

Camden Goldhurst Terrace Pedestrian Crossing Improvements

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https://consultations.wearecamden.org/communications-strategy-improvement/goldhurst-terrace-pedestrian-crossing-improvements/consult_view/

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 and is in support of the response from the local group Camden Cycling Campaign.

General comments:

This scheme features carriageway lane widths that fall in TfL's London Cycling Design Standards, Cycling Level of Service and Healthy Streets Check "critical issues" range, meaning this scheme would likely retain danger for those cycling here.

As a scheme it also fails to tackle motor traffic dominance or sufficiently enable walking and cycling in this area. As such, the scheme should only move forward if it is amended to remove the "critical issues" and on the basis it is an interim scheme.

Specific points about the scheme:

- 3.4m lane widths fall well inside the zones defined by TfL as a "critical issue" for cycling.
- By providing for 3.4m crossings, the alternate pair of crossings in each case is then circa 5.8m. Such wide crossings then risk motor vehicles driving next to each other potentially, but more likely risk higher speeds.
- A bare minimum response to this scheme would be to change widths to remove "critical issues". This could be done using temporary materials or bollards etc. The Greencroft Gardens crossing should also be widened to 4+m in this process if possible, to improve the contraflow facility. The crossings could also potentially be made zebra or parallel crossings.
- Far better and more radical approaches are, however, preferable and likely achievable. A "low traffic neighbourhood" approach to removing the through motor traffic movements from these roads (and other across a planned area) would be one. And this scheme should only move forward if it is considered as a precursor to a better scheme.

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.