

Response to Consultation on the Camden Street/Camden Road Junction

To: consultations@tfl.gov.uk

cc: Simi Shah, Camden

This response to the consultation on the proposed improvements to the Camden Street/Camden Road Junction (Safer Junctions Review) 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

TfL's Strategic Cycling Analysis Fig 1.2 "Roads and paths hosting the highest potential cycle demand" shows clearly all four directions here as having the highest level of demand.

Both roads are managed by TfL and three arms are on the Strategic Road Network. All carry large volumes of motor traffic including many buses and HGVs. The junction is an unpleasant and potentially dangerous place for cyclists and we welcome TfL's intervention in principle. However, the current proposal is completely inadequate and we cannot support it:

- The proposed measures offer only minor improvements for cyclists and the junction still has a low CLOS score of 57 (up from 48) with 3 critical failures (against 5 for the existing layout).
- The major cycle flows are on Camden Road but no improvements are being made on these two arms of the junction.
- The proposals appear to be more driven by what can be done relatively easily while keeping the traffic moving.

Our response to the proposed changes

- 1) Camden Road carries much larger numbers of cyclists than Camden Street and according to police statistics all the serious collisions have been on this road. It needs segregated cycle tracks and a proper junction treatment. Without these the junction still fails to meet even minimal requirements.
- 2) Because of the large numbers of HGVs and buses cyclists will find it difficult or impossible to reach the ASLs on Camden Road safely without dedicated lanes.
- 3) There is still a left-hook risk for cyclists heading southwest on Camden Road.
- 4) The left-turn ban from Camden Street will eliminate any left-hook risk for southbound cyclists, but we are concerned as to what will happen to motor traffic wanting to make this turn up Camden Road; we are concerned that this may be displaced onto local Camden roads such as Georgiana Street and Royal College Street.
- 5) There is no provision for cyclists who wish to turn right from Camden Street. So the feeder lane, though welcome in principle, will be of no help to these cyclists.
- 6) The proposed lane on Camden Street does not lead to a dedicated lane south of the junction (the lane starts further down).

Suggested Improvements

1) Major:

- a) Dedicated cycle tracks on Camden Road
- b) Fully protected junctions on all four arms
- c) Two-stage right turns for southbound cyclists on Camden Street and eastbound cyclists on Camden Road.

2) Minor:

- a) Extend existing Camden Street cycle lane south of the junction to start immediately after the junction and convert to 24 hour working.
- b) Install lightweight protection on proposed Camden Street cycle lane north and existing lane south of the junction
- c) Join the cycle lane to the Bonny Street crossing proposed by Camden. This would offer a way for people coming from College Gardens to reach C6 (via Camden Street and Georgiana Streets).

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

John Chamberlain, George Coulouris, Jean Dollimore
john@camdencyclists.org.uk
Camden Cycling Campaign, 11 Grove Terrace, London NW5 1PH.