

Camden Cycling Campaign and Cycle Islington response to the Commonplace engagement on Dartmouth Park

(Commonplace Engagement at <https://dartmouthpark.commonplace.is/>)

Summary

Here is a short list of our main suggestions:

- Traffic reduction on the roads within the area to improve air quality and make it safe for cycling, wheeling and walking.
- Protected cycle lanes on the boundary roads, including junction treatments and safe crossings.
- Implementation of Camden's and Islington's plans for cycle routes in the area.
- Reduction in the number of car parking spaces and extension to the hours of operation.

Policy Context

TfL's 2023 Cycling Action plan states (page 37):

The dominance of motorised traffic on residential streets is particularly damaging to those who are most likely to need to use local streets for short journeys, including children, women and older people, who are also those most put off cycling by the threat of motor traffic.

Low Traffic Neighbourhoods are an integral part of our focus on creating a coherent London-wide network that overcomes severance and knits communities together.

Removing through-traffic on local and residential roads is critical to enabling more people to cycle and will play a greater role in future cycle planning.

Many opportunities and synergies exist between Low Traffic Neighbourhoods and cycling. They create conditions to unlock cycle routes, ensuring our Cycleways standards are met by reducing motorised traffic volumes and speeds. They inherently cater for a wider variety of trips than just those along a cycle route, improving local cycling connections more widely.

When designed in an inclusive way and paired with other measures such as new secure residential cycle parking, cycling community events and school cycle training, Low Traffic Neighbourhoods can create the conditions for a thriving cycling culture at a local level.

Modal filters, created using bollards, green infrastructure, or Automatic Number Plate Recognition camera enforcement, remove through-traffic to create streets that are more peaceful and pleasant, while retaining vehicle access for residents and essential services.

Camden's Transport Strategy (2019) - Objective 1: "To transform our streets and places to enable an increase in walking and cycling." This includes many relevant Policies including (1c) changing how road space is allocated and Measures including (1d) Introduce traffic restrictions to reduce traffic dominance and provide safer and more welcoming environments for walking and cycling."

Islington's Transport Strategy (2019) - Policy 1A: "The Council will reduce barriers to walking, cycling and outdoor play and relaxation by creating People Friendly Streets in local neighbourhoods. Through traffic will be reduced to ensure that local neighbourhoods are more enjoyable places to live, and walk or cycle through." They will "Create Low Traffic Neighbourhoods by installing simple and cost effective measures such as bollards, planters, and smart cameras. It is planned that Low Traffic Neighbourhood schemes will eventually be rolled out to all parts of the Borough."

Local Context

The main aim for us is that there should be excellent cycle routes on the boundary roads and through the area enclosed by the boundaries as well as safe cycle access to all destinations in the inner area.

We are also concerned that all the roads in the area should be comfortable for use as walking routes, especially bearing in mind the large number of children travelling to the primary and secondary schools within the area.

For this to work the roads in the inner area must be filtered so that they are used by motor vehicles (other than buses and ambulances) only to access destinations within the inner area and not as routes between the boundary roads. The aim should be to bring motor traffic levels down to less than 2000 pcu¹/day on all the interior roads.

Low Traffic Neighbourhoods linked by safe crossings of main roads form a safe network for pedestrians and cyclists to make longer journeys, for example to shops, schools and places of work, and are a fundamental part of both boroughs' planned cycle networks.

Previous schemes have suggested one-way streets. These have many disadvantages including drivers being able to drive faster without stopping to let others through, the need for cycle contraflows and confusion for pedestrians; we therefore request that no new one-way streets be introduced in the new scheme.

We are limiting this early response to traffic issues although many others including cycle parking and cycle storage are very important.

The Boundary Roads

- Fortress Road and Junction Road continue the SRN² from Kentish Town Road (KTR) carrying ~16K motor PCUs per day (2016). Highgate Road south of Gordon House Road and Highgate Hill are B roads with approximately 13,000 vehicles per day on Highgate Road (2016).
- The Archway junction on the east corner carries the TLRN³ between Holloway Road and Archway Road (~26K PCUs per day)

Main junctions on the boundary roads: The provision of protected cycle lanes on the boundary roads and low traffic on the inner roads would protect cyclists approaching and leaving the junctions. But protecting people cycling through a junction is challenging: they must be able to make all available turns without coming into conflict with motor vehicles which is best achieved by providing cyclists with a dedicated stage in the signals.

