

Minutes Quarterly Meeting CCC, LLS and Camden Council

Monday 6th March 2023 10:00 a.m. - 11:30 a.m.

Present:

Camden: Sam Margolis, Anthony Christofi, Karl Brierley, Cllr Julian Fulbrook

LLS: David Harrison

CCC: John Chamberlain (Chair), George Coulouris, Jean Dollimore (minutes), Steve Prowse.

[Agenda in black Arial font, notes in blue Times font]

1. Matters arising from previous meetings:

○ *Continuing Dockless Hire Bike parking problems*

JF: problems with dockless hire bikes on the footway is the number 1 issue in the Holborn area, the £2 fine is absurd. Would a bigger fine or a penalty for Lime bikes be a solution?

SM: the problem is widespread e.g. saw 25 bikes of which only 5 were properly parked. Meeting representative from Lime on Friday. To consider more frequent pick ups and level of fines. How to deal with this issue will be a key point of the tender.

Camden is about to consult on 20 more dockless bike and scooter bays

JC: Is the problem the same for scooters and bikes?

SM: scooters are better

○ *Status of tender for operation of dockless bikes and eScooters*

The process of tendering for the dockless bike hire contract is separate from TfL's extension of scooter trials until September and the DfT regulations anticipated for May.

○ *Progress on Freight Plan and Cargo Bike parking/usage bearing in mind the cases of Georges Iskandar and others.*

SM: the Freight plan is progressing more slowly than planned; it is being done by the CTS team, including Jacqueline Saunders who has now moved to Karl's Team. Consultation in late spring/summer 23.

JC: reminded Camden that some people e.g. George Iskander who lives in Elm Village had resorted to selling their cargo bike when Planning instructed them to remove the bike shelter from their driveway.

SM: will ask Steve Cardno to look at this issue.

Action: SM to contact Steve Cardno

JC: people should not need to get planning permission to put cargo bike shelters on their driveways. *Note added after meeting:* Councils have the power to issue 'local development orders' to exclude bike storage/sheds from needing planning approval (SP).

2. LTNs:

○ *Timing of new LTNs - Dartmouth Park, Fitzrovia*

KB: Dartmouth Park: joint with Islington, engagement at end of April, local councillors are very helpful.

DH: asked about meeting with Christopher Martin (of UM).

KB: DPNF commissioned a study from UM (Urban Movement).

JF: The TfL dashboard shows that casualty numbers are lower in LTNs; can anything be done to prevent Sat Navs advising their users to follow rat runs?

SM: people learn about rat runs anyway (irrespective of Sat Navs)

KB: Rat runs need to be prevented by physical measures (e.g. ANPR cameras and bollards)

SM: Fitzrovia will not be a full cross-borough LTN in the first instance due to how the scheme is funded (specific s106 contribution for specific streets); pedestrian improvements and some filters

DH: David talked about synergy of improvements, for example having rain gardens on a walking route

SM: South Hampstead (Gardens area) is in a fairly advanced state.

Camden Square consultation on potentially making permanent due soon.

KB: more engagement planned for future schemes: Gardens are this summer; Holmes Road - additional measures when made permanent

JD: pleased to see new consultation on Somers Town (Phoenix Road greening)

SM: the greening and additional filters may not create a full LTN but are beneficial for the Somers Town cycle route on Ossulston Street

DH: The obvious walking route from Kings X to Euston via Phoenix Road turns into Chalton St and then Doric Way.

SM: The 'Well-being walk' is already well signposted.

- *Completion of extra work on Arlington e.g. rain gardens on Clarkson Row*

KB: The TMO for the Arlington Road upgrades will be published in April.

Will include relocating the Parkway docking station.

3. Timing of upcoming major projects:

- *Cross-Camden walking and cycling routes*
- *Gloucester Ave/Parkway junction*

SM: We are looking to bring forward to consultation sections of the Cross-Camden cycleway scheme in 23/24 (the southern branch includes the Gloucester Ave/Parkway junction)

- *Camden High Street (north)*

JF: Praised the Strand pedestrianisation scheme

KB: Getting advice from Westminster (re- Strand experience); cash available next financial year and plan to deliver in Summer 2024

DH: Miller-Plender walking route and Parkway - widening pavements, removing parking?

