

Minutes of Quarterly Meeting CCC, LLS and Camden Council

Monday 10th January 2022 11:30 am - 13:30 pm

Attendees: Sam Margolis, Anthony Christofi, Steve Cardno (Camden Council)
Councillor Julian Fulbrook
David Harrison (London Living Streets)
Steve Prowse, John Chamberlain (Camden Cycling Campaign)

Introductions

JC introduced SP who is on the CCC committee and is London Cycling Campaign's Climate Safe Streets champion for Camden

The following minutes follow the headings in the agenda, which is [highlighted in blue font](#).

Camden Transport Strategy

1. CCC statement

SP presented the asks which are going to form the basis of CCC's campaigning in the upcoming local elections (see attachment for details). He used an interactive map to illustrate the current situation and what CCC were asking for (<https://maphub.net/CamdenCyclists/CSstreets>).

Ask #1 relates to protected cycle lanes

JF expressed concerns about the Covid-19 signs being a hostage to fortune in that people might expect cycle lanes to be removed when the pandemic has receded. SM stated that they would be removed if the schemes were made permanent.

JF further asked that Camden should not be promoting EVs as a solution to the climate crisis and should remove Pay and Display parking bays as they encourage people to use motor vehicles to travel into Camden. SM replied that the need for some EVs was recognised in the Transport Strategy and that significant numbers of P&D bays had been removed as part of Healthy Streets schemes.

JF commented on the need to manage the use of e-scooters and the need to encourage use of cargo bikes.

Ask #2 relates to routes on quiet roads and notes the lack of infrastructure in the west of the borough.

SM agreed that connecting LTN cells is a real opportunity for promoting Active Travel. He acknowledged that the west of the borough was poorly served but there were major constraints and barriers (e.g. rail lines and the Finchley Road). A study was underway and he agreed that Swiss Cottage was key.

Ask #3 relates to LTNs

SM stated that Camden's mapping of LTNs and cycle routes was very helpful as were the metrics.

Overall, SM commented that as he understood it, CCC wanted to bring everything forward in the Camden Transport Strategy by 11 years. So far Camden has used opportunities to upgrade existing routes but that this would become harder especially in the west of the borough with space constraints and severance issues. He commented that junctions were very important; he was aware that LCC were campaigning to improve these but that they were very expensive. We should perhaps not focus exclusively on lane mileage.

JF wondered whether cyclists should be on main roads or on back-streets. JF's view was that they should be on both, but clearly there are always arguments on infrastructure costs. If

possible his preference is always for cycle routes on main roads, as this is important for “bee line journeys”, vital for road safety and makes a pronounced presence of cyclists to the general public, motorists included.

2. LLS statement

DH reviewed London Living Streets’ asks for the upcoming elections (see attachment). He stated that they were basically in line with those of CCC, especially when it comes to LTNs. He spoke of the importance of measuring the amount of walking that residents were doing and reviewed LLS’s intention to extend their set of Footways walking maps to include Camden. These routes will link LTNs. Camden Town Unlimited (the Camden Town BID) are planning a ‘Green Camden’ walking loop and are speaking with LLS. East-west routes are very poor and the Delancey-Pratt alignment is very important for walking as well as cycling. Queens Crescent will also be on an important route, and part of a new leisure route following the valley of the Fleet,

Junctions are critical; we need better crossings at main roads as well as tighter radii and side-road zebra crossings.

DH agrees 100% with JF on the issue of EVs and is also concerned that charging points should be in the road, not on footways.

He was very pleased with Camden’s Future High Streets program.

Regarding parking, he felt that residents were not paying the full cost of on-street parking and that this was particularly true for larger vehicles. Owners of SUVs should pay more. There was too much parking on estates and the space given over to this could be repurposed to benefit the majority of residents who do not own cars.

Finally, DH asked about the Workplace Parking Levy and what was being done to promote car-sharing.

JF agreed that clutter should be removed from pavements. Some of it, such as cycle hire spaces, for example on Lambs Conduit Street, should be in the carriageway. There was also a problem with dockless hire bikes being dumped in inappropriate locations, He also agreed with DH on the issue of car parking on estates. Traditionally councils had assumed that each flat needed a parking space but this was no longer true. Parking spaces could be repurposed for additional housing and amenity use. There were too many exceptions to the policy that new housing should be car-free.

SP commented that all pavement parking should be banned.

SM responded that EVCPs will generally be in the carriageway though in some cases where space is constrained retractable charging points might be used. SP commented that they should not be in the carriageway where cycle lanes were planned; SM replied that this would normally be avoided.

On the question of cycle hire stations, SM responded that they would normally be in the carriageway except in situations where space in the road was limited and there was plenty of space on the footway.

3. Response from officers

See above, also:

SM mentioned an ongoing joint study with Rachel Aldred of Westminster University on pedestrian movements. Camden will always consider pedestrian routes when looking at neighbourhood schemes; they use the Healthy Streets checklist though this is better for linear corridors than for areas and it does not pick up all issues. Part of the Future Neighbourhoods

program involves looking at Health, Climate and Access perspectives of streets within a network of streets, rather than just a linear corridor.

Regarding side roads, Camden are installing continuous footways and have a program of junction protection measures that includes yellow lines, splays etc. There are six categories; Camden are starting with the smaller ones and will work up. DH asked for more details.

