

## **Cycling two way on one way roads: prioritisation of requests by Camden Cycling Campaign, February 2013**

We discussed prioritisation of requests at our members meeting on 22nd January. It was agreed that we would use the following criteria.

1. Consider the measures needed on the following routes:
  - a. Regents Canal alternative routes
  - b. a route parallel and near to Euston Road on south side
  - c. a route parallel and near to Euston Road on north side
  - d. improvement of LCN+ link 50 (New Oxford Street via Theobalds Road to Roseberry Avenue)
  - e. new north-south routes in the south of the borough
  - f. outstanding work on the 'Local route' (West Hampstead via Primrose Hill to Goodsway)
2. Reconsider the important ones rejected in West Hampstead and Fitzrovia
3. Consider others affecting members' commuter routes.
4. Our current set of requests for Kentish Town, Gospel Oak and Cobden junction still have high priority and if dropped, should be reinstated.

The measures for the routes in (1) above include some quite challenging problems. That is, they may require work involving signals and segregated contraflow tracks. However, some of those in 2 and 3 can be solved with lightweight schemes.

We have ordered the routes in (1) according to the following arguments:

- a. Regents Canal alternative routes: We understand that new funding from TfL is available to boroughs to use on what we used to call greenway schemes. This is a also good opportunity to improve eastbound cycle movements across Camden Town.
- b. Parallel and near to Euston Road on south side. Euston Road is unpleasant for cycling and certainly not suitable for attracting new cyclists. Unfortunately, some routes, for example from the Town Hall Extension to UCLH can only avoid Euston Road by diverting south onto the Tavistock Place route.
- c. Parallel to Euston Road on north side. There is no complete east-west route in Camden north of Euston Road. The 'Local route' (f) is neither complete nor signed.
- d. Improvement of LCN+ link 50. This is an important east-west cycle route and deserves an implementation commensurate with the number of cyclists using it. The main immediate challenge is the contraflow bus lane in Bloomsbury Way.
- e. New north-south routes in the south of the borough. This work started with the recent signage of a route from Judd Street to Holborn and of the cut through beside the college in Princeton Street. We suggest some inexpensive ways to enhance these routes.
- f. Camden Council Local Cycle Link: East to West. CRISP study by Carlos da Rocha CCS. April 2008.

However if new funding opportunities arise (or ones we are not aware of), we would very much welcome any of these measures irrespective of the above prioritisation.



### 1a. Regents Canal alternative routes

Two alignments are needed:

*A direct route (shown in blue on the map) between the Islington border at Copenhagen Street and the Westminster border at the junction of Outer Circle and the Regents Park Broadwalk. The Islington tunnel bypass links with Copenhagen Street and the Westminster alternative route is on the Outer Circle. This route requires two-way cycling in the following one-way streets:*

