



Chalk Farm Road Walking, Cycling and Road Safety Improvements Scheme

Proposals to make trial changes permanent and introduce new measures

Making your neighbourhood safer and healthier

The Covid-19 pandemic changed how communities live, travel and work. We want to transform our streets so they have **more, safe space** for everyone to walk and cycle, for children to get to and from school **safely**, for you to be **breathing cleaner** air, to **reduce carbon emissions** from road transport, and for businesses to **flourish**. We want to ensure that our streets support recovery from the pandemic and provide a lasting legacy of **greener, safer, healthier travel**.

To help we have been making changes across Camden in our Safe and Healthy Streets Programme. This included making trial changes along Chalk Farm Road (between junctions with Prince of Wales Road and Castlehaven Road) and at the junction of Ferdinand Street and Juniper Crescent in July 2020. These changes were intended to make it easier and safer to walk and cycle along Chalk Farm Road, and also help facilitate the Morrisons development currently under construction on Juniper Crescent.



About the Chalk Farm Road Walking, Cycling and Road Safety Improvements Scheme

Chalk Farm Road is a relatively busy cycle route with over 1660 people cycling each day. It also has a poor road safety record, particularly at the Chalk Farm Road/ Ferdinand Street/ Juniper Crescent junction, with 46 casualties recorded over 3 years prior to the trial scheme.

Transport for London (TfL) have identified Chalk Farm Road as a high priority route for installing cycle lanes due to its useful east-west alignment. It easily links cyclists to many other new and existing protected cycle routes, encouraging cycling as a mode of transport.

In order to respond to these issues, we installed new cycle lanes in both directions on Chalk Farm Road, upgraded pedestrian facilities, and improved the Ferdinand Street/ Juniper Crescent junction, as a part of a trial scheme under an Experimental Traffic Order (ETO). The decision report related to this ETO can be viewed [on our website](#).



The decision report noted that a further consultation, after approximately 12 months of the trial scheme, would take place relating to any proposed permanent changes. The trial scheme went live in July 2020 and during this period, the scheme has been monitored and comments from local residents and stakeholders have been received.

As part of this listening exercise, we heard from residents who were concerned about the quantity of residents' parking spaces on adjacent side roads that we were planning to convert into shared residents' and pay-by-phone bays. In February 2021, we made further amendments to the previously approved parking provision in order to provide an improved balance between adequate parking and loading around Chalk Farm Road. The decision report related to this amendment can be viewed [on our website](#).

This consultation now asks residents and stakeholders to give their views on making the trial changes permanent, and introducing new measures in this area to improve conditions for walking as well as cycling.

Monitoring information collected before / during the trial

The Covid-19 pandemic has had an impact on traffic levels in Camden and across London. This has made it difficult to directly compare data collected during the ETO period of the scheme (those periods since the pandemic started) with data from before the scheme was in place (before the pandemic started).



A review of 'Before' and 'After' scheme data for the Chalk Farm Road scheme indicates the following:

- Pedestrian flows were higher on Chalk Farm Road (+17%) and Haverstock Hill South (+30%) in September 2021 relative to October 2020, and lower on Prince of Wales Road (-31%).
- Average daily cycling levels on Chalk Farm Road were 192% higher in September 2021 ('After-scheme') compared to October 2020 ('Before-scheme'). Cycling levels were also higher on nearby Haverstock Hill (+147%) and Prince of Wales Road (+198%).
- A 93% increase in Lime dockless bike hire bicycle usage was observed when comparing the number of trips within the Chalk Farm Road Scheme area between June 2020 – August 2020 and June 2021 – August 2021.
- Average bus speeds were higher on a weekday on five out of six bus routes monitored on Chalk Farm Road during and after construction of the scheme relative to 'Before-scheme' levels.
- Motor vehicle levels on Chalk Farm Road and Prince of Wales Road were lower at the start of September 2021 ('After-scheme') compared to October 2020 ('Before-Scheme'). Motor vehicle levels on Haverstock Hill were similar 'Before-scheme' and 'After-scheme'.



- Collision data was only available 'Before-scheme' (1 January 2018 to 31 December 2020). Over this period 47 collisions involving casualties were recorded, 12 of which included cyclists.
- NO2 levels on Chalk Farm Road were compliant in 2020 when compared to the legal limit for Nitrogen Dioxide (NO2 - 40µg/m3). 2021 bias adjusted levels are not yet available.

The full methodology is set out in the Monitoring Factsheet, which can be found in the "Related Information" section of the online consultation page.

Feedback during the Experimental Traffic Order (ETO) Period

On the Commonplace platform, as of 21 June 2021, 80 people had responded and 92 comments (283 agreements) were received on the scheme. The overview of respondents indicated that:

- 45% were positive towards the changes
- 39% were from those who said they walk more due to the Covid-19 pandemic
- 36% were from those who have used the new cycle facilities
- 59% were from residents living in the area

Of the 92 comments received and 283 agreements to those comments:

- 33 comments (+110 agreements) said the scheme encouraged more cycling
- 33 comments (+117 agreements) mentioned that the area is safer to travel around
- 25 comments (+78 agreements) mentioned that the area is safer for children to walk, cycle and scoot

Those that were not supportive of the scheme shared issues regarding journey times, traffic levels and air pollution, stating that they have not seen an overall improvement.

