

Audit of Chalk Farm Road cycle tracks

Camden Cycling Campaign, report on audit carried out on 1st July 2021

Overview

- The scheme provides mandatory 1.5- 2m wide cycle lanes with bollard protection for most of the route. The largest break is at the complex junction across Adelaide Road and Crogsland Road - Regents Park Road. North of Adelaide Road, there is a good run through in both directions. South of Crogsland Road there are a few breaks in the protection, some of which could be remedied.
- The loading bay and taxi stand outside the Stables Market appear always to be occupied by a collection of vehicles – constituting the worst obstacle to safe cycling on this route.
- Four bus stops bypasses and one ‘ride round’ bus stop where the road is too narrow for even a SUBB.
- The painting of yellow lines and blips appears not to be consistent throughout. We have noted a few aberrations.
- Signage - we would like to participate in a study of signage for this route.

Video of ride through

HD Videos taken by Steve Prowse on 29th June 2021 here:

Southbound <https://youtu.be/wh9kflS8zNQ>

Northbound <https://youtu.be/lkqvvy-2wT6s>

Scheme drawings and report referenced

Phase 1 drawing. [Here](#)

Chalk Farm Road decision report. [Here](#).

Contents

[Junctions with signals](#)

[Other Junctions and crossings](#)

[Bus Stops](#)

[Zebra crossings](#)

[Southbound track heading south](#)

[Northbound track heading north](#)

[Signage and links](#)

[Illustrations](#)

Junctions with signals

1. Adelaide Road – Crogsland Road – Regents Park Road junction

The Phase 1 drawing states that the final scheme proposal includes:

- New left turn out and right turn in to Adelaide Road for all traffic
- Cycle lanes in both directions through the junction
- Improved link between Crogsland Road and Regent’s Park Road
- Crogsland Road closed at the junction with Chalk Farm Road

We support the additional turns between Haverstock Hill and Adelaide Road so that the rat running through the Steeles Road area can be stopped. But the new left turn will introduce left hook risks for right turning cyclists – a separate cycle signal would be the best solution.

Other points about this junction:

Extra turn options for cyclists are needed to allow them to make both left and right turns into and out of Crogsland Road and Regent’s Park Road.

The southbound cycle lane should bypass the Adelaide Road junction with stops only at pedestrian and cycle crossings.

The northbound protected cycle lane should go all the way to the pedestrian crossing south of Crogsland Road. The northbound video at 2:36- 2:41 shows that cycles currently have to share with motors here.

2. Ferdinand Street – Juniper Crescent junction

The recent upgrade has vastly improved this junction:

- allowing cyclists to cross in both directions between Ferdinand Street and Juniper Crescent
- And providing early release and low-level signals on all arms

Snagging issue

- Lines and cycle logos on Chalk Farm Road should be marked through the junction across both Ferdinand Street [Figure 1a](#) and Juniper Crescent [Figure 1b](#). The lines should be solid between the pedestrian crossings and the side roads; they should be dashed across the side roads.

Other Junctions and crossings

3. Belmont Street

This junction is good in that the mandatory lanes and bollards stop close to the side road and the crossing is correctly marked with lines and logos. See [Figure 2](#).

4. Harmood Street

Snagging issue:

- Extra zebra tails should be used to show the edge of the cycle lane as it crosses the junction. See [Figure 3](#)

This [example from Royal College Street](#) shows how zebra tails should be marked when a cycle lane crosses a junction close to a zebra crossing.

5. Hartland Road

We understand from the Phase 1 drawing that the southbound infrastructure ends here and that cyclists will be encouraged to continue their journey via Hartland Road.

Snagging issue:

- We would like to see a lane with logos marked across this junction for people who want to continue southbound. See [Figure 4](#).

We note that a direction sign here points to Camden Town and Bloomsbury. As we can't see this sign on [StreetView](#) (Jan 2021) we assume it must be a new one.

Discussion:

- We believe that more emphatic signage is needed here and that destinations should include C6 and Kings Cross, with further similar signage along Hartland Road and Prince of Wales Road.

6. Hawley Street

Relevant to northbound route. A Tiger crossing over Chalk Farm Road would allow people from further east to join the northbound track. Bus Stops

There are five bus stops on this route, three on the northbound side and two on the southbound side. Four of these have been reconstructed with bus stop bypasses which is quite an achievement, considering the width of the road and the level of kerbside activity south of the Adelaide Road junction.

7. Bus stop outside Haverstock School

This is a 'ride round' bus stop. See [Figure 7d](#). We would have preferred a SUBB but acknowledge that there's not room to fit in a 2m wide SUBB. According to the Phase 1 drawing, the carriageway width here is only 6.5m, after taking 2 x 1.7m for cycle lanes on both sides of the road,

Snagging issue:

- As there is room for cyclists to ride round, logos should be painted outside the corners of the bus cage.

