Camden Cycling Campaign

4th January 2026

To: safetravel@camden.gov.uk

CC: Sam Margolis and Anthony Christofi

The Cross Camden Cycleway Engagement

This response to the above engagement 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 this proposal in depth at our December members meeting.

Introduction

We were very pleased in September 2022 when Camden made a decision to design and implement the Cross Camden Cycleway, particularly the southern branch which is the subject of the current engagement. It had been a great disappointment when the Delancey-Pratt scheme was abandoned back in 2015.

We are therefore very enthusiastic about the current engagement and forthcoming consultation on the southern branch which will extend to the Westminster border on Prince Albert Road.

This alignment will form the first borough-wide east-west cycle link north of the Euston Road and for that reason is very much needed. More locally it will solve the problem of cycling safely across Camden High Street in both directions. As Delancey Street is currently one way westbound (and so is Pratt Street west of Bayham Street) the new proposals would also solve a huge permeability problem in this area.

It is very important that people on bikes with local destinations should be able to join and leave the Cross Camden Cycleway in the most efficient way, unhindered by one-way access roads. We will make this point in more detail for each of the four one-way side roads on this cycleway.

Our comments on Camden's ideas for the Cross Camden Cycleway

We will list these 1-9 as on the map in the Engagement but, for convenience, we will discuss 6 before 5 and 9 before 8. Finally we describe some ideas on the use of parallel crossings at priority junctions.

1. Albert Terrace

Contraflow cycling (southbound) on Albert Terrace. For anyone travelling south on Regent's Park Road it is very inconvenient to have to continue to St Mark's Square before turning right along Prince Albert Road.

Albert Terrace has car parking on both sides of the road (an over provision as one side is adjacent to Primrose Hill) as well as two northbound general traffic lanes. It is very wide and there is plenty of room for a southbound contraflow cycle lane.

Junction at Prince Albert Road. This needs to be upgraded so as to provide safe left and right turns for cycling into and out of Prince Albert Road.

2. St Mark's Square

Contraflow cycling (northbound) on St Mark's Square. For anyone travelling from the Outer Circle via Broad Walk Bridge towards the Chalk Farm area via Princess Road it is very inconvenient to have to divert via Albert Terrace. St Mark's Square has three lanes of general traffic as well as car parking and loading on both sides. Camden's scheme from 2016 proposed a northbound contraflow lane with parked cars outside it – a proof of concept.

Junction at Prince Albert Road. This needs to be upgraded so as to provide safe left and right turns for cycling into and out of Prince Albert Road and also access to the Broad Walk Bridge (on foot)

3. Prince Albert Road (Camden section)

Protected cycle lanes: We expect to see high-quality segregated cycle lanes in both directions with bus stop bypasses at the two 274 bus stops near to the Zoo. We estimate that the width of Prince Albert Road is mostly about 10m. We request that from the outset the lane width is specified: 'as close to 2m as possible' with actual dimensions (e.g. 1.7m) shown on the drawing. We believe that this is preferable to specifying 1.5m lanes for us to argue about at consultation time (e.g. as at Albany Street).

Access to the canal towpath. Access to the Prince Albert Road ramp is about 30m to the east of the St Mark's Square junction. Would it be feasible to provide a parallel crossing here? In all eventualities, access to the towpath needs a dropped kerb and footway markings to indicate that cycles may cross.

4. Gloucester Gate (three junctions)

a. **Parkway - Delancey Street - Gloucester Avenue**
b. **Parkway - Prince Albert Road - Park Village east - Gloucester Gate bridge**
c. **Gloucester Gate bridge - Albany Street - Gloucester Gate**

