

Audit of Haverstock Hill cycle tracks

Camden Cycling Campaign, report on audit carried out at 1PM on 11th July by committee members: John Chamberlain, Paul Allen, Steve Prowse, Elena Moynihan

Other useful evidence on the downhill ride from Jon Stone's video.

<https://www.youtube.com/watch?v=Ot9vU3fHZ0M>

Overview

- Mandatory mostly 2-m wide cycle lanes with bollard protection between Prince of Wales Road and Belsize Road (almost 1 km of protected cycle route on both sides of the road).
- The cycle lane has vastly improved the safety and quality of cycling on the northbound side. See [Figure 13](#) and [Figure 14](#) for two examples of before and after. It is now much safer and pleasanter to ride, particularly with families and small children in tow. The lane is regularly used by people on traditional bikes, Lime bikes, e-scooters and cargo bikes. See [Figure 20](#)
- However, the southbound lane is compromised by the large number of interruptions due to bus stops and, especially, loading bays, many of which are abused by long-term parking and parking outside of permitted hours. The zig-zag areas at each side of the several pedestrian crossings are also now used as an idling and loading opportunity. With no effective enforcement, this makes the southbound lane very unattractive to inexperienced riders or cyclists with children, and potentially dangerous due to the number of times cyclists have to merge with motor traffic. This lane when improved will be a big boost to encourage people who do not normally cycle to do so. See [Figure 22](#).
- Jon Stone makes the point that on the downhill ride, he had to ride round parked vehicles in two loading bays and at stopped buses at one of the five in-line bus stops. He also mentions the unprotected sections of cycle lane adjacent to pedestrian crossings. We believe that the southbound route cannot be suitable for use by cyclists of all ages and abilities unless they are provided with a continuous protected cycle lane.
- There are two loading bays in the southbound cycle lane: these are routinely abused by vans and cars parking there and in their vicinity, causing a constant break to the cycling flow. We believe that loading bays should be moved from Haverstock Hill and Rosslyn Hill /cycling route to the adjacent side roads.
- There are some sections of cycle lane with double yellow lines currently not segregated by wands, these should be all incorporated in the lane and segregated from traffic as they are now regularly used as parking and loading opportunities. Camden should also look at shortening some of the zig-zags at the before and after zebra crossings to reduce the opportunity for parking there.
- Enforcement of rules should be introduced with regular patrols by parking wardens to ticket the constant breaches

Scheme Drawings and report referenced

[Link to consultation drawing](#)

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Junctions and Cross-overs

Starting from the southern end at Prince of Wales Road

1. Junction with Prince of Wales Road

Cyclists exiting Maitland Park wishing to head south on Chalk Farm Road or north on Haverstock Hill find it difficult to join the ASL. The pedestrian crossing could incorporate a cycle signal (like a Toucan)

Northbound a cycle bypass could be provided so that cycles heading straight ahead do not have to wait unless the pedestrian crossing is triggered.

There is a short section of single yellow markings (missing double yellow?) on the west side of the road at junction, see Figure 21 & <https://flic.kr/p/2oAjPJo>. This allows cars to park within the junction, which is dangerous for Northbound cyclists and also for vehicles using the junction.

2. Junction to driveway outside the Richard Steele pub.

This driveway is frequently used by cars parked to access the pub, blocking the footway. See Figure 19.

3. Junction with England's Lane

The early release isn't a sufficient provision for cyclists when turning right.

A dedicated cycle stage in the signals (as on C6 where it crosses Camden Road and Euston Road) would enable right turns.

Northbound cycles going straight on (uphill) are at risk of a left hook if they arrive on green.

4. Junction to slip road in Belsize Park

This used to be a loading bay. The loading bay has been replaced by double yellow lines which are frequently abused and still used for loading and parking.

This double yellow line section needs to be incorporated in the segregated cycle lane

See [Figure 10](#) and [Figure 11](#)

Loading Bays

Starting from the southern end at Prince of Wales Road

These loading bays are often being abused. We suggest that Parking signs are added to the main road informing drivers that there are some pay-by-phone spaces on the side roads.

5. Loading Bay outside The Haverstock Tavern Mon-Sat 10 am - noon.

This bay is regularly abused by the local businesses for parking their vans throughout the day and by customers of the pub in the evening or during the day. This section of the lane is nearly always obstructed this way.

Also, the signage stating the restricted areas was removed months ago and has not been replaced.

