

CYCLE ROUTE - Link 28. Camden Section of Route 0
Cycle Route Questionnaire for Stakeholders

Name: Jean Dollimore

Organisation: Camden Cycling Campaign

1. *Please give your general views on the concept of a cycle route along the route shown on the enclosed plan (positive and/or negative)?*

The plan shows the current route of the Camden Section of Route 0, generally referred to as the Seven Stations Link (SSL) in Camden. It was conceived by CCC in 1998 and building of the western section started in 2000 and the remainder up to Judd Street was completed by 2007 with big delays due mainly to signal work. The path through Ampton Street was rebuilt to a high standard in 2007 and all that remains to be done is the signals at Judd Street and some signage east of Judd Street.

2. *What do you consider the main advantages and uses of the cycle route would be, in general/ for any school/business/organisation that you represent?*

This route is heavily used as it is the only east-west route south of Euston Road. It provides part of a useful route between Hyde Park and The City and on to Southwark Bridge.

It links well with Route 6 (north-south route) and Link 27 enabling cyclists from the Camden Town area and from further away as well as those from the Waterloo area to reach Bloomsbury.

3. *What do you see the main problems and disadvantages of the cycle route would be, in general/ for any school/business/organisation that you represent?*

- the existing route is already over very crowded
- if the segregated tracks are taken out under the Bloomsbury Plan, cyclists will have no priority and their journeys will be delayed in comparison with the current situation
- we have found recently that recommended works from the Links 27 and 28 CRISPs in Byng Place were delayed (and have not yet been carried out) because of fears that they might be undone by the Bloomsbury Plan

4. *What future input (if any) would you like to have to this cycle route study? If you would, please add your contact details at the bottom of this form:*

As primary stakeholders we expect to be included in all stages of the CRISP.

Of the disadvantages outlined in (3) above, the lack of capacity is the most important. We believe that it would be easier and more flexible to provide a relief route than to widen the existing one. We can't see any advantage of channelling all cyclists into one east-west route.

Considering all the disadvantages outlined in (3) we think that a relief route should be planned. We propose a parallel route south of the SSL which, as well as offering an alternative to the crowded SSL, will open up a lot of local permeability, and give additional connectivity and options for those who, for example, don't want to come as far north as the SSL before crossing London.

The parallel route might start at the Westminster border in Goodge Street, go via Charlotte Street then either Store Street or the north side of Bedford Square, Montague Place, Russell Square, Guilford Street, Calthorpe Street to the Islington border (at same place as existing route).

The introduction of two-way working in Tottenham Court Road and Gower Street and the removal of the Russell Square gyratory will help with the planning of this route.

We do not envisage any segregation in the proposed relief route. It will be an exercise in east-west permeability (i.e. will need some contraflow cycling or reversion to two-way working. It may also require some traffic calming.

Finally, a parallel route must not be opened up at the expense of the one that already exists. Therefore the existing SSL should also be inspected and if necessary improved.

We would like a meeting well before the CRIM is planned to discuss our idea of a relief route with Camden Consultants, the LCN+ team and with Dave Stewart.

5. Please tick a box or boxes to indicate whether or not you use the route:

Pedestrian	<input type="checkbox"/>	Cyclist	YES	Driver	<input type="checkbox"/>
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I am happy for this information to be circulated to other stakeholders and referred to within the final report.

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