- Delancey Street, Pratt Street west of Bayham Street and St Marks Square

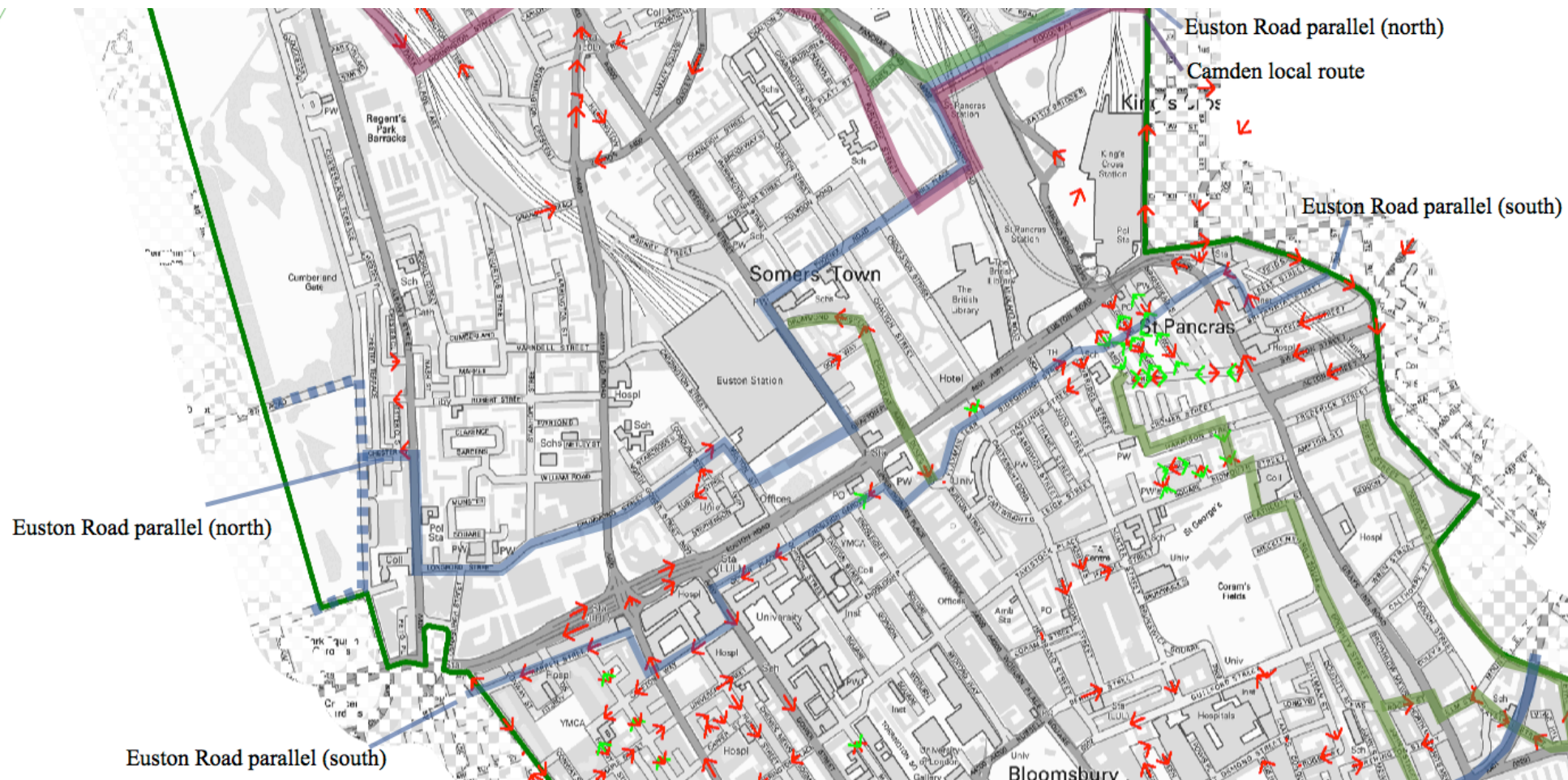
*and signal modifications at three junctions: Delancey/Camden High Street, Parkway/Delancey/Park Village East/Albany Street (also required to complete 1f) and St Marks Square/Prince Albert Road.*

*A Camden Lock bypass (orange on the map) running between Oval Road and Royal College Street with a spur to Camley Street.*

*Requires two-way cycling in the following one-way streets:*

- Hawley Crescent, a short section of Camden Street between Camden Gardens and Bonny Street, and Royal College Street between Camden Road and Georgiana Street.

This route would be enhanced by ramp access at Oval Road, Kentish Town Road and Camley Street to benefit people pushing buggies and in wheelchairs as well as those who can't manage their bikes on steep steps. Ramps would also encourage people to avoid the towpath past Camden lock. They are not as high priority as the on-road measures below, but we would welcome their implementation, particularly through Section 106 funding.



