

Minutes Quarterly Meeting CCC, LLS and Camden Council

Monday 16th March 2026 09:30 a.m. - 11:00 a.m.

Present:

Camden: Sam Margolis, Anthony Christofi, Karl Brierley, Cllr Julian Fulbrook (until item 2).

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

Bloomsbury Vision: Endsleigh Gardens:

JC: SM was to respond about Endsleigh Gardens motor flows and issues at the junction with Gordon Street and taxi issues.

DH: Can't understand why TfL won't allow right turns into Melton Street when they do allow them at Pancras Road.

JC: CCC had a meeting with TfL; they explained that the new taxi rank (Eversholt Street) does not provide disabled access and therefore the one in Melton Street remains in use

Action SM to reply with details on Camden's latest ideas for the area

Monmouth Street junction (illegal left turns from Shaftesbury Avenue)

JC: KB was actioned to carry out surveys on Monmouth Street junction

KB: can pick up in surveys in the area including camera monitoring

Action KB to supply survey results

7. Cargo Bikes (taken out of order)

JC: has seen the special cargo bike hangar but wonders whether it is a better use of space to allocate to one cargo bike rather than 6 ordinary bikes

SW: Security can be even more important for these expensive bikes, for example ground anchors can be effective against theft, but people take pieces off the bike; cargo bikes and e-bikes are important when getting small children to school in a hilly area

AC: from a design perspective, bikes locked to lamp posts / signs take up a lot of space on the footway. Standard bike hangars can be adapted.

SM: Cycle Hoop's cargo bike hangars can take two. Longer bike stands are needed at schools for drop off and pick up.

AC: with a label..

AW: they are expensive bikes.

Action SM to commission a pilot outside a school;

SM: 23 Apr: We will be installing a cargo bikehangar, designed as [here](#): in the eastern end of Lawford Road in Kentish Town in late May. We will see how that pilot goes.

2. Upcoming Projects

SM:

Agar Grove/York Way junction: decision in the summer

Oval Road & Gloucester Crescent on site

KTR zebra (by Camden Gardens) completed

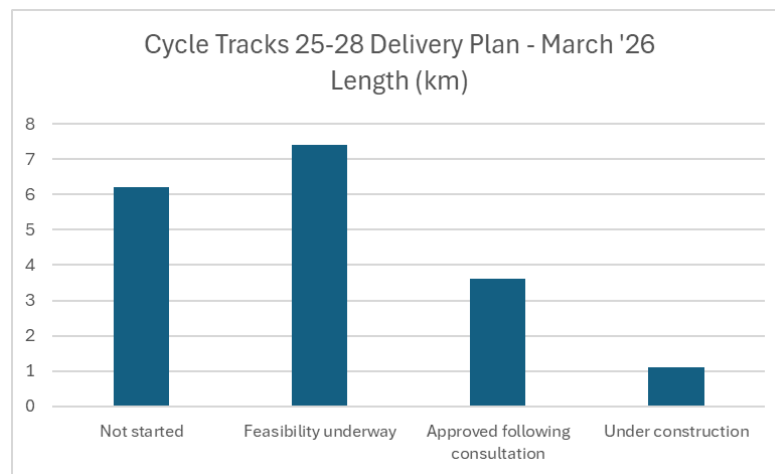
Flask Walk - underway

St Margaret's and St Luke's Healthy School Streets trial started

Haverstock Hill is working its way up the hill

PoW upgrades are under way

Camden currently has ~28 km of protected cycle links with a target of 45 km by the end of 2028. This chart illustrates progress towards the target:



JF: The signs and spoken warnings for bus passengers about crossing the cycle lane at bus stops are excellent both as advertisements of the infrastructure and for safety of bus users.

JF: Rubbish in flower beds – he has taken on the task of clearing the ones in Procter Street

SM: Planting is very good, e.g. in Cliff Villas and Raglan Street; maintenance is an issue

AC: the wind blows litter into the gardens

Action AC: to talk to the relevant people

JC: Can the walking-cycling route between Oval Road and Morrison's site be reopened

Action SM: to push with relevant officers (SC or ML) I'm afraid it's less good news in terms of Camden Goods Yard and that route to Oval Road being open.

SM 23 April: I've spoken to colleagues who understand that the site isn't planned to open for a number of years from this point. If you want further information including about the cycle link and when that element might open I've copied @Steve Cardno in to advise further.

DH: Progress on Dartmouth Park?

SM: Camden is still working on it (in collaboration with Islington)

3. Holborn LN - Status and issues

SM: TfL has Holborn as a key project (as an LN scheme); have received LIP funding letter for next year (to cover about 1/3 of project costs).

Johanna - now the LN team manager - is looking at the total cost

Need to have all funding by the end of the year; if not use a phased approach

JC: (shows CCC's map illustrating our understanding of the plans for Holborn) asks for plans showing planned motor vehicle and bus routes

JD: Such plans were issued with the West End Project

SM: We have such plans but are not issuing them at design stage; Purdah starts next week but we can have a face to face meeting after the elections

Action CCC and LLS: to request f-to-f with SM for mid May

4. High Holborn improvements

DH: consider a walking route on High Holborn. At the western end people can use Red Lion Street and Lincoln's Inn Fields. But east of Great Turnstile down to Gray's Inn Road there is no alternative: can the footway be widened?

