

## Consultation on Camden - Tottenham Hale cycle route

To: [newcyclerroutes@tfl.gov.uk](mailto:newcyclerroutes@tfl.gov.uk)

This response to the consultation on the proposed Camden - Tottenham Hale cycle route is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation at one of our monthly meetings, by email and online (using Cyclescape).

## Introduction

We have confined our discussions to the section of the route that runs through Camden, that is between Royal College Street and Brecknock Road/York Way, and we have attempted to organise our response according to the questions in your consultation.

We conclude with a section on standards.

## The routes

### 1. Do you have any views on the proposed options for these routes?

We take this to mean the alignment.

The consultation map shows alignments along Camden Road and through Camden Square without distinguishing their directions. Our preferences are in the following order:

1. Both north- and southbound cycle routes on Camden Road because that will provide a new safe and direct route in both directions.
2. Northbound cycling on Camden Road and southbound through Camden Square, because many people already use Camden Road and will continue to do so and the infrastructure will be more beneficial in the uphill direction.
3. Southbound cycling on Camden Road and northbound through Camden Square.

We consider that a route entirely via Camden Square will not achieve the aims of the project and believe it would just be a rebranding of an existing LCN route. Many cyclists would continue to use Camden Road because it is direct and a route on the back-streets would fail to protect them.

#### *1a. For the route via Camden Square*

We will generally refer to the old LCN+ alignment as the Camden Square route and note that this is already a popular route and is likely to continue to be used in both directions irrespective of the alignment of CFR2.

#### *Randolph Street*

The direct route joining to Royal College Street via Randolph Street shown on the consultation map is preferred over the original proposal (to go via St Pancras Way) but Randolph Street must be made safe and comfortable for two-way cycling. Ideally we would like it to be closed to motor vehicles so that it can provide a high-quality two-way cycle link. But if that can't be achieved and it remains open to motor traffic, then it's essential to have a cycle contraflow with a marked or segregated lane. In addition, the speed cushions should be replaced by a more appropriate traffic-calming measure. Traffic counts are required to determine whether the contraflow should be segregated.

### *Details around Camden Square*

We note that the consultation map shows a route that goes across the currently pedestrianised NE side of Camden Square following these roads:

Cliff Road, North Villas, Camden Square (northeast side, currently pedestrianised), Camden Square (southeast side), Stratford Villas, Agar Grove and Randolph Street.

For cyclists, compared with the old LCN+ route via Camden Terrace and South Villas, this route has the advantage of avoiding two difficult junctions. If for some reason it is not possible to run the route across the NE side of Camden Square, the following two junctions need improvement:

#### *Camden Terrace/ South Villas*

Northbound motors heading for South Villas fail to notice southbound cycles turning right from Camden Terrace towards Camden Square East. A Give Way for northbound traffic at Camden Terrace might help.

#### *Canteloves Road / South Villas/ Camden Square east*

The southbound cycle route should be given priority by putting a Give Way on Canteloves Road at the junction with Camden Square.

### **1b. For the route on Camden Road**

There will eventually be a cycle route on Hampstead Road. For this to be connected to the route on Camden Road the western end of the route on Camden Road should be at Britannia Junction rather than Royal College Street. But if that's not immediately possible, we ask that the western end should at least be at the junction of Bonny Street, to the south-west of the Royal College Street junction, to enable a link via Bonny Street and Camden Gardens which is shown in the context map in Figure 2 below.

## **2. Are there opportunities or challenges with deliveries to local businesses, schools and other facilities? What deliveries do you have, and what do we need to be aware of?**

Local businesses, schools and other facilities include the following:

- Torriano Primary School in Torriano Avenue
- Brecknock Primary School (Cliff Villas)
- Camden School for Girls (Sandall Road)
- The London Irish Centre (Camden Square south west)
- Pets at Home (corner Camden Road - Rochester Road)
- St Paul's church (Camden Terrace)

The main issues will be safe walking and cycling routes to these locations, many of which require links between the Camden Square route and routes on the other side of Camden Road. For example, the catchment area for Torriano Primary School includes roads around Camden Square. We discuss links in Section 5.