- **Archway junction:** managed by TfL
- **Tufnell Park junction:** see our response to the 2018 consultation ([here](#))
- **Highgate Road - KTR- Fortress Road - Fortress Walk:** see our response to the 2018 consultation including JAT score [here](#). Fortress Walk and its junctions with Highgate Road and Fortress Road will be a new concern if it becomes the main route for E-W traffic between Gordon House Road and Fortress Road.
- **Highgate Road- Gordon House Road - Chetwynd Road:** Cycling through this junction is often unsafe and should be reviewed whatever changes are made. Even with low traffic on Chetwynd Road, issues would include: difficulty of turning right into Chetwynd Road; queueing across the junction due to narrow entry to Chetwynd Road (less so with filtering); potential left hooks going NB, SB or EB; also potential to be cut off by right turning motors.
- **Highgate Hill (HH) - Dartmouth Park Hill (DPH) - Hornsey Lane:** Issues: right turn into DPH for cycles needs to be allowed and helped; if local traffic continues to turn in from HH there would be a

¹ PCU - Passenger car unit, a count with weighting ranging from 1 for cars to 2.3 for HGVs

² SRN - Strategic Road Network; Camden's and Islington's primary traffic routes

³ TLRN - Transport for London Road Network (TfL roads, i.e. 'red routes')

left hook risk going NB on HH and also SB due to turns into Hornsey Lane. Some years ago DPH was closed to motor traffic at this junction; this restriction should be reinstated.

- **Highgate Road- Swains Lane:** remove all the loading and parking within 15m of the roundabout.

Other junctions on the boundary roads: Safety at the smaller junctions will be improved by reducing the number of turns into and out of the internal roads. But cyclists going straight ahead and pedestrians crossing should be protected by continuous cycle lanes and continuous footways across the side roads.

