

## APPENDIX B - CONSULTATION RESPONSES AND OFFICERS' COMMENTS

- 1 Kentish Town Road/ Highgate Road/ Fortess Road junction
- 1.1 A total of 804 consultation materials were distributed to residents, businesses, local and statutory groups within the project areas as shown in the consultation leaflets appended in Appendix A. In addition, consultation leaflets with layout plans were sent to Ward Members in relevant wards.
- 1.2 The consultation was also available online at WeAreCamden.org where respondents could submit their views via an online questionnaire.
- 1.3 The public consultation ran from 12 February 2018 to 16 March 2018.
- 1.4 The consultation questionnaire requested feedback on proposed improvements outlined in both consultation leaflets, and asked for alternative suggestions.

Consultation Question	
Question 1	Do you agree with <b>ALL</b> the changes proposed on this junction? These are described in the leaflet, and shown on the separate drawing provided

- 1.5 Summary of consultation results
- 1.6 In total 41 online and postal responses were received from residents and local groups within the project area of Kentish Town Road/ Highgate Road/ Fortess Road junction as shown on the consultation plan. This represents a response rate of 5.1%, which is below average to responses received for other traffic schemes.

Summary of consultation results	
Full support	51.2 %
Support straight crossings/ cycle lanes only	2.4 %
Object to bus lane removal only	2.4 %
Support Advanced cycle stop line only	2.4 %
Object to guard rails only removal at Bull & Gate	4.9 %
Object to straight across crossings only	4.9%
Do not support at all	24.4 %
Not answered	7.4 %

1.7 As can be seen from the above results, there is a total of 17.1% of respondents either supported to one or two proposals or objected to one proposal. These respondents stated that they generally supported the scheme but had concerns about aspects of it and had suggestions for other issues in the vicinity of the junction.

## 1.8 Stakeholder Responses

1.8.1 This section provides a summary of the responses to the consultation for received from stakeholders on proposed changes at Kentish Town Road/ Highgate Road/ Fortess Road junction.

### **Camden Cycling Campaign (CCC)**

CCC consider there are some good aspects to the proposed plan for Kentish Town Road/ Highgate Road/ Fortess Road junction but they mainly benefit pedestrians and do not make this junction safe for cyclists. This is a very busy junction and every possible measure should be done so that it can be part of a future high standard protected cycle route. This should include making the junction as safe as possible and reserving road space for later improvements on the adjoining network.

CCC state that cyclist numbers are high, at 2000+ per day, many of whom are heading to or from Fortess Road. This alignment is also in the top 25 of potential cycling routes in TfL's Strategic Cycling Analysis, so the right turn from Kentish Town Road to Fortess Road is critical but is not addressed in this proposal.

CCC believe that the only way to make the movement from Kentish Town Road to Fortess Road safe for cyclists is to have a separate signal phase, splitting the northbound movements into two. In the first stage, northbound motors would be allowed to turn right into Fortess Road and cyclists would be allowed all movements, whereas left turning motors would be held. Then on the next stage, cyclists would be held while motors are allowed both movements. If this change cannot be made during this intervention it is critical that road-space be kept so that the junction can be improved later.

CCC's response to specific proposals are detailed as below:

- Support removal of traffic islands to provide straight across crossings.
- Support the introduction of ASLs and cycle mandatory lanes
- Consider advisory lanes should be protected by a kerb or by using a stepped track.
- Support removal of railings on Highgate Road approach to give better visibility across the junction.
- Support removal of railings as they are shown to encourage speeding by motorists and can result in cyclists being trapped.
- Support removal of short section of bus lane on Fortess Road, between Falkland Road and the junction, and replace with a mandatory cycle lane.
- Object to footway widening along eastern side of the junction from Fortess Road to Kentish Town Road because they believe that the road space can be used more effectively to provide protection for cyclists.
- No objection to modifications to the existing yellow box junction.
- Support a new mandatory cycle lane through the junction (east side) and should be protected by a kerb or by using a stepped track.
- No objection to install pedestrian countdown at the signals.
- Support a dedicated pedestrian stage at the signals.

