

To consultations@tfl.gov.uk

CS 11 between Swiss Cottage and the West End

This response to the consultation on the proposals for CS 11 between Swiss Cottage and the West End, is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have over 500 members and represent the interests of people who cycle and live or work in the borough of Camden. We consulted members and others by email, on our website and on CycleScape about this issue.

Proposals for Swiss Cottage

General points

The scheme urgently needs to be extended beyond Swiss Cottage to the north.

The route of CS11 runs along the Avenue Road side of the gyratory in a pair of 2-m wide segregated cycle tracks separated by a central island to be planted with trees. Southbound buses run between the cycle tracks and the footway.

The cycle tracks through the Avenue Road side of the gyratory do provide protected space for cycling but the capacity may need to be increased in the future, LCDS 2 Fig 3.10 suggests that for medium cycle flow (200-800 in peak hour) the width should be 2.2 m and for high flow (800+ in peak hour) 2.5m. There appears to be plenty of available space all the way through this section, so we suggest that the cycle tracks should be made wider from the outset.

The southbound cycle track needs to be at the kerbside with floating bus stops. This would be more convenient for people wanting to access the Swimming Pool or the Library. This positioning is also key to safe and simple access from Finchley Road north of the junction.

We were assured that there would be a 20mph speed limit through this section but can't find anything in the consultation to that effect. This is very important for both pedestrians and cycles.

Connections

At all stages of pre-consultation, we have made it clear that coherent connections to the cycle route through the market area in Eton Avenue were essential. The drawing fails to make it clear how this route will link with CS11, particularly NB cycles heading for Eton Avenue. This must be remedied.

Northern Apex: Finchley Road/Avenue Road/College Crescent junction

On the southbound approach cycles are expected to use a feeder lane on the off-side of buses with two lanes of motor traffic overtaking. There is a risk of conflict and discomfort getting into this lane and staying in it. Cycles need to be on the left of the buses where they would be safer.

We agree with the narrowing of the width of ASL box.

On the northbound approach on Avenue Road, cycles need to be able to turn right into College Crescent. The right-hand-side ASL is unsuitable – getting there could involve conflicts and sharing a right turn pocket with motor vehicles is unpleasant. We repeat LCC's (pre-consultation) suggestion to TfL to provide a 2-stage right on

the north side of the junction linked with an additional straight pedestrian crossing across Finchley Road.

Cycles heading southbound from College Crescent need protection to enable them to access the southbound cycle track on Avenue Road without conflicting with motors heading for Finchley Road southbound. We are pleased to see that motor vehicles can't turn right into Finchley Road northbound but cycles should be allowed to do so.

South east corner: Avenue Road /Adelaide Road junction

We appreciate that the separate signal for cycles on CS11 should provide a safe crossing for both north and southbound cycles.

On Avenue Road south of Adelaide Road: the southbound cycle lane should start from the junction

Eastbound cycles on Adelaide Road are at risk of left hook and there does not appear to be provision for a two-stage right turn

Westbound cycles on Adelaide Road are at risk of left hook but there appears to be no evidence of support for a 2-stage right turn. This should be included.

Access needs to be provided both into and out of St Johns Wood Park so as to provide a connection with the quiet route along Boundary Road, especially given the difficulty of the east-bound route up Hilgrove Road for cycles coming from the west.

There is currently a south-bound cycle lane leading from this junction down St Johns Wood Park, which is being made a bit more sinuous; considering that the tree is to be removed, the track should be straightened and widened so as to accommodate both south- and north-bound access for cycles.

Southern side of the gyratory

The link from Hilgrove Road to Adelaide Road is essential for accessing the CS11 from the South Hampstead area to the west of the gyratory.

It totally fails to provide any space for cycling in a carriageway with 5-6 lanes for motor vehicles.

There should be a 2m wide segregated cycle lane in both directions with safe junctions at both ends.

South west corner: Adelaide Road / Hilgrove Road /Finchley Road junction

At this junction, there are unresolved left hooks on all approaches

- Hilgrove Rd eastbound;
- on Adelaide Road westbound;
- and on Finchley Road northbound and southbound.

As mentioned in the previous paragraph, the link from Hilgrove Road to Adelaide Road is essential for accessing the CS11 from the South Hampstead area to the west of the gyratory. Therefore it is particularly important to introduce measures to eliminate the potential left hooks on Hilgrove Rd eastbound and on Adelaide Road westbound and in addition, the very vicious left-hook at Hilgrove Road / Alexandra Road junction (as shown on the TfL consultation map).

Finchley Road

No safe provision at all for cycles.

Proposals for Avenue Road (North); and Avenue Road (South)

We approve the following:

- the provision of continuous 1.5 m wide mandatory cycle lanes on both sides of Avenue Road
- the removal of centre-line road markings.
- closure of Queen's Grove at its junction with Avenue Road to motor traffic.

