

Camden Cycling Campaign

10th November 2023 (resubmitted 21st November)

To:safetravel@camden.gov.uk

Leather Lane Safe and Healthy Streets Consultation

This response to the consultation on the above proposal from Camden Council is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living, working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email.

Closure of Leather Lane at Clerkenwell Road

We are very pleased to see the proposal to close Leather Lane to motor traffic at the junction with Clerkenwell Road with bollards, as this will simplify the task of providing protected cycle lanes on Clerkenwell Road – part of an important east-west cycle route. And we therefore support the associated proposal to make Leather Lane two-way north of Hatton Wall to allow for turning round.

Other road closures

We support the proposals:

- To install 'drop-down' bollards (for timed closures) at the junctions of Leather Lane with St Cross Street and Hatton Wall.
- To close Baldwin's Gardens (at all times) to motor vehicles at the junction with Leather Lane.

Cycle access from Greville Street to the southern end of Leather Lane

The section of Leather Lane between Greville Street and High Holborn is protected by bollards at both ends. This provides a very useful cycle route with a safe crossing over High Holborn connecting to Fetter Lane where a dropped kerb and logos have been provided. See our comments below.

We therefore strongly support Camden's proposal to provide two-way cycling through the western end of Greville Place enabling access to the southern end of Leather Lane.

The consultation refers to "Allowing cyclists to access Leather Lane from Greville Street and the drawing states "Convert No Entry to No Entry Except Cyclists"

Contraflow cycling on Leather Lane north of Greville Street

The proposal for Greville Street will allow cycles to access the section of Leather Lane leading up to Baldwin's Gardens and St Cross Street. In addition, it would be really useful to have two-way cycling right through Leather Lane up to Clerkenwell Road.

We would like to add a request for two-way cycling right through Leather Lane to our response of 10th November, including providing a cycle exemption to the No Entry and No Right Turn signs at the junction of Leather Lane and St Cross Street and to the direction sign facing Baldwin's Gardens (unless it is removed as part of the proposals).

Other proposals

We strongly support the proposal to add double yellow lines and blips at the junctions of Leather Lane with St Cross Street, Hatton Wall and Baldwin's Gardens. These measures which provide sightlines across junctions enhance the safety of cyclists and pedestrians.

We agree that aligning the market hours with the traffic restriction times is a sensible change but have no opinion as to the hours chosen.

Correction of signs in the southern section of Leather Lane

The entry at the northern end of the southern section of Leather Lane (i.e. at Greville Street) has 'No Motor Vehicle' signs (i.e. cycling is permitted). It also has non-standard signs saying 'Pedestrians Only' and 'Cyclists and e-Scooters please dismount' (see StreetView <https://bit.ly/3Qw5KR>). Also according to StreetView the non-standard signs were not there in 2019. We ask Camden to have these non-standard signs removed.

Cycle Parking Requests

Cycle stands are needed in the following streets:

- Portpool Lane where the railings are very popular (see [StreetView](#)),
- St Cross Street has a few but there is room for more,
- Baldwin's Gardens (e.g. close to St Albans School and near to Gray's Inn Road),
- Dorrington Street (e.g. in the closed section adjacent to Leather Lane).
- Greville Street has a huge space for dockless e-scooters and cycles on the footway. ([Photo](#)). We suggest that this space be moved to the road (in place of car parking) and that ordinary cycle parking (which is much tidier) be provided on the footway.

However, the best opportunity for cycle parking is on the large space opposite Greville Street ([see photo](#)). This is part-owned by the Waterhouse building, which is to be redeveloped. We think that cycle parking could be provided here, perhaps as part of an S106 agreement.

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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