

## **AVENUE ROAD – LONDON CYCLE NETWORK+ LINK 26**

### **NON KEY DECISION OF THE ASSISTANT DIRECTOR OF CULTURE AND ENVIRONMENT (PUBLIC REALM AND SUSTAINABILITY)**

#### **SUMMARY OF REPORT**

This report provides details of:

- a. The proposal to implement improved cycling measures along a London Cycle Network+ scheme on Avenue Road between its junctions with Adelaide Road and Norfolk Street.
- b. The results of the public consultation about the proposals.

#### **AFFECTED WARD:**

Swiss Cottage

#### **RECOMMENDATION/S:**

Approval of the Assistant Director of Culture and Environment (Public Realm and Sustainability) is sought to

1. Note the consultation responses set out in the report;
2. Disregard the implementation of the London Cycle Network+ scheme and as set out in Section 2 of the report.

This recommendation is based on the following fact:

- a. Analysis of the completed questionnaire and comments received from residents, ward councillors, local groups and statutory consultees during the consultation process.

#### **1 BACKGROUND**

**1.1** Avenue Road is part of the London Cycle Network+ Route Link 26. The Link is 3.7 kilometres long and runs north-south through the London Borough of Camden, connecting the London Borough of Barnet with Regent's Park in the City of Westminster.

**1.2** Link 26 runs parallel to Finchley Road for much of its length, through mainly residential areas. It connects a number of public transport interchanges (such as Swiss Cottage Underground, South Hampstead and Finchley Road & Frognal National Rail Stations) retail and residential areas and also serves a large number of schools. It is an attractive route for cyclists from Barnet and Hampstead towards Central London.

**1.3**The Council is currently engaged in a process of upgrading its existing cycling facilities, which fall under the London Cycle Network Plus (LCN+). These routes are characterised as being fast, safe and comfortable. This is in line with the principal criteria on the LCN+ routes as stipulated in the Mayor of London's Cycling Action Plan.

**1.4** The advisory cycling lane on Avenue Road is not continuous but interrupted by the presence of parking bays. This results in cyclists weaving in and out of traffic, which is not the ideal layout in view of the volume of traffic travelling along this road.

**1.4**Studies of the area have been carried out and proposed measures to improve safety and comfort of all road users have been considered, to remove the conflicts between vehicular traffic and cyclists.

## **2 PROPOSALS**

**2.1**Remove the residents' parking bays outside John Keats School and Swiss Cottage School and replace them with single yellow line. This is to enable extension of the cycle lane to the junction of Adelaide Road, due to reduced usage of these parking bays.

**2.2**Extend the cycle lane outside Swiss Cottage School to start at Avenue Road at its junction with Adelaide Road. This is to enable a safer route for cyclists entering and using Avenue Road.

**2.3**Build two raised entry treatments on Elsworthy Road and Queen's Grove, at their junctions with Avenue Road. This is to reduce vehicle speeds, thereby increasing the safety of cyclists and pedestrians crossing the junctions.

## **3 CONSULTATION**

### **Consultation Process**

**3.1**Consultation was undertaken for a period of one month, which ended on 18 August 2008, with 184 leaflets distributed to local residents, businesses, groups and statutory consultees. The consultation leaflet is included in **Appendix A**. The consultation pack included the following:

- A leaflet outlining the proposals for Avenue Road, London Cycle Network+ Link 26, showing a drawing of the proposed changes.
- A questionnaire to be completed and returned. The questionnaire asked consultees to state whether they agreed, disagreed with the proposals or had no opinion and provided space for further comments.
- A plan showing the area of consultation.
- A freepost envelope to encourage the maximum number of responses.
- A Monitoring Form for Service Users.
- A First Contact Sheet.

**3.2**The consultation was also published in the Council's on line "Consultations Finder" website.

## Consultation Analysis

**3.3** Of the 184 leaflets distributed, a total of 25 responses were received by the closing date, which represents a return rate of 14%. The consultation results are shown in Table 1 below with the fully tabulated results in **Appendix B**.

