

# CCC Policy on Segregated Tracks

## **Our policy on the current role and future of segregated cycle tracks in Camden**

Camden has a number of segregated cycle tracks (cyclists physically separated from motor traffic and from pedestrians). The most significant of these are the North-South route following St Pancras Way, Royal College Street and Goldington Street and the East-West route along Howland/Maple Streets, Torrington Place, Gordon Square and Tavistock Place.

During consultations on the future of Tottenham Court Road, Camden Council asked CCC to review their position on these tracks. CCC formed a working party to discuss the current implementation and the future role of such facilities before putting ideas to the general membership.

The working group came up with the following position, which was adopted at a subsequent meeting of CCC (August 2012):

1. We support the existing segregated cycle tracks and believe they have positive value in spite of some technical problems (mostly associated with junctions).
2. We support investment in more segregated tracks, especially on heavily trafficked/fast roads, and believe that funding is better spent on new schemes than on modifying existing ones.
3. We are not willing to compromise by removing some of the current segregation in return for other benefits such as increased permeability.
4. Segregated tracks should be wide enough to allow cyclists to pass one another and to allow sufficient space for all waiting cyclists to pass through a traffic signal in a single phase. This may require re-phasing of signal lights at peak times.
5. In order to achieve adequate capacity and improved safety for cyclists and other road users segregated tracks should not generally be two-way. Roads should have a segregated track on each side to allow cycling in the direction of traffic flow.
6. Notwithstanding point 5 above, single two-way tracks are better than no tracks on roads that need segregation.

As a consequence, in response to specific issues that have recently been raised, we believe that:

1. The existing one way segregated tracks in Howland and Maple/University Streets should remain unless one or both of these streets are closed to through traffic (as recommended in CRISP Link 30).
2. We should continue to push for the original vision of separate east- and west-bound tracks on Tavistock Place.
3. The proposed replacement for southbound cyclists on Royal College Street (a track or lane on the east side of the street) would have to be excellent (as good as the current track) before we would support replacing the current two-way track on the west side.