

Subject: Hampstead Road Walking and Cycling Changes
From: John Chamberlain <john@camdencyclists.org.uk>
Date: 21/05/23, 09:26
To: Abbas Raza <AbbasRaza@tfl.gov.uk>
CC: Anthony Christofi Steve Prowse
George Coulouris Jean Dollimore

Dear Abbas - Thank you for sending the plans for the Hampstead Road walking and cycling changes. Please accept my apologies for the delay in getting back to you.

We are very pleased to see this project and think it will be transformative for cycle routes in this part of Camden. We realise that this is not a consultation but would like to make some comments and suggestions. References are to the pages in the drawings at

<https://haveyoursay.tfl.gov.uk/hampstead-road>

We have some specific questions about the Eversholt Street junction (see A.3 below) and would appreciate clarification on how this will work.

A. Road Layout and Cycle Facilities

1. Northbound cycles on Oakley Square north (Map A): We are concerned as to how they will be able to reach the eastbound ASL on Crowndale Road if motor traffic is backed up. Would a Keep Clear area help?
2. Loading bay on Oakley Square south (Map C): we are pleased to see that the bay is outside the cycle lane; this should be clearly marked.
3. At the junction with Eversholt Street (Map D):
 - a. We are pleased that the shared space in the 2019 design has been eliminated.
 - b. We assume that there is a 'Gate' for the westbound cycles on Oakley Square south and that it will have an early release of at least 5 seconds (see LTN 1/20 Section 10.6.34). Without this there is a high risk of left-hook.
 - c. We assume that eastbound cycles on Lidlington Place have their own stage in the signals (probably concurrent with the westbound cycles moving out of the gate). This should enable them to access Oakley Square north (via Eversholt Street north) or turn right into Eversholt Street while protected from motor traffic exiting Oakley Square. Depending on the signal timing, the two-stage right turn may not be needed.
 - d. It would be very helpful if TfL would confirm that there will be a gate (b) and cycle stage (c) and supply the signal stage diagram.
4. Lidlington Place (Map D):
 - a. We are pleased to see the contraflow eastbound cycle lane.
 - b. The loading bay on the south side should be outside the cycle lane (as on Oakley Square).
5. Harrington Square and Hampstead Road (Map E):
 - a. Westbound cycles: we are pleased that the westbound cycles are to remain on the south side (unlike in the 2019 design).
 - b. But we object to the use of so much shared space; the contraflow eastbound cycle lane could start much closer to Hampstead Road.

- c. We are very disappointed that no provision is made for cycles to turn right out of Mornington Crescent into Hampstead Road southbound; or for westbound cycles on Harrington Square to access Mornington Crescent directly.
 - d. The movement from Mornington Crescent to and from the south side of Harrington Square is also on the desire line for pedestrians wanting to access Dalehead and Oxenhome on the Amptill Square Estate and a safe cycle and pedestrian crossing should be provided.
 - e. We acknowledge the proposed indirect alternative of using shared space on the western footway of Hampstead Road between Mornington Crescent and Granby Terrace where there is a crossing over Hampstead Road. But this is very indirect for cyclists and pedestrians from Harrington Square wanting to access Mornington Crescent and vice-versa and we object to the use of shared space as it puts both cyclists and pedestrians at risk.
6. Hampstead Road (Maps F, G & H):
- a. With the two-year pause in HS2 works, we would like TfL to consider whether there is scope for a better solution, for example, reinstatement of cycle lanes instead of shared bus lanes..
 - b. Bus lane on both sides of Hampstead Road: it is not acceptable to lose the southbound cycle lane between the rail bridge and Cardington Street. And we object to the plan to allow motorcycles in these lanes; this would detract considerably from the protection they offer to cyclists.
 - c. The northbound cycle lane from the ASL south of Cardington Street is currently mandatory with blue paint across the junction with Varndell Street; we object to its being made advisory as shown in the drawing.
 - d. Robert Street - Cardington Street: the proposal to replace the wands (northbound) with separator kerbs ('islands') is welcome. We suggest retaining the blue paint across Robert Street as this would be consistent with other side-road treatments in Camden.
7. Hampstead Road (Maps I & J):
- a. We are pleased to see the proposal to replace wands with separator kerbs northbound between William Road and Netley Street and between Drummond Street and William Road.
 - b. Bus stop bypass opposite North Gower Street - the proposed extension looks sensible; we would like to see the 'wands' on the southbound track replaced by separator kerbs.
 - c. South of Drummond Street: the only change we note is the proposed widening of the southbound bus lane; the need to ride round the stopped buses is a poor experience for cyclists.
8. Euston Circus (Map K):
- a. We are pleased to see the speed limit reduced from 30 to 20 mph. Actual speeds should be monitored.
 - b. We are extremely disappointed that no provision has been made to allow southbound cycles on Hampstead Road to proceed safely into Tottenham Court Road. Cycles are currently sandwiched between right turning motor vehicles from the offside lane and left-turning buses from the nearside lane.
 - c. We note that the banned left turn from Tottenham Court road into Euston Road

was first proposed as a part of the West End Project. Nevertheless, with no dedicated cycle track or signals the movement from Tottenham Court Road to Hampstead Road is still a very poor experience.

- d. Tottenham Court Road northbound ASL should have a feeder lane. See <https://www3.camden.gov.uk/westendproject/maps/>

B. Wayfinding for Cyclists

We are not convinced that routing cyclists from Mornington Crescent and Harrington Square to Kings Cross and St Pancras via Oakley Square and Crowndale Road is a good idea, in spite of using C6. It is circuitous and Crowndale Road is not very hospitable. Cyclists are more likely to use more direct routes via Eversholt Street and Cranleigh Street, Polygon Road or Phoenix Road and we suggest that the route is signed this way. The sign on Map A at the junction of Oakley Square (north) and Crowndale Road is appropriate but we think the others should be changed to send cyclists via Eversholt Street. This makes the junction between Eversholt Street and Oakley Square even more critical.

C. Timing

We understand that work is scheduled to start in June - is this still the schedule and will the work be phased?

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Regards
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