

14th January 2016

Pedestrian Crossing, Bus Reliability and Pavement Improvements on Gray's Inn Road

To Peter Ashley, Simi Shah

This response to the consultation on the proposed Improvements on Gray's Inn Road, is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in the borough of Camden. We consulted our members by email and on *CycleScope* on this issue. This response reflects the views of the membership.

Although cycle tracks are not mentioned in this consultation, it is an aspiration to have a pair of one way cycle tracks, one on each side of Grays Inn Road.

Zebra Crossing design (at 5 locations)

We agree with the removal of central islands. But the proposed design with the footway build outs will produce a potential pinch-point for cycles. For this reason, we are unable to agree with the design of any of the zebra crossings.

In addition, the implementation of a one way cycle track on each side of Grays Inn Road would be made impossible by the proposed zebra crossings.

We have consulted LCDS Chapter 5, page 14, indicative layout 5/04 reproduced here:



This requires a straight road on the approach to the zebra crossing. The arrangement with a pair of cycle lanes and a pair of motor lanes looks suitable for Grays Inn Road.

Footway widening between Ampton Street and Calthorpe Street

From the measurements supplied, the current carriageway width varies from about 12m at Ampton Street to about 12.8m on the approach to Calthorpe Street.

With motor lanes at 3.2m, a 10.4m wide carriageway width would be needed to implement a pair of 2m wide cycle tracks.

We would support footway widening, provided that room is left for a pair of 2m wide cycle tracks. Otherwise we reject this proposal.

Double yellow lines + 'no loading at any time restrictions'.

For bus performance and cycling comfort, all loading and parking needs to be cleared from end to end. Only then will bicycles and buses be able to travel in a straight line.

We therefore support all of the proposed stretches of double yellow lines + 'no loading at any time restrictions'.

Existing parking and single yellow lines

We suggest that all of the stretches of single yellow lines and all of the 'existing parking facilities' should be converted to 'double yellow with no loading at any time restrictions'. If necessary, parking and loading bays should be provided on the footway.

Carriageway Cycle Parking in side Streets

We strongly support these proposals.

Relocated bus stops

We support these proposals.

Please would you acknowledge receipt of this response.

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