We discuss the shops in Brecknock Road and York Way in Section 7.

### 3. How can we design the routes to encourage older and disabled people to take up more cycling, and also help them walk around the local area?

Older and disabled people have a disproportionately higher need for protected cycling infrastructure and direct routes. Therefore:

- The north- and southbound cycle routes need to be of a very high standard, and in particular should always consider the needs of non-standard bikes and slow cyclists, for example:
  - providing room for them to be comfortable when overtaken on segregated tracks;
  - avoiding speed humps, kerbs, narrow gaps between bollards;
  - avoiding space shared with pedestrians – it is sometimes hard for less nimble cyclists to dodge them without falling off.

We return to issues of standards in section 8 below.

- And the north- and southbound cycle routes should be very well connected to one another and to the nearby routes in Camden’s proposed cycle network. We return to this in section 5 below.

### 4. Where you would like us to introduce cycle parking or cycle hire?

**Cycle Parking:** the map below shows eleven suggested cycle parking locations on CFR2.

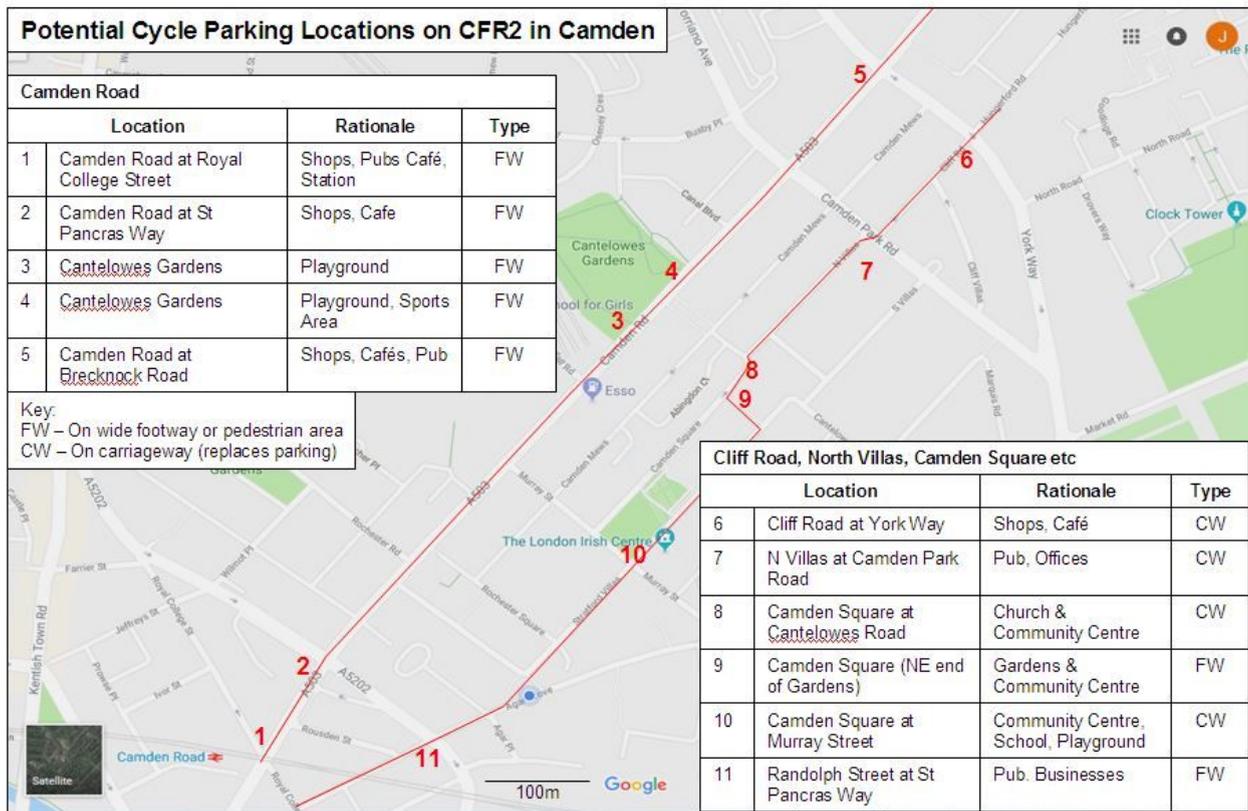


Figure 1: Cycle Parking Locations

