

Camden Cycling Campaign

4th March 2024

To: safetravel@camden.gov.uk

Alfred Place consultation

This response to the consultation on Alfred Place 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.

Alfred Place

We strongly support the proposal to provide 2-way cycling between Chenies Street and Store Street. It was a shock to us that the basic need for two-way cycling was overlooked in this otherwise excellent scheme.

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Belsize Terrace Consultation

This response to the consultation on Belsize Terrace 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.

Belsize Terrace

We are pleased to see this response to our request for a more cycle-friendly surface on the cycle track between Belsize Lane and Belsize Terrace. We also support the proposals to improve the cycle parking facilities and to relocate the planter for the convenience of pedestrians.

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Streatham Street Consultation

This response to the consultation on Streatham Street 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.

Streatham Street

We are pleased to see this response to our request to remove the existing fire gate on Streatham Street, at the junction with Willoughby Street, and to replace it with new removable bollards to increase cycle accessibility.

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Safe and Healthy Streets Hadley Street and Castle Road Consultation

This response to the consultation on Hadley Street and Castle Road 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.

Hadley Street

The improvement of access to Hadley Street round the awkward gate has been on our permeability list for a long time. See [this photo](#) taken on an inspection ride in 2012 – who is the person on the left?

We are therefore strongly supportive of the proposals:

- To widen the pavement at the location of the existing motor vehicle restriction to create a smoother ramp for those on bikes.
- To remove the existing fire gate and replace it with removable bollards.
- To install cycle stands and trees on the new widened pavement.

We also support the following additional proposals:

- To widen the pavement on the south side of Castle Road outside Tapping the Admiral Pub and to plant an additional tree.
- To introduce 4 new secure cycle hangers in the area to improve storage facilities: two on the north side of Castle Road to the west of Hadley Street and two opposite no.34 Hadley Street.
- To remove 5.6m of existing pay-by-phone parking on Castle Road and 5.2m of residents parking on Hadley Street.

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Safe and Healthy Streets Handel Street, Kenton Street and Hunter Street Consultation

This response to the consultation on Handel Street, Kenton Street and Hunter Street 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.

Handel Street and Kenton Street and Hunter Street

We are very pleased to see this important permeability measure which has been on our “Quick Wins” list for several years. The introduction of two-way cycling on Handel Street and Kenton Street will not only provide a useful bypass to the signals at the junction of Tavistock Place and Hunter Street but also will enable cyclists starting somewhere south of the Brunswick Centre to reach the Waitrose back entrance in Handel Street. We also support the following associated proposals:

- To paint a line entry treatment from Hunter Street and exit treatment to Tavistock Place
- To construct continuous footways on Hunter Street at the junction with Handel Street and on Tavistock Place at the junction with Kenton Street
- To introduce new signage, on-street cycle symbols, and other road markings to show the permitted cycle route in each direction.
- To introduce double yellow lines on both sides of Handel and Kenton Streets (all the way on the nearside for with-flow vehicles) as well as removing one permit holder parking bay and moving a disabled parking bay.
- To introduce cycle stands on the corner of Handel and Kenton Streets with associated pavement widening and dropped kerb.

However, we strongly oppose the proposal to introduce a 1.5m kerb segregated cycle track on Hunter Street (Northbound) between Handel Street and Tavistock Place for the following reasons:

- Since the closure of Judd Street at Euston Road and the closure of Lansdowne Terrace at Brunswick Square, the motor traffic levels on this alignment are sufficiently low for it to provide safe cycling without any segregating infrastructure as must have been acknowledged by TfL when it was signed as part of C41 last summer.
- In addition 1.5m is too narrow: such a width would hamper access to the ASL at Tavistock Place with some cyclists using the road instead.
- There are also disadvantages to a separator kerb for both pedestrians and cyclists (trip hazard), especially at an isolated part of a road, and we think these outweigh any benefits

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Herbrand Street Consultation

This response to the consultation on Herbrand Street 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.

Herbrand Street

The provision of two-way cycling in Herbrand Street north of Coram Street must be one of the earliest permeability schemes in Camden ([StreetView Oct 2008](#) shows the chunky island just as it is today and we know it preceded the measures on LCN6 in Newton Street in 2004). So its longevity means that it deserves being brought up to date. Therefore we support the following proposals:

- To widen the existing contraflow cycle lane on Herbrand Street to the north of Coram Street by narrowing the traffic island.
- To plant 2 new trees on the remaining island.
- To replace the 'no entry' sign on the existing flexi-bollard with a 'cycle sign'. The two remaining 'no entry' signs to stay.
- To introduce cycle-friendly drain covers next to Coram Street junction to improve cycle safety

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Maresfield Gardens Consultation

This response to the consultation on Maresfield Gardens 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.

Maresfield Gardens

The provision of two-way cycling in Maresfield Gardens, like Herbrand Street, dates back a long way. [StreetView June 2012](#) shows the wide island and the very narrow cycle lane. And as with Herbrand Street its longevity means that it deserves being brought up to date. Therefore we support the following proposals:

- To widen the existing contraflow cycle lane and introduce low-level planting on the remaining island.
- To introduce 2 cycle hangers on the north side of Maresfield Gardens to improve cycle storage facilities in the area.
- To remove 10.7m of existing pay-by-phone parking and extend the existing single yellow line to improve cycle safety around the junction with Fitzjohn's Avenue.
- To introduce a cycle flexi bollard facing Fitzjohn's Avenue and replace the existing gully cover with cycle friendly cover to improve the signage and accessibility into Maresfield Gardens

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