SM: Part of TfL's Camden High Street (south) scheme - at design stage

KB: would like TfL's scheme to include Parkway improvements (e.g. a bus lane)

- *Procter/High Holborn junction*

AC: Hoping that TfL (RSPR) will sign off next Thursday. Will start with quick wins from April but the construction process will be very long.

- *Covent Garden - status. Are further traffic restrictions possible?*

SM: decision tomorrow (report is online with timetable for making permanent); Phase 2 will work with local councillors and stakeholders; public realm and possibly additional filters

SM with AC looking at Monmouth Street-Shaftesbury Avenue including 2-way cycling in Old Compton Street.

DH: I want to end the remaining rat runs.

SM: LLS and CCC to have a separate discussion with David Jenkins and Karl.

Action: LLS+CCC to request meeting

4. Progress on other critical roads:

- *Kings Cross N-S cycle route and pedestrian crossings*

AC: TfL phase 1: improve crossing from Northdown Street to King's Cross Road;

TfL will tell about their plans at the meeting with CCC, LLS and LCC on Friday 10th

TfL phase 2: The GIR link to be extended north; Camden is pressing for future work on York Way

- *Theobalds Road - Clerkenwell Road*

AC: scheme including the junction with GIR/Roseberry Avenue still under development and waiting for agreement from TfL buses

- *Gordon House/Mansfield Road*

SP: why is this link not in the 3-year plan although mentioned in the GO levelling up proposals and shown as part of the strategic cycle network?

SM: two years are left but Gordon House/Mansfield is not included. Camden has limited funds and resources; and criteria (e.g. connectivity) for which parts of the network to do next. Likely to be included early in the following 3 years (2025-28) but the narrow railway bridge at the eastern end will be a challenge.

- *Side effects from the left turn ban at Camden Street / Camden Road*

SM: looking at remedial action to stop rat-running from Camden Street through Georgiana Street following TfL changes at Camden Road.

5. CCC suggestions for use of "levelling-up" funds in Gospel Oak, Kentish Town and Haverstock area

JC: Congratulations to Camden in getting the funding; CCC believe there is scope for improving local routes

JF: local councillors need to be encouraged to put in their requests for CIL funding to Danny Beales e.g. bike hangars and EVCPs

AC: South End Green and South Hampstead schemes have CIL funding

6. Walking routes in Camden, especially from Robert Street and surrounding estates to Camden Lock Market via Park Village East

DH: this route should be made more attractive through rain gardens etc. Can link up with Arlington LTN improvements

SM: Engagement on use of HS2 road safety funding (under Acacia Hasler) starts in the spring; funds £2.5 million in total, a small part of which is also to improve Cumberland Market (including the filter on Redhill Street already made as part of the HSS at Christchurch Primary School).

7. Potential improvements to Parkway, particularly removal of parking

See Item 2 and Item 3, second bullets above.

8. Kerbside Strategy - ?emulate Lambeth. Can the consultation process for Streateries/Parklets be streamlined?

JC: we have read the Lambeth document and wonder whether it is relevant to Camden

SM: We don't intend to write one (as the points are already included in the CTS) but the Lambeth document is very good. E.g. in showing the current allocation of space (46% parking, ...6% sustainable use). SM has asked his team to study and produce similar stats. Karl and Brenda were at Lambeth's launch.

JC: Concurrent TMO and consultation for simple schemes (including parklets) is good but we understand that it could be easier to get parklets.

SM: Katie Dickson is working on simplifying the process – with more dedicated resources.

JD: Noticed that Lambeth recommend putting trees in the road to free space on the footway

SM: Olly Jones (team?) looks for opportunities; using the road requires TMOs and can affect utilities; but in schemes e.g. bikehangars trees can be included. See [Camden Tree Planting Strategy](#)

DH: default should be to use carriageway – footway should retain a minimum width

DH: congratulations on Streateries; SM will pass on to Jacqueline.

JF: some parklets are minimalistic. Would prefer to widen footway to accommodate trees.

