

## **Delancey-Pratt Street East-West Cycle Route**

This response to the consultation on the proposed Walking & Cycling Improvements on Pratt and Delancey Streets is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have approximately 600 members and represent the interests of cyclists living or working in the borough of Camden. We consulted our members by email on this issue and this response reflects the views of the membership. There was a high level of support for the scheme.

We are very pleased to see this high quality East-West cycle route and fully support Camden's plans. We are especially pleased to see full segregation using stepped tracks over the busier parts of the route and are happy with the lighter/no segregation planned for Pratt Street east of Bayham Street. We are also pleased to see the introduction of two-way cycling on Albert Street and Mornington Terrace and the right turn ban on Pratt Street at Camden High Street. We support all these measures.

We have a few general comments and some specifics as follows:

### **General Comments**

We are concerned on this and other routes that, especially when visibility is poor, cyclists trying to join the stepped tracks other than at the ends (for example from side roads, property entrances or because they find themselves in the main carriageway for some reason) may not notice the step, causing them to crash. For this reason we believe that all the kerbs between the cycle track and the main carriageway should be chamfered at 45 degrees (as is apparently planned for the East-West Cycle Superhighway).

We remain very concerned as to how Camden will handle the junctions at Parkway and on through to Regents Park. If these do not fully protect cyclists then the whole scheme will be compromised.

### **Side-Roads**

The treatment of the junctions at Albert Street and Arlington Road is critical to avoid collisions between emerging and entering traffic and cyclists. The visualisations shown on the consultation website are excellent, showing a clear demarcation between footway, cycle track and traffic, with traffic entering and leaving Delancey Street having to negotiate a shared space. This is much better than what is shown on the plans and we believe it is critical to treat the junctions in this manner, which is similar to how side roads in residential areas are treated in the Netherlands, for example.

### **Mornington Terrace**

We welcome the implied introduction of two-way cycling on this street. We have a slight concern that as it is quite long and in parts not very wide, it may be difficult at times for southbound cyclists to negotiate their way past oncoming motor traffic. To help this, we suggest some dedicated passing spaces could be introduced; these might be used for on-street cycle parking depending on road widths. We suggest a short length of hard segregation at the southern end, both to protect cyclists and to emphasise to drivers that they are entering a two-way section.

The most likely desire line for cyclists entering Mornington Terrace will be from the north and west. The current plans show parking on Delancey Street opposite the entrance to Mornington Terrace. This would prevent cyclists entering from or exiting into the east-bound cycle track and so there will need to be a gap, preferably with hard segregation to prevent it being blocked.

### **Loading Bay on Delancey Street at Camden High Street**

While understanding the compromises that may have to be made, we continue to feel that this detracts from the quality of the track and urge Camden to continue to review other ways to service the commercial premises.

### **Bus Stop on Pratt Street at Camden High Street**

We believe that this may cause serious conflict between pedestrians and cyclists and urge Camden to continue discussions with TfL to remove this.

### **Bayham Street**

We like the design here and believe that the innovative 'Tiger' crossing will be safe for eastbound cyclists.

Please would you acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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