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Our reference: Covid-19 Safe Cycling/ Chalk Farm Road
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PUBLIC INFORMATION NOTICE

New coronavirus (covid-19) walking and cycling safety measures on Chalk Farm Road and Ferdinand Street junction improvement scheme

Dear Resident / Business /Stakeholder Group,

Summary of key changes

- **Camden Council are making changes on Chalk Farm Road to create more space and thereby make it safer and easier for you to walk and cycle locally and to reach key destinations. This is in response to the covid-19 pandemic.**
- **To achieve this, the council will soon install new protected cycle lanes on either side of Chalk Farm Road, between the junctions with Castlehaven Road and Prince of Wales Road.**
- **The council will also improve the junction of Ferdinand Street/Juniper Crescent as part of the redevelopment of the Morrisons site. This will include road safety improvements for both pedestrians and cyclists.**
- **Camden will further introduce new ‘signalised’ (push-button) pedestrian crossings at three locations along this route, making it safer and easier for people to cross the road.**
- **Bus stops will move further into the carriageway, creating ‘bus stop boarder’ areas (where cycle lanes run between the pavement and bus stops). The council will ensure the cycle lane is at the same level as the pavement.**
- **Parking and loading provision currently on Chalk Farm Road will be relocated to nearby side streets. This will give more space for pedestrians and cyclists whilst still enabling businesses to service their buildings.**
- **It is expected that we will begin to make these changes from the week commencing the 10th of August 2020.**
- **You can share your comments on these changes via safetravel@camden.gov.uk**
- **You can find out more about these changes on our website: <https://www.camden.gov.uk/making-travel-safer-in-camden>**

The coronavirus (covid-19) pandemic has created new road safety challenges that Camden Council is taking seriously. We want to make it easier and safer for people to walk and cycle locally, shop on their local high street, reach their local green spaces, schools and NHS sites, all while maintaining physical distancing. We are also looking to tackle future challenges caused by changes in the way that people travel once lockdown restrictions fully ease. This includes a predicted rise in walking, cycling and car use, with people less able to take public transport due to reductions in public transport capacity caused by social distancing requirements.

The safety-based changes we are implementing on Chalk Farm Road are mandated by the Government's statutory guidance. The Department for Transport has issued statutory guidance to Councils to rapidly reallocate road space to people walking and cycling as a response to covid-19. In addition, the Mayor of London has issued similar guidance to London Boroughs in relation to the TfL Streetspace for London programme.

To respond to the above mentioned challenges and statutory guidance quickly we are making a series of safety-based changes to streets in Camden, including the walking and cycling safety measures described within this letter.

Included in this letter is:

- Detail on the changes being made on Chalk Farm Road
- A drawing showing the changes being made
- A drawing showing who we have notified
- Information on how to find out more

How are we responding to coronavirus (covid-19) safety issues?

Camden Council has identified a number of locations across the borough to begin to tackle the safety issues, including those proposed in your area. These initial locations have been chosen as they meet one or more of the following criteria:

- New road safety issues for walking and cycling or difficulty in achieving physical distancing have been highlighted to us as a result of the covid-19 Pandemic.
- Before the pandemic there had already been some local community engagement from existing projects which highlighted issues which we are looking to address.
- They are areas where Camden Council can make it easier and safer for people maintaining physical distancing while walking and cycling locally, to shop, reach their local green spaces, schools and NHS sites.

These safety measures include looking at widening pavements, reducing through traffic on residential streets and creating "pop-up" cycle lanes. This will make it easier for people to access amenities and to use local roads to journey to key destinations or simply for exercise, while staying 2m apart. You can find out more about these measures via the Camden Council website www.camden.gov.uk/making-travel-safer-in-camden

Proposals to increase cycling across our streets will also help deliver one of the 17 recommendations from Camden's Citizens Assembly on the climate crisis, which called for more segregated cycle lanes.

The proposed temporary changes on Chalk Farm Road will be part of Camden's Borough-wide cycle network. During the 2019 consultation on Camden's Transport Strategy, consultees were asked 'To what extent do you agree or disagree with the proposals for

developing and implementing a borough-wide network of safe cycle routes to increase levels of cycling in the borough?’ In response, 66% of residents consulted and 61.5% of businesses consulted supported this proposal.

What are the challenges on Chalk Farm Road?

Overall the number of vehicles using the roads in Camden since lockdown is down but speeding has increased as a minority of irresponsible drivers take advantage of quieter roads. In London some average speeds are being recorded at 37mph on 20mph roads. Areas of Camden which already suffered from speeding problems have seen speed increases of as much as 13%.

