

To: safetravel@camden.gov.uk

Argyle Square Consultation

This response to the consultation on the above proposal from Camden Council is from Camden Cycling Campaign, the local borough group of the 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 within our organisation by email and at a monthly meeting.

General Comments

We are pleased to see the continuing progress on changing Camden's streetscape away from the dominance of motor vehicles. Closure of Argyle Square (N) and St Chad's Street to motor traffic is a good step.

We support the reduction in parking bays. This area is in residents' parking zone CA-D and we supported the recent proposal to extend the hours of control to include evenings and weekends. Together these measures should help reduce the number of motor vehicles in the area, especially those of non-residents.

We also support the introduction of greening and of seating and play areas while noting some residents' concerns about anti-social behaviour.

Specific Comments

Argyle Square North and St Chad's Street

The layout here looks good and we think that the lateral variation in alignment (chicane-like) of the cycling and wheeling route will be a good way to manage speeds and reduce conflict with pedestrians. It is important that the surface contrasts with the pedestrian area to make it very clear that two-way cycling is expected.

Junctions

We have no objection to the proposed raised junctions and the change in priority where Crestfield and Belgrove Streets meet Argyle Square. The proposals show zebra crossings at these junctions and we suggest that these could be side-road zebras without Belisha beacons to reduce street clutter and maximise footway space. We do not think that parallel crossings (Zebras with cycle zones) are needed and in fact it is difficult to see how the layout would support these.

Belgrove Street

Belgrove Street currently allows northbound cycling as far as the Santander docking station and the proposals keep this layout. We believe that it would be safe to allow cycles to travel up to the Euston Road as long as they then turn left onto the Euston Road and that Give Way and Left Turn Only signs here would be adequate. As cyclists are very likely to do this anyway, especially if they have just picked up a cycle from the docking station, we think it would be better to recognize this and make it legal.

Cycle Parking and Docking

We are pleased to see additional cycle parking and have no objection to the moving of one of the Santander stations. We suggest that more dockless hire spaces will be needed especially with the proximity of the LU entrance and the visitors to the new development at Belgrove House.

Response to Specific Consultation Questions

Question	CCC Response
9. Overall agreement/disagreement	We fully support the scheme.
10. Specific proposals	We support all the proposals especially those that relate to walking and cycling
11. What we like	Walking, crossing the road and cycling will be easier and safer as will using a wheelchair / mobility aid, visiting the area, accessing green space and visiting local businesses. Traffic dominance will be reduced and air quality will be better; noise and disturbance will be reduced.
12. What we don't like	Nothing

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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