

# Minutes Quarterly Meeting CCC, LLS and Camden Council

Minutes Monday 11th December 2023 09:30 a.m. - 11:00 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),*

Apologies: *Steve Prowse*

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

## 1. Matters arising from [previous meeting](#):

### o Cycle Storage (CCC)

#### i. Non-standard bikes - are hangars being implemented?

*SM: Budget is available; Steve Hands is in charge: requests are accommodated case by case. Non-standard bikes and cargo bikes are bigger (harder to accommodate indoors) than normal bikes. It's a balance between all the requests we have but we have budget for both*

*AC: Adapted bikes (mobility aids) given higher priority than cargo bikes.*

#### ii. Conventional Bikes - can the system be improved?

*SM: Camden is installing 100+ bikehangars per year, usually doubles; included in most schemes (such as Healthy School Streets). Now have a request form on the website. Contract with Cyclehoop expires in 2024 – a new process will be adopted.*

**CCC: Action** to request a meeting with Steve Hands.

*JF: Planning should be involved in ensuring adequate inside storage spaces are included in new developments. Where possible CIL funding might be used to increase storage in existing buildings.*

*SM: On new sites, storage is already up to or exceeding London Plan standards*

### o Visit to the Transport Team depot in Holmes Road

**KB: Action** to arrange a visit to Transport Depot in New Year

## 2. Kilburn High Road fatality (CCC)

### o Any short-term or long-term lessons or plans?

*AC: An Elderly man was killed in a collision with an HGV after he got off a bus. TfL report mentions Direct Vision vehicles.*

*SM: should we do 'exchanging places' events?*

*JC: In the past there was a reluctance as it could seem like 'victim blaming' but HS2 does it better than the police and we would support if properly advertised and organised.*

**JC: Action** send SM details of upcoming spring event, DONE.

## 3. Status of Holborn Area (CCC/JF)

### o Timing of current works

*AC: Work outside the hotel is complete; Procter Street construction will start in January; signals at the southern end in 8 months time.*

- **Plans for Theobalds Road**

JF: Worrying about cyclists' near misses, injuries and the pinch points at islands.

SM: Theobalds Road west of GIR is part of Holborn LN; design will have segregated cycle lanes; junction at GIR will be consulted in January.

JD: we have been campaigning for 10 years; desperate to see action

SM: Junctions have to be done first

AC: Bloomsbury Way will be buses and bikes only; have been solving issues with bus stops.

KB: Joe Smith appointed manager of the Holborn LN project has been in post for 6 weeks; engagement will start Feb 2025; submit to TfL 2025; Quick wins e.g. Kemble Street.

GC: is the boulevard on the same timescale as the LN?

AC: No because LN design depends on wider modelling – need to redo the Southampton Row junction

GC: can the cycle work be pushed forward after consultation and approval?

AC: will do east of GIR first then might be able to push west in advance of Holborn LN work.

- **Liveable Neighbourhood**

DH: Quick Wins: would like to see further widening of footway in Drury Lane and into Museum Street (south)

SM: Quick Wins can be brought forward if separate from wider modelling e.g. Lincoln's Inn Fields

DH: Museum Street is over capacity (does not need to have 2 lanes; it is one way)

SM: would agree if not part of LN but might be inconsistent with planned changes.

#### **4. LTNs - consider 'light touch' (exemptions etc) like Islington? (JF)**

JF: Can we learn from LBI? They have changed from solid barriers to ANPR cameras and allowed exemptions with a view to bringing residents on board, e.g. in Colebrook Row and Lloyd Baker Square.

SM: They have given a blue badge exemption through some filters in Islington, as I understand it. H and F have 'neighbourhood areas' which is my understanding that TfL may consider no longer funding due to insufficient reduction of motor traffic. Camden uses a different approach and although difficult at the start, residents tend to come round (e.g. Camden Square) .

KB: LBI allows borough-wide individual exemptions, which is not our approach.

AC: met Haringey officers who are using similar exemptions that led to abuses such as by the family of the blue badge holder and so forth.

DH: Islington LTN streets can feel dangerous when cars drive quickly through the ANPR controlled filters (people think it is peaceful and are walking in the roads).

JC: Camden gives some exemptions to Healthy School Streets restrictions

SM: Camden School Streets sometimes allow exceptions due to need for access

5. Other roads: (JF)

- Calthorpe Street - any plans for improvement, LTN etc

JF: (Briefly for lack of time) It is currently one-way due to construction but he wants to stop through traffic.

SM: Calthorpe Street can be scheduled for 2025-28 subject to prioritisation methodologies and requests from stakeholders. There are plans to improve the junction with Cycleway 6 (Pakenham Street - Phoenix Road)

6. Gap in Cycling Action Plan between Spaniards Road and Rosslyn Hill including Whitestone pond junction (CCC)

SM: Doing isolated bits doesn't make sense. Also this 'gap' is difficult because of narrowness of Heath Street and few parallel roads are available.

GC: suggest an onsite meeting at Whitestone Pond

SM: suggests that CCC do a site visit and make recommendations

JC: the junction is so nasty that it would be valuable to improve it in advance of a wider solution

SM: It's not in our top 10 junctions of concern.

7. Covent Garden Area: (LLS) Drury Lane and Museum Street (south), continued widening of pavement in Drury. Consider reducing road to one lane in Museum St.