DH: Warren Street with chairs in carriageway is effective

SM: This part of Warren Street is a cycle and pedestrian zone; elsewhere parking spaces would be used; further filtering could improve other Stretery schemes

AC: South End Road: the Stretery will be made more pleasant by widening the footway; updates soon

JF: Streateries with wooden boxes have a positive effect on ambience; atmosphere is very important.

9. Concern about pedestrian and cyclist KSI figures in the Transport Strategy Report (Appendix A, Figure 2.9). Are the apparent increases real and, if so, what plans are there to reduce them?

JC: The KSI figures in CTS show a big increase in ped and cycle KSIs (more than can be accounted for by increased trips as measured by TfL).

SM: The general trend is down but ped and cycle KSIs are increasing; we are looking into this and will be analysing the data thoroughly.

- Program for junctions (e.g. Holborn junctions)
- Studying difference between TLRN and borough roads

JC: Isn't it still Camden's problem even if on TLRN? Most boroughs have the same pattern (big bulge for pedestrians, gradual increase for cycling); could there be an error in reporting?

SM: Camden would pursue TfL if the main problem were on TLRN; but will ask TfL to check figures.

Action SM: check with TfL and produce breakdown between TLRN and Camden roads

DH: Look where the collisions occur; tighten side road junctions (including use of rain gardens)

SM: Camden currently working on 8-9 junctions in the Belsize area ([see](#)) and Gloucester Avenue/Oval Road. We know where the KSIs are.

AC: Continuously lobbying TFL e.g. 20 mph limit on TLRN in Central London is due to our pressure. Tightening will always be applied (if relevant) whenever we look at a junction.

SM: Consultations this financial year

10. Implications of HS2-related lane closures of Euston Road (E-W cycle routes, vehicles in Regents Park).

JC: meeting with TFL who expect cyclists to use Tavi-Torrington instead of Euston Road but this is awful eastbound because of the need to cross Euston Road. Can Camden do anything?

AC: Team working with TfL: issues with Eversholt Street junction (where TfL won't agree to early release). Current upgrade to junctions on Tavi-Torrington must not be delayed.

SP: No cyclists should use Euston Road; TfL should have a communication plan to discourage cyclists from doing so.

AC: TfL are unlikely to advise cyclists not to use Euston Road

11. Monitoring of schemes:

- *Traffic counts to include data on peak hours as well as all day*
- *Traffic speeds also to be provided*
- *Regular monitoring of speeds and counts on selected roads*

JD: LTN 1/20 specifies that for cycles to share the road with motor vehicles, there are 3 criteria (<2000 pcu per day; maximum of 200 pcu per hour and 20 mph max speed). We therefore would like Camden to report all of the above in the Fact Sheets for LTNs and similar schemes.

AC: Vivacity data includes speeds

GC: but they are not available to CCC and not given in the reports

KB: people don't like to be overwhelmed by excess data in Fact Sheets which are kept simple.; but would be happy to provide the data to CCC and LLS.

Action: JD to send email to KB requesting count and speed data

12. AOB (SM had to leave at 11:30)

- *Safe and Healthy Team Manager (KB) team leaders*
 - Healthy Routes: Tatai Dewes*
 - Healthy Neighbourhoods (two teams) Jon Legge and Jacqueline Saunders*
- *Scrutiny Panel on Circular Economy (chair JF)*
 - *JF: This is an opportunity to make recommendations;*
 - *Will focus on Camden Council's van and delivery fleet e.g. Housing has diesel vehicles*
 - *We (CCC and LLS) are encourage to write in*
 - *Being helped by Sian Berry*
 - *Will report in September*
 - *JC: CCC should work on it e.g. cycle parking on private premises*

Action: CCC to provide input regarding the circular economy

DH: 15 min neighbourhood; e.g. walkable council estates (cf Dover Court, Islington)

JF: recycling clothing, furniture; food waste road safety problems with waste disposal

GC: Study on parcel distribution; how private enterprises organise distribution; Camden to organise a centre for cargo bikes.

- *Gordon House Road*
 - *GC: disappointed that this had been skipped as it is a key link in the cycling network; there are alternatives to Mansfield Road but not to passing through the railway bridge and eastbound beyond it.*
 - *AC: resourcing is the biggest issue*

13. Date of next meeting

Monday 12 June 2023 10 to 11:30 am. KB to organise