

LEADER OF THE COUNCIL

WEDNESDAY, 27 JUNE 2018 AT 6.00 PM
COMMITTEE ROOM 4, TOWN HALL, JUDD STREET, LONDON WC1H 9JE

Enquiries to: Vicky Wemyss-Cooke, Committee Services
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SUPPLEMENTARY AGENDA

3. DEPUTATIONS

(Pages 3 -
20)

Deputation requests have been received as follows:-

Item 6 – Brunswick Square Walking and Cycling Improvements

- Camden Cycling Campaign/London Living Streets

Item 7 – Midland Road and Judd Street Walking and Cycling Improvements

- Jo Wright, Patisserie Deux Amis, Judd Street
- Fiona Dealey, Wicklow Street
- Charles Scully, Lord John Russell Public House
- Ray Alleeson, RMT
- Camden Cycling Campaign/London Living Streets

Both items

- Bloomsbury Residents Action Group (BRAG)
- Marchmont Association
- Elizabeth Paul

SUPPLEMENTARY AGENDA ENDS

Issued on: Tuesday 26 June 2018

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Deputation to Leader of Camden Council 27th June 2018

Brunswick Square / Lansdowne Terrace Proposed Walking & Cycling Improvements

Overall

We fully support the proposed scheme to reduce the motor traffic domination of the area because of the benefits brought to pedestrians and cyclists as a direct result of the removal of northbound through traffic from Guilford Street and the removal of the roundabout. We see safety and air quality as being the principle areas of benefit for six major groups of people.

A Safety

The removal of through motor traffic in Lansdowne Terrace will not only make the roads safer, it will also lead to an improved perception of safety. In particular, the HGVs that use this section of road with its 90° bend in the middle will no longer be present. We also believe that the removal of the roundabout will introduce much-needed traffic calming to the south-west corner of the Square.

B Air Quality

As is now accepted by the vast majority of Londoners and a whole raft of expert opinion, motor vehicle emissions are a major contributor to poor air quality in London. Indeed, the Mayor's Healthy Streets initiative is formulated to address this very issue. This poor air quality affects us all but is particularly damaging for small children, whose lungs are in the process of formation.

1 Children

The scheme borders Coram's Fields and Brunswick Square (with the Foundling Museum, a popular destination for families with young children, on the north side). The whole area is heavily used by families, often with small children. In particular, in Lansdowne Terrace, on the way to and from Coram's Fields, they suffer poor air quality and (perceived) danger from rat-running motor vehicles to and from Guilford Street

2 Brunswick Square users

A reduction in motor traffic to the south and west side of Brunswick Square, coupled with the inevitable calming of traffic as a result of removing the roundabout, will bring additional benefits of better air quality, less noise and less danger. In addition, the removal of the roundabout will not only enhance the heritage aspects of the Square but will also allow more pedestrian space and a feeling of openness to the area.

3 Brunswick Centre foot traffic

There is, inevitably, a seemingly constant flow of pedestrian traffic between the Brunswick Centre and the Square, as well as to the junction with Grenville Street. With the roundabout as it is, this brings dangerous conflict with fast moving traffic, especially turning north from Bernard Street. The removal of the roundabout will introduce some much-needed calming.

4 People on bikes

With a reduction in through motorised traffic and the removal of the roundabout, the area will open up more to those people who use their bikes to get around the local area, in particular shoppers at the Brunswick and those encouraging their children to cycle to Coram's Fields. There is likely to be a benefit in Hunter and Judd Streets for everyone as a result of reduced motor traffic volumes.

5 Visitors to the area

Whether these are, locals or tourists going to and from the many local attractions or commuters on bikes travelling to and from destinations in Camden, linking up with CS6, this scheme will form an important part in making the area an attractive place to visit. Bloomsbury is not Milton Keynes. The roundabout is a totally inappropriate street feature in the Bloomsbury Conservation Area. Old maps show that the southern corner of Brunswick Square Gardens used to have the same layout as the northern corner. This should be reinstated.

6 Residents

All the benefits which apply to these five groups will, naturally, apply to local residents as well.

John Hartley
London Living Streets

John Chamberlain
Coordinator, Camden Cycling Campaign
25th June 2018

Wemyss-Cooke, Vicky

From: Patisserie Deux Amis [REDACTED]
Sent: 23 June 2018 13:38
To: Wemyss-Cooke, Vicky
Subject: Judd Street/Hunter Street

As a long standing business I would like to object to the proposed closure of the above.

