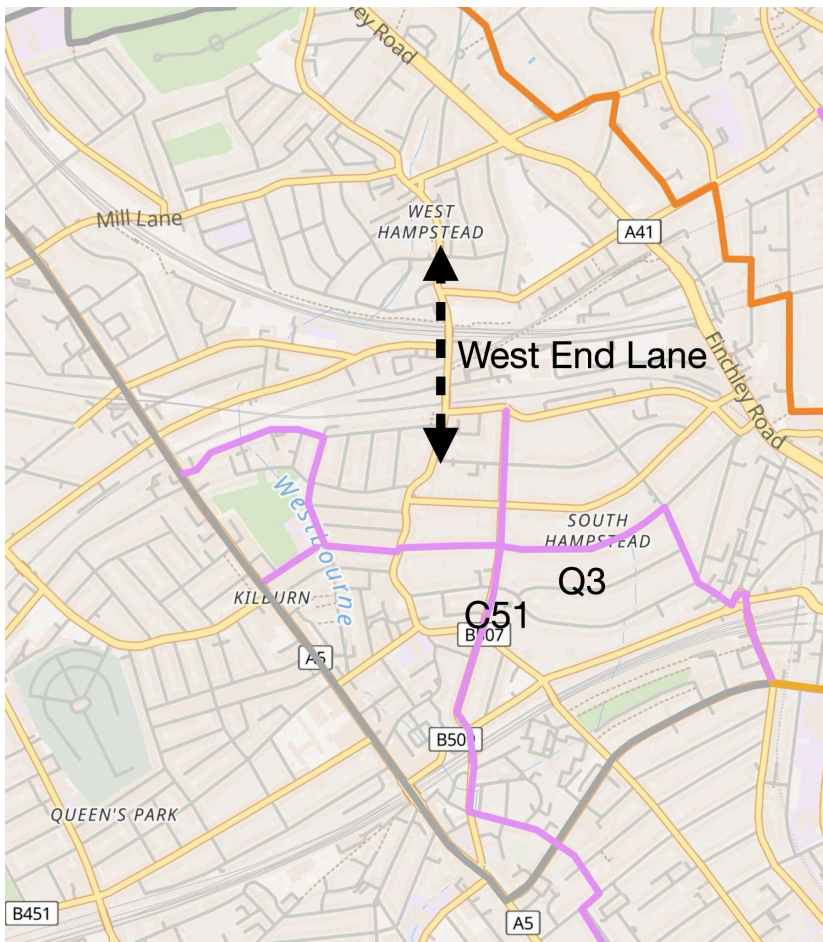


To: safetravel@camden.gov.uk

West End Lane – Safe and Healthy Streets 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.

Cycle routes in the west of Camden



The proposals in this consultation are extremely disappointing as they use a very superficial approach to the need to cycle on some parts of West End Lane. The only north-south route in the area, C51, runs parallel to West End Lane as far as Broadhurst Gardens.

In order to continue northbound, the only road between Finchley Road and Kilburn High Road with bridges over the railway lines is West End Lane.

The arrow on the map indicates the section of West End Lane between Compayne Gardens and Fawley Road. It is essential that it be made safe for all types of cyclists.

A radical approach is needed: the road is too narrow for both motor traffic lanes and protected cycle lanes. Therefore something has to go: using the road user hierarchy this means private cars should be eliminated from this section of West End Lane.

A bus gate in this section of West End Lane would restrict general vehicle access e.g. between 7 am and 7 pm, allowing only buses, cycles, emergency and refuse vehicles

Our reply to the proposals

Proposed Cycling Measures

Contraflow cycle lane on Hemstal Road between West End Lane and Hilltop Road: this is a very disappointing offering considering that Hemstal Road is one way to Kingsgate Road – access is needed to Kingsgate Junior school and Kilburn Grange Park.

We ask Camden to implement contraflow cycling on the full length of Hemstal Road.

Adding cycle early release signals (the consultation text doesn't say where and they are not shown on the drawing). When combined with an ASL, early release is the next step towards improving cyclists' experience at junctions although it doesn't help those that arrive late. We would like to see cycle early release on all arms of the junctions at Iverson Road, Broadhurst Gardens and Cleve Road. But they are not much use without ASLs. The consultation states:

"We would also like to add Advanced Stop Lines at junctions with signals which are safe spaces where people cycling can sit and wait ahead of the general traffic giving them more visibility and making cycling safer".

On the drawing the only new ASL appears to be at Iverson Road on the western approach; the ASL on the southern approach is marked to be removed. We ask Camden to retain the latter and to consider an ASL on the northern approach.

We note that the West End Lane approaches to Broadhurst Gardens already have an ASL and that at Cleve Road all approaches already have ASLs.

Proposed Walking Measures

We support the proposals to widen some of the signalised pedestrian crossings and to add continuous footways at Hemstal Road and Sheriff Road.

Proposed Walking and cycling Measures

We strongly support the proposals for new double yellow lines and double yellow blips at all junctions between Fawley Road and Cleve Road. The prevention of loading and parking at junctions is very important for improving the sightlines for anyone who walks or cycles.

Greening

We also support greening proposals e.g. the proposed new mini parks with wildflowers, trees and seating at the West End Lane junctions with Hemstal Road and Sherriff Road.

Other

Regarding the proposed loading bays for Sainsbury and Tesco on the south side of two side roads (Fawley Road and Lymington Road): we are concerned that routes taken by the lorries should avoid moves such as turning right into the side roads or reversing into West End Lane.

Our Answers to the Questions from the Online Survey

9. To what extent do you agree or disagree with the overall proposals for the West End Lane area?

Agree, but they don't go nearly far enough

10. To what extent do you agree or disagree with the following specific proposals for around West End Lane?

Adding a mini park at the junction with Hemstal Road *Agree*

Adding a mini park at the junction with Sherriff Road *Agree*

Adding a right turn space for vehicles turning into Iverson Road *Neutral*

Improving traffic signal timing *Agree*

Adding double yellow lines and blips at all junctions between Fawley Road and Cleve Road
Strongly Agree

Widening pedestrian crossings *Agree*

Adding signals for people cycling to start before the rest of the traffic plus advance stop lines
Strongly Agree

Shortening a Paid For parking bay to create a 10m long delivery area for Tesco/Sainsburys with double yellow lines and single blips *Agree*

Adding a cycle contraflow lane (which runs in the opposite direction to general traffic) on Hemstal Road between Hilltop Road and West End Lane

Agree - but contraflow cycling for the full length of Hemstal Road is necessary.

11. If implemented, what do you think you might like about the changes proposed? (you can choose more than one)

Walking will be easier and safer

Crossing the road will be easier and safer

Cycling will be easier and safer

12. If implemented, what do you think you might not like about the changes proposed? (you can choose more than one)

Other: the lack of consideration of how to extend the C51 route northbound: C51 runs parallel to West End Lane as far as Broadhurst Gardens. In order to continue northbound the only route between Finchley Road and Kilburn High Road with bridges over the railway line is on West End Lane. Therefore this section of West End Lane must be made suitable for all types of cyclists.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

Jean Dollimore, John Chamberlain, Steve Prowse.

jean@camdencyclists.org.uk

Camden Cycling Campaign, 1 Estelle Road, London NW3 2JX