

Minutes of Meeting on 20th April 2005

between Dave Stewart and CCC (Jean Dollimore and John Chamberlain)

The following points arose from the meeting on 9th February:

Ripple print: In East Heath Road, the border is only 60 cm, which we agreed would not be easy for cyclists to use unless they planned their movements in advance. CCC is to request feedback from cyclists regarding this installation. LB Camden will monitor the site for noise and whether there is a reduction in speed. Ripple print will also be installed at the south end of Royal College Street and the speeds will be monitored in this new 20 mph zone.

St Giles Circus local safety scheme: Dave said this project is caught up in TTS and is not yet scheduled. The funding will be used elsewhere.

Grays Inn Road local safety scheme: This is delayed to be considered for its effects on buses during 2005-6.

Gordon Square safety: planning to be dealt with in 2005/6 with funds re-allocated from the Southampton Road/Theobalds Road project (which considered a right turn for northbound cyclists into Theobalds Road and has been rejected on safety grounds). Dave reported that Tim Long who is managing the Bloomsbury Clear Zone scheme says they are unlikely to try for a 'no entry' to Gordon Street due to feedback from residents. CCC mentioned that the raising of the junction on St.Pancras Way/Baynes Street appears to be very effective in that vehicles wait for cyclists (but they are almost always going in opposite directions).

Ramped kerbs on SSL east: CCC will continue to press for their use, but Dave says it is unlikely on this route as the local councillors are still generating tension and asking on detailed plans.

Crossing of Euston Road at Ossulston Street: - Dave will investigate the possibility of implementing a narrow box junction.

Signing of Route 6 at Newton St. Jean met Dave on site on 12th April. The issue at the junction of Newton Street/ High Holborn was how to tell cyclist to cross over to the northern lane in the road (currently red and marked 'bus lane'). We decided on the following:- Put cycle logos in this lane (and remove words 'bus lane').

The following issues were also decided:

- Great Queen Street cycle logos in centre of carriageway on both sides of the road;
- by Parker Street - no 'one way arrow sign' on the right facing north should not be there as it conflicts with cyclists southbound;
- green surfacing should continue across entry to Parker Street;
- By Macklin Street - 'No entry' sign on east side conflicts with cycle lane access (should be on island). The bollard on the island should also have a cycle logo and arrow.
- Bury Place/Bloomsbury Way
facing north the 'no entry' on the left of the cycle track is contradictory. Dave says remove both 'no entry' signs as eastbound vehicles in B Way have 'no left turn' signs at the lights and northbound vehicles on B Place have 'right turn' (except cycles) signs.

facing south - two no entry signs conflict with what cyclists can do. Not needed - s

eastbound vehicles in B Way have 'no right turn' signs at the lights. Southbound vehicles on B Place have 'left turn' signs.

Consultation response follow ups

Crossing of Euston Road at Pancras Road. John Chamberlain has proposed a design for cyclists to cross Euston Road between Argyle Street and Pancras Road. John reported on a planned meeting with Harriet Shelton and/or Laurie Baker and Richard Kirby of the Kings Cross team and asked Dave to participate. Dave mentioned that Lisa Bailey is involved. Jean reported that the A201 draft CRISP report is proposing that £40,000 be spent on the Argyle Street link. CCC is to keep Dave informed about the progress of this CRISP.

Hawley Road/Kentish Town Road/Camden Street Local safety Scheme: Dave reported that this scheme was approved by the council the night before.

(i) *regarding ASL on KTR north:* Jean is concerned that she supported the left turn lane at the ASL in Kentish Town Road, which she now realised is a new hazard for cyclists. Dave advised her to contact Eddie Quarthey as detailed design has still to be done.

(ii) *regarding illegal left turns into KTR from Hawley Road:* CCC reported a recent cyclist casualty (cyclist in the segregated feeder lane in Hawley Road going straight on to Camden Street and big van makes illegal left turn into KTR). Dave promised to request a camera for this site. CCC reported that the misleading signing in Hawley Road (showing a left turn rather faintly) to the west of this junction had been corrected by stickers. Also the stop line in the feeder lane prevents entry to ASL box.

iii) *cyclists turning right from Hawley road to KTR south:* CCC to study this issue in case this becomes part of link 27.

Consultation post implementation comments

John is developing a post implementation audit scheme to be used by CCC. This will be reported in a table that shows for each consultation the date of audit, by whom, CCC's comments, were they considered, suggested remedial action and general comments.

The table presented to this meeting had entries for the consultations that John had replied to, which included the Castlehaven 20 mph zone and East Heath Road/Southend local safety.

This was felt to be a very good idea and CCC will try to recruit a consultation audit team (hopefully to consist of those people who replied to the consultations).

CCC are not happy with the placing of the speed cushions in Harwood Street. Dave will supply John with the TfL leaflet on Guidelines for Installing Speed Cushions. It will be interesting to compare them with the LCDS guidelines for speed cushions.

Route 0 - SSL

Junction Tavistock Place/Marchmont Street/Judd Street. Not much change since last meeting. But the track has been surfaced and the green surface dressing will be applied within the next few days. TTS are studying the signals for the Marchmont Street and the Judd Street junctions in conjunction with one another. This could produce an unpredictable delay. In addition, work by a developer has

caused Tavistock Place to be one way westbound between Marchmont and Judd. Dave's options are either (i) if possible get both sets of signals in or (ii) progress associated works east of Judd Street. The part east of Judd Street will be implemented in 2006/7.

Monitoring when route completed. Dave confirmed that a full CRISP will be carried out once this route is finished. Same for Route 6.

Route 6 - North-South

Crossing of Byng Place into Malet Street: we re-considered at the scheme to cross on the speed table. Dave says this is an 'uncontrolled pedestrian crossing' (indicated by the yellow tiles shown in photo), but a crossing ahead of this crossing could be considered. A site visit will be arranged - Dave will ask the officer concerned to contact Jean.

Montague Place: cyclist priority where the cycle lane crosses the front of the coach lane. Northbound cyclists are sometimes confused by no-entry sign at the end of the separator kerb. Dave will consider the option of cyclists having the right of way (indicated by green surfacing across the gap) and of removing the apparently redundant 'No Entry' signs.

Montague Street contraflow track: TfL wants Camden to investigate the cost of reducing the planter so that this track can be brought up to 1.5 m as required by DDA. Will be done this year.

Royal College Street: white lines to be reinstating following the recent resurfacing. CCC said the absence of the central line is possibly an advantage. CCC said i) that the cycle stop line before Crowndale road should be set back ii) that the ASL in Georgiana requires a white line and iii) the red 'cyclists dismount' sign at Georgiana junction should be taken down.

Monitoring Agar Grove junction: Dave confirmed that this will be part of the CRISP study.

Other issues

A201 Draft CRISP Report: Jean reported on the benefits regarding the link via Argyle Street (already mentioned - indicated on the plan as following Regent Sq into Harrison Street). And the proposal for a contraflow in Greville Street to link via Hatton Garden which provides links to other cycle routes.

Left turn only lanes: Dave agrees that we should always consider the effects on cyclists going straight ahead. In some cases, separate signal phasing can be considered.