

To:safetravel@camden.gov.uk; Sam Margolis; Anthony Christofi

## **Chalk Farm Road Walking, Cycling and Road Safety Improvements**

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).

We are strongly in support of the proposals to make the cycle lanes permanent and the proposals for junction improvements.

We make some general points and then go on to our suggestions for modifications and additional measures.

**The Camden Cycling Network:** The alignment on Chalk Farm Road Road and the lower end of Haverstock Hill is a critical part of Camden's Cycling Network, linking from Camden Town to the route on Prince of Wales Road as well as the proposed new route up Haverstock Hill. We are very pleased to see this temporary route being made permanent in 2021-22 as part of phase 1 of the Cycling Action Plan.

These proposals indicate the start of a link to C6 (signed to Camden Town and Bloomsbury). But currently there is no feasible return route to Chalk Farm Road from C6. We therefore ask Camden to prioritise two-way cycling on Hawley Road with a westbound crossing over Kentish Town Road from Jeffreys Street.

**Lack of protection at the southern end:** Even though southbound cyclists are advised by signage to turn left into Hartland Road, many will continue down to Castlehaven Road without any protection.

**Cycle Lanes:** We support the replacement of 'kerb and wand' segregation with a stepped cycle track. This should include dropped kerbs at regular intervals and, in particular, opposite all side roads and significant entrances to enable cyclists to enter and leave the track. Where stepped tracks start or restart it must be made very obvious and it is critical that any yellow lines start at the start of the stepped track as this is a strong indication that a kerb is present.

We note the proposals to fill in some of the gaps we mentioned in our audit but some still remain (details below).

**Junction upgrades:** We are pleased to see a new design for the Adelaide Road - Regents Park Road – Crogsland Road junction but believe that the proposals for leaving and entering Adelaide Road are very unsafe for cyclists - see below. We are strongly in favour of making priority junctions safer by the use of blue surfacing with logos.

**Pedestrian and Streetscape Improvements:** We think that the extension of the bus stop islands with planted areas is an excellent idea and support all the other proposed improvements.

## **Our comments and suggestions**

(references are to the consultation plans Chalk Farm Road\_Scheme Drawing\_FINAL.pdf)

## General

We are pleased that many of the observations in our audit of July 2021 have been addressed. Others have not and they are mentioned below.

### Drawing 1 - On Haverstock Hill from Prince of Wales Road to the bus stop bypass

- It is good to see 2m wide stepped tracks through this section.
- There is a need for dropped kerbs where the cycle track crosses entrances and on the track on the opposite side of the road (e.g. by the medical centre and the school southbound and by the two entrances to Eton Hall northbound).
- We are pleased to see the proposal to replace the 'ride round' bus stop with a bus stop bypass (Drawing 2).

### Drawing 2 - Adelaide Road Regent's Park Road – Crogsland Road junction

We make reference to the signal staging diagram supplied to us during the consultation period and included as an Appendix.

**Adelaide Road approach:** the proposed new left turn for motor vehicles puts right turning cyclists at severe risk of left hooks. We cannot accept this arrangement unless it is modified so as to provide a protected approach lane with a dedicated signal for cycles. The drawing suggests a diversion via Bridge Approach but this is not an acceptable solution because it involves a significant detour, a right-turn across Adelaide Road and a ride uphill and most people wouldn't do it.

Since Adelaide Road is a primary proposed route on the Camden Cycling Network, space should be allocated for cycle lanes in both directions, making it unacceptable to allocate a third lane to motor vehicles.

Blue marking should be applied across this junction to provide a lead-in to the northbound cycle lane on Haverstock Hill and to indicate to northbound motor vehicles that they should leave space for northbound cycles.

**Haverstock Hill approach:** for cycles going straight ahead, the free run down the hill (with stops only for pedestrian crossings) is welcome. But how are cycles supposed to turn right into Adelaide Road?

*Continuing southbound to Crogsland Road:* as the cycle track passes Crogsland Road, it should be marked in blue with logos and provision be made for a two-stage right turn into Regent's Park Road.

The railings on the southbound approach to Crogsland Road need to be removed.

**Chalk Farm Road approach:** the dedicated signal stage for northbound cycles should permit all turns at the junction with Regent's Park Road and Crogsland Road. The staging diagram shows only ahead movements but left and right should also be allowed. The left turns appear to be safe under the current setup but the right turns will cross oncoming motor traffic under the proposed staging.

There is no cycle lane available between this signal and Adelaide Road and since cycles are not separated in space, they need to be separated in time. Therefore, our main concern is whether the intergreen between the end of the cycle stage and the beginning of the following stage for northbound motors is sufficient for the slowest cyclists to have passed the Adelaide Road junction before the left turning motor vehicles arrive.