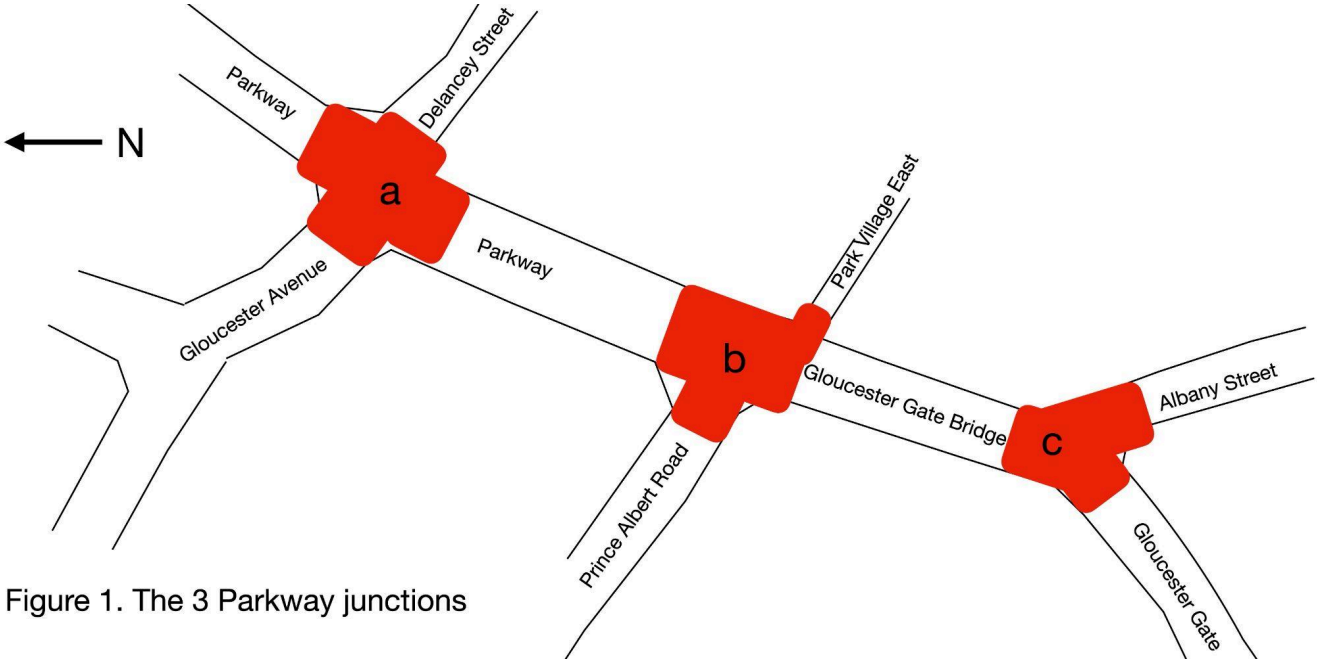

Figure 1. The 3 Parkway junctions

In Figure 1, the junctions **a** and **b** are needed for the alignment of the Cross Camden Cycleway, while junction **c** connects Albany Street to the Cross Camden Cycleway and to the Regent's Park Outer Circle.

a. **Parkway - Delancey Street - Gloucester Avenue:** we are very happy to have heard hints that this may be a second Circulating Cycle Stage junction but with cycles on the outside path (in contrast to Agar Grove where they will be on the inside path). Circulating Cycle Stage junctions work very efficiently because cycles go at the same time as pedestrians. We are very supportive of this idea.
b. **Parkway - Prince Albert Road - Park Village east - Gloucester Gate bridge:** for the Cross Camden Cycleway we are expecting a very smooth two-way transition between Prince Albert Road and the Delancey Street junction (**a**). However this junction should also:
    i. allow access to and from the Albany Street junction (**c**) e.g. to include journeys to and from Gloucester Avenue at junction (**a**);
    ii. Provide access to Park Village East and consider whether the very-useful addition of two-way cycling would be feasible.
c. **Gloucester Gate bridge - Albany Street - Gloucester Gate**: we see this junction's main function as connecting the agreed Albany Street cycleway to the rest of the cycle network via the Cross Camden Cycleway westbound or eastbound. But it should also provide access to the Regent's Park Outer Circle. Considering that the primary road alignment (A4201) is on Albany Street –– Gloucester Gate Bridge and that Gloucester Gate is not a primary road, we wonder whether signals are needed. A priority junction would allow cycles to proceed through the junction without any waiting at signals, only needing to pause when pedestrians were on the crossings.

