

# Audit of Prince of Wales Road westbound cycle track

Camden Cycling Campaign November 2020

## Overview - comment on standards and benefits

- An additional 850 m high-quality link added to the cycle network
- Bus stop bypasses
- Junction improvements at Malden Road and Haverstock Hill
- Good integration with side roads
- Blended junctions at every side road on both sides of PoW.

## Scope

To include all of the work specified in the [westbound scheme](#) but where things (e.g. Queen's Crescent junction) have been amended in the eastbound scheme we will need to refer to the final state.

## Video of ride through

HD Video taken by Linus Rees on 21st November 2020 on YouTube here: <https://youtu.be/gPW1DYq-gNo>

## Snagging list - ordered from east to west

### General point about visibility of cyclists and pedestrians at side road junctions

It is urgent to implement Camden's new policy to provide 10m double yellow lines (DYLs) at all junctions. For the safety of cyclists on the westbound track, this applies to the approach (eastern side of the junction) but for pedestrian safety the other side needs to be clear too.

#### 1. Junction at Grafton Road

Approach from east: There is a pinch point (caused by a traffic island) just before the start of the cycle lane at Grafton Road/Castlehaven Road junction. [Figure 1](#). We suggest installing bollards just after the island and possibly modifying or removing the island.

#### 2. Junction with Ryland Road

Access to the westbound lane from Ryland Road will be an important connection if there is no right turn out of Grafton Road. See [Figure 2](#). The entry and exit point is well designed for this purpose. We suggest adding another "KEEP CLEAR" on the eastbound motor lane (as in the westbound lane) as queues may form in this location.

#### 3. Bus stop near Hadley Street

The bus stop near Hadley Street lacks zebra and other markings. See [Figure 3](#).

#### 4. Lack of visibility at Harmood Street junction

[Figure 4](#) shows the junction at Harmood Street as viewed by a westbound driver. There have already been several reports of conflicts between cyclists or pedestrians and motor vehicles including [this letter in the CNJ](#).

There are no DYL markings and those specified on [the TMO drawing](#) are too short (~5m and ~4m). Parking bays need to be cut back here. In addition the cycle track needs more emphasis than just the logos.

[Figure 5](#) shows the junction of Harmood Street from the other side of PoW. The entrance is too wide and has flared corners which will encourage high speeds for motor vehicles. The corners should be tightened.

#### Talacre Road junction - no snags here

See [Figure 6](#). We have included this as an illustration of the very nice details of access between the westbound cycle lane and Talacre Road.

## 5. Junction at Malden Road

The improvements at this junction are very much welcomed. The main benefit for cycling is the 'tightening' of the junction so that the distances between entrances and exits are much shorter. Pedestrians also have benefited from the shorter crossings and the diagonal crossing.

Other important benefits for cycling are:

- the reduction to a single lane on the eastbound approach
- the banning of the left turn into Malden Crescent coupled with the cut through for cycles
- Early release for cycles on all arms and two-stage right turns on PoW.
- The exit west of the junction is good - only two motor lanes and the protected cycle lane starts immediately with an indication before the pedestrian crossing. See [Figure 11](#).

Snagging:

- On the Westbound approach to the Malden Road junction the cycle lane is protected with kerbs after the end of the motorcycle parking ([Figure 7](#)). But the last 10 metres (or so) are marked as a narrower ~1.5m mandatory lane where extra space in the carriageway is occupied by a right turn lane for motor traffic<sup>1</sup>. We observed many drivers coming over the mandatory lane; for better separation from motor vehicles, we suggest a line of bollards right up to the ASL box as at the Haverstock Hill junction shown in [Figure 8](#).
- Motor vehicles are using the cycle cut-through to access Malden Crescent as reported from someone who lives on Prince of Wales Road by the junction with Malden Crescent. See [Figure 9](#) and also see [this video of a van cutting through](#). These transgressions would be prevented by the line of bollards to the ASL suggested above.
- The photo in [Figure 10](#) is a close up of the Malden Road junction showing the low-level lights and the two-stage right turn. We saw cyclists turning right from the right side of the ASL (where they couldn't see the early release signal) but didn't see anyone using the two-stage right - is there a way to point it out with signage?
- On the eastbound track, the "No right turn" instruction below the low-level lights could be modified to say: "Except in two stages", as seen on C6 on Farringdon Road.

