

# Audit of Prince of Wales Road eastbound cycle track

Camden Cycling Campaign, 3rd December 2020

## Overview - comment on standards and benefits

- Mandatory 2-m wide cycle lane with bollard protection apart from some gaps identified below
- SUBBs (at all bus stops except the bus stop outside Talacre Gardens) appear to function well apart from the position of the one opposite Crogsland Road.
- Converted two zebras to Tigers
- Improvements at entry to Queens Crescent and integration of informal crossings

## Video of ride through

HD Video taken by Linus Rees on 27th November 2020 on YouTube here: <https://youtu.be/hPJ5OgjXkRc>  
The eastbound cycle lane is generally of a good quality. But on setting off from Haverstock Hill, on both sides of the Malden Road junction and through the railway bridge, the lane is either non-existent or too narrow. The video shows parking by delivery vehicles just before Kentish Town West Station.

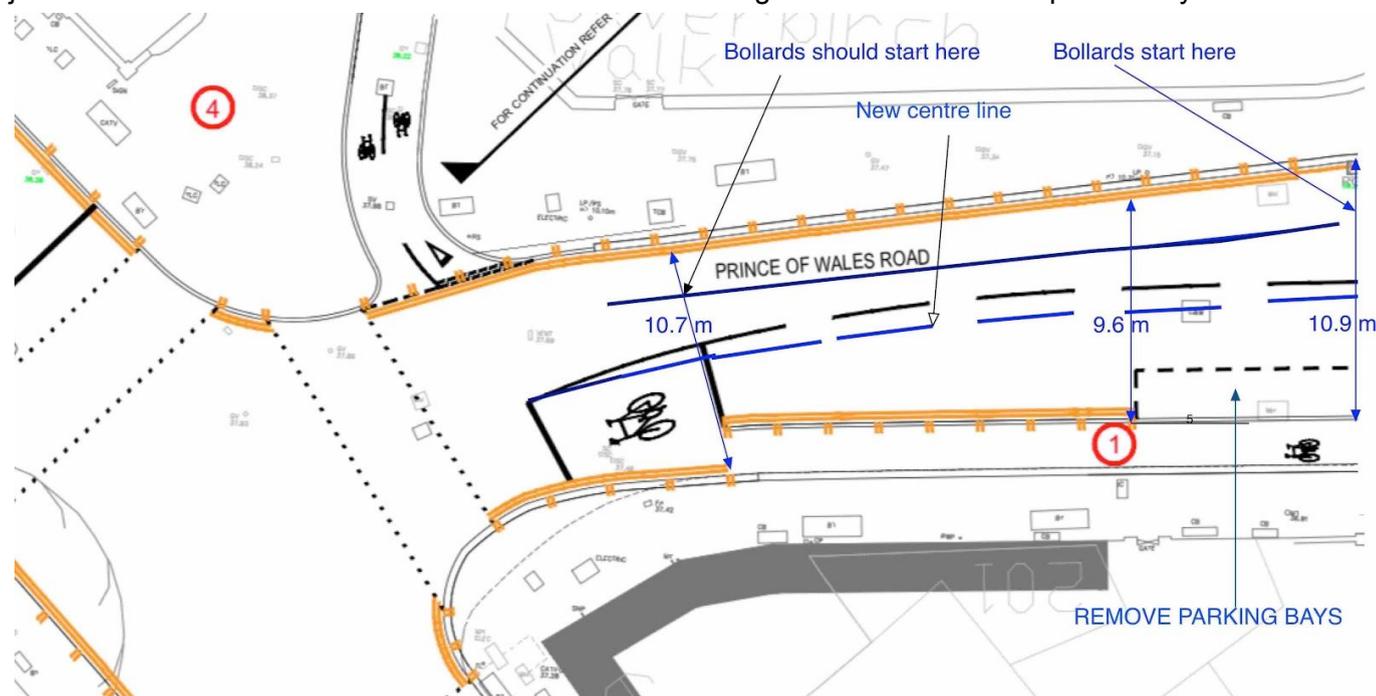
## Snagging list - ordered from west to east

### 1. Haverstock Hill junction

The left turn out of Haverstock Hill is a difficult manoeuvre because of the potential for conflict with left-turning motors coming too close to the kerb. It would help to cut back the corner and/or add cycle logos and a dashed line to demarcate space for cycles. The issue and the need for this modification was overlooked when the proposed cut through for cycles was dropped.

