

<b>LONDON BOROUGH OF CAMDEN</b>	<b>WARDS:</b> West Hampstead, Frognal & Fitzjohns, Kilburn, Swiss Cottage, and Fortune Green.
<b>REPORT TITLE:</b> WEST HAMPSTEAD AREA SCHEME – 20MPH AREA AND CYCLE ACCESS	
<b>REPORT OF:</b> Louise Bond, Head of Transport Strategy	
<b>FOR SUBMISSION TO:</b> Sam Monck, Assistant Director, Environment and Transport	<b>DATE:</b> 23 December 2011
<p><b>SUMMARY OF REPORT:</b></p> <p>This report:</p> <ul style="list-style-type: none"> <li>i. Provides details of three separate public consultation/information exercises undertaken for improvements to the West Hampstead area, which are as follows: <ul style="list-style-type: none"> <li>• Area to the north-west of West End Lane: introduction of an area wide 20mph speed limit including some traffic calming measures</li> <li>• West End Lane: measures to improve to improve safety including the introduction of a 20mph speed limit</li> <li>• Area to the east and west of the southern section of West End Lane: Implementation of cycle contra flows on a number of one way streets.</li> </ul> </li> <li>ii. Seeks approval to implement the proposals outlined in this report.</li> </ul> <p><b>Local Government Act 1972 - Access to Information</b></p> <p>The following items were used in the preparation of this report:</p> <ul style="list-style-type: none"> <li>i. The responses to the consultation/information from households, businesses and groups.</li> </ul> <p><b>Contact Officers:</b> Costa Kakouratos/Simi Shah Transport Strategy Team Argyle Street WC1H 8EQ</p> <p>Telephone: 020-7974-5132/2066 E-mail: <a href="mailto:costa.kakouratos@camden.gov.uk">costa.kakouratos@camden.gov.uk</a>; <a href="mailto:simi.shah@camden.gov.uk">simi.shah@camden.gov.uk</a></p>	
<p><b>RECOMMENDATIONS:</b></p> <p>That the Assistant Director, Environment and Transport:</p> <ul style="list-style-type: none"> <li>i. Notes the consultation responses set out in sections 4, 5 and 6 of this report;</li> <li>ii. Approves the implementation of all the recommendations, as detailed in section 7 of this report, and subject to compliance with further statutory requirements and detailed design.</li> </ul>	

Signed by Director/Assistant Director:



Date:23/12/11

## 1.0 BACKGROUND

1.1 These schemes concern the West Hampstead area – specifically West End Lane and the residential sections to its east and west. The area functions as key traffic route through the capital and provides a crucial link between the Finchley Road, which is part of the Transport for London Road Network (TLRN), and the A5, which is part of the Strategic Route Network (SRN). West End Lane is defined as a borough distributor road, and is a key route in terms of the volume of vehicular movement it carries, and its use as an emergency services corridor.

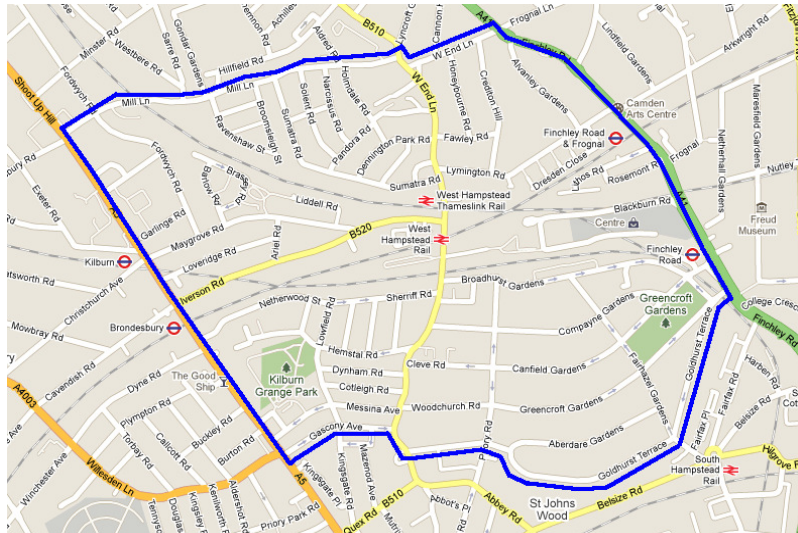


Figure 1: West End Lane Area (Map provided by the Google Maps service - 2011)

1.2 The West Hampstead area is largely characterised as a ‘20mph zone’ although some roads, including West End Lane itself, and a large residential section to the west do not fall within these restrictions. Analysis of the casualty statistics show that these streets have a poorer accident record compared to other residential streets, as illustrated when comparing figures 2 and 4 below, which is a concern. The existing 20mph zones within West Hampstead are split into four key areas. These can be seen in detail in the figure below.

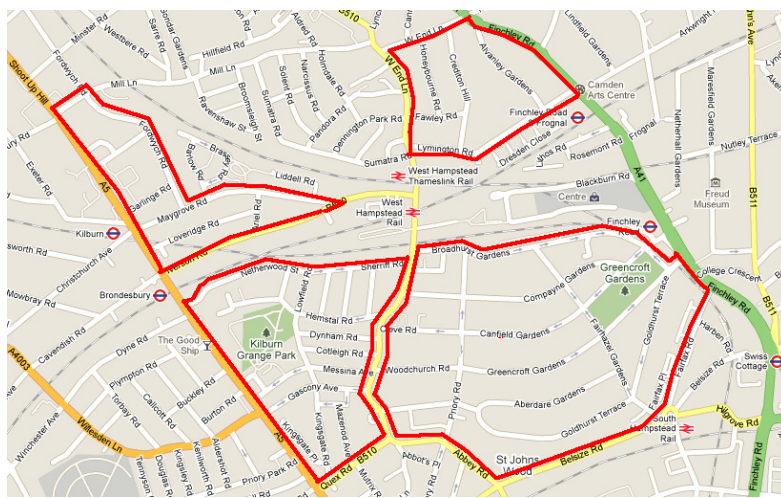


Figure 2: West Hampstead Area - 20mph Zone Locations (Map provided by the Google Maps service - 2011)

1.3 The residential areas to the east and west of West End Lane experience relatively light traffic and the roads are often direct, providing ideal routes for cyclists and good access to Kilburn High Road and Finchley Road. However, there are several one-

way streets in the area which reduce the permeability for cycling, which have been identified with the input of the Camden Cycling Campaign. The key streets identified include: Priory Road, Cleve Road, Canfield Gardens, Greencroft Gardens, Broadhurst Gardens, and Goldhurst Terrace.

