

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

## **Camden Park Road and Torriano Avenue Safe and Healthy Streets Consultation**

This response to the above consultation 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 among our committee.

We are strongly in support of this scheme that was opened in February 2021. It provides an imaginative alternative to a school street, an extension to the York Way cycle route and part of a possible cycling route to school (one direction only).

Our only reservations are related to left hook risks at the junctions with Camden Road and with Busby Place.

### **Measures to be made permanent**

We strongly support the following:

- Continuous full-time bus, cycle and taxi lane starting from York Way and reaching almost to Leighton Road, operating “at all times”, on Camden Park Road and Torriano Avenue.
- Advanced Stop Line and Early Release for cyclists on Camden Park Road at the junction of Camden Park Road/Cliff Road/North Villas.
- Additional speed humps and minor changes to the existing speed humps along Camden Park Road and Torriano Avenue.
- Vehicle Activated Speed Limit Sign on Torriano Avenue.
- Widened pavements along Torriano Avenue outside of Torriano Primary School.
- Changes to waiting and loading restrictions and removal of parking bays to provide space for widened pavements and the bus lane.

### **Proposed new measures**

#### **Junction with Camden Road**

The consultation refers to modernised signals and pedestrian countdown, mentioning safer crossing facilities for pedestrians. But it fails to mention improving safety for cyclists. With over 6000 motor vehicles per average weekday on Camden Park Road, the minimum needed is to provide a safe route for cyclists on Camden Park Road with a protected cycle lane from where the bus lane ends to the junction and the ability to cross Camden Road without interaction with motor vehicles (taking into account the many potential conflicts when all vehicles can turn left, go ahead or turn right). Ideally there should be a separate signal stage for cycles.

In the interim, and as a least desirable option compared to a proper junction treatment in line with LTN 1/20, an early release for cycles should be provided, with sufficient time for those waiting at the red light to clear the junction ahead of motor vehicles.

However, this only addresses one arm of the junction. TfL should be persuaded to make a design that enables the considerable number of cyclists that use Camden Road to pass safely through this junction. This has become even more urgent since recent increases in the number of motor vehicles turning left into Torriano Avenue (since the closure of Murray Street).

## **Junction with Busby Place**

This is a location where many cyclists have experienced very near misses from 'left hooks'. The new layout with only buses, taxis and cycles in the nearside lane is a big improvement but people are still reporting near misses. We believe that the proposed new "broken" bus lane road marking across junctions along Torriano Avenue will help.

We ask Camden to consider the use of blue cycle lane marking as well: this has proved successful at other locations such as the junction of Prince of Wales Road and Harwood Street.

However, the number of motor vehicles turning left into Busby Place should be reduced by eliminating all available rat runs through to Kentish Town Road.

### **Proposed new measures**

We are strongly in support of the proposal to remove 35m of paid for parking bays outside 59-75 Torriano Avenue so that the footway can be widened together with the proposed loading provision for the Rose and Crown. This measure will eliminate the possibility that cyclists might be undertaken when there are no vehicles parked in the bays and will enhance the experience of sitting outside the pub.

We also agree with the following:

- An extension of the right turn lane on Camden Park Road at the junction with Camden Road to reduce queuing vehicles with removal of 25m of "paid-for" parking bays.
- New disabled parking bays on Busby Place outside the Kentish Town Community Centre.

However, we object to the cycle stands being moved to the opposite side Busby Place. They are supposed to be for visitors to the Community Centre and could be placed so that they do not obstruct the people using the disable bays.

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

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