

Camden Cycling Campaign

1st September 2021

To: CGengagement@westminster.gov.uk

CC: Sam Margolis, Kevin Stears, David Harrison

Neighbourhood Traffic Management scheme in Covent Garden

This response to the consultation on the Neighbourhood Traffic Management scheme in Covent Garden 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 online (using Cyclescape).

Proposed traffic restrictions

We support the following proposals:

- *Drury Lane*: the southbound section between Parker Street and Long Acre will block rat-runs between Aldwych and High Holborn and therefore make the cycle route on Drury Lane much safer.
- *Endell Street*: the southbound section between Betterton Street and Sheldon Street blocks northbound rat runs to High Holborn from Aldwych via Drury Lane and from Kingsway via Great Queens Street and therefore makes the cycle route from Gower Street to Waterloo Bridge much safer.
- Replacing the timed closures with full time arrangements to stop rat-running through the Seven Dials area will make the area much more pleasant for cycling and walking.

Monmouth Street: We are against the removal of a timed closure at the top of Monmouth Street. The character of Monmouth Street has been completely changed for the better with the ban and we would not want it to revert to a street with motor traffic. Monmouth Street is on the walking route from Tottenham Court Road to Trafalgar Square - there are two other routes for driving into Seven Dials

Two-way cycling

Potential: The consultation suggests that there is potential for two-way cycling on Monmouth Street, Mercer Street, Earlham Street and Shorts Gardens. We ask Camden and Westminster to realise this potential as a part of this scheme; they will make valuable permeability gains.

Endell Street: Please ensure that the cycle route is clearly marked and that motorists are fully aware that they should expect contraflow cycling. Parts of Endell Street, especially immediately north of Betterton Street, are very narrow. This section of the street should be surveyed and widened and/or have parking banned to reduce conflict between southbound motors and northbound cycles. The junction between Endell Street and High Holborn is very confusing for northbound cyclists and should be reviewed, especially in regard to the traffic light phasing and visibility.

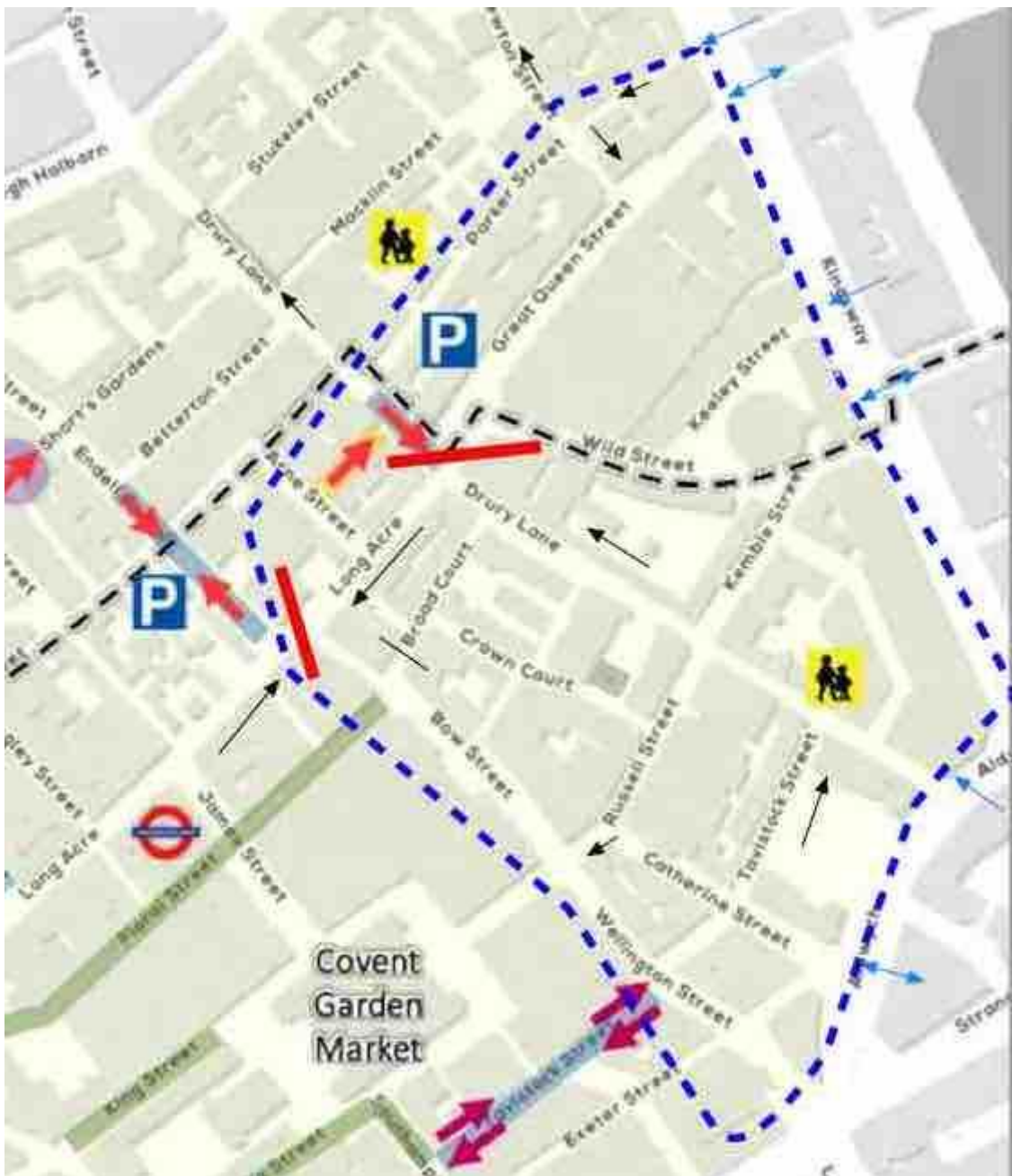
Tavistock Street: we support two-way for all traffic because it enables two way cycling.