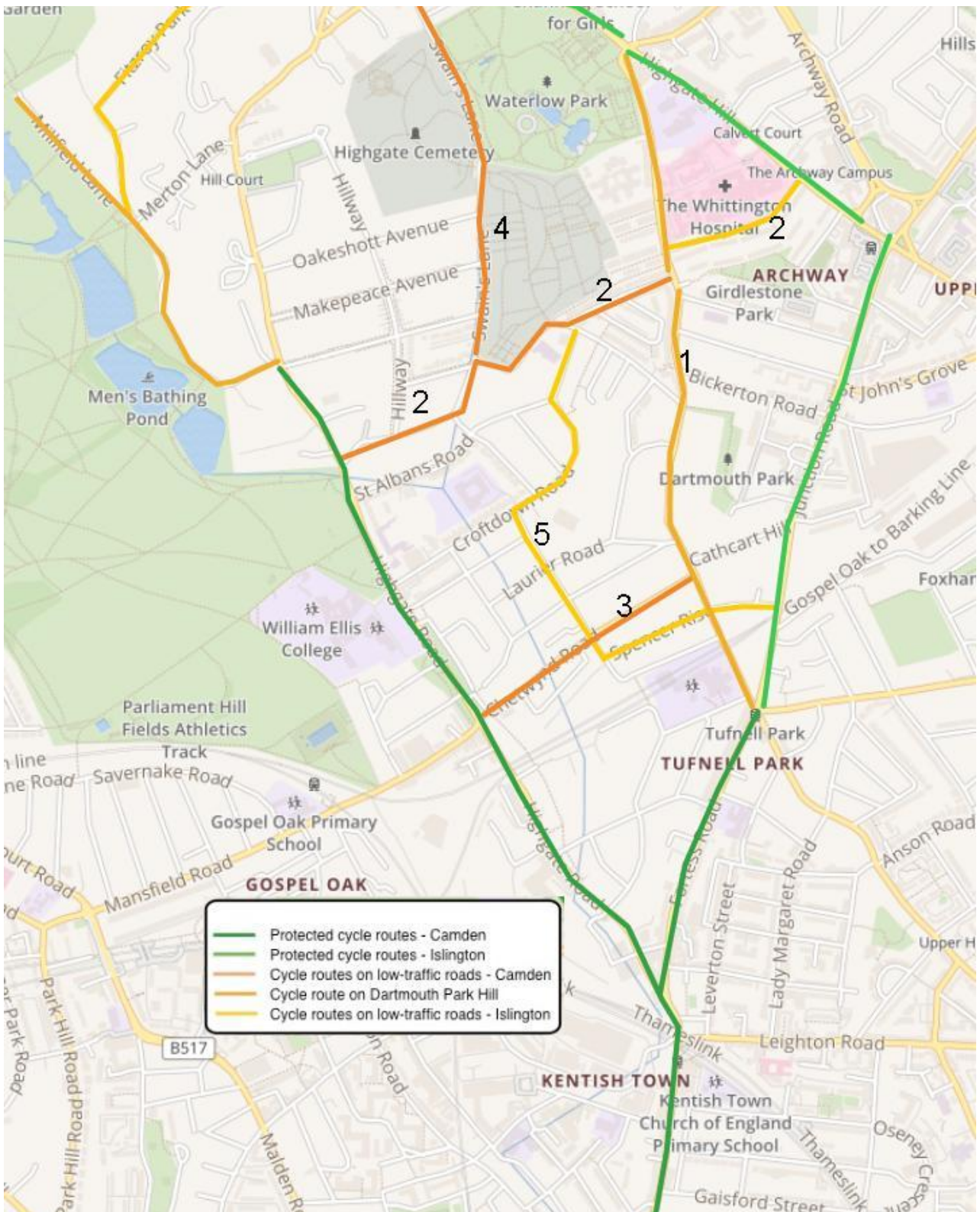
Cycle Routes

Protected cycle lanes on the boundary roads

- Camden's Transport Plan 2019 as revised in 2022 shows that the Camden cycle network of primary routes is to be extended along KTR and then branch off along Highgate Road and Fortess Road. The sections on Highgate Road and Fortess Road should be implemented as part of the scheme arising from this engagement and subsequent consultation.
- The proposed cycle route along Fortess Road needs to extend along Junction Road in Islington. Junction Road is not shown as a cycle route on Islington's 2019 Network plan but was the subject of a consultation in 2016. The scheme did not progress because TfL were not happy with the effect on bus travel times.
- Cycle lanes are needed on Highgate Hill and Highgate High Street.
- Unless traffic is to be much reduced on Highgate West Hill it should have a protected cycle lane, at least for uphill cycling as far as Millfield Lane.
- Safe crossings of the boundary roads are needed to enable cyclists to make journeys to and from neighbouring traffic-calmed areas. This is particularly important for Junction Road (for example Wyndham Crescent to Station Road) and on Highgate Road to allow the crossing from Dartmouth Park Road to Glenhurst Avenue and onwards to the Queens Crescent area and to get to Hampstead Heath. Another important boundary road crossing is across Highgate West Hill from Langbourne Ave to Millfield Lane and from there to Hampstead Heath and the allotments on Fitzroy Park.

Other cycle routes

The map below shows the proposed protected cycle routes on boundary roads in green (lighter for Islington). The routes on low-traffic roads from the Camden Transport Strategy 2019 are shown in orange with Dartmouth Park Hill (1), from the Islington Transport Plan 2019 a lighter orange and links through Islington to Junction Road and Highgate Hill via Wyndham Crescent and Magdala Road in a very light orange.



1 Dartmouth Park Hill: we are very pleased that Dartmouth Park Hill is inside the area: the southern section is an emergency services route and a bus route but it should not be used by other motor vehicles as a shortcut between the boundary roads⁴. If filtered it would be an excellent cycle route up to Highgate Village and across to Crouch End and Hornsey. It has an easier gradient than Swain's Lane or West Hill (apart from a short section north of the Waterlow Park Gate). Dartmouth Park Hill is shown as an 'aspirational route' in Islington's 2019 Network plan.

2 Swain's Lane- Chester Road-Raydon Street⁵ - Magdala Road which is also an emergency services and bus route should not be used by other motor vehicles as a cut-through between Highgate Road and Highgate Hill (or via Bickerton Road to Junction Road). If filtered, it would provide an excellent east-west cycle route (with contraflow cycling in Raydon Street). The missing southbound link between the Chester Road-Raydon Street junction and Croftdown Road should be addressed by installing a cycle contraflow. Two-way cycling should be permitted on all of Swains Lane; this would require the short-cut to Highgate Village for motor traffic to be eliminated.

3 Chetwynd Road forms part of another potential east-west cycle route linking Highgate Road with Dartmouth Park Hill and Junction Road. It should not be used (as it now is) by other motor vehicles as a cut-through to and from Junction Road (5-6000 vehicles per day in 2016). If filtered, it would provide an excellent east-west cycle route.

We assume that all the filtering mentioned above will be done in such a way that the cut-throughs will not be moved onto other roads within the area.

4 Swains Lane north of Chester Road is shown on the map of low-traffic cycle routes; as well as being an access to Highgate Village, it is a popular walking route to Waterlow Park. Highgate Cemetery needs access by motor vehicle and there is room here for vehicles to turn. We suggest a filter north of the cemetery gates to restrict all private motor vehicles, with two way traffic south of this point. Access to the three private houses between the cemetery and Bisham Gardens might need an exemption.

Access to Whittington Hospital

The prevention of cut-throughs on the emergency services routes should improve access by ambulance, by bus and by walking or cycling.

Car Parking provision and regulations

Visitors to the Heath and to the schools as well as to shops e.g. in Swain's Lane use the side roads for parking, increasing the motor traffic in those roads which reduces road safety for those living there. This should be discouraged by increasing the hours of operation.

The number of car parking spaces should be reduced on all the roads in the area. These should be replaced by green areas, SUDS, benches and other activities rather than being dedicated to car parking and motor travel. The latter point could be emphasised by the introduction of green mobility hubs.

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⁴ or even as part of a shortcut from Junction Road to the M1 with detrimental effects on Highgate Village as one respondent has suggested

⁵ Or Chester Road westbound