

London Cycling Campaign

9 August 2016

Camden A400 Hampstead Road

https://consultations.tfl.gov.uk/roads/hampstead-road/consult_view

This response is made on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.

LCC welcomes the opportunity to comment on these plans and its response was developed with input from its Infrastructure Review Group and in support of the response from its borough group Camden Cyclists.

LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). We would also strongly suggest that all schemes including cycling provision should be of comparable quality to similar schemes at cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

LCC notes a more efficient use of road space is to allocate it to cycling and walking in preference to private motor vehicles, particularly for journeys of 5km or less. LCC expects schemes to be designed to allocate road space for growth in cycling, to accommodate such journeys.

We cannot support this scheme. Not only does it provide no substantive improvements for cycling, it apparently replaces a previously mooted scheme that did offer substantial improvements for cycling along this route.

The A400 Hampstead Road in this stretch carries over 30,000 vehicles daily (according to the DfT). Over 1,000 are HGVs, nearly 2,000 are buses. At the same time, this stretch sees over 2,000 people cycle along it daily – triple what it was 10-15 years ago. The result of this scheme is that people cycling will be expected to either share roadspace with tens of thousands of vehicles, including a thousand HGVs; or they'll be expected to share roadspace with near 2,000 buses – they will have no alternative.

TfL's own LCDS advocates for a cycling grid with a maximum distance between routes of 400 metres. Given a lack of parallel alternative facilities to the east, it is essential Hampstead Road has cycling provision – and this is not appropriate cycling provision, unlike the previous scheme shown to Camden Cyclists in draft.

Moving forward with this proposal would ensure this area remains a barrier to cycling. Walking will also continue to suffer. On top of that, this scheme going forward will ensure that no substantive changes to improve the area for cycling will be forthcoming likely for a long period of time – the scheme risks "locking in" bus priority at the expense of all other users and potential users of the area.