

To: Raymond Cheng, Simi Shah

Kentish Town Road / Fortess Road / Highgate Road Junction

This response to the consultation from Camden on the proposed improvements to the Kentish Town Road / Fortess Road / Highgate Road junction is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in the Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

Summary

Although there are some good aspects to the proposed plan, they mainly benefit pedestrians and do not go nearly far enough in making this junction safe for cyclists. This is a very busy junction and everything possible should be done so that in future it can be part of a high standard protected cycle route. This should include making the junction as safe as possible and reserving road space for later improvements on the adjoining network.

Background

This is a very busy junction with 14,000 motor vehicles per day on Kentish Town Road, of which 500 are HGVs and 1200 are buses and coaches. Cyclist numbers are high, at 2000+ per day, many of whom are heading to or from Fortess Road. This alignment is also in the top 25 of potential cycling routes in TfL's Strategic Cycling Analysis. So the right turn from Kentish Town Road to Fortess Road is critical but is not addressed in this proposal. The junction scores poorly on CLOS/JAT (see attached).

We need to be sure that anything that is done is consistent with a long-term solution even if this is not implemented immediately.

Responses to Specific Questions

- 1. Remove and modify traffic islands in order to provide straight across crossings.*
We support - this is generally neutral for cyclists though we are concerned about northbound cyclists not being protected from motor traffic heading south on Fortess Road.
- 2. Introduce cycle lanes and cycle advanced stop lines on Fortess Road and Kentish Town Road*
We support the introduction of ASLs but see below regarding northbound movements
Introduce an advisory cycle lane on Highgate Road to improve safety for cyclists.
Advisory lanes offer virtually zero protective benefit, especially in a location with constrained roadwidth such as this. Instead, the lane should be protected by a kerb or by using a stepped track.
- 3. Remove railings on the Highgate Road approach to give better visibility across the junction.*
We support removal of railings as they are shown to encourage speeding by motorists (see recent report from TfL) and can result in cyclists being trapped.
- 4. Remove short section of bus lane on Fortess Road, between Falkland Road and the junction, and replace with a mandatory cycle lane*
We support this.

5. *Widen the footway along eastern side of the junction from Fortress Road to Kentish Town Road*
We object to this because we believe that the road space can be used more effectively to provide protection for cyclists (see below).
6. *Modifications to the existing yellow box junction.*
No objection
7. *Install a mandatory cycle lane through the junction (east side)*
The mandatory cycle lane southbound through the junction should be protected by a kerb or by using a stepped track.
8. *Install countdown*
No objection
9. *Introduce dedicated pedestrian stage at the signals*
We support this

Proposal for safe movement from Kentish Town Road to Fortress Road

We believe that the only way to make the movement from Kentish Town Road to Fortress Road safe for cyclists is to have a separate phase of the lights, splitting the northbound movements into two. In the first phase, northbound motors would be allowed to turn right into Fortress Road and cyclists would be allowed all movements, whereas left turning motors would be held. Then on the next phase, cyclists would be held while motors are allowed both movements. This would also have the effect of allowing cyclists heading up Highgate Road to get safely through the junction before motors and further would encourage motors to stay on the main road network (Fortress Road) rather than using Highgate Road. Note that there would be no reduction in the time for the main northbound movement. Similar arrangements have been used at many locations in London, such as on CS6 at Fleet Street.





