

Minutes Quarterly Meeting CCC, LLS and Camden Council

Monday 15th December 2025 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), 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

Network Map

JC: Camden's most recent version of the Network Map was in the Transport Strategy Review so can we publish it on our website?

SM: Yes.

JD: CCC sent another response in November that included a request to add the junction New Oxford Street/ Shaftesbury Avenue (where a cyclist was killed earlier this year) to those to be worked on.

SM: It can be added to the Holborn plans and will reply to CCC's email over the Christmas break.

JC: CCC are impressed that Camden now has junctions on the Network map

Action SM to reply to CCC's email

Journeys to Schools

SW: Can we have feedback on our earlier submissions so that we can work from there?

KB: AC is working with Charlotte Claydon from the bike bus to design and install signs along the route of the bike bus;

A new walking scheme for Eton Avenue to include side lines at junctions and parallel crossings is being developed.

SM: We have the original report on journeys to school, the bike bus route and an issue at Frognal/Netherhall Gardens

SW: Wants to produce feedback to Camden in a meaningful way

Action: SW: resend list of locations, issues and support needed

JF: Should break down according to the age of the school children. E.g. nursery and infants are carried on parents' bikes, juniors ride accompanied and secondary ride on their own and use the cycling infrastructure.

Also planning schemes (such as Bacton Phase 2) should include proposed routes to schools.

2. Holborn LN plans

Gt Queen St, Drury Lane, and Kingsway crossing; Bloomsbury Way

DH: What proposals are there for 1. The eastern approach to Gt Qn St. Will car parking spaces be removed? 2. Widening pavements and removing parking spaces at the north end of Drury Lane? 3. Moving ped crossing on Kingsway nearer to the Sardinia St/Kemble St desire line..

SM: I will look into this and get back to you. We are definitely pursuing the Kingsway crossing idea.

JD: Bloomsbury Way: CCC only realised recently that 'bus and cycle only' meant they would be sharing the space; the Clerkenwell Boulevard will provide high quality protected cycling which should not stop at the junction with Southampton Row. CCC had in the past suggested a central two-way cycle lane.

SM: The decision not to separate cycles and buses was based on the PCU counts which are within the suggested limits in the standards.

JC: The mixing of buses and cycles on the Boulevard would be strongly opposed. There are currently three traffic lanes, one could be repurposed.

AC: Will review plans

Action: SM: Reply to comments/queries in the Holborn LN section – e.g. Bloomsbury Way widths/Drury Lane/Kingsway/Great Russell Street interim scheme etc..

3. Bloomsbury Vision

JC: CCC's response has been submitted.

DH: A fantastic set of schemes with a very positive response from LLS and Footways; In its conversations with Network Rail could the Council urge them to put up signs to promote walking and cycling,

Footways produced a digital map of walking routes to destinations in the local area which can be accessed by QR code on posters in the station

Can the pedestrianisation schemes e.g. Gt Russell Street be brought forward.

Another concern is the motor traffic levels in Endsleigh Gardens.

JC: Endsleigh Gardens is unsuitable for a Wellbeing Walk

SM: we are looking at plans going forwards to reduce motor traffic on Endsleigh Gardens; Gt Russell Street as a stand alone traffic removal scheme can't be brought forward separately to the "main" scheme (no 14 bus needs to be re-routed); may be possible to bring forward Gt Ormond Street more quickly, however.

DH: What is being done about Endsleigh Gardens?

SM: Endsleigh Gardens issues related to taxi routes, HS2 works

Action SM to respond

DH: Footways did work for Network Rail e.g. signs at Euston Station are needed.

JC: A sign is needed on Euston Station in Eversholt Street so that people using the Phoenix Road route will know they have arrived.

4. Update on Bloomsbury Wellbeing Walk

SM: see the Argyle Square scheme currently under consultation; the rest will be consulted on in late 2026.

5. Camden Film Quarter

JC: The plans for Regis Road are very bad for cycling - Steve Cardno has recognised this; motor traffic levels on Regis Road (4.5K PCUs per day) are not going to decrease. Large numbers of HGVs. The site will be able to be entered via Holmes Road and Arctic Street but most people will want to use Regis Road.

AC:PJA are working on it and have raised concern; not convinced about 'cycle streets'. We will continue to work with the developer to agree something appropriate for the area that ensures cycle safety and accessibility.

JC: Concerned that things get locked in.

AC: Steve Cardno is aware of these issues. The plans are not yet approved. The planning team is leading; Camden will design the junction with Kentish Town Road

JC: There are no details on permeability.