- 1.4 Traffic speed surveys were carried out in February/March 2011 for north and southbound traffic on West End Lane at three locations; Outside no. 256, by Carlton Mews, outside no. 247, by Sandwell Crescent, and outside no. 128, by Blackburn Road. These sites are located across the length of West End Lane, are spread out at a distance of approximately 250m and are within a 30mph speed limit. A diagram of these locations, and a table showing speed data can be seen below.

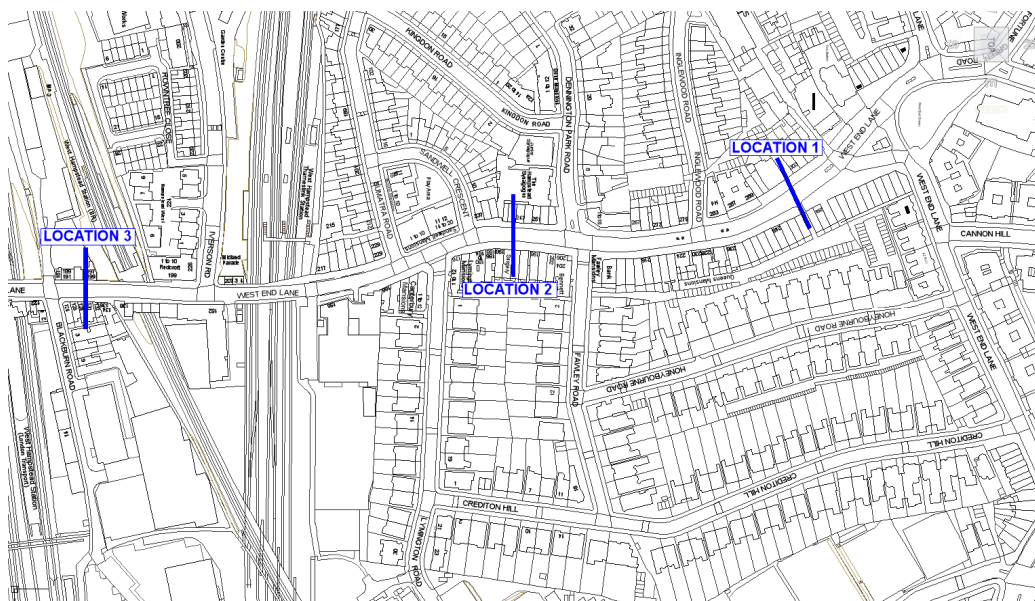


Figure 3 – Location Diagram of Speed Survey Locations

Table 1 - Speed Data

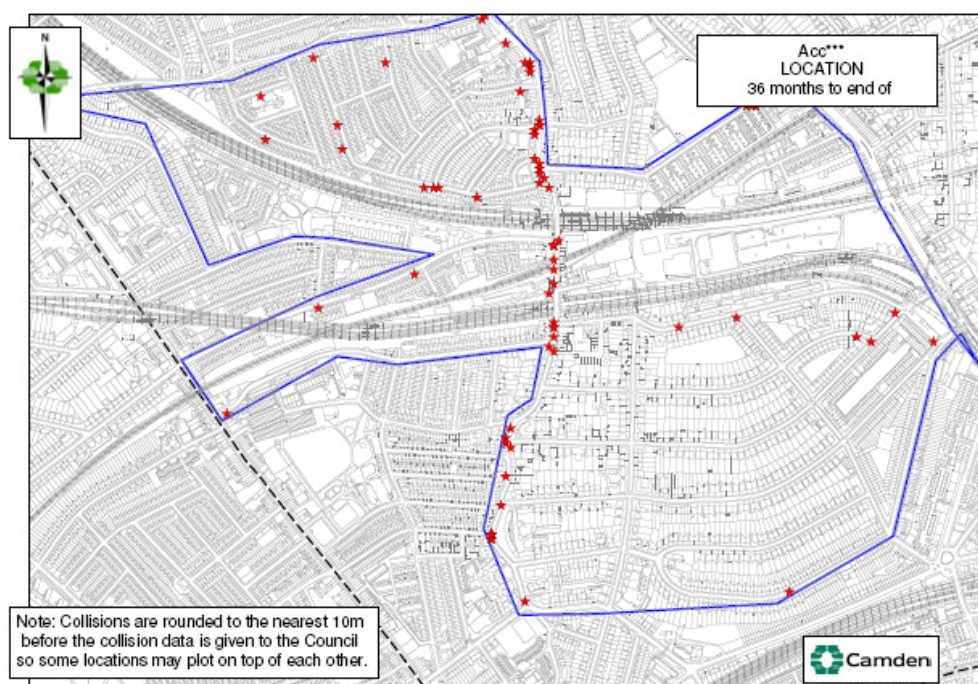
Location	85 –percentile Speed (the speed at which 85% or less are driving at)	Mean speed (Average speed)
Location 1 – Northbound	23.9mph	16.9mph
Location 1 – Southbound	23.3mph	17.9mph
Location 2 – Northbound	19.9mph	15.2mph
Location 2 – Southbound	21.9mph	16.1mph
Location 3 – Northbound	19.9mph	15.6mph
Location 3 – Southbound	19mph	15mph

- 1.5 The data in the table above indicates that this road is suitable for a 20mph limit according to DfT guidelines. DfT guidance states that before a 20mph limit can be introduced, the mean speed of traffic in free-flow conditions should be below 25mph and after implementation it should be 20mph or below.
- 1.6 Three-year road collision data for area for the 36 months to the end of August 2011 is summarised under Table 2, and plotted on the map in Figure 4.

