

## **Minutes of Meeting on 31st August 2005 at 4pm CCC (Jean Dollimore and John Chamberlain) and Camden Council (Dave Stewart and for the consultation items Ed Quartey and Wajid Majid).**

### **Feedback on our responses to consultations**

#### *Hawley Road/Camden Street/Kentish Town Road*

Ed Quartey spoke on this proposal. CCC had expressed concern regarding the left turn only lane for turning into Camden Street and stated that cyclists proceeding straight on would not be able to 'take the lane' as traffic speeds are often up to 30 mph. This issue was not resolved. CCC presented James Brander's drawing showing build outs on both sides of Camden Street, which would make the junction less like a motorway slip lane. Dave and Ed said they might be able to build up on the south side, but that a buildout on the north side would prevent buses turning. Finally a bus review is pending - there will be a bus lane until 50 metres north of this junction. Further consultation will take place.

#### *Marchmont Street/Bernard Street environmental improvement scheme*

Wajid Majid spoke on this proposal. CCC had asked for two-way cycling in Marchmont and Bernard Streets. We argued that all schemes should consider permeability for cyclists. Dave and Wajid said that the width of Marchmont (6.2 m) is too little for parking + vehicle lane + cycle contraflow. Dave said that in principle a 7.5 m carriageway would allow this. He also added that Peter Bishop is against one-way Streets. CCC also reiterated their request for raised zebra crossings at the junction of Greville/Bernard, but there was not much enthusiasm for this.

CCC asked that their request for two-way cycling in Hatton Garden be considered carefully.

#### *Malden Road/Malden Crescent/Prince of Wales Road junction*

Ed Quartey spoke on this proposal. CCC objected to the multiplicity of lanes at these junctions. Ed stated that ASLs add 2-3 seconds to the signal cycle and this junction is over capacity (at 101%, whereas 90% is OK). The Gordon House Road scheme has still not been approved (by TfL) for this reason. The extra lanes are required to boost capacity. CCC pointed out that the third lane on Prince of Wales road westbound would only allow one additional car to pass through at each phase, while restricting space for cyclists. Ed agreed that only one car would fit in the lane, but claimed that this was needed. We also discussed the proposed central feeder lane on PoW west - it was placed there because a parking place obstructs access. But CCC requested a left feeder lane.

CCC mentioned the proposal for the Fitzjohns/ Arkwright junction where our request for ASLs was rejected because the junction is already over capacity. CCC said that they objected to vehicle flow being regarded as more important than improved cycle facilities.

### **St Pancras Way/Baynes Street Junction**

Dave stated that there had been no reported cyclist casualties at this site in the last three years until the fatality in June. However he accepts that the junction needs a review and Camden Council had agreed with the police to consider the layout.

Dave then went over the history: LB Camden had proposed a cycle lane on the east side, but CCC had objected to the necessary Toucan and jug-handle by Georgiana Street, plus more side roads. Camden had pointed out that the side roads carried little traffic. The outcome was the current track on the west side of St. Pancras Way.

Jean stated that CCC had always said that for the western track to be viable, westbound traffic should be allowed on Randolph Street. And that we still support that as the best solution. Dave replied that Randolph Street is residential and the additional traffic would not be acceptable; and that the junction with Royal College Street is too close to Camden Road and a bigger tail-back would arise.

CCC pointed out the reasons why cyclists and vehicles arrive at this junction beside one another: i) they come together from Camden Road; ii) many cyclists in Agar Grove move off with the vehicles, not waiting for the cycle signal. We also pointed out that we had originally been told that the cycle signal would precede the vehicle one.

Dave said he wants to deal with the junction itself. He presented two options:

1. Cyclists give way at each side of the Baynes Street junction (instead of vehicles giving way) + raised table at the junction. He said that we should not see this as a precedent for other cycle tracks – which is very important. (It is not being considered as an option in the Gordon Square/ Byng Place safety measures.). Plus a review of the signal phasing in Agar Grove.
2. Change the layout of the junction by introducing a bigger island south of the junction and putting the 'Give Way' vehicle sign at about 45 degrees (instead of parallel) to vehicle direction. In effect this section of road would be single lane with each vehicle either turning right or going straight on.

But Dave said that John Thane and Peter Blake are both very concerned and that he needs to show that something has been done as soon as possible. Therefore for the short term, he is going to implement the first part of option 1.

