

Camden Holborn Junctions

1 March 2018

<https://consultations.wearecamden.org/supporting-communities/holbornjunctions/>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 40,000 supporters of whom 12,000 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 Camden Cycling Campaign.

General comments:

Both plans are supported for increasing the safety of those walking primarily, but also those cycling at these locations. However, they are only supported as "interim" or temporary schemes if they lead rapidly to the far higher priority, larger schemes of taming the Holborn gyratory and enabling safe cycling on Vernon Place, Bloomsbury Way and Theobalds Road etc. along the "London Boulevard" alignment. On that basis, the following issues should be considered:

Specific points about the scheme:

- The Vernon Place, Bloomsbury Square and Southampton Row scheme is particularly supported for reducing risk to those cycling here. However, removing the eastbound turn lane would enable provision of separate space for cycling along this corridor on a semi-segregated, interim basis.
- The Kingsway, High Holborn, Southampton Row junction is also supported, as long as any increase to the pavement does not make providing protected space for cycling at this location soon more difficult. There are very high flows of cycling along Bloomsbury Way and Theobalds Road. But there are still thousands of cycle journeys made daily along Proctor Street and High Holborn – amid high volumes of fast-moving and aggressive traffic. And this scheme does little to even begin to deal with these issues. Camden Council must therefore move forward rapidly with plans at this location to not just tame the entire gyratory for those walking, but also for those cycling too – with physically separate and protected cycle tracks.

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.