

## **Minutes of Meeting between CCC and Camden Officers**

15 February 2012 at 10 am

*Present:* Simon Piper(SP, chair), Simi Shah(SS), Jacqueline Saunders(JS), Dave Stewart(DS), Cllr Paul Braithwaite (PB), John Chamberlain (JC), Jean Dollimore (JD, minutes). For part of the meeting: Brian Deegan(BD) and Franco Cioffi(FC); also Kate Boldason(seconded from TfL).

*Actions outstanding from Nov meeting:*

### **1. Danger at Crogsland Road crossing.**

- SS had not investigated the matter
- JC pointed out that there still are conflicts and outlined the need for a secondary signal (details in minutes of meeting 23.11.11), acknowledging that TfL had made a promised change to the signals.

- **Action:** SS will arrange a site meeting involving TfL signals people and CCC to discuss secondary signal.

*Ongoing issues:*

### **2. Cycling issues for Tottenham Court Road proposals**

- SS had been reading about *Going Dutch*

- we agreed that comfort and safety for cyclists are the main criteria and that in general this would be achieved by separation in busy streets and by sharing in quieter ones; we noted that Exhibition Road is a bad example of *Going Dutch* because the Dutch would separate cyclists in such a busy road.

- *Time scales:* SS confirmed that the time scale is affected by St Giles Circus, saying she hopes St Giles Circus and TCR will be completed 2015-16.

- *2007 traffic counts for modelling in this scheme and traffic reduction:*

- SS confirmed that 2007 counts are being used, saying that although counts had gone down, recent ones were similar to 2007.

- JD asked about traffic evaporation and aiming to reduce traffic e.g. by closing the entry to Howland Street (as recommended in Link 30 CRISP Report),

- SS acknowledged that evaporation happens but said the Torrington Place-Howland Street route is needed by motors:

- this route is also on LCN+ Route 0 westbound and has heavy cycle use; CCC was very concerned about this stretch of road having two narrow traffic lanes with a narrow cycle lane.

- *Southbound bus+cycle contraflow:*

- FC gave details of the bus+cycle contraflow (3 metres in general with 4.5 metres at bus stops). The median strip is to be 1.5 m.

- there was considerable anxiety about cyclists' comfort when sharing with six bus routes in a 3 m wide track with kerbs on both sides. It was noted that cyclists are not allowed to share a similar track in Bloomsbury Way.

- JD asked for confirmation of a 20 mph limit (which SS confirmed) .

- *Junctions:*

- PB raised issue from TCR southbound into westbound Howland Street from the bus and bike contraflow (pointing out that it could be like the problem at SE corner Russell Square); FC said he is studying this junction;

- JS raised the need for no motor right turn from westbound Torrington Place to northbound Gower Street (for safety on cycle track); FC said he thinks that will be the case.

### 3. **Swiss Cottage gyratory removal** (on TfL list of current reviews)

- *KX junction*: CCC asked whether the short term review is happening (we know about the gyratory removal study; SP advised on notifications from TfL at: <http://www.london.gov.uk/priorities/transport/cycling-revolution/cycle-safety-and-training/key-junction-review>)

### 4. **Update on cycling schemes**

- *Park Village East contraflow* : BD has returned to the issue of cyclists who don't turn left at Parkway/Gloucester Gate, but hopes to implement next financial year and monitor cyclists behaviour; CCC noted that it would be very useful on its own. However cyclists should be provided with support to cross the junction to access Prince Albert Road and Oval Road.

- *Camden Town east - schedule*: BD reported that Plender St contraflow is 3/4 complete, the table at Camden High Street will be built soon; PB noted the usefulness of the east-west link through Miller Street; BD noted that the changes at Pratt Street (a different gap for cyclists) will take place imminently.

- *Royal College St feasibility study*: (to make a SB contraflow on the west side of RCS inside parked cars); BD raised issue with people getting out of cars; expense and drainage problems if implemented at footway level; PB suggested truncating the RCS southbound track just below Plender Street at the current pedestrian crossing. BD to produce new drawings and show them to CCC.

- *schedule for permeability in Kings Cross*: JC praised Raymond Cheng for his report; DS team has taken over and implementation by April; JD asked for exit stubs on Crestfield Street/Euston Road and on Seaford Street/Sidmouth Street (both exit on busy roads); 'exit stub' is a short length of cycle lane with logo as implemented in Endseigh Gardens/Woburn Place where it has a short section of green surfacing.

- *Fitzrovia - Warren Street 2-way cycling?* SS stated that Camden's intention is to allow two-way cycling, but TfL have objected to the mid-point closure of Warren Street in case stopping this rat run effects the performance of Euston Circus junction – this is still to be resolved.

- *West Hampstead permeability*; SS told us she had failed to find a solution for a contraflow in the short section of Canfield garden between Compayne Gardens and Broadhurst Gardens (with a kerb to protect cyclists, the junction at Broadhurst Gardens failed safety review); the agreed measures will be implemented soon; Gascony Ave had been ruled out because of the signals at Kilburn High Road but CCC requested consideration of a short section of Gascony Ave between Smyrna Road and West End Lane; SS agreed this could be looked at after the current implementation.

- *New news - north-south cycle route through Kings Cross*: SP said CCC will soon be asked to input to a study of a route along Judd Street - Hunter Street - Guildford Street - Lamb's Conduit Street - Red Lion Street; signage and minor measures but including taking out the Brunswick roundabout; SP welcomed JC's offer to send in notes on missing or even redundant signage.

- **Action**: JC will send SP an inventory of signage issues on Camden cycle routes

## 5. New Issues

- *Support for 'Ride All Round Camden'* (funding and police support); PB noted date 24th June and need for police support; SP confirmed funding and stated that Chris Nicola should be approached about police report; JS recommended starting early;

- **Action:** *JD to contact Richard Riddle on support from cycle trainers. PB to negotiate with Chris Nicola for police support*

- *Camden Road junctions*

- JD confirmed that Lisa Labrousse (TfL) had replied to her queries;

- PB asked for a reply to his suggestion that the 274 bus should not turn north up RCS junction (so as to allow for safe pedestrian crossing) but be permitted, as a bus-only right turn from Holloway bound Camden Road into southbound St Pancras Way.

- **Action:** *SP to chase this issue*

- *Low kerbs - fall off hazards*

- JC stated that he has reported kerbs at Russell Square/Bernard Street and at Byng Place/Torrington Square; DS says the latter is to be done immediately and after discussion agreed to do the former.

- **Action:** *DS to see to these two issues*

6. **Date of next meeting:** 2nd June 2012 at 10 am

## 7. AOB

- *SE Corner Russell Square*. The original problem, the remedial actions so far and the current situation is described on our website at:

<http://www.camdencyclists.org.uk/newsitems/ccr/russell-square-safety-issue>

To summarise the problem, cyclists turning left out of Guilford Street heading for Montague Street have difficulties turning right at the SE corner of Russell Square (they have to wait in the middle of the road sandwiched between heavy vehicles coming from behind and in front of them). On leaving Guilford Street, cyclists quickly move to the front of the queue (and the signal is still on red), the ASL is usually blocked and so most take the right turn immediately, some via the footway on the corner. This is particularly bad at morning peak times. SS said she was planning a safety audit.

- **Action:** *SS to consider this issue in the safety audit*