

Deputation to Leader of Camden Council 27th June 2018

Brunswick Square / Lansdowne Terrace Proposed Walking & Cycling Improvements

Overall

We fully support the proposed scheme to reduce the motor traffic domination of the area because of the benefits brought to pedestrians and cyclists as a direct result of the removal of northbound through traffic from Guilford Street and the removal of the roundabout. We see safety and air quality as being the principle areas of benefit for six major groups of people.

A Safety

The removal of through motor traffic in Lansdowne Terrace will not only make the roads safer, it will also lead to an improved perception of safety. In particular, the HGVs that use this section of road with its 90° bend in the middle will no longer be present. We also believe that the removal of the roundabout will introduce much-needed traffic calming to the south-west corner of the Square.

B Air Quality

As is now accepted by the vast majority of Londoners and a whole raft of expert opinion, motor vehicle emissions are a major contributor to poor air quality in London. Indeed, the Mayor's Healthy Streets initiative is formulated to address this very issue. This poor air quality affects us all but is particularly damaging for small children, whose lungs are in the process of formation.

1 Children

The scheme borders Coram's Fields and Brunswick Square (with the Foundling Museum, a popular destination for families with young children, on the north side). The whole area is heavily used by families, often with small children. In particular, in Lansdowne Terrace, on the way to and from Coram's Fields, they suffer poor air quality and (perceived) danger from rat-running motor vehicles to and from Guilford Street

2 Brunswick Square users

A reduction in motor traffic to the south and west side of Brunswick Square, coupled with the inevitable calming of traffic as a result of removing the roundabout, will bring additional benefits of better air quality, less noise and less danger. In addition, the removal of the roundabout will not only enhance the heritage aspects of the Square but will also allow more pedestrian space and a feeling of openness to the area.

3 Brunswick Centre foot traffic

There is, inevitably, a seemingly constant flow of pedestrian traffic between the Brunswick Centre and the Square, as well as to the junction with Grenville Street. With the roundabout as it is, this brings dangerous conflict with fast moving traffic, especially turning north from Bernard Street. The removal of the roundabout will introduce some much-needed calming.

4 People on bikes

With a reduction in through motorised traffic and the removal of the roundabout, the area will open up more to those people who use their bikes to get around the local area, in particular shoppers at the Brunswick and those encouraging their children to cycle to Coram's Fields. There is likely to be a benefit in Hunter and Judd Streets for everyone as a result of reduced motor traffic volumes.

5 Visitors to the area

Whether these are, locals or tourists going to and from the many local attractions or commuters on bikes travelling to and from destinations in Camden, linking up with CS6, this scheme will form an important part in making the area an attractive place to visit. Bloomsbury is not Milton Keynes. The roundabout is a totally inappropriate street feature in the Bloomsbury Conservation Area. Old maps show that the southern corner of Brunswick Square Gardens used to have the same layout as the northern corner. This should be reinstated.

6 Residents

All the benefits which apply to these five groups will, naturally, apply to local residents as well.

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London Living Streets

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