

To: Max Lyne

Consultations on six permeability improvements:

- Laystall Street
- Mornington Terrace
- South Grove
- Chetwynd Road and Grove Terrace
- Gaisford Street and Patshull Road

These responses to the six consultations on the proposed permeability improvements in the above-mentioned streets are 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 by email and online (using Cyclescape).

Laystall Street between Mount Pleasant and Rosebery Avenue

Following the completion of the extensive improvements in the Farringdon area, this proposal will complement the recently introduced two-way cycling in the southern section of Laystall Street.

We strongly support this proposal for two-way cycling and are pleased to see that it will also restrict through access to motor traffic making the street much healthier for Christopher Hatton School.

Mornington Terrace between Mornington Street and Mornington Place

We strongly support this proposal for two-way cycling on Mornington Terrace south of Mornington Street which opens up another choice of quiet route in the Regent's Park ward area.

We were pleased to note that the drawing indicates the need to change the markings on the speed humps!

Although we understand that Camden has decided not to take forward the northern section of Mornington Terrace at this stage, we urge them to keep it on the list of future permeability tasks as it will become particularly useful once the Delancey-Pratt scheme is taken forward.

South Grove - allow right turn at Highgate High Street

We strongly support this proposal to allow cyclists to turn right into South Grove from Highgate High Street. We are told that this turn ban is widely ignored by cyclists anyway so making it legal is very valuable.

We note that South Grove is on a signed cycle route (labelled as 6a on Open Street Map <https://osm.org/go/euu5Ncgv?layers=C>) which is effectively an extension of C6.

Chetwynd Road, Grove End and Grove Terrace

We strongly support this proposal which will make it possible to cycle from Chetwynd Road parallel to Highgate Road along Grove End and Grove Terrace across Dartmouth Park Road without the need to bump up and down kerbs.

It will also make it easier to turn into Dartmouth Park Road by going via Chetwynd Road rather than taking a right turn off Highgate Road.

In the longer term we would like to see a review of the Chetwynd Road/Highgate Road/Gordon House Road junction to see what can be done to facilitate cyclists turning right from Highgate Road into Chetwynd Road and hence into Dartmouth Park Road.

Gaisford Street and Patshull Road

We strongly support both of these proposals. Both are going to be very useful for people going to the shops in Kentish Town Road. But Gaisford Road is particularly important in light of the proposals for two-way cycling in Anglers Lane which would allow the route along Prince of Wales Road be extended east along Gaisford Street.

You may be interested to know that CCC has waited over 20 years since our first request for permeability through the five stubs on Kentish Town Road. The first to be implemented was Islip Street, the second Bartholomew Road in 2004 and then Caversham Road in 2018. Meanwhile two-way cycling was introduced through Wolseley Mews (the neat cut through parallel to KTR) in 2014.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments. Our contact details are below.

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