

# Cycling Issues for the LIP 2011-14

This report summarises our priorities for schemes intended to improve cycling conditions in Camden. It then attempts to allocate the issues that we have identified to the areas prioritised for the LIP: Tottenham Court Road/Euston/St Giles, Camden Town (including Camden East), Kings Cross (including Somers Town), Holborn, West Hampstead, Kentish Town, Kilburn, Finchley Road/Swiss Cottage. Finally, it lists outstanding issues that we hope may be taken up either by further cycle hire complementary measures funding or by other opportunities such as Section 106 funding.

## Permeability has the highest priority

Following discussions with members, we agreed that permeability has the highest priority. It has also been noted that permeability often enables cyclists to bypass major barriers, such as gyratories, that would be far more costly to alter.

*Lightweight permeability:* schemes using signs and logos only are a relatively cheap option (see the schemes proposed for Princess Road and Endsleigh Gardens). We suggest targetting a specific area with a view to providing two-way cycling in all streets (unless safety would prevent such lightweight measures). We propose the following two areas:

- south of Euston Road (bounded by Grays Inn Road, Argyle Street and Tavistock Place)
- an area in West Hampstead (around Priory Road)

This would enable LB Camden to see whether the approach works, with a view to expanding the areas later.

*Other more heavy weight permeability improvements:* two-way cycling in one-way streets may require measures such as painted lanes or kerb separators at the end (see the scheme proposed for Percy Street) or more complex measures such as use of spare footway (see the scheme proposed for Bedford Square). Other permeability measures include allowing cyclists to make a left- or right-turn forbidden to other vehicles, or a gap in a road closure. These measures are very valuable when funding can be found, particularly when they help to complete a route (LCN+ or the Camden Local Route). The use of cycle hire complementary funding for permeability measures on the Seven Stations Link (SSL) relief route looks very positive to us and we look forward to seeing their being constructed.

## Identification of issues for the LIP

These will consist mainly of permeability measures, but will also include the following:

- *Safety:* extension of 20 mph zones and selection of categorised danger spots from the list made for Sam Monck in 2007. Category 1 is the most dangerous – see Appendix A7 for an explanation.
- *Completion of LCN+ routes and the Camden Local Route:* some of these are permeability measures and will be described as such.

We have not mentioned cycle parking, cycle training, targets or reallocation of road space as we understand that you they will be addressed elsewhere in the LIP.

## Allocation of the issues to the priority areas

### Tottenham Court Road/Euston/St Giles

- *Euston Station:* The Euston Station draft planning framework should provide an opportunity to improve permeability across the station and to increase safety on the (SSL) at Gordon Square.
- provide a shared-use route via the bus roads and through part of Euston Square Gardens to aid east-west permeability between Eversholt Street and Melton Street (See Appendix A6 a);
- cyclists on the SSL at Gordon Square are endangered by vehicles turning across the cycle track; CCC has suggested that such vehicle movements should be forbidden. However, we are informed that taxis need to go that way to Euston Station. Taxi access to Euston Station via Eversholt Street should remove the need for taxis to cut through Gordon Square (See Appendix A6b and CRISP Report Link 30 – data sheet 2c).

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### Tottenham Court Road/Euston/St Giles (continued)

