

To: safetravel@camden.gov.uk

Parkhill, Lawn and Fleet Roads - Safe and Healthy Streets Consultation

This response to the consultation on the above proposal from Camden Council is from the 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 on 16th March.

General Comments

After careful consideration and discussion, we find that we cannot support the proposals, for the reasons discussed below. Specifically, we think that diverting motor traffic from Parkhill Road to Lawn Road will cause more problems than it solves, and that the proposals miss an opportunity to reduce speeds on Fleet Road and dramatically increase permeability for cycles by extending the current short contraflow lane past the school and on to Mansfield Road.

Specific Comments on Proposals

Fleet Road

The proposal is to widen the footway outside Fleet Primary School, raise the signalised crossing and introduce benches and planting. We feel that Camden could do much better than this.

Fleet Road is a fast two-lane one-way road, a layout which is totally inappropriate for a local road. The second lane does not appear to be needed to increase capacity (which is constrained at either end of the road) but is generally used for fast overtaking. If one of the motor lanes was removed, Camden could put in an eastbound cycle contraflow lane (extending the existing contraflow lane that connects Cressy Road to Lawn Road) to enable cyclists to travel from Lawn Road, Parkhill Road, Cressy Road and the school eastbound towards Mansfield Road without having to go round the gyratory with the two difficult right turns at Cressy Road. This would particularly help people cycling with their children to and from the school.

The motor vehicle parking on the north side of the road between Lawn Road and Mansfield Road could be moved to be outside the contraflow cycle lane, as has been done in other roads in Camden.

Removing a vehicle lane would also generate space for additional footway widening and/or planting outside the school and would have the additional benefit of slowing traffic down even more than just widening the pavement. A cycle lane would create an even better buffer between the motor traffic and the footway and school and an area for cargo bike disembarkation and parking could be provided for those who increasingly use cargo bikes to take their children to school.

Longer term, this road is shown in the Camden Transport Strategy Annual Update as part of the cycle network to be consulted on in the 2025 to 2028 period. This will require cycle lanes on both sides.

Junctions with Parkhill and Lawn Roads

Parkhill Road is used by significant volumes of motor traffic heading to and from Haverstock Hill. The current layout of the Parkhill Road junction is poor, with a wide turning radius which encourages drivers to enter from Fleet Road at speed, adding to the risk to cyclists from left-hooks (a common cause of collisions). So the proposal to close this junction to motor traffic has some merits. However, diverting

through traffic to Lawn Road would have serious consequences (see below) and we feel that the issues at this junction should be addressed either by a redesign or by closing both roads to through traffic.

Lawn Road is a narrower road than Parkhill Road and is even less suitable for through traffic. In addition, the cycle contraflow lane on Fleet Road is there specifically to allow southbound cyclists from Cressy Road to connect to Lawn Road. So we cannot support the suggestion to move all the southbound motor traffic from Parkhill Road.

In general, the effect will be to create a mini-gyratory with potential increases in vehicle speed and additional turning movements, both of which have negative implications for cyclists and pedestrians.

Speed Reduction

Speeding is an issue so we support measures such as the introduction of sinusoidal humps and the raising of the signalised crossing on Fleet Road. The replacement of existing cushions with sinusoidal humps would have the additional benefit of reducing the tendency of drivers swerving to straddle them.

Parking/Loading at Junctions

We are pleased to see Camden continuing to roll out their program of banning parking and loading within 10m of junctions to improve sight-lines and make it easier for pedestrians to cross

Response to Specific Consultation Questions

Question	CCC Response
9. To what extent do you agree or disagree with the proposals for Fleet Primary School Healthy School Street?	We disagree for the reasons discussed above.
10. To what extent do you agree or disagree with the one-way trial proposals for Parkhill Road and Lawn Road at Fleet Road?	We disagree for the reasons discussed above.
11. To what extent do you agree or disagree with the traffic calming and road safety changes proposed within the Parkhill Road area?	We agree with these proposals
12. To what extent do you agree or disagree with relocation of the Abacus School coach bay and introduction of a new rain garden outside Hampstead Fine Arts College?	We agree with these proposals
13. If implemented, what do you think you might like about the changes proposed?	<ul style="list-style-type: none"> ● There will be minor improvements for pedestrians
14. If implemented, what do you think you might not like about the changes proposed?	<ul style="list-style-type: none"> ● Cycling will be harder and less safe ● Traffic levels will still be bad or worse ● Air pollution will still be bad or worse ● Noise and disturbance will still be bad or worse
15. 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 slightly benefit children walking to the school.

Question	CCC Response
and some negative impacts	They will do nothing for children cycling to and from Fleet school and they will negatively impact people cycling on Lawn Road.

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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