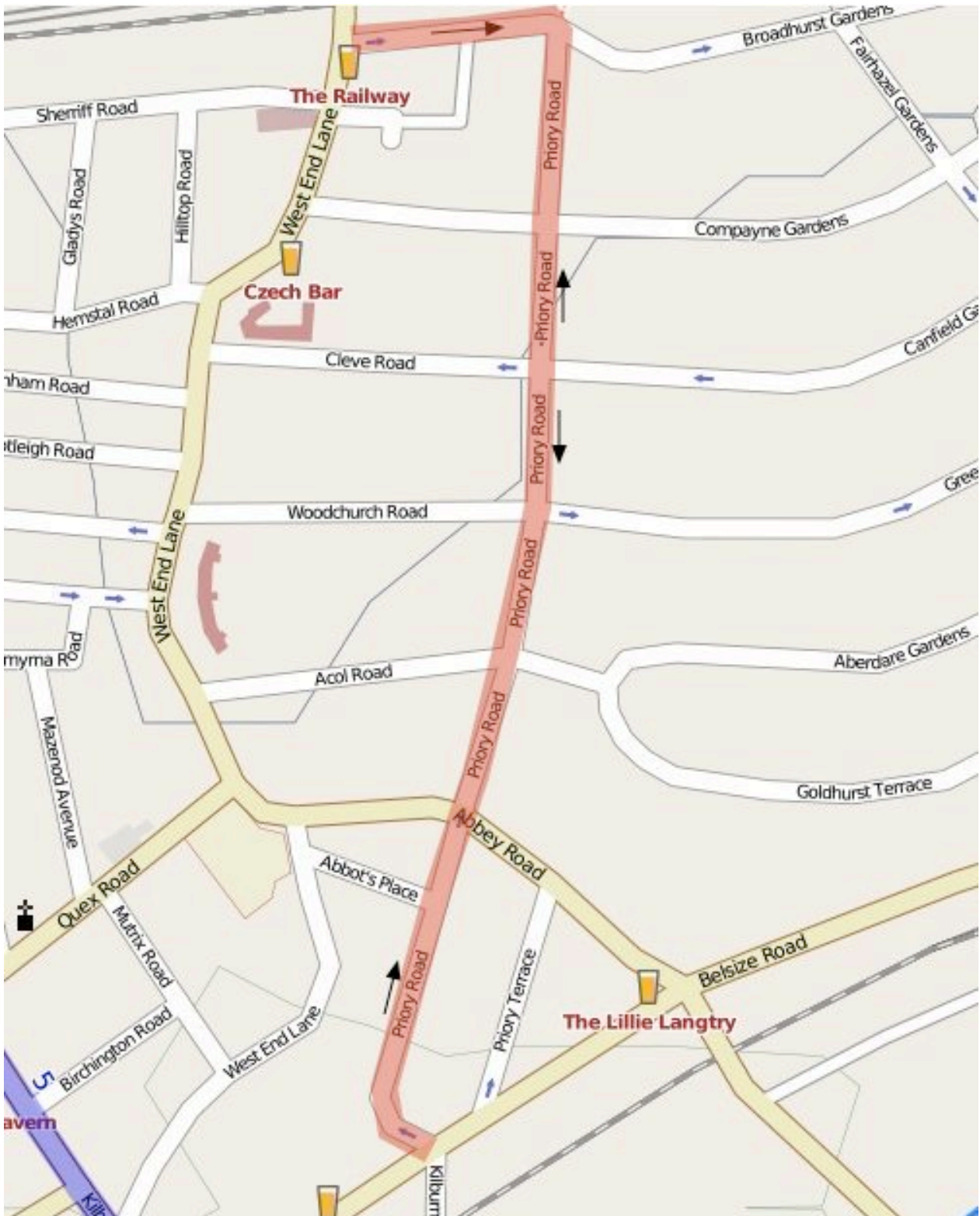


Priory Road and west end of Broadhurst Gardens

We propose a two-way cycle route between West End Lane and Belsize Road via the west end of Broadhurst Gardens and Priory Road. This could be a useful quiet alternative to the congested part of West End Lane.

Priory Road

Priory Road runs roughly north-south between Broadhurst Gardens and Belsize Road. It is a quiet traffic-calmed road within a 20 mph zone, with parked cars on both sides.



Priory Road has three one way sections (two northbound and one southbound). It is approximately the same width (about 8 metres) throughout its length, therefore two-way working would be practical.

In 2004 Camden consulted on a proposal for converting the section between Belsize Road and Abbey Road into a 'false one way street' with cycle only entry at the north end. This was rejected - we heard that residents were afraid of rat running (presumably via Abbot's Place). This may mean that some sort of contraflow cycling is a preferable solution here.

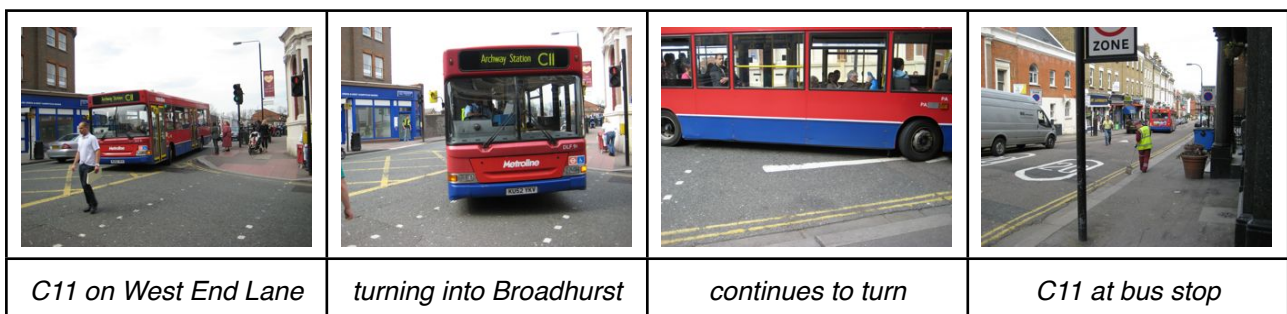
The other two one-way sections between Greencroft Gardens and Compayne Gardens could be made into a 'false one way streets' with cycle bypasses to the 'No Entry' signs, without any potential additional rat running.

The west end of Broadhurst Gardens

To complete this route we need two-way cycling in Broadhurst Gardens west of its junction with Priory Road. It is possible to reach West End Lane via Compayne Gardens, but then you would be in to the main gridlock point of West End Lane.

Broadhurst Gardens is also in the 20 mph zone and this section is about 8 metres wide. The part between Priory Road and the bus stop has parking on both sides, but there is plenty of room for contraflow cycling.

The part between the bus stop and West End Lane has double yellow line on the south side, which would fit well with a contraflow cycle lane (not segregated). The photos below show the C11 bus turning into Broadhurst Gardens.



When the C11 bus made the manoeuvre illustrated, there was no constraint on its road positioning. Therefore it looks as though the bus would be able to make this turn with room to spare for a short segregating island and a contraflow cycle lane.

Jean Dollimore, for CCC, 10 April 2010.