

## **Deputation to Council Meeting 20th November 2017**

### **Pratt Street and Delancey Street Walking and Cycling Improvements**

Thank you for agreeing to hear this deputation from Camden Cycling Campaign. My name is John Chamberlain and I am the elected coordinator. [The deputation relates to agenda item 7 - Pratt Street and Delancey Street Walking and Cycling Improvements.]

The points we want to make are as follows:

1. The scheme was the subject of an extensive consultation; the results are detailed in the officers' report dated 4th December 2015. The report makes it clear that a large majority of respondents (85%) are in favour of the scheme. Even among residents of Delancey Street and the western end of Pratt Street there was a majority in favour.
2. The scheme was approved with concessions being made to local concerns about bus stops and other details including the location of loading bays.
3. The scheme is a key element in Camden's strategy to provide safe and attractive cycle routes in the borough and, in particular, links the exemplary Royal College Street route to Camden Town and to Regents Park and to places further west via the existing Primrose Hill to Kilburn route. This will be the final link in a cycle route (originally suggested in the 1980s) from the west of the Borough to the City and south of the river via Cycle Superhighway 6.
4. Alternative routes were considered but proved impossible – for example, use of Parkway would require completely redesigning Britannia Junction.
5. Part of the route (on Pratt Street east of Bayham Street) has low motor traffic flows and requires little special provision for cyclists but west of Bayham Street motor traffic flows and speeds (especially on Delancey Street) are high. Here protected cycle tracks are needed to meet London Cycle Design Standards guidelines. Protected tracks also encourage less experienced cyclists and those with children, cargo bikes, or bikes adapted for those with disabilities and will be particularly important in view of the impact of HS2 construction traffic.
6. Cycle tracks afford additional protection to pedestrians by providing a buffer from the main traffic flow, reducing risk and separating them from tail-pipe emissions.
7. We believe that the consultation was thorough and that the director should be instructed to proceed with the scheme. However, we are willing to support the recommendation of the officers' report presented today to refer the matter to the Cabinet member for Improving Camden's Environment. Changes to further reduce motor traffic would be most welcome.

Above all, we ask councillors not to take any steps that would prevent Camden officers from implementing this scheme. We cannot continue to develop Camden as a vibrant, safe and healthy borough without building infrastructure that will enable and encourage people of current and future generations to choose sustainable methods of travel.

Thank you