8. The four bus stop bypasses

Questions:

- The bus stop bypass opposite Morrisons has the flag on the island. See [Figure 6](#). Is it the intention to relocate the shelter there as well?
- We note that the three other bus stop bypasses have the shelter on the footway, whereas the normal practice is to site the shelter on the island. Is this intentional? (These are located outside the Stables Market House, outside the Round House and opposite Haverstock School ([Figures 7a](#), [7b](#) and [7c](#)). If there is room, we think it may be better to have the shelter on the island to leave more space on the footway and to stop a sudden rush across the cycle track when the bus arrives.

Drainage issues. The bypass opposite Haverstock School suffers from pooling and subsequent collection of debris on the uphill side of the raised section. There is a gully but it may be blocked.

Pedestrian crossings

9. Signalised crossing beside the closed Morrisons road

This crossing is on the northern side of the now closed junction of the road up to Juniper Crescent. We like the short tails. See [Figure 8](#).

10. Zebra crossing south of Harmood Street

We have already mentioned in point 4 that on the approach and across Harmood Street, an extra line of zebra tails should extend the cycle lane. The mandatory cycle lane and bollard protection starts very soon after the crossing as they should. See [Figure 3](#).

11. Zebra crossing south of Hawley Street

This crossing is between the short section of cycle lane north of the Castlehaven Road junction and the bus stop bypass outside the Stables Market. See [Figure 9](#).

Suggestion:

- It may be worthwhile providing a Tiger crossing here to enable cyclists coming from further east to join the northbound cycle track.

12. Mystery long tails between Belmont Street and the Round House

Looking south with the Round House opposite. See [Figure 10](#). There is a big gap in the cycle lanes here on both sides of the road. We can see from the Phase 1 drawing that a signalised pedestrian crossing is specified.

Snagging issue:

- Until a crossing is installed the protected cycle lanes should be marked through this section. And if a crossing is implemented, we would like it to have the shortest possible tails.

Cycle tracks between Prince of Wales Road and Adelaide Road

13. A long run of almost uninterrupted cycle track

The mandatory cycle lane and bollards run almost uninterrupted through this stretch. See [Figure 11](#). This photo is one of the places where the yellow lines are inconsistent – the single yellow line with double yellow near the junction was inherited from an earlier scheme (the Prince of Wales westbound tracks).

Snagging issues:

- An advisory lane is painted where the cycle track crosses entrances (e.g. by the medical centre and the school southbound and by the two entrances to Eton Hall northbound), logos should be marked on the road across all of these entrances. See [Figure 12](#). Note also the lack of yellow lines.
- The southbound video from 0:33 to 1:20 and the northbound video from 3:35 - 4:20 confirm a continuous riding experience through this section. Apart from **a nasty pothole** soon after the bus stop at 1:10 southbound.
- **Railings on the southbound approach to Crogsland Road.** See [Figure 13](#). This long stretch of railings needs to be removed.

Cycle tracks south of the Adelaide Road junction

14. Between Crogsland Road and Ferdinand Street

A large number of car parking spaces have been moved into the side streets and a few traffic islands have been removed to make room for the cycle infrastructure including the two bus stop bypasses mentioned above.

On the southbound side there is a short stretch of protected infrastructure south of Crogsland Road (southbound video 1:50-2:05) but there is no protection on the northbound side; the northbound video at 2:36- 2:41 shows that cycles have to share space with motor vehicles.

This snagging issue should be resolved within the design for the new junction (point 1 above).

Snagging issue:

- Unfortunately there is a large break in the protected infrastructure on both sides of the road outside the Round House due to the mystery long tails mentioned above. See [Figure 10](#) and the northbound video at about 2:37 - 2:41. The zebra tails do act as an indicator for a cycle lane but less confident people would be more comfortable with continuous bollard protection.

There is continuous cycle infrastructure between Belmont Street and the signalised pedestrian crossing with a bollard-protected lane on the southbound side and a bus stop bypass on the northbound side.

Two parking bays have been neatly fitted in outside the track on approach to the bus stop bypass. See [Figure 14](#) and also the northbound video at about 2:22.

From the signalised pedestrian crossing to Ferdinand Street there is a bus stop bypass on the southbound side.

Snagging issue:

- On the northbound side there is a long gap in the protected infrastructure outside Morrisons temporary store. See [Figure 15](#). We know that space is tight but this ought to be remedied..

15. Southbound from Ferdinand Street to Hartland Road

Many parking bays have been moved to side streets and traffic islands removed to make space for cycling. On the southbound side there is a good stretch of 1.8-2m wide protected cycle lane right through. See [Figure 16](#).

16. The loading bay and taxi stands by the entrance to the Stables

The loading bay and the taxi stands are a serious blight on the northbound route and definitely the worst feature of this scheme. No loading is allowed noon-2pm and 4pm - 10 pm. Our photo was taken at about 11am. See [Figure 17](#). Also look at the northbound video from 0:27- 1:28 to see how unpleasant it is to ride past large vehicles stopped in this space, particularly when the motor traffic is heavy. [Figure 17b](#) is a still from this part of the video.

