

To: Paul Davis

Camden Park Road, St Augustine's Road and Cliff Villas consultation

This response to the consultation on Walking and Cycling Improvements in Camden Park Road, St Augustine's Road and Cliff Villas 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 very much like the idea of a cycling and walking link between St Augustine's Road and Cliff Villas, which would also be very useful for longer east-west journeys as well as providing safe access to Brecknock Primary School.

However, we do have some criticisms of some of the details and some suggestions as to possible improvements which we detail below.

Camden Park Road

We are concerned about the use of the available carriageway width at the following points in this road:

- From the zebra crossing at the junction with York Way the carriageway is about 6m wide and motor vehicles tend to enter Camden Park Road in single file and spread out into two lanes as it widens (which is encouraged by the positioning of the pair of speed cushions south of St Augustine's Road). In addition, drivers often cut-in to the left when taking the bend at the junction.
 - We therefore suggest that the cycle track should start south of the zebra crossing at the junction with York Way, if possible including removal of the first car parking space south of the zebra.
- The two-way stepped track between St Augustine's Road and Cliff Villas is at the minimum width of 2m which is suitable only for very low cycle flows. This is at a point where the carriageway width is about 7.5m which leaves about 5.5m for motors which is too narrow for safe use by two lanes and therefore would result in wasted road space..
 - We therefore suggest that the two-way stepped track between be widened to 3m to allow for growth in the numbers using it.
- At the island bus stop, measurements are very tight: the bus boarder plus cycle lane bypass is squeezed into little more than 2m, whereas a width of almost 4m is allocated for most floating bus stops e.g. in Pancras Road. The cycle lane should be 1.5m at a minimum and the island needs to be much wider to accommodate people with buggies or in wheelchairs.

In addition, the drawing appears to leave room for motor vehicles to overtake buses at the stop which may lead to motor vehicles mounting the continuous footway across Cliff Villas – the road is at the same level by the crossing.

- We therefore suggest that motor vehicles should wait behind the bus and the extra carriageway width be used to improve the floating bus stop, including placing the shelter on the island. This arrangement will reduce bus journey times

To summarise, we suggest providing a single motor vehicle lane through this section and to use the carriageway width gained to make better provision for pedestrians, bus users and cyclists.

We are very much in favour of the proposal to replace the much-loathed speed cushions by a sinusoidal hump.

The Tiger Crossing over Camden Park Road

The proposed Tiger crossing is the only sensible way to get cyclists across York Way but the location is far from ideal in that the cycle track over the crossing is not aligned with the Cliff Villas carriageway, which leads to quite a lot of 'shared space'.

- Ideally the bus stop should be relocated further north, enabling the Tiger crossing to align with the entry to Cliff Villas. But failing that, we suggest that the positions of the cycle and pedestrian crossings should be exchanged, which would enable cyclists to ride in the road instead of using the footway as shown in the consultation drawing.
- We also suggest that the zebra markings should extend across the cycle track.

In addition, there is a potential for conflict between motor vehicles turning right into Cliff Villas and people cycling in either direction over the Tiger crossing.

- We therefore suggest that Camden should consider a ban on motor vehicles entering Cliff Villas from Camden Park Road

St Augustine's Road junction

We very much welcome the proposal to replace the pair of fire gates and the cobbled surface at the junction of St. Augustine's Road with Camden Park Road by an asphalt surfaced bi-directional cycleway protected by a bollard at each end, together with the new section of waiting and loading restrictions to prevent obstruction of the cycleway.

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

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