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Prince of Wales Road Cycling and Walking Improvement Scheme TMO Consultation

This response to Camden Council's proposals in the TMO Consultation on Prince of Wales Road Cycling and Walking Improvement Scheme 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).

Introduction

We are very pleased that the proposals for a westbound cycle track in the August 2018 consultation on Prince of Wales Road Walking, Cycling and Road Safety Improvements were approved in October 2018.

We were also pleased to be involved in discussions on design details in January and in particular welcome the idea of widening the westbound cycle track.

We provide our detailed response below.

Camden's proposed changes to the design

1. *Changing the 1.5m westbound 'stepped' cycle track on Prince of Wales Road to a predominantly protected cycle lane, of up to 2m wide, at street level.*

We support this measure with the following understanding:

- There will be a 2-m wide stepped track between Queens Crescent and Haverstock Hill.
- Lightweight segregation (e.g. armadillos) will protect the cycle track in the short sections that are not behind parked cars.
- When the track is behind parked cars, a buffer will be marked on the outside to encourage people not to cycle too close the cars.

We also urge Camden to implement a 2-m wide stepped track when funds become available, e.g. when the eastbound track is implemented.

2. *Continuous footways to be provided at junctions with side roads, in order to provide pedestrian priority.*

We are very pleased that Camden is now taking blended junctions on board and that, as the drawings confirm, not only the footway but also the cycle lane is marked across these junctions.

We are also pleased to note that footways are shown to cross the junctions on the north side of the road as well, e.g. at Talacre Road, Dalby Street, Ryland Road

3. *Revisions to the cycle cut through at the Malden Road/ Prince of Wales Road junction, to emphasise pedestrian priority through removing the shared space and providing a designated space for cyclists.*

We support this measure with the following understanding:

- The cycle cut through will be at carriageway level and a mini-zebra will indicate the location where pedestrian priority applies.

4. *Removal of the proposed cycle cut through at the Prince of Wales Road/ Haverstock Hill junction, to ensure pedestrian priority at this location.*

We oppose this proposal as we believe that a cut through as described above would ensure pedestrian priority while at the same time, providing a time and safety benefit for people who cycle.

5. *Relocation of the Prince of Wales Road/ Craddock Street informal pedestrian crossing to the eastern side of the junction with Craddock Street. In addition, the footway will be built out on both sides of the road to reduce the total crossing distance.*

We agree with this proposal which does not appear to have any effects on provision for cycling.

6. *Removal of four residents' parking bays on Prince of Wales Road, opposite the junctions with Talacre Road (3 bays) and Ryland Road (1 bay) to allow access for cyclists, coming from Talacre Road and Ryland Road, into the westbound cycle track.*

We strongly support these proposals which are essential in enabling people to cycle between the track and the side roads mentioned.

Other design details discussed at the January meeting

Bus stop bypasses

We have been advised that zebra markings will be in the detail design

Future-proofing Haverstock Hill junction

We suggested relocating the island so as to make the two carriageways equal in width (we estimate about 5.25m) to provide space for 2m cycle tracks/lanes on both sides of the road.

At the Quarterly meeting on 30th April, officers confirmed that this is included.

All advisory cycle lanes should be mandatory.

We note that the following cycle lanes have been upgraded to mandatory:

- Malden Road junction: eastbound feeder on PoW and westbound cycle lane west of the junction

We request that the following cycle lane which is still marked as advisory should be reconsidered to be made mandatory

- Southbound on Haverstock Hill. □

Jean Dollimore, John Chamberlain and George Coulouris

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