As the lockdown is easing, there is expected to be a rise in walking, cycling and car use – as both public transport capacity decreases due to social distancing, and people choose alternative means of travel. This change will mean extra pressure on streets. TfL have estimated that if all car-owning households switched their usual public transport journeys to car, some boroughs would see a near doubling in the number of private transport journeys, causing massive congestion issues. In Camden, this would be an increase in private transport trips of over 90%, in addition to an increase in car trips coming into the Borough which originate elsewhere. We know, however, that in Camden the proportion of households without a car across the borough is 69%, making walking and cycling safety facilities vitally important.

Additionally, early modelling by TfL has revealed there could be more than a 10-fold increase in kilometres cycled, and up to five times the amount of walking, compared to pre-covid-19 levels. Weekend cycle flows at three automatic cycle count point sites in Camden have recorded an average increase of 120% in cycling levels this May compared to last.

Chalk Farm Road mirrors the route travelled by the “Northern” Underground line. Chalk Farm Road provides a strategically important connection to and from “top” priority routes in TfL’s temporary strategic cycle network analysis (Prince of Wales Road and Haverstock Hill – both roads being developed for cycling infrastructure as part of separate proposals), as part of their Streetspace for London Programme. Removing running lanes and replacing them with pop-up cycle lanes will not only provide a safe space for cyclists travelling north and southbound through the borough, it will also discourage private car use and simplify vehicle movements through junctions on Chalk Farm Road. Introducing improvements at the Ferdinand Street/ Juniper Crescent/ Chalk Farm Road junction will make it easier for pedestrians and cyclists to travel through this junction.

In addition to the covid-19 reasons for these proposals, described in the preceding paragraphs, these proposals contribute towards delivering the Council’s agreed transport policies and the Council’s commitment to addressing the climate crisis.

Furthermore, in 2018 the Council carried out a borough-wide Road Safety Audit, which identified roads and junctions throughout the borough that are a priority for bespoke road safety highways improvement schemes. The Chalk Farm Road/ Ferdinand Street/ Juniper Crescent junction was identified as the number one priority junction. The Chalk Farm Road corridor suffers from high levels of road traffic casualties. From recent collision data for Chalk Farm Road, it can be ascertained that there were 50 casualties from 46 collisions in the 3yrs to end December 2018. Of these, six were serious, 44 were slight and none were fatal.

What will the work involve?

Full details of these and other design features can be found in the attached drawings, which also form part of the decision report for the scheme (see Appendix B), available online: <http://democracy.camden.gov.uk/ieDecisionDetails.aspx?Id=2978#>

In summary, this work will include the following changes:

Cycle lanes

It is proposed to provide 1.5 metre – 2 metre wide mandatory cycle lanes, on either side of Chalk Farm Road between Prince of Wales Road and Castlehaven Road, protected by flexible wands. The width of these cycle lanes will vary along the corridor due to restricted road width.

Mandatory cycle lanes are predominantly provided on either side of the carriage-way along the entire length of the corridor, between the junctions with Castlehaven Road and Prince of Wales Road. There are, however, several locations where there are breaks in the cycle lane or where there are certain times where the cycle lanes are shared with other uses. This is due to limited road width and competing demand for kerb-space in these locations.

These locations are:

- At the southern end, in the southbound direction, the cycle lane will stop at Hartland Road, enabling southbound cyclists to use Hartland Road, then Hawley Road to head east to continue their journeys (southbound via Camden High Street not being permissible).
- On the approach to the junction with Harmood Street, the southbound cycle lane stops short, due to a tree. Should the scheme be made permanent, the Council would look to remove and replace the tree, in order to allow continuity of the cycle lane.
- In the northbound lane outside Camden Market, opposite the junction with Hartland Road, a timed loading bay (10.00-12.00 and 14.00 -16.00, Monday to Sunday) and taxi rank (8pm to 4am Monday to Friday and 10am-4pm & 9pm-4am Saturday to Sunday) will be provided within the cycle lane.
- The southbound cycle lane will stop just before and commence just after Bus Stop CD on Haverstock Hill, outside Haverstock School.

The proposed measures will provide a carriageway width of 3.25 metres in each direction, with the carriageway reducing to 3 metres in each direction where the road width is narrower. In some locations, such as close to the Adelaide Road and Crogsland Road junctions, a wider road width has been maintained to minimize impact on the junction capacity. If the scheme were to be made permanent, it is proposed to narrow the carriageway in these locations to 3.25m or less. Vehicle swept path analysis shows that turning movements by heavy goods vehicles, buses and refuse collection vehicles can be performed at each side road and junction, at a slow speed.

