

To: [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk)

## **Response to Consultation on Somers Town Green Mobility Hubs Phase 2**

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 or working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this proposal within our committee.

### **General Comments**

We are very pleased to see the proposals for phase 2 of this innovative and pioneering scheme, which we hope will continue to be a model for similar schemes across Camden and beyond. The proposed hubs are a big step towards moving away from the dominance of motor vehicles on our streets and we think that the integration of active travel options, improved streetscape and environmental improvements is important in normalising active travel modes.

### **Motor Vehicle Parking**

The reduction in parking spaces is welcome, especially those for visitors. Along with previous plans to change the hours of the CPZ and increase the fees for parking it should reduce the number of journeys made into the area by non-residents and encourage residents to use active travel modes.

### **Car Club Bay**

We recognise that the availability of car clubs may reduce private ownership and that the vehicles are typically only used for necessary trips so we support the provision of car club bays. However, we believe that these should all be restricted to e-vehicles as was suggested for Charrington Street in Phase 1, and we suggest that, if installed, they are reviewed at an early stage to confirm demand. If usage is low, the number of bays could be reduced and they could be repurposed for active travel.

### **Cycle Parking**

We are pleased to see the proposals for cycle parking. Phase 1 proposed "a range of facilities suitable for different vehicles and age groups"; we hope that this principle can be applied to Phase 2 as well.

### **Cycle Maintenance Stands**

We welcome this idea. From our experience at Dr Bike sessions, lack of simple tools, especially easy-to-use tyre pumps, is a major obstacle to people using cycles. We are concerned about vandalism; we assume that they would be robust and well maintained. It might be better if those that include tools were adopted by a local business as is proposed for the shared e-cargo bikes.

### **Shared e-cargo bikes**

We strongly encourage Camden to implement this idea as we think it is a gamechanger for local journeys.

### **Cycle Permeability**

We are very pleased to see the proposals for two-way cycling on Doric Way and welcome the proposed entry treatment. We have further comments below.

### **Other Suggestions**

We suggest that a regular scheduled Dr Bike or workshop could be held based at one of the hubs.

## Specific Comments

### Doric Way

We have no objection to the proposed relocation of the existing disabled and loading bays from their positions close to the junction to further down Doric Way.

We welcome the following proposals:

- Two way cycling, including a new cycle lane and entry treatment (island) at the junction with Eversholt Street.  
We assume that this will be integrated with the previously approved proposal, associated with the Maria Fidelis Catholic School Healthy Schools Street project, which has two-way cycling throughout Doric Way and Drummond Crescent. As part of this we would hope to have an equivalent entry treatment at the junction of Drummond Crescent and Eversholt Street.
- A new continuous footway at the junction of Doric Way and Eversholt Street.
- Integration of the existing Santander Cycle Hire bay into the mobility hub.
- The introduction of a raised zebra crossing.
- Adding a section of double yellow line with kerb blips close to the junction with Eversholt Street, to prevent parking and loading close to the junction. This continues Camden's policy to improve safety at junctions for all users.
- Replacement of visitor and residents' parking bays with a disabled bay.
- A new e-scooter and cycle hire bay.
- New cycle parking stands; these should include space for cargo/adapted as well as conventional cycles.
- A cycle repair stand, but see comments above.
- A new car club vehicle and bay, but see comments above
- Two new bike hangars
- New Mobility Hub plinths with direction information
- New planting, greening and rain garden features.

### Chalton Street

We have no objection to the proposed relocation of the street trader area.

We welcome the following proposals:

- A new e-scooter and cycle hire bay.
- New cycle parking stands; these should include space for cargo/adapted as well as conventional cycles.
- A cycle repair stand, but see comments above.
- A new shared e-cargo bike and bay.
- A bike hangar.
- New Mobility Hub plinths
- New planting, greening, seating and rain garden features.

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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