

Improving cycling conditions in Camden (2014-17)

This report summarises our priorities for schemes intended to improve cycling conditions in Camden. It will then attempt to allocate the issues that we have identified to:

1. the areas or corridors prioritised for the LIP (when we know them).
2. links in the Central London Cycling Grid (CLCG) – again when we know them
3. issues that may be funded from other sources such as additional cycling funding from TfL or Section 106 funding.

For the LIP 2011-14 we made a case that permeability had the highest priority, suggesting that much progress could be made with lightweight schemes. This has proved to be very successful in areas including Kings Cross, West Hampstead, Camden Town east and Fitzrovia. We know that schemes for Tottenham Court Road, Kentish Town and Gospel Oak are due soon. We also proposed that safety issues including a borough-wide 20 mph limit should be addressed and that the LCN+ routes and the Camden Local route should be completed.

The LCC Go Dutch campaign and its rapid take up by Camden Council has enabled the development of the new scheme for Royal College Street. We understand that Camden would like to use similar infrastructure (lightweight segregation) elsewhere.

Following the Mayor's Vision, we feel this is an opportunity to create new routes and to improve our existing routes. Measures required will include permeability, traffic calming, junction improvements or lightweight segregation.

Our document: "Cycling two way on one way roads: prioritisation of requests by Camden Cycling Campaign, February 2013" (<http://tinyurl.com/perm-prio>) will be referred to as *Perm-Prio*.

Adding to the existing cycle routes in Camden mostly north of Zone 1

The map at <http://goo.gl/maps/SA0lv> shows the Camden part of the LCN+ routes (which extend beyond our borders), the Camden local route plus other signed links.

Study of this map shows a lack of east-west routes outside Zone 1 (the local route is the only one). We suggest the following east-west routes:

1. the *Canal alternative route* passing across Camden Town via Delancey Street into Pratt Street together with a Camden lock bypass via Hawley Crescent (see *Perm-Prio 1-a* for details)
2. *Belsize Road to Brecknock Road route* passing across Swiss Cottage gyratory from Swiss Terrace to Eton Avenue and crossing Kentish Town via Holmes Road. Swiss Cottage junction review must provide a safe east-west crossing for cyclists. We have already suggested to Steve Cardno that Sn 106 funding from development at 65-69 Holmes Road could be used to enhance the Kentish Town part of this route.
3. *South Hampstead to Tufnell Park route* running along Fleet Road, Mansfield Road and Chetwind Road to Tufnell Park on Islington border. Following discussions with Brian Deegan about improvements in the Gospel Oak area, we would like to see two-way cycling in Fleet Road and safety measures in Mansfield Road. This route should be extended westwards to Kilburn (e.g. via Arkwright Road, Lymington Road and Maygrove Road) after a study of contours and crossings of Finchley Road). Useful for students of La Swap (commuting between Ackland Burghley and Parliament Hill).

These routes are show in red on the map <http://goo.gl/maps/ZvwJr> and labelled EW1-3.

Although LCN 6 is a good north-south route, Link 27 is incomplete and others are needed as the borough widens out north of Zone 1. We propose the following, some of which have already been discussed with Camden officers:

1. *Royal College Street enhancements stage 2*. Extend lightly segregated two-way cycling across Camden Road up to Kentish Town. Cyclists can continue on a quiet northbound route on Link 27 via Castle Road.
2. *Tottenham Court Road and Hampstead Road*. This is the recommended alignment for Link 27. The West End Project will provide for two-way cycling in TCR. We are pushing TfL for a separate bus and cycle signal across Euston Road. We encourage Camden to implement their second lightweight segregation scheme in Hampstead Road. There should be a southbound cycle crossing over Hampstead Road from the southern end of Mornington Crescent in addition to the link at Cobden Junction.
3. *York Way route* along the boundary of Islington to fill the gap between LCN6 and LCN7. We would like to see a third lightweight segregation scheme on York Way from Kings Cross at least as far as Agar Grove. Ideally the route should be able to continue on Brecknock Road.
4. *Malden Road to Arlington Road* following the above-mentioned discussions with Brian Deegan we are optimistic that Camden plan to implement a lightweight segregation scheme in Southampton Road - Malden Road with improvements to the junction at Prince of Wales Road. To make this really useful, it should be routed to join up with the Link 27 route on Arlington Road via a crossing over Chalk Farm Road at Ferdinand Street and improved cycle access behind the Superstore via Gilbey's Yard to Oval Road.

These routes are shown in blue on the map <http://goo.gl/maps/ZvwJr> and labelled NS1-3.

A map of the full set of proposed new routes can be seen superimposed on the existing routes at: <http://tinyurl.com/c2x8wn2>.