St Martins Lane: we ask Westminster City Council to design a scheme for two-way cycling on this road. This would vastly improve cycle permeability in the area. Consider, for example, how to cycle from Trafalgar Square to the route up Endell Street: currently it is necessary to go via Garrick Street and the pedestrianised Floral Street.

Rat runs remaining

We are very disappointed to see that the following through routes have not been restricted:

1. Between Aldwych and Kingsway via Drury Lane and Great Queen Street
2. Between Kingsway and Charing Cross Road via Gt Queen St, Long Acre, Endell St, Shelton Street, Upper St Martin's Lane and Cranbourn Street
3. From the Aldwych to Charing Cross Road via Drury Lane or Bow Street and then Endell Street, Shelton Street, Upper St Martin's Lane and Cranbourn Street
4. From High Holborn to Charing Cross Road via Endell Street, Shelton Street, Upper St Martin's Lane and Cranbourn Street
5. Between Charing Cross Road and the Strand via Great Newport Street, Garrick Street and Bedford Street



Through-routes numbered 1 and 2 affect Great Queen Street which is on a popular walking and cycling route.

While those numbered 2, 3 and 4 affect Endell Street which is a part of the valuable new but excessively narrow two-way cycle link connecting Gower Street to Waterloo Bridge via Wellington Street.

To eliminate through-routes 1, 2 and 3, we suggest that the area bounded by the Aldwych, Kingsway, Parker Street and Bow Street – Wellington Street should be treated in a manner similar to the Seven Dials area with the entry and exit roads connecting only to the Aldwych and Kingsway. The boundary of this area is shown as a blue dashed line on the map above.

This separation could be achieved for example by a pair of diagonal filters: one at the junction of Bow Street and Long Acre and the other at the junction of Great Queen Street and Drury Lane (shown as red bars and permeable for cycles). With those filters in place motor traffic entering Great Queen Street from Kingsway can leave the area via Wild Street. Motor traffic entering Drury Lane from Aldwych can leave via Russell Street and Kemble Street.

We have not suggested a solution to the through-routes numbered 4 and 5 but we are concerned about their being left in place. This applies particularly to number 4 because it affects Endell Street and the very narrow Shelton Street

Please 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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