Officer response: The primary aim of this scheme is to address key issues which have led to this scheme being identified in the LIP 3 year delivery programme and the Placeshaping Plan. This includes redesigning the junction as a whole to redistribute more space to pedestrians and cyclists, in particular the removal of the extended median island on Highgate Road. Pedestrian accessibility is a key objective of the scheme. In these locations substantial amounts of guardrail will be removed, as the guardrail limit the permeability of the main road. Crossing points will also be simplified to one stage crossing in an “all-red” pedestrian crossing stage at these locations. These proposals meet the objectives of the Healthy Streets Approach of the Mayor’s Transport Strategy and the Camden Plan, by providing more accessible, better informed and direct facilities for pedestrians as well as making it safer, transforming the environment for walking, cycling and public transport, and improving the urban realm. Camden maintains a road user hierarchy, whereby vulnerable road users such as pedestrians are considered a higher priority than other modes, therefore these pedestrian improvements are vital in this scheme. However given the concern and the request to retain road space for future improvements for cyclists, the footway on the eastern side is now recommended to only be widened at key crossing points, therefore balancing the needs of pedestrians and cyclists.

Promoting sustainable travel is at the heart of Camden’s Transport Strategy. It focuses on encouraging modal shift away from motorised transport towards walking and cycling as well as improving road safety, particularly for vulnerable road users. The longer term goal is to provide safe and attractive route for cycling on Kentish Town Road. Building on the current scheme, which simplifies the junction geometry, will hopefully lead to a reduction in motor traffic. In the future there is a plan to consider the provision of improved facilities for cycling along Kentish Town Road; this will at that point consider if further changes at the junction are possible like a dedicated right turn for cyclists to address the critical right turn from Kentish Town Road to Fortress Road.

### **London Cycle Campaign (LCC)**

LCC’s response to the consultation are as below:

- Kentish Town Road leading to Fortress Road is directly aligned with one of TfL’s top 25 highest priority cycling corridors in its Strategic Cycling Analysis. According to DfT traffic counts, Kentish Town Road already features over 2,000 cycle journeys daily (down from approximately 3,700 in 2010), despite those cycling being currently forced to mix in dangerous conditions with approximately 14,000 motor vehicles daily. Given this, it is imperative that a high-quality scheme that enables far more people to cycle in and through this area is rapidly brought forward. These proposals do not deliver the quality of cycling infrastructure that is required to unlock the potential here. And it is puzzling Camden Council has chosen to advance this scheme without major improvements for cycling, given the Strategic Cycling Analysis.
- It is vital cyclists are able to move in comfort, convenience and safety through this junction to and from all directions. This scheme does not deliver that. Protected cycle tracks leading to and from the junction and separation in time and/or space, particularly along the busier and highest potential corridors, is vital. Or radical levels of motor vehicle volume and speed reduction (and potentially protected space too) to below 20mph and 2,000 PCUs of motor traffic daily.
- Advisory cycle lanes and Advanced Stop Lines offer no protection for those already cycling through this junction, and will not enable any more people to start cycling here. If mandatory lanes are achievable, Camden Council should add semi-segregated protection or use stepped tracks instead.

- All proposed improvements for pedestrians are welcome, as long as they do not impact on the viability of any future, better scheme. The primary concern in this case is the pavement widening, which could theoretically impact on the ability to deliver cycle tracks in the future.
- Given this scheme does not deliver any important benefits for cycling, it should not be funded from any cycling budget.
- This scheme should be designed to London Cycling Design Standards and all critical fails eliminated.

Officer Response:

- See response to Camden Cycling Campaign.
- This work is not being funded from a specific cycling budget from TfL, however the aim is to provide the best possible improvements for both pedestrians and cyclists.
- All Camden schemes are designed to meet or exceed where possible best practice design guidance. Proposals will aim to meet design standards as a minimum.