### 2. Entry to the cycle lane from the Haverstock Hill junction

The eastbound cycle lane does not start until about 30m east of the junction with the effect that cyclists have no protection from motor vehicles following and passing them. This is particularly important at this junction because of the need to ensure that motors turning into PoW will leave space for cycles.



We have measured the width of PoW from the northern kerb to the edge of the westbound cycle track. These measurements are shown in blue on the drawing above. Currently the bollards start opposite the start of a short section of parking to the west of a driveway (not shown). We propose that this short section of parking should be removed (two parking spaces). This would enable the centre line to be adjusted to make room for the 2-m wide eastbound cycle lane to start from opposite the westbound ASL box where the available width is 10.7m – 4m for the two cycle lanes and 6.7m for the two motor lanes.

### 3. Queen's Crescent junction

We are impressed with modification to the design for the entry to Queen's Crescent that was introduced to accommodate the eastbound cycle lane. See [Figure 1](#). However, the left turn into Queen's Crescent is at 90 degrees and as the cycle track is at the same level as the adjacent footway, most people cut the corner on the footway. Why not recognise this desire line with an angled entry?

### 4. Bus stop opposite Crogsland Road junction

This bus stop needs to be moved to another location. The SUBB is directly opposite Crogsland Road and makes it difficult for anyone on a bike to turn right into the cycle lane out of Crogsland Road. [Figures 2](#) and [3](#) show the view with and without a bus at the stop. In both cases it is necessary to ride in the road and access the cycle lane beyond the bus stop. With a bus present there is a risk that it will start off without seeing a turning cyclist. Further, cyclists wishing to turn right into Crogsland Road cannot do it from the lane.

When motor traffic is backed up from the lights at Malden Road it's dangerous both for the person trying to make the right turn and for cyclists coming down either cycle lane.

A KEEP CLEAR at the point where cycles enter the eastbound cycle lane would be helpful.

### 5. Approach to Junction at Malden Road



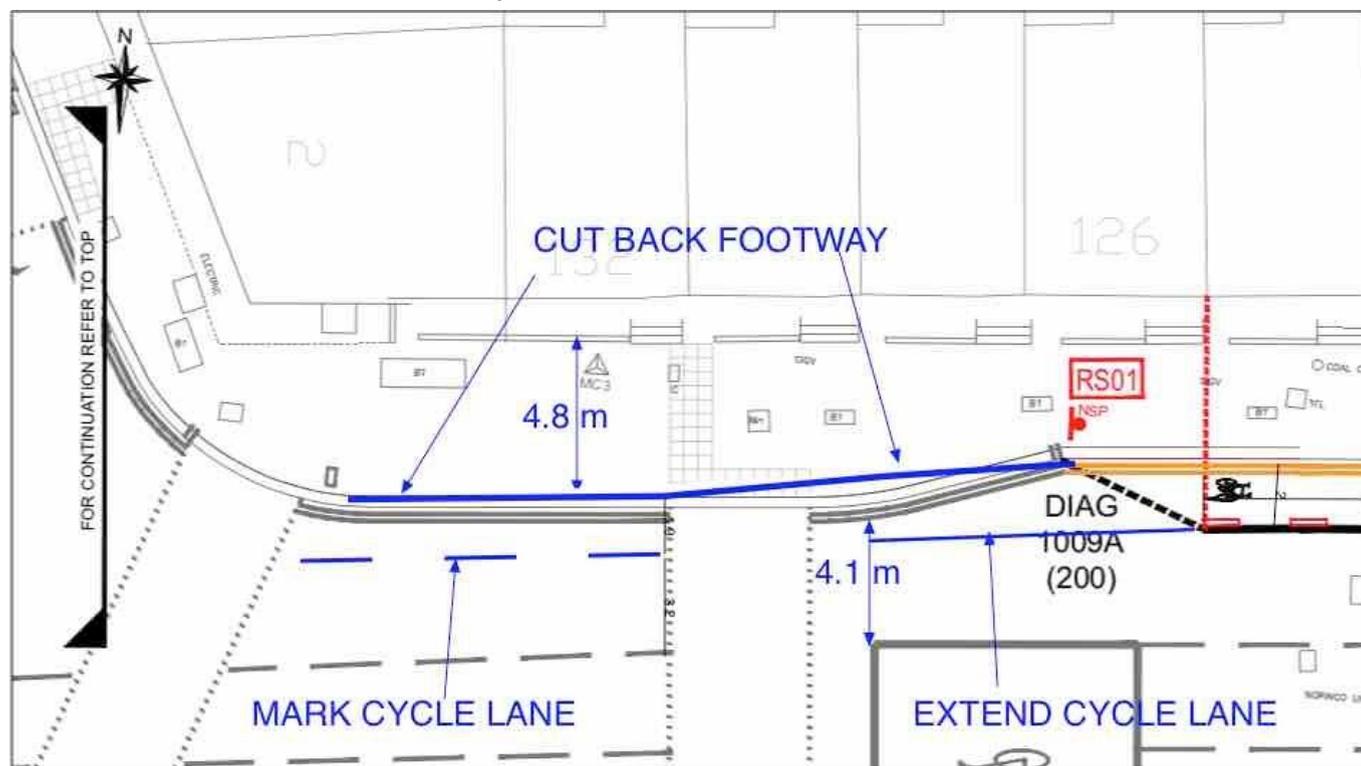
On the approach to Malden Road, the eastbound cycle lane narrows suddenly from 2.9m to 1.2m – as shown in blue on the above photo. The kerb extension needs to be cut back by 0.8m so that the width of the cycle lane is 2m and the bollards can go right up to the start of the ASL box.