- The following danger spots were reported for Euston Road. Appendix A7 defines the categories:
  - **Danger spot** (category 2) Euston Road/Gordon Street/Melton Street. Southbound from Melton Street into Gordon Street across Euston Road (on Link 27). No ASL; heavy traffic from Endsleigh Gardens turns right onto Gordon Street. Traffic often backs up, blocking the southbound lane of Gordon Street. In addition, westbound traffic on Euston Road bound for Euston Station turns into Melton Street. This incoming traffic completely blocks the junction so there is no where to cycle. (See CRISP Report Link 27 – data sheets 27-1g and 27-1h).
  - **Danger spot** (category 2) Euston Road/ Albany Street. Eastbound cyclists on Euston Road have difficulties where the road widens with a separated left turn lane on the approach to Albany Street. They can become stranded in the middle coping with traffic trying to cross to the correct lane for their journey.
  - **Danger spot** (category 1) at Euston Road/ Gower Street. Westbound at Euston Rd and Gower Street where two lanes of traffic are turning left but the continuation cycle track is on the right hand side of the road. You either need to stop and wait for the lights to change to cross in front of the traffic to the cycle lane or mix it on the outside of the two left turning lanes where motor vehicles are jostling between turning left and going down the underpass.
- *Tottenham Court Road* : The SSL Relief route crosses Tottenham Court Road between Bayley Street and Percy Street. As mentioned above, progress with permeability in those streets looks promising. However, the following permeability measure is required to complete it:
  - permanent two-way cycling in Charlotte Street – currently this is possible as it is permitted during the works in Rathbone Place.
- *Tottenham Court Road* : Several years ago, hopes were raised that Tottenham Court Road/Gower Street would revert to two-way working; and from time to time we have been told that some proposals would be deferred until that happens; but we should not wait for ever! The following proposed improvements to the SSL are intended to re-route it so as to avoid the junction of Torrington Place and Tottenham Court Road:
  - two-way working in Howland Street (see CRISP Report Link 30 – data sheet 30-1b);
  - Cycle crossing of Tottenham Court Road between Howland Street and Capper Street (see CRISP Report Link 30 – data sheet 30-1c).
- Permeability measures close to Tottenham Court Road – all lightweight except for Gower Place:
  - two-way cycling in Gower Place (See Appendix A5);
  - two-way cycling in Whitfield Street (to provide a west side bypass to Tottenham Court Road that accesses the SSL in Howland Street and Maple Street) ;
  - two-way cycling in Tottenham St (to provide more access west of Whitfield Street).
- *St Giles*
  - Improvements in New Oxford Street (see CRISP Report Link 50 – data sheets 50 1a-1c);
  - Contraflow cycling in St Giles High Street and High Holborn as relief during construction work at St Giles Circus (see CRISP Report Link 50 – data sheet 50 1a).

### Camden Town (including Camden East)

- Camden High Street has a 20 mph speed limit, but it is surrounded by residential streets with 30 mph speed limits.
  - On the east side, it is separated from the Royal College Street 20 mph zone. Cyclist and pedestrian safety would be enhanced by 20 mph limits in Pratt Street and Plender Street west of Camden Street as well as Georgiana Street, Lyme Street and Greenland Road.
  - On the west side, north of Delancey Street there is some traffic calming, but no 20 mph limit. Cyclist and pedestrian safety would be enhanced by a 20 mph zone in an area bounded by Jamestown Road, Oval Road and Delancey Street.

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### Camden Town (including Camden East) continued

- The line of the Camden Local Route crosses Camden High Street near the junction with Plender Street, requiring the following measures:
  - two-way cycling in Plender Street, west of Bayham Street (see CRISP Report Local Route – data sheet 3f);
  - a cycle crossing over Camden High Street between Miller Street and Plender Street (see CRISP Report Local Route – data sheet 3e);
  - improvements in Miller Street and Mornington Street (see CRISP Report Local Route – data sheets 3d and 3b).
- Accessibility around Camden lock is hampered by the one-way characteristics of many surrounding roads. The following measures would be a first step:
  - two-way cycling in Hawley Crescent (see CRISP Report Link 27 – data sheet 27-3c);
  - The Hawley Wharf area planning framework provides an opportunity to open up cycle routes through this area, e.g. via Haven Street to the canal towpath through a railway arch to connect the canalside. (Currently it is possible ride between Haven Street and the recently installed dropped kerb in Leybourne Street, only needing to walk from the canalside to the railway arch); this needs to be a properly marked for cycle access.
  - ramped canal access at Kentish Town Road and at Oval Road to enhance the towpath route by providing a Camden Lock bypass section between Kentish Town Road and Oval Road. (see Camden Green CRISP Report – CRIM July 2010, report in preparation).

### Kings Cross (including Somers Town)

- The area south of Euston Road looks promising for permeability exercises. In contrast, the area surrounding the Argent development is still in need of radical safety measures. We propose:
  - a lightweight permeability project to provide two-way cycling in all streets south of Euston Road bounded by Grays Inn Road, Argyle Street and Cromer Street. See Appendix A1.
  - Kings Cross Development:
    - 20 mph speed limit throughout; full access for cycles to all areas even where motor traffic banned; safe routes during construction, including major highway works.
    - Cycle Parking/Storage:* Exceed UDP cycle parking percentages; access to cycle parking at street level, no steps and preferably no ramps; both secure and short-stay facilities.
    - Permeability:* Safe crossing of York Way (better junctions); widening of tow path and ramps to access it.
  - safety measures in Goodsway and Pancras Road under the CTRL rails: 20 mph limit throughout and improved lighting in the tunnel (see CRISP Report Link 29 and the Cycle Safety Review of Roads Surrounding St Pancras Station and Kings Cross Station, April 2008 by Camden Consultancy Services).
  - 20 mph speed limit in Camley Street (which also requires urgent resurfacing).
  - safety measures in York Way at all junctions and on the road itself in many places (see CRISP Report Link 29 – data sheets 1E and 2A-2H). Also identified as **Danger spot** (category 1): On the east side from Kings Cross all the way up to Agar Grove, the green cycle lanes come and go and the intermediate sets of lights, particularly with Goods Way northbound, are dangerous without ASLs.