### **Kentish Town Road Action**

Kentish Town Road Action expressed enthusiastic response on the whole, and commented these proposals look really strong. Their specific comments are as below :

- There is a danger in removing traffic islands because the disabled, elderly and people with children really need a halfway refuge when crossing the busy and wide road.
- Removing railing outside the Bull and Gate public house is questionable because the pavement is sometimes very busy with the public house patronage and it is hard to walk around them. Without railings people may be forced to step into the road to get past them.
- Request for pedestrian crossing detectors (PCD) that prevent the lights from turning green when people are still on the crossing. (This means that the disabled, elderly and people with children are given enough time to cross, but that this extra time is only provided when needed, minimising delays).
- Provision is needed for bus passengers at the northbound bus stop, outside the Car Wash 369-377 Kentish Town Road. It is dangerous for pedestrians who need to get past on the narrow (2.59 metres) pavement, and for bus users. One solution would be to relocate the problematic bus stop further south to outside Sainsbury's, and to close the stop opposite Barclays Bank.
- Policy SSP1 in the Kentish Town Neighbourhood Plan outlines proposals for the sustainable redevelopment of the Car Wash site. The owner has expressed a wish to develop the site, and this would be an opportunity to widen the pavement and to relocate the bus shelter through the adoption of part of the land. This is obviously a long-term solution to the problem of crowding on the narrow pavement.

Officer Response:

- Currently pedestrians wishing to cross any of the three arms of this junction must do so via staggered crossings in a number of stages and surrounded by guardrail. This requires longer time to cross and creates an unwelcoming pedestrian

environment. By removing these traffic islands, a more attractive and direct crossing can be achieved so that pedestrians can cross the road in one stage. The crossing time will be designed by TfL from an assumed walking speed of 1.2m/s (). Countdown timers will be installed to show pedestrians how much time is left to cross the road before traffic starts moving. Furthermore, a dedicated pedestrian 'all red' stage will be provided, allowing pedestrians to cross all roads whilst all other traffic is stopped.

- Having considered the concerns outside the Bull & Gate public house, officers are now not recommending to remove the guardrail outside this premises.
- PCD crossing detectors are generally installed at standalone pedestrian crossings rather than at pedestrian crossing within a signalised junction. It is not regarded as feasible to count down the clearance period when that period is variable, meaning the provision of PCD and countdown timer could not be provided together. Countdown timers will be provided which will help pedestrians judge whether they have sufficient time to step out onto the road if they arrive when the green light for pedestrians has already started.
- Having reviewed the junction layout design, footway widening to 4m along the stretch at the bus stop will be considered in detailed design.
- Camden officers will keep the suggestion to widen the pavement in mind, should the car wash site come forward for development, whilst officers have had and continue to have regular meetings to discuss developments in the Kentish Town Neighbourhood Plan.

1.9 Summary of other responses, additional responses, suggestions or objections to the Proposed Changes

1.9.1 We asked respondents for their comments and suggestions on the proposal. Of the 41 total responses received to the consultation, 32 (78%) left a comment about the proposals. Percentages given are calculated from the total amount of responses to the consultation. During the course of the analysis all comments were considered but identical & repeated comments from same respondent were removed. However similar or additional comments by same respondent were kept.

1.9.2 To assist with analysis, comments were categorised into three broad categories: comments that were positive, negative and further comments. Most of the latter related to the subject of the consultation. However, some were more general comments on cycling and traffic and a few were outside the scope of the scheme.

1.9.3 Positive Comments

<b>Positive Comments</b>
Good
Proposals look good
Generally good, as they improve life for pedestrians and cyclists who, along with bus users, should be the priority in road design

The removal of the traffic island might mean that pedestrians would head straight across. At the moment the layout of the island slows them down.

These are great changes. I am especially glad to see improvements for both pedestrians and cyclists. Straight crossings should be the rule everywhere. Staggered crossings leave pedestrians trapped in the middle of fast and or polluting traffic.

I think the proposals are very sensible.

#### 1.9.4 Negative Comments

##### **Negative comments**

General negative comments, e.g. "Leave it alone, Please leave this road alone been ok for at least 50 years, Stop wasting money.