DH: the current widening of Drury Lane is good; can it continue northwards?

KB: the streateries have been made permanent; currently looking with Westminster at a restriction on Great Queen Street but must wait for the LN modelling – also Great Queen Street is the eastern entrance to Covent Garden.

- More direct crossing of Kingsway from Sardinia St to Kemble St (Chair of CDA has suggested closing Kingsway tunnel).

KB: there will be an engagement meeting at the CDA building. Also the Remnant Street – Great Queen Street crossing is important for both cycling and walking.

SM: Could bring forward Drury Lane; he will ask Joe Smith to talk to DH and possibly CCC

**SM: Action** ask Joe Smith to talk to DH

- Adam Harrison is keen on a Gt Queen St filter. Is it possible to maintain the pressure on Westminster?
- Timing of the new ped crossing on Earnshaw St.

DH congratulations to Camden on the Earnshaw Street proposals; when will it be ready?

SM: consultation on Bucknall/Earnshaw still open; decision will follow; and then (if approved) implementation Spring/Summer 2024.

Discussions with Westminster re Gt Queen Street are ongoing

8. Any update on suggested green route to Regent's Park (LLS)

DH: referred to Euston to Chester Gate walk with Acacia through the Regent's Park Estate

SM: hasn't checked with Acacia; could have a separate meeting (an opportunity to meet Johanna Gewolker, the new member of Acacia's team).

JC: Can we add the discussion of Euston?

**DH: Action** ask Acacia for meeting with LLS and CCC (DONE)

## 9. Camden Town (LLS)

- Update on proposed improvements, incl new ped crossing on Camden St

SM: consultation on the crossing at Bonny Street was March 2023; decision expected January and implementation (if approved) Q1 2024-25.

## 10. Continuing issues with illegal parking/loading on Haverstock Hill (CCC)

JC: The situation is a disaster, the lane is mostly unusable.

AC: working with Peter Mardell's team; welding on signs (a bay in KTR was suspended in a similar situation). But the pub has a right to loading facilities and it's a low priority for the police. CCC should keep on telling Camden about infringements as often as they occur.

JC: Paul Allen saw a temporary suspension

**CCC: Action** to keep a record of infringements and report regularly

## 11. Coordination of construction of permanent cycle tracks (CCC) Can the subcontractors work together better to minimise the duration of cycle lane closures?

JD: This refers to York Way

AC: Surface treatment (with a special machine) is expensive but the track has been unusable for > 3 months. Wharfedale Road to Copenhagen Street -Handyside Road should be complete by Christmas. But as yet no date from the contractor.

JC: As well as being frustrating, the loss of road space during construction actually makes it less safe for cycling so it is important to get it completed quickly.

AC: Phase 2: Freight Lane to Agar Grove; Argent will do the section from Handyside Road to Freight Lane.

## 12. Status of cycle network roll-out (CCC/LBC) Anything new planned?

AC: GIR and St Pancras Way will be made permanent in Summer 2024;

Work on Chalk Farm Road including the Adelaide Road junction starts in January 2024;

Haverstock Hill to be made permanent late summer.

PoW: the blue paint is done and the 'dips' will be filled in soon; Grafton Road junction January - February.

SM: Clerkenwell Road consultation January 2024

Crowndale Road; detailed design and implement Summer 2024

Shaftesbury Avenue down to Westminster border: consultation March 2024

## 13. LCC Dangerous Junctions campaign (CCC)

- Feedback from officers

JC: We have told LCC about our view of this.

SM: it is a useful tool and we will use it in developing programs; Camden already has a prioritisation process (it may be more useful for other boroughs). LCC do recognise that Camden is addressing the Holborn junctions

DH: TfL's approach of closing turns at some junctions for road safety reasons can make the introduction of LTNs more difficult.

AC: LCC made a good point about the balance of priorities; but they could have dealt better with the fact that the data was out of date before it was published. But CCC should not worry about how Camden feels.

GC: CCC is concerned about LCC's write up. "London's 10 most dangerous junctions" is not proven. E.g. The transformed Southampton Row junction is likely to come up yet again next year. Also some junctions such as Swiss Cottage don't come up because they are not used by cyclists.

SM: It is good to point out where we need to act

AC: It is a good campaigning tool and can't be perfect.

- Which are the most urgent junctions and how will they be prioritised?

SM: Camden have a list and the LCC tool will be useful in contributing to this.

14. Construction Management Plans - anything new on enforcement? (CCC)

SM: Following the cyclist's death in Howland Street, extensive work is being done by Max Lyne on CMPs involving an extra officer. This will include tracking of vehicles. Max Lyne would be happy to meet CCC

**CCC: Action** request a meeting with Max Lyne

15. Date of next meeting

4th March 2024. 9:30-11 am

### **Items to discuss offline**

1. Congratulations on Holmes Road Scheme (CCC)
  - Any plans to convert to full LTN?
2. Bloomsbury/Euston (LLS)
  - Any chance of better pedestrian access directly into the centre of Euston Station?
  - Can any of the improvements associated with the Euston Station development go ahead soon - e.g. closure of Gordon St
3. Progress on Tavistock/Torrington (CCC) Gower Street signal phasing
4. Status of crossings of Camden Road at Cantelowes and Rochester (CCC)

### **Items to defer to next meeting**

1. Juniper Crescent/Morrison's Site (LLS/CCC)
  - Press for early opening of route from Oval Road