**Cycle Hire:** On Camden Road, the northernmost hire station is by Camden Road station. The hire area needs extending to NE. We suggest another between Murray Street and Sandall Road and also between Torriano Avenue and Brecknock Road.

## Your local area

### 5. How can we design these routes to encourage more walking and cycling in your local area?

By the establishment of connections from CFR2 to other routes and between the Camden Road route and the route through Camden Square (if this alignment is chosen for one of the routes). Whichever alignment is chosen, new crossings are required to overcome the barrier created by Camden Road. The “Context Map” in Figure 2 shows an extract from LB Camden’s proposed cycle network with the Camden Road and Camden Square routes in red<sup>1</sup>.

The lines in blue show the primary routes that are delivered (Royal College Street) or committed (Delancey Pratt and York Way).

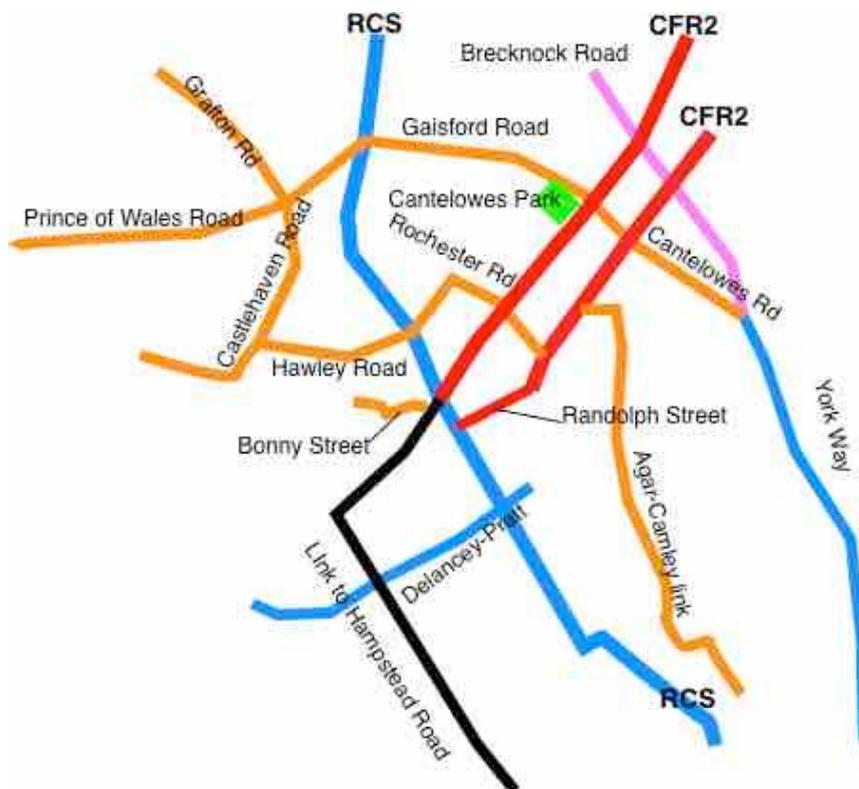


Figure 2: Context map

The lines in orange in the context map show secondary routes. These include

- Canteloves Road and across Camden Road through Canteloves Park over to Kentish Town via Gaisford Road, connecting with the existing Grafton Road– Castlehaven Road route and the committed Prince of Wales Road route.
- Rochester Square and across Camden Road to Rochester Road then via Wilmot Place and Hawley Road, again connecting with the existing Grafton Road– Castlehaven Road route.
- The Agar Camley link which goes directly down to Goodsway and 5 Pancras Square and the Kings Cross development.
- The pink line shows the shopping area in the southern end of Brecknock Road and the top end of York Way. We return to this road in Section 5 below.

