

London Cycling Campaign

19 March 2016

<https://consultations.wearecamden.org/culture-environment/brunswicksquare>

This response is made on behalf of the London Cycling Campaign, the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and is in support of the response of Camden Cycling Campaign, our local group.

We strongly support this scheme, in particular the modal filter between Lansdowne Terrace and Grenville Street and Bernard Street. Also, the redesign of the Grenville Street/Bernard Street junction, the "blended" junction on the north side of the square and the removal of the central island on the zebra outside the Renoir (a potential cycling "pinch point"). That said, we wish to raise the following issues with the design:

- The width of the cycling track leading to/from Lansdowne Terrace should be over 4m. LCDS recommends 3m for medium flow and 4m+ for high flow – above 2,000 per day. It is absolutely conceivable that this track could see such high flows not far in the future.
- We want to ensure that at no point do effective carriageway widths fall into the 3.2-4m "critical fail" category of TfL's Cycling Level of Service (CLOS) matrix – including, for instance, at the crossing on Bernard Street, or the southern end of Grenville Street etc.
- Grenville Street and Bernard Street are likely to retain fast and aggressive one-way motor vehicle traffic. Anything else that can be done to further calm these streets and particularly to reduce conflict at junctions (for instance Grenville Street with Guilford Street) would be welcomed.

In general, the London Cycling Campaign also wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a CLOS rating of 70 or above, and all "Critical Fails" eliminated.