

To:safetravel@camden.gov.uk; Sam Margolis; Karl Brierley; Anthony Christofi

### Camden Square Area Safe and Healthy Streets consultation

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).

We are strongly in support of this scheme because it is designed to remove the rat-run through Murray Street as well as making extensive improvements to the Camden Square cycle route and its connection with C6 on Royal College Street.

### **Our comments on the proposed changes to the cycle route**

- Randolph Street with flow and contraflow cycle lanes protected by wands or behind parked cars.

**Comments:** *This is clearly the best alignment for the connection between Agar Grove and the C6 because it avoids the difficulties of crossing St Pancras Way when cycling southbound.*

*A 0.5m buffer space is required between parked cars and the cycle lane.*

- A radical improvement of the junction of Agar Grove, St Pancras Way and Randolph Street in which
  - on each of the four arms of the junction, cycles will get a green at a stage in the signals where they can cross safely without conflict with motor vehicles.
  - The approach lanes and exit lanes are protected

**Comment:** *This will bring the junction up to the highest standards.*

- Marked cycle crossings over Royal College Street at the junction with Randolph Street and relocation and widening of the bus stop bypass to the south of this junction.

**Comment:** *The proposed right-turn lane for cycles will be a big improvement over the current situation in which it is necessary to 'take the lane'. The proposed more capacious waiting area at the bus stop is badly needed.*

**We suggest:** *Keep Clear marking should be painted across the entire junction which will otherwise be blocked most of the time by queuing traffic.*

*In addition, when drivers are impatient waiting to get into Randolph Street they sometimes mount the cycle lane/footway. We suggest a bollard should be installed in a suitable position to prevent such manoeuvres.*

*A continuous footway across Randolph Street at its junction with Royal College Street would be of benefit mainly to pedestrians in slowing down the vehicles that enter and leave Randolph Street.*

- A Tiger Crossing over Agar Grove at the southern end of Stratford Villas and a wand-protected southbound cycle lane on Agar Grove past the crossing  
**Problem and suggestion:** *the shared use footway on the south side is unnecessary. As the footway is pretty well used and is quite narrow we believe it would be far better for cycles to enter the southbound cycle lane directly. See for example, [the crossing on Camden Park Road](#) and note also that the mandatory lane marking is continuous through the crossing with the zebra tails outside it. The small number of northbound users coming from Agar Place can join the crossing informally.*
- Cycling northbound on Agar Grove and into Stratford Villas. The proposed wands on the entry to Agar Grove are welcomed.  
**Problem and request:** *the speed cushions in this section are a hazard for cyclists. We request their removal and/or replacement by a sinusoidal hump.*
- Regarding the diagonal traffic filter on Murray Street. We note the “Give-Way” markings on Murray Street which are presumably intended to give priority to cycles and other vehicles crossing through the barrier.  
**Question and suggestion:** *Is it realistic to think that drivers will stop and look both ways? It would be helpful to provide a waiting space for cycles in the middle of the diagonal filter as for example at [this one in Dalmeny Road](#).*
- The cycle route alignment past Camden Square Garden.  
**Suggestion:** *we believe that an alignment along the north-west side of the square would be preferable. It is more direct and avoids crossing the diagonal filter and the junctions with Canteloves Road and South Villas which have seen conflicts between drivers and cyclists in the past. Turning right out of Murray Street should be OK once that Murray Street is filtered.*
- Cliff Road: the contraflow lane will be moved behind the parked cars while the with-flow lane runs with general traffic but all parking will be removed on this (the south) side.  
**Concern:** *needs a buffer beside parked cars*
- Junction at York Way: we welcome the removal of the footway build out on Cliff Villas and the deeper ASL on York Way.

## Our suggestions for some useful additions

For connections to other routes we suggest the following:

- Signal supported cycle crossings over Camden Road at Rochester Square and at Canteloves Road
- A Tiger crossing over Agar Grove between Murray Street and the Camley Street link

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

Jean Dollimore, John Chamberlain and George Coulouris

[john@camdencyclists.org.uk](mailto:john@camdencyclists.org.uk)

Camden Cycling Campaign, 11 Grove Terrace, London NW5 1PH