

# Follow-up from Network meeting (8 April 2025)

We reference the [Camden Cycle Network map](#) in Appendix B1 of the Transport Delivery Plan 2025-28. We use our preferred terms 'protected' and 'low-traffic' rather than Camden's terms 'Primary' and 'Secondary' as we think that Camden's terms conflate the purpose of the route with the nature of the infrastructure.

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## 1. Where we disagree with the classification (protected or low-traffic)

This may be because:

- The link is substandard, e.g. Dartmouth Park Hill is not low-traffic or Grafton Way is not protected
- Or a low-traffic link crosses a busy road without help e.g. Queens Crescent

CCC hopes that we all agree that any link of the cycle network should comply with LTN/120 either by having protected lanes or low traffic (<2000 pcus per day). This note doesn't deal with junctions.

### Solid Purple - 'protected' (not sufficiently protected)

Grafton Way

Camden Park Road- Torriano Avenue at Camden Road junction - part of York Way route

Tottenham Court Road [See the West End Project motor vehicle counts](#) Tables 2-3 and 2-4 for restricted and unrestricted hours in March 2022. Most weekday counts are >2000 m.v. per day.

The section between Torrington Place and Howland Street is protected and is part of C27,

### Solid blue on the key - 'low traffic' (traffic levels too high)

Dartmouth Park Hill

Elsworthy Road: we agree the link is needed to connect to C51 and Q3 but it needs traffic reduction.

Pancras Road

Bedford Way: Malet Street is the signed route and Woburn square is a good alternative

### Solid blue on the key - unsuitable

Canal Towpath - in two places (east of Baynes Street and parallel to Princess Road)

See [this interesting paper](#) from Wheel for Wellbeing on cycling near water. It adds strength to the argument that towpaths should generally NOT be shown as cycle routes.

### Connections between cycle routes (barriers)

Queens Crescent: needs safe crossing over Malden Road

Crogsland Road (has issues since it became one way)

Anglers Lane-Gaisford Road: needs safe crossing of Kentish Town Road

## 2. Discussion of connections between cycle routes

For *Routes*, we refer to the TfL map, which shows [Cycleways in Camden](#)<sup>1</sup>. We believe that the following should also be included: Chalk Farm Road, Arlington Road, Grays Inn Road and Camley Street.

The Camden Cycle Network map contains the links that comprise these routes. We now discuss the inclusion of the connections to and between them or to major destinations such as Kings Cross or Regents park.

Colours: **Red** - suggested deletion, **Blue** - suggested addition and **pink** for discussion

### **C6: PoW and C on Grafton Road**

Queens Crescent - needs safe crossing over Malden Road

Marsden Street and Rhyl - Athlone Street are shown as separate links joined by Malden Road

**Replace by Marsden - Talacre-Wilkin with safe crossing over Malden Road**

### **C6: PoW and Chalk Farm Road**

Crogsland Road (has issues since it became one-way)

Harmood Street (good)

### **C6: PoW and C6: Royal College Street**

The official route is via Castlehaven Road - Castle Road (east) and we're pleased to see work is planned for the junction at KTR

**Castle Road (west of Castlehaven) isn't part of a connection and should not be included**

### **C6: Royal College Street and Chalk Farm Road**

We're pleased to see the proposal for Hawley Road

Hartland Road and Clarence Way as far as Castlehaven Road - needs signage

Hartland Road - Hawley Road west as far as Castlehaven Road

### **C6: PoW and C50: Camden Square**

Anglers Lane is shown, **but it should be extended across KTR into Gaisford Road, through Canteloves Park and over the northern Camden Road crossing**

### **C6: Castle Road and C50: Camden Square**

**Another link needed via Rochester Road over the southern Camden Road crossing**

### **C6: Castle Road and Chalk Farm Road**

Castlehaven Road (between Castle Road and Hawley Road west)

### **C6: RCS and Arlington Road (proposed Cross Camden Cycleway southern branch)**

The main east-west connection is on Pratt Street; **Georgiana Street is redundant and Lyme Street goes to Camden Road - not a Cycle route**

### **C6: RCS and Arlington Road (southern end)**

Crowndale Road - Oakley Square Lidlington Place - Harrington Square

### **C6: RCS and C27 Tavistock Place**

We agree with keeping the Somerstown Route

### **C6: Midland Road and York Way**

Goodsway

### **C6: Saffron Hill and Grays Inn Road**

The planned connection is on Clerkenwell Road. **No need for Portpool Lane - Hatton Wall**

### **C6: Judd Street and C6/C27 Tavistock Place (E)**

The link via Cromer Street has C on the road but isn't shown on the TfL map. **Not a connection, could be removed**

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<sup>1</sup> C6, C50, C27, C41, C52, C10, and C-links on York Way, St Pancras Way, Grafton Road and Crogsland - King Henry's Road; The Q3 alignment is out of date and C51 isn't shown.

**C50: Camden Square and Kings Cross Central**

Murray Street - Camley Street (but not Murray Street north of C50)

Has Camley Street too much motor traffic?