##### **Officer Response:**

The scheme seeks to address current and future safety risks associated with complex junction geometry which have been highlighted in the LIP and the Placeshaping Plan. This includes measures to redistribute more space to pedestrians and cyclists. Pedestrian and traffic surveys showed high volumes of footfall on a number of desire lines and over 2,000 cycle journeys daily on Kentish Town Road. In addition, it is expected that the volume of cyclists will continue to grow. These proposals meet the objectives of the Healthy Street Approach of the Mayor's Transport Strategy and the Camden Plan, by providing more accessible facilities for pedestrians walking as well as making it safer, transforming the environment for walking, cycling and public transport, and improving the urban realm. There is support for these changes and officers consider these vital if we want to achieve a modal shift from the use of private motor car to more walking and cycling which will help reduce congestion and improve pollution whilst also improving the look and feel of the area and making it more pleasant to walk and cycle.

Do not support any scheme that involves spending money on cycle infrastructure:

- Cyclists do not pay road tax
- Increase journey times, delay and congestion
- Increase pollution levels

##### **Officer Response:**

- Funding road maintenance is derived from general taxation paid by all tax payers, rather than from revenue generated from Vehicle Excise Duty, which is paid to the treasury. Prioritising motor vehicles does not align with Camden's objectives as outlined in the Camden Transport Strategy nor the current Mayor's Transport Strategy. Priority is given to those modes which are the most sustainable, addressing the multiple transport challenges of deteriorating air quality and impacts on health, carbon emissions and climate change, congestion and delays and road safety.

- A key objective of Camden's transport strategy is to reduce road motor traffic by removing those journeys that can be made by other sustainable transport modes. Cycling and walking are very space-efficient ways of moving people around cities. Indeed, cyclists are able to make more efficient use of road space than all other modes of surface transport, except buses. Cycling is substantially more efficient at transporting individual people within the same road space, particularly as the average speeds of a bicycle and a car during peak travel times are similar.
- Motor vehicles, particularly diesel vehicles, are the main source of air pollution, while cycling and walking do not create such emissions. Creating an environment which favours walking and cycling is part of a wider strategy to reduce air pollution in Camden and is also supported by the Mayor of London. Investing in more sustainable modes of travel such as cycling will bring significant health and economic benefits to London in terms of reduced congestion and air pollution.

#### 1.9.5 Suggested Improvements, Some concerns and General Comments

Majority of comments were received that did not fall into the positive or negative categories. These respondents generally supported the scheme but had concerns about some aspects of the proposals or had suggestions for improvement.

**Unsure about getting rid of the bus lane on Fortess Road will inconvenience public transport users and benefit car users.**

Officer Response:

Comprehensive traffic signal modelling exercise has been undertaken to determine the predicted impact of the proposal to remove the bus lane on Fortess Road. This includes modelling the operation of the Kentish Town Road/ Highgate Road/ Fortess Road junction as well as area modelling to determine the redistribution of traffic along Kentish Town Road. The modelling results indicated that there is considerable reduction of bus journey time in peak hours due to changes of signal timings therefore bus passengers will gain from the changes proposed even with a reduced bus lane..

**Against removal of guardrails outside The Bull & Gate pubic house**

Officer Response:

Officers are now recommending the retention of the guardrails outside Bull & Gate public house to address safety concern raised by local residents and the Kentish Town Road Action group.

**Northbound bus stop, outside the Car Wash 369-377 Kentish Town Road – narrow pavement, relocation to opposite the tube station**

Officer Response:

- This bus stop is very busy with bus passengers waiting and getting on/off. The footway is narrow making it hard for pedestrians to negotiate through crowd of people. Footway widening to 4m approximately will be considered in detailed design.
- Proposed relocation of bus stop maybe considered in the future following discussions with TfL Buses.

**Allow sufficient time in the "countdown" for elderly or less able people to cross safely**

Officer Response:

To help pedestrians cross the road, TfL have been introducing "pedestrian countdown facilities. This aims to help those crossing the road to be able to better judge whether they have enough time to do so safely - a digital display counts down between the end of the green man signal and the red man appearing, rather than just a flashing green man or blackout period when pedestrians are simply faced with a black screen on the signal which many pedestrians find confusing. The timings for the countdown are designed and set by TfL.

**Unless you are going to provide a road divider between the southbound traffic and the mandatory bike lane, I do not see it being able to be established between 8 and 9.30 in the morning when bike traffic peaks**

Officer Response:

Officers will consider during detail design if a form of segregation can be provided.

