grant had asked why the cycle lanes were not fully protected; the new traffic engineer had inspected all the new lanes and some orcas would be replaced by wands. However, Haringey feel off-peak loading will still need to be permitted on some cycle lanes, specifically on Green Lanes south of Hermitage Road. Haringey were urged to find a more satisfactory solution, such as side road loading as happens already on parts of Seven Sisters Road.

Sally raised the question of whether contraflow cycling on one-way streets was permitted in Haringey as she had found it unpleasant. Grant agreed that contraflow cycling could be intimidating and feel extremely unsafe on roads that are serving as through routes for motor traffic, especially on narrow roads with fast oncoming traffic. This applies particularly to parts of CS1 (e.g. Broadwater Road).

5. LTNs: Engagement on St Ann's, Bruce Grove and Bounds Green LTNs was under way, using the Commonplace map, prior to their implementation in the autumn.

Sally had attended the Bruce Grove engagement meeting and thought the discussion had been constructive, although there was no mention of one-way streets. She felt that cyclists' perspectives were missing and the officers needed to cycle round the area to improve their familiarity with it from a cycling perspective.

Grant felt that the Bounds Green engagement session was very well managed by Haringey Cllrs and officers. However the 'chat' discussion appeared to be dominated by a small number of people posting repetitive negative comments.

Ross wondered whether there would be any progress on Crouch End?

6. School Streets: Haringey intends to introduce 11 more school streets by 19 April (start of school term) (<https://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel/school-streets/locations>). It's unclear why this number is fewer than the 20 that were originally committed to by the end of this financial year, but it's probable that the Covid situation has reduced the ability to engage with schools and convince some Headteachers, etc. Jim asked whether there had been consultation about the impact of a School Street at Campsbourne School on Nightingale Road. ANPRs would be used at all School Streets, this is apparently in response to problems encountered by other boroughs who have struggled to maintain sufficient numbers of volunteers to deploy bollards.
7. Station Road, Wood Green: Grant reported that the cycle lane on this busy road was regularly full of parked cars due to Haringey not revising parking controls when adding light segregation to the cycle lane. The cycle lane is also well below the minimum width required in Government Guidance. He had asked that, if Haringey consider road width to be a serious constraint, that they should by preference consider augmenting protection on the uphill lane. Haringey said they were looking into it.
8. Draft Walking and Cycling Action Plan: Grant has set up a spreadsheet which he would share so that comments could be added. Consultation on this Plan may be delayed by Mayoral election (and associated purdah).

Action: Publicise the Draft Walking and Cycling Action Plan, encourage all members to read it. Grant to share link to spreadsheet for comments.

9. Updates on Haringey Vision Map: BH shared the map, explained its purpose and encouraged everyone to add to it. His version is the master copy; he can send an editing link to anyone who would like to add to it. He stressed that local knowledge is invaluable.

Action: this is the link to the read-only version: <https://bit.ly/3to7S0s>

10. Any Other Business:

- 10.1 MP reported that construction work was ongoing at Tottenham Hale, with barriers persisting across cycle lanes on the railway bridge until at least Autumn 2021. He is in touch with Haringey for urgent provision of temporary alternative on-road provision. Grant reported that a new cycle track was under construction on Watermead Way, however the cycle track stops short of Tottenham Hale bus garage and does not link to any wider cycle network because in 2019 Haringey removed the cycle track on The Hale to widen the road. In addition cycle tracks further north on Watermead Way have been closed for reconstruction with inadequate diversions put in place. The 'Regen' team and traffic engineers did not seem to be coordinated and did not contact HCC prior to construction. Tottenham Hale was still a huge barrier to cycling, MP will continue to engage including with Michael Barratt (TfL).
- 10.2 CS1: SH asked about the history of this very inadequate route; it was the first cycle superhighway to be almost entirely routed along back streets in the belief that this was a faster route than the main road alternative. Some minor roads along the route were

meant to be modally filtered, but these had never been installed. For example Haringey refused to filter Broadwater Road despite 68% support for filtering in a 2015 TfL consultation. Haringey had failed to meaningfully improve CS1 with Streetspace London funding, focussing mainly on rebuilding existing filters and minor highway changes. Matt White had agreed it would be improved with the next tranche of cash.

The meeting ended at 21.00.

The next meeting will be on April 12, at 19.30.