

To: safetravel@camden.gov.uk

## Camden High Street Permanent Pedestrianisation Consultation

This response to the consultation on the above proposals 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 at our July meeting.

### General Points

We strongly support making the trial pedestrianisation scheme permanent mainly because it will enable the extended scheme which has great potential for filling gaps in the cycle network around the southern end of Chalk Farm Road:

- Making Castlehaven Road – Hawley Road two way would complete our preferred alignment for the northern arm of the Cross Camden Cycleway.
- The proposed two-way cycling link over the canal bridge would connect to a southbound route on Arlington Road that crosses to the proposed southern branch of the Cross Camden Cycleway and goes on to Hampstead Road.

We discuss both of the above in the second part of our response concerning the high-level plan to create a larger pedestrianised zone in the future.

### Difficulties for cycling arising from the diversion of buses

These all relate to the conditions for cycling on Kentish Town Road between Britannia Junction and Hawley Crescent. Kentish Town Road/Hawley Crescent Junction. Some people that used to ride through the now pedestrianised section say they have changed to Kentish Town Road due to the difficulty of riding through the crowds of people in the road, thus increasing the need for safety in Kentish Town Road.

We have already written to Camden about this junction: we think that the [new layout](#) (photo dated 13 Mar 2026 before the blue paint was applied) puts cyclists in danger:

- The segregated lane puts cyclists inside motor traffic, much of which, including buses and HGVs, is turning left.
- There is no longer an ASL, nor early release, so it is impossible for cyclists to take a position in front of motor traffic.
- The main traffic lane is too narrow for cyclists to share but the queue length is often long; cyclists won't hold back but will try to get ahead.

The blue paint probably helps a little, but at a signalised junction (unlike a priority junction) drivers would expect a green signal to mean it is safe to go and would not expect to have to give way to cycles on their nearside.

This layout is radically different from that shown in the bus lane consultation.

### The proposed bus lane

The consultation drawings from 2024 show a 3.2m wide 24/7 bus lane and a 3m wide general traffic lane. We are unsure whether the frequency of buses would allow for cycling in the bus lane. Cycling in the single general traffic lane would be more difficult than the original arrangement prior to the rerouting of buses.

### Britannia Junction

Although TfL has made minor improvements at this junction (including early release on both northbound lanes on Camden High Street and on Parkway), the standard is far below that required for inclusive cycling when making the movements required to reach Kentish Town Road or Camden Road.. We urge Camden Council to persuade TfL to make further improvements,

## **Expanding the Camden High Street Pedestrianised zone**

### **The Castlehaven Road - Hawley Road link**

The consultation refers to making it 2-way with bus priority and cycle measures. For cycling we would expect to see measures of as high a standard as in Chalk Farm Road for which it will become the main extension, connecting to and from the C6 on Royal College Street and southbound on Camden Street. These would include:

- Stepped tracks of 2m width on both sides of the road
- Bus stop bypass(es)
- Junction upgrades:
  - At Kentish Town Road to enable safe 2-way cycle movements between Jeffreys Street and Hawley Road as well as safe cycle movements in to and out of Kentish Town Road (including the currently banned left turn north).
  - At the Camden High Street - Chalk Farm Road junction, the motor traffic in both directions will stay on the Castlehaven Road/Chalk Farm Road alignment, while cycles will be allowed additional safe turns between each of Castlehaven Road and Chalk Farm Road into and out of Camden High Street.
  - At the Castlehaven Road - Hawley Road priority junction, ensure safe eastbound cycle movements and safe turns for cycles into and out of Castlehaven Road (north) e.g. consider the removal of through motor traffic on Castlehaven Road (north) and thus expand the Clarence Way and Hartland Road LTN up to Kentish Town Road, meanwhile improving the safety on the C6 route north of Castle Road.

### **The proposed two-way cycling link over the canal bridge**

The consultation drawings and visualisations show a two-way cycle route on Camden High Street between Arlington Road and Castlehaven Road. But the question is: "How can a clear way be provided for cycling when pedestrian numbers are so very high?" Some members at our July meeting were sceptical that this would be possible at busy times. However motor vehicles including buses are currently getting through northbound. The road surface is tarmac while the footways are paved and at a higher level whereas Camden High Street south of Hawley Crescent looks entirely different. We suggest that even if the footways are widened, the road through this section should at least in the first instance be left 'looking like a road' – with a tarmac surface.

John Chamberlain, Jean Dollimore, Steve Prowse

[jean@camdencyclists.org.uk](mailto:jean@camdencyclists.org.uk)

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

See below for our answers to the online survey

## Our Answers to the Questions from the Online Survey

10. To what extent do you agree or disagree with the proposal to make the existing trial pedestrianisation permanent?

Strongly Agree

11. If the trial pedestrianisation is made permanent what do you think you might like compared to the pedestrianised area being returned to a road again? (you can choose more than one)

Walking will be easier and safer

Crossing the road will be easier and safer

Traffic dominance will be reduced

Noise and disturbance will be reduced

Air quality will be better

12. If the pedestrianisation is made permanent what do you think you might not like compared to the pedestrianised area being returned to a road again? (you can choose more than one)

13. If you have any other general comments about our proposal to make the pedestrianised area permanent please tell us more below.

14. Thinking about our proposal to make the trial pedestrianisation area permanent 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? (Protected characteristics are: Gender and gender reassignment, Age, Ethnicity, Religion or belief, Disability, Sexual orientation, Marriage and Civil partnerships, Pregnancy and maternity.)

Making the trial permanent would deliver significant benefits for people with protected characteristics. Removing through motor traffic creates a safer, quieter and more accessible environment particularly for disabled people, older residents and families with young children, by reducing the risk of collisions, and creating more space for wheelchair users, mobility scooter users and people with visual impairments.

15. If the pedestrianisation area is extended what do you think you might like? (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

Traffic dominance will be reduced

Air quality will be better

Noise and disturbance will be reduced

16. If the pedestrianisation area is extended what do you think you might not like? (you can choose more than one)

17. If the pedestrianisation was extended to cover the areas outlined in our proposals would you like to see any of the following options? You can also add your ideas in the text box.