

**CCC (JC and JD) and Dave Stewart  
Minutes for meeting 18th November 2010**

**1. Report on latest news from Dave**

Big organisational changes are taking place - design engineers will be incorporated into the public realm team. Many jobs are to be cut and officers will have to re-apply for jobs. Carlos Da Rocha has left and Joanna Alker is on sick leave. William Okpoho and Shaman Pottage still work for Dave

**2. Progress Reports on two-way cycling schemes**

- Bayley Street - island built, signal work due on 22nd Nov.
- Bedford Square to follow on from Bayley Street but needs new funding
- Princess Road start at end November
- Endsleigh Street, police had objected, but is due to start
- Old North St start at end November
- Store Street will have contraflow on correct side of road (but between Alfred Place and TCR)
- Belgrove St - why an experimental Traffic Order? because DfT said it should affect the whole length of the street.

Note that for each one of these, officers had to apply for permission to use diagram 960.2. (permitted contraflow with no cycle lane)

**3. Two-way cycling in area bounded by Euston Road, Argyle Street, Tavistock Place, Grays Inn Road**

- Consultations: there will be changes in April on how consultations are carried out. DS hopes that this will help with getting cycling schemes through. For example there would be a single consultation for all of the streets affected by this proposal.
- DS says there is a will to do this and that he has been asked to do a feasibility study.
- DS says it may be carried out within a year

*Fitzrovia* - CCC had heard that the council is considering a similar scheme in Fitzrovia. DS suggested we ask John Fitcher. We also discussed TfL's plan to take out signals in Maple Street. DS thinks this should go with taking out the with flow segregated cycle lane.

**4. Disruption of cycle lanes/tracks by contractors (e.g. on Tavistock Place and Royal College Street and also Malet Street and Montague Street contraflows)**

- DS stated that contractors have to apply and they would be instructed to keep cycle ways working
- for utilities we should contact Brian Foxton
- for schemes and SERCO contact DS
- Malet Street and Montague Street contact Lisa Pryce and Barbara Wolczynska

**5. Route 6 in Camden Square - issue of priority change at South Villas?**

- CCC outlined the issue for southbound cyclists who turn right with priority into Camden Square while drivers from Canteloves Road cut across into South Villas.
- DS promised to look at the issue and to note that cyclists could be allowed to cycle southbound on the west side of Camden Square (a false one way with no-entry at Canteloves Road).
- We compared this to the priority issue at Ossulston St/Phoenix Road

**6. Route 0. Grays Inn Road/Ampton St Elephants footprints?**

- CCC (and Steve Cardno) had thought that the improvements would include elephants footprints as well as a signal giving cyclist priority.
- DS said that these were alternatives and that the signal was a better solution
- CCC agreed that the signal is doing a good job and that we will forget the elephants footprints

**7. CCC to summarise the main points in their responses to area studies in Kings Cross and Camden Town East.**

These responses are available on the CCC website at:

<http://tinyurl.com/KX-place-shaping>

and

<http://tinyurl.com/2d5rue8>

**For Kings Cross the most important points are:**

- cycle link south of Euston Rd from Argyle St to Tottenham Ct Rd
- 20 mph limit in entire area
- sort out access in Pancras Rd south and across Euston Rd
- one-way streets south of Euston Rd
- cycle access across the front of Euston Station
- complete Link 29 through Barnby St
- signage of route from Goodsway to Agar-Camley link

**For Camden town East the most important points are:**

- two-way cycling in Plender St and crossing for Camden High St to Miller St
- contraflow cycling in Royal College St north of Georgiana to access Bonny St (canal alternative route). Note CCC should correct this with Bec Hayes (we referred to a two-way cycle track whereas the Canal CRISP recommends contraflow)
- TfL work in Camden High St, Camden St and Crowndale Rd from Link 27 CRISP. CCC to contact Richard Hartley
- 20 mph throughout

**8. Audits:** Great Queen Street, Percy Street, Agar Grove table, Agar Grove-St Pancras Way, Byng Place, Kentish Town Road/Prince of Wales Road

The audits can be found on our website at;

see <http://tinyurl.com/audit-nov-2010>

Some salient points:

**Great Queen St:**

We request that the logos be painted and additional cycle parking be provided. DS advised CCC to contact Tim Long

**Percy Street:** The lane has been implemented as designed except that green paint has not been used and the layout at the Charlotte Street end has been modified and is close to CCC's suggestion. CCC asked about signage for the contraflow; DS replied that the street was now two-way for all traffic with a plug at Tottenham Court road and thus signage was not required.

**Agar Grove table:** CCC recognise the difficulty related to the position of the table, which is awkward for cyclists. CCC suggest the following:

- Remove the outer set of westerly railings at the top of the link to align the cycle track with the raised part of the roadway.
- We also request the completion of the signage scheme, including, specifically a modification to the sign at the south-west corner of Camden Square to indicate Murray Street as a route to Kings Cross and the West End and improved signage northbound on Camley St at Goodsway

**Agar Grove-St Pancras Way:** in general this is a vast improvement, but CCC makes the following suggestions

- Add a new sign showing a left turn for Camden Town and the West End before the Agar Grove/Agar Place junction. Additionally, the No Left Turn sign should have a cyclists' exemption.
- Add a sign at the exit from Wrotham Road indicating that cyclists should join the cycle lane for Camden Town and the West End. This could be a 'repeater' sign, but a direction sign would be better.
- Extend the ASL on St Pancras Way southbound to 5m.
- Repaint all road markings.

**Byng Place:** Looks good. But urgently resolve the issue of how cyclists turn into Malet Street.

**Kentish Town Road/Prince of Wales Road.** CCC is very happy with consultation and outcome.

Jean Dollimore, John Chamberlain.