**Table 1**

	Questions	Yes		No		No Opinion	
1.	Do you agree with the proposal to extend the cycle lane to the junction of Avenue Road and Adelaide Road (by removing the residents' parking bays outside John Keats School and Swiss Cottage School)?	8	32%	14	56%	3	12%
2.	Do you agree with the proposal to build a raised entry treatment (road hump built from kerb to kerb) at the junction of Elsworthy Road and Avenue Road?	10	40%	10	40%	5	20%
3.	Do you agree with the proposal to build a raised entry treatment (road hump built from kerb to kerb) at the junction of Queen's Grove and Avenue Road?	10	40%	10	40%	5	20%

**3.4** The results of the consultation show that the majority of the respondents are not in favour of the first proposal to extend the cycle lane by removing the residents' parking bays. It also shows that respondents are equally for and against the proposals to build raised entry treatments at the junctions of Elsworthy Road / Avenue Road and Queen's Grove / Avenue Road.

### Comments received from Statutory Bodies and Councillors

3.5 The Royal Parks had no opinion on the proposals.

### Comments received from Local Groups and Organisations

3.5 Elsworthy Court Members Company Limited (8 members) stated that there were already too many humps and did not want anymore.

**Officer's comments:** The scheme will improve safety for all road users and especially cyclists as they are currently coming into conflict with vehicles on Avenue Road at the junction of Elsworthy Road.

3.7 Camden Cycling Campaign (CCC) members are very much in favour of the removal of the parking bays and the installation of a continuous cycle lane on the south-bound stretch of Avenue Road. However, they expressed

disappointment that no equivalent improvement is proposed for north-bound cyclists. The Cycle Route Implementation and Stakeholder Plan (CRISP) report on LCN+ Link 26 route specially mentioned the need for a wider north-bound lane on Avenue Road given the uphill gradient.

CCC stated that the raised entry treatments for Elsworthy Road and Queen's Grove make sense in respect of improving cycling on London Cycle Network+ (LCN+) Link 26, but do not really fit with the recommendations recently made in Cycle Link East-West Route CRISP Report (which uses Elsworthy Road and Queen's Grove). They were particularly interested in traffic signals at the junctions to replace the existing signalised pedestrian crossing just to the north of the junction. They suggest that the raised entry treatments be deferred until such time as the junction can be comprehensively considered by the Council with both CRISP reports to hand.

**Officer's comments:** The proposals stated in this report were initiated from the recommendations stated in the CRISP report on LCN+ Link 26 route. It was needed to improve safety for all road users and especially cyclists as they are currently coming into conflict with vehicles on Avenue Road and at the junction of Elsworthy Road and Queens Grove on Avenue Road. As a result of the recommendations recently made in Cycle Link East-West Route CRISP Report (which includes Elsworthy Road and Queen's Grove), officers will review the proposals for these junctions and suggest new proposals for Avenue Road at its junctions with Elsworthy Road and Queen's Grove.

### **Comments received from Residents/Businesses**

3.6 One resident was not in support of the proposals to remove the residents' parking bays as there are mainly elderly tenants with mobility difficulties and who hold blue badges in the flats opposite the parking bays. The available parking spaces are not sufficient inside the flats hence the ones on the carriageway are needed for carers and visitors. She also claimed that there are more motorbikes using the route than cyclists.

3.7 There was opposition to the removal of the bays by one elderly resident living opposite the existing bays, claiming there were fewer parking spaces inside the flats to the number of residents. The residents' bays are of use to her, her carers and visitors'. She also stated that there are many other elderly residents in the block in the same situation.

3.8 One resident claimed that it was already difficult to find a space to park their car in Avenue Road, so was opposed to the proposal to remove existing parking bays.

3.9 Another resident stated that the proposals were a waste of taxpayers' money, stating that instead of wasting taxpayers' money on nonentities, it should be used for putting Police on the streets and crime prevention.

**3.10** One resident said that the parking is needed outside the new school on Avenue Road and that the raised entry treatments will cause massive congestion from Swiss Cottage to Regent's Park.

