

To: safetravel@camden.gov.uk

Consultations on Cycle Permeability Schemes

This response to the consultations on eight proposals to make two-way cycling on various roads in Camden permanent is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living, working or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. The consultations refer to the following roads:

1. Grafton Way
2. Huntley Street
3. Richbell Place
4. Tottenham Street
5. Windmill Street
6. Warren Street
7. College Place
8. Bedford Avenue

We strongly support all the proposals and are pleased to see Camden continuing to improve permeability for cyclists.

Several of the proposals include changes to parking arrangements and carriageway markings and additional double yellow lines and blips. These changes will benefit pedestrians as well as cyclists and are consistent with Camden's ongoing programme to improve safety for vulnerable road users, especially at junctions, and we fully support these.

We have some specific comments on several of the proposals. Three of these relate to the potential for better connectivity to Tottenham Court Road.

Grafton Way - We note that contraflow cycling between Whitfield Street and Tottenham Court Road is not proposed due to the expense and timeframe to modify the signals. We understand this but ask that this modification should be considered for the future.

Tottenham Street - It would improve the scheme considerably if it continued to Tottenham Court Road. We suggest that the section between Whitfield Street and Tottenham Court Road could be closed to motor traffic except for deliveries and made two-way for cycles. Better still, this section could be made two-way for all traffic and closed to motor vehicles at Tottenham Court Road (thus becoming more like the section of Windmill Street between Whitfield Street and Tottenham Court Road).

Warren Street - We support making permanent the two-way cycling between Cleveland Street and Fitzroy Street. The next section was made two-way for cycling in 2013 but takes us only as far as Whitfield Street. We ask Camden to consider installing eastbound contraflow cycling between Whitfield Street and Tottenham Court Road.

We note that at the junction with Whitfield Street there is a sign directing all westbound traffic to turn left (see <https://goo.gl/maps/JLoURTDpyjVfLxhb7>). We think that this should be removed as otherwise vehicles can't enter the rest of Warren Street except via the very narrow Grafton Mews. If not, a cycle exemption plate should be added.

Bedford Avenue - We support the proposal to introduce a 'continuous' pavement across Bedford Avenue at the junction with Bloomsbury Street and the provision of a bike hangar. However we have some concerns and would like to discuss the detailed design of the continuous footway before it is built.

Finally, we would like to thank Camden for the thorough and very clear consultation documents.

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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