

Meeting between CCC, LLS and Camden Officers

Draft Minutes

Thursday 13th July 2017, 10:00 - 12:30

Present: Jean Dollimore, John Chamberlain, George Coulouris (CCC); John Hartley (London Living Streets); Councillor Julian Fulbright, Louise McBride, Simi Shah, Keiran Ward, Sam Margolis (Camden Council).

1. TfL's Strategic Cycling Analysis (SCA)

Report from Sam Margolis on meeting with TfL to better understand their SCA work and how it might be useful for Camden in terms of future planning.

- [Figure 1](#): shows TfL's current business plan for cycling routes including those built.
- *SM*: confirmed that the map includes Central London Grid, QWs and CSs. *JD* noted it also includes some LCN+ routes, including Castlehaven/Grafton Road in KT. *JD*: funding for routes that are behind schedule? *LMcB*: it is not in TfL's interest to withhold funding for current plans.
- The SCA is a tool for defining priorities after 2021-2. Links shown in [Figure 5.1](#) are based on demand, not deliverability, and no classification as to CS, QW. Judging where links are shown, most will need segregation. E.g. for Kilburn High Rd, Kentish Town Road, Fortess Road, Camden Road. *SM* noted that he told TfL existing side-road routes (e.g. the LCN+ route parallel to Camden Road) are not of the quality needed to generate the mode shift to cycling envisaged in the MTS.
- *SM*: It may be easier to justify bids for routes and links in [Figure 5.1](#) other than the list of 25 priority routes; e.g. Haverstock Hill is in top 25%. The SCA should be seen as a tool providing evidence to justify bids in terms of increased uptake of cycling.
- *SS*: pointed out that Kilburn High Road which is in the top priority list is currently the subject of a scheme aimed mainly at pedestrian improvements.
- *SM* noted that [Figure 4.2](#) could be used by boroughs as a tool to identify potential Liveable Neighbourhoods e.g. where several of the factors (permeable neighbourhoods, zones of high cycle demand and/or growth and town centres) are present and may be connected to healthy routes.
- *SM* said that TfL had promised guidance on Liveable Neighbourhoods within two weeks.
- *LMcB*: The LN schemes will replace former mini-Holland and 'Major schemes', geared around mode shift. Small schemes will attract up to £2m and major schemes up to £6m. Camden views the Holborn area as its first priority as a major scheme whatever TfL may recommend. Boroughs will submit bids in October 2017.
- *LMcB*: Focus will be on modal shift to walking and cycling, as opposed to the previous emphasis on major transport corridors.

1a. Adverse effects of new developments on walking and cycling:

JF gave the example of Queen Anne's walk (Queen's Square) where walking is obstructed by construction and where hospital workers would benefit from a cycle route. *JC* mentioned another example of severe adverse effects of current construction work in Charlotte Street. *JC* suggested that Camden tended to make more concessions to developers than other boroughs

(e.g. CoL). *JH* confirmed that obstruction of footways by construction work is a major concern for pedestrians and for LLS.

2. **Mayor's Transport Strategy (MTS)**

- *LMcB*: Camden is preparing a response. Current views include:
 - The MTS is unambitious concerning modal shift to walking/cycling
 - The targets for modal shift are too long term with no intermediate targets
 - too much emphasis on 'carrots' instead of 'sticks'
 - workplace parking levy is welcome
 - goods delivery issues are particularly severe in Zone 1. Support for consolidation centres.
 - vision zero is ambitious and valuable, with good intermediate targets.
 - **healthy streets (HS)** is not a funded programme, just a framework strongly motivated by Air Quality (AQ).
 - all bids should be clear about how the outcomes will meet the HS objectives.
- *LMcB*: Camden will review its transport strategy to see whether it requires upgrade in light of the MTS.
- *LMcB*: TfL has set up a Healthy Streets Board. But she is concerned as to whether the network impact of Healthy Streets will be acceptable to TfL.

GC: stated that the emphasis in MTS around Healthy Streets and Liveable Neighbourhoods is antithetical to the view of cycling as an urban transport mode for journeys of up to several miles, which requires a fully connected network.

SS: The Grid has a phase 2. Healthy Streets is going to be very useful for justifying further provision for walking and cycling.

LMcB: TfL are concerned about an observed reduction in bus travel. It may be a result of absolute reduction in journeys, rather than mode shift. But we need to know why.

JD: the MTS is vague about the need for separate cycling provision on roads with significant traffic, e.g. in the illustration on pp54-55. LCC does not accept sharing space with buses because it is inconsistent with increasing cycling uptake.

LMcB: the MTS does raise expectations, but the report lacks ambition on delivery.

JC: the problem with schemes is not money but the difficulty in convincing local people to accept them.

