

Camden Farringdon area

19 February 2018

<https://consultations.wearecamden.org/supporting-communities/proposed-walking-and-cycling-improvements-and-traf-1>

This consultation response is on behalf of the London Cycling Campaign (LCC), the capital's leading cycling organisation with more than 12,000 members and 30,000 supporters. This response was developed with input from representatives of LCC's borough groups.

This scheme is supported. It will improve several key routes for cycling in the area, and reduce through motor traffic on quieter streets.

Specific points about the scheme:

- Closing streets to through motor vehicle traffic, retaining two-way access for those walking or cycling is generally to be welcomed. Particular care should be ensured when doing such schemes that through motor traffic is removed from an entire "cell" or area bounded by natural barriers and/or main roads. Care here should be taken to ensure that the proposed filters do not displace traffic onto the North-South Cycle Superhighway extension. Although it is unlikely any traffic increases will be large, they should be monitored, for instance on Eyre Street Hill, once the scheme is bedded in, to see if any further filters are required.
- For this reason, Option A on Gough Street is far preferable.
- Modal filters as proposed here should be designed to enable direct through access in all directions for those walking and cycling through an area by either removing one ways or at least providing contra-flow cycling facilities on them. In this case, installing a contra-flow on the northern half of Laystall Street in addition to the proposals would be very welcome.
- Care should also be taken to ensure that "modal filter cells" connect across main roads to other quiet areas with appropriate crossings that enable both walking and cycling.
- As well as connections across main roads, modal filter cells should often be bounded by cycle tracks on the main roads around them. Camden and TfL should particularly prioritise cycle tracks etc on Clerkenwell Road (as part of the "London Boulevard") and Gray's Inn Road.

General points about cycling schemes:

- LCC requires schemes to be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.

- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport mode for return on investment according to a DfT study. Schemes which promote cycling meet TfL's "Healthy Streets" checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "critical issues" eliminated.