

Consultation response on Camden Council's proposed Delancey-Pratt Street East-West cycle route

London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters.

We welcome the opportunity to comment on the plans for the Delancey-Pratt Street East-West cycle route and our response has been developed in partnership with our local group Camden Cycling Campaign, who consulted local members by email on this issue.

As the capital's leading cycling organisation, we are very pleased to see these proposals and fully support the plans for this important new two-way east-west cycle route across Camden Town. We welcome full segregation using stepped tracks over the busier parts of the route. We support the introduction of two-way cycling on Albert Street and Mornington Terrace and the right turn ban on Pratt Street at Camden High Street.

We have some concerns and general comments on the detail which are outlined below.

- We echo Camden Cycling Campaign's concerns that, especially when visibility is poor, cyclists trying to join the stepped tracks other than at the ends may not notice the step, causing them to crash. All the kerbs between the cycle track and the main carriageway should be chamfered with angled faces at least 45° from vertical. We share Camden Cycling Campaign's concerns as to how the junctions at Parkway and on through to Regents Park will be treated. If these do not fully protect cyclists then the whole scheme will be compromised.
- The treatment of the junctions at Albert Street and Arlington Road is critical to avoid collisions between emerging and entering traffic and cyclists. The visualisations shown on the consultation website are excellent, showing a clear demarcation between footway, cycle track and traffic, with traffic entering and leaving Delancey Street having to negotiate a shared space. This is much better than what is shown on the plans and we agree with Camden Cycling Campaign that it is critical to treat the junctions in this manner.
- We welcome the implied introduction of two-way cycling on this street. We support Camden Cycling Campaign's suggestions of dedicated passing spaces and a length of hard segregation at the southern end, both to protect cyclists and to emphasise to drivers that they are entering a two-way section. We also support the recommendation for a gap in the parking on Delancey Street opposite Mornington Terrace, with hard segregation, to enable cyclists to enter/exit the east-bound cycle track opposite the entrance.
- The loading bay on Delancey Street is a cause for concern. The loading bay should be relocated.
- We share Camden Cycling Campaign's concerns that this may cause serious conflict between pedestrians and cyclists and urge Camden to continue discussions with TfL to remove this.