

London Cycling Campaign response to TfL (in Camden) re: Harrington Square

27 June 2019

<https://consultations.tfl.gov.uk/cycling/harrington-square/>

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 opposed as currently designed. There is little clarity as to why the route alignment is used and more the proposals fail to adequately connect to anything at either end. Worse, the scheme appears to be a move towards abandoning Hampstead Road as a cycle route alignment, as it is identified in TfL's Strategic Cycling Analysis, without any clarity this is the approach, or why.
- As well as a lack of clarity as to the scheme's purpose, the scheme also fails to deal adequately with several major issues and risks for those cycling along this alignment. It is particularly unacceptable that the scheme fails to, in this context, remove all "critical issues" (identified as zero scores in the Healthy Streets Check).
- We agree with all of the points raised by the Camden Cycling Campaign in their response to these proposals.

Specific points about this scheme:

- This scheme fails to provide any safe and comfortable onward cycling link to Hampstead Road. What is provided is even likely to be dangerous, certainly very hostile to navigate.
- The entrance to Mornington Crescent might feature "critical issue" lane widths and is certainly going to be hostile to navigate while cycling or walking. The proposal for a point no-entry is also at the very least facing the wrong direction – as this will only facilitate, as currently proposed, through motor traffic already using the crescent. Instead, area-wide filtering should be considered, or at the very minimum, closing Mornington Crescent to through motor traffic entering the crescent from Hampstead Road instead.
- Most damning, the consultation fails to explain why this scheme is being proposed, what improvements it will result in and what strategic use it is. As currently

proposed, it is very difficult to understand why this scheme is worth spending cycling money on, when a far better and more comprehensive scheme on Hampstead Road, which is what has long been promised, and is in TfL's Strategic Cycling Analysis, is what is required at this location, particularly given both the cycling volumes already on Hampstead Road and the mix of other vehicles there, due to ongoing Crossrail works. For any scheme here to be of worth, it must clearly connect onwards (e.g. to the West End Project etc.). This scheme does not.

- From enquiries to TfL, the scheme is intended to connect in the future, with an additional scheme, to Royal College Street. However, as TfL's Strategic Cycling Analysis makes clear, this will not fulfil the clear desire line and potential for cycling from Chalk Farm, Belsize Park, and Hampstead, nor from the Camden Town area, to and from the west end. Indeed, this appears increasingly to be an attempt by TfL to abandon cyclists on Hampstead Road to current conditions – which are dangerous and hostile. Latest counts available for Hampstead Road indicate thousands of cyclists each day currently use this road, and choose to use it in higher numbers than Eversholt Street nearby, for instance. These numbers are only set to rise as the “West End Project” creates more viable links to the south from the end of Hampstead Road.
- The parallel (“tiger”) crossing of Hampstead Road expects those walking and cycling to cross three lanes of one-way, often high speed motor traffic. More should be done here to ensure safe and comfortable passage for these highest priority modes.

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. 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.