

To:transportconsultations@camden.gov.uk; Adam Iqbal

## **Lower Kilburn High Road. Jan 2021 (Updated)**

This updated 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).

The consultation says: "this is the start of a bigger project to make the whole of Kilburn High Road (KHR) a safer and more welcoming town centre". Unfortunately this design does almost nothing to make this section of KHR safer and more welcoming for cyclists, the only apparent benefits being the proposal to increase the depth of the ASLs and some short lengths of part-time painted lanes (a type of cycle facility that is now completely deprecated on busy roads).

Recent DfT road traffic stats on KHR at a point south of Belsize Road show a daily average of around 1000 cycles per day with motor traffic levels at over 16,000. Meanwhile the STATS19 casualty data for the three years 2017-2019 concerning collisions involving a cycle shows 1 serious collision at the junction with Kilburn Park Road, 8 slight collisions between Kilburn Park Road and Greville Road and 5 more slight collisions between Greville Road and West End Lane.

Even though we do not think that the scheme goes nearly far enough, we assume you will not make radical changes to your plan at this point. We therefore make some suggestions as to measures that would go some way towards improving conditions for cycling.

**Hours of operation:** The proposed new mandatory cycle lanes on the southbound side of KHR consist of short separate sections, all of which are part time, apparently to allow for use as loading bays when they are not operational. This arrangement allows motor vehicles to use the cycle lanes outside the hours of operation when they are not being used for loading. A more appropriate arrangement is to have mandatory cycle lanes with time-restricted loading bays, as for example, the loading bay on [Royal College Street](#) whose hours of operation are 10 am- 4pm. But even this would represent a massive compromise and would discriminate against less confident people who may be cycling outside of peak hours. Leaving and rejoining a cycle lane that is blocked by parked vehicles may be as dangerous as if there were no lane at all.

The same should apply to the bus lanes: their hours of operation should be 24/7 and any loading bays have their own hours of operation specified.

**Pedestrian refuges and median strips:** These take up space that, in most cases, could be better used to widen footways or to provide cycle lanes. The proposed median strips at the southern end are described as 'informal crossings' but this space should be added to the footways and a proper crossing e.g. zebra provided. Signalised pedestrian crossings and Zebra crossings should generally be

straight-across wherever possible with no islands to avoid pinch points for cyclists and to give more priority to pedestrians by requiring both streams of vehicles to stop. However, refuges can be useful in providing shelter for turning cyclists.

**Filtering of side roads:** the traffic entering KHR from side road junctions slows down the buses and creates conflicts with pedestrians and cyclists. Side roads to consider for filtering are Greville Road, West End Lane and Oxford Road. Brondesbury Villas has been filtered as a Covid measure since April; it should be made permanent.

**Cycle crossings and turnings:** we would expect consideration to be given as to how to help cyclists to make manoeuvres including:

- Crossing between Kilburn Priory and Kilburn Park Road – where the zebra is to be converted to a signalled crossing. This is a useful link between the signed route on Boundary Road and Carlton Vale which has protected cycle lanes
- On the Cambridge Avenue approach, to enable crossing into Springfield Lane and turning right into KHR.
- Provide a right turn for cycles out of Belsize Road.

**Reallocation of the road width:** we have measured the width of Kilburn High Road at various points between West End Lane and Greville Place. At the narrowest point (by the Marriott Hotel), KHR is about 11m wide. The remainder is 12m wide or more.

Two 3.15m motor traffic lanes, a 3m bus lane and a 2m cycle lane would require about 11.3m, therefore there is room for a southbound cycle lane right through this section of KHR and more widening of the footways e.g. south of Belsize Road.

#### **Discussion of Details along KHR:**

- The southbound cycle lane should start from opposite the ASL north of West End Lane where KHR is 12.5m wide.
- Between West End Lane and Belsize Road, the consultation proposes widening the footway by ~1.8m where the road width is ~12.6m; in this section there is room only for a 1.5m cycle lane unless a compromise is reached to allow a 1.7m cycle lane and 1.6m footway widening
- At the Belsize Road junction, the northbound stop line on KHR should be moved back to the south side of the junction to allow pedestrians to cross here and to allow cycles to turn right out of Belsize Road. In this case, the signalled pedestrian crossing by the station would not be needed.
- Outside Kilburn High Road station (between Belsize Road and Springfield Lane), the full road width (minus refuges) is used as four motor lanes to ease right turns out of KHR. This could be reduced to 3 motor lanes (see [Kentish Town Road](#) as an example). The road width here is ~12.8m, which would allow for 3 x 3.15 motor lanes, a 2m cycle lane and some footway widening. In this section the footway on the south side is extremely wide while there is not even a bus lane to help cyclists – could some of the footway space be re-allocated to a cycle lane?
- At the junction of Cambridge Avenue and Springfield Lane, the southbound stop line on KHR should be moved back so as to allow pedestrians to cross over the north side of the junction and to allow cyclists to turn right out of Cambridge Avenue to join Springfield Lane or proceed south on KHR.

- Between Springfield Lane and Greville Road, the width is about 12m: plenty of room for a 2m wide cycle lane and some modest footway widening. The pedestrian refuge at the zebra crossing by Greville Road will need to be removed.
- Greville Road to Kilburn Priory: a cycle lane is shown through this section. Its width should be 1.7m or more. We question the need for so much loading space in this section.
- Junction of Kilburn Priory and Kilburn Park Road: provide measures to aid cycle right turns: in this case, retain the central refuge on the pedestrian crossing and mark right turn pockets for cycles at each end. The loading bays on KHR on both sides of this junction should be moved to the side road so that the bus lane can be continuous.
- At Kilburn Park Road, pedestrians deserve the same crossing facilities as at junctions further south in Maida Vale (Carlton Vale/Carlton Hill and Elgin Avenue/Abercorn Place). They are controlled by signals and have recently been upgraded to have pedestrian push buttons and green man displays.
- Kilburn Priory to Greville Place. This section is the widest at over 14m but as mentioned above, we object to the median strips. We also object to the extension of the bus lane here as it conflicts with the need for a cycle lane (cycles are higher in the transport user hierarchy than buses). However, if Camden insists on retaining the bus lane, then it should be 4.5 m wide to allow buses to pass cycles without leaving the lane.

**Summary concerning the southbound cycle lane:** we have shown that a mandatory cycle lane can run through the entire section.

- It should have 24/7 hours of operation.
- Its width should be 2m except in the short sections mentioned above.
- It should be marked across all of the junctions with cycle logos and advisory markings on non-signalled junctions.
- The bus stops should be designed as 'shared use bus boarders' as has been done for the Pop-up lanes on York Way and Prince of Wales Road eastbound.

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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