Table 2 – Collisions

Accident	Total
Fatal	1
Serious	6
Slight	64
<b>TOTAL</b>	<b>71</b>

Spread of Collisions



*Figure 4 – Road Collision Plot*

1.7 As shown by the road collision plot, most collisions are clustered along West End Lane and the residential area to the north-west of West End Lane – the two areas without a 20mph speed restriction in place, as is illustrated in figure 2. Very few collisions occurred outside of these two areas.

## 2.0 PROPOSALS FOR WEST HAMPSTEAD

- 1) **At the residential section to the north-west of West End Lane (WEL) to:**
  - Introduce an area wide 20mph speed limit
  - Implement a raised table at the junction of Sumatra Road and Glenbrook Road as a traffic calming measure
  - Implement raised entry treatments at the junction of Solent Road and Glenbrook Road.

## 2) At West End Lane to:

- Introduce a 20mph limit between Quex Road and Mill Lane/Fortune Green Road
- Build out the footway on the western side of West End Lane, by nos. 283-315.
- Implement a centre island at the zebra crossing by the junction with Fawley Road
- Remove the redundant traffic island on Lymington Road and build out the footway on the south side.

## 3) At the residential section to the east and west of the southern section of West End Lane to:

- Open up the following one-way streets for contra-flow cycling: Priory Road, Canfield Gardens, Greencroft Gardens, Sherriff Road, Messina Avenue, Gascony Avenue, Fairhazel Gardens, Smyrna Road, and Kingsgate Place.

## 3.0 CONSULTATION

### Consultation/information process

- 3.1 Consultation/information was undertaken for a period of one month, which ended on 11<sup>th</sup> November 2011, with approximately 11,038 letters being distributed to all residents and businesses located in close proximity to the proposals, Local and Statutory Groups, Emergency Services and Ward Councillors. In addition to this a leaflet featuring diagrams was available to view online on the Council's website.

In the interests of providing stakeholders with clear and relevant information regarding the proposed measures affecting them, the decision was taken to split these into three separate areas, the consultation / information areas for each are illustrated below:

1. West Hampstead 20mph Area and Improvements (for the residential area to the north-west of West End Lane). – **Consultation**

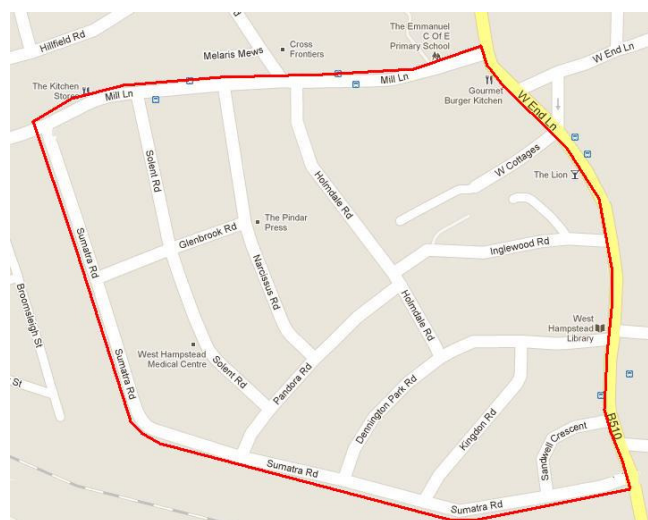


Figure 5 – Consultation Area – West Hampstead 20mph Area and Improvements

## 2. West End Lane 20mph Limit and Improvements. – Information Only

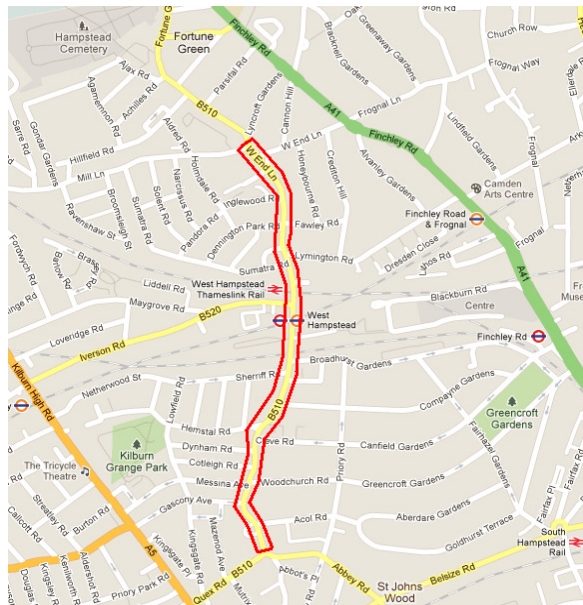


Figure 6 – Consultation Area – West End Lane 20mph Limit and Improvements

## 3. West Hampstead Cycle Permeability Improvements (for the residential area around the southern half of West End Lane). – Information Only