### Holborn

- LCN+ link 50 (a heavily used cycle route) runs through Holborn along Bloomsbury Street and Theobalds Road, but westbound cyclists are diverted round the gyratory in Proctor Street, High Holborn and New Oxford Street. This problem could be alleviated if the contraflow bus lane in Bloomsbury Street were to be made suitable for cycling. The following issues are addressed in the CRISP Report Link 50 (May 2009):
  - Bloomsbury Way: carry out post-implementation study of Route 38 bus contraflow into allowing cycling in the Route 38 westbound contraflow bus lane along Bloomsbury Way. (see CRISP Report Link 50 – data sheets 50-2a to 50-2c)
  - improvements in Theobalds Road and Rosebery Avenue (see CRISP Report Link 50 – data sheets 50-2d, 50-3a to 50-3b and 115-1a to 115-1b))

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### Holborn (continued)

- Vernon Place junction with Southampton Row (see CRISP Report Link 50 – data sheets 50-2b). This junction is problematic as cyclists are exposed to the risk of a collision from left turning vehicles from the left turn only lane on the near side. The far side lane is a right turn only lane. It is worth noting that motorists use the far straight-ahead lane to turn right (illegally) into Southampton Row.
- Theobald's Road junction with Drake Street (see CRISP Report Link 50 – data sheet 50-2c). The complexity of this junction is described in the data sheet.
- Procter Street/High Holborn/ New Oxford Street (see CRISP Report Link 50 – data sheet 50-2d). Procter Street is a four lane, one-way carriageway leading to a junction where traffic is split into eastbound and westbound directions onto High Holborn.
- **Danger spot** (category 2) at Shaftesbury Avenue/Bloomsbury Street. Cycling southbound and turning right into Shaftesbury Avenue at the bottom of Bloomsbury Street (by the Shaftesbury theatre)

### West Hampstead

- Cycling across West Hampstead is confused by the network of residential one-way streets. Therefore, the provision of lightweight two-way cycling schemes looks like a 'must'. We propose:
  - lightweight permeability project to provide two-way cycling in Priory Road and the western end of Broadhurst Gardens to avoid the congested part of West End Lane. (see <http://www.camdencyclists.org.uk/info/tforum/Priory%20Road.pdf>)
  - two-way cycling in Fairhazel Gardens between Compayne Gardens and Canfield Gardens to complement the facility already available south of Canfield Gardens and as a part of the local route. (see CRISP Report Local Route – data sheet 1f)
  - improve conditions for cycling in Broadhurst Gardens (one way, narrow road, cars parked both sides, risk of car doors opening as happened to a friend)
- West End Lane is a popular high street with problems of congestion and sometimes excessive speeds. The Camden Local route crosses it near Compayne Gardens. We propose:
  - 20 mph speed limit for the entire length of West End Lane
  - improvements in West End Lane, Sheriff Road, Hemstal Road, Lowfield Road and Compayne Gardens (see CRISP Report Local Route – data sheets 1b, 1c, 1d and 1e)
  - improve junction West End Lane/Quex Road/ Abbey Road (see CRISP Report Link 31 – data sheet Y-2)
- **Danger spot** (category 2) at Mill Lane/ Fortune Green Road. The junction of Mill Lane turning left onto Fortune Green Road, where the road is too narrow to allow cyclists to get into the ASL box. This junction has been a mess ever since traffic lights were placed there, with impatient drivers jumping the lights and traffic backlogs on Mill Lane pumping fumes into Emmanuel primary school playground.

### Kentish Town

During the last five years, improvements have been made at the junctions in Kentish Town Road that had caused safety concerns (Royal College Street, Prince of Wales Road, Fortess Road and crossing between Islip Street and Holmes Road). However some concerns remain for cyclists on Kentish Town Road:

- Speeds are too high when/where the road is clear and a 20 mph limit is called for in this popular street.
- There is often severe congestion north of Royal College Street, which calls for many of the permeability measures mentioned below.
  - two-way cycling in the extreme western sections of Patshull Road, Gaisford Road and Caversham Road. Each of these roads has a 'No Entry' sign at the junction with Kentish Town Road and is two-way for most of its length (i.e. east of Wolsey Mews). These roads form useful escape routes from Kentish Town Road into the quiet network of residential streets.
  - two-way cycling in Wolseley Mews to allow cyclists to bypass Kentish Town Road.
  - two-way cycling in Falkland Rd between Leverton Street and Lady Margaret Street and if possible between Fortess Road and Leverton Street.