**I wasn't sure why the cycle lane was mandatory**

Officer Response:

- Cycling is a more efficient use of limited road space when compared to private motor vehicles. A shift from prioritising space for car use to more space-efficient means of travel such as cycling provides the only long-term solution to the congestion that threaten London's status as an efficient, well-functioning, and accessible city.
- Mandatory cycle lanes means that motorists must not drive in it, nor may they park in it - whether there are double yellow lines or not. This means that the facility should be available to cyclists for the majority of the time (unless a driver acts in contravention) and provides more comfort to cyclists as most drivers are more likely to not obstruct it.

**Straight across pedestrian crossings will both complicate and clutter up the junction, add noise pollution to my front door**

Officer Response:



- The design focusses on the needs of the most vulnerable road users, such as pedestrians. The scheme includes direct, more accessible and safer crossing facilities. Currently pedestrians wishing to cross any of the three arms of this junction must do so via staggered crossings in a number of stages and surrounded by guardrail. This requires longer time to cross and creates an unwelcoming pedestrian environment. The proposed straight across crossing will enable pedestrians to cross the road in one stage. Countdown timers will be installed to show pedestrians how much time is left to cross the road before traffic starts moving. Furthermore, a dedicated pedestrian stage will be provided, allowing pedestrians to cross all roads whilst all motor traffic is stopped.
- It is not expected that there would be additional noise pollution due to relocation of the pedestrian crossing 10m approximately north of the existing location and the removal of the central islands where possible will help reduce street clutter and improve the visual amenity.

**Consider planting some greenery (Planted trees etc) to make the intersection look nicer**

Officer Response:

Comments noted. Tree planting will be considered in detailed design stage.

**I would like cycle lanes further along Fortess road past where shown it is particularly bad cycling past the traffic islands whilst being overtaken by large vehicles**

Officer Response:

Comments noted. Cycling improvement along Fortess Road will be investigated and if feasible will be consulted upon when further changes are considered along Kentish Town Road in the future.

**Planters and cycle racks block pavement outside 'neighbour' cafe/restaurant at junction with Leverton Place**

Officer Response:

Comments noted. Planters are placed within private land, however relocation of cycle racks will be investigated.

## 2 Kentish Town Road/ Castle Road/ Royal College Street junction

- 2.1 A total of 619 consultation materials were distributed to residents, businesses, local and statutory groups within the project areas as shown in the consultation leaflets appended in Appendix A. In addition, consultation leaflets with layout plans were sent to Ward Members in relevant wards.
- 2.2 The consultation was also available online at WeAreCamden.org where respondents could submit their views via an online questionnaire.
- 2.3 The public consultation ran from 23 February 2018 to 24 March 2018.
- 2.4 The consultation questionnaire requested feedback on proposed improvements outlined in both consultation leaflets, and asked for alternative suggestions.

Consultation Question	
Question 1	Do you agree with <b>ALL</b> the changes proposed on this junction? These are described in the leaflet, and shown on the separate drawing provided

## 2.5 Summary of consultation results

- 2.5.1 A total of 20 online and postal responses were received from residents and local groups within the project area of Kentish Town Road/ Castle Road/ Royal College Street junction as shown on the consultation plan. This represents a response rate of 3.2%, which is below average to responses received for other traffic schemes

Summary of consultation results	
Full support	65 %
Support cycle measures with suggestions	5 %
Object to make nearside lane of Kentish Town Road northbound left turn only	5 %
Concern of cyclists safety at Castle Road junction	15 %
Do not support at all	5 %
Not answered	5 %

- 2.5.2 As can be seen from the table above, a total of 25% of respondents either supported to one proposal, objected to one proposal or had concerns on an aspect of the scheme.

## Camden Cycling Campaign (CCC)

CCC support most of the proposals, in particular they are very pleased to see the permeability improvements for cyclists, but are concerned that the proposals do not address the significant safety issue caused by motor vehicles turning into Castle Road.

The proposed improvement would enable a high quality route, suitable for cyclists of all ages and confidence levels, from Bloomsbury to Kentish Town and Gospel Oak.

