

To: camdentownlen@camden.gov.uk

CC: Karl Brierley

Camden LEN: Camden High Street Public Perception Survey

This response to the consultation on Camden's Camden High Street Public Perception Survey 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 via camdencyclists@groups.io which has over 200 subscribers.

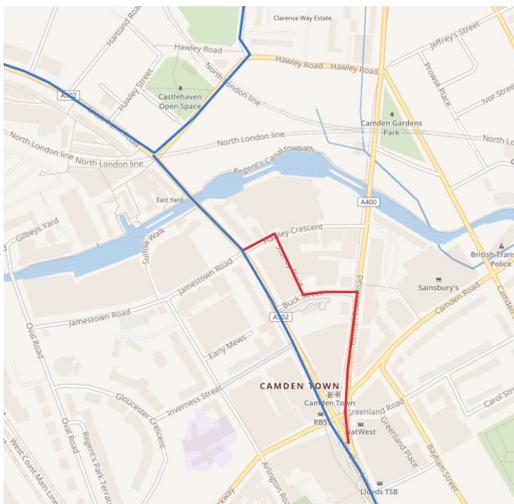
Introduction

We understand that, unusually, the trial pedestrianisation of Camden High Street between Camden Town Underground station and Hawley Crescent for this summer at weekends will exclude all types of vehicles including bicycles.

Our response below will start with our reaction to the proposal to exclude cycles and then go on to how we feel about cycling on Camden High Street between the tube station and the junction with Castlehaven Road.

Our response to the proposal

The exclusion of all types of vehicles including bicycles



The map on the left shows northbound cycle routes in blue and the diversion caused by the closure in red.

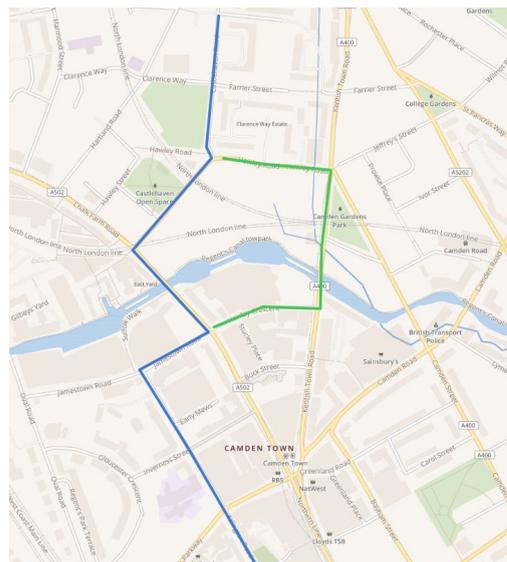
With the current proposal, cyclists travelling north up Camden High Street (CHS) will be disadvantaged by having to make the difficult turn into Kentish Town Road and by the increased traffic on Hawley Crescent.

The map on the right shows the quiet route (LCN 6a) that links Arlington Road via Jamestown Road to Castlehaven Road and Grafton Road as a blue line.

The southbound route is shown in green

The quiet LCN 6a route will still be accessible, but the left turn from Jamestown Road into CHS will be more difficult with the extra oncoming traffic from Hawley Crescent.

In addition, the southbound variant of this route via Hawley Crescent will be badly affected by higher traffic levels (especially buses).



Although the current proposal is for a closure between the station and Hawley Crescent at weekends, we also discussed the implications of an extension in time to 24/7 and an extension in length up to Hawley Road.

With a future closure of Camden High Street up to Hawley Road cyclists will be left with the choice between using the traffic-heavy Kentish Town Road and a very long diversion via Oval Road and the Morrisons site. And there is no guarantee that the route through the Morrison's site will be suitable, especially given the likely large pedestrian footfall and the difficulty of exiting onto Chalk Farm Road.

Although the crowds at weekends may make the closed section of Camden High Street un-cyclable at certain times of day, we object in principle to the banning of cyclists. If and when the trial goes 24/7 or is extended to Hawley Road, the ban on cycles will be totally unacceptable and will be very detrimental to the encouragement of more cycling as a mode of transport. After all, Camden Lock is a major tourist destination and the best way to travel there is to walk or to cycle. So we are very concerned that you should not set a precedent now which will be difficult or impossible to reverse later on.

We therefore ask Camden to start this trial with a ban on motor vehicles and only if there is a problem with cycle-pedestrian interactions go to a complete ban at certain times of day.

Cycling on Camden High Street north of the tube station

The ride through Camden High Street (north of the station) is unpleasant because both motor vehicles and cycles usually need to change lanes. In addition, turning left from Jamestown Road is difficult with oncoming traffic from Hawley Crescent to contend with.

The exclusion of motor traffic from the entire length of Camden High Street from the station to Hawley Road would vastly improve conditions for northbound cycling, for example on the route 6a shown on our second map.

This would also be an opportunity to provide two-way cycling over the canal bridge on Camden High Street to allow the LCN 6a route to work in a southbound direction.

Summary

We strongly object to the exclusion of cycles from Camden High Street between the station and Hawley Crescent during the proposed trial closure.

We ask Camden to consider the needs of cyclists when the closure is extended to Hawley Road by the introduction of two-way cycling over the canal bridge.

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

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