

## **Camden Fortress Road, Dartmouth Park Hill, Junction Road, Tufnell Park Road and Brecknock Road junction**

*24 January 2019*

<https://consultations.wearecamden.org/supporting-communities/tufnell-park-junction-improvement/>

### **About the London Cycling Campaign**

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

### **General comments on this scheme:**

Unless this scheme is aimed to be pedestrian improvements prior to a more permanent redesign it is opposed.

It fails to enable more cycling or safer cycling at this location, it likely retains "critical issues" in terms of collision risks to those cycling and it therefore fails to fulfil core Camden transport policies and the ambitions of the Mayor's Transport Strategy. The junction will require radical revision to achieve these policies and ambitions. In its current design, this scheme might even induce further motor traffic volumes through this area – the absolute opposite of both Camden and Mayoral policy.

### **Specific points on this scheme:**

- This scheme and junction is on the alignment of one of the highest potential cycling corridor in London (according to TfL's Strategic Cycling Analysis) and at the end of a medium potential cycling corridor. Fulfilling the cycling potential of these corridors will be vital to achieving Mayoral and Camden transport policies.
- The junction also sits between a zone of current highest cycling demand to the west, and a zone of highest current demand and future potential to the east, again according to TfL's Strategic Cycling Analysis.
- Just to the north of this junction on Junction Road, DfT traffic counts show approaching 2,000 cycle journeys being made here daily (manual count 1,681 in 2011, estimated 1,809 in 2017).
- The majority of collisions with vulnerable road users appear to be with those cycling (according to Crashmap, 2014-2017) data.
- This is also a scheme that appears to retain several "critical issues" in Healthy Streets Check ("total volume of two way motorised traffic", "collision risk..." (depending on

proportion of HGVs turning) and “effective width” (depending on lane widths that are not provided in the consultation). Most notably, it is clear the collision risks for turning motor vehicle movements will not have been mitigated strongly enough to achieve the Mayor’s “Vision Zero” aims, or enable more cycling here.

- The scheme introduces an extra general motor vehicle lane on Fortess Road. This extra capacity for motor vehicles goes directly against the Mayor’s and Camden’s transport policies. The space should instead be used for safe cycle tracks or other gains for those walking, cycling or using public transport.
- Given traffic volumes etc. there are surely other ways this junction could be designed to deliver a far better result for walking, cycling and public transport. Simplifying the junction by filtering the Tufnell Park Road and Dartmouth Park Hill arms (potentially using “bus gates”) should be considered, as should any/all other measures to improve the junction for those cycling.
- The improvements for pedestrians here are broadly supported.

#### **General points about infrastructure schemes:**

- The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must 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 modes 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.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also

benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.

- 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.