

Minutes Quarterly Meeting CCC, LLS and Camden Council

Monday 4th March 2024 09:30 a.m. - 11:00 a.m.

Present:

Camden: Sam Margolis, Anthony Christofi (part), 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 the previous meeting:

No matters needed to be discussed.

2. Holborn Liveable Neighbourhood (CCC/JF/DH)

- Congratulations on the scope of Liveable Neighbourhood plans

JC: congratulated Camden on the scheme which is bigger and better than before and we like the STARter projects.

- Outline of likely timing of works

SM: KB and Joe Smith (manager of the LN project) have worked really hard to push the program forward.

SM: The timeline is on the website [see here](#). Consultation 25-26 financial year; 27-28-29 for completion.

SM: Funding from TfL is about ¼ of the expected cost of the full scheme (~£40 million). Long term funding plans are in place including using CIL and S106 money and it is hoped that Camden will provide some funds from their capital Chsbudget.

- Dialogue with neighbouring boroughs (e.g. Westminster re Gt Queen St)

SM: City of London: Chancery Lane scheme to be made permanent

Lincoln's Inn Fields - to the south CoL has a big project.

SM: Westminster: Keeley Street scheme and Great Queen Street proposals link to plans for Covent Garden and the Strand.

DH: Westminster were originally against Great Queen Street

SM: Westminster being engaged with the project and constructive conversations happening.

KB: Westminster's priority is now Oxford Street.

DH: The Central Business Alliance are interested in a crossing over Kingsway between Sardinia Street and Kemble Street

KB: That will be part of the wider scheme.

JC: Please remind us about the Chancery Lane scheme.

KB: The old scheme was more restrictive in motor vehicle access but the new one allows taxis.

JC: Two-way cycling needs to be extended to the entire road. CCC will approach CoL who manage the street

JF: Very excited about the Holborn LN scheme but activists are opposing it.

Strongly against the development at 1 Museum Street and locals are against it, but it will produce Section 106 funding.

All three ward councillors are keen to put CIL money into the Holborn LN

The Princes Circus scheme is a delight.

The opening of the tunnels near Chancery Lane is intended to attract 1m visitors per year; pedestrians and cyclists must be kept safe

South of Lincoln's Inn Fields: LSE director of services has had the campus pedestrianised.

Soon to meet Paul de Dimoldenberg (Westminster Councillor) for lunch and will raise issues

SM: Museum Street scheme Sn 106 would produce £1.2 million.

3. Status of Holborn Gyrotory Works (Drake, Procter & High Holborn (CCC/JF)

AC: It is flying along, ahead of program

$\frac{2}{3}$ way down Procter Street

The cycle lane outside Rosebay Hotel is now complete.

Approaching TfL to try to bring forward signal work

JC: Good to leave a cycle lane on High Holborn open during the closure for the works

AC: There was surprisingly little impact on neighbouring roads during the closure.

4. Timing of Agar Grove/York Way and Randell's Road crossing (CCC)

JC: This question is from one of our members and relates to access to the Islington Cally LTN currently being consulted on by Islington Council.

AC: Agar Grove/York Way junction: the design is currently under development; hoping to consult this year subject to funding.

Randell's Road parallel crossing is in a section currently under construction (Camden working with Argent) and should be complete within 2 months.

SM: CCC and LLS may wish to raise awareness with their members of the Cally LTN consultation.

JD: confirmed that GC had already published it on our main mailing list.

5. Update on any plans for West Hampstead/Finchley Road (CCC)

SM: Finchley Road: TfL are currently looking into the feasibility of improving the crossing at Platts Lane.

Currently preparing the three year transport plan for 25, 26, 27-28. Together with Richard Bradbury will meet with TfL to discuss their plans (Finchley Road comprises a serious barrier of similar magnitude to Euston Road in terms of severance for pedestrians and cyclists).

DH: Some have the impression that TfL are mainly concerned with bus movements.

KB: For West Hampstead:

The school streets at West Hampstead and Kingsgate junior schools to be made permanent Permeability measures between Sarre Road and Gondar Gardens.

A location including side streets on either side of Mill Lane to be studied for improvements.

South Hampstead LTN is still on program - engagement later this year; other work is ongoing on the Cycleway 51 route

6. Gordon Street/Melton Street crossing (CCC)
 - o (reminder that we are waiting for a meeting with Camden and TfL)

JC : thanked Camden Council for the meeting with LLS and reminded them that we are waiting for a meeting with Acacia and TfL to discuss the Gordon Street crossing.

7. How to facilitate right turns into side roads from protected cycle lanes (CCC)
 - o e.g. Haverstock Hill at Upper Park Road or Eton Road

JC: this issue was raised at one of our members' meetings.

AC: An interesting issue with solutions that depend on location:

E.g. dropped kerbs opposite.

With wands it is easy to leave the lane anywhere but stepped lanes will be different.

Should be included in every design.

JC: it is hard with people behind; e.g. PoW westbound into Talacre is very well designed where there is space between the parked cars; we need new design criteria.