<sup>1</sup> Camden’s proposed borough-wide cycle network can be seen at: <http://camdencyclists.org.uk/camden-cycling-network-existing-and-planned/>

**Link 1- Link to Hampstead Road - shown in black in Figure 2**

There will eventually be a cycle route on Hampstead Road. We therefore ask TfL to clarify how a connection to Hampstead Road is intended to work and to modify the CFR2 route to reach Britannia junction.

**Link-2 – Cantelowes Link across Camden Road**



Figure 3: Possible Cantelowes Links

This link joins Cantelowes Road across Camden Road and through Cantelowes Park (shown as a continuous orange line in Figure 3). This could form part of a safe route to Torriano Primary School.

Whichever alignment is chosen, this link requires a Toucan crossing over Camden Road. The current signal-controlled pedestrian crossing is opposite the south-west side of the large planted area at the closure of Cantelowes Road (photo on right).

As [shown on StreetView](#) the north side of the crossing faces the fence of Cantelowes Park. A convenient route would go through the park fence, then up beside the football pitch and emerge in Busby Place. However any route through Cantelowes Park will be unavailable when the park is closed.



An alternative is to use Pandian Way which runs along outside the NE side of the park and is always open – shown as short orange dashes on the map above. This route would require a two-way section of cycle route on Camden Road – would it be possible to integrate such a route with a bus-stop bypass?

A second alternative is a 24-hour route along the SW side of the park (long orange dashes) providing a more direct link to Gaisford Road and to Kentish Town Road but would require a new fence and the entrance would be further from the Cantelowes crossing. This would also require a two-way cycle track on the north side of Camden Road.

### Link-3 – Rochester Link across Camden Road

Via the closed SE side of Rochester Square and across Camden Road to Rochester Road and on across Kentish Town Road to the quietway on Grafton Road–Castlehaven Road. The link across Camden Road is shown in orange in Figure 4.

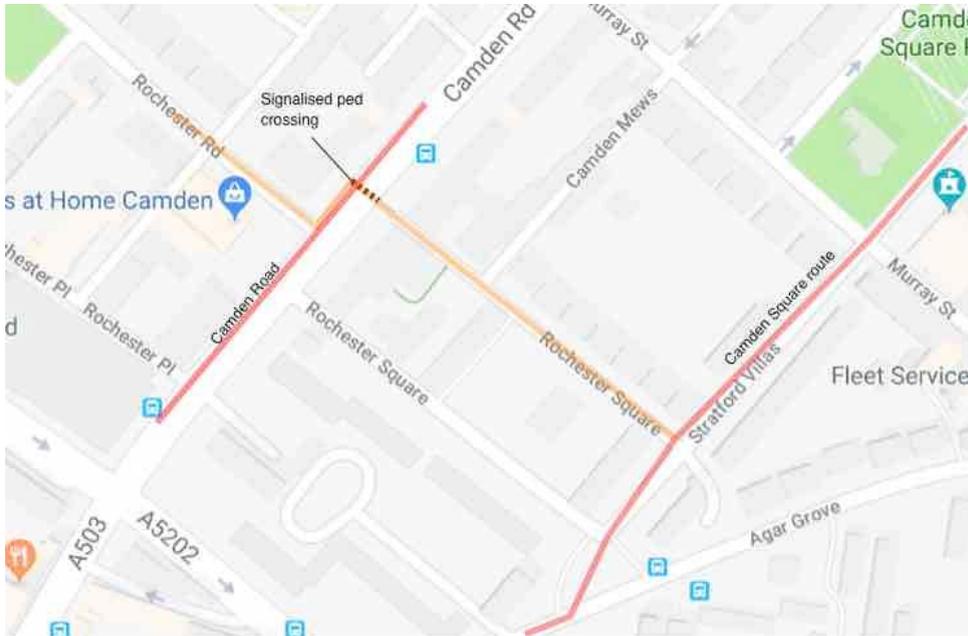


Figure 4: Rochester Link

There is currently a signal-controlled pedestrian crossing opposite the point closure of the NE side of Rochester Square ([goo.gl/maps/Qx7RaYAN3or](http://goo.gl/maps/Qx7RaYAN3or)). We suggest that this be made into a Toucan crossing. As this is a staggered crossing it will need to be supported by a two-way cycle track between the two junctions.

