

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

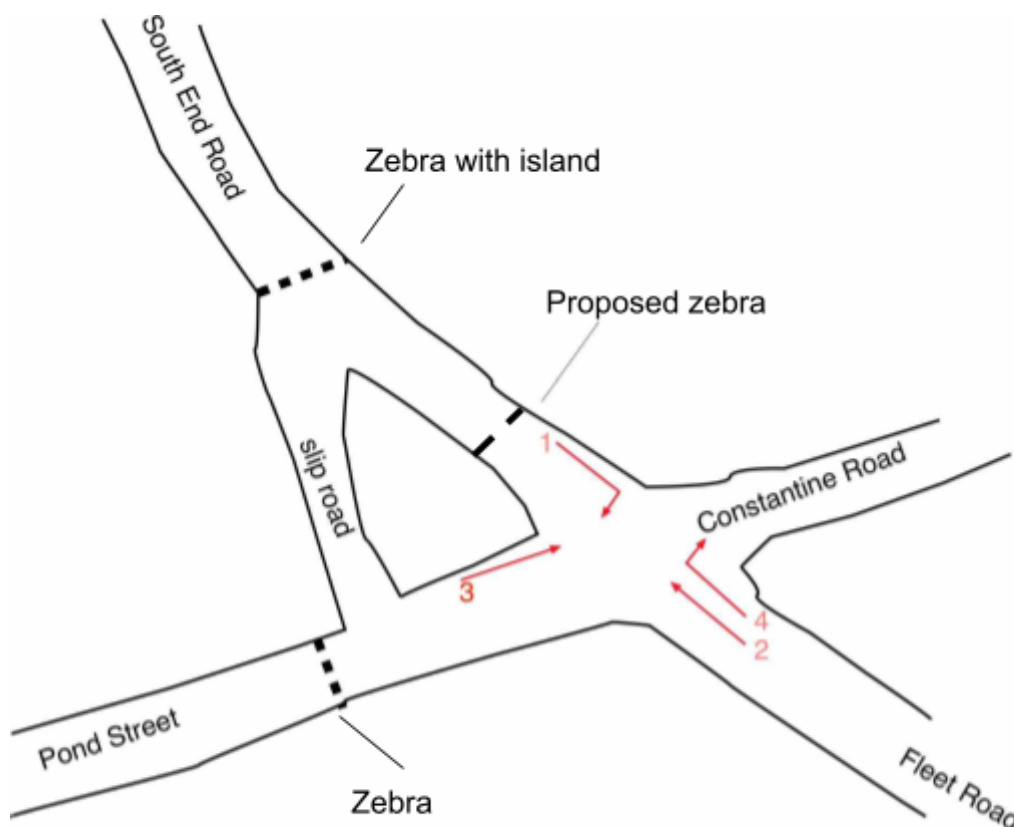
South End Green Public Realm, Road Safety and Streatery Improvements

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.

The two-way cycle link through the slip road is a useful link between Pond Street and South End Road. We suggest that a two-way cycle lane be marked through the slip road to avoid conflicts associated with shared space.

The right turns in and out of the slip road require some form of assistance and overall we are disappointed in the lack of improvements for people cycling.

We have identified four critical failures (LTN 1/20 Appendix B) at the main junction – Fleet Road/ Constantine Road/ South End Road/Pond Street. They are shown as red arrows on the diagram below.



All four of the manoeuvres shown as red arrows involve potential 'left hook' risks (i.e. conflicts between motor vehicles turning left and cycles going straight ahead) as well as conflicts with right turning motor vehicles.

We ask Camden to consider the following:

- Converting the Zebra crossings over South End Road and over Pond Street to Tiger crossings, connecting as directly as possible with the slip road at each end. This will enable:
 - Southbound cyclists on South End Road to use the slip road instead of making the movement labelled (1) on our diagram.
 - Northbound cycles on Fleet Road could turn into Pond Street and use the slip road instead of making the movement labelled (2) on our diagram.
- Building a Tiger crossing between Pond Street and Constantine Road so as to facilitate the movement labelled (3) on our diagram. This would require moving the proposed new zebra crossing closer to the junction.
- Cyclists could avoid using the movement labelled (4) if they go via Cressy Road to access Constantine Road – assuming that the promised two-way cycling scheme is implemented on the northern section of Cressy Road.

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

Jean Dollimore, Steve Prowse, John Chamberlain and George Coulouris
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