To undertake a meeting without actively inviting local businesses to attend or make representations would seem to suggest little or no concern for their opinions and/or their livelihoods.

I cannot stress enough the devastation I feel this total isolation and inaccessibility would bring to my small, but very long established patisserie in Judd Street.

Should my fears be realised you would deprive the local residents of one of the few independent businesses remaining, along with the associated loss of employment.

Jo Wright
Patisserie Deux Amis
63 Judd Street
WC1H 9QT

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Wemyss-Cooke, Vicky

From: Fiona Dealey [REDACTED]
Sent: 25 June 2018 15:50
To: Wemyss-Cooke, Vicky
Subject: Deputation regarding Judd Street Road Closure for Wednesday 27th June

Dear Vicky,

As a local resident I would like to give the following deputation at the meeting regarding the on Wednesday 27th .

Many thanks

Fiona

Fiona Dealey
88, Derby Lodge
Wicklow Street
WC1X 9LF

I am a local resident who has lived in Wicklow Street for 24 years. Working as a costume designer and needing my car for work, I use the roads in this area every day whilst driving to Cavendish Square to buy clothes etc in and around Oxford Street.

So I know the layout of these roads and how quickly the traffic becomes gridlocked on the one way system on the periphery of the Congestion Charge along Pentonville Road/ Swinton Street/ King's Cross Road/ Gray's Inn Road and the high levels of pollution that idling traffic creates.

By closing off the top end of Judd Street so local traffic can no longer turn left from the Euston Road you will be creating even worse congestion.

Sadiq Khan and TFL are always expressing their concerns about pollution and yet seem totally unaware that by closing off streets throughout Bloomsbury they are merely displacing traffic on to already severely congested roads.

Why is it okay to make Britannia Street and Wicklow Street a marooned island in the midst of probably the worst traffic pollution in this country? This is a small neglected area that has nearly 2,000 residents.

None of the local residents who actually live in the area have been properly informed about these proposals nor have there been any consultation forms actually sent to any of my neighbours or CA-D permit holders, why ?

Why aren't TFL recording the pollution levels on the Pentonville Road/ Swinton Street/ King's Cross Road/ Gray's Inn Road one way system?

Due to the closure of Torrington Place/ Tavistock Place from east to west for the double cycle lanes ,the impact of displaced traffic has had an extremely negative impact on the one way system from Pentonville Road/ King's Cross Road/ Swinton Street/Acton Street/ Gray's Inn Road. It often takes me over 30 minutes to drive from Swinton Street to get to the Euston Road.... Which could be walked in under 5 minutes. So many vehicles with engines idling stuck in traffic.

I need my car for my job.

No one is driving in this area for fun.

Wemyss-Cooke, Vicky

Subject: FW: Council Meeting

From:

Sent: 25 June 2018 17:58

To: Wemyss-Cooke, Vicky <vicky.wemyss-cooke@camden.gov.uk>

Cc:

Subject: Re: Council Meeting

A summary:

Effects on Pedestrians, pollution, deliveries, noise, amenity, lack of consultation, harm to businesses.

Should be less than a minute or so.

Thanks

>

> -----Original Message-----

> From:

> Sent: 25 June 2018 16:39

> To: Wemyss-Cooke, Vicky <vicky.wemyss-cooke@camden.gov.uk>

> Cc:

> Subject: Council Meeting

>

> Dear Ms Wemyss-Cooke

>

> Please note I wish to speak at the Council meeting Wednesday 27 June

> 2018 regarding the effect the restrictions proposed on Judd Street will

> have on Businesses and Residents of Marchmont Street, especially my

> business, the Lord John Russell Public House.

>

> I look forward to meeting you.

>

> Regards

>

> Charles Scully

>

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Dear Sir / Madam

As a representative of the London Licenced Taxi Trade we have some serious concerns over the proposed restrictions on Judd St. Access to Judd Street is vitally important for the taxi trade and its customers due to the many important destinations situated in and around Judd St. As stated by the Mayor and TFL, taxis are part of the sustainable public transport network and are fully wheelchair accessible as well as other features primarily to cater for protected groups. We ferry elderly and disabled passengers across Bloomsbury to various NHS sites including Handel St and Hunter St. Our passengers also include visitors to the RNIB and the Brunswick Estate. No access from Euston Rd into Judd St will mean increased fares and journey times for our customers, especially those within protected groups.