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### Kentish Town (continued)

- two-way cycling in the western end of Inkerman Road. There is a 'No Entry' sign at the junction with Grafton Road but the rest of the road is two-way.
- cycle gap from Rochester Road into Kentish Town Road to provide a quiet route between Camden Road and Kentish Town Road
- cyclists exception to 'No Right Turn' at north end of Castlehaven Road into Prince of Wales Road to provide access via Anglers Lane to Kentish Town Road and across to Gaisford Road.
- cycle gap in Kelly Street at its junction with Castlehaven Road as a link from Bartholomew Road to Castlehaven Road to avoid difficult left and then right turn on Kentish Town road.
- revisit the link between Regis Road and Arctic Place. An alternative is a link between Regis Road and 54-74 Holmes Road.

### Kilburn

- Kilburn High Road is a very busy road with many bus routes. It is unpleasant to ride along, however it forms part of LCN+ Route 5. The western end of the Camden Local Route meets it at Netherwood Street. The following measures are proposed:
  - Cyclists right turn from Belsize Road into Kilburn High Road (see CRISP Report on LCN+ Route 5);
  - improvements in Netherwood Street (see CRISP Report Local Route – data sheet 1 a);
  - improvements of junction Kilburn High Road/Willesden Lane (see CRISP Report Link 31 data sheet 1-A);
  - improvements of junction Kilburn High Road/Quex Road (see CRISP Report Link 31 data sheet 1-B);
  - two-way cycling in Springfield Lane and improvements at its junction with Kilburn High Road (see CRISP Report Link 31 data sheet 1-C);
  - improvements in Kilburn High Road between Quex Road and Springfield Road (see CRISP Report Link 31 data sheet 1-D);
  - raised table at junction Greville Road and Carlton Hill (see CRISP Report Link 31 data sheet 1-G);
  - Mill Lane. Pedestrian improvements were carried out following a consultation in November 2007. CCC's comments were not taken on board and we have serious misgivings about the result. See Appendix 8.

### Finchley Road/Swiss Cottage

- This area is blighted by the Swiss Cottage gyratory. In addition, cycling to shops on Finchley Road at Swiss Cottage is made very hazardous by parking/loading. The Camden Local Route passes nearby and is intended to provide access to Swiss Cottage.
    - **Danger spot** (category 1) at Swiss Cottage gyratory. This has problems all round. Cyclists riding north on Avenue Road are supposed to go round the gyratory, switching lanes amidst heavy traffic, but many use the footway by the Library. If they go round the gyratory it is very difficult to access College Crescent. Southbound cyclists on Finchley Road aiming for Avenue Road can cut through onto College Crescent, but then have to get past the bus bays by the library, and avoid the left turn into Adelaide Road. Turning right into Adelaide Road is difficult for northbound cyclists on Avenue Road or St Johns Wood Road - they have been observed using two or three pedestrian crossings to make the move.
    - **Danger spot** (category 2) at Finchley Road between Swiss Cottage and Finchley Road Station. The traffic is too fast and does not stop at the pedestrian crossings. The lanes are too narrow, vans fill the lanes, buses overhang the lane markings. When the bus lane is parked up as it is most of the time there is not enough space for cyclists to pass safely without moving into the traffic lane which is too narrow, too fast and very few drivers will give way/allow enough room when overtaking. This probably applies further north as well but this is the busiest pedestrian/shopping section.
- The following proposals relate to the above danger spots and to nearby streets on the local route:
- upgrade one-way cycle crossing over Finchley Road at Eton Avenue, Swiss Cottage to two-way. (see CRISP Report Link 26 data sheet 3C and CRISP Report Local Route – data sheet 4b and c);
  - provide a cycle-friendly ramp down the steps from Finchley Road to Belsize Road via Swiss Terrace (see CRISP Report Link 26 data sheet 3B and CRISP Report Local Route – data sheet 4d);

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### Finchley Road/Swiss Cottage (continued)

- remove the gyratory and revert to two-way working along Finchley Road, making Avenue Road a high street (see CRISP Report Link 26 data sheet 3D);
- introduce 20 mph limits in areas to the west of Finchley Road that are omitted from the Swiss Cottage 20 mph zone and those on the east omitted from the Belsize 20 mph zone;
- improvements including traffic calming in Loudoun Road and Boundary Road (see CRISP Report Local Route – data sheet 1 j);
- improvements in St Johns Wood Park (see CRISP Report Local Route – data sheet 2a);
- improvements in Harley Road (see CRISP Report Local Route – data sheet 2d);
- improvements in Winchester Road (see CRISP Report Local Route – data sheet 4g and 4h).

