

Response to Holborn Vision and Urban Strategy Consultation

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cc: Sam.Margolis@camden.gov.uk

This response to the consultation on the Holborn Vision and Urban Strategy Consultation is from Camden Cycling Campaign (CCC), the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in the Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

Introduction

This consultation appeared hard-on-the heels of the announcement of TfL's award to Camden of £9.5m (supplemented to £12.5m from match-funding sources) to develop a Holborn Liveable Neighbourhood (LN). Although plans for the Holborn LN are yet to be released, CCC have gleaned the main points from the award announcement [summarised on our website](#). This Vision and Urban Strategy and the LN proposal appear to be in good accord. We fully support the aims of both and we look forward to participating with other community groups in helping to develop them.

Specific comments and suggestions for improvements

Our comments and suggestions refer to the achievement of these Objectives:

World-class public realm, green space and a transport network that supports active travel;

- *Create a brand new arrival space and gateway to Holborn*
- *Transform the public realm to make the area safe and give priority to pedestrian and cyclist road users*
- *Improve connections to surrounding areas*
- *Provide a public realm that meets the needs of the diverse range of people that use Holborn*

We strongly support the removal of the motor traffic gyratory as an essential step towards the achievement of those objectives. We also support the proposal to close Procter Street to through motor traffic.

Bloomsbury Way and Theobalds Road form a major part of a heavily-used cycling route between Old Street and various points in the West End, carrying more than 8000 cycle journeys each working day. CCC and the London Cycling Campaign have long advocated the recognition of the current dangers this cycle traffic faces and the potential further demand by the conversion of Theobalds and Clerkenwell roads into a 'cycling boulevard' with segregated tracks and fully-protected junctions. We therefore strongly support the proposal to reduce motor traffic and introduce stepped cycle tracks.

Those are the most urgent major changes needed for active travel and a more pleasant public realm. There are many others that we and other community groups could propose, and some are in discussion or implementation, e.g. traffic reduction measures in Red Lion Street and Red Lion Square. We support the goals to introduce short traffic free sections of Great Russell Street and New Oxford Street, with careful provision of space for cycle traffic.

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