

Camden Cycling Campaign, 9 Dartmouth Park Avenue, NW5 1JL
24 January 2015

Consultation Quietway 2 – consultation on proposals for Guilford Street and Calthorpe Street To Daniel Tait and Simi Shah

We are writing on behalf of Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have over 600 members and represent the interests of cyclists living or working in the borough of Camden. We have consulted our members by email and on CycleScape on this issue and this response reflects the views of the membership.

General Points

Motor flows

Officers advised us that QWs are intended to be routed through quiet back streets where only minimum interventions and signage are necessary. But neither Guilford Street nor Calthorpe Street can be described as a "quiet back street". The motor flows are well above the LCC criteria for sharing the road with motors (< 2000 pcus per day and <20 mph).

We understand that major filtering on this alignment is outside Camden's plans at the moment. Our position is that filtering is required Guildford and Calthorpe Streets to make this a safe cycle route - as Grid Routes are intended to be.

If this cannot be contemplated by Camden in the short term, we ask Camden to be creative in devising a way to reduce traffic flow. For example, the signalling system currently optimises motor vehicle journey times through a rat-run. This could be re-programmed to limit the green time to the minimum legal limit. After initial problems with congestion, the queues should decrease.

Route alignment

This route is on the Grid and is part of an alignment that continues along Montague Place, the north side of Bedford Square and over Tottenham Court Road to the Westminster border. It does not make sense to stop it prematurely at Russell Square. This route was defined in the CRISP Report for LCN link 30 (as a relief route for Route 0). The roads west of Russell Square are very suitable for QWs and the route should be marked in its entirety.

It has always been a criterion that routes should be coherent, therefore, the splitting of this route west of Lansdowne Terrace is not acceptable. In past discussions with Camden we argued that the north side of Russell Square was preferable for a two-way route. This implies that two-way cycling should be implemented in Bernard Street.

At the meeting on 23rd October, you agreed that the route alignments should be on Lansdowne Terrace rather than Grenville Street. Please would you make sure this happens.

Eastern end of the Tavistock Place Route

At our meeting on 23rd October CCC stressed that the one major benefit that could come from this scheme would be to provide separated cycle infrastructure on Calthorpe Street between Grays Inn Road and Phoenix Place so as to complete the Tavistock Place route to the borough boundary. This refers to the length of Calthorpe Street between Phoenix Place and Farringdon Road and would provide the best continuation of the Tavistock Place route via Sidmouth, Ampton, Cubitt and Pakenham Streets. We now know that the West End Project will double the capacity in Tavistock Place. It's essential that an opportunity should be taken to provide protected lanes for cyclists at this end of the route. It should be perfectly possible to implement a stepped track in this stretch so as to complete the Tavistock Place route to the borough boundary. If you look at the stepped tracks in Old Shoreham Road Brighton you will see that it does cope with cross overs.

We look forward to the separate consultation on the junction of Calthorpe Street and Phoenix Place but ask you to make sure that plenty of space is allocated for cycle lanes on Calthorpe Street.

Please involve us in discussions with TfL on the junction at Farringdon Road.

Detailed Points

Brunswick Square improvements

We urge Camden to push on with the improvements to Brunswick Square which is also on the north-south route.

Zebra Crossing West of Grenville Street

As shown in the drawing the pavement is built-out on both sides forming a potential "pinch point" forcing people on bikes into the path of motors. We propose removal of the build-out on the westbound side of the road.

Junction with Lamb's Conduit Street

We approve of the new design which raises the entire junction to footway level as well as narrowing the carriageway and removing the railings.

George Coulouris, Jean Dollimore, John Chamberlain, Angela Hobsbaum
Committee, Camden Cycling Campaign