

# Draft Minutes Quarterly Meeting CCC, LLS and Camden Officers

Monday 12th Mar 11 am - 12:30 pm

*Present:* Simi Shah (SS), Sam Margolis (SM), Cllr Julian Fulbrook (JF) – Camden;

John Chamberlain(JC), George Coulouris(GC), Jean Dollimore(JD)– CCC; John Hartley(JH)– LLS.

*Apologies:* Louise McBride, Kieran Ward

## 1. Tavistock Place

SS: Camden has not received the inspector's report nor an expected date; the TMO has been extended until 31st October.

## 2. Camden's new Transport Strategy upgrade

GC: presented CCC's vision for cycling:

*Network effect:* the usefulness of a network increases with the square of the sum of the lengths of its links.

*Political backing is easier to achieve with large schemes:* need maximum councillor support and many have ward-centred views.

*Network standards:* must be safe enough for 50% of people who want to cycle to do so.

SM: Camden is now drafting the CTS:

- new objectives include walking and cycling;
- better infrastructure leads to behaviour change;
- borough-wide cycle network on 'corridors' with infrastructure specified and on; secondary roads; to relate to GRID and WEP etc, will discuss with CCC;
- publish for consultation 26th October.

JF:

- Completely agrees that councillors need a policy framework to enable them to support changes that may be locally unpopular
- recent council debate on AQ with public contributions;
- need to put in context of pollution, health and obesity;
- ambitious targets: by 2022 double number of cyclists and by 2016 treble them;
- bear turnover in mind (e.g. students in TaviPlace) and consider retention;
- close streets to motor traffic e.g Red Lion Square;
- no 'dismounting' for cyclists; shared paths, e.g. through Great Turnstile.

SM: we use a prioritisation process and for the network must incorporate with existing cycle infrastructure.

SS; impact on AQ has the most political backing; some schemes have an initial bad impact which is a problem; it's no good doing nothing; if we do something we get a safer facility and over time, people will change the way they travel.

JH: how does walking plan fit in?

SM: pedestrians must be included in all cycling schemes but it will be different borough wide; walking is local e.g. access to Town Centres and stations(SS).

JC: can we relate journeys to AQ?

SM: the CTS has a separate objective for traffic reduction to improve AQ for walking and cycling.

- There has been a 5% reduction in Camden in the last five years.
- Schemes for on demand buses, shared cars and so forth.
- Increase area in CPZs

JC: integrate with planning e.g. in KT planning framework, particularly after failure in Chalk Farm

GC: can we have feedback on CCC's success, safety and comfort criteria?

SM: the CTS will include targets and key performance indicators

- 400 m GRID density is a TfL target
- Issue with delivery under cuts to the LIP funding but Camden will maximise what can be found under the GRID and Sn 106.
- It will be best to discuss with CCC/LLS in a separate meeting before the next quarterly

JH: are there criteria as to walking journey distances?

SS: bus routes are 400m apart so people are expected to be able to walk 200m. For disabled, the distance is 50m.

SM: when considering what sorts of trips could be converted e.g. 70% of car trips in Camden are <5 km

- those < 2km could be walked (or cycled);
- 41% of car trips are 2-5km and could be cycled.

### 3. Camden's Liveable Neighbourhoods bid

SM reported:

- Discussions with Will Norman and Adam Harrison
- a decision is to be made as to priorities such as SCA potential for cycling, walking potential, AQ, Camden's historic plans for areas to work on.
- Meeting TfL to find out why the Kilburn bid had failed.
- Noted that the successful bids had e.g. taken out gyratories.
- But it is understood that a large Holborn scheme must wait for WEP

JD: noted that CCC would not be pleased to see a bid for the Kilburn scheme which does nothing for cycling on Kilburn High Road.

GC: Mentioned that CCC/LLS is making notes on ideas for an LN scheme in Holborn where large numbers cycle/walk already in spite of the atrocious conditions on the gyratory.

[ CCC to send a copy (when ready) to Kieran, copying to Sam.

### 4. Somerstown Cycle Route

JC: the CMP says the cycle tracks are being used by the contactors for 'convenience'

JH: asked what mindset led to the removal of the cycling space rather than the motor vehicle space.

SM : there is a poor link up between strategy and planning. Camden is now considering providing shared space on Polygon Road.

SS: Camden has funding for a scheme for cycle track down to Brill Place.

JC: we have asked for temporary tarmac on Purchase Street .

SS: (who had not been aware that the Purchase Street track is entirely blocked off) said she will look into a short term solution.

## 5. Cycle counters

SM:

- Camden is installing 4-5 new counters without displays on the N-S CS route;
- they want data so that they can know cycle flows across the borough;
- this information will provide backing for schemes.

JD: had emailed Kieran as the data from the new counter on RCS north is available on the EcoVision server but not on Camden open data

SM: can raise orders

[JD to forward the email about counters to SM

## 6. Quick Wins + permeability

SS: the criteria are relaxed a little e.g. 3.5m width and allow for gaps in parking, but Macklin Street is too narrow. The following permeability schemes will be consulted on:

- Falkland Road (between Fortess Road and Leverton Street).
- Camden Square west side (although narrow, there are many gaps in parking).
- Inkerman Road.
- Caversham Road at KTR.
- Camden will look at some more permeability possibilities, JC said we'd be happy to participate.
- For latest news on Quick Wins, ask Alexis

## 7. The new route from Tottenham Hale to Camden

SM: TfL are working on it and will be meeting soon with Camden

## 8. Cycling Projects Table Spreadsheet

SS reported:

- Midland Road/ Brunswick Square: after internal discussions, decision deferred from 6th March to 27th June
- Goodsway/Pancras Road: waiting for TfL to reconsider impact on buses but she hopes to start work at end March or in April. Goodsway is to be one way WB for motors for 3 years during the Google works (the construction vehicles will be able to go EB from the site).

SM: this is an opportunity to monitor the effects and it will be a policy to monitor effects of closures elsewhere in the borough.

- Delancey Pratt: SS had reported on extra modelling work and met residents, Decision in June on phase 1 and permission to consult on Phase 2 in September.
- Fortess Road:

JC: we saw the scheme in 2014. It must be future proofed for cyclists e.g. to implement a safe right turn from KTR into Fortess Road

[SS will ask officers to update the spreadsheet and send it to LLC/LLS

## 9. Date of next meeting:

To be arranged by email