

To: safetravel@camden.gov.uk

Somers Town School Streets Additional Safe and Healthy Streets Proposals

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 discussed these proposals at our December members meeting.

Sight lines for walking and cycling

The main point that came up in our discussions was the introduction of double yellow lines round the corners at junctions, which is very helpful in improving visibility between road users. But to be effective, parking and loading needs to be removed to at least 10m from the junction on both roads on each corner. Somebody said they had encountered corners with new double yellow lines where parking is still allowed much closer to the junction. So we studied the drawings and found only a very small number of places where we believe that this is the case. DYL - double yellow line.

Sheet 1, Viewport 2: At Cranleigh Street (Chalton St S is only 8m) and Bridgeway Street (Chalton St N is only 8m)

Sheet 3, Viewport 1: At Werrington St/Aldenham St junction: Timed loading should not be allowed within 10m of the junction.

Look and feel proposals

At our meeting, it was noted that the inclusion of greening in recent new schemes is a very positive improvement. In particular the enclosure of bikehangars (or a bus stop bypass in other schemes) with a pair of rain gardens is an attractive addition to the streetscape.

Cycle parking and storage

We are pleased to see the proposals for new cycle stands throughout the area; as well as 16 new bike hangars and the extension of provision for dockless hire bikes. The provision of a new cycle shelter is an interesting idea.

Regarding the parking for dockless hire bikes: it has been suggested that enclosing them in some way and painting the area on the ground encourages users to park in the allocated space.

Pedestrian measures

We are strongly in favour of continuous footways across side road junctions and raised tables at junctions and the removal of guardrail. We also support the two new proposed zebra crossings over Eversholt Street.

A concern regarding contraflow cycling in Drummond Crescent- Doric Way

The exit treatment on Doric Way at Eversholt Street has still not been implemented. We have written to Camden about this before and now ask that this should be implemented now rather than wait for the mobility hub to be installed (see Sheet 6 Viewport 1)

Our Answers to the Questions from the Online Survey

9. Overall, to what extent do you agree or disagree with the proposed changes for the Somers Town area?

Strongly Agree

10. To what extent do you agree or disagree with the proposed changes on Aldenham Street (

Strongly Agree

11. To what extent do you agree or disagree with the proposed changes on Bridgeway Street

Strongly Agree

12. To what extent do you agree or disagree with the proposed changes on Chalton Street

Strongly Agree

13. To what extent do you agree or disagree with the proposed changes on Charrington Street

Strongly Agree

14. To what extent do you agree or disagree with the proposed changes on Cranleigh Street

Strongly Agree

15. To what extent do you agree or disagree with the proposed changes on Drummond Crescent

Strongly Agree

16. To what extent do you agree or disagree with the proposed changes on Eversholt Street

Strongly Agree

17. To what extent do you agree or disagree with the proposed changes on Platt Street

Strongly Agree

18. To what extent do you agree with the proposed changes on Polygon Road

Strongly Agree

19. To what extent do you agree or disagree with the proposed changes on Werrington Street

Strongly Agree

21. If implemented, what do you think you might like about the changes proposed?

Walking will be easier and safer

Crossing the road will be easier and safer

Cycling will be easier and safer

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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