

Response to Consultation on St Mark's Square Proposed Pedestrian and Cycling Improvements

To Joanna Alker, Simi Shah

This response to the consultation on the St Mark's Square Proposed Pedestrian and Cycling Improvements is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have over 500 members and represent the interests of cyclists living or working in the borough of Camden. We consulted members and others by email, on our website and on CycleScape about this issue and the proposal for contraflow cycling has been received with enthusiasm. Ever since the Broadwalk opened for cycling in 2009 (and before), people leaving Regent's Park over St Mark's Bridge have been demanding a northbound route into Primrose Hill.

Cycling:

- we approve of the contraflow cycle lane on the west side of the road being inside the parked cars with a separating buffer;
- we would prefer for the entry from Prince Albert Road to be wider than 1.5m to enable a safer entry movement;
- we approve the protected waiting position for people turning right into the contraflow cycle lane from Prince Albert Road;
- for southbound (with flow) cycling we would have preferred to have separate space for cycling but acknowledge that even if motor traffic were reduced to a single lane it would be difficult to design the junction with Prince Albert Road so as to avoid the risk of left hooks.

We understand that there has been opposition to the floating parking spaces and to the reduction of motor traffic lanes. As regards the former, we think the opposition is exaggerated and that they work reasonably well in other roads. We note that front-seat passengers will exit into the road, as they do now, so there is no change in that respect, and that drivers and cyclists will have good visibility of one another. However, we also think that an alternative would be to put all the parking on the east side of the road, with a kerb segregated contraflow cycle lane on the west side. This would involve some loss of parking but we think that additional space could be made by reducing the proposed build-out on the north-east end of the Square.

The reduction of two left-turn lanes to one seems very reasonable; we understand from the SKM modeling in 2014 that most traffic turns right in both a.m. and p.m. peak, so the two left turn lanes are surely excessive.

The suggestion that north-bound cyclists could route via Albert Terrace is not acceptable - this is indirect, involves cyclists riding on and turning right across both Prince Albert Road and Regents Park Road, both with substantial traffic, and does not link either to the quiet roads in Primrose Hill, nor to the access points to Regents Park and to the canal ramp. In the future we still hope that a safe crossing of Prince Albert Road can be added to the facilities here and the contraflow on St Marks Square is integral to this.

Pedestrians:

- we fully support the provision of green-man crossings on all arms of the junction with Prince Albert Road
- we support footway widening as long as it does not compromise the position and width of the cycle lane.

John Chamberlain

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