**Officer's comments:** As a result of the above comments from the results of the consultation the Council will not remove the parking bays. They are used and needed by the schools and elderly residents living around the parking bays, hence a review of the proposal will be considered.

**3.11** One resident was in support of the proposals wanting more raised speed tables on Avenue Road.

**3.12** Another resident stated that there were enough raised (too high) speed bumps on Avenue Road, claiming that cars have been damaged and backs have been hurt. He also said that Avenue Road has become difficult to drive on and that we should stop putting in these humps. He stated he would be consulting a lawyer as to how to stop the Council from doing this.

**3.13** One resident claimed that the vehicle speeds were already low turning into Avenue Road so the raised entry treatments were not necessary and will cause more congestion at busy junctions.

**3.16** One resident cannot believe the number of cyclists that have been quoted, stating there are no speeding vehicles around Elsworthy Road and Queen's Grove junctions. He also stated that the junctions have already been narrowed, speed humps added and an existing pedestrian crossing which is being used. His solution is to introduce traffic signals at these junctions which would keep all traffic including cyclists moving. About the bays outside the school, he stated that they are being used by the schools, so they should not be taken away. He claimed that cyclists always do whatever they want, including mounting pavements and that there are more drivers than cyclists.

**Officer's comments:** Although vehicles speeds are not excessively high, it has been noted that there is a high volume of vehicle flow crossing Avenue Road from Queen's Grove to Elsworthy Road. Hence the justification for calming measures to assist cyclists going across the junctions. A review of the proposals for these junctions will be considered and new proposals for Avenue Road at its junctions with Elsworthy Road and Queen's Grove will be put forward at a later date.

### **Monitoring Form Analysis**

**3.14** 18 Monitoring Forms were returned out of the 184 sent out in the consultation package, representing a response rate of 10%. The results are shown in *Table 2* below.

**Table 2**

<b>184 Monitoring Forms sent out</b>		<b>18 responses received</b>	
<b>Male</b>	39 % (07)	<b>Female</b>	61 % (11)

<b>Disabled</b>	22 % (04)			
<b>Age</b>	<b>0-17</b> 0.00% (00)	<b>18-24</b> 0.00% (00)	<b>25-34</b> 6% (01)	<b>35-44</b> 17% (03)
<b>45-54</b> 22% (04)	<b>55-64</b> 22% (04)	<b>65-74</b> 11% (02)	<b>75-84</b> 17% (03)	<b>85 and above</b> 6% (01)
<b>White</b> 72% (13)		<b>White Irish</b> 0% (00)	<b>Mixed (White and Black Caribbean)</b> 0% (00)	
<b>Mixed (White and Black African)</b> 0% (00)		<b>Mixed (White and Asian)</b> 0% (00)	<b>Black Caribbean</b> 0% (00)	
<b>Black African</b> 0% (00)		<b>Bangladeshi</b> 0% (00)	<b>Greek</b> 0% (00)	
<b>Chinese</b> 6% (01)		<b>Indian</b> 11% (02)	<b>Pakistani</b> 0% (00)	
<b>Somali</b> 0% (00)		<b>Arab</b> 6% (01)	<b>Middle East</b> 6% (01)	

#### **4DISCUSSIONS / WHAT HAPPENS NEXT**

4.1A review of the proposals will be conducted and new proposals will be presented to committee to improve safety for all road users, especially cyclists.

#### **5 COMMENTS OF THE DIRECTOR OF FINANCE**

5.1 The Director of Finance has not been consulted as the scheme is to be reviewed.

#### **5CONCLUSIONS**

5.1It is recommended that the Assistant Director of Culture and Environment (Public Realm and Sustainability) disregards the proposals to remove the residents' parking bays on Avenue Road and the introduction of entry treatments on Elsworth Road and Queen's Grove.

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**15 September 2008**

**APPENDIX A**  
**Consultation leaflet and drawing of proposed  
measures**

**APPENDIX B**  
**Consultation Results and Summary of**  
**Comments**