

15th February 2018

To: Peter Ashley, Simi Shah

### **Farringdon area - proposed walking and cycling improvements**

This response to the consultation on the proposed walking and cycling improvements in the Farringdon area is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and on CycleScape.

## **Our response to the specific measures**

We support all of the proposals:

**Frederick Street and Cubitt Street:** we support the closure of Frederick Street at the junction with King's Cross Road to motorised vehicles, the provision of carriageway cycle parking and the implementation of improved visibility for road users at the junction with Cubitt Street.

**Calthorpe Street, Gough Street and Wren Street:** we support Option A, a full closure to motor vehicles at the northern end of Gough Street at its junction with Calthorpe Street together with a 'parallel' zebra crossing over Calthorpe Street. We prefer Option A to Option B but would support the latter.

**Gough Street / Mount Pleasant junction:** we support the proposal to close Gough Street to motor vehicles at this junction implemented by means of a permanent road closure to motor traffic further north on Gough Street and a temporary road closure to motor traffic at the junction with Mount Pleasant.

**Laystall Street south of Roseberry Avenue:** we support the proposal to close the street full time to motor vehicles with the exception of blue badge holders and loading vehicles; to ban the right turn from Laystall Street onto Roseberry Avenue (except cycles) and to introduce contraflow for cyclists on Laystall Street between Roseberry Avenue and Clerkenwell Road.

**Eyre Street Hill and Summers Street:** we support the closure of Eyre Street Hill at the junction with Clerkenwell Road to motorised vehicles, meanwhile providing two-way cycling through Eyre Street Hill between Clerkenwell Road and Warner Street. This is a particularly valuable permeability improvement, offering a much-improved cycling route between Hatton Garden and Warner Street.

## **Suggestions**

**Laystall Street between Roseberry Avenue and Mount Pleasant:** in our suggestions to officers in 2016, we mentioned the utility of a cycling route between *Doughty Street and Hatton Garden* suggesting:

“Laystall Street forms a link on a route between Doughty Street and Hatton Garden. Laystall Street is one way both north and south of Rosebery Avenue; Christopher Hatton school is sited in the northern part and might benefit from two-way cycle access, the southern part has flying motorcycle Mon-Fri 8.30-4.30 and could be converted to a full-time pedestrian and cycle street”.

We are pleased that this consultation provides two-way cycle access in the southern half of Laystall Street but disappointed that this has not been considered for the northern half. Please would you consider the implementation of two-way cycling in Laystall Street north of Rosebery Avenue.

**Extra motor traffic diverted onto route of CS6:** it has been suggested e.g. by Andrew Gilligan that these new road closures could result in extra motor traffic on Warner Street. Only the Eyre Street Hill closure could have this effect and the numbers seem likely to be very small. We therefore suggest that Camden Council should monitor these effects, considering remedial measures if necessary.

**With Frederick Street, we also need a safer cycle crossing across Kings Cross Road from Great Percy Street.**

**The consultation refers to Camden’s long term vision to improve the area between Kings Cross and Farringdon including improved streets for walking and cycling.** Considering the changes to Gray’s Inn Road made as Phase 1, we urge Camden to follow up in Phase 3 with high-quality cycle infrastructure (e.g. stepped tracks) the full length of Gray’s Inn Road from Chancery Lane to Harrison Street. This would form a useful north-south GRID route within about 400m of the Judd Street route.

Please would you acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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