Action: SM to share details with DH.

AC discussed the program to put in continuous side-street crossings to increase pedestrian priority and reduce gradients for wheel-chair users etc. Camden are in a joint study with TfL but funding is limited.

SC explained Camden's parking policy – all new estates are car-free but when people are moved to new flats as a result of redevelopment they are allowed to take their parking permits with them. When they move, the new tenant does not get a parking permit.

DH asked if there would be new space for e-bike parking. SM responded that he felt that e-scooter parking was working well but that dockless e-bikes presented more of a problem as the geolocation was not as accurate. There are no powers to enforce; it all depends on agreement with Lime, the provider. A London-wide by-law is coming but is held up. As regards the parking areas; phase 6 is now complete, phase 7 will involve in-fill and some expansion including at railway stations. Also, future spaces will have other facilities [? what].

DH asked how modal filters were sited and what consideration was given to the re-use of streetspace. SM replied that filters were predominantly sited on traffic management criteria but that there were some opportunities to move them and make use of the space if schemes went permanent. However, emergency services often insisted on ANPR enforcement rather than physical closure and this limited what could be done.

SP asked about cargo bike parking and whether ground-anchors were a solution. Could M/C bays be used by cargo bike owners? SM noted that this might not be well received by motorcycle stakeholder groups.

JF asked about car clubs and whether some of them had vans for hire. He requested an update from Camden officers.

JF also asked whether Camden promoted the use of cargo bikes. SM responded that this would be addressed in the Freight and Services Action Plan. Regarding policy on car clubs, Jacqueline Saunders could report on this. **Action: Camden to provide an update.**

SC would look into options for cargo bike parking. **Action: SC to report back**

Projects

4. [General comments on progress in 2021 from CCC](#)

JC complimented Camden on the huge progress made in 2020-21. Since March 2020, Camden have:

- Trebled length of segregated cycle lanes
- Introduced 20 new Healthy School Streets
- Closed 25 residential roads to through traffic
- Installed 84 bike hangars
- Installed 20 Permeability schemes
- Introduced 157 sq km of LTNs

5. [General comments from LLS](#)

DH agreed and highlighted the huge improvements for pedestrians in the LTNs and also the great success of the Streateries.

6. Outcome of Kings Cross walkabout - any change from last meeting?

SM said that another meeting on-site with Councillor Harrison was planned. TfL were positive but it all depended on funding.

DH said that he had had constructive discussions with Urban Partners (group of KX businesses) and that Camden should talk to them.

7. Recent and upcoming decisions (York Way, Chalk Farm Road, Prince of Wales Road, St Pancras Way)

JC expressed CCC's thanks on getting the first three of these schemes made permanent.

8. Report from officers:

- Holborn area, including Junction of Southampton Row and Theobalds Road and long term plans. Report back from Camden officers' meeting with TFL.

AC reported that construction was scheduled to start on January 24th

- Upcoming schemes:

- Haverstock Hill

AC reported that construction was scheduled to start in January

- Progress with PoW/Anglers Lane

AC reported that work would start once the junction at Kentish Town Road was complete.

- Camden Square LTN - initial feedback

AC reported that it was working well though they would look at the signage again. A traffic survey would start soon. Work on the Agar Grove junction should start this month and Islington were moving ahead with the route of C50 in their borough.

JC reported anecdotal feedback that the diagonal closure had made an immediate positive difference to the street environment.

- Dartmouth Park LTN - timing?

SM stated that a consultation, as has been stated publically, would be brought forward in this area in summer 2022 and that they were in discussion with Islington. The desire to remove pavement parking was adding to the complexity. JC had run some studies on traffic routing when Mansfield Road was closed and would share this with Camden. **Action: JC**

- East/West walking and cycling routes in Central Camden v disappointing. Can anything be done to improve Delancey/Pratt?

DH expressed disappointment that no progress had been made as this was an important route for pedestrians as well as cyclists. SM said that LLS' perspective would be useful.

Action: DH to write short report.

9. Camden needs an App for reporting illegal parking e.g. in cycle lanes or close to junctions. (postponed from September 2021)

10. How to prioritise action on illegal parking in cycle lanes, near schools (telling parents in cars to move), near junctions. (postponed from September 2021)

These two items were discussed together. SM agreed that the impact of illegal parking should be part of the review of schemes once they had gone in. AC felt that trying to expand the LoveCleanStreets app might be difficult, as it currently routes everything to Veolia.

Reporting is important but enforcement is key. New laws are coming in and enforcement using

camera evidence should be possible DH felt it was important to prioritise illegal parking over less critical issues such as over-staying in pay and display bays.

SM suggested inviting Peter Mardell (Head of Parking Operations) to the next meeting.

Action: CCC to create agenda item, SC to invite PM.

11. Workplace parking levy (“Nottingham scheme”)

SM reported that he had worked on this for two years and that they were ready to undertake informal engagement on a possible scheme but that it had been put on hold during the pandemic. He will check that the survey data is still valid and hopes to update the feasibility study by mid 2022.

12. AOB

SM suggested getting a quarterly update on WEP progress from Kevin Stears at future meetings.

13. Date of next meeting

There were complications due to elections and school holidays but post-meeting SC suggested May 9th 1130-1300.