

Swiss Cottage Gyrotory CCC's Choice between five Options for further development

On 16th June 2014, Jean Dollimore and Angela Hobsbaum (Camden Cyclists) met with TfL officers Lucy Godfrey, Melissa Braid and Lorna Harris, and with Camden Officers John Futcher and Simi Shah.

We were presented with five draft design options for the CS 11 and an east-west QW crossing in the context of possible gyratory removal. We were then asked to select two of those options to be progressed further.

During the meeting, we agreed that Option 5 should be ruled out because it puts all buses in both directions on Avenue Road.

Our committee recommends that we should use criteria from our report "*Swiss Cottage Gyrotory and CS11: CCC position*" and that since the east-west route along Adelaide Road is a desire line, infrastructure on that alignment is more important than on Finchley Road.

Criteria:

- CS 11: direct, protected lanes, protected junctions, links to QW
- QW: straight over east-west two way crossing,
linked to Swiss Cottage Market and via ramp down to Swiss Terrace, 2-way links to College Crescent
- Avenue Road: minimum of motor traffic
- Adelaide Road: protected lanes, protected junctions
- Finchley Road: protected lanes, protected junctions

Taking all the criteria at once was too complicated, for example we found that cyclists were best provided for at the CS11 junction with Finchley Road in Options 1 and 2 which had other drawbacks. Therefore we used the following matrix:

Opt 1	Opt 2	Opt 3	Opt 4	Out of	Criteria
1	0	1	2	2	Avenue Road mix of buses and motors
0	4	4	4	4	CS 11 direct
4	3	3	0	4	CS11 protected
4	0	4	4	4	QW- east-west straight over crossing
0	1	1	1	2	infra on Adelaide Road
9	8	13	11	16	Totals

This results in the choice of options #3 and #4. In the case of #4, the low score for "protected" could be increased by a 20 mph limit in Avenue Road together with a count of less than 2000 PCUs per day – comprising the 10 buses per hour southbound and the northbound parking and service motors.

The following measures are essential in a useful solution:

- All three junctions on the gyratory must protect cyclists from the risk of left hooks. We note that this is true in the following cases:
 - Avenue Road @ Finchley Road: in Opts 1 and 2, SB left turn banned
 - Avenue Road @ Adelaide Road: in Opt 3, separately held left turn SB
 - Adelaide Road @ Avenue Road: in Opt 1 and 2, no left turn WB
- CS11 northbound on Avenue Road should link conveniently with the crossing over Finchley Road as in Options 1 and 2; Option 3 needs a cycle lane on Finchley Road; Option 4 is inadequate
- The QW should link to College Crescent in both directions as shown on Options 3 and 4
- CS11 and the QW should link with one another (directly or via the east-west crossing)
- protection of cyclists from motors accessing the Car Park and service vehicles accessing the cinema and pub from Avenue Road;

In addition, the design should show:

- how the QW links to Swiss Cottage Market and to Swiss Terrace (via a ramp).

Our report also states that where motor vehicle flow exceeds 2000 PCUs per day or speeds are greater than 20 mph cyclists need to be in separated one way tracks at least 2 m wide.