## Outstanding issues (those not allocated to areas above)

### Permeability issues in or close to zone 1

These may be candidates for funding when the cycle hire scheme is expanded.

- two-way cycling in St Marks Crescent to improve access to Regents Park (See Appendix A4);
- two-way cycling in Chester Gate to enable access to Regents Park from the east. (See Appendix A3)
- two-way cycling in Park Village East as part of the Camden local route. (see CRISP Report Local Route – data sheet 3b)

### Other Issues

- **Danger spot** (category 1) at Fortune Green Road/Finchley Road/Platts Lane. The main problem is for cyclists trying to proceed from Fortune Green Road Road to Platts Lane. They have to wait in the centre of the road on a the straight ahead lane while a left filter operates to get traffic from Fortune Green Road onto Finchley Road. In this highly dangerous position they get cut-up by vehicles trying to turn left. Then when the lights change, the phase is too brief to allow a cyclist to get across the Finchley Road (uphill) before heavy traffic is bearing down from Finchley Road southbound.
- **Danger spot** (category 2) at Parkway between Delancey Street and Outer Circle Regents Park.  
Junction Parkway/Albany Street/Gloucester Gate, heading towards Regents Park. The road has three lanes including a left-turn only lane for Albany Street. A cyclist heading for the Outer Circle needs to ride in the middle lane to get safely into Gloucester Gate and then pass the parked cars in the narrower carriageway of Gloucester Gate. The big width of the road coupled with a left-turn only lane means that drivers often either take a left turn from in front of cyclists, or undertake in order to go straight on. There is no ASL at this set of signals.  
Junction Outer Circle/Gloucester Gate, heading from the Outer Circle into Gloucester Gate. The difficulty is trying to turn right: there are no road markings and no protected right turn zone. The speed of motor cycles is also a problem.
- **Danger spot** (category 2) at Royal College Street /Camden Road. At the junction of Royal College Street with Camden Road going north. The road surface on the north side of the junction is broken (potholes, manhole covers etc) over a stretch of several yards. It's quite hard to see (dark under bridge) and you hit it just as you're trying to gain speed ahead of cars after the lights change. There's very little space and you are forced into it by parked cars in that stretch of Royal College Street.
- two-way cycling in the eastern entry to Dartmouth Park Road – a short section near Highgate Road is marked as no entry both ways; all that is needed is to replace No Entry signs with Flying Motorcycle signs.
- signage and logos in Pakenham Street, Cubitt Street, Calthorp Street and Guilford St (see CRISP Report Link 30 – data sheets Spur 3b and Spur 3c)
- signage of the remainder of the SSL relief route between Charlotte Street and Russell Square (when the latter has been restored to two-way working)
- improvements in Queens Grove, Avenue Road, Elsworthy Road, King Henry's Road (see CRISP Report Local Route – data sheets 2b, 2c, 2e)
- increase ASLs junction of Abbey Road/Belsize Road (see CRISP Report Link 31 – data sheet Y-1)

## Appendix

### A1: Lightweight permeability south of Euston Road

The following are set within the bounds of Argyle Street, Cromer Street and Grays Inn Road. It could include the following roads:

- St Chads Street between Belgrove and Argyle Street;
- Argyle Street (possibly without access at the junction Euston Road);
- Crestfield Street (compare with proposed scheme for Belgrove Street which has a cycle hire station);
- Argyle Square (west and east sides as continuations of Belgrove Street and Crestfield Street).

Extensions south of Cromer Street which might attract cycle hire complementary measures funding:

- Regents Square (2-way for all vehicles failed in consultation; try two way cycling on the west side) - **high priority** for completion of route between St Pancras/Kings Cross and the SSL. (see *Specification of the missing link* at <http://www.camdencyclists.org.uk/camden/campaigns/eurostar/missing-link-11-07>).
- Kenton Street, Handel Street to enable access to the back of Waitrose and avoidance of traffic lights.
- Bidborough Street, Tonbridge Street and Hastings Street for access to the Town Hall.
- Seaford Street: to provide another useful link on the route between the SSL and St Pancras/Kings Cross.

