

The Camden (Torrington Place to Tavistock Square) (Prescribed Routes, Waiting and Loading Restrictions and Loading Places) Traffic Order [2017]
PLANNING INSPECTORATE REFERENCE: DPI/X5210/17/8
Proof of Evidence - Camden Cycling Campaign
Witness: Tabitha Tanqueray for Cycle Islington

Additional Comments: I was asked how the following vignettes were obtained.

Both Cycle Islington and Hackney Cycling Campaign had votes in Sept/Oct 2016 to support the current layout. When asked to give evidence at this Inquiry, I emailed members, stating that I planned to support the layout and asked for examples of why people use the route. I also asked for input as to whether people agreed or disagreed with this supportive stance. These are the replies received. Nobody replied saying they didn't like the current layout.

Vignettes from cyclists

1) Christine McCourt

I use this lane for travelling between different university buildings. The layout is much safer than before in my view for cyclists and pedestrians. The direction of traffic is now more predictable for pedestrians, as cycles and motor vehicles are going in the same direction. I use the route regularly and have not observed any increase in congestion on the relevant streets. In fact, traffic flow seems very good.

2) Kelly Smith

I use this route when I travel over to west London to visit my mum. The return journey by public transport (zones 1-3) would be £7.70.

The money-saving benefits of cycling seem to be under emphasised!

3) David Trillo

I have to go to UCH regularly as a patient and I do use the Tavistock Place protected bike route. Very helpful it is too!

4) Mary Stevens

- Every 6 months I take my daughter (now age 5) to hospital check-ups at UCH. I've sometimes taken her to these appointments on a bike seat along the route, generally returning home via the Gower Street bookshop (too far for her to walk from UCH). I know the area well - I worked at UCL from 2004 to 2009 - and wouldn't have done this with the narrower routes. Now she's a confident cyclist herself I would consider cycling into Bloomsbury with her along the route e.g. for hospital appointments or to visit the British Museum. If the scheme were reversed I would not feel confident that we had enough space for a child to cycle safely.

- I use the lanes as part of a safe east-west cycle route - for example to connect King's Cross to Paddington, or to access the museums in South Kensington. Without this route I'd be much more likely to get the Tube from Arsenal.

5) Matt Saywell

As GMB Deputy Convenor representing staff working at British Medical Association (an employer of approx 600+ staff at its London office) it is my belief that the recent changes to the layout at Tavistock Place have been hugely beneficial for people working in the area and the success of this trial needs to be built upon.

Previously the area was blighted by high volume through traffic, it created an unpleasant and dangerous environment and put people off more sustainable and healthy methods of commuting to work.

I would suggest since the trial there is good anecdotal evidence for an increase in staff cycling to and from work, certainly the bike sheds are fuller than they have ever been in my 19 years of employment, 18 of which I cycled daily.

It is my view that the staff I represent at BMA would not want to see a return to the old layout and look forward to the trial being made permanent.

6) Graham Parks

This corridor is the only road in this part of London where I feel safe and welcome as a cyclist. I actively look forward to journeys that can go via this route. This was not the case with the pre-trial layout, nor the road without separated cycle tracks.

7) Kaily Fox

As part of my work as a structural engineer I need to travel to site visits all over London, which I do by cycling, because it's the most efficient, healthy and non-polluting way to get around. The Tavistock Place / Torrington Rd trial cycle infrastructure has been invaluable for cycling across the city in a safe and efficient manner. I remember the old system and while being better than nothing for those who are nervous on the roads, it was slow and narrow, meaning many more experienced cyclists felt compelled to use the road instead.

8) GarmonApgarth

I work on Torrington Square and the improvement since the changes have been significant. I feel it is a much more pleasant places to work on now, the air and noise pollution seem greatly reduced, and of course it is much safer and nicer place to walk and cycle. I fully support making the changes permanent.

9) Dr Anita Frizzarin

The two separate, segregated cycle lanes at Tavistock Place are indispensable to ensure that there is enough room for all the people who cycle in the area. I use the lanes regularly to go to the colleges of the university of London, where I have been studying and working on and off for the last three decades. I currently cycle from Upper Holloway N19 to UCL (where I use the library for my research), SOAS (where I am studying Sanskrit), Senate House (where I use the libraries) and RHUL in Bedford Sq. (where I have done my PhD) at least three times a week, and believe there would be serious accidents if the people currently cycling on two separate lanes were squeezed into one.

