

To: safetravel@camden.gov.uk

CC: Karl Brierley, Anthony Christofi and Sam Margolis

Holmes 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 have discussed this proposal in email.

Making the trial scheme permanent

The trial scheme has shown how much more pleasant it is to walk or cycle on Holmes Road during the hours of operation. We note also that the Fact Sheet shows a significant reduction in average daily motor vehicle counts at a site to the east of the bend on Holmes Road.

We are strongly in support of making the '8am – 10am' and '2pm – 4pm term time' Healthy School Street motor vehicle restrictions on Holmes Road and on Raglan Street permanent.

Proposals for Holmes Road

The proposal to prohibit westbound motor vehicles (except bin lorries and emergency services) west of Raglan Street is very bold; but it is an essential step in reducing the motor vehicle flow in Holmes Road and in removing potential westbound cut-through routes between Kentish Town Road and Prince of Wales Road e.g. via Grafton Road or Athlone Street – Talacre Road. We are therefore very much in favour of this proposal.

See our later paragraph on completion of the Queen's Crescent LTN.

We also support the proposal to widen the footway outside St Patrick's School.

Proposals for Willes Road and Cathcart Street

We understand that these proposals are designed to counteract the increases in motor traffic due to displacement from Holmes Road during the operation of the school street.

We are pleased that the bollard closure of Willes Road at the junction of Holmes Road and the No Entry to Cathcart Street from Holmes Road are intended to be full time – not just during the operation of the school street.

Proposals for Raglan Street

We support the proposal to improve the closure on Raglan Street; in particular we are in favour of replacing the planter with a planting area on the footway which will be able to absorb rain water. For the same reason we support the proposal for trees and planting on the footway by the entrance to the passage between Raglan Street and Inkerman Road.

Healthy School Street for Collège Français Bilingue de Londres (CFBL)

We support this proposal affecting Willes Road between Inkerman Road and Holmes Road.

We also support the proposal to widen the footway outside CFBL in Willes Road and Cathcart Street.

Other proposals

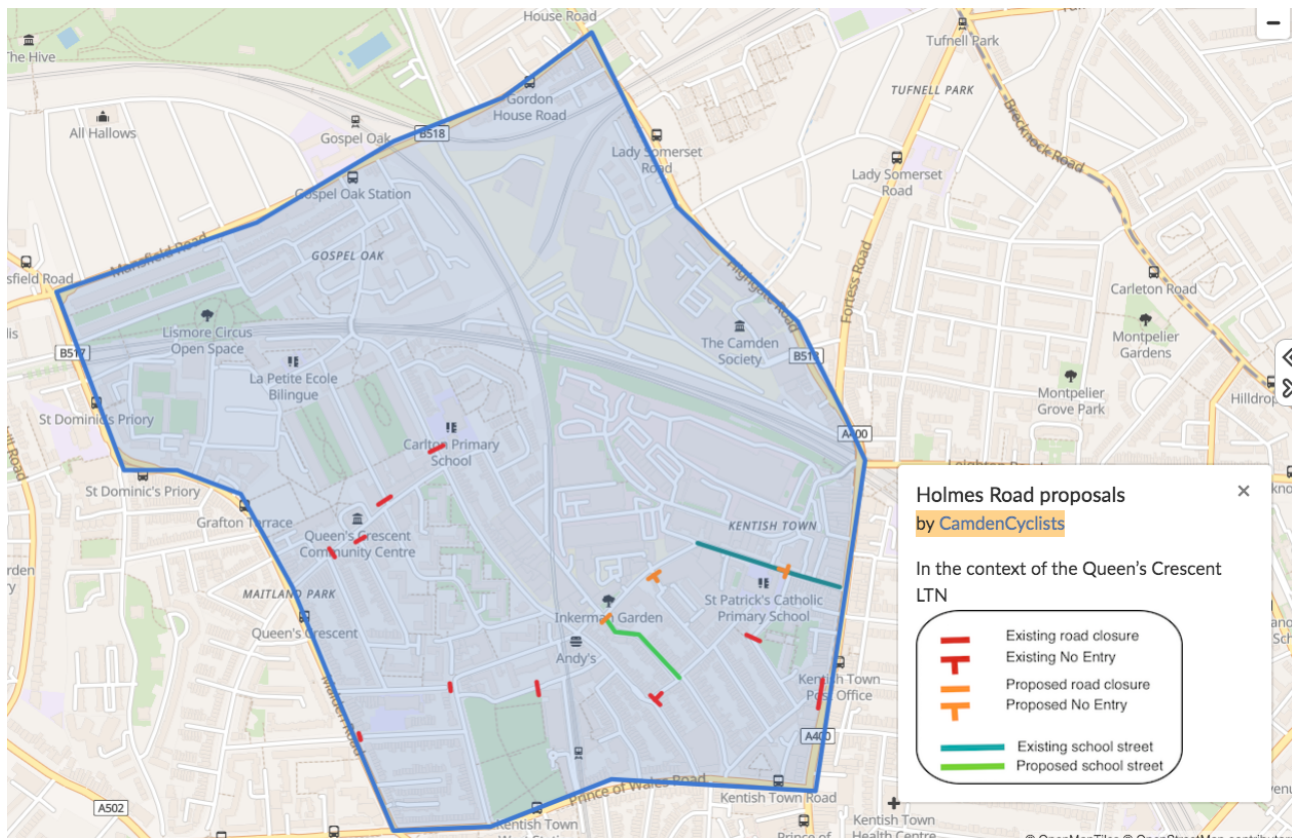
We support the following proposals:

- Bay for hire bikes and scooters in Anglers Lane;
- Adding logos to the existing bollard in Angler's Lane;
- Nine new bike hangers;
- Extend double yellow lines to 10m at the four corners of the Inkerman – Willes and Inkerman – Alma – Cathcart junctions;
- Improved tactile paving at the above junctions as well as at Grafton-Inkerman and Raglan/Anglers Lane.

Cycle Parking

We request that the cycle stand outside Morgans should be reinstated as a matter of urgency and that additional cycle parking be provided in the closed section of Angler's Lane. A large number of stands seems justified to provide for cyclists visiting the several large retail businesses on this section of KTR.

Completion of the Queen's Crescent LTN



The area bounded by Mansfield Road–Gordon House Road, Highgate Road–Kentish Town Road (KTR), Prince of Wales Road (PoW) and Malden Road–Southampton Road is shown in the map above and [here](#) on MapHub. The recent Queen's Crescent scheme included new road closures on Queen's Crescent, Grafton Road and Allcroft Road. Other older filters in this area include road closures on Rhyl Street, Marsden Street and Wilkin Street as well as a No Entry to Inkerman Road at Holmes Road. More recently, Angler's Lane was closed at Kentish Town Road. The trial school street on Holmes Road (currently under discussion) includes a closure on Raglan Street.

As mentioned above, the new proposal for a restriction on Holmes Road at the junction with Raglan Street to stop westbound vehicles continuing along Holmes Road would cut out a potential cut-through between Kentish Town Road and Prince of Wales Road.

As far as we can see the only remaining cut-through between one boundary road and another is the route from PoW to KTR via Talacre Road – Athlone Street, Ryland Road or Grafton Road and eastbound along Holmes Road. So only one step remains to make this a true LTN (with no cut-throughs between the boundary roads), that is, to remove this last cut-through.

We urge Camden to consider dealing with this issue e.g. when the new proposals are to be made permanent. It is of particular concern to us due to the left hook risk (from left turning motorists) to eastbound cyclists on PoW as they pass the junction of Talacre Road.

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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