



## 'Camden Cyclist' Newsletter: Aug/Sep 2002

News for cyclists from the Camden Cycling Campaign (LCC), London.

**Newsletter editor: Meade McCloughan**

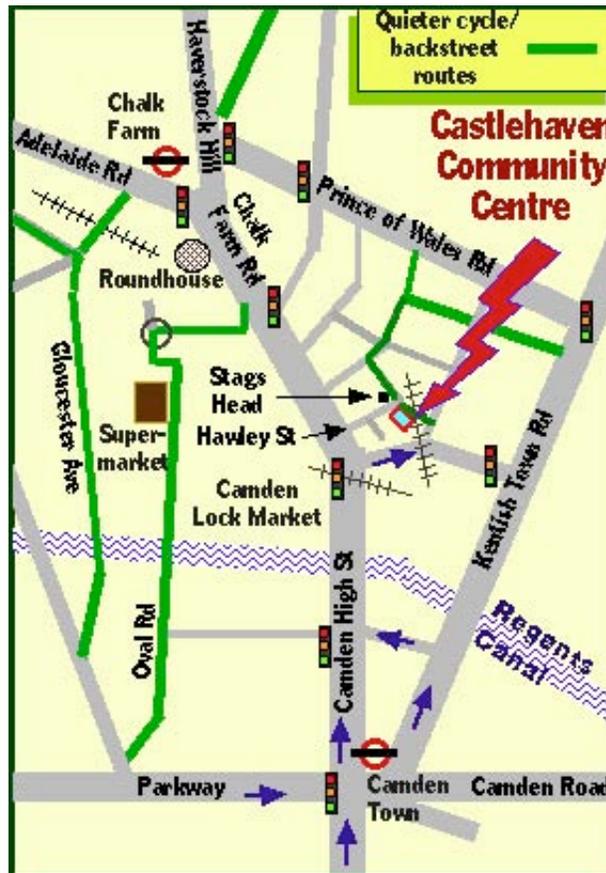
June saw a very busy month for CCC, starting off with a very stimulating members meeting with Chief Inspector Ian Brooks, who presented brand-new research on cyclist casualties (a full report to appear in the next newsletter).

A successful Bike Week followed, with the Cyclists' Breakfast and Bike Fest proving very popular again.



So what's next? We meet again on Monday 12th August and Monday 9th September, 7:30 pm at the Castlehaven Community Centre, Hawley Street, NW1 (with secure

indoor cycle parking):



On the agenda? See below for some of the current issues. We will also be planning our involvement in Car

Free Day, Sunday 22nd September, for which Camden Council will be making a large area of Bloomsbury 'car free' (including Gordon Square, Malet Street, Bedford Way and the eastern stretch of Great Russell Street, i.e., around the British Museum/University of London).

### **Royal College Street Extension**

CCC has been sent a draft diagram showing the council's design for the Royal College Street to Agar Grove segregated cycle route. The plan is for a two way kerb segregated cycle track running up the eastern side of Pancras Way between the Agar Grove and Georgiana Street junctions. A toucan crossing (this is a push button crossing for pedestrians and cyclists) would replace the existing zebra crossing in Pancras Way on the canal bridge; this would allow cyclists to travel between Georgiana St and the track. Georgiana Street itself has little motor traffic, so it is not proposed to have a cycle track along this section.

### **North/South cycle route review**

CCC committee members recently met with the council and its consultants to walk the Camden section of the proposed cycle route running south from Bloomsbury to Waterloo Bridge. From the Seven Stations Link in Gordon Square, the route could go through University land to the NW corner of Russell Square. If the university does not agree to its land being used, then an alternative route is via Malet Street with a widened cycle track along Montague Place; this latter routing is less direct for cyclists from the north east Somers Town direction, but is good for people using the SSL from the west. The route can then either go south via Great Russell Street and Museum Street, Bury Place, or Bloomsbury Square and Southampton Place. Bury Place looks the best option, and using this route would allow a track to be taken east along High Holborn north side to the Newton Street junction, which would require new signals to get cycles into Newton Street, which is still in Camden. This gives convenient connection to the Westminster routes via Queen Street and Macklin Street. The council intends to implement the northern half of this link (down as far as Montague Street) by Spring 2003.

### **Seven Station Link**

Changes to the already implemented section: following a site visit with us in March, the council has agreed to most of the changes we proposed for the Seven Stations Link along the Gordon Square to Charlotte Street section, which should iron out the difficulties cyclists have been experiencing. However we do not yet know when these changes will be completed, although some of the work may start shortly.

Tottenham Court Road/Torrington Place: CCC met the council a few weeks ago to review the right turn from Tottenham Court Road into Torrington Place. As the current design acts as a highly dangerous pinch point for cyclists, it has been agreed that the pavement just before the cycle track right turn will be cut back by around one metre; whilst surveying the junction we spotted several cyclists hopping onto the pavement in order to bypass the facility. CCC remains concerned about how the original design could have been arrived at by a presumably intelligent human being; we have also made the point that a similar design would never have been implemented for motor vehicles as it would have been an obvious non-starter.

Eastern continuation of the SSL: the latest thinking from the council is that Sidmouth Street is preferable to routing the SSL via Guilford Street. CCC sees several advantages to this routing as it is more obviously on cyclists' 'desire' line (i.e. follows the route they would naturally take) and will require substantially less heavy duty engineering.