

## London Cycling Campaign

21 October 2016

### Camden Torrington Place/Tavistock Place

<https://consultations.wearecamden.org/corporate-services/torrington-place-tavistock-place-route-proposed-im/consultation/intro/view>

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 is in support of the response from Camden Cyclists, the borough group.

Specific points about the scheme:

- The proposal to make the trial scheme permanent is welcome. Any proposal to return the scheme to its previous approximate incarnation, with two-way motor vehicle traffic, would be disastrous for cycling and is opposed. Any alternative proposal to reverse motor vehicle flow for the entire route to westbound would likely increase traffic on the route dramatically, by enabling a key through route for taxi drivers and others. This would not necessarily directly affect the passage of those cycling along the route. But it would affect everyone with worsened air quality, more unpleasant streetscene etc. and would thus likely act as a barrier to more people walking and cycling along the route.
- The trial changes have demonstrably removed motor vehicle traffic from the area, as well as increasing cycle traffic. By widening pavements this would likely further increase pedestrian footfall also.
- Cycle track width should be a minimum of 2.2m. Given high flows here, 2.5m is far preferable to enable calm, comfortable overtaking. In some locations, widening the track could be preferable to widening already wide pavements.
- Loading bays and taxi ranks located inside the cycle track are not safe or comfortable for those cycling to negotiate – and should be avoided.
- All turns onto and off the tracks at all junctions should be safe, comfortable and convenient – with two-stage rights, for instance, where necessary or other solutions to ensure cycle and motor vehicle movements are controlled and safe. Judd Street is a particular concern for eastbound cycle movements. And the Camden Cyclists proposal for this junction is supported.
- Further proposals should be either moved forward or brought forward urgently to deal with not just redistributed motor vehicle traffic in the area, but also with existing and too-high levels. An area-wide approach would be wisest to deliver maximum benefits for the entire community, but also to best communicate to residents and bring them on board. In specific, Judd Street in particular has suffered

some increased traffic (on top of already high levels). The Euston Road junction proposals and further schemes should be moved forward to deal with the problem of through traffic on Judd Street – this would not only benefit residents, but also enable the extension of the North-South Cycle Superhighway and remove traffic that currently affects those accessing services at the RNIB headquarters etc.

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.
- 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 "Quietway"/"Grid" highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLoS) rating of 70 or above, with all "Critical Fails" eliminated.