Enhancement of existing routes in Zone 1

The map of existing routes at <http://goo.gl/maps/SA0lv> contains annotations as to their completeness. From this we have identified the following enhancements:

1. SSL route. A treatment similar to RCS would be an excellent solution for the Torrington Place – Tavistock Place section, tackling both capacity and safety. Even with TCR 2-way we suggest an alternative route via Hunter St and Capper Street to Howland Street.
2. SSL relief route. 2-way TCR will enable crossing Bayley Street - Percy Street; route needs signage and improvements in Guilford Street.
3. LCN 50. St Giles to Rosebery Avenue. This route requires improvement all along its length. (see *Perm-Prio 1-d* for details)
4. Link 29 Goodsway-Polygon Road. Requires improvements under CTRL bridge and western extension.

These routes are shown in red on the map <http://goo.gl/maps/Sia9Q> and labelled E1-4. A map of the full set of enhancements can be seen superimposed on the proposed new routes and existing routes at <https://maps.google.com/?q=http://gokml.net/701.kml>

Quietways and CS11

Gilligan speaks of a Jubilee line Quietway. David Arditti (Brent Cyclists) suggests this may take a route via Chapter Road and Chatsworth Road (Brent), Maygrove Road, West End Lane, Abbey Road (Camden) and Lisson Grove (Westminster) – shown as a grey line on the above maps. Since the busy part of West End Lane is too congested for convenient cycling, David suggests a new cycle bridge across the railway lines from the north end of Priory Road (now two-way for bikes). It would rejoin West End Lane at the Travis Perkins access road on the north side of the tracks.

Gilligan also mentioned an Inner Circle Quietway. This could be implemented through Camden from the Euston Road parallel south and north side routes suggested in *Perm-Prio 1-b* and *1-c*.

Gilligan stated that the route of CS11 will not be on Finchley Road. The obvious road is the A5 and this could be an opportunity to use the alignment of LCN5 to produce a useful route on the western edge of the borough. That would depend on Brent and Camden being prepared to do something radical to reduce congestion on Kilburn High Road. There are also issues for Westminster and Barnet.

TfL Better Junctions

Swiss Cottage was mentioned in the Mayor's vision to be given special consideration. The CS11 will be elsewhere, but the design should enable safe cycling on all sides. It should also allow for a 2-way crossing between Swiss Terrace and Eton Avenue (for route EW2 above). If reverting all sides to 2-way for motors would prevent the provision of excellent cycling facilities, then the latter should take precedence.

Issues in Perm-Prio not mentioned here

These consist of the following:

- 1e new north-south routes in the south of the borough
- 1f. outstanding work on the 'Local route' (West Hampstead via Primrose Hill to Goodsway)
- 2. Reconsider the important ones rejected in West Hampstead and Fitzrovia
- 3. Consider others affecting members' commuter routes.
- 4. Our current set of requests for Kentish Town, Gospel Oak and Cobden junction still have high priority and if dropped, should be reinstated.

Cycling Issues for the LIP 2014-17

Issues not mentioned above include the following:

Signage

- upgrading existing routes
- signing new ones

Gyratories

- Kings Cross, Swiss Cottage, High Holborn

Safety

- speed cushions are a hazard, some have been replaced by tables recently; like to see a program to replace them all. Some bad ones e.f. Torrian Avenue still in place.

Parking

- stands in street, footway and carriageway
- storage on council estates (encourage housing managers to look for sheds)
- fietshangers

Training

- has been a lot of initiative
- but must get more kids cycling to school

Dealing with problems/issues

Some of the severe ones go to our quarterly meeting e.g. Crogsland and Russell Square, fall off hazards, but for other issues, we'd like Camden to have a more transparent method than the 'proposed schemes list' and 'handing issues to colleagues at TfL' and we also need a more effective way of reporting. At the moment people contact us, we contact an officer we think may be interested and then...

Once we know the neighbourhoods and corridors under consideration, we will attempt to give more details about the above proposals for routes, permeability and other safety issues. We have, however, started on Camden Town.

Camden Town

The big network of one-way streets is recognised as a serious barrier for cyclists. We understand that these are likely to remain in place for the period of this LIP. We welcome Camden's approach of improving east west connections and are keen that 2-way cycling be implemented in the following streets:

- Pratt Street -Delancey Street (to enable the canal alternative route EW1a);
- Hawley Crescent (to enable the Camden lock bypass EW1a);
- Cobden junction (to allow east-west connection between Link 27 and RCS);
- Plender Street - Miller Street (to get the local route across Camden High Street);
- Castlehaven Road -Hawley Road(to provide a 2-way connection between Camden Lock and Kentish Town Road;
- Albert Street: is one way southbound between Delancey Street and Parkway. Lightweight treatment together with modification of the island at Delancey Street;
- Camden Street: is wide enough for an end to end continuous wide cycle lane with no parking in it; and contraflow cycling between Bonny Street and Camden Gardens for the canal route.