Suggestion:

- The presence of this long gap (16 m loading + 2 taxi stands) attracts all and sundry to stop here. We would very much like to see it go but as a less radical suggestion, the taxi stand which doesn't appear to be used much could be moved to a side road opposite. We also suggest that the area beside the loading bays should be marked with "KEEP CLEAR" to allow cyclists to ride round the parked vehicles.

17. Miscellaneous snagging issue

- The redundant kiosk box on the corner of Regents Park Road obscures the sight line for cyclists and should be removed, see [Figure 18](#).
- We don't like the Covid-19 cycle lane signs throughout as we think they will lead people to assume that the schemes will be removed if/when the emergency is declared to be over. See [Figure 19](#).
- Other cycle routes in Camden have double yellow lines and double blips painted throughout (except where parking is allowed outside the cycle track. See for example, [Gower Street](#) and [Royal College Street](#). We would like to see a consistent approach.

Signage and links to and from the southern end of the route



Southbound cyclists need very clear signage to C6 through Hartland Road via the cycle tracks across Castlehaven Open Space on to the junction of Castlehaven Road and Hawley Road (blue line on our map), continuing via Jeffrey's Street. This [little direction sign](#) on Hawley Road mentions Camden Town but not C6.

But how is anyone to return to Chalk Farm Road from C6? Two-way cycling on Hawley Road is essential and westbound crossing through Jeffrey's Street across Kentish Town Road and a scheme to provide this should be prioritised.

Illustrations



Figure 1a. View north from Ferdinand Street. Needs lines and logos. Solid line as far as Ferdinand Street and dashes across the junction



Figure 1b View north towards Juniper Street. Needs lines and logos. Solid line as far as Juniper Street and dashes across the junction



Figure 2. Belmont Street. The mandatory lanes and bollards stop close to the side road and the crossing is correctly marked with lines and logos



Figure 3. Harmood Street. Separate zebra tails should be painted as an extension to the cycle lane.



Figure 4. Hartland Road. Even though the southbound infrastructure ends here, we would like to see a lane with logos marked across this junction for people who want to continue southbound.



The sign at this junction points to Camden Town and Bloomsbury.



Figure 6. Bus stop bypass opposite Morrisons temporary store. (Photo taken before road works started)



Figure 7a Bus stop bypass outside Stables Market. Shelter on footway.



Figure 7b. Bus stop bypass outside the Round House. Shelter on footway.



Figure 7c. Bus stop bypass opposite Haverstock School.



Figure 7d Bus stop outside Haverstock School



Figure 8, Signalised pedestrian crossing - short tails (looking north)



Figure 9. Short section of cycle lane north of the Castlehaven junction,



Figure 10. Looking south with the Round House opposite. There is a big gap in the cycle lanes here on both sides of the road.



Figure 11. Haverstock Hill cycle tracks. Yellow line markings?



Figure 12. The second entry to Eton Hall on the northbound side. Needs logos across the junction. Note also no yellow lines.

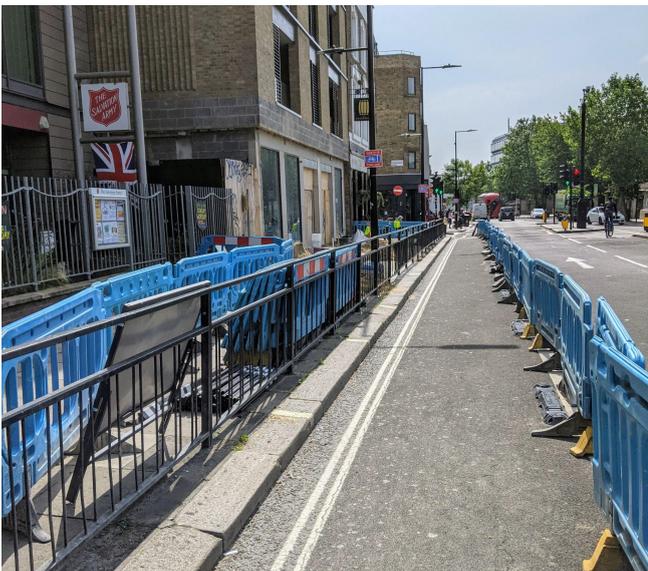


Figure 13. A long line of railings between the pedestrian crossing on the north arm and the junction with Crogsland Road. There normally are bollards here but someone has dismantled them. See [this photo](#).



Figure 14. Cycle lane and bollards between Belmont Street and the signalised crossing. On the other side of the road is a pair of outside track parking bays and the start of the bus stop bypass outside the Round House. Note the combination of double and single yellow lines.



Figure 15. Why is there such a long gap in the protected infrastructure outside Morrisons temporary store?



Figure 16. From Ferdinand Street towards Hartland Road



Figure 17a. Loading bays outside the Stables.

Figure 17b. The image below is a clip from the northbound video at about 9:19 am. Cycling past this school bus is very difficult.



Figure 18. Redundant kiosk box that needs to be removed.



Figure 19. Covid-19 signs.

John Chamberlain, George Coulouris, Jean Dollimore