

## **Consultation on Proposed Hampstead High Street Public Realm Improvements**

To: Simon Gibbs and [TransportConsultations@camden.gov.uk](mailto:TransportConsultations@camden.gov.uk) CC: Simi Shah

This response to the consultation on proposed Hampstead High Street Public Realm 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).

### **Introduction**

In the consultation Camden state that they propose measures to improve the public realm and reduce bus journey times along Hampstead High Street and its junction with Heath Street. They go on to identify causes for congestion

- motor vehicles queuing in single file on the Hampstead High Street approach to the Heath Street junction
- the narrowing of the carriageway in Hampstead High Street caused by parked vehicles adjacent to the Greenhill embankment.
- the existing too-popular zebra crossing on Hampstead High Street by Oriel Place

They also mention issues pedestrian issues: narrow footways and crossings away from desire lines.

But there is **no mention of issues for people who cycle**. Why not?

### **Our response to Camden's proposed changes**

#### **Cycling at the Hampstead High Street/ Heath Street junction**

We approve of the additional ASL boxes on all three approaches to the junction and the new 35m long mandatory cycle lane on the northbound approach.

We strongly object to the proposal to provide an additional approach lane on Hampstead High Street. The extra capacity should be used to make conditions far safer for people cycling, allowing them to reach the ASL box and to deal with the risk of left hook collisions between cycles going ahead up Heath Street and motor vehicles turning left towards Fitzjohns Avenue. This would require a separated cycle lane together with a signalling arrangement to avoid the left hook risks and help people to complete a difficult uphill manoeuvre.

#### **Reduction of parking and loading hours**

We support the reduction of parking and loading hours on the southern side of Hampstead High Street adjacent to Greenhill because it may be a small step towards encouraging people to walk or cycle to the shops. But the space gained should be used to provide room for a peak-period cycle lanes rather than to reduce motor vehicle congestion.

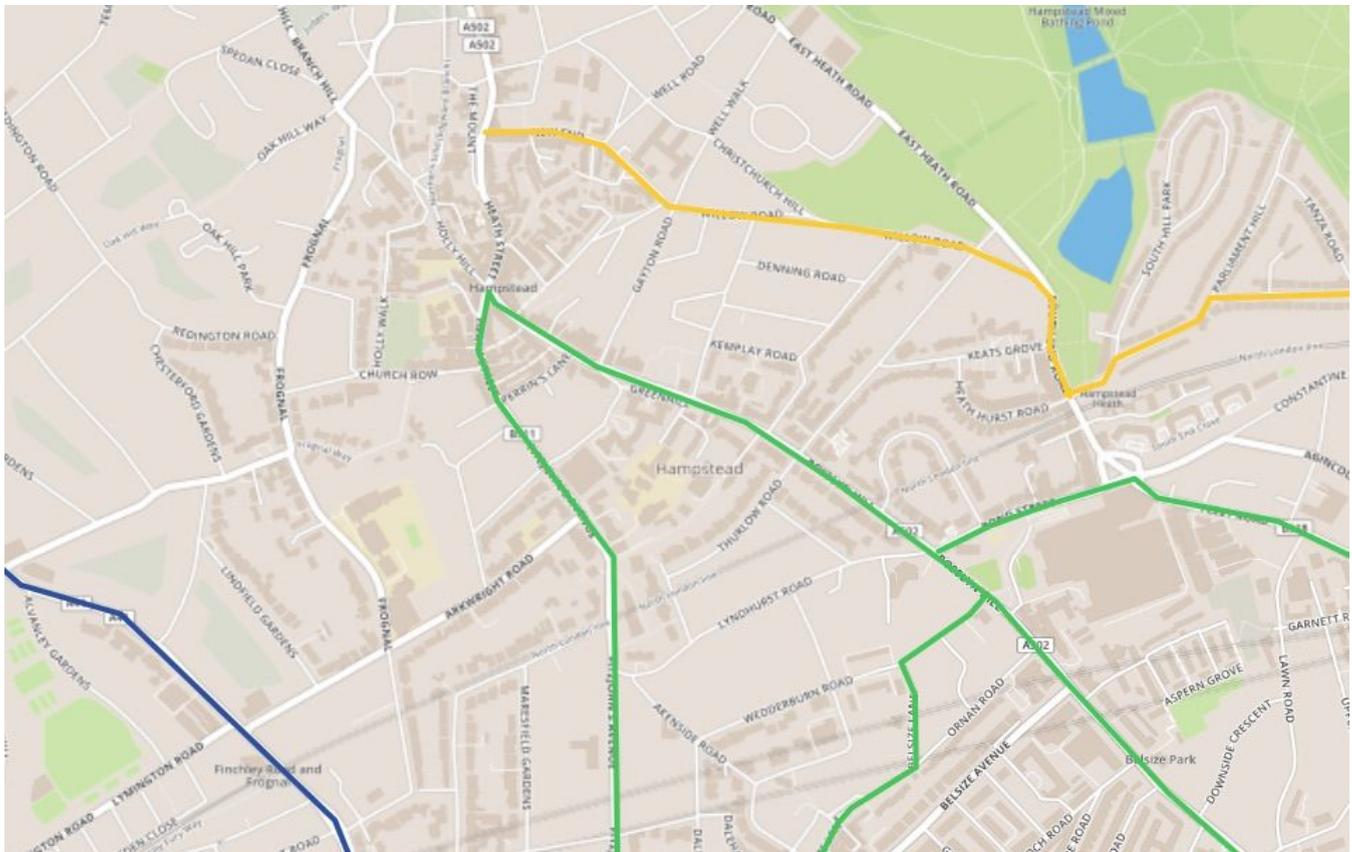
#### **Walking**

Replacing a zebra crossing by a signalised crossing is bad for pedestrians in that it makes them wait instead of having the convenience of crossing whenever they need to do so. We therefore reject this proposal.

The proposed diagonal pedestrian crossing by the tube station and the footway widenings look useful. We therefore support them.

## The role of these roads in Camden’s proposed boroughwide cycle network

The map shows an extract from Camden’s proposed boroughwide cycle network with primary proposed links on Fitzjohns Avenue and Hampstead High Street – shown in green.



The 35m stretch of mandatory cycle lane on the northbound approach to the junction on Heath Street is a useful start towards the intention to implement the Fitzjohns Avenue link.

Even though the planned implementation of a link on Rosslyn Hill–Heath Street may be far in the future, TfL’s Strategic Cycling Analysis indicates that Hampstead High Street is currently in the top 5-10% busiest connections and all opportunities should be taken to make it safe for cycling now by conforming with the latest version of the London Cycle Design Standards.

### Healthy Streets in Hampstead Town Centre?

The proposals include three measures that are designed to increase capacity for buses and cannot avoid increasing it for all motor vehicles.

Any such increase of motor vehicle capacity capacity will increase road danger for people who walk and cycle since they will have to compete with even greater volumes of traffic.

In Healthy Streets, walking and cycling, being healthy modes of travel are promoted above the needs of motor traffic which these proposals fail to do.

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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