

Camden Cycling Campaign

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Cleveland Street Cycleway Jan 2023

This response to the consultation on the above proposal from Westminster Council in partnership with Camden Council is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in or passing through Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this response within our committee.

We strongly support the proposal to implement two-way cycling on Cleveland Street between Maple Street and Mortimer Street already agreed by Westminster Council in December 2021. We see the main benefits as follows:

- For anyone approaching from the north, e.g. from Clipstone Street or Fitzroy Square, it will be possible to access destinations in Fitzrovia via Tottenham Street and Riding House Street and to continue south to Mortimer Street.
- It is a promising first step towards the implementation of a north-south route (e.g. on the alignment of Quietway 88 proposed in 2016).
- The one-way streets in this area are a serious barrier to the convenience of cyclists just trying to get around.
- The proposed widening and contraflow entry treatment on Clipstone Street will greatly improve access for people following C27 westbound from Cleveland Street

Traffic Count Data

We would be interested to know the counts for the current number of motor vehicles on Cleveland Street. As far as we can see these have not been provided with the consultation materials. These data are relevant to determine whether the scheme is compliant with LTN 1/20

Comments on the design details

Here we provide comments and suggestions regarding the road and the junctions.

Double yellow lines and double blips

We strongly support the proposal to replace single yellow lines by double yellow lines along Cleveland Street together with the proposed “no loading” restriction along Cleveland Street.

Continuous Footways at junctions

Continuous footways are beneficial in giving priority to pedestrians and cyclists. We are pleased to see that one is proposed for the junction with Tottenham Street. We suggest that they should be considered for Foley Street and Riding House Street.

Width of northbound lane

LTN 1/20 Table 7-2: “Lane widths of between 3.2m and 3.9m are not acceptable for cycling in mixed traffic”. Between New Cavendish Street and Maple Street, the width of 3.0m is good. But the southern section appears to be wider: we suggest that it should be reduced to 3m.

Maple Street/Cleveland Street/Clipstone Street

This junction needs to support the following cycling movements:

- the eastbound C27 route from Clipstone Street into Maple Street on the 'wrong' side of the road
- the westbound C27 route from Cleveland Street into Clipstone Street
- the turn from Clipstone Street into the southbound contraflow on Cleveland Street
- all three movements from Cleveland Street north of the junction (continue southbound on Cleveland Street, join C27 eastbound on Maple Street and join C27 westbound on Clipstone Street)

The motor traffic (northbound south of Maple Street and southbound north of Maple Street) must turn into Maple Street. Currently the northbound flow has priority and could potentially conflict with the eastbound C27 cycle movements as well as the southbound cycle movements on Cleveland Street. We therefore support the proposal to change the priorities so that the southbound motor and cycle traffic has priority.

We also support the use of a STOP sign for northbound traffic on Cleveland Street to protect all the other cycle movements.

However, we have the following concerns:

- the legibility of C27 eastbound: e.g. how do users know
 - not to go into the right turn pocket
 - and to keep to the right on Maple Street?
- the left turn on C27 westbound into Cleveland Street is very sharp
- southbound cycles on Cleveland Street moving over to the right to enter the contraflow lane or to follow C27 on Maple Street may have motor vehicles behind them turning left; perhaps a narrower approach would help?

To indicate that cycles should use the 'wrong side' of Maple Street both to follow C27 eastbound and to access the contraflow on Cleveland Street, we suggest marking a cycle lane beside the Give Way lines as well as the proposed cycle logo.

Howland Street/Cleveland Street/New Cavendish Street

In addition to the uncomplicated left turns (from Howland and Cleveland Streets) and safe straight ahead movements (on Cleveland Street) this junction needs to support the following more difficult cycling movements:

- right turn from Howland Street into Cleveland Street on the westbound C27 route
- straight ahead from Howland Street to follow the old LCN0 route on New Cavendish Street
- right turn from the southbound contraflow on Cleveland Street into New Cavendish Street

Even with deep ASLs and early release, these right turn movements will be hazardous for anyone arriving while the signal is on green. Better provision is required. Two-stage right turns could be considered but they provide very poor service and cyclists seldom use them. Cyclists should be provided with a dedicated stage in the signals on Howland Street, while the north and southbound traffic on Cleveland Street could run in separate stages to reduce conflict.

Riding House Street/Cleveland Street

We are pleased to see the proposal for a Tiger crossing but we cannot support the use of 'shared space' on the footway on the Camden side. Cyclists should be able to turn directly from the cycle lane into the crossing. (See this example <https://goo.gl/maps/6y9RQ1c5YTHnHwNeA>).

On the Westminster side, Riding House Street is very narrow and it may not be possible to provide segregated entry treatment for cycles. However, the addition of a continuous footway as planned for Tottenham Street could help.

Tottenham Street/Cleveland Street

We like the continuous footway; but would recommend the use of blue paint to emphasise the presence of the cycle lane as it passes the junction. (See this example <https://goo.gl/maps/939Jdfr19xKyKUHR6>)

Mortimer Street/Cleveland Street/ Goodge Street

The consultation notes that changes to traffic signals will be made to allow southbound cyclists to continue on Newman Street. We would expect there to be a dedicated stage in the signals to allow southbound cyclists to turn left, right or to go straight ahead into Newman Street.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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