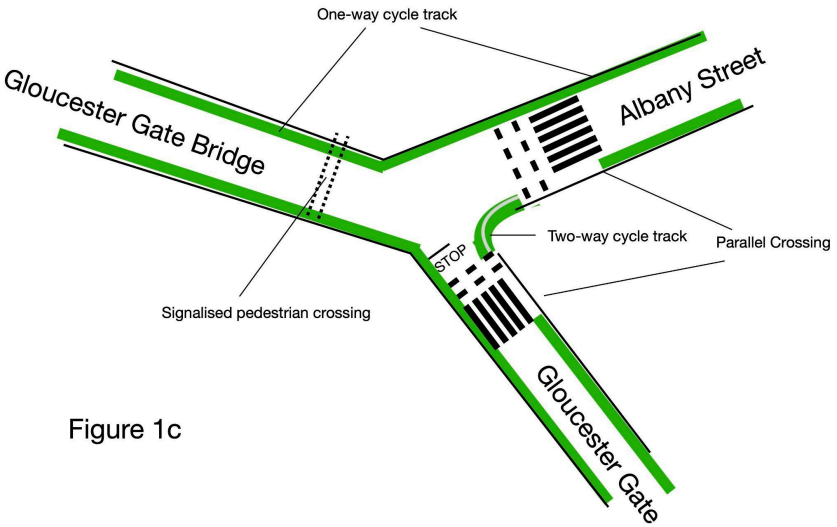

Figure 1c

The same would apply to motor vehicles going straight ahead on the primary alignment – we believe that with about 13m width there would be room for a right tum lane on Gloucester Gate Bridge. For a priority junction, we suggest that a solution with parallel crossings similar to Market Road at York Way should be considered (see Figure 4A below). In Figure 1c we show an additional signalised pedestrian crossing over Gloucester Gate Bridge

Consideration should be given to synchronising the signals at junctions (**a**) and (**b**) so as to facilitate people on bikes passing through both junctions in one movement.

6. Delancey Street[1]

We are expecting protected cycle lanes with safe and easy access to and from the side road junctions as well as the Parkway junctions discussed above and the junction at Camden High Street discussed below. The most recent drawings from the Delancey-Pratt scheme showed a two-way cycle track on the north side of Delancey Street (and on Pratt Street west of Bayham Street). We would not object to such a solution provided that the lane width is up to standard (LTN 1/120 Table 5-2). A two-way cycle track on the north side would avoid conflicts with buses and the need for bus stop bypasses. However there are issues with access to side roads on the far side of the road. We discuss the issue of connections to the side roads in Section 5 (below).

5. Delancey Street junctions with Mornington Terrace, Albert Street, Arlington Road

Mornington Terrace

Contraflow cycling (southbound) on Mornington Terrace down to Mornington Street. Contraflow cycling would vastly improve access to this long stretch of road from the Cross Camden Cycleway. It already has 2-way cycling on the remainder of the one-way section (down to Mornington Place).

Mornington Terrace junction at Delancey Street: We would like to see parallel crossings deployed to provide safe and convenient access between the cycle lanes and Mornington Terrace (e.g. see Figures 4A and 5A below) with one crossing over Delancey Street and another over Mornington Terrace with a short section of two way cycle track round the corner between the crossings.

Albert Street

Contraflow cycling (northbound) on Albert Street up to Parkway. Contraflow cycling would improve access to this stretch of road and to Parkway from the Cross Camden Cycleway.

Arlington Road and Albert Street junctions at Delancey Street

We would like to see a solution for cross-road priority junctions using parallel crossings but without using any 'shared space' – i.e. space shared with pedestrians. See Figure 4B below in which one parallel crossing helps cyclists over Delancey Street and the other two are used to cross the side roads adjacent to each cycle track. Figure 5B is a variation of 4B that caters for a two-way cycle track on the north side of Delancey Street.

7. Camden High Street junction

Normally we would take the position that cyclists should be able to make all possible manoeuvres across the junction without risk of conflict with motor traffic. In this case that would include northbound cycles on Camden High Street being able to access the Cross Camden Cycleway to head east or west. The current arrangement with an ASL on the left two lanes, even with an early release, would not support access to Pratt Street East; the addition of a 2-stage right turn could solve that problem but there would still be severe risk of left hook for cyclists heading into a far-side cycle track or the right-turn pocket on Delancey Street or going straight ahead on Camden High Street

Fig 2A One-way cycle tracks

Fig 2B. Two-way cycle tracks

Figure 2. The Camden High Street junction

We would not want a lack of improvements on this approach to delay progress on the Cross Camden Cycleway. Therefore we take the position that getting a safe crossing over Camden High Street should be

[1] We find it convenient to take point 6 before point 5

the target and we note that safe crossings over Camden Road and over Euston Road (both using a dedicated signal stage for cycles) have been very successful on the C6 route.

