

Camden Town East Feasibility Study

Response from Camden Cycling Campaign

September 2010

Improvements to London Cycle Network and the local east-west cycle route

The **Camden Local Route** runs along Plender Street between Camden High Street and Royal College Street. It crosses along Camden High Street between Miller Street and Plender Street. It requires the following measures:

- Two-way cycling in Plender Street, west of Bayham Street (see CRISP Report Local Route – data sheet 3f). Please note that the junction Plender Street/ Bayham Street is on TfL's list of 'Signals Identified for Potential Removal'. Its removal may make the two-way cycling harder to implement.
- A cycle crossing over Camden High Street between Miller Street and Plender Street (see CRISP Report Local Route, data sheet 3e).

LCN+ Route 6 runs along St Pancras Way, Georgiana Street, Royal College Street. The CRISP Report for Link 28 recommends the following:

- A two-way cycle track connecting the ramp canal access in Royal College Street with Link 28 would benefit cyclists since this route is very popular. (See CRISP Report Link 28, data sheet LBC28 06_04.)

The **Camden Green CRISP** recommends extension of two-way cycle track between Georgiana Street and Camden Road. See Draft CRISP Report Regent's Canal Alternative Route Green CRISP Study, data sheet 3D.)

LCN+ Link 27 runs northbound on Camden High Street and southbound on Camden Street. Data sheets relating to work by TfL have still not been implemented. A set of drawings for this was commissioned from CCS by David Braine of TfL in 2007 (drawings initialled AS). The following measures are proposed:

- *Camden High Street.* An ASL at the junctions of Pratt Street and Greenland Road and 4.5 m bus lanes. (See CRISP Report Link 27, data sheet 27-2c and drawings CAM-060041-2c-006 and 005.)
- *Camden Street.* Upgrade cycle lanes. Use high-speed cycle lane chevron buffer. Provide ASLs at the junctions Camden Road, Pratt Street and Plender Street. (See CRISP Report Link 27, data sheet 27-2b and drawing 'CAM-060041-2b-0098 and 009'.)
- *Crowndale Road.* Eastbound contraflow cycle lane between Camden High Street and Bayham Street with access from Hampstead Road. (See drawing 'CAM-060041-2e_2f').

Road safety issues

There is concern for cyclist safety in both Camden Street and Camden High Street. The 20 mph speed limit in Camden High Street is an improvement. However, the measures recommended in the Link 27 report need to be implemented. In the list of danger spots we compiled for Sam Monck in May 2007, cyclists reported the difficulty of turning right into Greenland Road from Camden Street.

Permeability issues

LCC and CCC have stated many times that they believe that the very complex north-south and east-west gyratories around Camden Town should be restored to two way working. In the interim, we suggest the following permeability measures:

- Two-way cycling in Plender Street (see Camden Local Route above).
- Two way cycling in Royal College Street north of Georgiana Street (see Route 6 above).
- Two way cycling in Crowndale Road west of Bayham Street (see Link 27 above)
- Greenland Road is one-way eastbound from Camden High St to Bayham St, then one-way westbound from Bayham St to Carol St, then 2-way for the section east of Carol St to Camden St. The most useful thing would be contraflow cycling in the westbound one-way.

Introducing any additional 20mph speed limits or zones

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.

A 20 mph speed limit in Camden Street similar to the one in Camden High Street would also enhance cyclist safety.

Cycle hire docking stations

We welcome the proposed new site on Royal College Street near College Place. It's best if they can be accessed from both directions. Our suggestions for other possible locations will follow.

Jean Dollimore, 21st September 2010.