### Link-4 – Camley link

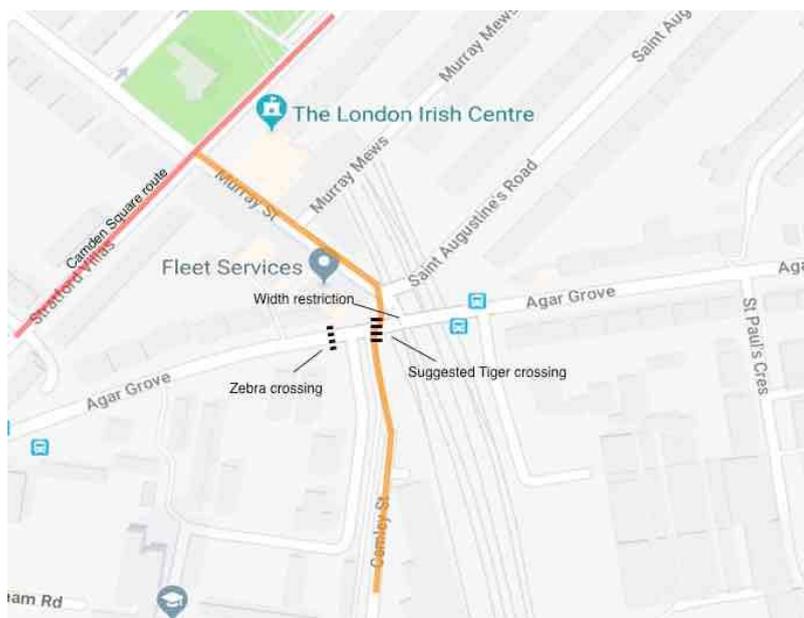


Figure 5: Camley Link

A link is needed to and from the CFR2 route to the Agar–Camley cycle/pedestrian ramp via Murray Street and across Agar Grove. The ramp provides a key cycling link to the Kings Cross Central development and to Kings Cross and St. Pancras stations.

This link is shown in orange in Figure 5. Note also the position of the zebra crossing on Agar Grove. StreetView shows the width restriction and the entry to the ramp to the right of the round planters at: <https://goo.gl/maps/tiEaJMvMkxB2>.

A cycle bypass behind the planters on the right, together with a Tiger crossing over Agar Grove would provide a direct route to the ramp. On our site visit, we noted that many pedestrians crossed over opposite the ramp rather than by means of the existing zebra to the east.

**Link-5 – Sandall – Murray Link across Camden Road**



Figure 6: Sandall – Murray Link

A southbound route from Bartholomew Road via Sandall Road and Murray Street to Stratford Villas southbound. This is already a popular choice for access to the Camden Square route and the Camley link via Murray Street. This link is shown in orange in Figure 6. It requires a safe crossing over Camden Road from Sandall Road, e.g. convert the existing signalised pedestrian crossing north east of Sandall Road to a Toucan. Even if the southbound alignment were on Camden Road this link would be needed to complete link 4 above (Agar-Camley).

**Link-6 – York Way link**

Brecknock Road/York Way, according to TfL's Strategic Cycling Analysis is one of the 10-15% current busiest connections, while most of York Way is a proposed primary route on Camden's borough wide network. Cyclists need to be able to access the many useful shops in the part shown in pink on the context map.

The junctions with Camden Road (Camden Park Road and Brecknock Road) require improvements. See section 8 on standards below.

The speed cushions on Camden Park Road and Torriano Avenue are very dangerous because drivers veer to avoid them. They should be replaced by full-width sinusoidal speed humps.