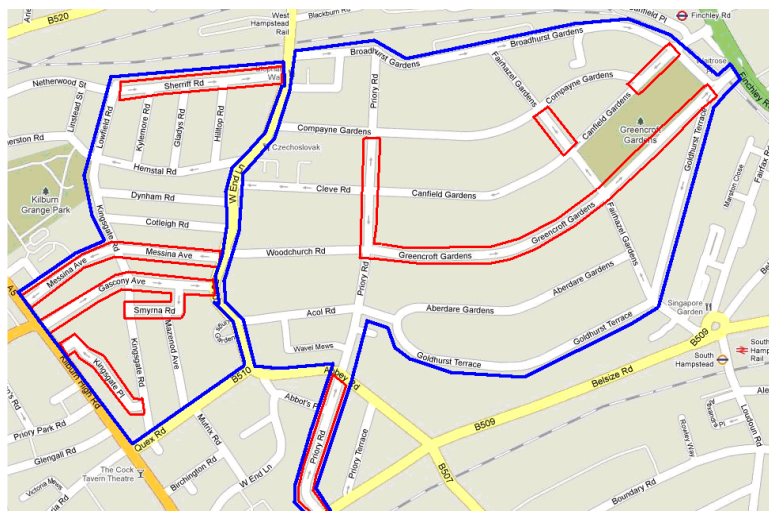


Figure 7 – Consultation Area – West Hampstead Cycle Permeability Improvements

(Note – Red outline indicates streets affected by contra-flow measures; Blue outline represents consultation area)

The letter concerning the West Hampstead 20mph area and improvements (number 1 in the list above), was the only one to involve formal consultation. As per the Council's guidelines, the cycle permeability works and the 20mph limit on West End Lane required notification only. Comments were, however, accepted when offered and are reviewed in this report. The consultation/information material sent to the consultees and that was available on line only is provided in Appendix A.

## Consultation analysis

In total, of the approximately 11,038 letters distributed, a total of 151 responses were received by the closing date, which represents a return rate of 1.4%. The formal consultation in the West Hampstead Area represented 1,783 letters and 64 responses. This represents a return rate of 3.6%. This response rate is below the average response rate of 10% obtained for other consultation exercises in the borough. This is potentially due to the change in the consultation process whereby the leaflet showing the drawings of all the proposals are now no longer sent to all consultees. Instead, this is available on request and can be viewed online via the Council's website.

Consultation results are shown in Tables 3, 6 and 7, which show the number of positive, negative, or neutral responses received. The full-tabulated results are featured in **Appendix B**.

## 4.0 1) WEST HAMPSTEAD (area north west of WEL):20MPH AREA AND IMPROVEMENTS

### 4.1 Results of Consultation

Table 3

	Positive	Negative	Neutral
Residents and Businesses	41	20	11
Statutory Groups	0	0	0
Local Groups and Councillors	3	4	2
<b>Total</b>	<b>44 (54.3%)</b>	<b>24 (29.6%)</b>	<b>13 (16.1%)</b>

### 4.2 Analysis of Results

Analysis of these indicates that, whilst the majority of respondents replied positively to the Council's proposals there were some negative responses. The table below shows the responses broken down by proposal.

Table 4 – West Hampstead 20mph Area and Improvements (Analysed by Proposal)

Area wide 20mph speed limit		Sumatra Road/Glenbrook Road – Raised Junction		Solent Road – Raised Entry Treatments	
Positive	Negative	Positive	Negative	Positive	Negative
29	5	17	20	21	9

In considering the data above, we can see that there is wide support for the proposal to introduce a 20mph area in this part of West Hampstead and it is therefore

recommended for implementation. Additionally, support for the raised entry treatments at Solent Road is also wide. The main source of objection is towards the proposed raised junction at Sumatra Road/Glenbrook Road. This is analysed in more detail under 3.7.2.

Regarding the proposed raised entry treatments on Solent Road, these received a majority support. In breaking down this data further to assess the views of the residents of Solent Road, we can see that support on this road is considerably wide (see the table below). On this basis, the Council has decided to recommend this proposal for implementation.

Table 5 – Solent Road, Raised Entry Treatments (Analysis of Support)

<b>Proportion of residents on Solent Road who expressed a positive/negative response in regards to the Council’s proposals to introduce entry treatments on Solent Road.</b>	<b>Positive</b>	<b>Negative</b>
Total	4	1

### 4.3 **Responses to Comments**

#### 4.3.1 **Comments regarding the proposed 20mph area at the residential section to the north-west of West Hampstead**

##### Comments from Residents and Businesses

- A number of residents responded to voice their approval of the Council’s proposals to introduce a 20mph area and improvements in the residential area of West Hampstead. There is seen to be a problem with speed, and so any measures to tackle this as well as to improve safety were seen to be welcomed.
- A small number of residents opposed the introduction of a 20mph area in this part of West Hampstead, whilst others suggested that a one-way system would be a better solution (especially regarding Sumatra Road).
- A resident suggested that they are not against the 20mph limit, but would prefer not to have road humps introduced.
- A resident commented that these steps were insufficient, but that anything that can be done to reduce the traffic and/or slow it down was supported.

##### Comments from Councillors

- *Councillor Gillian Risso-Gill* responded to state that the proposed 20mph speed restriction in the residential area of West Hampstead was generally not seen to be welcomed.

##### Comments from Statutory Bodies

- *The Metropolitan Police* responded to advise that they had no problems with the Council’s proposals.



### Comments from Local Groups and Organisations

- *The Camden Cycling Campaign* stated that they were very much in favour of the proposed changes. However, they consider that more should be done to reduce rat-running along Sumatra Road, which can make it unpleasant and dangerous for cyclists using it to avoid congestion on West End Lane. They suggest making both ends of Sumatra Road no-entry for motor vehicles. It is appreciated that this is a radical move, but they consider that it is justified both by the current misuse of Sumatra Road by motorists and the poor conditions for cyclists on West End Lane.
- *The Hillfield and Aldred Road Residents' Association* questioned the inclusion of Mill Lane in the proposed 20mph area, and stressed the need for traffic calming on Sumatra Road and Holmdale Road.
- *The Gondar and Agamemnon Residents' Association* (GARA) suggested that they were generally supportive of the proposals. However, they objected to the implementation of road humps in any of these roads.
- *The West Hampstead Consultation Group* responded to comment that they were generally supportive of the measures along West End Lane, however, they are of the opinion that a 20mph area in the residential part of West Hampstead would be of little use as most of the speeding is above 30mph so a 20mph limit would do little to stop this.