## 6. Visibility at Crogsland Road junction

The DYLS are marked on both sides and logos are marked across the junction. But on the west side the parking is closer than 10m. It would help to emphasise the cycle lane with coloured tarmac across the junction.

The SUBB opposite is in a poor position for cyclists turning right out of Crogsland Road. This issue will be raised in the audit of the eastbound lane.

## 7. Queen's Crescent junction

[Figure 12](#) shows how the westbound cycle lane is accessed from Queen's Crescent and vice-versa. The waiting spaces for cycles on both sides of the road are well-conceived. After a test ride we concluded that the junction is as good as it can be, with dedicated spaces for cycles to wait on both sides of PoW. However, the right turn into Queen's Crescent is very difficult when westbound motor traffic is queuing. We suggest a KEEP CLEAR on the westbound carriageway.

## 8. Unnecessary ramp down and up

The cycle lane dips down and then up again between the table at the Queen's Crescent junction and the stepped track. See [Figure 13](#). We suggest filling it in but note that the pair of drains on the edge of the footway may make this impractical.

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<sup>1</sup> Of the 12m carriageway width, 9m is allocated to motor vehicles leaving only 1.5m on each side for cycle lanes. When the lanes are protected, they are even narrower. This is very poor.

## 9. Haverstock Hill junction

This has been improved by the addition of early release on all three arms. The approach on PoW is excellent with a stepped track right up to the ASL box. See [Figure 14](#).

There is a need to mark cycle logos in ASL boxes at Haverstock Hill junction on west and north arms (see [Figure 14](#))

## 10. Condition of the cycle lane

Cyclists are physically separated from other traffic between junctions except on the approach to Malden Road.

Before the implementation we raised two issues related to the lane behind the parked cars. Do drivers keep on their side of the line? Should a buffer be marked to advise cyclists to keep away from the car doors?

In our experience, the drivers do stay outside the white line. Our initial impression is that we don't need a buffer but this issue should be monitored.

## 11. Tidying Up

The following issues need to be addressed:

- Remove redundant Belisha beacon opposite Talacre Gardens.
- The surface of the green bike lane under the bridge at the station is old and rather bumpy.

## Illustrations



Figure 1. Looking west from junction Grafton Road: pinch point between island and cycle track.



Figure 2. Access to and from to Ryland Road. The KEEP CLEAR allows access in and out of the westbound cycle lane. As eastbound queues sometimes form here, it would be useful to have a KEEP CLEAR in both directions.



Figure 3. Bus stop near Hadley Street. Needs zebra and other markings.



Figure 4. Junction of Harmood Street as viewed by a westbound driver who can't see approaching cycles



Figure 5. Junction of Harmood Street seen from the other side of PoW Road. Note that the dropped kerbs follow the original flared street entrance unlike others in PoW. e.g Ryland Road and Talacre Road (figures 2 and 6).



Figure 6. Talacre Roads junction. Very nice detailing.



Figure 7. Westbound approach to Malden Road. The concrete kerbs stop short of the junction; after that the marked lane is unprotected and narrows down to about 1.5m.



Figure 8. Haverstock Hill. Bollards go right up to ASL box



Figure 9. Motor vehicle just used the cut through from PoW to Malden Crescent.



Figure 10. Close up of Malden Road junction showing the low-level lights and the two-stage right turn



Figure 11. Western exit from Malden Road junction: advisory marking up to the pedestrian crossing and kerb protection immediately after



Figure 12. Queen's Crescent Junction. Waiting space for cyclists entering and leaving the cycle lane on both sides of the road



Figure 13: Cycle lane dips down and then up again.



Figure 14. Haverstock Hill junction. Stepped track reaches ASL box. ASL box needs logos