**1 b and c. Routes parallel and near to Euston Road on north and south sides (blue on above map)**

**1b. South side route from Warren Street to Britannia Street:**

This route requires two-way cycling in the following one-way streets : Warren Street (which is about to receive this quality), TCR, Grafton Way, Gower Place and Bidborough Street (east). TCR and Grafton Way should be incorporated in the West End Project. Gower Place should be able to have lightweight treatment and is urgent as an extension to the scheme in Endsleigh Gardens.

The south-side route also requires shared space access through the garden of Town Hall extension. Its rebuilding is an opportunity to achieve this. We made a point of this in our response to the consultation on the Town Hall Extension in August 2012. It would be very helpful if Public Realm and Planning would keep this issue alive.

The final missing link is through Woburn Walk, the only one available north of Tavistock Place. We consider that it's not suitable for shared use and that cycling through would degrade the pleasant café atmosphere. Therefore we propose a signed link with accessible entry/exit at both ends, but that requires cyclists to dismount.

**1c North side route from Goodsway/York Way on Islington border and Chester Road/Broadwalk on Westminster border:**

The most challenging aspect of this route is to overcome the barrier due to Euston station. We have mentioned this issue in our response to several consultations including the recent Euston Area Plan (Dec 2012).

The route also requires two-way cycling in the following one-way streets: Chester Gate and Drummond Street. We recognise that Chester Gate is difficult because it is managed by CEPC, but it appears to be the only way through from Albany Street to the Outer Circle.

At the eastern end of the route: a cyclists exception to the banned right turn from Goodsway into York Way, is needed to enable the route to continue via Wharfdale Road.





#### 1d. improvement of LCN+ link 50 (New Oxford Street via Theobalds Road to Rosebery Avenue)

This route requires contraflow cycling in Bloomsbury Way in the bus lane – preferably widened to allow passing. Currently westbound cyclists are expected to use the very dangerous gyratory via Proctor Street and High Holborn.

We noted in our presentation for the West End Project (Jan 2013) that we would like to see Dutch-style cycle facilities in New Oxford Street. Theobalds Road has very high numbers of cyclists who deserve the highest quality provision.

### 1e. New north-south routes in the south of Camden

These routes connect Camden (from the Town Hall) to the City or Southwark. They join on Hatton Garden, a two-way commercial street with effective traffic calming, then through Holborn Circus, offering a simple connection to St Paul's via Holborn viaduct or Blackfriars Bridge via Shoe Lane.

#### *Route 1: Doughty Street -> Laystall Street -> Hatton Garden*

A newly signed link from Sidmouth Street to Heathcote Street beside Westminster Kingsway College gives access to a route on Doughty Street and John Street avoiding Gray's Inn Road.

This route requires two-way cycling in the following one-way streets:

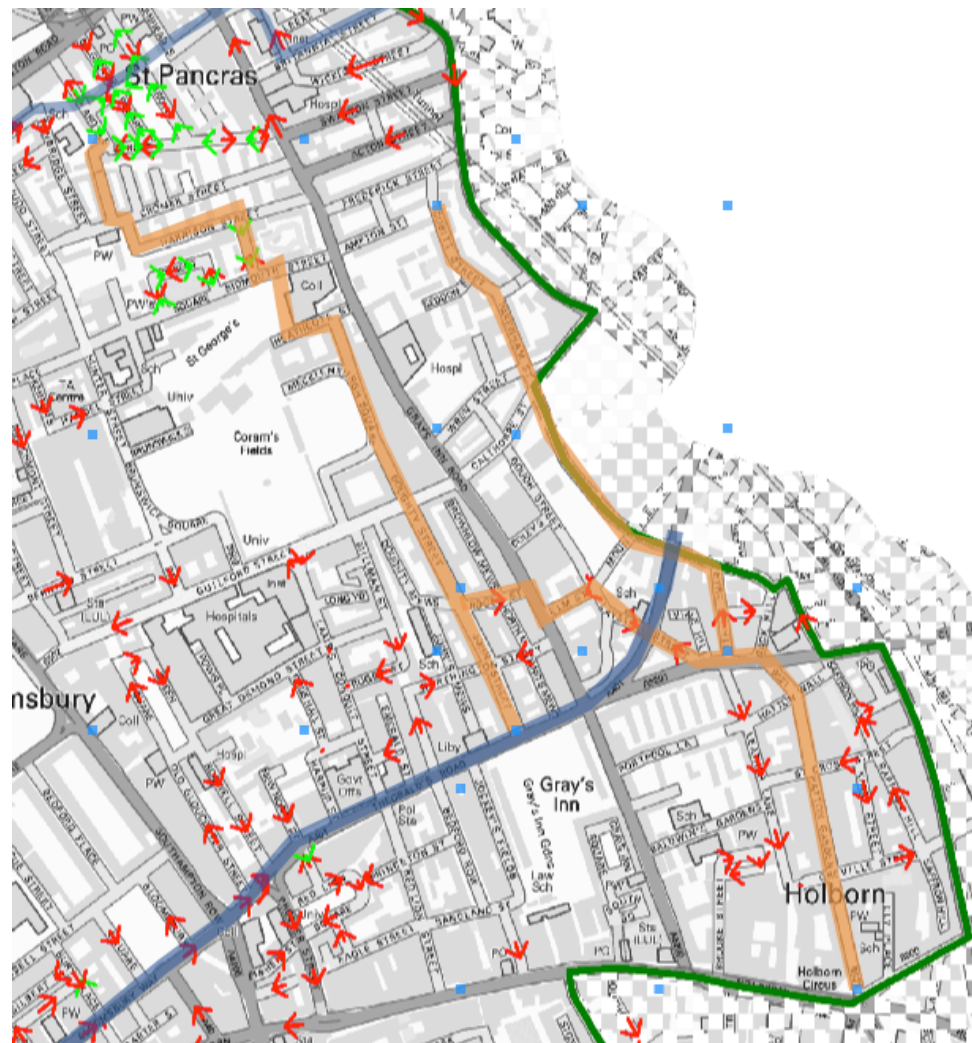
- Laystall Street (both north and south of Rosebery Avenue); a primary school is sited in the northern part and might benefit from two-way cycle access, the southern part has flying motorcycle Mon-Fri 8.30-4.30 and could be converted to a full-time pedestrian and cycle street.
- Roger Street. We proposed this in 2008, arguing that it connects Euston via Coram Fields with Farringdon and beyond, avoiding Gray's Inn Road and the junctions of Clerkenwell with Gray's Inn and with Farringdon. (see the map at <http://www.gmap-pedometer.com/?r=2388441>) We ask for Roger Street to be revisited.

We also request 'cycle exception' to the banned right turn into John Street from Clerkenwell Road.