### **Officer response regarding the proposed 20mph area at the residential section to the north-west of West Hampstead**

As highlighted in this report, a significant proportion of the residential area in West Hampstead is already subject to a 20mph speed restriction. It is in the interest of establishing a more consistent speed limit in the area, as well as the comparably poorer collision rate in this section that this measure has been proposed. Moreover, this proposal was widely supported by residents (as demonstrated in Table 4). The concern about the introduction of road humps is noted, but this is not part of the proposal. The 20mph area will be a limit rather than a zone and therefore there is not the requirement for it to be self enforcing, which is where the need for traffic calming measures would arise.

Studies undertaken post implementation of both 20mph zones (where traffic calming is generally implemented) and 20mph limits (which do not require physical traffic calming) show that in general greater reduction in speeds is achieved via 20mph zones. This is understandable considering 20mph zones normally involve physical traffic calming measures hence are self enforcing. However, officers feel that there is still merit in introducing a 20mph area in this part of West Hampstead, as even a reduction in speeds of around 1 to 2 mph could be achieved. In addition to this, the behaviour change of drivers will in the long run improve safety not only along this corridor but also in other neighbouring areas as drivers may continue driving at lower speeds even after they pass this corridor. The proposed traffic calming measures along Sumatra Road and Solent Road should also help reduce speeds further, and thus help contribute in reducing collisions.

It is therefore based on these safety benefits as well as the residential approval for this proposal indicated above that the Council has recommended the introduction of an area wide 20mph speed limit in the residential area to the northwest of West Hampstead.

Concerning the request of the Camden Cycling Campaign (to make both ends of Sumatra Road no-entry for motor vehicles), this is not considered appropriate. The road remains an important access route for West Hampstead and so it is not ideal to close its entrances to vehicles, which could have the consequence of shifting undesirable amounts of traffic to other streets that may be less suited to handle this increase in volume. Similarly, regarding a possible one-way system in this area – it is no longer Camden policy to introduce one-way roads. These measures have been found to increase speeds along roads as traffic does not have to concern itself with vehicles coming in the other direction. It is for this reason that this could have the consequence of increasing rather than decreasing this road(s) use as a “rat-run”. Finally, by preventing vehicles from travelling in a particular direction on one, or even two roads – this may force traffic into other (potentially less suitable) roads.

#### 4.3.2 **Comments regarding the proposed raised junction at the meeting of Sumatra Road and Glenbrook Road**

##### Comments from Residents and Businesses

- A number of residents responded to oppose the building of the proposed raised table at the junction of Sumatra Road and Glenbrook Road. This was criticised as being either a waste of money, or in the wrong location to address the problem with speeding along this road. The blind bend on Sumatra Road, by the children’s playground was stated as a greater source of concern.

##### Comments from Local Groups and Organisations

- *The Mill Lane Traders Association* responded to oppose to the proposed building of a raised table at the junction of Sumatra Road and Glenbrook Road, with no reasons offered.

#### **Officer response regarding the proposed raised junction at the meeting of Sumatra Road and Glenbrook Road**

Analysis of the response data carried out in the section above and highlighted by the detailed breakdown shown in Table 4 shows a majority of respondents opposed to the measure to implement a raised table at the junction of Sumatra Road and Glenbrook Road. This prompted officers to revisit the site to identify and a more suitable solution was found based on reported resident concern over the blind bend on Sumatra Road, which is a specific concern given that this is also the location of a children’s playground. Two raised crossings are already in place at this location, which is why no additional measures were identified by officers. Observation of driver behaviour by the area at the children’s playground have led officers to conclude that further measures need to be put into place to reduce speeds. Given the above, the Council has recommended the redesigning of the carriageway at this location to help reduce the speed of vehicles and improve visibility with no loss of parking. This will be done by building out the footway and extending the raised area outside the entrance to the playground. This will have safety benefits by reducing traffic speeds and visibility between drivers travelling in opposite directions as well as between approaching drivers and pedestrians waiting to cross. In addition, the widening of the footway will also have a public realm benefit by providing additional footway space for pedestrians.

### 4.3.3 Comments regarding the proposed entry treatments on Solent Road

#### Comments from Residents and Businesses

- Some residents responded to oppose the building of the proposed raised entry treatments on Solent Road. This was mostly because such a measure was seen as either unnecessary, or a waste of money.

#### Comments from Local Groups and Organisations

- *The West Hampstead Amenity and Transport (WHAT) Committee* responded to suggest that they were not supportive of the proposed raised entry treatments on Solent Road. No reasons were provided for their objections.

### **Officer response regarding the proposed entry treatments on Solent Road**

A breakdown of the response data shown in Table 4 reveals a majority support this proposal. Additionally, a larger majority on Solent Road itself are favourable to the introduction of raised entry treatments (see Table 5). These have the benefit of helping to reduce speeds and will improve what is poor visibility at this junction due to parked cars in all directions. It is for this reasons that the Council recommends the proposed entry treatments for implementation.

### 4.3.4 Comments received on other matters

- A small number of residents opposed the introduction of a 20mph area in this part of West Hampstead, whilst others suggested that a one-way system would be a better solution (especially regarding Sumatra Road).
- A resident requested flat-top speed humps to be installed along Sumatra Road.
- A resident suggested that the Council considers: 1) Prohibiting the 139 bus from using Mill Lane as they are too big, and 2) Prohibiting traffic from a) turning left into Mill Lane from Shoot Up Hill, b) turning right into Shoot Up Hill from Mill Lane, and c) turning right into Shoot Up Hill from Mapesbury Road.
- A small number of individual residents suggest that measures to lower speed are needed on Holmdale Road, Pandora Road, Narcissus Road, and Inglewood Road.

