

To: Raymond Cheng and Simi Shah
transportconsultations@camden.gov.uk

Consultation on Prince of Wales Road/ Kentish Town Road and Anglers Lane

This response to Camden Council's proposals for Prince of Wales Road (PoW)/ Kentish Town Road (KTR) and Anglers Lane is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in 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 17th December 2018.

Introduction

We are sympathetic with residents' concerns about the use by motor vehicles of Angler's Lane as a cut through to avoid the congestion on Kentish Town Road. We also believe that local roads such as Angler's Lane should be modally filtered so as to prevent through motor traffic.

We therefore accept that rather than using Angler's Lane, it is preferable that eastbound motor traffic on PoW should continue straight on and turn left into KTR northbound. However we have many misgivings about the detailed design resulting from this change.

We are pleased with the proposal for two-way cycling in Angler's lane and that the link with Gaisford Road has been considered.

We provide our detailed response below.

PoW at KTR junction

We are concerned about the risk of left hook due to conflict between left turning motor vehicles and right turning cycles. For this reason, a near-side feeder lane would not be appropriate in the absence of a separate signal for cycles. PoW between Grafton Road and KTR will not be pleasant for cycling and the proposed changes will make eastbound cycling less safe.

With a more radical approach, pedestrians could be provided with an 'all green' signal stage and straight-across crossings. This would mean that:

- the crossing over the north arm of the junction could remain in place and there would be no need to move the crossing outside No 225;
- without an island on PoW, a separated cycle lane could be provided together with early release or, better still, a separate signal stage.

We gather from the consultation document that TfL modelling is likely to reject such an idea due to a consideration of adding more congestion to KTR which is part of the SRN. However we would like to emphasise that the above is our preferred solution as it would provide many more benefits for people who walk and cycle.

Since we need to find a second-class solution that will benefit people who cycle, we have considered this junction in the context of Camden's proposed borough-wide cycle network shown in the map extract below. This indicates the need for a northern route

PoW ↔ Anglers Lane ↔ Gaisford Road

and a southern route

PoW ↔ Castlehaven Rd ↔ Castle Road ↔ Royal College Street



Cycling on the southern route

The junction of Castle Road at KTR is soon to be improved so that cycles will have good access to Royal College Street in both directions. But this route requires the following improvement:

Facilitate the right turn by cycles from PoW into Castlehaven Road

At the minimum a right turn signal phase would help

Two-way cycle route between Gaisford Road and PoW

This route is made possible by the provision of two-way cycling on Anglers Lane. **But the following details require further consideration:**

- The right turn pocket from KTR into Anglers Lane has 2 problems: the island protecting it is far too small and the parking alongside it means close passes here will be the norm as motorists pull out to avoid the parked cars.
 - the island should be at least as wide as the two black dashes above it on the consultation drawing to ensure motorists are positioned to avoid it;
 - the parking should be relocated.
- The consultation promises a future consultation on allowing cycle access into Gaisford Street from Kentish Town Road.
 - the current consultation should consider conditions on KTR to help cycles to cross from Angler's Lane to Gaisford Road, e.g. the need for a protecting island;
 - currently the pedestrian crossing outside No 225 facilitates this move; we therefore object to its being moved further south;
 - we request Camden to publish a TMO allowing cycle access to Gaisford Street without further delay.

Kentish Town Road pedestrian crossings

We believe that for convenience of people who walk, the pedestrian crossing outside No 225 should remain in place and that the substitute crossing should be placed as close as possible to the PoW junction.

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