3. **Draft guidance on LIP3 and funding program**

- *LMcB*: LIP3 - another transitional year (2018-19) because the MTS is not finalised
- *SM*: Borough transport objectives: local context, work towards MTS vision, road safety. SEA (strategic environmental assessment), Update EIA – needs to be robust.
 - Delivery plan: how it fits with MTS policy objectives
 - Performance monitoring plan: 50 indicators! Camden prefers to assess *outcomes*.
 - Allocation: P. transport 10%, road safety 26%, Congestion 46%, ?Accessibility 18% ...
 - LIP2 will continue in the intermediate year (2018-19)
- *JC*: we need to get things done
- *SS*: we will need new things for LIP3
- *JC*: we would like to be involved

4. **Quick Wins (QW) + permeability**

CCC understands that the Transport Policy Team is interested in reviving these programs and would like to hear how the proposals can move forward.

SM: Not yet ready to take new QW's.

JH suggested the LLS should prepare QW list. Most QWS include pedestrian issues so the lists should be integrated.

CCC suggested LLS & CCC QW's could be done collaboratively.

GC: described how we obtained the list of QWs from members with local knowledge and asked when Camden will be ready to hear more proposals

SM: Camden will analyse CCC's existing lists. For funding, Camden will identify small allocations and pick up easier ones.

SS: Prioritisation is important, She will work with *SM*

4a. Related points

JC: walk round Euston with Michael Barratt re- effects of HS2

JF: Consider elimination of rat-running in Ossulston Street and in Red Lion Street

SS: there is an ongoing project in Somerstown and Red Lion Street is on a GRID route currently under consideration.

5. Cycling and Walking projects

- **London Boulevard**

- *LMcB*: After WEP. Will be delivered as part of Holborn project.
- *JD*: Theobalds Road east of the gyratory and Clerkenwell Road should be considered in their own right
- *SS*: Clerkenwell Road has small amount of funding for a feasibility study. The consultation on junctions at Vernon Place and by Holborn Station are imminent.
- *LMcB*: asks for more time to consider how to approach London Boulevard,
- WEP timescale: On site in January.

- **Completion of RCS northern extension**

- *SS*: defer until separate meeting

- **the Covent Garden to British Museum walking route**

- *JH*: Has discussed crossing improvements with Camden. *LMcB*: confirmed that two ped crossing improvements have been agreed. She will write to *JH*.

- **John Hartley's report from the LLS meeting:**

- LLS is looking at routes between major attractions, stations across London. Issue of signage. Objective Healthy Streets environment.
- *JH* distributed LLS latest map of suggested walking connections.
- Struggling to get walking routes for locals as opposed to long distance walking routes (e.g. Capital Ring)
- *SM*: link to MTS focus on walking on long walking routes but need an emphasis on initiation of walking
- *JH*: want mode shift, MTS focus on pollution reduction; doesn't help with making streets healthier or safer.
- *LMcB*: e.g. electric vehicles improve AQ but don't help with safety or congestion.
- *SS*: people who walk need easy indicators from places like stations e.g. to hospitals
- *KW*: people are not looking for signs so they need to be very obvious
- *LMcB*: people need continual reassurance
- *GS*: no road signs at exit end of some one-way streets
- *JF*: re- route to BM from Covent Garden doors to Gray's Inn closed at night
- *JH*: some routes vary with time of day e.g. Kings Cross to Farringdon can go via housing estate in day time.

- *news from officers as to upcoming projects*
 - *SS: Clerkenwell Road study as part of link from CS6 to Tottenham Court Road*
 - *Something related to Bernard Street <requires clarification>*

5. Cycling Projects Table Spreadsheet

- *JC*: noted that six or more need further technical discussion (e.g.RCS northern extension, Arlington Road, Red Lion Street, Gospel Oak)
- *SS*: CCC to contact Alexis Bielich to arrange meeting involving her and the relevant officers
- *JC*: stated that the failure to recognise that serious improvements are needed on QW3 means that the route will be totally unsuitable for encouraging new people to take up cycling
- *SS, KW and SM*: agreed to discuss this together,
- *SS* on other spreadsheet items:
 - #2. CS6: need to decide where to stop if Midland Road not agreed; confirmed this would be up to and including the junction at Tavistock Place, Judd Street
 - #5. Delancey–Pratt consultation only concerns bus route
 - #6. Parkway junctions modelling will not affect the Delancey–Pratt scheme
 - #8. Tavi-Torrington PI: inspector still not confirmed
 - #20. CCC note they strongly object to left turn from Mabledon Place into Euston Road (safety for cyclists and increased rat runs in Judd Street)

6. Date of next meeting (5 mins)

10-12 am Monday November 27

See Cycling projects status table July 2017 with CCC comments

<http://camdencyclists.org.uk/wp-content/uploads/2017/07/Cycling-projects-status-table-July-2017-with-CCC-comments.pdf>