The licenced London Taxi Trade is currently involved in a trial with the London Ambulance Service (LAS) and TFL with taxis carrying defibrillators. In the event of someone suffering a heart attack responding within 5 minutes can reduce deaths by over 50%. Taxis are the ideal form of sustainable public transport to be 1st responders with a defibrillator via the Good Sam app. Early indications are very positive and we look forward to the majority of the taxi trade carrying defibrillators. With this in mind access to all roads is essential going forward.

RMT are confused as to why if turning left into Judd St from Euston Road was a cause of accidents why no simple measures were put in place. At minimum the RMT would of expected warning signs or reduce speed signs for both motorists and cyclists alike when approaching the junction. RMT are concerned that no intermediate measures were considered and Camden have gone straight to banning vehicles. We have looked at Strava (cycling & jogging time trial app) and this year alone over 2000 cyclist have pit their wits along this section of Euston Road in a segment called "Euston Rocket Launch". We feel better signage slowing down all road users will help safety, especially pedestrians.

Whilst we would welcome some improvements to this junction banning vehicles will have a negative impact on Local businesses, local residents and the taxis trade. We think that by all parties working together to find a balanced solution to this junction is the answer as at the moment it feels like local authorities (particularly Camden) are hiding behind the Mayor's Transport Strategy whilst throwing rotten eggs at working people and local residents.

Regards

Ray Alleeson

RMT RANKS AND HIGHWAYS OFFICER

Deputation to Leader of Camden Council 27th June 2018

Midland Road and Judd Street Proposed Walking & Cycling Improvements

Camden Cycling Campaign and London Living Streets ask for permission to bring a joint deputation to the meeting in support of the Midland Road and Judd Street Proposed Walking & Cycling Improvements (item 7 on the agenda).

The points we want to make are:

1. The proposals will create a safe and attractive route for cyclists for both local and through journeys, including much improved access to St Pancras Station, the Crick Institute and the British Library, for visitors and workers.
2. It provides a new safe pedestrian crossing of the Euston Road.
3. It will reduce traffic levels and therefore improve air quality in the area south of the Euston Road. Pollution reduction is beneficial for everyone: local workers, students, school children, even remaining car occupants! Pedestrians will enjoy a much enhanced freedom of movement in Judd Street.
4. It will connect Camden's excellent facilities on Pancras Road (segregated cycle tracks in both directions) to the near-complete Cycle Superhighway 6 route from Camden to Blackfriars Bridge and beyond.
5. It is the final missing link on the route from Kentish Town via Royal College Street, Pancras Road and CS6 all the way to Elephant and Castle. It is therefore a key link in a major grid route.
6. It provides a high-quality cycle crossing over Euston Road – the only other one at Ossulston Street is useful but not fully-protected and is often impassable and dangerous due to queueing vehicles. It also provides well-designed two-stage right turns off the Euston Road for cyclists.
7. Residents on Judd and Hunter Street had cited traffic levels as one of the main reasons for their objection to the current Tavistock Place layout; this should address their concerns.

John Chamberlain
Coordinator, Camden Cycling Campaign

John Hartley
London Living Streets

25th June 2018

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Wemyss-Cooke, Vicky

From: Debbie Radcliffe [REDACTED]
Sent: 25 June 2018 16:18
To: Wemyss-Cooke, Vicky
Subject: Deputation for meeting at 6pm, Wednesday 27 June with Leader of Camden Council

Dear Vicky

As BRAG's Chair, I would like to give a deputation on Wednesday in relation to the proposals being considered by the Leader of the Council.

We object strongly to the proposal to create an isolated island of streets by closing the north end of Judd Street to motor traffic and stopping access from the south via Lansdowne Terrace.

This will be damaging to the large number of residents and small local traders who live and work here. It will impact on deliveries, provision of services and thus our day to day quality of life.

I wish to focus on two issues:

1. Proposals do not solve pollution issue

There is a persistent argument that the removal of motor traffic improves air quality. But the pollution doesn't go away, it just moves somewhere else. And the more you slow traffic down, the more pollution levels increase.

We applaud the Council's transport policy to prioritise pedestrians and cyclists in the hierarchy of movement - albeit not everyone is able to walk or cycle.

