

Meeting Minutes 15 December 2025

Camden Cyclists Meeting

19:30 - 21:00 In Person - The Grafton, Kentish Town

Attending:

Steve Prowse (SP, Chair), Paul Allen (PA), Peter Marsh (PM), Alex Jones (AJ), Mark Ostrow (MO), Suzanne Weller (SW minutes), Jean Dollimore (JD), Susan Seymore (SS), Steven Edwards (SE), Sam Parkes (SaP), Geoff Stilwell (GS), Ema Arvati (EA), Rachel Wrangham (RW), Mel Etherton (ME), Peter Joanes (PJ).

Simon Pearson (SiP) - second half

Comments by email:

Kaveh Kordestani (KK)

CCC Meeting Minutes 15 December 2025

- 1) Introductions
- 2) CCC Deputation at Council Meeting to review [CTS progress](#). SP

SP: On the 8th December, the council held a formal meeting to review their progress to date against the delivery of the Camden Transport Strategy (CTS). CCC provided a written deputation in support of the progress, but noting the lack of progress on Low Traffic Neighbourhoods (LTN) and that we would like to see even more progress on dangerous junctions.

JD: TfL officers were invited and answered questions (although due to late reply, they were not on the official agenda). There was a lot of discussion on Swiss Cottage.

PM noted that it's a positive improvement that the newest schemes look great and are nice additions to the streetscape with greening etc.

PA noted that even a single bollard can be transformational such as at the entrance to Hampstead Heath.

- 3) Dartmouth Park LTN [consultation summary](#). SP

Camden has released a summary of the consultation of Dartmouth Park LTN (which was put on hold earlier in the year). The engagement was very high, involving nearly 1300 responses.

SE noted that 71% of respondents were drivers or had access to a car - car owners were over-represented since around 70% of Camden as a whole don't have a car. (SE) also noted that it often takes a trial scheme to be in place so that people truly know what they are voting for.

SE noted that there was an upcoming council meeting on 12th January and that his local campaigning group in support of the LTN are planning a deputation.

ACTION: CCC will continue to campaign for positive change in Dartmouth Park.

4) [Cross Camden Cycleway Consultation](#).

JD

The Cross Camden Cycleway has been in planning for a long time. Originally considered as the Delancy Pratt route, but this was put on pause a long time ago. Camden have now released a new Commonplace engagement. This comes as a numbered map where you can leave comments on 9 specific areas that the scheme will cover.

PA provided feedback on several of the areas:

1. There is a cycle lane, but it is never enforced.

4. Coming out of Regent's Park, there are many traffic lights where the stages are out of sync so that it takes a long time to get through the sets.

Parking for soccer/sports on Saturday morning would need to be removed from Prince Albert Rd.

JD raised that we would provide feedback to make St Mark's Square and all other one-way roads in the scheme two way for cyclists.

RW noted that if the gates of Regents Park were closed to motor traffic, it would solve everything.

SP raised that Westminster are at the same time consulting on the [Regent's Park to Maida Vale scheme](#) that joins up with this one. They are proposing 2 options - option 1 is a more direct route and is the one which Westminster Cycling Campaign are supporting.

PA noted that it's even more important to enable cycling on direct routes since occasional cyclists (e.g. those hiring Lime bikes) may not know the indirect routes.

SP provided additional context for the area: there was a recent TMO to change Camden High Street South to add additional bus lanes; a new bus lane is already installed in Parkway.

ACTION: All to give feedback to JD to include in CCC's written response.

ACTION: JD to coordinate the CCC response by 5th January

ACTION: All to give individual responses to the survey by 5th January. Please add green dots to the map for collecting feedback or like the existing green dots.

5) [Argyle Square Area Safe and Healthy Streets Consultation](#)

JD

JD - Camden is consulting on changes to Argyle Square involving making a section of St Chad's and the area north of the square pedestrians and cycling only. This is related to the [Wellbeing Walk](#) on the south side of the Euston Road.

JD raised that one thing we could ask for is contraflow cycling all the way to Euston Road on Belgrove Street to support cyclists hiring Santander bikes.

PM mentioned that the cut through at the end of Argyle Street via Whidborne Street to Judd Street is very useful. AJ mentioned that permeability of this area is high value as it's a common starting point for people arriving at King's Cross to hire cycles. The closest Santander stand is situated there.

ACTION: All to respond to consultation by 21st December

6) [Regents Park to Maida Vale](#)

- Covered in point 4 above.