Pedestrian Facilities

Pedestrian islands will be removed at the two zebra crossings on the corridor (between the junctions with Ferdinand Street and Castlehaven Road) in order to remove the pinch point for cyclists that these islands create and to prevent cyclists from having to merge with motor traffic at these points. The crossing distances at these two zebra crossings are approximately 9m and 11m, which officers consider to be acceptable. These proposals will be subject to an independent Road Safety Audit (both before and after the scheme is installed) which would identify any road safety issues. An Equalities Impact Assessment for this scheme, is available in Appendix A of the decision report.

New signalised pedestrian crossings will be installed:

- Outside the Roundhouse, replacing the existing informal crossing,
- A new signalised pedestrian crossing will be installed north of the Morrisons petrol station replacing the existing signalised junction. More detail is provided below.
- On Chalk Farm Road, at the southern arm of the junction with Ferdinand Street.

A small amount of footway removal (locations are shown in the scheme drawing, attached and Appendix B of the decision report) is proposed between the junctions with Crogsland Road and Belmont Street and the junctions with Harmood Street and Hartland Road, in order to accommodate the cycle lanes. It is also proposed to remove parking along the corridor that currently takes place on the footway. Sufficient footway width for social distancing by pedestrians will be retained along the corridor.

Bus Stops

Bus stops will be moved out further into the carriageway, helping to protect bus journey times by preventing buses having to pull in and out of the kerbside. Bus boarder areas will be created (cycle lanes will run between the footway and bus stops) and the cycle lane will be raised to the pavement level at bus stops. This is proposed at all bus stops along the corridor, apart from Bus Stop CD where cyclists will merge with traffic due to insufficient space to provide improvements.

Bus Stop CD, outside Haverstock School, will be maintained but the adjacent bus lane will be suspended to allow adequate carriageway width and continuity of cycle lanes on both sides of the road.

Bus Stop CE, close to the junction with Ferdinand Street, is to be relocated 100m north of its existing location in order to improve operation and safety at the junction.

Signalised Junctions

Chalk Farm Road/ Ferdinand Street/ Juniper Crescent Junction

It is proposed to introduce improvements at the Chalk Farm Road/ Ferdinand Street/ Juniper Crescent junction. These changes will make it easier to cycle through and walk across this junction and to facilitate the approved re-development at the Morrisons Site on Juniper Crescent. The junction changes include:

- introducing two-way traffic movement on the Juniper Crescent arm of the junction,
- removing the signalised junction currently in place on the exit of the Morrisons Petrol Station service road but retaining a signalised pedestrian crossing across Chalk Farm Road,
- introducing movement for cyclists only, across the junction between Juniper Crescent and Ferdinand Street,
- an 'early release' for cyclists on all arms of the junctions,
- a new signalised pedestrian crossing across the southern arm of the Chalk Farm Road junction and,
- 'Pedestrian Countdown' facilities will be introduced on all arms of the junction. The island on the northern Chalk Farm Road arm of the junction, which currently contains a primary signal head, will be removed. The removal of this island and the introduction of countdown facilities on all arms of the Ferdinand Street/ Juniper Crescent/ Chalk Farm Road junction will provide a safer environment for pedestrians, encouraging people to cross in a single stage rather than waiting in the middle of the road, also providing an indication of how much time is left to cross the road.

Junctions between Crogsland Road and Adelaide Road

No changes are currently being made to the signalised junctions between Crogsland Road and Adelaide Road. If we decide to make the scheme permanent at the end of the ETO period, we may at that stage consult, if circumstances then permit, on making changes to these junctions.

Parking/ Loading

Parking and loading bays are currently located on the footway along Chalk Farm Road and will mostly be removed to make space for the new cycle lane. Some existing residents' parking bays on side roads will be converted to shared residents' and pay-by-phone parking bays. Appendix B of the decision report provides details of the locations of where these changes will be made.

Changes will be made to both the existing taxi rank and loading bays outside Camden Market. A timed loading bay will operate between 10.00 – 12.00 and 14.00 – 16.00 Monday to Sunday) and the taxi rank (relocated 10m to the west) will now operate from 8pm to 4am Monday to Friday and 10am-4pm & 9pm-4am Saturday and Sunday.

How can you give your views?

