

# Camden Cycling Campaign

10th November 2022

To:safetravel@camden.gov.uk; Anthony Christofi

## **High Holborn, Drake Street & Procter Street Safe and Healthy Streets**

This response to the consultation on the above proposals from 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.

We are very pleased to see the proposed improvements, which we believe are a significant step in improving the safety of this notoriously dangerous area, pending a complete redesign of the whole area as specified in the Liveable Neighbourhood plan, for which the funding was approved by TfL in 2019 but then frozen. We are pleased to see the reference to the Liveable Neighbourhood plan in the current consultation and in the recent Transport Strategy Review and the acknowledgement by Camden that the current plans are an interim step and we ask Camden to continue to press for the area-wide solution.

### **Our Response to the Proposals**

We think that the proposals for the junction at High Holborn are innovative and should remove the conflict between cycles and motor vehicles, though we have some concerns, expressed below. We are also very supportive of the segregated lane on the east side of Drake and Procter Streets which, as well as providing a safe route for cycles, will start to return the west side of Red Lion Square to something much less dominated by motor vehicles.

We also support the following proposed changes:

- Reducing the number of motor lanes on Procter and Drake Streets from four to two
- Landscaping and other improvements to the west side of Red Lion Square
- Two-way cycling around Red Lion Square
- Early release and larger cycle boxes at the junction of High Holborn with Southampton Row/Kingsway
- Two stage right turn pocket at the junction of High Holborn with Kingsway (though we believe that many cyclists may use the advanced release to make the right turn directly).
- Larger cycle boxes at the junction of Theobalds Road and Drake Street
- Extending the bus and cycle lane south on Southampton Row from Catton Street
- Minor changes to the layout at Remnant Street

### **Concerns**

Our main concerns relate to the section of High Holborn between Procter Street and Kingsway/Southampton Row. This is the area where two cyclists were killed in 2013 (Alan Neve) and in 2022 (Shatha Ali). We feel that there is a danger that motor vehicles will not clear this zone before cycles are released from Procter Street and/or High Holborn. In this situation, cycles will be trying to get to the ASL at the Kingsway junction while there is

motor traffic, including HGVs, in this section, causing potential risk. This might happen, for example, if High Holborn or Kingsway are backed up due to congestion.

We are also concerned about the capacity of the protected cycle lanes on Procter Street and on High Holborn approaching the junction and whether the signal timings will allow these to clear in a single cycle. The lane on High Holborn is too short and we think that the kerb build-out ahead of it could be an obstruction. It does not appear to be needed and we suggest it be removed.

**Additional Suggestions:**

We note the lack of pedestrian and cycle crossings of Procter and Drake Streets. It is about 200m between the main junctions at Theobalds and High Holborn and we think this is too far. Additionally, given the position of the cycle lane, Fisher Street and Catton Street will be less accessible for cyclists than they are now. These roads have small businesses and Catton Street in particular could offer a local route through to Kingsway (with a small adjustment to the central refuge). These issues will become more pressing once the redevelopment of the Central St Martins site is complete. We suggest a signalised pedestrian/cycle crossing either from Eagle Street to Catton Street or to link the south side of Red Lion Square to Fisher 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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