

Camden Torrington Place/Tavistock Place corridor

14 December 2018

https://consultations.wearecamden.org/supporting-communities/torrington-place-tavistock-place-corridor-proposed/consult_view/

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.

Comments on this scheme:

The scheme as designed with eastbound working with stepped tracks is supported.

The detail of Camden Cycling Campaign's response is supported, to summarise:

- Westbound working for motor traffic would be likely to reduce the amenity of the scheme to not just those cycling but also walking in the area, residents etc. as motor traffic volumes would clearly go up, resulting in increased movements by motor vehicle overall, increased pollution, increased inactivity, increased noise etc. This would be because the change would create a through motor traffic route from Gray's Inn Road to Edgware Road parallel to the Euston Road. As such, any move to westbound working is opposed.
- The same westbound option would also increase risks to those cycling at key junctions, specifically Gower Street, Gordon Square, Bedford Way/Woburn Way, Marchmont Street and Judd Street/Hunter Street.
- Given the numbers already cycling here, stepped tracks and specifically wide, high-capacity ones are supported. However these need to be clearly demarcated and protected at all times from general traffic lanes and must not feature loading bays in the cycle tracks. These represent a major barrier and risk to cycling for the wide range of users that already use the route. Enforcement against those parking in the cycle track should also be considered as a priority. Instead, there are plenty of examples from elsewhere in Europe of how every business along the corridor could adapt to loading from the side streets etc.
- There is an opportunity to improve substandard junction designs linked to the "West End Project" with any scheme here. On top of that, Camden Cycling Campaign's response makes further suggestions to improve other junctions to enable turning movements in all directions in comfort and safety for those cycling. All of these proposals are supported.

General points about infrastructure schemes:

- LCC requires infrastructure 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.
- 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.