SM: Have carried out Pedestrian Level of Service measurements; also TfL want to improve bus journey times; footway widths vs bus lanes; but there are some opportunities.

5. Strategic Walking Routes

DH: Delighted to see use of the term *Strategic* to refer to a N-S route in the Bloomsbury Vision consultation; which are the others'?"

SM: The Wellbeing walk is one; Camley-Agar is another; suggestions are welcome

6. Camden High Street Pedestrianisation

JC: There is an Active Travel England discussion tomorrow.

DH: Is Stage 2 still on course?

KB: There will be a consultation on Phase 1 (making permanent) this summer.

JC: how has it affected bus transit times?

KB: we are not seeing the predicted apocalypse; bus times are proportional to the increased distances

7. See Above

8. Fairhazel-Loudoun consultation

JD: The The Camden Transport Strategy Annual Update Appendix B2 delivery plan includes for consultation and delivery in 25-28 period:

Kilburn High Road to South Hampstead High quality cycling corridor (secondary route) to be delivered through associated Safe & Healthy Streets projects

This route includes Fairhazel Gardens and Loudoun Road yet cycling is not mentioned in this Safe & Healthy Streets consultation; motor traffic levels are too high for sharing the road particularly in Loudoun Road.

KB: This is mainly about flood prevention; Camden doesn't always mention that a subject road is on a bike route; there will be work on the route in the planned consultation on a Healthy junction at Belsize Roundabout.

JD: That's another concern: the proposed improvements to zebra and other crossings may not fit in with future plans for the Belsize Roundabout and would have to be redone

JD: We haven't discussed this recently, but I would like to see the green area moved away from the centre to the edges (i.e. get rid of the roundabout).

AC: We have some exciting plans for the roundabout

AC: Flooding is an issue

DH: Would like to see Fairhazel Gardens pedestrianised

9. Barriers to Routes to Schools

SW: Presented a study of issues on the route used by the NorthWest Pedal Express. This route starts in Brent and then visits several schools in Camden. Issues identified:

- Crossing Fortune Green Road from Mill Lane into West End Lane is difficult because of stationary traffic. The bike bus has to get off and walk across two zebra crossings.
- Insufficient time for right turn into Finchley Road from West End Lane
- Finchley Road bus lane - illegal parking issues
- Frognaal congestion- not enough room to get past queues of traffic coming the other way
- Walking section: Belsize Park Gardens junction with England's Lane

SM: Please supply photos of the bus lane issue; is the crossing point at Fortune Green Road part of Mill Lane scheme? (Photos here too please)

KB: No but could look at it in the Mill Lane scheme.

SW: Survey of Camden Bike Bus parents: only 1/3 cycle on other days

SM: Please send the survey

Action SW: send photos; and Camden bike bus survey to SM;
KB incorporate the crossing issue into the Mill Lane study

10. Eton Avenue Area - potential for School Street Zone

SW: Presented photos and videos showing how difficult it is to cycle in this area at school drop off times because of parked cars and traffic queues. What solutions are possible?

SM: One solution would be to implement a Healthy School Street zone including several streets surrounding the many schools in the area. However, an important consideration for a zone is that people who don't own their own car should be able to enter and leave the zone during restricted hours for essential medical appointment, things like hospital visits. We still have no simply technological solution to enable such exemptions. The current manual system in use elsewhere is unlikely to provide sufficient assurance for people in this particular area given the size of the zone that would be needed. Camden is committed to safe journeys to schools and is evaluating options to better understand those journeys. For example, through healthy schools checks (as carried out in parts of Australia) that collect data on all area. Camden is committed to safe journeys to schools and is evaluating options to better understand those journeys. For example, through healthy schools checks (as carried out in parts of Australia) that collect data on all streets surrounding a school. Also potentially through collaboration with an organisation who think they can deliver AI generated journeys to schools which could give a more accurate and detailed picture than the current postcode-based approach. SW: Is there a technical solution to exemptions that exists anywhere else?

KB: a solution doesn't exist. [Hackney has a pilot with Taxi Card](#), but it appears to be difficult to replicate even in London.

DH: why?

SW: understands issues

SM: suggest that we ask Peter Mardell??

JC: Could KB be available?

Action CCC to ask for meeting with Peter Mardell, inviting SM or KB

Note: CCC would prefer to have this discussion at the next Quarterly Meeting

11. Traffic counts: can they be made available with consultations?

AC: CCC should ask for counts as and when they need them. It would be a waste of resources to carry out counts on every scheme and residents might query why one road is being counted while another is not.

Action AC: supply counts for Fairhazel Gardens - Loudoun Road to JD

12. AoB

Car Free Day

SW: Last year Stanhope Street was closed for car Free Day; what are the plans for this year (22nd Sept)?

SM: Haven't thought about it yet but will bring up at the next project management meeting

SW: LCC is planning for the [London Cycling Festival](#) and will shortly be looking for partnerships with each borough to hold various events.

Camley Street walking and cycling route and redevelopment

JC: The route is going to change from the current ramp to Wrotham Street; can it be guaranteed that one or the other will always be available

AC: Will find out who is responsible; it may be Joanna Alker

Action CCC: to contact Joanna

Date of next meeting

15th June 2026 9:30- 11am