

## **Camden Cycling Campaign's response to TfL Consultation on Finchley Road – Boundary Road Quietway.**

This response is written on behalf of **Camden Cycling Campaign**, the local group of London Cycling Campaign with over 500 members. It incorporates responses received from members on Cyclescape.

This junction is an intersection between Cycle Superhighway 11 and Quietway 3 (Gladstone Park to Regent's Park). It can therefore be expected to carry a greater volume of cyclists in future and all improvements here should facilitate cyclists' movements, thinking not only of commuters but of a wider demographic of people on bikes.

Generally, we support the point made by Westminster Cycling Campaign in paragraph 1 of their response. More specifically, in response to the points as numbered in your consultation document:

1. Banning left turn from Finchley Road into Boundary Road: we are puzzled by your prohibition of the left turn for cyclists travelling north-bound up Finchley Road into Boundary Road. Given that Boundary Road is part of the Quietway, cyclists should have easy access to it from all directions. Prohibiting the left turn for motor vehicles would prevent any left-hook risks for cyclists. If there is a concern about the proximity of the pedestrian crossing, setting this back by a few metres would give enough space for cyclists to wait while pedestrians crossed.
2. No comment; if it improves bus journey times, that's fine.
3. Changes to traffic islands: The purpose of this seems to be to provide some protection for cyclists turning right out of Boundary Road east-bound or west-bound on to Finchley Road or from Finchley Road north-bound into Boundary Road eastbound. But these manoeuvres are dangerous because Finchley Road has three lanes of fast-moving traffic. Why ban the right turn for cyclists travelling south on Finchley Road into Boundary Road? Why not allow a two-stage turn for all these manoeuvres, so that cyclists wishing to turn right can go ahead and wait with the other cyclists for the next phase?
4. ASL with early start: we do not favour this; ASLs only provide protection for cyclists who can reach them early enough to position themselves ahead of the motor traffic. On Finchley Road south-bound, the traffic lanes are narrow and the volume of traffic is high so it's hard for cyclists to squeeze through to reach the ASL. Giving an early start is no better than providing a deeper ASL; in fact, a deeper ASL might be preferable here, given the volume of traffic. The real risk for cyclists here is the left hook from motor vehicles turning into Boundary Road. The ASL will not prevent this for any cyclist who has not arrived in time to make an early get-away. The only way to prevent a left-hook here is to hold left-turning vehicles on red while cyclists (who may be turning left or going ahead) and vehicles going ahead proceed.
5. Wider pedestrian crossings: OK.
6. Extending the footway: OK.
- 7, 8, 9. OK.
10. Good.
11. Good.
12. Good.

Finchley Road: this is part of Cycle Superhighway 11; it is a 30mph road and carries a very high volume of traffic, including busses, coaches and lorries. Kerbside segregated tracks should be provided along this route.

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