

## Camden Cycling Campaign

23rd November 2023

To:safetravel@camden.gov.uk

### **Priory Terrace Safe and Healthy Streets Consultation**

This response to the above consultation 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 consultation by email and in our monthly meeting on 21st November 2023.

We support the proposals to introduce rain gardens and water storage. As well as helping to address flooding problems, the green planting will make the area much more people-friendly and less dominated by motor vehicles.

We support the introduction of continuous pavements. These are much better for pedestrians and will slow down motor vehicles turning into the side-streets. We also support the proposals to introduce additional waiting and loading restrictions and to relocate or remove parking bays where needed.

However, we are concerned about the proposal to upgrade the existing zebra crossing to a parallel crossing. For northbound cycles, the proposed crossing is not on the natural routing and would mean having first to turn to the left, a manoeuvre that could be misunderstood by other road users. For southbound cycles, the crossing is totally unsuitable - cyclists would have to cross oncoming motor traffic turning into Priory Road and would then be on the offside on Kilburn Priory and have to cross back to the nearside. So we cannot support the proposed design.

We suggest that the layout be changed so that the cycle crossing is aligned with Priory Road and Kilburn Priory. There is an example of this on Calthorpe Street at the Gough Street crossing (see <https://maps.app.goo.gl/RCw3YFMKydhndzMi6>). In both cases, no motor vehicles will emerge from the side roads. This layout would also mean that the pedestrian crossing would be on the desire line and would also minimise the use of shared space. We believe that this would be easier to do with the continuous footways than with a conventional junction as the kerb does not curve away from the main road.

If this can't be done then we feel that it would be safer not to have a cycle crossing.

We are pleased to see that the agreed contraflow on Priory Terrace will be implemented as part of this scheme. We assume that the short length of contraflow cycle lane and protected exit treatment (as in the original consultation drawing) will be retained.

Kilburn Priory is one way southbound with contraflow cycling but the need for an exit treatment has been overlooked. The road here is wide enough to provide an island to protect the exit from the contraflow cycle lane.

The plans show something (possibly a tree) on the west side of the exit from Kilburn Priory, replacing the current parking, and also that the footway is going to be widened on the east side. This will create a pinch-point and potential conflict between southbound motorists (who have just turned in to the road) and northbound cyclists. Currently the road is full width at this point. The tree should be moved back to give more space for the contraflow cycle lane.

Finally - the road surface and layout further south on Kilburn Priory needs attention, especially at the railway crossing. We understand that this route will probably form part of the new cycleway C51 currently under consultation in Westminster, so it is critical to upgrade this section. The road is one way southbound at this point, with a northbound

exemption for cyclists. But cyclists have to swerve round a line of parked cars into the face of oncoming traffic (plus cycle on cobbles). This is far more of a hazard than crossing Belsize Road. There is also an odd separation of the pavement on the western side of the bridge (for the benefit, it seems of parked motorists) which encourages some cyclists to think that it is a cycle path.

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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