Camden Cycling Campaign

26th September 2024

To: safetravel@camden.gov.uk

Response to Red Lion Street Consultation

This response to the consultation on the above proposal from Camden Council is from Camden Cycling Campaign, the local borough group of the 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.

The 2022 cycling improvements along Red Lion Street, between the junction with Princeton Street and Sandland Street / Eagle Street have proved very popular. Cycleway 41 is a primary north/south cycle route connecting Holborn and Euston. Recently we have seen improved cycleway connectivity via Red Lion Square to Proctor Street. CCC supports this scheme to make further improvements to make the area nicer and better for Active Travel. Specifically, we support these proposals:

- Add cycle stands throughout the area to increase cycle parking availability for visitors to the area
- Extending the existing dockless bike hire bay on Red Lion Street, north of the junction with High Holborn to increase dockless bike and e-scooter parking availability for both residents and visitors to the area
- Introduce an additional cycle hangar on Red Lion Street to the north of the junction with Princeton Street, in addition to the existing hangar to increase cycle parking availability for residents
- Extending the no-motor vehicle zone in the central section of Red Lion Street
- Widening the pavement on sections of Red Lion Street and Sandland Street
- A new continuous pavement across Red Lion Street at the junction with High Holborn to improve pedestrian priority when crossing the junction.
- A raised table (where the road is raised to the same level as the pavement) and new crossing point outside 71 Red Lion Street to provide a safer place for pedestrians to cross the road.
- Planting, new trees and benches throughout the area and places for pedestrians to stop, rest and enjoy the area.
- Removal of 65m of paid for parking would be removed and 14m of timed loading bay would be relocated from Red Lion Street to Sandland Street

Although the current proposals include many positive cycling measures, they are mainly to do with improving the streetscape and do nothing to reduce the motor traffic levels on C41. The monitoring results published in the 2021 decision report show weekday counts of motor traffic flows on the southern end of Red Lion Street and on Bedford Row of 1252 and 1396

respectively. We were pleased that Camden implemented the southbound restriction at the junction of Bedford Row and Sandland Street to prevent southbound cut-throughs; but were disappointed that many northbound cut-throughs were left in place. We now urge Camden to take the bigger step of removing all these northbound cut-throughs to calm the area and to improve the cycle route on Red Lion 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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