

To: safetravel@camden.gov.uk

Upper Woburn Place Bus Priority 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 discussed this proposal in depth at our November members meeting. We are generally in favour of measures intended to improve bus journey times and we approve of the removal of car parking bays to achieve this as it will encourage drivers to change to more sustainable modes of travel.

We therefore support the following proposed changes on Woburn Place:

- between Russell Square and Tavistock Place a 24/7 northbound bus lane (some coach bays and other parking to move to Bedford Way)
- between Tavistock Place and Tavistock Square north increase the hours of operation to 24/7 on the southbound bus lane
- between Tavistock Square north and Endsleigh Gardens increase the hours of operation to 24/7 on the northbound bus lane
- double yellow lines and blips to prevent parking in the bus lanes

We support the following pedestrian proposals

- Coram Street /Woburn Place: narrow the crossing by widening the footway and introducing a rain garden, benches and cycle stands
- Widen by 0.5m the footway on the west side of Woburn Place between Tavistock Place and Tavistock Square north and narrow the entrance to Tavistock Square north. In particular this change leaves room for wide bus lanes enabling cycles to overtake buses at stops.

Our reservations

Although cycling in bus lanes is generally preferable to mixing with general motor traffic, it is certainly not suitable for all people who might want to travel by bike e.g. children, families and disabled. Most of these bus lanes are too narrow to overtake buses at the stops.

The distance between the north-south cycle links in Gordon Street and Mabledon Place is about 400m (the recommended maximum) but in this busy central area the future network will need a link on Woburn Place. Currently other developments have higher priority but eventually room will be needed for cycle lanes in Woburn Place and cycling is higher in the user hierarchy than bus riding.

Our Answers to the Questions from the Online Survey

18. Overall, to what extent do you agree or disagree with the changes proposed as part of the Upper Woburn Place Bus Priority scheme?

Bus priority proposals	Agree
Pedestrian proposals	Agree

20. If implemented, what do you think you might like about the changes proposed? (you can choose more than one)

Other:

Buses journey times will improve on Upper Woburn Place

Bus lanes are better for cycling than mixing with all motor traffic

The loss of car parking bays will encourage drivers to use more sustainable modes of travel

The footway widening north of Tavistock Place benefits pedestrians and leaves room in the new bus lane for cycles to pass buses at the stops.

21. If implemented, what do you think you might not like about the changes proposed? (you can choose more than one)

Other:

Although wider bus lanes e.g. north of Tavistock Place allow cycles to overtake buses at the stops, the narrower bus lanes in other locations do not.

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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