

## London Cycling Campaign

22 September 2016

Camden St Mark's Square

<https://consultations.wearecamden.org/supporting-communities/st-mark-s-square-proposed-pedestrian-and-cycling-i/>

This consultation response is on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. The LCC welcomes the opportunity to comment on plans. Its response was developed with input from the co-chairs of LCC's Infrastructure Review Group and in support of the response from Camden Cyclists, the borough group.

### General points:

- 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.
- For cycling to become mainstream, a network of high-quality, direct and safe-feeling routes is required to/from all key destinations and residential areas in an area. This will enable far more people to cycle, easing congestion, reducing pollution and avoiding climate changing emissions, but also hugely boosting public health through physical activity. Every Highways scheme should therefore be brought forward on the basis of it helping complete that network.
- 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.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with all "Critical Fails" eliminated from the scheme's Cycling Level of Service assessment (CLOS). It is also strongly suggested that all schemes including cycling provision should be of comparable quality to similar schemes found in cities with a high modal share of cycling, i.e. with a CLOS rating of 70 or above.

LCC welcomes this scheme as a key link in the cycling network, enabling a northbound route from Regent's Park into Primrose Hill.

### Specific points:

- The contraflow cycle lane on the west side of the road being inside the parked cars with a separating buffer is welcome

- All cycling turning movements should be enabled in all directions in safety, convenience and comfort. Therefore it would be advantageous to separate those cycling heading southbound – at the least, more could be done to remove “hook” risks at the junction.
- The provision of pedestrian crossings on all junction arms at Prince Albert Road and of some pavement widening are welcomed (provided the widening does not impact on the design of the cycle track)
- The Camden Cyclists’ response notes that there have been some objections to the “floating” parking bays and an alternative suggestion of routing northbound cyclists via Albert Terrace. Floating bays have been demonstrated to work effectively elsewhere; and the proposed alternative routing would not be safe or comfortable for cycling – forcing those cycling to use busy roads and divert significantly in distance.