

Minutes for Meeting between Camden Council and CCC on 6th December 2005

Present: Camden Council: Dave Stewart and Katie Dixon (for Bedford Square item); CCC: Jean Dollimore and John Chamberlain

Feedback on our responses to consultations

Bedford Square (28 Oct 2005)

CCC had requested a westbound cycle route on the north side of Bedford Square. Katie Dixon reported that she supported the cycle lane and had investigated it. There was objection from the clients on aesthetic grounds, but the main obstacle is the signals at the junction of Montague Place and Gower Street. This is intended to give the majority of the signal cycle to Gower Street (a red route), allowing a short phase for Montague Place and the eastbound road on the north side of Bedford Square, both of which will turn south down Gower Street; an additional phase would be required for cyclists crossing from Montague Place to Bedford Square and TfL would not permit this. Katie and Dave stated that allowing cyclists to proceed straight across into Bedford Square on a green light would fail a safety audit because of turning traffic. Westbound cyclists will have to turn left from Montague Place, then turn right into the south side of Bedford Square, crossing the southbound traffic flow on Gower Street at some point.

We discussed briefly the possibility of contraflow (eastbound) cycling in Montague Place. Dave said this could not be funded as part of the Bedford Square scheme, but should be brought up on the Link 28 CRISP. (Link 28 = Route 6 in Camden i.e. our north-south route). Katie felt it was a sensible idea.

Clerkenwell Road local safety scheme (29 Sept 2005)

Dave told us that this is being dealt under a response to a 'complaint' from Ralph Smyth. Dave said that the response from CCC was being taken as the baseline in the investigation. Unfortunately CCC did not mention the width of the cycle lane although we did say: "It is essential that the parking should be prevented in the uphill cycle lane at all times, leaving the new cycle lane free and also in the downhill lane during busy times." RS proposed that the uphill cycle lane should be wider and the downhill one dispensed with. JD and JC confirmed that CCC now agree with this position.

JD attempted to explain the history as follows: JD asked RS to give her suggestions as to the CCC response to the consultation. She sent her response in on 17th October and then received an email from RS on 20th saying he had some further suggestions. JD asked RS to send his comments directly to the Camden officer Yetunde Owoyemi as she was about to go away and would not be able to incorporate them into her response. RS did so and when JD returned she sent email to Yetunde Owoyemi that included the following

"Please would you take all of his (RS) points into account. I would particularly like to emphasise his point that a proper, continuous, enforced cycle lane is required for westbound cyclists going up the steep hill. I also agree that downhill cyclists do not require a lane."

CCC re-iterated the need to deal with the 'gated' cycle lane at the junction of Farringdon Road, which was mentioned in our response to the consultation. The cycle signals could lure cyclists into crashing into the barrier particularly in the dark. Photos of this location were sent by email to Yetunde Owoyemi and Maria Georgiou on October 17th. CCC was surprised that Dave had not been informed of the problem. **Action:** Dave to investigate reduction of danger.

Route 38 Bus (Oct 2005)

CCC is concerned to ensure that cyclists will be allowed in the bus contraflow lane in Bloomsbury Way. James Guckian had told JD that he has asked Atkins to design for cyclists in this contraflow. CCC wants to be up to date with the report from his successor, Barbara Wolczynska. We're also concerned that Atkins didn't take into account Maria Georgiou's work on the Grays Inn Road junction.

Dave said that the report is in its early days, but he will keep us up to date with progress. He stated that the earlier work would be considered by the contractor

Huntley Street (Oct 2005)

CCC requested the inclusion of northbound contraflow cycling in Hunter Street from Tavistock Place to University Street. This road is about 8m wide with parking on the east side. It should be straightforward to have a contraflow lane on the west side (without a kerb, as in Newton Street).

Dave stated that this request is outside the scope of this Clear Zone scheme, but that we could talk to Laurie Baker or Tim Long about it. CCC complained that although the Cycle Plan had originally aimed to make cycle contraflows in one way streets, the 2005 version said they could not find any more to do. Although we have now identified a street that is suitable, we are still being thwarted.

Action: CCC to contact Laurie Baker or Tim Long about contraflow cycling in Hunter Street.

Marchmont Street (May 2005)

This consultation was discussed with Wahidf Majid at the August meeting. At that meeting we addressed the issue of building a cycle contraflow in the middle section of Marchmont Street, but were persuaded that the width (6.5m) was too small.

