

17<sup>th</sup> September 2017

**The Camden (Torrington Place to Tavistock Square) Prescribed Routes  
Public Inquiry**

**Proof of Evidence**

I am writing in support of the permanent retention of the cycleway between Torrington Place and Tavistock Square. This support comes in both a personal and institutional capacity. As a regular cyclist, I use the cycleway on at least a weekly basis, sometime daily, as it is my main route into London from both home and work. I have found the new route to be much safer for cyclists, particularly at the various junctions and with the separation from the traffic. The previous cycleway was overly narrow, and had a particularly dangerous crossing at the junction with Torrington Place and Malet Street. So, at a personal level, I feel very strongly that for reasons of safety the cycleway as presently constituted should remain.

I am also writing as Head of Central Saint Martins, which is located on the Kings Cross site, north of the Euston Road, and Pro Vice-Chancellor of UAL. As an institution we are very sensitive to cycle safety, given that two of our students have been killed when cycling in the past four years. The Torrington Place/Tavistock Square route is used by many of our students and staff as the journey to college and between the colleges of the University. It enables students cycling to the college to avoid using Euston Road and when combined with other schemes proposed or under consideration by TfL and Camden it will offer safe access to the college from most points south of Euston Road, avoiding very dangerous routes via Kings Cross Road and York Way.

At Central Saint Martins, over 1000 students and staff have registered with us as cyclists and so across the university, I would estimate over 4000 active cyclists. I am sure that each of them will share my sentiments about the improved experience that the cycleway has delivered.

The benefits of making the cycleway permanent, in my opinion, far outweigh the perceived disadvantages. If we are to deliver healthier, safer and more efficient cities, then well designed cycling infrastructure, of which this is an example, is essential. It would be a really retrograde step to revert to a dangerous and inadequate system. I would be failing my duty of care to my students and colleagues not to state this in the strongest possible terms.

Yours sincerely



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Head of Central Saint Martins  
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