CCC to discuss these proposals and to report back to Dave.

## **Route 6**

### *Royal College Street*

CCC reported that there are still no markings since the surface was relaid - at least the cycle logos and stop lines should be marked; Stop lines should be set back to allow pedestrians to pass and to allow cyclists to see the signals.

The small pit between Pratt Street and Plender Street is still there.

The big pothole by the hoarding on the corner of Crowndale Road needs fixing and the track there is generally in poor condition.

*Signing* - CCC requested that some signing in the BM-Bury Place-New Oxford Street area be installed ahead of schedule, as people are unaware of the new route. But Dave argued that it would be more effective to sign the entire route as one (in 2006). CCC reluctantly gave way on this point.

*Progress of detailed modifications between Newton Street and Bury Place* (agreed in previous site meeting with Dave). Green surfacing has been done. Dave said that EDF are supposed to be decommissioning the signs. However he agreed to have them taken down. The following still require to be dealt with.

- by Parker Street - 'one way arrow sign' on the right facing north should not be there, as it conflicts with cyclists southbound;
- 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.
- Bury Place/Bloomsbury Way facing south  
two no entry signs conflict with what cyclists can do. Not needed - eastbound vehicles in B Way have 'no right turn' signs at the lights. Southbound vehicles on B Place have 'left turn' signs.

## **Route 0**

*Junctions at Judd and Marchmont.* Dave was pleased to report that TTS have approved the signal plans at both junctions. He is waiting for TTS to install the signals at the Marchmont junction which is otherwise ready for use. TTS currently have the work scheduled for next year.

*Work east of Judd Street.* Is still scheduled to be done next year.

*Junction Gordon Street - Safety study.* Liam White is working on a design for a raised entry treatment at the junction of Gordon Street and Byng Place. Both motor vehicles and cyclists will be at the raised road level. In addition, there will be a reservoir and hatch marks back to the islands and a new island will be constructed in the road to the east of the junction – this will force vehicles to make a sharper turn into Gordon Square. Dave will ask Liam to send a copy of the drawing to CCC.

*Junction Malet Street.* CCC asked to progress ideas here by meeting with an officer. Dave said Liam would be the officer, but asked us to wait until the safety design is complete. CCC agreed to leave this until the next meeting.

## **Audit of Traffic management proposals**

John presented his audit table to Dave. John has made a spreadsheet of the 40 odd consultations answered in the last two years. He carried out an audit on five schemes that have been completed and presented the results to Dave. The aim is to compare implementation with what was promised in the scheme, to assess to what extent CCC's requests were taken on board and to raise any issues that were unforeseen at the time of consultation and/or implementation. The schemes that had been audited showed only minor problems, one of which (the inadequacy of the cycle bypass to the East Heath Road Rippleprint installation) had been fixed. This analysis was well received by Dave.

John also pointed out some common themes that had been raised in CCC's recent responses:

- a growing number of local safety schemes that do nothing for cycling in spite of claiming to be for the benefit of pedestrians and cyclists.
- inadequate feeder lanes
- a large number of heavily engineered schemes that might be better addressed by more general traffic calming measures

## **Other Business**

*Torriano Avenue.* After an earlier meeting between CCC and Kelly Luckman (of the CPZ section) it was agreed that a proposed parking space south of Busby Place be placed on the east side of Torriano Avenue - with no parking on the west side south of Busby Place. CCC are now asking Dave to install a continuous cycle lane between Camden Road and Busby Place and to mark cycle logos one metre away from the parked cars on the stretch of road north of Busby Place as far as the corner of Torriano Cottages, removing the current cycle lane which is too close to parked cars. Dave says Torriano Avenue is about to be resurfaced and this can be done. But Dave pointed out that the last few metres adjacent to Camden road is under TfL control; however we know that TfL want this cycle lane, as a result of a meeting with Tony Chicharro and Dave at this site. Jean to check that the speed cushions will not be a problem and get back to Dave.

*Stop lines.* Cycle lanes should have stop lines aligned with the rear of the footway when there are toucans or other cycle lights.

*Kiosk on corner of Regents Park Road/Chalk farm Road.* Blocks view so that motorists in Chalk Farm Road can't see if cyclists are descending the Regents Park Road. Dave pointed out that this has come up at WCRSAG and told us Dave Jenkins is looking into the possibility of finding an alternative location for the kiosk.