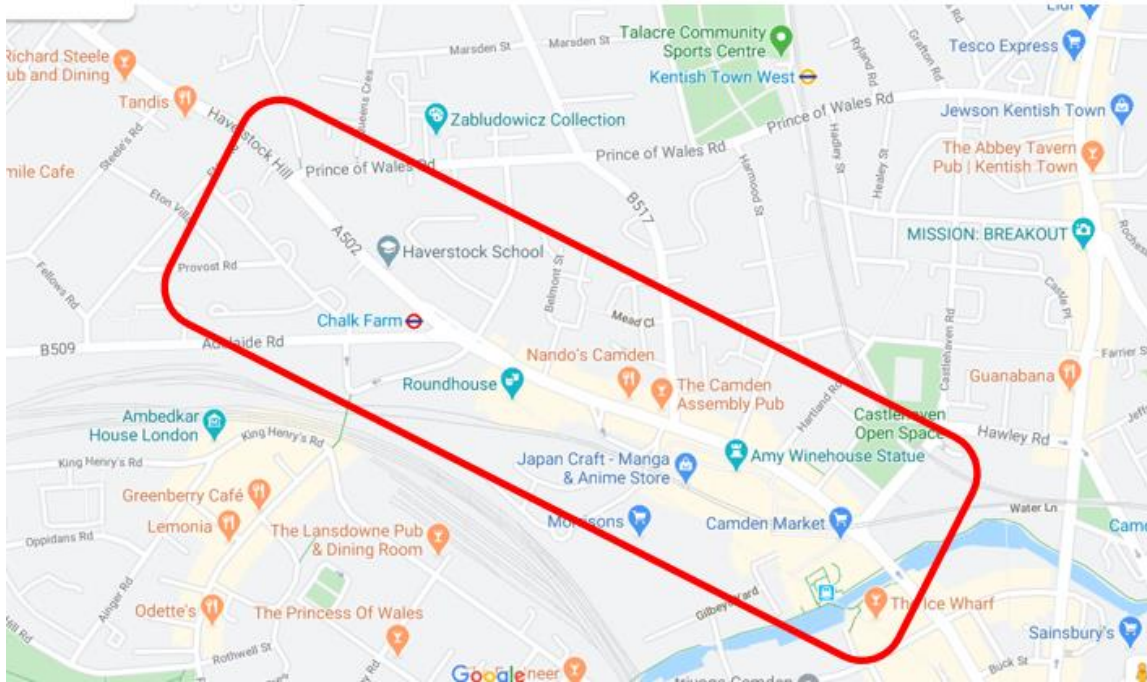
There is an immediate need for this safety improvement in response to the Coronavirus, so Camden Council are using Experimental Traffic Orders, which once made can be brought into force relatively quickly.

Statutory emergency services and ward councillors have already been consulted with on these changes, who have raised no objections. In addition, the Council has been gathering the public's suggestions for covid-19 measures using Common Place (<https://camdensafetravel.commonplace.is/>). This includes a number of suggestions for Chalk Farm Road. The comments made about Chalk Farm Road included requests for:

- Cycle lanes on either side of the corridor,
- New cycle parking provision,
- Improvements to the Ferdinand Street/ Juniper Crescent/ Chalk Farm Road junction and,
- Improvements to the Crogsland Road/ Chalk Farm Road junction.

Local residents, businesses and stakeholder groups within the local area are now being notified and you can see the map of those notified on the next page. You will also see information going up on the local streets and on our website (link provided above).

MAP OF NOTIFICATION AREA



The experimental scheme will run for 18 months and you are able to comment at any time on the changes we have implemented. Camden Council would like to carry out a full public consultation after the experimental scheme has run for 12 months and will take a decision as to whether it can do this nearer the time in light of the circumstances then prevailing. The results of this consultation, together with other relevant information (e.g. monitoring data), will inform the Council's subsequent decision as to whether, at the end of the 18-month experiment, the changes should be made permanent. Traffic levels will also be monitored, as required, on relevant streets after the scheme is implemented.

We will be in contact with you again with more details on this closer to the time.

How can you find out more?

More information on the Council's transport response to the Coronavirus (covid-19) scheme, including the full Single Member Decision report for the overarching Camden Safer Travel Covid-19 programme can be found on the Camden website: <https://www.camden.gov.uk/making-travel-safer-in-camden>

The Director of Environment and Sustainability's decision report for this scheme and accompanying appendices, including an Equalities Impact Assessment, can be viewed online: <http://democracy.camden.gov.uk/ieDecisionDetails.aspx?Id=2978>

If you have any further questions or comments on the measures please do not hesitate to get in touch via safetravel@Camden.gov.uk

Yours sincerely,

Camden Safer Travel Team