

Permeability measures - proposed designs; Byng Place

Meeting 11 Dec 09 with Daniela Pometti and Dave Stewart

All of the following will be funded by complementary funding for the Cycle Hire Scheme. All will go out to consultation.

Millman Street/ Great James Street

They propose a new cycle lane across closure at junction of Millman Street/ Great James Street and southbound contraflow cycling along Great James Street (from Northington Street to Theobalds Road). The contraflow will be a lane separated from parked cars by 0.5m. We discussed the option of no lane, but Dave was against the idea. See map/photo at:

<http://tinyurl.com/y9vee3q>

(Google maps is wrong in calling Millman Street 'Rugby Street!').

I didn't know about this idea, but Dave says it has been in the air for some time.

The following three proposals come from CRISP on SSL and form part of the alternative parallel route.

Percy Street

Percy Street is one-way eastbound. They propose a new cycle gap into Percy Street from Tottenham Court Road and raised entry. Contraflow cycling as far as Charlotte Street. See map/photo at:

<http://tinyurl.com/y866pf5>

They propose a contraflow lane separated by 0.5 m from parked cars. I suggested that making the street two-way (with no entry) would be better, but Dave said it isn't wide enough.

Bayley Street

Bayley Street is one-way eastbound. There will be a cycle hire station on a footway buildout on the south side of Bailey Street near the junction of Tottenham Court Road, reducing the road width to a single vehicle lane. They propose a new cycle gap into Bayley Street with contraflow lane beside the cycle station as far as the junction of Morwell Street when cyclists will change sides - marking with cycle logos as far as the corner of Bedford Square. They also propose a right side feeder lane to the ASL on Tottenham Court Road south of this junction. Cyclists on the other side of the road use the bus lane. See map/photo at:

<http://tinyurl.com/y9e6mfv>

Bedford Square (north side)

Bedford Square north side is one-way westbound.

They propose a new cycle gap into Bedford Square from Gower Street and then a contraflow lane as far as Bayley Street. To make room for the contraflow lane, they propose moving the car parking to the west side of the square. They are not optimistic about success in consultation. We discussed the possibility of an alternative option where the road is widened by 1 metre on the south side. The CRISP Report recommended cycling on the bound

pebble surface. It seems that Street Policy want us just to have logos in the road and change nothing, but Dave states that TfL, who have to adjust the signals, will not agree that (on safety grounds). We mulled over old territory where we tried to get this as part of the improvement scheme in 2005 and were brushed off by Street Policy.

Meeting Chris Nicola - 16th Dec 2009

There was a site meeting (Anthony Bailey, Brian Deagan, Joanna Alker, Gert Van Wyk and Chris Nicola) on 2nd Dec. This is quoted below.

Disappointed that for the quiet streets Gower Place, Endsleigh Gdns, Kenton/Handel Street, officers had not taken on board the idea of allowing cyclists to use quiet one way streets in both directions, without the need for segregated facilities or cycle plugs.

Gower Place - Width less than 4 m. Too narrow for contraflow cycling. Additional space not provided if parking bays removed due to build outs. Major civil works required. *Should challenge*

Endsleigh Gardens. Bollards required at Upper Woborn Place to protect pedestrian crossing point. Width potential for contraflow cycle facility - detail design required. Consider granite setts and solar left/right IGPs. No kerb upstand.

Kenton/Handel Street.

Handel Street very narrow. parking on wrong side of road for full length. Parking well used, so not possible to remove. Appears to be low vehicle flow, however flying motorcycles may be misunderstood and would be well used rat run. May also encourage cyclists to not use segregated cycle lane on Tavistock when they reach end.

Regents Square.

Wide access for contraflow facility.....Tabs currently undertaking design. - misunderstanding - it should be two-way for all.

Rejected **Guilford Street** as not possible with Russell Sq proposals - will make left turn for cycles only at Bernard St (check this).

Huntley St - design cycle access with hire station.

Charlotte St to be considered later.

Explained about **Howland** two-way to Chris who said this and crossing to **Capper St** would go with TotCt Rd two way.