

Camden Cycling Campaign

27th February 2021

To:safetravel@camden.gov.uk; Sam Margolis; Karl Brierley

[Queen's Crescent Motor Traffic Free Environment Trial](#)

This response to the consultation on the above proposals by Camden Council is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. 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 online (using Cyclescape).

We strongly support this scheme because it will bring long-needed additional safety and convenience for people visiting Queen's Crescent on foot or bicycle for shopping and other purposes.

Benefits to cycling

Grafton Road is on a well-established cycling route that makes an important link in the planned Camden Cycling Network and which is due to be relabelled for the London-wide network as C6. For Grafton Road to qualify as a safe route a reduction in traffic is needed. The motor-traffic counts reported in the scheme presentation show that the northern section has ~2300-2600 vehicles per day while the southern section has closer to ~3000 vehicles per day. Both are well above the limit of 2000 vehicles per day acceptable when people on bikes share the road with motor vehicles.

The junctions of Queen's Crescent with Malden Road and with Grafton Road have seen collisions between cycles and motor vehicles. The period 2016-2019 saw 5 in all, with one fatal collision at the former junction and one serious collision at the latter junction. The removal of through traffic from Queen's Crescent should reduce the risk of such collisions occurring.

Queens Crescent pedestrianisation

We understand that some of the traders are concerned that the changes will result in a reduction in their trade but we believe the removal of through motor traffic is likely to result in an increase in footfall in the pedestrianised area, benefitting trade for the market and the shopping area.

We accept that the needs of traders to load/unload should be fully met. If the current proposals don't meet their needs we suggest that Camden should take a flexible view on modifying the number of loading bays and their hours while ensuring they are positioned to avoid the current feeling of being obstructed by a 'wall of white vans' that sometimes arises in the market area, Gilden Crescent and Allcroft Road.

Cycle parking

If the scheme is successful in bringing more shoppers to the market and shops by bike, there will be a need for convenient cycle parking. We suggest the addition of at least 12 Sheffield or M stands in the pedestrianised area and in the adjacent streets.

The Grafton Road filter

The filtering of Grafton Road to motor traffic will no doubt raise howls of protest from local car-owning residents and others from further afield. The safe and healthy environment that the filter will bring for local residents and people visiting on foot or bike, including children attending Carlton School and other local schools, trumps the inconvenience of a slightly longer journey for

people travelling by car. We regret that the filter is to be implemented using ANPR at the junction because that will not result in the type of zero motor-traffic environment that encourages parents to allow children to use the road unaccompanied. But we accept that Grafton Road may be an important route for emergency vehicles.

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

George Coulouris, Jean Dollimore and John Chamberlain

john@camdencyclists.org.uk

Camden Cycling Campaign, 11 Grove Terrace, London NW5 1PH

Notes - not for inclusion in the final text

I urge everyone to support this wholeheartedly. It is not just (or even mainly!) about cycling in Queens Crescent, but about making the street a more pleasant place to visit: as a cyclist, pedestrian, or with young children (or basically for anyone not in a car) by restricting motor traffic as far as possible. I speak as a parent of two very young children who lives very nearby.

(Christopher Edwards)

Hallo all,

I think it's worth pointing out in one's responses to this consultation that improving the walking environment will very likely increase the 'footfall', which that market certainly needs. The number of visitors and stalls there is pitiful at present.

Best wishes

James Brander

On Mon, 1 Feb 2021, 10:42 seymour susan, <sseymour137@gmail.com> wrote:

There is an exemption for loading and the point of the consultation and trial is surely to see if this is adequate or not:

An exemption for loading, for businesses, within the motor traffic-free environment between the hours of 7pm and 11am on Monday-Wednesday and Sunday. On Thursdays and Saturdays loading exemption would be between 7pm to 7am in line with the existing market operations. Vehicles loading within the motor traffic free environment will be required to obey a new one-way arrangement. An detailed overview of the proposals is available as the Queens Crescent Plan.

On Sun, 31 Jan 2021 at 19:17, Mick Farrant via groups.io <mirog=blueyonder.co.uk@groups.io> wrote:

Shop keepers and traders on the Crescent – a major source of cheap food and other essential goods for our neighbourhood – are up in arms about this. As it will stop, they say, their deliveries. It is important that the views of those most affected by Council's proposals are consulted and listened to not just the views of transit cyclists. The Crescent is not much used as a route by cyclists, except by those like me actually shopping in the Cres. Before I am trolled, last week saw my 44th anniversary of cycling in Gospel Oak and Camden. At almost 80, I still cycle and depend heavily on my electric bike – cycled last week to get my job – although now mostly chielded as part of a very vulnerable household. Needs of traders and local residents need also to be taken into account not as normal, ignored by the Council.

Mick Farrant