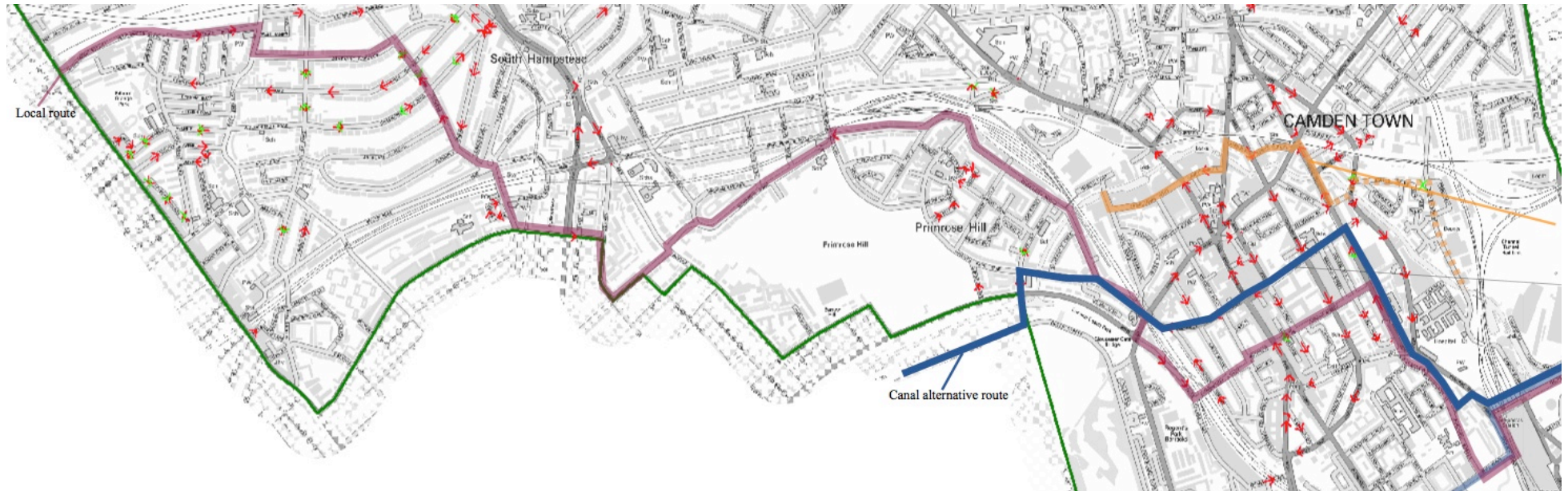
#### *Route 2: Ampton Street -> Phoenix Place -> Hatton Garden*

This route works well, apart from Back Hill which is steep and cobbled. We suggest two-way cycling in Eyre Street Hill (one way NB with a very narrow section at Clerkenwell Road – the narrow part has no entrances, so motors could be excluded. Re-surfacing Back Hill would be an alternative.

### Both routes (shown in orange) end in Hatton Garden







**1f. Outstanding work on the 'Local route' (West Hampstead via Primrose Hill to Goodway) shown in purple in the above map**

The eastern end of the route is omitted: it follows Goodway in common with the Euston Road north side parallel route.

This route requires two-way cycling in Sheriff Road and Park Village East.

It requires surface improvements in Miller Street.

It requires a modification to the Parkway/Delancey/Park Village East/Albany Street junction (also required to complete 1a) and to the crossing over Camden High Street at Miller Street/Plender Street.

## **2. Reconsider the important measures rejected/omitted in West Hampstead and Fitzrovia**

### *West Hampstead*

The eastern end of Canfield Gardens up to Broadhurst Gardens is an essential link. It needs junction treatment and removal of parking. Broadhurst Gardens west of Priory Road is also very important and used extensively by cyclists. It would require junction treatment.

### *Fitzrovia*

Windmill Street could allow two way cycling between Charlotte Street and Whitfield Street by means of lightweight treatment.

Tottenham Street: the planned modifications to Whitfield Gardens should cater for a westbound cycle link into Tottenham Street.

Cleveland Street: two-way cycling would provide a useful new N-S link on the border with Westminster..

## **3. Other one way streets affecting members' commuter routes**

The following have been proposed:

- Albert Street: one way southbound between Delancey Street and Parkway. Lightweight treatment together with modification of the island at Delancey Street.
- Dartmouth Park Road at the junction with Grove Terrace: a No Entry sign is placed at both ends of a very short stretch of road. These need cycle exceptions. That's all.
- Drummond Crescent. A recent scheme for two-way cycling in Dukes Road (Feb 2013) provides a new link across Euston Road. A link to Eversholt Street could be completed by implementing a lightweight scheme in Drummond Crescent.
- High Holborn between Newton Street and Proctor Street. Cyclists traveling east - west should have the freedom to choose between Theobalds Rd and High Holborn. Both of these thoroughfares are essential, popular and serve different origins and destinations. Cyclists heading east are currently forced into Theobalds Road by the gyratory system. Contraflow cycling between Newton Street and Proctor Street would allow eastbound movement into High Holborn.

*Jean Dollimore, February 2013*