## **6. Do you have any issues with rat running in your local area? Is there anything you would like to see us do to your local streets to help this?**

### ***Rochester Road***

The southeast section of Rochester Road is part of an unnecessary through motor route between from St Pancras Way and Camden Road via Wilmot Place. A possible solution would be a point closure at Camden Road. In the case that there is a northbound track on Camden Road this would resolve a problem of conflicts with cycles.<sup>2</sup>

### ***Sandall Road***

*Sandall Road* is part of a heavily-used through motor route to and from Kentish Town Road. Camden School for Girls is close to the junction with Camden Road. In the case that there is a northbound track on Camden Road, the best solution would be a point closure at Camden Road to prevent any motor vehicles crossing the cycle track.

### ***Murray Street***

*Murray Street* carries about 5000 motor vehicles each weekday, providing a cut through between Camden Road and Agar Grove<sup>3</sup>. About ⅓ of these vehicles are heading south east. The Camden Square route crosses Murray Street and as discussed in section 5 above, two proposed essential links use Murray Street. One possibility would be to ban the right turn from Camden Road into Murray Street while reinstating a right turn for motor vehicles at St Pancras Way where the 274 bus is allowed to turn right.

### ***Cliff Villas, North Villas and Camden Terrace***

Cliff Villas, North Villas and Camden Terrace have 500-1000 motor vehicles each weekday. There is a pronounced AM peak in traffic between 7AM and 10AM. Volumes suggest this cannot be local traffic but is being used as a cut-through. Around half of the traffic is cutting through from Cliff Road route, and half from Camden Park Road<sup>3</sup>.

The first two of these roads are on the proposed Camden Square alignment and some peak-time filtering could be very beneficial.

### ***From Camden Road to Agar Grove via Rochester Square***

This route goes via Rochester Square, Stratford Villas and Murray Street, directly on to the Camden Square alignment.

## **7. How do you see these routes helping your local high streets and town centres? How could they support local regeneration?**

The context map in Figure 2 shows in pink the very useful shopping street on Brecknock Road and the top of York Way. Brecknock Road contains the three Bumblebee Natural Foods shops and Salvino's Italian delicatessen, as well as Cramer's butchers in York Way – all there since 1980, while a popular newcomer is Bread by Bike.

This street is blighted by the heavy traffic on the one-way Brecknock Road – York Way alignment. One feasible but minimum suggestion is a zebra crossing between the Bumblebee shops. However, much more could be done to turn this into a healthy street. For example:

- motor traffic generally uses the road in a single lane and it surely isn't necessary to have three lanes on Brecknock Road at the junction with Camden Road.

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<sup>2</sup> A closure at Wilmot Place would eliminate through traffic but would not eliminate all conflicts on the cycle track.

<sup>3</sup> Presentation by Sam Margolis to Canteloves Area Action Group, Nov 2018.

- the substantial car parking provision on both sides of the road could be reduced significantly
- Removing the car parking from the east side would leave room for a cycle lane (motor vehicles are not allowed to turn left at Camden Road)

The complementary northbound road is on Torriano Avenue – the site of Torriano Infants and Junior schools. It suffers from speeding.

## 8. Are there any other impacts or issues you'd like us to be aware of?

### We will now discuss standards for the two routes

#### For routes on Camden Road

The nature of the flow and speeds of the motor traffic in Camden Road make it essential that cycles should be separated from motor vehicles in space and in time. DfT counts for 2016 show 1819 cycles and 24,363 motor PCUs on an average day in this section.

*Cycle tracks:* These need to be kerb separated and wide enough for likely future cycle flows. The current 2-way cycle flow is close to 'Medium' (2000-8000<sup>4</sup>) in the existing very poor conditions. With much improved conditions, the one-way flow is likely to reach well into 'Medium'. With 'Medium' flows, the one-way tracks need to be 2.2m wide<sup>5</sup>, which is an absolute minimum for people to be able to overtake non-standard cycles. Full kerb segregation will also prevent illicit stopping on the cycle track.

*Bus Stops:* The cycle track should bypass (behind) a passenger island with zebra markings across the track.

