

## **Consultation on Goldhurst Terrace Pedestrian Crossing Improvements**

To: Acacia Hasler and Sam Margolis

This response to the consultation on Goldhurst Terrace Pedestrian Crossing Improvements is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. 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) as well as at our members' meeting on 16th July.

### **Introduction**

The consultation states that Camden Council received a request to improve pedestrian safety at the informal pedestrian crossings on Goldhurst Terrace near the junctions with Greencroft Gardens and Broadhurst Gardens. It also mentions that sightlines are obstructed by parked vehicles.

The proposed measures are to introduce raised speed tables to reduce traffic speeds, to widen the footway and to remove some parking spaces.

The proposals are designed in such a way that they not only downgrade the existing provision for cycling but also fail to introduce any improvements, as would normally be done in a pedestrian scheme.

### **Cycling**

The design shows two crossings that would fail a critical issue in the Healthy Streets check. One of these crossings also demolishes an existing facility for cycling.

#### **Failure of a critical issue in the Healthy Streets check**

We are very shocked to see that the design width at two of the four proposed pedestrian crossings is 3.4m which is a "critical issue" in the Healthy Streets check and also in LCDS Figure 2.3. This is very surprising, given Camden's previous commitments and achievements in improving the borough's streets for cycling.

We ask once again, whether whoever designed and checked this scheme has had cycle design training.

#### **Destruction of entry to a contraflow cycling facility**

Contraflow cycling is already allowed on Greencroft Gardens as can be seen in the *StreetView* extract on the right. To maintain the entry treatment for Contraflow cycling the available width must be greater than 4m.



This consultation would have been an opportunity to improve the entry treatment by making more room for cycling into Greencroft Gardens and possibly introducing a short section of protected cycle track. But the proposal is for a 3.4 m entry without a cycle lane or a logo. This is totally unacceptable.

### **Greencroft Gardens northern crossing**

The road is about 5.7m wide between the two crossings, whereas the junction with Broadhurst Gardens it is considerably narrower, i.e. about 4.2m. This is a potential pinch point for cycles. Reducing the lane width between the two crossings and at the northern crossing to about 4m+ should keep motor vehicle speeds low on approach to the northern crossing, making conditions safer both for cycling and for people walking over the crossing.

### **Goldhurst Terrace crossings**

The proposal is for a 3.4m northern crossing and a 5.7 m southern crossing. For safe cycling and to conform to design standards, the northern crossing must be 4m+. To follow the aims of the design, motor vehicle speeds should be reduced and therefore, a narrower southern crossing e.g. 4m+ would be more effective than the proposed width.

### **Minor improvements for cycling**

We suggest the following:

- improve the contraflow cycle lane on the entry to Greencroft Gardens
- improve the cycling route from Goldhurst Terrace to Greencroft Gardens.

### **Zebra crossings**

Zebra crossings would be better for pedestrians as they give them priority over all other traffic.

### **A more radical proposal**

Get rid of the island between Greencroft Gardens and Goldhurst Terrace and move the carriageway over. Then the two roads would become one and at each end, pedestrians would cross over a single direct crossing instead of two.

### **A low-traffic area?**

Greencroft Gardens and Goldhurst Terrace lead into a large residential neighbourhood south of the railway and bounded by Belsize Road, Finchley Road, Abbey Road and West End Lane. Much more needs to be done to reduce motor traffic levels in this neighbourhood to produce Healthy Streets,

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

Jean Dollimore, John Chamberlain and George Coulouris

jean@dollimore.net , john@camdencyclists.org.uk, george@coulouris.net

Camden Cycling Campaign, 11 Grove Terrace, London NW5 1PH.