

Minutes Quarterly Meeting CCC, LLS and Camden Council

Monday 13th October 2025 09:30 a.m. - 11:00 a.m.

Present:

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

LLS: David Harrison (from item 7)

CCC: John Chamberlain (chair), Jean Dollimore (minutes), Suzanne Weller

Apologies: Steve Prowse

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

1. Matters arising from the previous meeting

Minutes

Side Road zebras

SM: Westminster gave a presentation on their trial sites at a LOTAG meeting comparing drivers' behaviour in comparison with continuous footways and plain junctions

AC: Manchester has implemented them; (SM: so has Cardiff) we won't progress unless we try them out in a few schemes. If WCC's lawyers agreed that any risk is acceptable then that's something we would need to carefully also consider in Camden.

JC: there are a lot of choices for side roads

AC: raised tables cost £20K, continuous footway more, ... side road zebras £300

CHS pedestrianisation

KB: A new installation is about to go in as the result of a competition from the London Festival of Architecture; in addition Camden is monitoring the use of the street by means of counts and video surveys.

Network Map

JD: Steve asks whether we can publish it.

SM: Camden will publish it in the latest CTS in December to Scrutiny. Hold off until after that.

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2. Fitzrovia

KB: Fitzrovia Phase 1 on site (Maple, Howland and Whitfield (N) Streets); Phase 2 Charlotte St, Whitfield Street (S) consultation this financial year.

JC: Mentioned that he had heard that residents were planning a JR on the Cleveland Street proposal. KB: What JR?

JC: we have heard from Mark Smithies Westminster CC coordinator that there is a Pre-Action note to Westminster Council from the Marylebone Association

KB: will check

AC: Camden won't be able to implement the C51 scheme from one side

3. Vision for Bloomsbury

KB: a process similar to the Camden Town Vision is to be launched; scope to include Public Realm, Transport,...Consultation in November.

4. The re-imagining of Euston Road

JC: attended the second workshop. It was well organised and attended by senior officers and councillors but he was disappointed by the lack of scope e.g. proposals that attendees agreed to take forward included things like greening outside UCLH and heritage signing. No proposals for crossings over Euston Road such as at Melton Street.

SM: Those are reasonable comments; we have had conversations about TfL's vision for the TLRN. TfL is to go before the Culture and Environment Scrutiny Committee in December about progress in TLRN; their proposals don't match the Healthy Streets work on Camden's adjoining roads.

DH (added post-meeting): it would be good to get an update from TfL about the long discussed proposed new pedestrian crossing at King's Cross - to Belgrove St.

JC: TfL weren't the reason for the lack of vision.

5. Congratulations to Camden on recent projects

JC: Crowndale is very good but needs to extend to Cobden junction; the modified design for the Bayham Street junction works well.

SM: The design and the changes are good; appreciate feedback but would like to have it in writing.

JD: That is one of the primary aims of our regular website post [News From the Streets](#).

JC: Bonny Street is an excellent scheme with a clever island on entry to the contraflow lane.

JC: Chalk Farm Road is covered in detail in the recent News from the Streets which asks three questions about the junction at Adelaide Road.

JD: Questions:

- Why no cycle right turn into Adelaide Road?
- Why no cycle right turn into Regents Park Road (more serious)? AC said there is supposed to be a 2-stage right but JD and SM say it hasn't been implemented.
- Why not allow cycles from Haverstock Hill to continue forward while motor traffic on Adelaide Road has a green signal?

AC: currently doing an audit on smaller issues, will look at moving the loading bay from outside Stables Market; will check the MOC for the junction (with Raymond Cheng) and the 2-stage right at Crogsland Road.

JC: we would like to talk to RC and would be happy to join a site visit.

6. Congratulations on Regent's Park consultation from LLS

JC: JD attended one of the Zoom engagements

JD: I asked about the alignment of the local route and one of the two locals became very concerned about cycle lanes outside her building.

SM: This is a route for access to the green spaces and schools from the local residents; cyclists from further afield will use more direct routes on Stanhope Street and Albany Street.

DH (added post-meeting): London Living Streets is keen to see an improved walking route from Cumberland Market through Clarence Gardens and it should be extended to Munster Square. This could be done by reallocating car parking spaces. Our views will be expressed in our response to the Consultation.

JD: The extension of the Netley School Street onto Stanhope Street is very important as it will reduce motor traffic there and on Drummond - Longford Streets. We would like to see an all-day reduction of motor traffic on these roads.

SM: We can have an offline conversation about Stanhope Street; we are open to longer-term options.

7. Timing of upcoming projects

Shaftesbury Avenue

KB: The TMO is being worked on and the CMP is very complex due to the many developments in the area.(e.g. The Odeon building and 121 Shaftesbury Avenue) requiring the delivery to be phased. The developers are funding the scheme.

Clerkenwell Road

AC: Clerkenwell Road construction starts at the beginning of January,

JF: Can you tell us more about the cyclist who was killed on 19 March 2024 at 8.20 pm at the junction of Farringdon Road and Clerkenwell Road?

