

To: holbornln@camden.gov.uk

Newton, Parker & Macklin Street – Holborn Liveable Neighbourhood STARter Project 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. We have discussed this proposal within our organisation by email.

General Comments

We are pleased to see the continuing progress on improving permeability for cycles and changing the streetscape away from the dominance of motor vehicles. Introduction of contraflow cycling on Parker Street is very welcome. However, we have some comments about the junctions and question the need for a stepped track on Newton Street. And we urge Camden to continue their progress on reducing motor traffic overall and especially on narrow streets like these.

Junctions

We want physical separation (islands and/or bollards/wands) for contraflow cycle facilities at major junctions wherever possible as this protects cyclists from turning vehicles and also emphasises to drivers that they should expect oncoming cycles. There are many good examples throughout Camden; we think that this should be the standard wherever there is room and particularly where drivers may cut the corner when entering or leaving.

Stepped Tracks

We recognise that some form of segregation (bollards, orcas, wands, kerbs or stepped tracks) is needed where motor traffic levels are high. But we do not support them elsewhere as we feel that quiet roads should be suitable for cycling without physical segregation. Arguably physical segregation is less important on contraflow lanes compared to with-flow lanes as mutual visibility is better and inadvertent incursion by drivers onto the cycle lane is less likely.

Specifically, stepped tracks have the following disadvantages which need to be weighed against the advantages:

- Difficulty joining and leaving at intermediate points
- Unpopularity with pedestrians
- Possible risk to cyclists and pedestrians if they do not see the kerb
- Lack of flexibility to move out to pass stationary cycles or when the track is parked on
- Need to rise and fall at cross-overs and entrances
- Sets a precedent that segregated tracks should be the norm
- Not protected from illegal parking/loading nor from deliberate incursion by drivers
- Expense

Specific Comments

Newton Street

Currently this street has a 1m advisory contraflow lane with islands at High Holborn and opposite Macklin Street. The proposal is for a 1.5m stepped track (2.3m at north end) between High Holborn and Parker Street. We note that the Bury Place contraflow (also part of C52) has a segregation kerb and 1.3m track but is a busier road.

There are a number of cross-overs and side-streets and a DHB bay is proposed just south of Macklin Street; all of these would need access to or a crossing of the track.

Traffic levels on this section of Newton Street are not specified but appear to be relatively low at all times of day. For this reason and the reasons listed above we do not support the implementation of a stepped track between High Holborn and Parker Street but would support an upgrade to a wider mandatory painted lane with reconfigured islands at the High Holborn junction and opposite Macklin Street.

We considered kerb separation as on Bury Street but this would reduce the space available for the cycle lane, probably to 1.3m, unless all parking and loading were banned. And a segregation kerb has many of the same disadvantages as a stepped track.

The entry lane from High Holborn is very narrow but protected; the lane here could be widened by making the island narrower and/or slightly reducing the width of the vehicle lane.

We note that there are no plans for the section between Parker Street and Great Queen Street even though this section seems to have more traffic and sight-lines at Great Queen Street are poor. The proposal to narrow the cycle lane at the junction will make the junction less safe and we oppose this. This junction needs an entry treatment and reinstatement of the northbound contraflow lane markings, which appear to have been removed between April 2023 and August 2024.

Parker Street East

We welcome the introduction of a cycle contraflow and recognise that there is no room for an entry treatment at Newton Street. However, we think it is essential to provide a kerb or island protection at the Kingsway junction as vehicles are observed to enter at speed and may overrun the contraflow cycle lane.

Parker Street West

We have no objections to the plans.

Response to Specific Consultation Questions

Question	CCC Response
9. Overall agreement/disagreement	We support the scheme with some concerns as expressed above.
10. Specific proposals	We support but see comments above about Newton Street
11. Proposed improvements to Macklin Street	We fully support
12. Further ideas for Macklin Street	No specific ideas

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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