We are concerned about the following:

- What are the expected motor traffic flows in Avenue Road with the proposed changes at Swiss Cottage and Regent's Park together with the closure of Queen's Grove? It is essential that they should be below the threshold of 2000 PCUs per day where it is acceptable for people on cycles to share the road space with motor vehicles. Motor traffic levels will need to be monitored to see whether there is a need for further filtering.
- All side road entries should be designed as 'blended junctions': that is, have different surface treatment, matching the pavement rather than the carriageway.
- Raised tables must have sinusoidal ramps

Junction with Prince Albert Road

See below under Regent's Park

Proposals for Regent's Park

General points:

We welcome the decision to route this Cycle Superhighway through Regent's Park. Some of our members formed the Outer Circle Action Group in 2014, with the aim of preventing motor vehicles from using through-routes around the park, and the measures now proposed by TfL go some way to achieving this. Making the beautiful Outer Circle more accessible for all people who cycle is a great bonus.

We recognise that the Outer Circle is used not only by commuting and leisure cyclists but also by sports cyclists, disabled cyclists and families with children on cycles and welcome this opportunity to make it a pleasanter and safer place for people who cycle and pedestrians alike. Within the park, there are limited cycling routes so it is important that the Outer and Inner Circle provide inviting cycle routes.

Closing four gates during peak hours is a partial solution to restricting motor through-traffic but we would prefer to see them closed 24/7. Closing these four gates does not prevent access to the park and in our view closing them permanently would discourage through-traffic more effectively. We are unclear why removable bollards are proposed at these gates, while rising bollards are only proposed for York Terrace West, to enable residents' access. It would be helpful to place bollards at the junction of Macclesfield Bridge/Outer Circle and York Gate/Outer Circle, to prevent cars turning in to the entrance to those gates when they are closed.

Speed limits and signals: there should be a 20mph speed limit within the Park, to coincide with Camden's 20mph limit on all its roads. We welcome the proposal to use ANPR cameras to enforce the speed limit of cars within the Park.

Granite setts can become broken up and when that happens they are a danger to people riding over them, particularly in the dark. They definitely should not be used on CS11.

Specific Junctions

Junction with Prince Albert Road

Cycles entering the park here have their own separate signal stage, but the narrow 1.5m-wide lane is insufficient to provide the space needed to enable enough cycles to be able to cross during a single stage. The lane should be widened to at least 2m.

The exit from Macclesfield Bridge is too narrow to enable cycles to reach the ASL when the road is shared with motor traffic or to allow them to be provided with a separate signal (shared with the southbound cycles). The only solution to this problem is to close this gate at all times.

Cycles on Prince Albert Road are at risk of left hook westbound at all times and eastbound at times when Macclesfield Bridge is open to motor vehicles. Two stage right turns should be provided to help cycles to join CS 11 in either direction.

Clarence Gate

We welcome the contraflow for cycles northbound on Baker Street but they should be provided with a 'protected pocket' to allow them to turn right onto the Outer Circle. We suggest a cut through the kerb to protect cycles turning left to Clarence Gate to avoid their being squeezed at this re-aligned tight corner.

We strongly request that TfL works with Westminster City Council to ensure that at Clarence Gate people can cycle northbound from Baker Street into Regent's Park. The latest iteration of the Baker Street Two Way design has ceased to accommodate this movement; instead for northbound cyclists to move eastwards into the Park, the design requires them to have started from a point further west (Ivor Place)! Failing to accommodate this obvious demand risks unfamiliar cyclists making unauthorised movements from Baker Street northbound into the Park and creates a safety issue. At Clarence Gate we assume that cyclists from Baker Street can turn right onto the Outer Circle - this is a valuable quiet route, parallel to the heavily-trafficked Marylebone Road.

Park Square West junction with Marylebone Road

Northbound cycles on Park Crescent (west) will have separate signal stage.

Two-stage right turns should be provided for east-bound cycles leaving Marylebone Road turning into Park Crescent, and for west-bound cycles heading to Park Square West.

Park Square East junction with Marylebone Road

At times when the gate is open, southbound cycles will be vulnerable to left hooks since motor vehicles are allowed to turn left. For the safety of people cycling on CS 11, it is essential that this gate should be closed at all hours.

St. Andrews Place:

We object to the change of priorities here because it would be better to give N-S cycles on CS 11 priority.

Chester Gate

It has been a long-term aspiration to provide two-way cycling through Chester Gate to link up with east-west routes north of Marylebone Road. This is an essential extra to the CS11 project.

Gloucester Gate

The footway on the north side needs to be widened to provide more space for pedestrians access the crossing. In addition, tightening of the corner could help to reduce the speed of motor vehicles turning out of Regent's Park.

Proposals for Park Crescent and Portland Place

The proposals for Park Crescent with advisory cycle lanes outside car parking bays fall well below the standard needed for inclusive cycling.

We are strongly against Option A because advisory cycle lanes can be parked in and central feeder lanes are an inadequate means for protecting people at busy junctions.

We prefer Option B because it separates cycles from motors both between junctions and at junctions.

We support the more detailed comments from our colleagues in Westminster Cycling Campaign on this part of the route.

Proposals for Portland Place junctions with Weymouth Street and New Cavendish Street

We are strongly against Option A , again because advisory cycle lanes can be parked in and central feeder lanes are an inadequate means for protecting people at busy junctions.

We prefer Option B because it separates cycles from motors both between junctions and at junctions.

We support the more detailed comments from our colleagues in Westminster Cycling Campaign on this part of the route.

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