In their response CCC had objected to the conversion of the south end of Marchmont Street to one way working. But as this objection was over-ruled, we now request a cycle contraflow also arguing that a 'no entry' was sufficient (no need for a one-way street). Dave said that as this proposal is 'making things worse' for cyclists, he will clarify whether contraflow cycling or reversion to two-way working with a plug at the south end can be included. He had been unaware that northbound traffic was currently permitted over this section.

Action: Dave to look into possibility of contraflow cycling in southern section of Marchmont Street.

Baynes Street Junction

Dave stated that the JMP and Sustrans reports have been taken into account; that he has commissioned a modelling of the use of single lane flow in St. Pancras Way on the approach to Baynes Street junction. He is under-resourced having lost Lisa Bailey to the bus section as well as another officer who has left. But an officer will eventually be allocated to work on the design.

Action: Dave to send Jean a copy of the JMP Report.

Route 6

CRISP on this route (Link 28). Probably Buchanan, before April 2005.

Outstanding issues including the design of the junction at Malet Street and detailed modifications of signs between Newton Street and Bury Place will not be carried out until after the CRISP.

Royal College Street

Dave reported that the cycle lane markings will be repainted at the same time as the other road markings associated with the 20 mph zone currently being installed in that area. He is aware of the small pit outside no 91 and it will be repaired shortly.

Montague Street

Narrow contraflow cycle track will be widened shortly, using funds from TfL.

Route 0

Dave reported problems in Ampton Street. A design is required where the route crosses housing land between Ampton and Cubitt Street, but this must wait until an officer becomes available.

Marchmont-Judd.

Cyclists cannot use the section of Tavistock Place between the Marchmont and Judd junction for safety reasons. They should follow the marked diversion via Leigh Street. The cycling infrastructure will be completed next financial year.

Junction Marchmont - signals at TTS, but no date yet.

Junction Gordon Street - CCC reported positive reactions from cyclists regarding the new safety measures.

Howland Street and Maple Street - CCC asked about maintenance. Dave then brought up the issue of University Street where the one-way cycle lane is 2m wide and the remainder of the road too narrow (some vehicles go with one wheel in the cycle track). CCC agreed that the separating kerb be reduced to 300 m and the cycle track to 1.8m.

Audit of Traffic management proposals

General comments.

Kentish Town Road Bus Lane and Pedestrian Facilities. (Oct 2003) Incomplete, so not audited, but CCC is pleased about improvements to ASL and feeder.

Prince of Wales/Castlehaven/Gradton Junction. (Dec 2003)

John reported that the scheme has been implemented as designed but that CCC requests for right turn exemptions had not been implemented. Dave said he thought JD had spoken to him about that at an earlier meeting and said he would look further at the possibility of a cyclists right turn exemption from Castlehaven Road.

Action: Dave to further possibility of cyclists right turn exemption from Castlehaven Road.

Royal College Street 20 mph zone (Sept 2004)

John reported that the scheme is still in progress. Noted that CCC requests for i) extension of zone, ii) speed cameras on RCS, iii) relocation of crossings and extension of cycle track had not been adopted. John pointed out that the speed cushions had been implemented before the 20 mph signs.

Other Business

Gloucester Avenue/Parkway junction cyclist delays

Jean put in a request at WCRSAG and Dave replied that Maria Georgiou would reply directly to Jean.

Action: Jean to contact Maria Georgiou.

Cycle stands

At Waitrose Finchley Road - CCC commented on their original mad placement (too close together and too close to the road). Dave said that's all due to TfL.

Kentish Town Road - CCC requested stands on the west side and said it was good to have the new ones in the side roads on the east side (Caversham (3), Gaisford (2) and Patshull (3)). Dave said there are plans for more stands in the shelter by Kentish Town station. He suggested that we speak to Alex Williams.

Action: Jean to contact Alex Williams. (We met him in the lift and he gave us good news - those by the shelter will be by the white marks, there will be stands on the east side, e.g. by Morgans and Bengal Lancer.

Torriano Avenue - new cycle lane and logo markings. Dave to arrange for CCC to meet someone at site. Cycle markings will not be put in place before the meeting.

Action: Dave ask engineer involved to contact Jean.

Speaker for Feb 13th CCC meeting. Dave has agreed to find someone or possibly to come himself. CCC will announce that a representative from Camden Council will speak at the meeting about consultations. CCC would be interested to hear anything they can tell us about how consultations and the design process and the eventual outcome relate to one another. One or two case studies as to what happens (and what doesn't) would be of interest.

