

To [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk)

## Safe and Healthy Streets Consultation - Bucknall Street area

This response to the consultation on the above proposal 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 very much welcome this proposal to increase permeability for cycling through the Bucknall Street area and we strongly approve the reallocation of road space and the reduction of car parking space in favour of walking, greening and cycling, in particular the conversion of the northern section of Dyott Street to a walking and cycling street, the reduction to a single motor lane in Bucknall Street and the conversion of a redundant motor lane on St Giles High Street to a rain garden.

We also support the pedestrian improvements on Earnshaw Street at the junction of St Giles High Street and the junction with Bucknall Street.

We can see no disadvantage in relocating the Santander Hire Station.

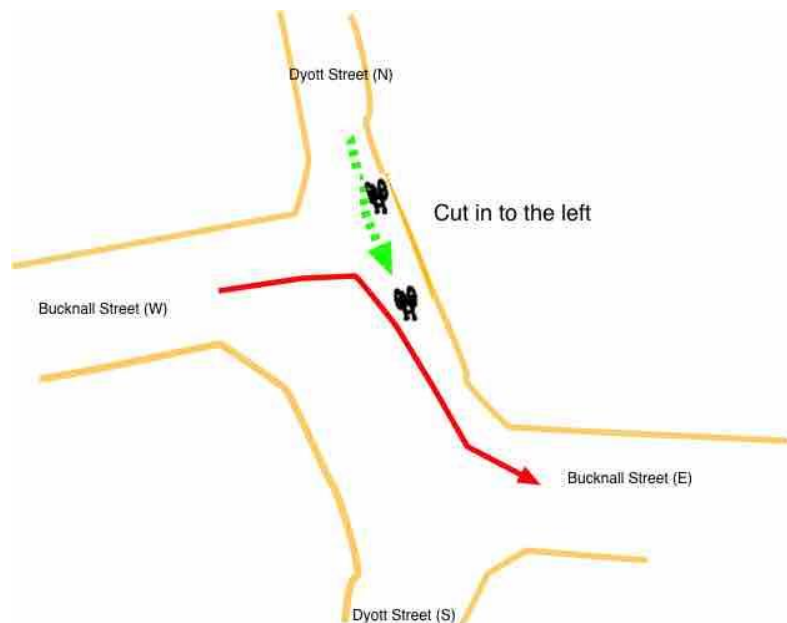
### Detailed concerns

The junction where Bucknall Street crosses Dyott Street needs careful consideration: northbound motor vehicles on Dyott Street and eastbound motors on Bucknall Street (west) will be heading for Bucknall Street (east) while cycles can make all possible manoeuvres through the junction. We are particularly concerned about the following potential collisions:

1. Southbound cyclists on Dyott Street (north) may come into conflict with motor vehicles:
  - a. coming out of Bucknall Street (west) – see diagram
  - b. turning right out of Dyott Street (south) across the cyclists' path.

Southbound cyclists on Dyott Street (north) should have a clearly marked Give Way.

Considering (a): the line of logos on Dyott Street shown on the scheme drawing should be emphasised by a white mandatory cycle lane



2. At Bucknall Street (east) between motor vehicles going in and cyclists coming out.
3. At Bucknall Street (west) between motor vehicles coming out and cyclists going in or heading north on Dyott Street.

## **Implementation of contraflows**

Wherever possible entry and exit treatments should include separating islands as proposed on Bucknall St (west) at the junction of Earnshaw Street. These not only protect cyclists but give a clear indication that the road is two-way for cycles.

The second and third sources of potential collisions can be removed by the implementation of separating islands as follows:

- Bucknall St (east) to have island-separated exit treatment for protection against motor vehicles turning in.
- Bucknall St (west) to have island-separated entry treatment for protection against motor vehicles cutting the corner while turning right.

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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