JD: there are difficulties on Haverstock Hill and we did not mention them in our response to the consultation on making it permanent

AC: This is very timely as detail design is currently underway

Action on AC to set up meeting with CCC to discuss right turns

8. Cycle gates (e.g. Southampton Row) (CCC)
 - o Are Camden monitoring how they are being used?
 - o Is there a need for a better explanation to users?

JC: Camden currently has two: at Oakley Square/Lidlington Place and at Southampton Row/Theobalds Road. As we have the impression that cyclists don't stop at the back signal, he spent 20 minutes one evening and 10 minutes one morning observing behaviour. No cyclists stopped at the back signal on red. This comprised 16 cyclists in all out of a total of 69, i.e. 25%.

AC: It's a very short period (the red signal) and that interpretation is pessimistic

JC: I disagree: I saw two near misses. It's a different situation than the normal red-light running where infractors do it with full awareness.

JD: There might be HGVs in the reservoir putting these cyclists at risk of left hooks. What scope is there for education?

AC: Let's pick this up offline.

Action on AC to set up meeting with CCC to discuss cycle gates.

SM: I understand what CCC is saying. But cyclists have long waits and short green times at dedicated signals. Thinking about a 'Green Wave' e.g. on Torrington - Tavistock Place.

JC: We will mention the cycle gate issue in our response to Clerkenwell Road consultation

9. Cycle counters: all the data from the newer counters needs urgently to go on Camden Open Data (CCC)

GC: None of the new cycle counters (those installed since Vivacity took over provision of the feed from Tracsys and even some before) are on Camden Open Data. We don't even know about the more recent counters. We didn't know there was one on Clerkenwell Road until AC told us.

SM: Notes that JD is in correspondence with Phil Dawson on this topic.

JC: This data has so many uses e.g. in responding to CMPs and temporary road closures.

SM: Uses the data with Vivacity's internal dashboard (available to officers).

GC: Data from all of the counters must be on Camden Open Data

Action on AC to set up a meeting between CCC and Phil Dawson to discuss cycle counters on Camden Open Data

DH: Would like to see some footfall data.

AC: Could make a one-off set up with one or two locations showing cycle and footfall data.

DH: Just interested in 'before' and 'after' stats.

GC: Would look into doing a visualisation for pedestrian data.

AC: Would be too labour intensive to do all the data.

10. Parking (DH)

- Any moves towards 24/7 residents' permits?
- Reduction in visitor parking

DH: Want to reduce parking for non-residents

JF: There is congestion all the time e.g. a Sunday bus ride from South End Green to Holborn took 1 hour

Free parking on every weekend makes people drive e.g. CAC, the Covent Garden end of my ward already has 24/7 control and I have been trying for a long time to get that extended to CAD to stop the evening and weekend commuters. and Islington too why not others?

SM: Islington have 24/7 on some CPZs and are consulting on others.

Agree we need to review the CPZs; have already increased hours of operation in Camden Town (CA-F), CA-G, CA-L and CA-X. CA-D and CA-E will be next to be reviewed with any changes subject to consultations and approval..

See Objective 2 of Transport Strategy. See screenline counts (Appendix A in CTS): on track with the desired trend line for reduction of motor vehicle journeys.

More CPZ reviews in 24/25 (see above – CA-D and CA-E to be next based on prioritisation methodology)

and looking at improving bus journey times.

JC: We follow the CPZ reviews; are disappointed in the level of reduction; encourage Camden to take more risks.

SM: New approach for implementing changes of hours of CPZs is, in some cases especially where there may not be high levels of initial support during consultation, to try them out with 18 months ETOs and further ascertain people's views throughout the trial period.

JF: It's a good strategy and supports the silent majority

People opposed before are in favour later e.g. Red Lion Street

SM: Or originally only reviewed on request from residents

11. Walking routes and wayfinding (DH)

- Through estates

DH: Estates developed since WW2 block routes.

Want estate pathways to become part of the walking network.

SM: Currently involved in internal workshops with *Regeneration* about avoiding severance

Transport can work only on fringes e.g. how to contact Regents Park Estate to Cumberland Market.

DH: Could learn from Islington.

SM: Please share examples from Islington.

- From stations

DH: The app *Whoosh* accessible via a QR code in stations will soon have walking routes as well as train service information. Will be installed at Euston and then other London mainline stations

KB: The decision on the Camden Street crossing to be published today and there is a current consultation that includes a proposal for a crossing over Kentish Town Road just south of Camden Gardens.

DH: This is very welcome

AC: The Euston - St Pancras Wellbeing walk is moving forwards

12. Permeability from Oval Road through Morrison's site (CCC)

This agenda item was omitted

13. Update on motorcycle consultation (JF)

JF : need update and to coordinate with other boroughs.

SM: the proposed reduction of 46% for electric P2Ws will reduce the fee to £1.35 per day.

There is a possibility of call-in until Thursday (post-meeting note: call-in now expired).

Boroughs can't collaborate but Camden will be broadly in line with Islington and Hackney. Westminster introduced charges for P2Ws in 2008.

14. Charging regime for workplace vehicle parking (JF)

SM: Apologised for slow progress

Action on SM to email JF separately

15. AOB

There was no other business

16. Date of next meeting

3rd June 2024 9:30- 11am.