### 6. Crossing the Junction at Malden Road

The cycle route across the junction should be indicated by cycle logos as it crosses Malden Road and then by a dashed line and more logos between the diagonal and the straight pedestrian crossings in the same way as the westbound track is marked.

## 7. Exit from the Malden Road junction

Anyone riding across the junction is faced by a kerb build-out and forced into the motor carriageway whose width is about 4.1 m<sup>1</sup> before being able to enter the protected cycle lane beyond the base of the ASL box on the other side of the road. This pinch point is illustrated by the photo in [Figure 4](#) which shows the view back to Malden Road junction from the east.



We have measured the footway width (4.8m) between the two pedestrian crossings. This is shown in blue in the above drawing. We propose that the footway should be cut back by a small variable amount so as to leave room for a 2m wide cycle lane to be marked with dashes and logos between the two pedestrian crossings and to become mandatory with bollards from opposite the front of the ASL box on the other side of the road.

## 8. Parking by delivery vehicles just before Kentish Town West Station

[Figure 5](#) shows a photo of a former loading bay which now has double yellow lines, but not blips. If loading and unloading is permitted here, it should not be, since a mandatory cycle lane with bollards should be installed. Can a loading bay be provided elsewhere?

## 9. Build out at Dalby Street and path under the railway bridge

There is a difficult pinch point on passing Dalby Street and through the bridge where the road width reduces to about 6.5m. [Figure 5](#) shows the build out at Dalby Street junction. [Figure 6](#) shows the "hostile paving" under the railway bridge. We encourage Camden to convince Network Rail to allow the "hostile paving" to be cut back; and then to cut back the Dalby Street build out so that a continuous 2m wide cycle lane can be constructed from the Tiger crossing and joining up with the protected lane east of the railway bridge.

## 10. Tidying Up

The following issues need to be addressed:

- Remove recycling bins by entrance to talacre Gardens to make room for the planned bus stop bypass. [Figure 8](#).
- ASL box at Grafton Road needs a 'big cycle logo'. [Figure 7](#).
- Logos across all the side roads: Talacre Road and Ryland Road have dashed lines but no logos; Dalby Street has no markings at all

---

<sup>1</sup> According to LCDS 4.4.2: where there are heavy vehicles, the minimum nearside lane width should be 4.5m.

# Illustrations



Figure 1: View out from Queens Crescent: making the cycle lane move back from the road as it passes the entry to Queens Crescent has made room for places to wait before and after crossing Prince of Wales Road.

But the left turn into Queens Crescent is sharp



Figure 2. View when waiting to turn right out of Crogsland Road - bus at the stop.



Figure 3. View when waiting to turn right out of Crogsland Road - no bus but a kerb blocks the way into the track.



Figure 4. View back to Malden road junction showing the pinch point in the distance..



Figure 5. View of a former loading bay, the build out at Dalby Street and the entry to the railway bridge.



Figure 6. View of the 'hostile paving' and pinch point at the railway bridge



Figure 7. ASL at Grafton Road needs a 'big cycle logo'.



Figure 8. Remove bins by entrance to talacre Gardens to make room for bus stop bypass.

John Chamberlain, George Coulouris, Jean Dollimore