

One Way Streets in Fitzrovia Camden Cycling Campaign, December 20th 2010

This is a response to an invitation from John Futchter and Hannah Brown to CCC to suggest improvements for cycling permeability in the Fitzrovia area bounded by Euston Road, Tottenham Court Road (TCR), Westminster and Goodge Street.

Currently this area is characterised by the overwhelming majority of 1-way streets: a serious challenge to permeability for cyclists. Our view is that every 1-way street should allow contraflow cycling unless there is a good reason why not.

During our site visit and background studies, we bore the following in mind:

- Fitzroy Square is a hub that needs good 2-way access e.g. to Regents Park, Camden Town, UCL and UCLH as well as southern destinations.
- Cycle Hire Stations are located at Warren St/TCR, Howland St/Cleveland St and in Scala Street.
- LCN+ Route 0 uses Maple St eastbound and Howland St westbound; the CRISP Link 30 Report recommends a 2-way Howland St - Capper St alignment; TfL proposes removal of signals at Fitzroy St - Charlotte St .
- We have had requests for 2-way cycling in Whitfield St and Tottenham St.

We have presented a summary of our findings and suggestions in a table on page 2. This table is accompanied by explanatory notes on page 3.

We would like to have an opportunity to discuss these notes with you in a meeting in the near future.

John Chamberlain and Jean Dollimore

Results of CCC review of Fitzrovia Area 17/12/10

Street	Current Status	Comments	Suggestions	Linkage
East West Roads (from N to S)				
Warren Street	1-way westbound	Has hire station at TCR	Eastbound contraflow, probably lightweight	Cleveland St
Grafton Way	1-way westbound between TCR and Fitzroy Sq	Parking is on north side	Lightweight eastbound contraflow	
Maple Street	1-way eastbound with signals issue at Fitzroy St and off-side with-flow segregated cycle track	Parking is on north side	Remove signals and segregated lane and use the space for contraflow cycling (i.e. simply reverse the direction in the cycle lane)	Cleveland St
Howland Street	1-way westbound with signals issue at Charlotte St and near-side with-flow segregated cycle track and separated left turn for cyclists from TCR.	CRISP Link 30 recommended making this a two way street with closure at TCR; it also recommends this should be the route rather than Maple St.	Remove signals at Charlotte St together with segregated lane and use road space gained for contraflow cycling on north side.	TCR crossing to Capper St
Tottenham Street	no entry at TCR, 1-way eastbound between Whitfield St and Charlotte St ; 1-way westbound between Charlotte St and Cleveland St.	Hire station in Scala St.	Lightweigh contraflow: eastbound west of Charlotte St and westbound east of Chalotte St, from TCR if possible. Consider cycle-only ingress/egress at TCR	
Goodge Street	no entry at TCR, 1-way eastbound from Charlotte St to TCR.	Parking in bays, but quite busy	Westbound contraflow if possible	
North South Roads (from W to E)				
Cleveland Street	1-way northbound between Goodge Street and Maple Street, 1-way southbound between Warren St and Maple St, 1-way northbound between Warren St Euston Rd.	Hire station at jnct Howland St. Mostly no parking so contraflow possible	Southbound contraflow south of Maple St (at least to Tottenham St); northbound contraflow between Maple St and Carburton St plus cycle exemption at east end of Carburton St	via Carburton St to Bolsover St
Goodge Place	no entry at Goodge St	Very quiet	Lightweight northbound contraflow	
Cleveland Mews	one way southbound	Very quiet	Lightweight northbound contraflow	
Fitzroy St	one way southbound between Fitzroy Square and Maple St	Quiet Road	Northbound contraflow or convert to two-way all traffic	
Charlotte St	now 2-way from Percy St to Howland St	Useful continuation of SSL relief route	Essential to retain current status at the junction of Percy St	
Whitfield St.	1-way southbound between Warren St and Howland St, 1-way northbound between Howland St and Tottenham St, 1-way southbound between Tottenham St and Goodge St	Already a candidate, good N-S link to Route 0	Lightweight contraflows: northbound south of Tottenham St, southbound between Howland St and Tottenham St, and northbound north of Howland St.	
Other Roads including 2-way Streets				
Fitzroy Sq	Cycling allowed throughout. No issues	Westbound permeability requires northbound contraflow on Cleveland St		Cleveland St
Conway St	No issues			
Westminster (for reference only)				
Carburton St	One way westbound		Eastbound contraflow	
Clipstone St	One way eastbound	Plenty of room	Westbound contraflow	

For notes see over

Notes

Where signals are removed (e.g. at Howland St and Charlotte St, Maple St and Fitzroy St, junctions):
junction priority should go to the cycle route, i.e. E-W in these cases.

Contraflow cycling and parked cars:

if marked lanes are required ('heavyweight' scheme), they should not go past parked cars;
If 'lightweight' scheme (no lane markings) parking is acceptable either side.

Linkage:

Permeability on these streets would be enhanced by measures on other streets mentioned.
E.g. Maple St and Warren St currently have no way out at Cleveland St

Tottenham Court Road:

as long as this is 1-way, entry to the area via Tottenham St or Goodge St is important
a crossing between Howland St and Capper St may be difficult