

To: safetravel@camden.gov.uk

Highgate Road Safe and Healthy Streets

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).

The Bus Lane extensions

We are strongly in agreement with making the bus lanes 24/7 and extending them because it improves travel for pedestrians, cyclists and bus users. Therefore we support making permanent the measures installed as a trial in September 2020 as well the proposed extensions:

- Extension of hours of operation to 24/7 – “at all times” for the following bus lanes on Highgate Road:
 - the southbound bus lane CMO15 which runs from St Albans Road to Dartmouth Park Road as well as its extension to the north, up to the roundabout with Swains Lane
 - the northbound bus lane CMO16 which runs from Carrol Close (97 Highgate Road) to Wesleyan Place
 - and the southbound bus lane CMO17 which runs from Burghley Road to Fortess Road
 - Waiting and loading restrictions extended to ‘at any time’ in all bus lanes.

Carol Close junction with Highgate Road

We fully support the introduction of ‘at any time’ waiting and loading restrictions under the “Safer Junctions” programme.

The removal of parking bays opposite Grove Terrace and outside the tennis courts

We support the removal of these two sets of paid-for/permit parking bays along the northbound side of Highgate Road to remove existing pinch points.

We believe that there is another equally uncomfortable pinch point for cyclists on the approach to the set of parking bays opposite La Sainte Union school where sight lines are very poor. These should also be removed.

Our concerns

Space left when parking bays are removed: We are concerned that although the removal of parking bays solves the problem of pinch points, it effectively widens this stretch of road which is likely to encourage drivers to go faster. We therefore request that through these two sections, there should be a mandatory 2m wide cycle lane (the same width as the parking bays).

Loading bays between Wesleyan Place and Gordon House Road: The blocking of the advisory feeder lane outside the shops prevents cyclists from accessing the ASL box. Current hours specify 'No loading 7-10 am and 4-7 pm'. It would be much better for cycling if the no loading hours were to be 7am-7pm as at the trial bay outside 109-111 Highgate Road.

Southbound from Chetwynd Road to Little Green Street: The central island on the zebra crossing by Little Green Street creates a pinch point for southbound cyclists. It is not wide enough to be a useful refuge (for a wheelchair or pushchair) and it makes the crossing into a two-stage one so traffic doesn't have to stop in both directions. It also forces the bus lane to stop and start again and northbound buses are often trapped, blocking the road for cyclists as well as delaying the buses. We suggest it should be removed.

The median hatched area north of Lady Somerset Road: this provides a right turn pocket into Lady Somerset Road but it seems entirely redundant to run it further north where there is no side road of any consequence. The space would be better used as a northbound cycle lane by moving the centre-line over.

The cycle parking and car parking south of the junction with Lady Somerset Road: This causes a serious pinch point for people cycling down the hill. The cycle parking should be moved into the side road and the car parking should be taken out.

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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