

## **Camden Prince Of Wales Road**

*7 September 2018*

<https://consultations.wearecamden.org/communications-strategy-improvement/prince-of-wales-road-walking-cycling-and-road-safe/>

### **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:**

This scheme is supported, with strong caveats.

Both Haverstock Hill and Prince Of Wales Road are highlighted in TfL's Strategic Cycling Analysis as being roads with potential to enable more cycling, and therefore priorities for improvements. As such it is vital both roads feature high-quality and high-capacity cycle infrastructure. However, the current scheme only delivers a cycle track in one direction on Prince Of Wales Road and fails to tame significant junctions. Work on the junctions and the provision of one direction of track is recognised as a positive step forward, but without further major improvements this will likely not enable many more people to cycle safely in the area – so following schemes and a second phase to provide track in both directions is recommended as a priority.

### **Specific comments:**

- The Haverstock Hill junction retains hook risks. These should be removed, and the scheme design should ensure that high-capacity cycle tracks on Haverstock Hill in the future are not designed out, but designed for.
- The Prince of Wales Road scheme must be adapted to deliver higher capacity cycling, in both directions. This will mean removing car parking spaces. Camden Cyclists have analysed side-roads in the vicinity and shown that there is significant spare car parking bay capacity, enough to cope with removing car parking from one side of Prince of Wales Road. If Camden is serious about its transport strategy and policy, and its mode hierarchy, it must deliver this. Without safe cycling in both directions, the scheme will fail to enable any more cycling along this corridor, but should provide comfort and safety benefits. And alternative routes do not appear likely to be anywhere near as viable for most people who want to cycle.

- If this scheme is moved forward without cycling in both directions, designers should ensure the scheme does not preclude a later, second phase. And the council should plan now to move forward such a scheme. This, however, would be a far inferior approach to just building tracks in both directions.
- The Malden Road junction retains significant risks for those cycling, however shrinking its sheer size is welcome. The current design prioritises motor traffic movements over cycling safety.

#### **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 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.
- 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.