But these same pedestrians and cyclists will be exposed to the increased pollution that is displaced elsewhere.

To live an ordinary life requires freedom of movement and reasonable air quality over a wide area. It is unrealistic to want to restrict a journey to certain streets where traffic has been deliberately removed.

Tourists arriving at St Pancras station and wishing to explore central London on foot also require freedom of movement and decent air to breathe.

2. It is too soon to make a decision

There is no reference in the Officer's Report to the impact that HS2 and the redevelopment of Euston will have on our area. We have no real idea of how the West End project and the changes to Gower Street and Tottenham Court Road will affect getting around this part of London. There is still no decision on the Tavistock Place corridor.

No other alternative solutions have been considered to reduce the impact of traffic, yet allow residents a reasonable quality of life, eg the use of technology [vehicle recognition identification] to permit certain vehicles to enter the area at certain times of the day.

To make a decision on these road closures today is premature.

Kind regards

Debbie Radcliffe

Chair, BRAG (Bloomsbury Residents Action Group) - Residents Matter

Wemyss-Cooke, Vicky

From: Tom Reed [REDACTED]
Sent: 25 June 2018 16:37
To: Wemyss-Cooke, Vicky
Cc: Ricci De Freitas
Subject: Deputation for Leader on Wednesday 27th June concerning proposed road closures at Judd St (North) and Lansdowne Terrace (south)

Importance: High

Dear Vicky

I have been asked to speak on behalf of the Marchmont Association, by the its Committee, of which I am a member, to the Council Leader, Georgia Gould, on Wednesday 27th.

Summary

A motion was unanimously passed at the Marchmont Association's AGM on 15th May 2018 objecting to the proposed road closures of Lansdowne Terrace and the north end of Judd Street, respectively. It was agreed at the Committee meeting on 19 June that a deputation should be made to the Leader of Camden Council on 27 June, to alert her to the considerable disquiet at these proposals by many people who live or run businesses in the surrounding area.

Nobody knows what is going on. Why? Who is this for?

We uniquely represent both residents and businesses in the area which will be directly effected. We are normally neutral and function as facilitators for community improvement between the various local stakeholders. We very rarely unite to take a strong position as we now do on this matter.

There is great ignorance and now rapidly increasing alarm across all local sectors.

From the little that is known we are alarmed that these proposals may be seriously destructive to the ability to function, health and safety of (a) all Residents, (b) all Businesses and (c) all Services Providers (emergency services, deliveries, taxis, plumbers, caterers, electricians, carpenters, builders, council services, etc, etc).

There has effectively been no Consultation Process. Who knows what is being proposed? Who knows what will be the effects, both direct and indirect? We need a detailed list of all the pros and all the cons for the above three centrally effected sectors. Everyone needs to know these things and time is needed to give feedback. For instance is it being seriously proposed that narrow little Dukes Road and Burton Street become the sole entry point from Euston Road south into the whole area?

Council brought into disrepute.

The Council and local democracy is being brought into disrepute by this failure of democracy. In such a vacuum suspicions are rife. Is it to appropriate the roadway for Lend-Lease to use for materials storage for its £40m renovation of the Town Hall? Is it because the Mayor has just decided he is throwing a lot of money at it as a status project? Is it because powerful external lobby groups such as developers, cyclists or London University want it? How does it relate to the still-unresolved and expensive fiasco of the Tavistock Place road changes?

Please start the consultation process again.

and this time do it properly.

--

Tom Reed
4A Burton Street, London WC1H 9AQ



Wemyss-Cooke, Vicky

Subject: FW: Deputation to council meeting on Brunswick Square Walking and Cycling Improvements' and 'Midland Road and Judd Street Walking and Cycling Improvements

From: Elizabeth Paul

Sent: 25 June 2018 16:06

To: Wallas, Vicky <Vicky.Wallas@camden.gov.uk>

Subject: Deputation to council meeting on Brunswick Square Walking and Cycling Improvements' and 'Midland Road and Judd Street Walking and Cycling Improvements

Dear Vicky,

I am an elderly disabled resident and wish to make a deputation at the meeting on June 27.

In summary, I will talk about

1. The disadvantages of the scheme for elderly and disabled residents.
2. The effect of the scheme on emergency services within the area.

Best wishes,
Elizabeth Paul

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