AC: The refuse centre should be accessible by cargo bike.

DH: Agree with JC's assessment; the Kings Cross development should be taken as an exemplar.

6. West End Lane

JD: West End Lane is the only road in the area with bridges over the railways; there is a need for a safe cycle route on West End Lane between Compayne Gardens and north of Iverson Road (e.g. to continue on C51). We suggest a bus gate on this section of West End Lane.

AC: Don't disagree but that would be a bigger scheme than the current bus priority scheme. Bigger schemes are on the horizon.

SM: Current work on Kilburn High Road to get an acceptable level of service for cycling involved 30-40 iterations of modelling. West End Lane will be after Kilburn High Road.

JC: Is there something clever that can be done with signals (to allow cycles to pass through this section on their own)?

SM: Signal changes?

7. Templates for parallel crossings (standardisation + exemplars)

JD: Camden has done some brilliant junctions using parallel crossings e.g. at Market Road and two in the Argent section of York Way (at Tapper Walk and Randalls Road) all requiring sections of two-way cycle track to access the side roads.

But there are some we don't like (on C51 Priory Road) one implemented already at Belsize Road and the other over Abbey Road

AC: Happy to discuss at the next separate meeting with CCC.

JC: Some work well e.g. Estelle Road - one side has an off road exit and the other is well designed (on the desire line).

Action: JC to arrange meeting with AC (note: already arranged for 12.1.26 at noon)

8. Update on increasing number of e-hire cycle bays

DH: [Open Letter from Islington Council Leader and Rowena Champion](#) saying that dockless hire bike operators must take action to address dangerous, unsafe parking and poor rider behaviour.

There is a need for more bays and enforcement of the use of bays.

SM: JF knows that the pressure is intense e.g. in the Holborn area; the issue has been discussed in Scrutiny three times and will be again on 12th Jan with a report about existing bays, new bays and the contact with the operators. Barriers around bays may encourage people to park in the right place (e.g. on Millfield Lane). Also green surfacing. Bluetooth beacons make the GPS location more accurate.

Phase 9 new bays being installed this month. Phases 10 and 11 will follow

JC: We support the hire bikes and Camden's efforts to keep up.

JF: Are Lime bike users really *cycling*? E.g. when they ride on footways; and there are problems when they are parked all over the footway

SM: The enforcement figures are in the report; I use Lime bikes and *it is cycling* e.g. the power isn't strong enough to avoid hard pedalling on steep hills. They have played a part in increasing the numbers of people cycling.

JC: But where is the modal shift from?

SM: See the [Lime - Steer study](#)

9. Euston Rd meeting with TfL - priorities

JC: Can Camden advise as to topics to raise with TfL?

SM: TfL are currently thinking about the junctions at Pancras Road, Churchway and Ossulston Street; best to encourage them to get those over the line before asking for anything else.

10. Delancey St/Gloucester Ave/Parkway junction

JC: This is really two junctions (involving also Albany Street and Prince Albert Road) but the engagement makes it look like one.

AC: The engagement is intended to gather everyone's concerns.

SM: What are CCC's main concerns about these junctions?

JC: Cycles must be enabled to make every possible turn.

AC: CCC should tell Camden what they want.

DH: It's a horrendous junction and doesn't belong in London - slip roads and guard rail.

AC: Ambition to synchronise movements through the two junctions and will take on board ideas from Manchester.

11. Illegal left turns from Shaftesbury Ave into Monmouth St - possibility of camera

SM: Are there any recent surveys or observations?

KB: No recent data; but plans to improve Neal Street.

SM: How big is the problem?

DH: It's worse at night.

SM: Will action team to do surveys.

Action KB: action team to carry out surveys on Monmouth Street junction

JC: It is legal to cycle through Seven Dials but not possible; need to think how this applies in the Holborn LN; cycles should be 'expected' not just 'tolerated'; see also Camden High Street.

JD: This will be very important in New Oxford Street.

JC: Gt Russell St as well

AC: further conversation needed; when pedestrianisation schemes are successful they attract extra people and this leads to conflict

12. AOB

JC: will arrange the meeting with AC (about parallel crossings) also to include a discussion of the Adelaide Road junction signal stages (e.g. why aren't cycles allowed to turn right into Adelaide Road and Crogsland Road?)

SM: Confirmed that he would be free to present at CCC's Feb meeting.

Date of next meeting

16th March 2026 9:30- 11am