A Road Safety Audit and a Healthy Streets Check were conducted and the recommendations were taken on board in our proposals for the permanent scheme. This includes replacing the 'kerb and wands' segregation for cyclists with a 'stepped track', installing cycle provision through junctions to raise awareness of cyclists travelling through, installing new benches for people to rest and adding cycle parking facilities to encourage more people to cycle.



What are we now consulting on?

Based on the monitoring data and the feedback received from residents and stakeholders during the trial period, and in line with policies and objectives set out in our Camden Transport Strategy and Climate Action Plan, and TfL/ DfT policies/ guidance, we are now



consulting on making the trial changes permanent and introducing new measures in the Chalk Farm Road area, including some additional benefits for pedestrians.

You can view the drawings of the changes in the “Related Information” section of the online consultation front page.

We are proposing to **retain** the following:

- 3 signalised pedestrian crossings with countdown facilities. This is to provide safer crossing facilities for pedestrians.
- Junction layout of Ferdinand Street/ Juniper Crescent. This is to provide safe access for walking and cycling across junctions, minimise delays to traffic and buses and facilitate the Morrisons development on Juniper Crescent which is currently under construction.
- Way-finding signage at the junction of Chalk Farm Road and Hartland Road. This is for the continuation of the cycle route to Kentish Town/ Camden Town via Hartland Road.
- 4 bus stop bypasses. This is to provide safe continuous cycling and help protect bus journey times.
- Under the trial scheme, we relocated some parking provision to nearby side roads. We are proposing to not make any further changes to parking. Keeping the relocated parking is to facilitate the cycle lanes in both directions along the main corridor.

We are proposing to **replace** the following:

- Zebra crossing outside Camden Market to be replaced with a new signalised pedestrian crossing. This is to provide a safer and improved crossing for people accessing the market and adjacent bus stops.
- Current ‘kerb and wand’ segregation to be replaced with raised stepped cycle tracks. This is because ‘kerb and wands’ get dirty quickly and are easily broken, and stepped cycle tracks provide a better ride quality with a more useable width. This also improves emergency vehicle response times (vehicles can pull over onto the cycle tracks to allow emergency vehicles through).
- Bus Stop CD outside Haverstock School to be relocated to east of Crogsland Road and converted to a new bus stop bypass. Although the relocated bus stop is now 450 metres from the previous stop, it will be better located for passengers visiting the local shops, venues and roads to the north of Chalk Farm Road. This is also to reduce the overcrowding of pedestrians at the entrance of the school at closing times and provide a safer cycle facility.
- Taxi parking facility outside Camden Market to be relocated to east of Crogsland Road and to be shared with a new timed loading bay. This is to accommodate the continuity of the cycle track.

We are proposing to **add** the following:

- Installing approximately 8 new benches to provide opportunities to rest, particularly for the elderly and people with disability.



- Installing approximately 15 new trees along Chalk Farm Road to improve air quality, biodiversity, shade and the public realm of the street.
- Improved junction layout at Haverstock Hill/ Chalk Farm Road/ Adelaide Road/ Regents Park Road/ Crogsland Road, including a new signalised pedestrian crossing and dedicated signal stages for cycles. This will help reduce through-traffic in the Eton Road/ Steele's Road area as there will be safer and easier vehicle turning movements to/ from Adelaide Road. The improved junction also provides a safer and easier environment for walking and cycling.
- Installing new 'blended pedestrian crossings' (i.e. continuous footway) across side roads of Belmont Street, Harmond Street and Hartland Road. This is to provide pedestrian priority and reduce vehicle speeds at side roads.
- Installing a new signalised pedestrian crossing on Haverstock Hill, outside The Enterprise Bar and Hotel, to provide safer access and accessibility for pedestrians.
- Installing 5 new cycle parking facilities at 2 locations to encourage more people to cycle.
- Installing blue surfacing across junctions and side roads with advisory cycle symbols to provide an increased awareness of cyclists.
- New bus stop bypass between the junctions of Harmond Street and Hartland Road. This will require the current zebra crossing to be relocated nearby and upgraded to a new signalised pedestrian crossing for added pedestrian priority. The new bus stop will better serve routes from Ferdinand Street and provide better access for pedestrians visiting Camden Market and nearby attractions.
- Installing new low level planting areas on a majority of sections of new and current bus stop bypasses. This is to improve the look and feel of Chalk Farm Road, and to improve biodiversity and sustainable drainage.
- Installing new double yellow lines with double blip markings (no parking/ waiting at any time) along the scheme route to prevent vehicles from parking and loading on the cycle lane.

What happens next?

After the consultation a decision report will be produced and published online via our website. Residents and stakeholders will be notified of the outcome. The report will consider the consultation responses, relevant policies and other data/ information.

The report will then outline if, at the end of the trial period, the experimental scheme should be made permanent, modified or allowed to lapse. If a decision is made to approve any permanent proposals, the construction of any required elements would then take place.

The consultation closes on **11 October 2021**.