AC: A young woman was killed by a collision with a passing refuse vehicle (not a Camden one). TfL have not yet reported on the cause; CCC should remind LCC to continue pursuing this case.

JF: Most northbound cyclists remain on Farringdon Road rather than using the intended route on Saffron Hill.

AC: TfL are in charge.

SM: It is hard for Camden to work with TfL on Farringdon Road which is mostly in Islington.

JF: few cyclists turn off at Greville Street.

JC: we will go back to LCC to urge them to pursue this case

AC: With the lanes on Grays Inn Road this might be a better N-S route, would consider relabelling C6.

Action CCC: to contact LCC about following up on the 19th March 2024 fatality

AC: Perhaps TfL could use more signage but people will use the more direct route; unlikely to get the route extended to King Cross.

JF: I have recently discovered that to get to Royal College Street from Pancras Road I should go via Goldington Crescent!

AC: that junction requires re-design particularly now that Crowndale Road has been upgraded.

8. Timing of upcoming consultation on Cross- Camden cycleway

KB: Pre-consultation engagement this year for an alignment from St Pancras Way (Pratt Street) to Westminster border on Prince Albert Road.

JC: We had an internal debate on Albany Street about whether to support it when the junctions at top and bottom were uncyclable but the possibility of the Parkway junctions being upgraded persuaded people to support the scheme.

9. Journeys to Schools

SW: CCC together with Green School Runs (GSR) and Bike Bus are working on a new phase of our Journeys to Schools Campaign. This will primarily be a listening exercise - we will collect data from families across Camden on their experience of travelling to school using active travel methods and the barriers they face. We then hope to make recommendations that would be useful to Camden when prioritising improvements. For example, we have put together a map of the School Bus route and revisited the barriers identified in the 2020 study. See our [News item here](#).

JF: Would like to see more people cycling to school but it is more straightforward to walk e.g. at St Joseph's Macklin Street; La Swap people walk, same at Hampstead and UCL Academy. Cycling families: more possibilities at Nursery and Primary schools. Also Universities – lots of Lime bikes outside UCL, Kings, LSE.

SW: We would like to have a meeting with appropriate people from Camden to go through the barriers we have identified on the bike bus route, and review of the 2020 study to ensure the new phase is as useful as possible? Our notes on this are available [here](#). This week is Cycle to School week, we are running an extra bike bus this week and Camden officers are very welcome to join.

KB: Nikita in our team will join. To get feedback to Camden and to study the barriers along the bike bus route and infrastructure improvements since CCC's 2020 study..

SW: We were very pleased that Nikita has already joined us on a ride

DH: Will provide responses about walking on the GSR route (e.g. crossings).

SW: The study will aim to capture the need for crossing to help families walking to school as well. Any input from LLS will be welcome.

SM: Thanks, this is an invaluable resource for Camden; I will try to attend the bike bus.

JC: Where would funding for any local interventions come from?

SM: Suitable for local CIL? 25% CIL decided by ward councillors

JF: People drive Chelsea tractors to local private schools; need to reduce parking and improve cycle routes.

SW: With Bike Bus : parents typically would drive; can see insights on motivation and reasons

DH: spoke to the sustainability officer at Highgate - there are people in schools wanting to reduce driving.

AC: would like to put in signage for the bike bus.

SW: A lovely idea will check with Charlotte.

AC: might turn up on Thursday

10. Possible ANPR to deter illegal parking

JC: Note the list CCC sent in

SM: will send the list to parking enforcement.

AC: and will take forward.

11. Cycle numbers in Camden during Underground strike

SW: the cycle counts over the week were up by 65%; also day by day

Top counters e.g. Tavistock Place had a higher increase - counts more than doubled during the strike,

SM: would like to share

SW: will make a News Item on our website to share

JC: issues such as propensity to cycle and quality of facilities available may be a factor; would be interesting to compare inner to outer London.

JF: Lime bikes; backlash in the streets; Hamish Burchill wrote to CNJ (9 Oct 2025) asking about the carbon neutrality of Lime Bikes .

SM: Will be going back to Scrutiny Committee in February '26 with an update on the work we have done with dockless bike hire operators over the preceding 12 months.

12. AOB - (via email discussion immediately after the meeting)

JC: Any information on a possible extension of Santander hire bikes to Kentish Town (mentioned in CTS update)?

SM: This is coming via the KT Mobility Hubs project - <https://democracy.camden.gov.uk/ieDecisionDetails.aspx?ID=4855> – Kelly Street hub will have Santander

JC: Any comments on Haringey's proposed cap on Lime Bike hire rates at £1.75 for 30 minutes? Is this something Camden would want to, or could, emulate?

SM: It's Hackney (not Haringey) and we are watching with interest to see how that goes....

JC: Commented that the cycle counts seem to have become a bit unreliable recently and Suzanne is not getting any reply to her queries. They are very useful!

SM: Anthony sort of “holds” the relationship with Vivacity (and Phil Dawson) so feel free to liaise with them on that, and I'm happy to intervene if you need me to follow up.

Date of next meeting

To be arranged

KB: should be before the end of this year

Action: KB