

25th February 2018

To: Anthony Christofi, Simi Shah

Holborn Junctions Road Safety and Public Realm Proposals

This response to the consultation on the Holborn Junctions Road Safety and Public Realm Proposals is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and on CycleScape.

Introduction

The consultation refers to Camden's long-term aim to remove the Holborn gyratory so as to improve conditions for cycling. As you know, our main 'ask' for this area is a high-quality cycle route on Bloomsbury Way, Theobalds Road, Clerkenwell Road and Old Street originally named 'Clerkenwell Boulevard' but more recently renamed as 'London Boulevard'.

Safety at the Vernon Place junctions is a very important first step but we urge Camden to work with TfL to unlock the gyratory and hence enable the next stage in developing the eastern end of this route.

Our response to the specific measures

Vernon Place junctions at Bloomsbury Square and at Southampton Row

As the consultation document acknowledges, from 2013-2016, two cyclists have been killed in Vernon Place by left-turning motor vehicles, one in 2013 at the Southampton Row junction and the other in 2015 at the Bloomsbury Square junction. Two other cyclists were killed in 2008 and 2009 at the Southampton Row junction. It is sad that we have had to wait so long for these safety measures but they are very welcome and appear to be very thorough.

In particular, we fully support the following measures:

- Ban the left turn from Vernon Place into Southampton Row to all vehicles except cyclists.
- Extend the bus lane on Bloomsbury Way-Vernon Place to the traffic signals with Southampton Row.
- Close Bloomsbury Square to motor vehicles at both junctions with Bloomsbury Way-Vernon Place.
- Provide two-way access by motor vehicles to both sides of the square from the north side.

The consultation does not mention the hours of operation of the extended bus lane. These should be 24/7. We also object to its use by taxis since they form a significant proportion of the traffic and it would be more pleasant and safer to cycle without sharing with taxis.

Southampton Row / Kingsway/ High Holborn junction

We acknowledge that until the second entrance to the station is built in Proctor Street there will be strong peak time demands from pedestrians using the only entrance to Holborn Tube Station.

We therefore support the following measures:

- Install a diagonal pedestrian crossing.
- Widen the footways using space gained by removing one lane of motor traffic on the eastern approach to the junction - but see our caveat below.

We understand that during the construction of the second station entrance, the southern end of Proctor Street will be closed. This implies that the gyratory will no longer function as it does now and the New Oxford Street – High Holborn alignment will need to be redesigned. High Holborn is likely to have a single lane of motor traffic in each direction and must be designed to provide protected cycling for the many people who already use this route. In addition it's 300-400m away from the proposed GRID route on Theobalds Road. The accommodation of motor traffic and safe cycling will need a total road width of at least 10.5m. Our support for footway widening is therefore conditional on sufficient space being retained to make room for two-way motor traffic and protected cycling in the fairly near future.

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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Camden Cycling Campaign