

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

Queen's Crescent Area Scheme Public 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 on CycleScape and at our meeting on 21st February.

We are strongly in support of this scheme because it has resulted in a significant decrease in motor traffic on both Grafton Road and Queen's Crescent. We note that the C6 cycle route on Grafton Road is now much more suitable for use by anyone who wants to cycle. In addition, the pedestrianisation of a section of Queen's Crescent has made the street much more pleasant for wandering through while shopping.

We are concerned about the increase in motor traffic on some of the access roads and make some suggestions below.

Making permanent the motor traffic filters

We strongly support the proposals to make the following motor traffic filters permanent:

Grafton Road filter: from the filtering point of view, we can see no disadvantage in moving the filter to the new location between Cressfield Close and Dale Road.

Queens Crescent filter at the junction with Allcroft Road.

Weedington Road filter at the junction with Queen's Crescent.

The pedestrian and cycle zone

We strongly support the zone created in May 2021 and believe that it has created an area in which most of the ten healthy streets indicators hold. Therefore we are very sorry to see that the length is being reduced by about half. For example, being "easy to cross" is going to be reduced – pedestrians are being offered an 'informal crossing' in the reopened western section.

We support the proposal to make the road surface level with the pavements in the remaining pedestrianised section, with different colours to distinguish them.

Footway improvements

We support the following proposals:

- for wider and improved pavements between Malden Road and Weedington Road
- for continuous footways at Gilden Crescent, both ends of Ashdown Crescent and Weedington Road
- and for a new entrance at Malden Road

Loading and Parking

We agree with providing the shops with 8 spaces for loading between 7pm - 11am on non-market days inside the Pedestrian and Cycle Zone.

However, we very much doubt the benefit of providing additional parking spaces since it has been shown that people who walk or cycle to the shops generally spend more than those who drive.

Bike hangars, seating and trees

We strongly support the provision of additional bike hangars as well as provision of more places to sit down and all forms of greening.

Access roads

We have some suggestions relating to the following access roads that have seen an increase in motor traffic:

Talacre Road: The rat run through Talacre Road will be cut off (during term times) by the Healthy School Street just agreed for Holmes Road. If that is successful we would strongly support a full time closure on Holmes Road.

Vicars Road: is on a rat run between Malden Road and Gospel Oak. We suggest filtering Vicars Road to stop through traffic.

Allcroft Street and Basset Street: these roads are not on through routes but the residential parking times are very short; and the excess motor traffic may be caused by drivers looking for parking spaces. There must be solutions to this problem e.g. resident's parking only, 24/7 in those streets and possibly making the CA-L inner zone available only to its residents.

Rhyl Street: Rhyl Street would be affected by most of the movements in Bassett Street and Allcroft Road but it has a greater increase which may be caused by parents parking there since the Marsden School Street was introduced. We have already suggested to Camden that this school street should be extended to include Rhyl Street.

Grafton Road issues

Speed cushions: speed cushions are very bad for cyclists because drivers and cyclists both try to take up road positions to avoid them, often resulting in cyclists passing close to parked cars or having to face oncoming motor vehicles in the middle of the road. They are also difficult for people on non-standard cycles, especially tricycles.

Proposed new sinusoidal hump: we support this as it should reduce the speeds of motor vehicles.

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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