

# CCC's 'Interim Transport Plan' Proposals: June 1999

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## **Sustainable Transport Targets**

Camden will not achieve its Air Quality Targets without a series of bold measures to deliver a big motor traffic reduction and sustainable transport increase across the borough.

*We recommend the following targets for 2005:*

- 25 road closures (to private motor traffic)
- reduction in both on-street and off-street motor vehicle parking spaces of 5%
- road space reallocation of 5 % of borough's total carriageway area from private motor vehicles (parked or moving) to pedestrians (2%), cyclists (2%) and buses (1%).
- Returning 20 one way streets to two way working - some should be assessed in conjunction with new road closures nearby.

## **Cycle Facility Methodology**

The Campaign believes that the days of getting away with the provision of nominal facilities for cyclists and then calling it an implemented cycle route are over, and suggests that Camden Council continues to champion best practice, as it is doing for the Seven Stations Link.

We therefore propose that the council focusses on implementing the cycle routes listed below to a high standard, and abandons any attempt to complete the entire Camden cycle network.

In order to assist delivery of the cycle route programme below, we suggest that Camden pilot the UK's first shadow toll cycle route scheme to be built by 2003, using the legislation enacted under the Private Finance Initiative. The consultants who are responsible for the design and implementation of the route would receive a fixed payment upon completion of the route, plus an annual fee based on the number of cyclists who use the scheme.

## **London Cycle Network : Strategic Priorities**

*April 2000 - March 2001*

Completion of the north/south Tufnell Park/Somers Town route to include:

- Tufnell Park to Royal College Street link
- links from the physical segregated route in Royal College Street to Agar Grove & Kentish Town Rd
- upgrade of the route from Agar Grove to Cliff Villas
- physical segregation along Ossulston Street

Detailed design of the Seven Stations Link completed.

*2001/2002*

Implementation of the Seven Stations Link. East/west route through Camden Town linking Gloucester Gate & Agar Grove.

*2002/2003*

- North/south route from West Hampstead to Oxford Circus, via Swiss Cottage & Albany Street or Outer Circle.
- Extension of the Somers Town/Holborn route including an upgrade of the existing Marchmont Street & Mabledon Place sections.

*2003/2004*

- West Hampstead to Marble Arch route, via Abbey Road & Marylebone Station.
- East/west route from West Hampstead to Tufnell Park.

*2004/2005*

- East/west route from Covent Garden to Fleet Street.
- Golders Green to Camden Town Route.

## **Road Closures**

Roads which we propose are suitable for consideration for closure to private motor vehicles include:

Sections of the proposed route for the Seven Stations Cycle Link

Westbere Road (allowing bus and cycle access only)

West End Lane - the shopping area (allowing bus and cycle access only)

Bartholomew Road, at its junction with Leighton Road

Tottenham Court Road (buses and cycle exempt and can use in both directions). The section from University Street northwards would remain open to private motor traffic, and Gower Street becomes two-way.

A number of roads in the Compayne Gardens - Fairhazel Gardens area

- Plender Street or Pratt Street
- Bidborough Street
- Hastings Street
- Lee Street
- Lambs Conduit Street
- Brecknock Road
- Queens Crescent - west side of Malden Road junction
- Savernake Road