### **Officer response to other matters**

On additional measures: Regarding the bend on Sumatra Road, by the children's playground, please see the officers' response under 3.7.2, which details the officers recommendation to redesign the carriageway at this location. Concerning other roads – these were investigated by officers who observed that these appeared to be relatively narrow, quiet roads. Given this, the recommended 20mph area should be sufficient to help in reducing speeds on these roads. If the recommendation to introduce an area wide 20mph speed limit is approved, then officers recommend undertaking a speed survey post implementation of the 20mph area to evaluate the success of the speed reduction measures. Depending on the findings of the speed survey, additional measures could be considered for the future subject to them meeting the Council's priorities and programme and funding being identified.

On flat-top speed humps on Sumatra Road: The introduction of road humps is currently not part of the Council's policy. These are considered to be costly and tend to be unpopular with residents. Indeed, a number of residents replied to the consultation to voice their opposition to road humps of any form – this is also

reflected by the unpopularity of the proposal to introduce a raised junction by Glenbrook Road. In addressing a problem with high speeds on Sumatra Road, the Council has decided to follow a more targeted approach by focusing on the danger points on this road such as the blind corner by the children’s playground. Please see the response at 3.7.2 for more on this recommendation.

On issues with buses: These suggestions fall outside the remit of this scheme. The comment made in relation to the 139 will be noted and when this route comes up for review as part of the normal TfL processes will be feed into the Council’s consideration in forming a response.

## 5.0 **2) WEST END LANE 20MPH LIMIT AND IMPROVEMENTS**

### 5.1 **Results of Consultation**

Table 6

	<b>Positive</b>	<b>Negative</b>	<b>Neutral</b>
Residents and Businesses	6	4	3
Statutory Groups	0	0	0
Local Groups and Councillors	3	0	2
<b>Total</b>	<b>9 (50%)</b>	<b>4 (22.2%)</b>	<b>5 (27.8%)</b>

Note: the above followed the information process, hence the low number of comments

### 5.2 **Analysis of Results**

The data in Table 6 shows that most respondents support the Council’s measures on West End Lane. This was an information document, but residents’ opinions were considered by officers when making their recommendations.

### 5.3 **Responses to Comments**

#### 5.3.1 **Comments regarding the proposed 20mph limit and improvements on West End Lane**

##### Comments from Residents and Businesses

- A number of residents responded to voice their approval of the Council’s measures to implement a 20mph limit and improvements along West End Lane.
- A resident commented that they were in favour of the 20mph limit on West End Lane, but not the footway build-out by Inglewood Road.
- A resident commented to request that the 20mph limit on West End Lane be extended up to its meeting with Finchley Road.
- A resident commented to voice their disappointment about a lack of formal consultation. They suggested they are against the scheme on the grounds that a 20mph limit would restrict traffic. The environmental impact of cars moving at lower

speeds was also mentioned, as was the resident's wariness of lengthy road works that would ensue as part of this scheme.

#### Comments from Councillors

- *Councillor Gillian Risso-Gill* suggests that a 20mph limit on West End Lane was generally seen to be welcomed for West End Lane.

#### Comments from Statutory Bodies

- *The Metropolitan Police* responded to advise that they had no problems with the Council's proposals.

#### Comments from Local Groups and Organisations

- *The West Hampstead Consultation Group* suggested that they were generally supportive of the measures along West End Lane.
- *The West Hampstead Amenity and Transport (WHAT) Committee* responded to offer their support for a 20mph limit along West End Lane. They were however against the removal of the traffic island on Lymington Road. Assurance was also asked that the pedestrian refuge island on West End Lane, by the junction with Holmdale Road, would remain.
- *The Camden Cycling Campaign* responded in favour of the 20mph limit. However, they would prefer if this could be extended up Fortune Green Road and along adjoining roads. They added that traffic speeds in this area are seen to be dangerous, especially with traffic coming off the Finchley Road.

### **Officer response regarding the proposed 20mph limit and improvements on West End Lane**

Regarding the footway build-out; officers have decided not to recommend this measure for implementation. This is because of complications in building out the footway attributed to new utility covers that have recently been implemented on the carriageway, as well as concerns about the effect of a narrowing of the road on the flow of traffic, especially with regard to buses.

Similarly, in terms of the proposed removal of the traffic island on Lymington Road opposed in the response by the WHAT committee; this is also something that officers have reconsidered and are now not recommending for implementation. This was based on a reinvestigation by officers who noted its use by pedestrians when crossing Lymington Road, and on advice offered from the safety audit commissioned by the Council. Thus, it follows that the footway buildout at this location will not be recommended for implementation, since these two measures were interlinked.

Regarding a possible one-way system; it is no longer Camden policy to introduce one-way roads. These measures have been found to increase speeds along roads, which would be a safety concern. It is for this reason that this could have the consequence of increasing rather than decreasing this road(s) use as a "rat-run". Finally, by preventing vehicles from travelling in a particular direction on one, or even two roads – this may force traffic into other (potentially less suitable) roads.

In response to any concerns over the environmental impacts of these works, or the length of works itself – it should be said that it is unlikely that a 20mph limit would lead to a rise in emissions – in fact it may lead to reduced levels. Since much of the surrounding area is already restricted by 20mph limits, this would mean vehicles

could travel at more consistent speed, thus wasting less energy. Additionally, since works will only involve measures such as signs and road markings, it is unlikely that they will affect traffic for any considerable amount of time.

After considering the request to extend the 20mph limit officers believe that there is sufficient merit in this suggestion and recommend that the 20mph limit be extended on West End Lane, up to the junction with Finchley Road. It is felt that this will extend the benefits of a lower speed limit, in terms of safety and creating a more consistent speed limit in the West Hampstead Area.