[See Figure 1](#) [Figure 2](#) and [Figure 3](#)

6. Loading Bay outside Pret, Belsize Tube. Mon - Sat 10 am - noon

This bay is regularly abused by vans parking and customers of Pret and other establishments

See [Figure 4](#) and [Figure 5](#)

7. Loading Bay and disabled bay outside Hampstead Old Town Hall at all times

This is an inset bay which we found works well.

Bus Stops

Starting from the southern end at Prince of Wales Road

Southbound Bus Stops. The current configuration of the southbound route bus stops generates a considerable number of breaks in the flow: the spaces before and after each bus stop are abused by vans and cars parking in them; they also cause a break in the protection of the cycle lane

8. Southbound Haverstock Hill Bus Stop between Eton Avenue and Steeles Road (opposite)

The current configuration of the southbound route bus stops generates a considerable number of breaks in the flow: these are also abused by vans and cars parking near the bus stop. See [Figure 6](#).

9. Southbound Belsize Park Bus Stop just north of Downside Crescent

[StreetView](#)

The large gaps at each end of the Southbound bus stops are used by cars and vans to stop, idle and park. See [Figure 7](#) and [Figure 8](#).

10. Southbound Belsize Park Bus Stop just North of tube station

The cycle lane is squeezed between a Bus Stop and a loading bay. Both allow cars and vans to be illegally parked at each end, effectively blocking the lane. See [Figure 15](#)

11. Southbound Belsize Park Bus Stop just south of Rowland Hill Street

Break for Southbound bus stop regularly used by vans, delivery bikes and cars to park. See [Figure 9](#).

Adjacent double yellow lines regularly used by vans, cars and delivery scooters blocking the lane.

See [location on StreetView](#)

See [Figure 12](#)

Zebras and pedestrian crossings

Starting from the southern end at Prince of Wales Road

12. Eton Road

Pedestrian crossing just above Eton Road - it takes ~24 seconds to activate, so few people bother and when they do it annoys both pedestrians and drivers. This has been raised with TfL, but with no response.

13. Steeles Road

Zebra crossing on Haverstock Hill / Steeles Village (across the mini market shop).

The area surrounding this crossing (zig-zags) is routinely used by vans belonging to the shops to park and load . See [Figure 16](#).

Two of the cycle wands have been vandalised to allow parking outside the shops.

Illustrations



Figure 1: Cars parked outside the Haverstock Tavern in the loading bay which doesn't have a sign



Figure 2. Vans parked overnight in Haverstock Tavern loading bay



Figure 3. Cars parked on double yellow lines adjacent to Haverstock Tavern loading bays



Figure 4. Cars parked in Belsize Park loading bay whilst customers shop or drink in cafes in Belsize Park



Figure 5. Vans parked for long period of times in Belsize Park loading bay



Figure 6. Cars idling and parking in the sections next to the Southbound bus stop between Steele's Road and Eton Road.



Figure 7. Vans using the double yellow line adjacent to bus stop in Belsize Park southbound to park



Figure 8. Cars using the double yellow line adjacent to Belsize Park southbound bus stop to idle



Figure 9. From Google Maps, an example of vans parked outside KFC



Figure 10: From Google Maps, an example of vans and cars parking by the slip road outside Costa



Figure 11:
An example of lorry loading on what is now a double yellow line, with bikes having to swerve into traffic (Friday 5th of May, from 11:50 onwards)



Figure 12.
Cars parked on break of cycle lane.
One of the several scooters often parked or idling to pick up outside KFC.
Friday 5th of May, 11:50AM



Figure 13.

An example of children riding in Haverstock Hill prior to the cycle lanes.

Bikes had to swerve in the traffic to avoid parked cars and share the road with heavy traffic and lorries



Figure 14.

An example taken in the same spot as Figure 13 using the bike lane



Figure 15.

An example of car parked at the top of the lane and a van at the other end, this combo effectively blocks the lane completely (11th May at 2PM)



Figure 16

An example of a van parked on the zebra zig-zags outside the shops in Steeles village.



Figure 19.

An example of a car blocking the footway at the Sir Richard Steele pub.



Figure 20.

An example of 6 cyclists and a e-scooter using the cycle lane on the first steep section that used to be particularly un-safe.



Figure 21.

An example of cars dangerously parked in the junction between Haverstock Hill and Prince of Wales Road, due to the short section of single yellow line.



Figure 22