

To: [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk); Anthony Christofi, Sam Margolis

## **CCC response to Camden Park Road and Torriano Avenue Safe and Healthy Streets consultation December 2020**

This response to the consultation on the above proposals from Camden Council 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).

### **Our response to the proposals**

We support the following proposed measures:

- A northbound 24/7 bus lane on Camden Park Road and Torriano Avenue.
- An advanced stop line and early release for cyclists on Camden Park Road, at the junction with North Villas and Cliff Road.
- Removal of 13 parking bays on the west side of Camden Park Road and double yellow lines within 10m of South Villas junction.
- Wider footways for an increased waiting area for parents outside Torriano School.
- Removal of all 9 parking bays between Busby Place and Torriano Cottages on the west side of Torriano Avenue.
- Replacement of speed cushions by sinusoidal humps in Torriano Avenue and additional speed reduction measures along Torriano Avenue, such as more signage.

### **Additional improvements needed**

#### **Speed cushions**

Speed cushions are a hazard for cyclists because drivers move to straddle them, taking a road position on the natural line adopted by cyclists. They can also destabilise non-standard cycles. We are pleased to see them being replaced by sinusoidal humps on Torriano Avenue but this should be extended to Camden Park Road where each of the following four sets should be replaced by sinusoidal road humps:

- between Cliff Villas and South Villas
- between South Villas and North Villas
- between North Villas and Camden Mews
- between Camden Mews and Camden Road

#### **Bus Lane width and protection for cyclists**

The recommended width for a bus+cycle lane is 4.5m which is adhered to between North Villas and just short of Camden Road and will enable cycles to pass the bus at the stop in this section. The short section between Cliff Villas and North Villas is only 4m wide but is unlikely to cause a problem as it is immediately after a bus stop bypass. However, the proposal for the approach to Camden Road seems to leave the situation as is with the cycle feeder being squeezed into the nearside lane. The feeder is almost always overrun by motor traffic and this makes the ASL inaccessible, see below.

The proposal for the southern end of Torriano Avenue is also no improvement on the current situation. The entry to Torriano Avenue is barely 6m wide which is not wide enough for motor vehicles to enter side by side so could be used for a 2m cycle lane plus a 4m traffic lane. We believe that a 2m wide mandatory cycle lane from Camden Road past Busby Place could be protected as far as Busby Place with a blue-coloured cycle lane extending across the junction. The bus lane should start after Busby Place, as there is not room for a 4.5m wide shared bus/cycle lane between Camden Road and Busby Place and the proposed narrow bus lane will encourage buses to pass too close to cycles.

The remaining bus lane in Torriano Avenue is only just over 3m wide, meaning that a bus needs to move into the general traffic lane to overtake a cyclist though this is unlikely to happen often as the distance isn't great. But it increases to 4.5m at the bus stop enabling cycles to pass any stopped bus. These widths are acceptable.

## Number of Motor lanes

At the Cliff Villas bus stop bypass, all motor vehicles have to wait behind any bus that stops. The car parking on the east side of Camden Park Road leaves room for one bus lane and one general traffic lane between Cliff Villas and Camden Mews. Therefore we believe it makes no sense to introduce an additional general traffic lane at the junction with North Villas.

## Junctions

Problems for cyclists will arise where motor traffic moves into the left hand lane to turn left at North Villas and Camden Road.

At **North Villas** a feeder lane should be provided to enable cyclists to reach the ASL box and take advantage of the early release. This can be fitted in by providing only a single general traffic lane plus a bus lane as mentioned above.

At **Camden Road** the existing very short feeder lane is shown. It is part of a very narrow nearside lane and does not help with access to the ASL box when a bus or other medium or large vehicle occupies that lane. The removal of the east-side parking north of Camden Mews should provide sufficient space for a protected feeder lane and two general traffic lanes.

Considering the traffic levels here, a separate signal stage for cyclists is needed, or, failing that, early release.

At **Busby Place** the proposed changes will do nothing to help with the existing and severe left hook risk for people cycling straight up Torriano Avenue. In fact the proposal to replace the existing advisory cycle lane with an advisory bus lane will *worsen* the danger for cyclists. A No Entry to Busby Place or even better, a point closure will solve this problem and reduce the motor traffic on Torriano Avenue. If that is outside the scope of this scheme, other measures to protect cyclists are essential. For example a blue-coloured cycle lane extending across the junction.

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

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