

London Cycling Campaign response to Camden Gray's Inn Road proposals

17 December 2019

<https://consultations.wearecamden.org/communications-strategy-improvement/gray-s-inn-road-cycling-walking-road-safety-propos/>

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:

- This scheme is supported. It will enable more people to walk and cycle here.

Specific comments on this scheme:

- There appear to be "hook" risks retained at the Sidmouth Street/Ampton junction (by vehicles turning into Sidmouth) and at Calthorpe Street and Guildford Street junction also. These should be removed entirely if at all possible to enable a far wider range of people to cycle here.
- The bend of the track around the cycle hire station near the Guildford Street junction is unnecessarily sharp. The scheme should be redesigned to make this far more shallow.
- Continuous footway designs are generally recommended for when turning movements into and out of the side street are very low only. And the mouth of the junction should be tightened as far as possible in terms of turn radii and width. Those with a cycle track across the mouth of the junction can and should include raising the track above the carriage level in general.
- Wherever possible, carriageway width should be further used to provide wider cycle track widths, where track widths are below 2m. Motor traffic lane widths and bus stop island widths are inconsistent and there may well be opportunities to provide wider cycle tracks at the narrower points by ensuring consistent widths that prioritise cycle provision over motor traffic lane width, for instance.
- Further work should be considered to enable easier access to the cycle tracks in both directions by those cycling to and from side roads – this could include converting zebra crossings proposed to parallel crossings.

- Light segregation cycle facilities should be designed so as to ensure they are highly visible, to minimise the risk of new highways infrastructure causing falls. “Wand-orcas” for instance, are recommended over plain “orcas” near areas where lots of people cross.
- Some of the pedestrian zebra crossings feature 3m motor traffic lanes next to 1.5m cycle lanes without any physical separation. This appears to be partly due to the use of pedestrian refuges at these locations. The crossings should be redesigned to avoid such proximity between those cycling and motor vehicles next to them.

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 and enable all ages and abilities to cycle, 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. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.