*The signalised junctions* are all at one-way (motor) crossing streets.

*Hold the left:* At all of the junctions where this applies, cycles on the route must be protected from left hook risk by use of a 'hold the left' scheme, such as on CS6 northbound at Charterhouse Street. E.g. for a northbound cycle track, this applies at the two SE - NW crossings at Camden Park Rd/Torriano Avenue and at Royal College Street. For a southbound cycle track, this would apply at York Way and St Pancras Way.

*Two-stage right turns:* At all of the junctions where a right turn is possible, cycles on the route on Camden Road should be provided with a 'two-stage right turn'. E.g. for a northbound cycle track, this applies at the two NW–SE crossings at Brecknock Road-York Way and St Pancras Way. For a southbound cycle track, this would apply at St Pancras Way and Torriano Avenue.

#### **Royal College Street junction**

We noted earlier that the western end of the route should be nearer to Camden Town (see Section 1b). In any case, we ask that it should at least reach the Bonny Street junction, i.e. include the Royal College Street/Camden Road junction as part of the scheme.

Cycles need access onto and off the two-way cycle route on Royal College Street (RCS), including the following movements currently not provided:

- NB on Camden Road right onto RCS SB
- SB on Camden Road right into RCS NB
- RCS NB left onto Camden Road; RCS SB right onto Camden Road

<sup>4</sup> LCDS Figure 4.12b page 54

<sup>5</sup> LCDS Figure 4.12 page 52

Some of the above right turns could be two-stage turns.

Pedestrians need a crossing over the NW arm of the RCS junction. The lack of this is a problem for cycling as well since pedestrians tend to cross during the cycle green stage.

There is a potential two-way link to the Chalk Farm area via Bonny Street and Camden Gardens. In the case of a northbound route on Camden Road, our suggested extension would enable a southbound connection from Bonny Street to join the RCS route. Would it be possible to enable a connection in the opposite direction (i.e. from RCS and Camden Road to Bonny Street)?

### ***Camden Park Rd/Torriano Avenue junction***

The route to the shops in Brecknock Road and York Way passes through this junction.

There is a risk of left hook for northbound cyclists on Camden Park Road.

The provision of a separate signal stage for NB cycles could eliminate the left hook risk and facilitate their right turn movements from Camden Park Road into a northbound route on Camden Road.

### ***Brecknock Road-York Way***

The shopping street (pink in the context map in Figure 2) on York Way and Brecknock Road passes through this junction.

Cyclists on Brecknock Road need an exemption to the current left-turn ban to allow them to turn onto a northbound cycle track on Camden Road.

### ***Priority Junctions – none of these are cross roads:***

All of these should be designed as blended junctions.

At many of these junctions (Rochester Road, Sandall Road, Rochester Square), motor vehicles are currently free to turn right or left both in and out, potentially causing many conflicts with cycles on Camden Road.

On the north-west side of Camden Road.

- *Rochester Place*: currently No Entry at Camden Road. Probably need to retain an exit as the road is very narrow but should ensure that it doesn't become a through route.
- *Rochester Road*: A point closure would remove conflict between cycles on Camden Road and turning motor vehicles and prevent the rat run mentioned in Section 6. It would also help with implementing *link-3 – Rochester link* (Section 5 above). For example removal of the right turn into Rochester Road would release the road space taken by the right turn pocket and the island on the pedestrian crossing upstream.
- *Sandall Road* (there is a width restriction very close to Camden Road allowing vehicle movements in only one direction at a time). A point closure would remove conflict between cycles on Camden Road and turning motor vehicles and prevent the rat run mentioned in Section 6. It could also help with the implementation of *Link-5 – Sandall – Murray Link* (Section 5 above)

On the south-east side of Camden Road

- *Murray Street* (currently motor vehicles can turn left out of Murray Street and can turn left or right from Camden Road into Murray Street). As discussed in Section 6, there is serious rat-running in Murray Street with a large contribution from motors turning right from Camden Road.

