

To: safetravel@camden.gov.uk

Highgate West Hill 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. We have discussed this proposal within our organisation by email and at our regular monthly meeting..

General Comments

Of the six reported injury collisions in 2020-2024 on this road, five involved cyclists (four serious), but only one (slight) involved a pedestrian (Stats19 figures).

So we are very disappointed that the proposals do little for people cycling on this difficult road. We recognise that the focus is on pedestrian safety and we welcome the measures to slow traffic and we also support the additional crossings. But we feel that the proposals represent a missed opportunity to improve safety for cyclists, especially those using the signed 'Quiet Route' to reach Highgate Village, Hampstead Heath and the two outdoor swimming ponds.

We note the focus on retaining parking and find this quite surprising and at odds with Camden's policies. Two of the diagrams in the Proposal Plan have no proposals other than a commitment to retain parking. We think that this sends a poor message.

Specific Comments on Proposals

Zebra Crossings

- We support the proposals to install new raised Zebra crossings at Holly Terrace, Holly Lodge Gardens and Oakeshott Avenue.
- See below for our suggestion regarding the existing crossing at Langbourne Avenue.

Junctions

- We support the proposal for a continuous footway at Merton Lane and question why this is not proposed for Millfield Lane.

Speed Bump

- We support the proposal for a sinusoidal speed bump near the southbound bus stop.

Pavement Widening

- We support the proposal to widen the western pavement between Holly Terrace and Merton Lane.

Bus Stop

- We have no objection to the proposal to move the bus stop at Merton Lane.

Speed signs

- We have no objection to the proposal to add automatic speed signs.

Suggestions for Improvements

Northbound Cycle Lane

Highgate Road forms part of Camden's Secondary Cycle network and has been signed as such since at least 2008.

Millfield Lane is signed as 'Highgate via Quiet Route' and is relatively quiet, especially since it became one-way for motor vehicles. It also is a key cycle and walking link to the bathing ponds and the paths across the Heath (see below). The issue is how to get there safely.

Highgate Road has a southbound bus lane. Northbound is more difficult for cycling but manageable as far as Swains Lane. But the section of Highgate West Hill between Swains Lane and Millfield Lane is very narrow and cyclists are often squeezed between northbound motor traffic (including buses) and the parked cars. And cyclists are relatively slow moving because of the hill and often feel pressured by following motor traffic. A cycle lane is desperately needed in this section.

Southbound cyclists approaching Swains Lane are threatened by northbound traffic, especially larger vehicles, accelerating around the corner in the wrong lane because of the parking/loading. This is quite terrifying - especially for people escorting children or using cargo bikes. This parking should be removed as part of the creation of a northbound cycle lane.

Zebra Crossing at Langbourne Avenue

Cyclists, particularly children and other less confident people, use Langbourne Avenue to connect the residential areas to the east with Hampstead Heath and Hampstead Village via Millfield Lane and the cycle paths. In fact, the cycle gate in the main gate on Langbourne Avenue was put in following discussions between the Holly Lodge Residents' Association and Camden Cyclists to facilitate this and to avoid the need to use the footway.

To make the crossing of Highgate West Hill safer this crossing should be converted to a parallel crossing and preferably moved to between Langbourne Avenue and Millfield Lane where it would be closer to the desire line and reduce the amount of main road that cyclists need to use to make the crossing. Short sections of cycle lane leading to and from the crossing should be included.

Response to Specific Consultation Questions

Question	CCC Response
9. To what extent do you agree or disagree with the overall Highgate West Hill proposals?	We support the scheme but do not think it goes far enough. Specifically, it does little for cyclists.
10. To what extent do you agree or disagree with the proposal to add new zebra crossings in the following locations?	
Holly Terrace	Agree
Holly Gardens	Agree
Oakeshott Avenue	Agree
11. To what extent do you agree or disagree with the following specific proposals on Highgate West Hill between Holly Terrace and Millfield Lane?	
Adding a speed bump to the south of Holly Lodge Gardens	Agree
Installing 20mph vehicle activated speed signs by Makepeace Avenue for vehicles travelling in both directions	Agree
Adding a continuous pavement (where the pavement continues uninterrupted across the road) across Merton Lane at Highgate West Hill	Agree
Widening the western pavement between Holly Terrace and Merton Lane	Agree
12. What do you think you might like about the changes proposed?	<ul style="list-style-type: none"> • Walking will be easier and safer • Crossing the road will be easier and safer • Using a wheelchair/mobility aid will be easier and safer • Visiting the area will be easier and safer
13. What do you think you might not like about the changes proposed?	<ul style="list-style-type: none"> • Traffic levels will still be bad or worse • Air pollution will still be bad or worse • Cycling will still be hard and unsafe
14. Do you think the proposals may have an impact on you (or others) with reference to any one or more of the following protected characteristics?	
Yes - we can think of some positive impacts for young people	These changes will benefit children travelling to the Heath on foot or using a mobility aid
and some negative impacts	They will do nothing for children cycling to the Heath

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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