7) [Somers Town Healthy School Streets](#)

JD

JD - There have recently been several new schemes in Somers Town including 3 or 4 healthy school streets. The most recent consultation involves lots of small but useful improvements of the existing schemes. These include: yellow lines at junctions to prevent parking and improve visibility; continuous pavements at junctions and driveways; and two new zebra crossings over Eversholt Street.

PA - Following a conversation with the Ranty Highwayman, it might be possible to ask the council to have a policy to upgrade all single yellow lines on corners to double yellow. Particularly when work is already scheduled in the area. For example, it is odd that this wasn't upgraded during recent work on Eton Avenue.

RW - noted that the council continues to re-provide parking close to junctions and there is too much of it. 10m clearance would be great, but it often seems to be only 2 or 3m.

GS noted that even if there is a double yellow, it is not adequately enforced.

PA noted that in Somers Town he even sees drivers waiting while parked on a zebra crossing.

PM supported the idea of asking the council to reduce parking at all junctions across the borough - it could be something to take up as a campaigning issue in 2026. SE suggested that it could go into the category/campaign of "quick wins".

ACTION: Infrastructure team to discuss this idea and potentially raise it with Camden officers at one of the regular touch points.

8) [Oxford Street Plans](#)

SP

SP informed us that Westminster council worry about political swing in the next election in May. They are trying to get as much infrastructure in as possible before then. The plans for

Oxford Street are for no cycling, but like Camden High St - a large amount of the street may still be accessible outside of the shopping hours.

- KK sent some notes of this which were read out by SS:
 - Very disappointing outlook for cycling -- even if this is not in Camden its changes will have a very big effect on our more southerly routes
 - TfL seem to have just relied on Westminster 2014 cycle strategy which has received very few progress reports and seems totally inadequate for a project of this scale
 - TfL has also significantly reduced LIP funding anyways so unsure how this will be happening
 - Plans include a few contraflow cycle lanes crossing Oxford Street: nothing meaningful.

RW commented that she prefers cycling down Oxford St with taxis and buses to Wigmore or parallel streets which are often generally busier with more traffic. She highlighted that there is danger with the plans that some provision will be made on Oxford Street for emergency vehicles, then it will neither be a beautiful pedestrian area, nor a good utility for drivers.

PA commented that the planting on Regents Street makes it very hard for pedestrians or cyclists to use the area to the full.

PM expressed concern that LCC have not taken this up as a major issue - both no cycling on Oxford Street and the lack of provision in the vicinity to support cycling in the area. SP stated that it was unacceptable that TfL haven't published any alternative cycle routes in the area. RW agreed, adding that following implementation, there will be a lot of buses on parallel roads, and these will no longer be suitable for cyclists. Provision for cyclists must happen at the same time as buses get rerouted.

SP gave some additional context for the area: improvements on Shaftesbury Ave are going ahead, but no plans for junctions with New Oxford Street.

ACTION: All to provide feedback on the consultation by 16th January

9) [Belsize and Lyndhurst Healthy School Street](#)

SP

SP informed us of a recent Traffic Management Order (TMO) for Belsize and Lyndhurst in Belsize Park. This includes zigzag markings on the road in front of St Christopher's school. It is required because during the Health School Street (HSS) consultation, the hours of operation were inadequate, not taking into account after school clubs. From 4pm cars often drive and park in front of the school while there are still children leaving. The zigzag painting is an interim measure to prevent this as extending the HSS hours would require a full consultation.

SP commented that the council should always add positive aspects such as seating, planting and public realm improvements when removing parking or adding an HSS.

MO commented that he would like to see more permanent improvements to the street - making it look like a street for people and not a car street. Not everyone respects the HSS hours of operation.

ACTION: For future consultations, the infrastructure team to check HSS hours are long enough to include before and after school clubs.

ACTION: As part of the Journeys to Schools campaign, SW to include information gathering on whether this is a problem more widely and whether we should be pushing for longer hours across the borough.

10) AoB

- SP: Gordon Square has just been approved, but not everything that we wanted.
- SaP: Albany Street has been approved - they will aim to make it wider at the detailed design stage where possible. SP added that there were no plans from TfL to address the Euston Rd end.
- PM summarised that 2025 has been a good year for cycling infrastructure in Camden.
- PA cited the transformational success of the new infrastructure on Haverstock Hill as an example of this.