

# Draft Minutes of Quarterly Meeting

CCC, LLS and Camden Council

Tuesday 15th January 2019 10am - noon

Present: Simi Shah, Sam Margolis, Cllr Julian Fulbrook (Camden), John Chamberlain, Jean Dollimore, George Coulouris, (CCC), David Harrison (London Living Streets)

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## Actions summary

**Pancras Road tunnel junctions: Meeting with Simi to be arranged**

**Taviplace: CCC to contact Katie Dickson to arrange meetings**

**Kilburn LN proposal: CCC to send the scheme to Sam, Julian and Simi for their comments**

**Prince of Wales Road: SM to arrange meeting with Sam, Simi and Raymond.**

**Central London walking network: SM: to set up meeting with DH and Jacqueline Saunders**

**Nest meeting: Tuesday 30 April 10 am- noon.**

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[Original agenda items are in grey]

### 1. Camden's Transport Strategy, Cycling Action Plan and Road Safety Action plan (30 mins)

SM: Currently going through consultation responses. Will submit final draft to TfL (Feb) before Cabinet (Apr). Responses largely positive, two-thirds in favour of Cycling Action Plan. In response to query from JC, SM confirmed that Camden can make amendments.

Reduction of parking - financial implications are a problem, Camden have already increased charges recently to recoup.

SM: Keep strategy alive by annual reporting to and targets to Scrutiny. 2-year program on parking.

JF: There should be no permits for 'right to buy' flat owners (who often sublet to out-of-Camden people)

*Objective 1: to transform our streets and places to enable an increase in walking and cycling. In the context of Camden's Road Hierarchy (fig 2.3):*

- ensure that local roads do not take through traffic;
- targets for modally filtered ow-traffic neighbourhoods;

JD: In deputation to scrutiny, CCC asked for targets for street closures, Louise said Camden prefers to work in areas. Therefore CCC ask for area targets.

DH: suggest that local consultations should be at an earlier stage, with council putting forward a broad aim rather than a predefined scheme.

SM: intend to use 'CommonPlace' to get community input and ideas. HSS for New End School will allow access to CPZ holders.

- large roads cause huge problems of severance for pedestrians and cyclists:
  - improve pedestrian crossings and sometimes cycle crossings across such streets (e.g. Euston Road, Kingsway, High Holborn);
  - establish high quality linkages for pedestrians (and cyclists) in key areas, especially to adjoining boroughs;
  - direct and attractive walking & cycling routes through council estates.
- ensure roads with segregated cycle lanes bring benefits for pedestrians
- seek to work with neighbouring boroughs to create a street hierarchy for Central London along the lines set out by the City of London

- Objective 2: *To reduce car ownership and use, and motor traffic levels in Camden*
  - this objective should be applied borough-wide – i.e. no schemes that add capacity for motor traffic. See agenda item 2

JC: we are concerned that this policy should be adopted for all schemes uniformly, which means no re-allocation of road space to favour motor traffic. It doesn't appear to have been adopted in some recent schemes, i.e. East Heath Road/Heath Street and the removal of a zebra crossing in Hampstead Village.

SS: those schemes are funded by TfL buses division on condition that traffic flow is improved.

JC: these schemes will result in increased motor traffic - they should not be pursued. Particularly the East Heath Road/Heath Street scheme, which worsens conditions for cycling and for which any gain to bus timing is purely nominal.

SS: Decision 7th Feb

- Discuss ways of reducing road traffic.
  - work with neighbouring boroughs to introduce road user charging;
  - the cost of parking (both resident and non-resident) should be increased and the number of parking spaces reduced annually
- Low Emission Neighbourhoods/Zones: should reduce car dominance, not just go electric e.g. an LEZ on Fitzjohns Avenue would be inadequate as a cycle route or an LEZ in Camden Town would be a poor substitute for an LN.

JD: CCC angry that Fitzjohns scheme was simply to do with electric vehicles when motor traffic domination must be reduced.

SM: Funding was available only for an electric vehicle scheme. Will use Sn106 money for road safety improvements

- Objective 6: *To deliver an efficient, well maintained highways network and kerbside spaces that prioritises the sustainable movement of goods and people*  
Closer interaction between Camden's departments of transport and planning to prevent hijacking of footway, cycle tracks & parts of roads by construction projects<sup>1</sup>
- Improvements for cycling in all highway schemes (Cycling Action Plan Section 2.7 refers to 'improvements' in all highway schemes). We would like to see a statement of standards.

GC: We want standards for changes. SS mentioned TfL's standards for the GRID

But CCC want standards (e.g. LCDS) to apply to all road changes.

SM and SS: all schemes are monitored by three team leaders before consultation.

- Enforcement of 20 mph limits. Draft Road Safety Action Plan Sn 2.9. We suggest
  - local roads, removal of through traffic is the best approach e.g. Westbere Road;

JD: the introduction of kerb build outs as in Westbere Road is dangerous for cyclists. We advocate neighbourhood filtering as suggested for Fortune Green or failing that, cycle tracks (to narrow road).