*Rochester Square (SW)* As mentioned below, there appears to be a rat-run from Camden Road through this side of the square and on to Agar Grove via Murray Street. For suggested mitigation measures see the discussion on the southbound route on Stratford Villas below. In the case that the cycle track is on the south-east side of Camden Road, a point closure should be considered.

## **Standards for the Camden Square route on minor roads**

### *Traffic Counts and speeds*

The report from Sam Margolis<sup>6</sup> provides motor traffic counts for most of this route. We would like to see the counts for Agar Grove and Randolph Street. We would also like to see a report on conformity with the 20 mph limit on all of the roads in order to determine whether they meet the standards for an unsegregated cycle route.

### *Traffic Calming measures*

These roads contain a variety of traffic calming measures, the majority of which are speed humps, some of which (e.g. in Stratford Villas and Camden Square) are uncomfortable to ride over and probably a serious obstruction to disabled cyclists; all speed humps should be converted to sinusoidal shape.

Speed cushions are not recommended for use on cycle routes because they encourage all road users to take unnatural road positions. For example, cycles may go too close to the kerb and/or parked cars and motor vehicles attempt to straddle them to reduce their effectiveness in slowing speeds. StreetView at: <https://goo.gl/maps/T3h8yJrTAMH2> shows a view on Agar Grove in which the position of the left-side cushion may put cycles in a dangerous position.

### *The signalised junctions:*

- *Hemingford Road/York Way/Cliff Road*

There should be an ASL box on Hemingford Road.

- *Cliff Road/Camden Park Road/North Villas*

A “KEEP CLEAR” is needed to protect cycle movements across this junction from being obstructed by backed-up traffic on Camden Park Road.

- *Agar Grove/St Pancras Way/Randolph Road*

Traffic levels on Agar Grove require that the westbound cycle lane should be segregated (as it was before the westbound cycle signal was disabled). Note that the push button operated signal for northbound contraflow cycles on St Pancras Way is still in operation.

The signals will need adapting to allow for a westbound (contraflow) cycle route on Randolph Street. In particular, cycles from Agar Grove will need a separate signal stage to avoid those going straight ahead conflicting with left turning motors. (This signal should be operated by loops – push buttons are unacceptable).

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<sup>6</sup> Presentation by Sam Margolis to Canteloves Area Action Group, Nov 2018.

## *Priority junctions*

- *Camden Terrace/South Villas*

Northbound motors heading for South Villas fail to notice southbound cycles turning right from Camden Terrace towards Camden Square East. A *Give Way* for northbound traffic at Camden Terrace might help. Putting the route across the currently pedestrianised NE side of Camden Square would avoid this junction.

- *Canteloves Road / Camden Square east*

The southbound cycle route should be given priority by putting a *Give Way* on Canteloves Road.

- *Camden Square east/Murray Street/Stratford Villas*

The southbound cycle route should be given priority by putting a pair of *Give Ways* on Murray Street. This will be particularly useful since the volume of traffic on Murray Street often holds cycles up for considerable amounts of time.

- *Stratford Villas/ Rochester Square (SW)*

Motors on Rochester Square SW take the corner at Stratford Villas at some speed heading for Murray Street and Agar Grove. Due to parking in Stratford Villas there is insufficient width for southbound cycles to safely pass oncoming motors at such speed. We suggest a road narrowing of Rochester Square (SW) on approach to this junction with a view to slowing vehicles down and repositioning them.

- *The cycle cut through at the southwest end of Stratford Villas*

This needs tidying up. Tree roots are pushing the tarmac up, making riding at any speed difficult on a conventional bicycle and unsafe on an adapted or cargo bike. The track here must remain two way since it is a useful established route for local access in both directions but at about 2m it is very narrow for the higher numbers of users likely to use it. Widening looks difficult but ought to be addressed - probably by shifting the adjacent planter.

- *Stratford Villas/ Agar Grove*

The southbound crossing over the table on Agar Grove works well and is protected by a KEEP CLEAR. However, a Tiger crossing would provide a much better service for cycling and walking.

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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