

18th December 2020

To:Transportconsultations@camden.gov.uk; Adam Iqbal, Anthony Christofi, Sam Margolis

CCC response to Chalk Farm Road and Harmood Street Area - parking and filtering December 2020

This response to the consultation on the above proposals from Camden Council is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

Our response to the proposals

Proposed changes in parking

The [original design for the Pop-Up cycle lanes on Chalk Farm Road](#) proposed the removal of 4 paid-for parking spaces on Chalk Farm Road between Hawley Road and Hartland Road and a further 18 between the Roundhouse and Ferdinand Street and their replacement in the side streets by converting residents' parking bays. From our point of view the most that was needed to compensate for the loss of paid-for parking on Chalk Farm Road was to find alternative locations for 22 paid-for parking spaces. The original proposal would have provided a gain of over 50 paid-for parking spaces and corresponding loss of residents' parking, while the last thing Camden should be doing is to encourage people to drive to Camden Lock.

We therefore strongly support the proposals to respond to residents' concerns about the loss of residents' parking by changing the parking arrangements relative to those proposed in the Chalk Farm Road Pop Up scheme:

Hawley Street - 3 residents' parking places to stay as they are – not to be converted to shared.

Hartland Road - 21 residents' parking places to stay as they are – not to be converted to shared use and 3 residents parking places to be converted to paid for spaces.

Harmood Street - 12 + 9 residents' parking places to stay as they are – not to be converted to shared; 2 residents' parking places to be converted to shared; 20m of single yellow line to be converted into 4 paid for parking bays.

Ferdinand Street - 9 residents' parking places to stay as they are – not to be converted to shared use.

Harmood Street: through-traffic restriction scheme

We are very much in favour of the proposal to stop motor traffic from driving right through Harmood Street; in particular to build an ANPR-enforced filter (that allows cycles and emergency vehicles to pass through) on Harmood Street just south of the junction with Clarence Way.

This change will be beneficial to people cycling westbound on the new Prince of Wales Road cycle track; currently they are at risk from the over 1000 motor vehicles turning across the cycle track into Harmood Street each day. It will also calm Harmood Street itself. Harmood Street is a useful link between the new safe cycle route on Prince of Wales Road and the proposed Pop-up lanes on Chalk Farm Road but with its current motor traffic levels is not suitable for cycling by the majority of people.

An improvement to the pop up plans

We object to the proposal to have a loading bay and taxi stands in the northbound cycle track opposite Hartland Road. They should be moved to a side road. It is never a good idea to force cyclists to move out into the motor lane from the protection of a segregated 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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