SM: is sponsor of Fortune Green scheme which has been modelled. He decided against it due to lack of time/funding. Next stage will be to discuss with local people and councillors.

- TLRN, the SRN and the distributor roads install protected cycle tracks;

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<sup>1</sup> TfL's [Temporary Traffic Management Handbook](#) was launched in December 2018 "to ensure that roadworks are no longer a barrier to people walking and accessing London's streets". Although it isn't directly applicable to construction work, many of its principles could well be adopted by the Council when assessing for construction projects.

- concerns about pedestrian refuges and speed cushions.
- Shared space schemes: (Measure 3m) where cyclists share space with pedestrians. Discuss Prince of Wales scheme – bus stop bypasses and 'shared space'
- Borough-wide cycle network - suggested additions (see [list below](#))

Issue of missing cycle routes: SM: the link through Heath Street and North End Road was omitted as it is in the north and will be disconnected. But CCC think it should be on map for future proofing.

## *Cycling Issues*

### 2. Heath Street/East Heath Road/West Heath Road Junction consultation (10 mins)

JC: adding motor vehicle capacity may help a small number of bus passengers but it encourages motor traffic.

SS: TfL pot of money available for bus improvements

JC: should not take money

SS: Decision 7th Feb

### 3. Progress report on implementation work in progress or starting soon (5 mins)

- Pleased to see Vernon Place Safety Measures - problems in Bury Place?

SS/SM: Waiting for things to settle down

- Midland - Judd junction and Midland Road

SS: will be looking at Dukes Rd traffic with a view to reversing some flow

Work has started on Midland near Brill Street - timescale: finish by start of April

CCC noted that cycles can't enter the TfL Judd works from Euston Road. Camden to check.

- Pancras Road tunnel junctions

Meeting with Simi to be arranged. Island still to go in on Goodsway/Camley

### 4. Tavistock - Torrington (5 mins)

- Responses to consultation?

SS/SM: no news

Report to Cabinet due in April

- Meeting request to discuss improvements that are needed if it stays eastbound

CCC to contact Katie Dickson to arrange meetings

### 5. Camden's Liveable Neighbourhoods bid (5 mins)

- We are interested in knowing about submissions on Kilburn and Holborn

GC: Kilburn LN scheme: we submitted a carefully-worked out and detailed set of ideas to Sustrans (copied to Kieran Ward). These were developed with substantial effort in collaboration with two knowledgeable local residents. We did not even receive an acknowledgement, and nothing since from Camden or Sustrans. We are there extremely reluctant to collaborate on any scheme that Sustrans are leading in future.

JC: The results of that work should not be lost

- agreed we should send the scheme to Sam, Julian and Simi for their comments.

### 6. Red Lion Street filtering (10 mins)

JF: pedestrianise Lambs Conduit and Red Lion Street, stop rat-running through Great Ormond Street and Boswell Street

DH: propose cycle contraflow in Great James Street

JF to meet with the relevant officer (Max Lyne and Richard Walter) concerning further schemes for the Red Lion area

7. Cycling Projects Table Spreadsheet items to include (20 mins)

- Prince of Wales Road - would like to discuss our response with officers

SM: 1.5 m track too narrow; can't afford to widen stepped track Proposes carriageway-level 2m track like RCS with armadillos or similar.

SM to arrange meeting to discuss this and other details with Sam, Simi and Raymond.

- CFR2

Pre-engagement soon, consultation in May

- Farringdon area upgrades. Do we have start date?

Ready to go live: Laystall St 28th Jan, Eyre St Hill ETO 11 Feb, implement 25th. Gough/Calthorpe 25 Feb, Mount Pleasant ready to go, awaits bollard. Frederick St 25 Feb

DH: will Camden monitor Guilford Street during closures?

SM: No, Need to monitor in normal state before Farringdon Stage 3.

- Delancey-Pratt

SS: awaiting AQ modelling. Then consult Adam H. Objections to Greenland Street bus diversion. Hope to consult on Phase 2 (Parkway junctions).

*Pedestrian Issues*

8. 'London Living Streets' proposals for a Central London Walking Network (10 mins) where they affect Camden, ie the streets between the Euston Road and the borders of Westminster, and to a lesser extent Islington, building on the West End Project and the Holborn Gyratory.

SM: there is funding for walking

SM: to set up meeting with DH and Jacqueline Saunders

9. Pedestrianisation proposals: (10 mins)

Great Russell Street by BM;

Probably to be included in Holborn LN scheme

Camden High Street

Experimental pedestrianisation of section N of Parkway under consideration

10. Concerns: (10 mins)

Proposed removal of zebra crossing on Heath St

DH: strong objection from LLS. Pedestrians being disadvantaged in name of bus passenger convenience.

SS said she would go back to TFL to ask for retention of zebra

Signalised crossing at junction of Kentish Town Rd.

DH: strong objection from LLS.

11. AOB

SS met TfL cycle group. Will apply for funding to advance feasibility study for Clerkenwell Blvd.

Louise is trying to recruit a replacement for Kieran.

12. Date of next meeting (5 mins)

**Tuesday 30 April 10 am- noon.**