CCC is concerned by the conversion of the left-hand lanes on Kentish Town Road from left and ahead to left only. They think that this would increase the risk of left hooks, as less confident cyclists may not find it easy to take the right-hand lane. Currently cyclists can proceed ahead from the left lane and motorists expect this.

CCC is concerned of the risk to cyclists from motors turning into Castle Road, which many are coming from Royal College Street (sometimes at speed) and is exacerbated by the junction layout. Cyclists proceeding from Royal College Street up Kentish Town Road feel they are going straight and do not necessarily indicate whereas motorists cut across them. They think that the junction needs further thought to improve this situation; their suggestions are:

- A separate signal for cyclists exiting Royal College Street
- Making Castle Road No Entry for motor vehicles (preferred option)

CCC's response to specific proposals are as below:

- Support the fire gate replacement with bollards at the Kentish Town Road / Rochester Road junction and provide a gap in the central island.
- Support a new southbound mandatory cycle lane on Kentish Town Road to the segregated cycle lane provided on Royal College Street but suggest the section from after the crossing should be a stepped track to give better protection.
- Support a new advance stop line and traffic signal on Castle Road and a gap in the central traffic island. This would make routes work in both directions and this change should encourage people to use the segregated tracks on Royal College Street.
- Support a new straight across pedestrian crossing on the northern arm of Kentish Town Road.
- Support footway widening on the south side at Royal College Street/Kentish Town Road junction; this will allow pedestrians to cross Royal College Street in one movement.
- Support a pedestrian only stage to the traffic signals so that pedestrians can cross all roads when motor traffic is brought to a stop.

Officer response:

- Officers now recommend retention of the left and ahead markings on the nearside lanes of Kentish Town Road to accommodate cyclists needs and safety.
- Recommendations noted. Post-implementation monitoring will assess this risk to cyclists and mitigation will be considered if feasible to address any unforeseen negative impacts. A separate signal phase for cyclists exiting Royal College Street is not possible in terms of traffic capacity at this stage as a balance needs to be struck between the junction operating without causing excessive queues of traffic which impacts on bus journey times and providing the best possible solution for pedestrians and cyclists. The proposals do

however go a long way to improve permeability for cyclists and provides a vital link through Royal College Street to King's Cross and beyond.

## 2.6 Stakeholder Responses

2.6.1 Emails commenting on the scheme were received from two ward councillors. They are summarised as follows:

Comments	Officers response
<p>Councillor Callaghan - A safety point - either you have an island or you don't, as even if it's narrower people will invariably rush to cross and stop there if they are not quick enough to dodge the traffic. This could prove to be hazardous.</p>	<p>The proposed straight across crossing will have countdown timers to help those crossing the road to be able to better judge whether they have enough time to do so safely. A digital display counts down between the end of the green man signal and the red man appearing, informing them how long they have left to cross before traffic moves again. All the proposed traffic islands will have width that varies from 1.5m to 2m. They are only provided where it is necessary to accommodate the placement of traffic signal poles.</p>
<p>Councillor Beales - Broadly support the changes. Concerned about pedestrians crossing at Castle Rd and the junction of Kentish Town Road as this is often difficult to cross, as you have to look a number of ways to cross safely is made difficult by speed of vehicles as they approach and cross the junction.</p>	<p>Adding a signalised pedestrian crossing stage at Castle Road is not possible in terms of traffic capacity as more time is required in the signal operation to allow traffic to flow through the junction from Kentish Town Road. The addition of a new pedestrian crossing provided on the north side of Kentish Town Road will reduce the need to cross Castle Road. Building out the footways on both sides at the junction on Castle Road will be considered at detailed design in order to reduce the crossing distance. It may be possible to add a pedestrian crossing in the future should there be a decrease in volumes of motor vehicles using this area.</p>

2.6.2 This section provides a summary of the feedback received from stakeholders to the consultation on proposed changes at Kentish Town Road/ Castle Road/ Royal College Street junction.