Figure 2 above shows movements on the cycleway between Delancey Street and Pratt Street and turns north up Camden High Street. The provision of a dedicated east-west signal stage for cycles would ensure that no other motor vehicle would be moving through the junction during this stage.

The fact that the motor traffic movements are one way on both northbound and westbound directions should reduce the complexity of the signalling; we therefore urge Camden to provide a dedicated east-west signal stage for cycles – they are better than gates.

9. Pratt Street from Camden St to Camden High Street[2]

Pratt Street is one-way westbound between Camden High Street and Bayham Street and carries buses (some continuing on Delancey Street and some turning right up Camden High Street). It therefore needs protected cycle lanes in both directions.

We are assuming that Pratt Street east of Bayham Street has low-traffic counts and few HGVs and therefore will not need protected cycle lanes.

The junction at Camden Street has signals. It should be upgraded to provide an ASL with early release and low-level cycle signals.

8. Bayham Street

Bayham Street junction with Pratt Street

We would like to see a junction design that provides a safe crossing in both directions over Bayham Street as well as allowing the CC cycleway to be joined from the north and for people on the CC cycleway to turn south and access the Crowndale Road cycleway.

Figure 3 on the right shows how parallel crossings over Baynes Street and over Pratt Street would work with a two-way cycle track on the north side to the west of Baynes Street.

With one-way cycle tracks to the west of Baynes Street an additional parallel crossing would be required for crossing Pratt Street on the west of the junction.

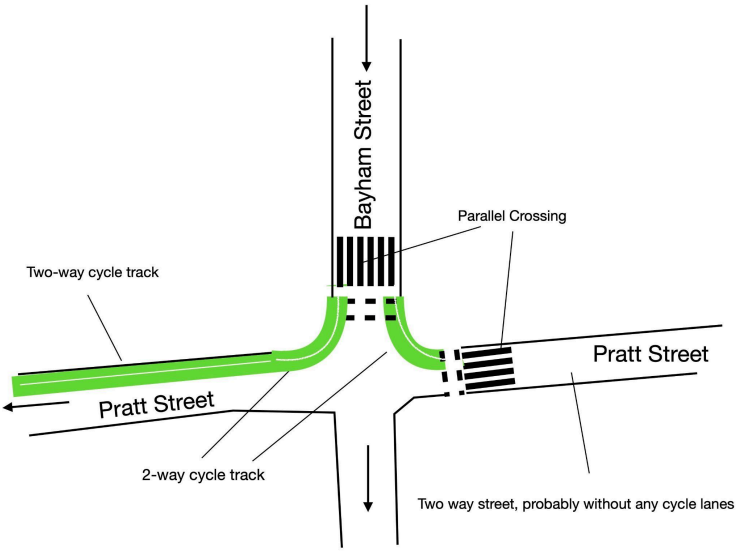

Figure 3. The Bayham Street junction

Note about St Pancras Way

The context map in the engagement shows the eastern end of the proposed route meeting Cycleway C50 at St. Pancras Way. Unfortunately this doesn't work northbound as the contraflow lane runs only from Georgiana Street.

Westminster's Maida Vale to Regent's Park Cycleway

We are very pleased that this scheme has been designed to integrate with the proposed Westminster scheme so as to provide a longer cycleway taking people from Camden on towards Maida Vale, providing access to C51, and in the opposite direction allowing people from Westminster to access most locations in Camden from the new Cross Camden cycleway. We support Option 1 of the Westminster scheme.

[2] We find it convenient to take point 9 before point 8

Ideas on the use of parallel crossings at priority junctions

This section of the Cross Camden Cycleway includes several side-road junctions at which we would like to see parallel crossings being used for two tasks:

1. for crossing between the cycle track and a side road on the other side of the main road;
2. and for crossing the side road adjacent to the cycle track.

A very useful exemplar of a T-junction is the recently reconstructed junction of York Way / Market Road. See this photo and our diagram in Figure 4A below.

For a crossroads see this photo of the new parallel crossing at York Way/ Randalls Road / Beaconsfield Street which supports the first but not the second task. Our diagram 4B illustrates how both tasks could be supported.

When a parallel crossing is used for task 2 it should be placed as close to the junction as possible.