### 5.3.2 Comments received on other matters

- *Councillor Gio Spinella* responded to state that, although traffic on West End Lane has always been atrocious, one small step to help alleviate it would be to introduce a yellow box at the junction of West End Lane and Lymington Road. This junction often gets blocked by congestion on West End Lane (the cars on West End Lane end up blocking access to Lymington Road), therefore a yellow box would help alleviate the congestion.
- *Councillor Gillian Risso-Gill* mentioned a problem with delivery lorries outside Tesco at the Lymington Road junction that cause traffic delays in both directions on West End Lane.

### Officer response to other matters

- On a yellow traffic box on West End Lane: Officers have visited the site to assess the concerns raised and agree that the implementation of a yellow box at this location would go some way to reducing the blockage on Lymington Road. It is therefore included as part of this scheme.
- On the problem with delivery vehicles outside Tesco: This problem has been looked into and the issue appears to be a well known one and one in which there are limited options to address. The lines here are blipped to restrict loading, and signage is already in place that details the restricted loading hours, so this is an issue of enforcement. Regarding this matter, the issue has been forward to Parking Services enforcement team.

## 6.0 **3) WEST HAMPSTEAD AREA – CYCLE PERMEABILITY IMPROVEMENTS**

### 6.1 **Results of Consultation**

Table 7

	<b>Positive</b>	<b>Negative</b>	<b>Neutral</b>
Residents and Businesses	20	33	15
Statutory Groups	0	0	1
Local Groups and Councillors	1	4	2
<b>Total</b>	<b>21 (27.6%)</b>	<b>37 (48.7%)</b>	<b>18 (23.7%)</b>

Note: the above followed the information process, however still generated a relatively high number of comments

## 6.2 **Analysis of Results**

The data in Table 7 shows a majority of negative responses regarding the Council's initiative to introduce contra-flow cycling in West Hampstead. As with the documentation sent out regarding West End Lane, and as per Camden Council's consultation guidelines, this was an information document, and as such this did not constitute a formal consultation. Despite this, the Council did consider any comments received which related to safety reasons/or any other justifiable reason why the contra-flow should not be allowed. These are analysed in the subsequent section of this report.

It should be stated here that a degree of confusion seemed to have occurred regarding exactly how this cycle initiative would affect residents' parking, and whether or not the measures would affect parking. To clarify this point; parking will not be affected by the Council's proposal to introduce contra-flow cycling, and will be implemented via a combination of carriageway marking and signage. On this basis, a breakdown of the negative responses citing these concerns is shown in Table 8.

Table 8

<b>Respondents opposed to Cycle Permeability Measures, citing the grounds that either A) Parking will be affected, or B) Cycle lanes will be introduced to the carriageway.</b>
9

The data presented in the table above serves to distinctly reduce the negative response rate regarding the cycle permeability measures, although this remains as the majority view. The remaining majority of respondents opposed to these measures (24 respondents) cite safety concerns as their reason for doing so. Although the Council commissioned an independent road safety audit prior to the notification of residents, the degree of concern prompted a reinvestigation by the Council. The results of this investigation, as well as a summary of the Council's reasoning behind these measures are discussed in detail under 6.3.1.

## 6.3 **Response to Comments**

### 6.3.1 **Comments regarding the proposed cycle permeability measures in West Hampstead**

#### Comments from Residents and Businesses

- A number of residents voiced their support for the Council's cycle permeability improvements in West Hampstead. It was seen as a praiseworthy initiative to improve access and safety for cyclists.
- However a higher number of residents responded to state their concerns regarding the safety of the Council's cycle permeability measures. These residents make up the bulk of the opposition regarding the Council's aims to improve cycle access in West Hampstead.

- A number of residents opposed these measures on the grounds that parking would be affected.
- A number of residents opposed these measures on the basis that cycle lanes would be introduced to the carriageway.
- A few residents commented that cyclists are already ignoring the one-way system and travelling contra-flow through these streets. They suggest, therefore, that the scheme is either unnecessary, or would exacerbate this problem.

#### Comments from Councillors

- *Councillor Riso-Gill* noted that these have caused concern amongst pedestrian residents. She expressed misgivings as to the point of having a one-way system when allowing one group of road users (i.e. cyclists) to ignore it, adding that the proposal will no doubt cause confusion to drivers and pedestrians and, for these reasons, the Councillor is therefore against these proposals.
- *Councillor Roger Freeman* responded to voice concern that residents were not consulted upon the Council's cycle permeability measures. He also made the following points regarding these measures. 1) The term 'Cycle Permeability' is mentioned as a source of confusion to residents who may have never heard the term before. 2) He questioned the suitability of Canfield Gardens as a contra-flow route as it is seen to be a major east/west route used by lorries and buses, especially as it is sandwiched by two west/east one way routes, Greencroft and Broadhurst Gardens. He also suggested that parking must not be sacrificed given that this parking zone has a very high ratio of permits to spaces and is of the opinion that it is unnecessary as there are two perfectly good roads where cyclists can go with the flow. 3) Points out that it is not immediately obvious why Greencroft is going to have contra-flow cycling if east/west cyclists can go with the flow in Canfield Gardens. 4) There is some uncertainty whether there is already a contra flow in Fairhazel Gardens between Goldhurst Terrace and Greencroft Gardens.

#### Comments from Statutory Bodies

- *The Metropolitan Police* responded to advise that they had no problems with the Council's proposals, on the basis that they follow the recommendations of the commissioned independent safety audit.

