

Minutes of meeting between Camden Council and CCC
Wednesday 10 December 2003 at 4.30 pm

Present: Dave Stewart (LBC), Ed Quartey (LBC), James Brander (CCC) and Jean Dollimore (CCC)

1. Design/construction phase issues

a. Seven Stations Link east from Judd Street

- **SSL East.** The proposal for the eastbound extension cannot go to the environment subgroup until at least four weeks monitoring of the Woburn Place and Bedford way junctions has been carried out. This monitoring cannot go ahead until the signals are properly set up. March is thus the earliest at which the next section can be considered. These delays are caused by TTS. If the scheme is approved, work will start immediately.

Action: James to write a letter to Tom Champion at TfL Street Management, Victoria with a copy to Dave Stewart. This letter should mention Agar Grove too.

- **Design of the Judd Street junction.** Dave: pedestrians and cyclists will have separate light phases (14 out of 96 secs - 2 vehicle, 1 pedestrian and 1 cycle phase). This solution overcomes the potential conflict between pedestrians and cyclists.
- **Georgiana Street – Royal College Street junction improvement.**

Actions: Jean to ask Paul Gasson for his design. Ed to send JPEG file of the plan of this junction.

- **Plans for Gordon Square.** CCC had responded to the clear zone consultation. Dave: the residents are against the 1-way (southbound) proposal on the west of the square. The Projects and Programs team will consult again. Traffic and Engineering have proposals for local safety with visibility improvements in Endsleigh Place.

b. LCN route 6

- **Report on new plans for Malet Street/ Montague Place, Montague Street to Bury Place:** CCC studied the detailed design: the following are the salient points:
 - North end of Malet Street:* northbound vehicles can only turn left at Byng Place; no entry for southbound vehicles; but a 1.5 m wide cycle plug with cycle racks nearby.
 - Junction of Keppel Street:* (Malet Street is one way southbound from this junction) a contraflow cycle lane with a vehicle give way allows cyclists to travel northbound.
 - Montague Place* 2-way cycle lane in the middle of road.
 - Junction Montague Place/Montague Street/Russell Square:* James is concerned with design of the island. Dave will improve it.
- **Bury Place:** Dave: contraflow cycle lane has been built with 1.5 m track and narrow granite kerb. No signals yet and green surface to be applied.
- **Junction of Bury Place/Bloomsbury Way:** Dave reported problems with the wording of no entry signs. The traffic order doesn't except cycles which are allowed entry to southern part of Bury Place, whereas other vehicles are not.
- **Bury Place- Newton Street:** CCC studied a detailed plan for the 1-way eastbound cycle track at pavement level on the footway along New Oxford Street and High Holborn. Westbound cyclists will use the bus lane along the north side of the road. Some of this work is already in progress.
 - Junction at Newton Street:* High Holborn is 1-way westbound (with 2 vehicle lanes and 1 bus lane). This junction is controlled by traffic lights that will allow cyclists 14 seconds to cross.
 - a) eastbound cyclists* enter a 1.5 m contraflow cycle lane on Newton Street (1- way northbound). The entry point is 1.2 m wide. CCC conceded there is not room to widen it.
 - b) westbound cyclists* must cross the two westbound vehicle lanes on High Holborn and enter the bus lane. Jean requested signing for cyclists who would not know which way to go. Dave will consider using a bus lane with cycle logo. James suggested considering a central feeder lane for cyclists in Newton Street.
 - Can the 1-way cycle track be made 2-way?* CCC is concerned for the safety of westbound cyclists – we argued that the 1-way track should be made 2-way, but Dave says the loading bays must remain and we cannot further narrow the footway. If CCC have any ideas, let him know.
 - Cycle/pedestrian conflicts due to footway-level cycle track:* James suggested lowering the cycle track but Dave said it would be a trip hazard, but he could use tactile paving on either side of the cycle track.
- **Future plans for Newton Street and beyond.** The cycle route will be with the flow in Great Queens Street and then into Westminster – this part of route 6 in Camden will then be complete.
- **Agar Grove.** Dave: the signals are all wired up. He has no date for them to be switched on.

c. Kentish Town Road

Concerning contraflow cycle plugs into the 3 no-entry streets on Kentish Town Road (Caversham Road, Gaisford Street and Patshull Road). These streets are about to receive entry treatment.