**C50: Camden Square and York Way (@Agar Grove junction)**

Canteloves Road

St Augustines Road - Cliff Villas is not needed

**C50: and Chalk Farm Road**

(Hawley Road when made two-way for cycling ) - Jeffreys Street- Wilmot Place - Rochester Road - Camden Road southern crossing

**C27: Regents Square and Kings X - St Pancras**

This route was signed in 2007 and is still useful for accessing Kings Cross Station

Belgrove Street, Argyle Street, Cromer Street Harrison Street

**C27: Sidmouth Street and Guilford Street**

The planned link is on Gray's Inn Road - no need for Doughty Street, which, in any case, is now compromised by the barriers at WKC

**C27: Tavistock Place and Bloomsbury Way (future Clerkenwell Blvd)**

TfL has labelled C52 down Malet Street (Q1 route), Bedford Way should be removed

**C27: Tavistock Place and Cross Camden Cycleway (S)**

The alignment is on Arlington Road - Hampstead Road - Gower Street or possibly Gordon Street. We agree with TfL that Hampstead Road is currently too poor to include although the Camden Cycle Network Map shows it as "Trial scheme delivered permanent measures planned".

**York Way- Camley Street**

Should follow Handyside Street and bridge over the canal

The canal towpath east of Baynes Street is unsuitable and redundant and should be removed

**Kings Cross station to Kings Cross Central**

Kings Boulevard and Stable Street

**C6: Haverstock Hill - C: Grafton Road**

Savernake Road - Constantine Road - Pond Street

**C52: (Was C10) north of Tavistock Place**

Note that Gordon Street is missing

**Camley Street - St Pancras Way**

Barker Drive

**King Henry's Road c-link - Regents Park**

Gloucester Avenue (improvements required at Gloucester Gate)

**Chalk Farm Road - Regents Park**

Gloucester Avenue - Princess Road - St Mark Square (Camden's map shows the canal towpath)

These connections need signage? If so, what sort e.g. named destination?

### 3. Summary of links on the Camden Cycle Network map that are not part of routes or connections and should be removed

The following links listed in section 2 do not form useful connections between cycle routes:

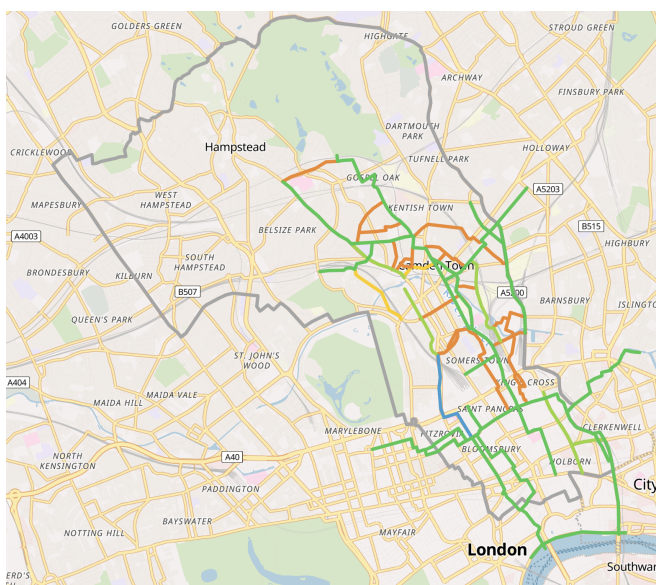
- |  |   |
|--|---|
| Rhyl Street - Athlone Street                     | Castle Road west of Castlehaven Road                          |
| Hartland Road - Harmood Street (on Clarence Way) | Georgiana Street and Lyme Street                              |
| Portpool Lane- Hatton Wall                       | Murray Street north of C50                                    |
| St Augustines Road - Cliff Villas                | Doughty Street  |
| Bedford Way                                      | The canal towpath east of Baynes Street and west of Oval Road |

### 4. A list of routes that could be labelled as 'C', maybe with a number

We propose that the following should be added: Chalk Farm Road, Arlington Road, Grays Inn Road, and Camley Street. We note that the Q3 alignment is out of date and that C51 isn't shown.

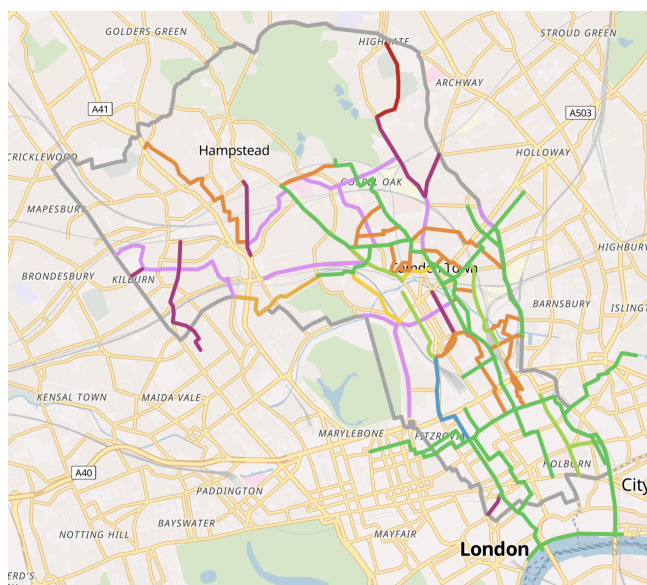
We have made [this map](#) to show what a Camden cycle route map might look like; it contains the cycleways on TfL's map plus our proposed additions and the connections listed above. We have also added the roads included in Camden's Cycle Network map for development in 2025-26 and 2025-28 together with existing signed routes (Finchley Road bypass and Elsworth Road - Boundary Road) to provide a better context but before we can distinguish between routes and connections, we need to wait to see which new routes are adopted. These can be 'switched on' from the side controller.

*Click on either map below to see a larger zoomable version:*



Example map showing existing and proposed cycle routes (dark/light green) and the connections between them (orange/yellow).

[\[interactive version\]](#)



The map is extended to show the expanded cycle routes and connections between them following the 2024-2025 (red) and 2025-2028 (pink) proposed development.

[\[interactive version\]](#)

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