

Camden Cycling Campaign

8th September 2023

To: safetravel@camden.gov.uk

CC: Anthony Christofi, Sam Margolis

Crowndale Road Area Safe and Healthy Streets Consultation

This response to the consultation on the above proposal 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 or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We discussed this consultation in detail at our August meeting and also by email.

Overall Comments

We are delighted to see this scheme, which continues Camden Council's roll-out of the cycle network as described in the Transport Plan. It will form a key link between C6 on Royal College Street and the planned two-way link on TfL and Camden roads between Hampstead Road and Crowndale Road via Harrington Square and Oakley Square. As the network develops, it will also link to the proposed cycle lanes on Eversholt Street and (eventually) Camden Street.

We appreciate the complexity of the Cobden junction but nevertheless are disappointed that the scheme does not connect to Mornington Crescent and the Arlington LTN. There are few east-west routes through Camden north of the Euston Road and making Crowndale Road two-way for cycling throughout its length has been an aspiration for many years. We hope that plans to extend the route west from Bayham Street may come in the near future.

Specific Comments

Lane Widths

We appreciate that the total carriageway width is very constrained but 1.5m cycle lanes are very substandard. LTN 1/20 (section 5) suggests that 2m should be the minimum width with 1.5m an absolute minimum for short distances where space is constrained. 2m lanes allow faster cyclists to overtake; 1.5m will not allow this and will make the route very awkward for all cyclists at peak times and for cargo/box bike cyclists and children at all times. And given the number of large motor vehicles on Crowndale Road, cyclists will need to cycle close to the footway to give an adequate buffer zone. We think that there are sections where the cycle lane width could be increased - even 1.6 or 1.7m would make a significant difference and we request a further survey to consider variable-width tracks, utilising all of the road width that is not required for motor traffic.

Bayham Street Junction

We are concerned about the narrowness of both the main traffic lane and cycle lane here. Also, merging traffic often causes tail-backs and conflicting movements.

The island is to be cut back - we think that it could be cut back significantly more to provide a buffer zone between the cycle lane and the main carriageway. Instead of wands, a kerb separation would be safer and longer lasting (the kerb could occupy the buffer zone). Alternatively, or in addition, the cycle track could be raised rather than at grade.

Camden Street Junction

We note that plans for this junction are to follow. These should address the safety of cyclists on Camden Street making turns or heading down Oakley Square as well as those on Crowndale Road.

As regards the Oakley Square (west) part of the junction, we are concerned that northbound cycles may find it difficult to join the Crowndale Road cycle lane, though the Keep Clear area should help. The plans do not show a dropped kerb on the eastbound track so cycles would be trapped behind stationary motor traffic rather than being able to join the track; we assume this will be remedied in the detailed design.

The pair of bus stop bypasses and the parallel crossing

We congratulate Camden for managing to accommodate bus stop bypasses on both sides of Crowndale Road and believe that the necessary footway narrowing is justified. We also approve of the conversion of the zebra crossing to a parallel crossing.

Royal College Street Junction

No details are given of how the signals will work but we note that currently, due to the pedestrian phase on Crowndale Road, cycles are not permitted to turn into Crowndale Road from either Royal College Street or Goldington Crescent. Enabling these movements will represent a big improvement and will be essential to justify the role of Crowndale Road in the cycle network, as will the ability of eastbound cyclists on Crowndale Road to join C6 down Pancras Road or the Somerstown route.

It may be worth considering at this stage how to accommodate an island for a dedicated cycle signal, for example by using some footway width where the railings are to be removed.

Under the current layout, the left turn from Crowndale Road into Royal College Street is very sharp and difficult to negotiate, especially for non-standard cycles. It would be good if this corner could be cut back as part of the scheme.

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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