A vast number of students and academics use the cycle lanes. The university is of significant economic importance and would be adversely affected were one side of the segregated cycle lanes to be closed.

10) David Harrison

I am a rather nervous cyclist (I hate going on main roads). I live in Newington Green. I often go to seminars at London University (Malet Street), and used to travel by tube to Russell Square. The initial cycle track with one 2 way cycle track was intimidating. But since the 2 cycle tracks were installed I have begun to cycle there regularly.

11) Eilidh Murray

Personally, I use Tavi Place on my regular commute to/from Paddington and it's an oasis in a busy, congested and often dangerous route. Being separated from cars, taxis and lorries is physically and psychologically so much safer and I wish more cycling routes were to the same high standard. To remove this 2-way stretch would be a retrograde step only done to appease a small minority of people without the vision to see what a city with more infrastructure for cyclists could deliver to everyone who lives, works or studies there. Let's not go back to the (not so) good old days; let's make things better.

12) Michael Robinson

I cycle from Chiswick to EC1 most days and use Tavistock Place / Torrington Place in preference to the EW superhighway route.

I like that I can stop for a coffee and a snack before getting to work, and on my way back, stop off occasionally at Waterstones Gower Street to browse the books.

The EW route is great and I use it for time to time, but it doesn't have the local businesses along Tavistock Place / Torrington Place to stop off and relax, either on my way home or way into work.

13) Jonathan Edwards.

Yes!! Safer, wider, and more logical to cycle on left; easier to join/leave it between one end and the other. I use it very regularly for hospital appointments at UCLH, shopping, getting to Paddington and visiting family. It's just fine as it is.

14) Adrian Williams.

I frequently use the segregated tracks to go to meetings in the university area and to visit my partner in Bloomsbury.

Offhand I don't mind if the south side track returns to 2-way car traffic but we all know that the usage of the tracks in the rush hour is now too much for a 2-way cycle track so I'm thinking if the motor drivers get rid of the south side temp track then we should leave the north side track as 1-way cycling west to east and leave west-bound cyclists on the main carriageway.

15) Colette

I work near UCL campus so ride and walk to work most days. Before, it was always a bit of a rat run, with people doing unsafe overtaking and cars going too fast for the area. Now it's a lot quieter, with space for pedestrians and bikes alike. Really makes the area feel better!

16) Christian Wolmar

I use Tavistock Place a couple of times a week and it enables me to travel east west without having to use the very dangerous and cycle unfriendly Euston Road. I use much of the length of it to travel generally from the British Library cycle route through to Malet Street. I was getting worried when it was a much smaller configuration that it was too crowded and beginning to get dangerous for cycles. It is now safe and useable, and cyclists represent a very high proportion of users of the street. Indeed, I have noticed no increase in congestion in the adjoining streets.

17) Jo Roach

I enjoy using this route to attend a weekly class. Because this is a safe cycling route, I no longer use public transport for this journey.

18) Matthew Hardy

I use Tavistock Place exclusively if I am cycling east-west in central London. This is because the alternative routes – Euston Road, Theobold's Road or High Holborn – are dangerous, choked with traffic and unpleasant places to cycle. The closest parallel route, by Calthorpe Street and Guildford Street, deposits cyclists in the dangerous Russell Square area with no way out. For this reason, Tavistock Street is the only practicable route East-West for journeys from Shoreditch or Islington to the West End. Surely it's not too much for just one of these routes to offer safe, protected cycling for all ages?

19) Dave Harris

I am a regular user of this stretch and would desperately like to see it made permanent as it is a vital sector of cycling safety in the East/West journey through central London which is gradually becoming a pleasure to negotiate thanks to this initiative.

20) George Johnston

Thanks to the new cycle tracks on Tavistock Place I can make trips by bicycle which before I would have taken by bus, tube, or a taxi, therefore reducing congestion and creating more space on public transport for other Londoners.

I also feel safe cycling with my friends and loved ones on the Tavistock Place cycle tracks and have been able to use these new cycle lanes to help get others into cycling in a safe and sustainable way.

21) John Pipal

I use this route when I go to Marylebone from Hackney. It is an important part of that east-west route where you don't need to become a crazy beast just to face down the traffic. UCH have their urology clinic in Marylebone which I attended.

The all-in-one 2 lane bi-directional track there was before was unsafe in my opinion. At peak times people riding at different speeds in one direction caused frustrated overtaking which resulted in cyclists in the other direction having to slow down or stop to avoid crashes.