### **Kentish Town Road Action**

Kentish Town Road Action is strongly in support for many of the proposals, and have specific comments as below:

- Objection to narrowing the existing footway near the stop line on the southbound carriageway. They suggest that space for the bike lane should be taken instead from the northbound carriageway, which is very wide at that point.
- Concerns over cyclists turning from Royal College Street up into Kentish Town Rd, as many cars turn into Castle Street, driving at speed. Suggest road to become one-way eastbound.
- Install a zebra crossing across Castle Road and make it one way.
- Suggest PCD crossing detectors to be installed in consideration for elderly and those with limited mobility, disabled, and people with children to cross safely.
- Abolishing traffic islands sounds fine, but many elderly people regard them as refuges, when cars and motorbikes are straining to get started again.

### **Officer Response:**

- The proposals include footway widening wherever possible throughout the project area, including footway widening on the south side at Royal College Street/Kentish Town Road junction. It is now recommended to move and widen the central island slightly to the west side so that more carriageway space is available to provide the cycle lane without narrowing the existing footway. This will be considered in detail during detailed design.
- Recommendations noted. Post-implementation monitoring will assess the risk to cyclists from motor traffic left turning into Castle Road and its impacts. Mitigation will be proposed as necessary should any unforeseen negative impacts be identified.
- Further investigation will be carried out to assess the impact of making Castle Road one way eastbound and if possible this will be consulted upon in the future.
- Comments on PCD detectors and pedestrian countdowns have been addressed above.

2.7 Summary of other responses, additional responses, suggestions or objections to the Proposed Changes

2.7.1 We asked respondents for their comments and suggestions on the proposal. Of the 20 total responses received to the consultation, 18 (90%) left a comment about the proposals. Percentages given are calculated from the total amount of responses to the consultation. During the course of this analysis all comments were considered but identical & repeated comments from same respondent were removed. However similar or additional comments by same respondent were kept.

2.7.2 To assist with analysis, comments were categorised into three broad categories: comments that were positive, negative and further comments. Most of the latter related to the subject of the consultation. However, some were more general comments on cycling and traffic and a few were outside the scope of the scheme.

2.7.3 Positive Comments

<b>Positive Comments</b>
I walk past this road everyday and it is dangerous for cyclists. Thank you for proposing this
I am in favour of the proposed changes, as a nearby resident who walks, cycles and drives, is driven through this area regularly
Just a shame it wasn't proposed years ago RCS
Great idea – as a keen cyclists I'm strongly in favour
Overall, a VERY welcomed scheme for improvement of cyclists' infrastructure

2.7.4 Negative Comments

<b>Negative comments</b>
General negative comments: I am opposed to these proposed changes and wish to see the road and street layout unchanged
Officer Response:  The scheme seeks to address current and future safety risks associated with complex junction geometry which have been highlighted in the LIP and the Placeshaping Plan. This includes measures to redistribute more space to pedestrians and cyclists. Pedestrian and traffic surveys showed high volumes of footfall on a number of desire lines and over 2,000 cycle journeys daily on Kentish Town Road. In addition, it is expected that the volume of cyclists will continue to grow. These proposals meet the objectives of the Heathy Street Approach of the Mayor's Transport Strategy and the Camden Plan, by providing more

accessible facilities for pedestrians walking as well as making it safer, transforming the environment for walking, cycling and public transport, and improving the urban realm. There is support for these changes and officers consider these vital if we want to achieve a modal shift from the use of private motor car to more walking and cycling which will help reduce congestion and improve pollution whilst also improving the look and feel of the area and making it more pleasant to walk and cycle.

#### 2.7.5 Suggested Improvements, Some concerns and General Comments

Majority of comments were received that did not fall into the positive or negative categories. These respondents generally supported the scheme but had concerns about some aspects of the proposals or had suggestions for improvement.

##### **Allow sufficient time in the "countdown" for elderly or less able people to cross safely**

###### Officer Response:

To help pedestrians cross the road, TfL have been introducing "pedestrian countdown facilities. This aims to help those crossing the road to be able to better judge whether they have enough time to do so safely - a digital display counts down between the end of the green man signal and the red man appearing, rather than just a flashing green man or blackout period when pedestrians are simply faced with a black screen on the signal which many pedestrians find confusing. The timings for the countdown are designed and set by TfL.