Action: Dave will look into this.

Bartholomew Road/ Bartholomew Villas cycle plug. Dave referred us to another consultation on narrowing Bartholomew Villas. We have since seen this consultation and the cycle plug is not mentioned. CCC will request it on their response.

d. Theobalds Road-Lambs Conduit Junction

Recently constructed ASLs in Theobalds Road. Ralph Smyth had reported that feeder lanes are only 1.2 m wide. Ed said that 2 vehicle lanes are needed to allow right turning traffic to queue up. Dave: Theobalds Road was rejected as a cycle route. James: urged Dave to add 30 cm to the feeder lane.

Action Dave to consider this.

2. Consultation issues

Dave assured CCC that in general Camden will consult CCC at the early design stage. The High Holborn work was brought forward and there was not time to consult CCC properly.

3. Other issues

- **What will the huge LCN+ settlement for 2004-5 be spent on?**

Dave said the settlement is what they asked for and is not unexpected. They will use it for the following:

- SSL east from Marchmont Street to Judd Street. (the rest will be done in 2005-6)
- Malet/Montague Street place scheme
- Georgiana Street junction improvement
- Cycle stands
- Southampton Row/ Theobalds Road (allow cycles to turn right) CCC will be consulted on the Southampton Row/ Theobalds Road scheme after a feasibility study has been carried out.

- **Cycle parking stands: planned locations for 2004-5. Are more suggestions needed?**

Dave: CCC should continue to suggest places for cycle stands. James suggested Arlington/Delancy where stands were removed by Boulevard.

Action: Jean to ask members for further suggestions as to cycle stand locations and report them to Dave.

- **Target 24 of cycle plan.** What is the progress in reintroduction of two-way working or introduction of contra flow cycle facilities in 1-way streets?

Action: Dave to confirm with Natasha that they have the full audit from Buchanan and that all possible ones either have been introduced or will be in the next year.

Action on CCC: When CCC responds to consultations such as area-wide traffic calming, it should copy Dave. He can then take up cycling requests.

- **Further additions to David Arditti's 'CCC's list of improvements'.** That is, a list of locations to facilitate cycling.
 - Add cycle gap at the closure of Netherwood Street/Linstead Street
 - Canteloves/Camden Road. Not being built. Planter can't be narrowed. Paul Gasson didn't want to take up one of the footway for a cycle track. Cyclists will continue to use the existing paths.
 - Hadley St/Castle Road. Done
 - Ampton Street/Grays Inn Road – lights problem. Paul Gasson had written to TTS about this.

Action: Jean asks Paul if he had any reply.

- **Maps of LCN/LCN+ routes in Camden?** Dave: Festus had them almost ready for printing, but TfL refused funding. Camden has 2001 map. The closest is the LCN+ map.

- **Action CCC:** ask Festus about the maps, then we could protest.

- **Meeting dates for next year** Three-monthly. Next meeting at end of March, but if anything urgent comes up, Dave will contact us.

AOB

Illegal cycle tracks? David Arditti had reported to CCC on a CPEG+ meeting where John Lee was presenting the Design Manual. John Lee had said that Camden's Royal College Street cycle track is 'illegal' because cars have to give way to cycles at the junctions of the cycle track with the side roads and that Camden's design will not be in the manual. Dave: no one uses the Harrow cycle tracks where cyclists have to give way. The Royal College track is in the carriageway – part of the main road. He has submitted this design for the manual.

Action: Dave will find out what is currently in the manual.