

Response to Consultation on Harrington Square Improvements

To: consultations@tfl.gov.uk

cc: Simi Shah, Camden

This response to the consultation on the proposed Walking and Cycling Improvements at Harrington Square is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in the Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

Introduction

Harrington Square is part of the TfL's Strategic Road Network and carries large volumes of motor traffic including many buses and HGVs. It is an unpleasant and potentially dangerous place for cyclists and we welcome TfL's intervention in principle. However, the current proposal is deeply flawed and we cannot support it as designed.

TfL have stated that they want to establish a route for cyclists between Eversholt Street and Mornington Crescent. However, there is no evidence that this is a desire line and Eversholt Street itself is very poor for cycling with no dedicated cycling infrastructure, high motor traffic levels and a lot of side-street, parking and loading operations.

Our response to the proposed changes

- 1) In spite of Hampstead Road being shown on TfL's Strategic Cycling Analysis as a committed route the scheme is fatally compromised by the lack of any way for cyclists to enter Hampstead Road, either from Mornington Crescent or from the proposed track on Harrington Square. In a previous draft (from 2016, see attached figure 1), a cyclist and pedestrian crossing was provided from the island at the Mornington Crescent end. Without this crossing, the scheme fails to provide a safe route to Hampstead Road. See attached figure 2 for the current layout including a pedestrian where the crossing should be.
- 2) Without a crossing of Hampstead Road and a safer treatment at Eversholt Street (see below) we strongly oppose the westbound cycle lane. It has little utility and will likely have negative consequences because
 - i) It will be difficult and dangerous to enter from Oakley Square because of the large amount of left-turning motor traffic.
 - ii) It will be useless for cyclists wanting to head south on Hampstead Road - it will encourage them to use the track and then leave them abandoned on the island.
 - iii) The only purpose would be to facilitate cyclists entering Mornington Crescent from Oakley Square or Eversholt Street but it is unclear how many, if any, would want to do this (no cycle counts have been provided).
 - iv) If unused it will be an example to those opposed to cycle facilities.
- 3) If the problems above are not dealt with, we think the scheme should be modified to provide a segregated eastbound only cycle track (with width etc future-proofed pending later improvements). This would have much higher utility as there is currently no eastbound route between the Euston Road and Plender Street.

- 4) However, the entrance to the track from Mornington Crescent is extremely awkward and may even be dangerous (2 shared zebras plus the need to move to the offside in the face of turning traffic entering from Hampstead Road). Motorists should be banned from entering Mornington Crescent here rather than (or as well as) being prevented from exiting.
- 5) We oppose the build-out on the north side of Oakley Square (south). There is no evidence for the need for this for pedestrians and the space should be used to provide a cycle track.
- 6) We welcome the continuous footway at the junction of Harrington Square and Lidlington Place.
- 7) We welcome the protected right-turn into Oakley Square (north).
- 8) We support the introduction of a 20 mph speed limit but recognise that this does not work well in Oakley Square so may have little effect.
- 9) Oakley Square is itself a dangerous road with large amounts of motor traffic. The recent intervention by TfL (textured surfaces at either side of the carriageway) has made it considerable worse for cyclists. The opportunity should be taken to provide dedicated cycle facilities here leading to a safe junction at Eversholt Street.

Note that we made most of these points to you in an email to Tommy Smith and Stylianos Rigakis dated 10th March 2019.

Finally, we believe that the Healthy Street analysis is flawed. A zero has apparently been removed because cycles will not be mixed with motor traffic along Lidlington Place. But if people can't/don't use the with flow lane this is still a zero. And a zero should be scored for not separating cycles from motor vehicles at junctions. This still seems to apply at both ends, so we count 3 zero scores i.e. critical failures.

Please acknowledge receipt of this response. We would be happy to discuss any aspect of our comments; contact details are below.

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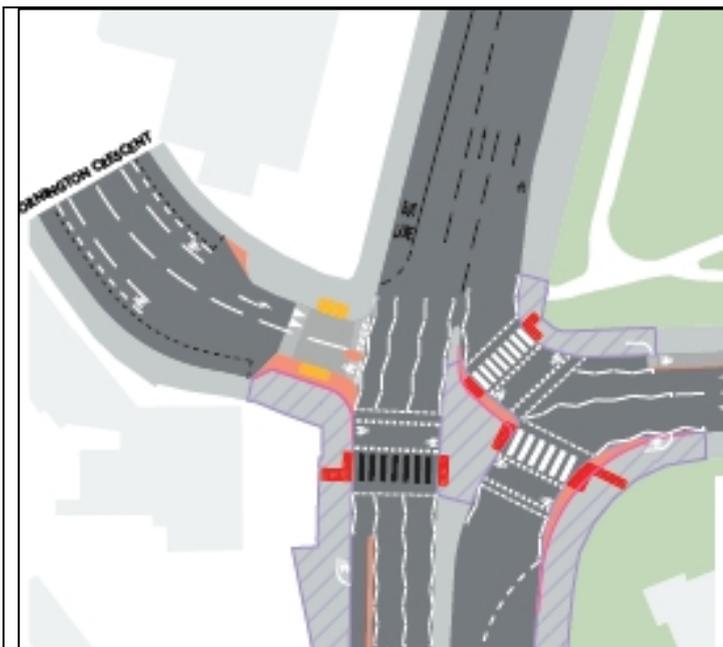


Figure 1a: Excerpt from TfL 2016 scheme



Figure 1b: Excerpt from Current Scheme



Figure 2: Position of needed crossing