### A3: Case for two-way cycling in Chester Gate

It is difficult for cyclists to turn right from Euston Road into the Outer Circle via Park Square. We therefore think that it would be useful to have an alternative signed route parallel to Euston Road on the north side. At a site visit on 22nd August 2007 with Camden Officers Tom Allen and Chris Nicola, we identified a route along Drummond Street and Longford Street. Unfortunately there is no link through to St. Andrews Place. Therefore we concluded that the route should continue north on Albany Street and then turn into Chester Gate to link to the Outer Circle. This route works well in one direction, but inconveniently, Chester Gate is 'No Entry' from the west side. A subsequent site meeting was held with Jacqueline Saunders.

### A4: Case for two-way cycling in St Marks Crescent

Access to the Outer Circle and then the Broad Walk over the bridge opposite St Marks Square works well for southbound cyclists e.g. coming from Regents Park Road. It would be really useful to allow northbound cycle access on St Marks Square; preferable return it to 2-way working or failing that, introduce contraflow cycling. This will complement two-way cycling in Princess Road (currently under consultation).

### A5: Gower Place

The area needs to be made more permeable for cyclists wanting to travel in an east-west direction without using Euston Road (the UCL complex is currently quite an obstacle in this respect). The scheme for the eastern end of Endsleigh Gardens is the first step. Gower Place was discussed at a site meeting with Dave Stewart in February 2010 and it was agreed that with its current usage by HGVs, the existing road is not wide enough for lightweight contraflow cycling. However the footway is very wide, providing potential for contraflow cycling.

### A6: a) East-West connectivity at Euston Station

- consider a route from the junction of Eversholt Street/Phoenix Road to Melton Street – Euston Station gets in the way. Alternatives are: (i) go via Euston Road which requires two right turns or (ii) walk across the front of the station and then use the service road. See the routes supplied at : <http://camden.cyclestreets.net/journey/201853/>

### A6: b) Taxi access to Euston Station

- See our response to Euston Station draft planning framework consultation at <http://www.camdencyclists.org.uk/camden/othercons/euston-station-08-07/>. We noted that the framework does not specify how taxis will access the station. Current access by taxis via Melton Street has severe side effects in the Gordon Square area where taxis on Tavistock Place turn right across the cycle tracks to use Gordon Street. It would be infinitely better for cyclists and pedestrians in the Bloomsbury area if taxis were to travel to/from Euston on one of the major roads (Woburn Place, Gower Street, Tottenham Court Road) rather than rat-running through Bloomsbury.

## **Cycling Issues for the LIP 2011-14**

### **A7: Danger spots**

The list was collected from members during April and May 2007 and submitted to Camden Council in June 2007, together with a classification of the dangers from (1) to (4). We used the following classifications.

1. This situation is dangerous for the most competent cyclists;
2. This manoeuvre is difficult for all cyclists, but can be achieved safely with some skill.
3. This situation is intimidating for inexperienced cyclists
4. This situation provides a false sense of security (e.g. cyclists may be injured because they assume that their right of way will be respected).

The full list can be accessed from:

<http://www.camdencyclists.org.uk/camden/othercons/danger-spots-04-07>

We have omitted the two dangers spots at Russell Square (at Bedford Way and at Southampton Row) because we hope that the new two-way working will take them away. We have also omitted six on Kentish Town Road which we believe have been improved.

### **A8: Mill Lane Pedestrian Improvements**

This scheme was audited by CCC on 8/12/08. It was mostly installed as proposed in the consultation, but none of CCC's suggestions were acted on. There are major problems with this road, many of which were pointed out by CCC at the consultation stage. The worst are:

1. A major pinch-point at Solent Road. Lane widths here are about 3m on a busy road with buses and HGVs and no traffic calming, against LCDS and other guidelines.
2. Illogical road markings west of Solent Road forcing cyclists into the door-zone
3. Parking immediately west of the zebra at Westbere Road. The lanes widths here would be adequate, but this parking forces cyclists out into the traffic

Suggested remedies are:

1. Raised junction at Solent Road
2. Review and correct road markings
3. Remove at least 1, preferably 2 parking spaces immediately west of zebra at Westbere Road
4. Run traffic speed survey

These issues were discussed with Dave Stewart at meetings in 2009, and we have sent emails to David Jenkins, but nothing has been resolved.

Jean Dollimore, 16th August 2010