If this change cannot be made during this intervention it is critical that road-space be kept so that the junction can be improved later. This is why we object to proposal 5 above.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

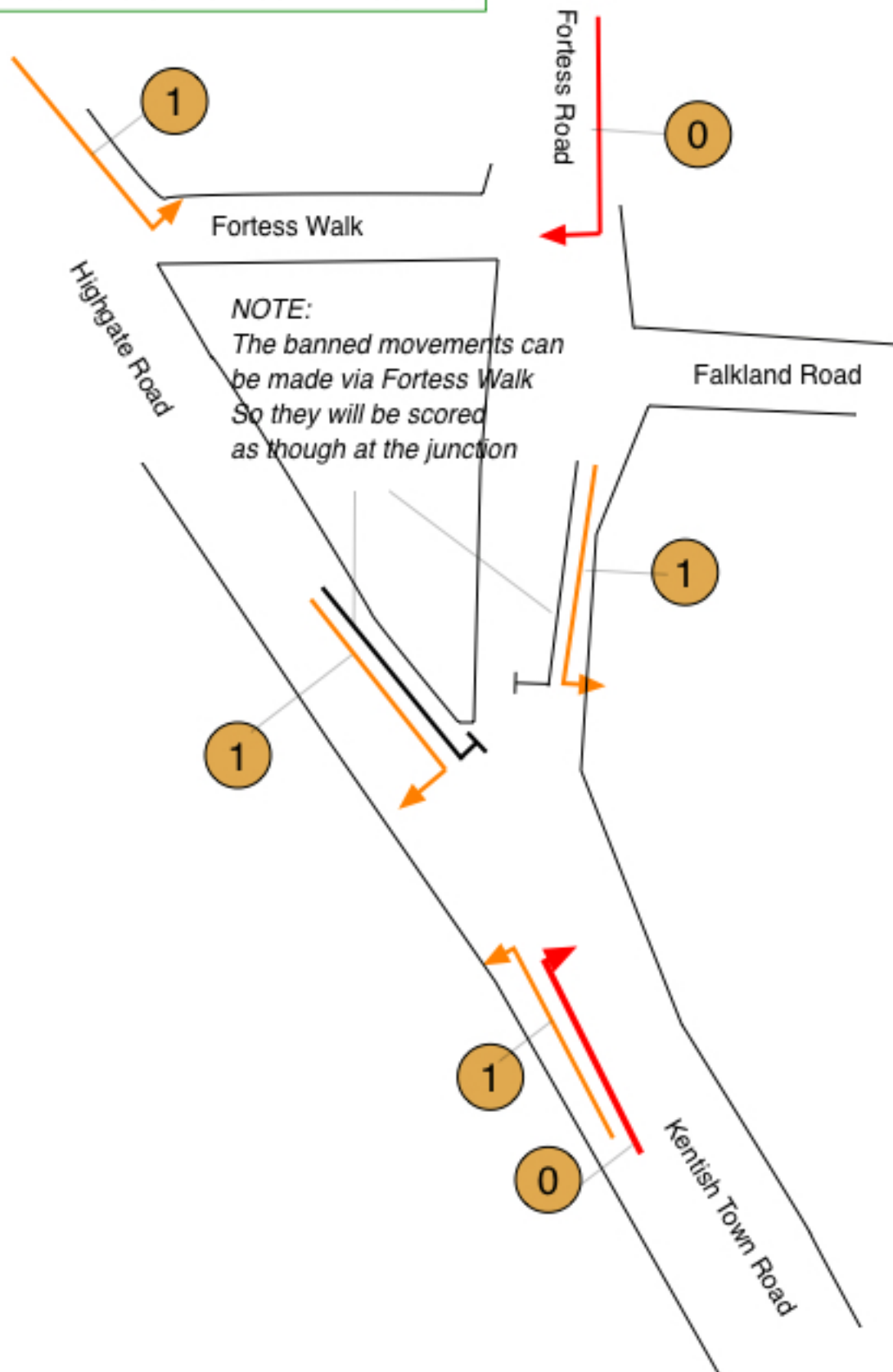
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Notation and scoring for cycle movements:

-  X: Banned movement: unacceptable
-  0: Suitable only for experienced cyclists (15%)
-  1: Suitable only for most cyclists (70%)
-  2: Suitable for new, young, old cyclists (100%)

CLOS/JAT Score : 4/12



Junction Kentish Town Road - Fortess Road - Highgate Road