**Crogsland Road and Regent's Park Road approaches:** the dedicated signal stage appears to allow all three movements out of both roads, which is exactly what is needed for this very popular link. Assuming that the all-green pedestrian stage follows, then this would allow plenty of time for cycles turning right out of Crogsland Road to clear the junction with Adelaide Road.

*Crogsland Road*: The drawing shows a give way for exiting vehicles although no such provision is made in the signal stages. If the current arrangement is maintained then vehicles will be able to turn left into Chalk Farm Road at any time. In this case, cycles need something like the current arrangement on the northwest side of the road.

During past construction work, Crogsland Road was changed from two-way to one-way southbound with contraflow for cycles. This doesn't work very well as drivers fail to allow for contraflow cycles. We would prefer to see it return to two-way working, with No Entry at Chalk Farm Road.

Both of the above issues disappear if Crogsland Road is closed to motor traffic at Chalk Farm Road and reverts to two-way.

*Regent's Park Road* : the proposed position of the downhill contraflow lane and the removal of the motorcycle bays is a good improvement that avoids conflict with uphill motor traffic.

### **Drawing 3 - Belmont Street - Juniper Crescent**

**Belmont Street**: Belmont Street has a lot of housing so it is critical that the northbound track here is accessible. The planting at the end of the bus stop island looks nice but a cycle crossing needs to be incorporated so that cyclists can enter and leave the track.

**Taxi rank/loading bay and adjacent signalised pedestrian crossing**: we note that a kerb build out will be used behind the taxi rank/loading bay. To avoid too long a stretch of unprotected space on the northbound track, we suggest that kerb protection should start beside the zebra tails before and after the crossing to protect cyclists from vehicles approaching the taxi rank/loading bay.

**Approach to bus stop bypass on southbound side**: Surely the advisory lane marking should be mandatory.

**Junction of Chalk Farm Road – Ferdinand Street – Juniper Crescent** We are pleased to see the proposal for the blue marking and cycle logos on Chalk Farm Road across the junction. But the sections between the pedestrian crossings and the side roads should be marked as mandatory.

There is a long section of unprotected and unmarked cycle lane after the junction on the northbound side. This is unacceptable.

### **Drawing 4 - Ferdinand Street Junction – Castlehaven Road**

**Harmood Street**: A section of dropped kerb should be provided on the northbound track to enable right turns into and out of Harmood Street.

**Loading bay outside Stables Market**: although it is an improvement to have moved the taxi rank, this loading bay is a serious break in the northbound track and it also disables all right turns into and out of Hartland Road.

The loading bay should move to a position (not opposite a side road) where it can sit outside the track or to a side street.

Blue marking with logos is needed across the entrance to Stables Market

**Hartland Road**: 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, continuing via Jeffreys Street. The little direction sign on Hawley Road mentions Camden Town and Bloomsbury but not C6.

**Hawley Street**: Please provide a Tiger crossing so that cycles can turn right into and out of Hawley Street from and to the northbound cycle track.

**Southbound from Hartland Road to Castlehaven Road:** we really don't like the way that southbound cyclists are suddenly tipped into the general traffic lane between Hartland Road and Castlehaven Road. We ask Camden to think of a way such as a cycle gate to provide time separation through this section

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

Jean Dollimore, John Chamberlain and George Coulouris

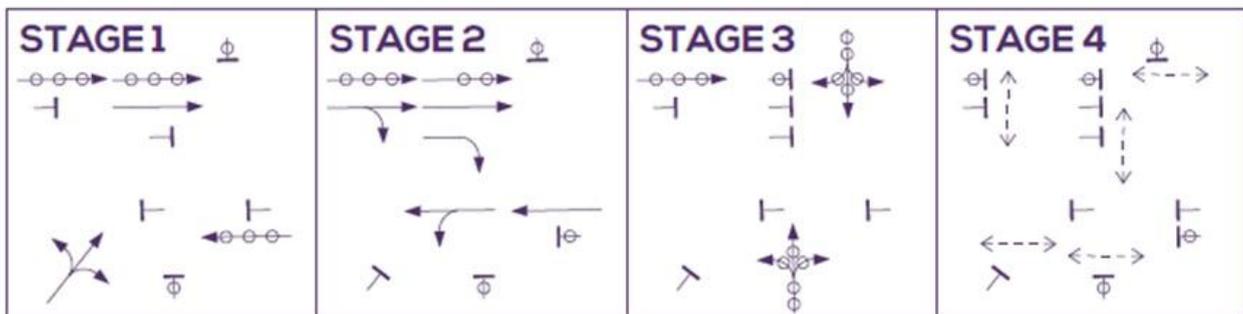
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## Appendix

Signal stages at Adelaide Road- Haverstock Hill - Regents Park Road – Crogsland Road

### PROPOSED METHOD OF CONTROL: J02-135 AND 02-247



PEDESTRIAN COUNTDOWN