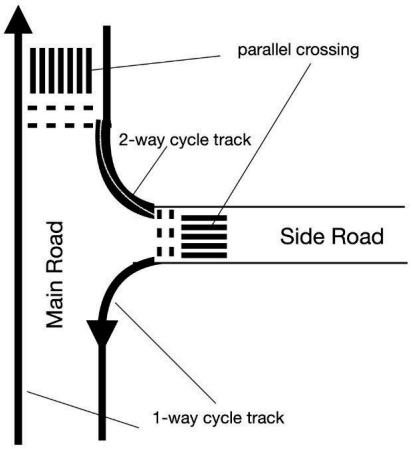

Fig 4A: Priority T-junction
as at York Way- Market Road junction

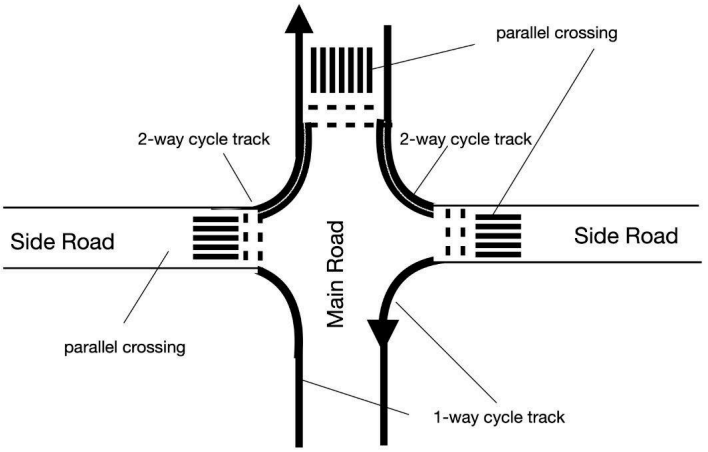

Fig 4B: Priority cross road junction
similar to York Way- Randells Road junction
but with parallel crossings over the side roads

Figures 4A and 4B parallel crossings at priority junctions

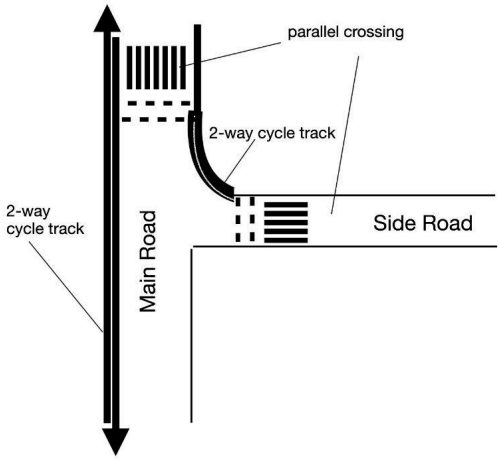

Fig 5A: Priority T-junction
with 2-way cycle track on the main road

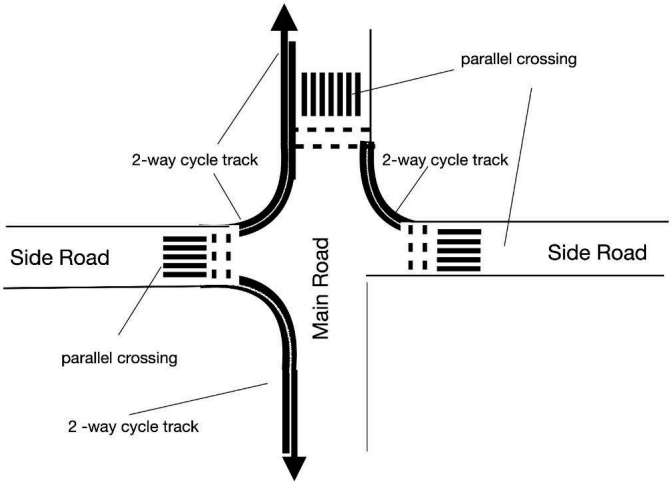

Fig 5B: Priority cross road junction
with 2-way cycle track on the main road

Figures 5A and 5B shows similar arrangements but with a two-way cycle track on the main road

In the case shown in Figure 5B the parallel crossing over the main road is placed to support clockwise movements around the junction which is beneficial for those on the cycle track and on the side road adjacent to the cycle track. Anticlockwise movements would benefit only movements from the side road opposite the cycle track.

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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