##### **Concerned about allowing pedestrian crossing to remain "informal" at Castle Road junction**

###### Officer Response:

- The option to provide a signalled pedestrian crossing at Castle Road has been considered but is not possible in terms of traffic capacity because an additional traffic signal stage will be required. The provision of the northbound pedestrian crossing on Kentish Town Road may result in less pedestrians having to cross Castle Road.
- Junction narrowing will be considered at detailed design to encourage slower approaching driving speed.
- It may be possible in the future to consider this if motor traffic levels on Kentish Town Road reduce. It may also be possible to consider converting Castle Road to one way which may negate the need to provide a signalled crossing as traffic would only approach the junction in one direction making it easier to cross the road.

**Cyclists cycling on the pavement and entering Rochester Road by way of cycling in front of St Andrews Church**

Officer Response:

The proposal to replace the fire gate with bollards and provide a gap in the central island will improve permeability and access to the area east of Kentish Town Road. It will also mean that cyclists no longer are tempted to use the footway. A clear path in the centre of the closed area on Rochester Road will be encouraged to be used by cyclists.

**Adding traffic signal on Castle Road would slow down traffic; danger to cyclists leaving Castle Road opening to through motor traffic**

Officer Response:

The proposed scheme includes an all-red dedicated pedestrian stage, with the traffic signal at Castle Road running at the same time, therefore would not incur additional signal timing. This new traffic signal stages/sequence will allow cyclists exiting Castle Road safely to proceed into the advanced stop line for cyclists on Kentish Town Road southbound without being opposed by any northbound traffic.

**Cars turning onto Castle Road effectively cut cyclist off or pushed them onto the kerbside. Propose to make Castle Road one way exit only**

Officer Response:

Post-implementation monitoring will assess the risk to cyclists from motor traffic left turning into Castle Road and its impacts. Mitigation such as converting Castle Road to one way will be considered and if feasible consulted upon at a future date, subject to funding being identified.

**Making the left lane of northbound Kentish Town Road as designated for left turn is dangerous**

Officer Response:

Officers are now recommending to retain existing left and ahead road marking to address concerns that conversion to left turn only would increase the risk of left hooks, as less confident cyclists may not find it easy to use the right-hand lane.

**Is there any chance of improving the junction of Kelly Rd with Kentish Town Road?**

Officer Response:

Southbound cyclists using the quiet routes on Grafton Road and Castlehaven Road can use the new connection from Castle Road through the gap in the central island to proceed into the



advanced stop line in Kentish Town Road southbound instead of making a difficult turn out of Kelly Street to go south. There are no current plans to make any changes at the Kelly Street junction.

**Could there be an advanced cyclists' phase to the traffic lights on Royal College Street to give them a start?**

Officer Response:

The option to provide an early start signal phase for cyclists has been considered. However, it is not possible to provide this without adding to the traffic queues and as Kentish Town Road is part of the Strategic Road Network, any impact on traffic especially buses has to be agreed with TfL. With modal shift it is possible in the long term to have more provision for cyclists.

**The proposed mandatory cycle lane at Kentish Town Road southbound is likely to encourage overtaking into the left turn and with no escape route (due to the guardrail) this increases risk of crushing at this point**

Officer Response:

The guardrail surrounding the junction will be removed together with the traffic islands to provide straight across pedestrian crossings on Kentish Town Road and Royal College Street.

**Not all cars will adhere to mandatory cycle lane markings, if the mandatory cycle lane is not segregated**

Officer Response:

Physical segregation will be considered during detail design stage.

**Pedestrian safety for those alighting from the bus stops and crossing Kentish Town Road and cycle safety for the northbound right turn from Kentish Town Road in to Bartholomew road; extended slightly more so that it joins up to Bartholomew Villas and provides safe cycling access to the Bartholomew Area; what happened to actions to reduce rat running in Patshull Road area?**

Officer Response:

Comments noted. The pedestrian safety concern will be investigated and if feasible will be consulted upon when further changes are considered along Kentish Town Road in the future. The proposals for reducing through traffic in the area east of Kentish Town Road which includes Patshull Road were not taken forward as there was no support from local residents and businesses.