#### Comments from Local Groups and Organisations

- *The Camden Cycling Campaign* suggested that the cycle permeability measures addressed long-standing needs expressed by cyclists for better routes through this area – needs which have been discussed by their members for many years now. They added that these improvements will I) enable cyclists to avoid having to make round-about journeys as a result of the current proliferation of one-way roads in the area, and II) provide very useful routes for cyclists to by-pass congested and awkward roads and junctions in the area (especially West End Lane/Abbey Road). Disappointment is mentioned at the failure to recommend contra-flow cycling along Broadhurst Gardens. They approve of minimal engineering approach, but trust that signage and line marking will give on-coming motorists and others suitable notice of the likelihood of meeting contra-flow cyclists.
- *The West Hampstead Amenity and Transport (WHAT) Committee* stated their opposition to the cycle permeability measures on the grounds that there is not enough room for this to work, and that confusion would be caused for pedestrians.
- *The Kilburn and Swiss Cottage Liberal Democrats* offered their support for the measures in principle. They were, however, concerned about the issue of safety – especially regarding Gascony Avenue.



- *The Combined Residents' Associations of South Hampstead* responded to voice their disappointment at the lack of a formal consultation by the Council, and as such are of the opinion that any responses the Council receive will not properly reflect the views of the residents. They were in favour of cycle permeability measures, but only where it is 'safe'. They believe that contra-flow cycling in West Hampstead is unsustainable given the nature of the roads, i.e. narrow. They also question whether the proposed signage and line marking would be sufficient, and mention the dangers of the C11 bus on Canfield Gardens.

### **Officer response regarding the proposed cycle permeability measures in West Hampstead**

Although not a formal consultation, the Council received a large number of responses to its information letter sent to residents regarding this initiative to improve cycle access in the West Hampstead area. An analysis of these responses can be seen at 3.6.3.; however, at this point it may help to reiterate the thinking behind the Council's cycle permeability measures. In early 2011, the Council undertook an extensive public consultation on the Camden Transport Strategy (CTS) which had the objectives of reducing motor traffic levels and associated emissions as well as encouraging more sustainable modes of transport, including cycling. Providing cyclists with a wider choice of routes, away from busy main roads, is one way to achieve these objectives and implement policy 2.1 of the CTS. Most of the residential area to the east and west of West End Lane experiences relatively light traffic and the roads are often direct providing ideal streets for cycling and good access to Kilburn High Road and Finchley Road. However, there are several one-way streets in the area which reduces the permeability for cycling (this has been identified by CCC). It was these streets which the Council identified and proposed to open up for contra-flow cycling. In addition prior to notification, the Council commissioned an independent safety audit to confirm the suitability of the roads identified for contra-flow cycling.

As stated before; in analysing the consultation feedback it was found that a number of concerns over the cycle permeability works seemed to stem from a belief that the measures would either, A) affect residents' parking, or B) involve the installation cycle lanes on these narrow roads. However, neither of these are the case (the Council plans to use cycle logos and signs only). A number of residents telephoned the Council to express their concern, and once officers explained that this proposal would not lead to any loss in parking and would only involve signs and road markings they were much less negative about the proposal. This is also shown by the data in Table 8.

In response to residents' concern, however, the Council reinvestigated the roads in question. Officers revisited the sites during different times of the day to assess traffic conditions in peak traffic periods and revised their recommendations based on this assessment and the comments received. Below is an assessment of each road where cycle contra flow was proposed together with the reasoning behind officers decision to either recommend or not for implementation.

- **Priory Road:** Consultation feedback revealed no particular issues with opening up Priory Road for contra-flow cycling. In addition, officers found that this road has sufficient width to accommodate cyclists travelling contra-flow and presented no complications such as issues of steepness or high traffic

volumes. For these reasons Priory Road is recommended for contra-flow cycling.

- **Canfield Gardens:** Some confusion was encountered within responses to the Council regarding whether the entire length of Canfield Gardens would be included for contra-flow cycling. This is, however, not the case – only the short distance between Compayne Gardens and Broadhurst Gardens would be opened up. There was concern regarding this road's use as a bus route as well as the narrowness of the carriageway, though this small stretch was considered to be suitable for contra-flow cycling. Upon revisiting the site, however, officers found the blind corner that feeds into this road from Broadhurst Gardens a source of concern. As such, this measure is recommended with a proviso that it will only be implemented if we can accommodate a measure to safely facilitate cyclists in navigating this corner (such as a sheltered cycle channel on Canfield Gardens) and this will be investigated further as part of the detailed design stage.
- **Greencroft Gardens:** There was some concern regarding the steepness of Greencroft Gardens in terms of its suitability for contra-flow cycling. The slope, however, is confined to a relatively small point on this road and is not overly steep to present a significant safety issue. Additionally the road is sufficiently wide and offers driveways as a welcome place for cyclists/vehicles to give way to one another. It is therefore recommended for contra-flow cycling.
- **Sherriff Road:** Opposition was received regarding this particular road. When revisited by officers during peak time, officers decided not to recommend this road for contra-flow cycling given the undesirable combination of high traffic flows and the downwards slope of this road.
- **Messina Avenue:** Consultation feedback did reveal some concern about the suitability of Messina Avenue, however, this road is sufficiently wide for contra-flow cycling and appeared to experience relatively light traffic flows. Given this and the fact that it serves as a direct route between Kilburn High Road and West End Lane, it is recommended for implementation.
- **Gascony Avenue:** Given the complicated situation that would occur as a result of the signals at the Kilburn Road end of this road, the blind corner by the junction with Kingsgate Road, and relatively high volumes of traffic, officers have decided not to recommend Gascony Avenue for contra-flow cycling. Cycle provision with flow on adjacent Messina Avenue will be maintained.
- **Fairhazel Gardens:** Given that parts of Fairhazel already allow for contra-flow cycle and the lack of any obvious complications – this road is seen to be well suited for contra-flow cycling. It is therefore recommended for implementation.
- **Smyrna Road:** Given the decision not to recommend Gascony Avenue for contra-flow cycling, there seems little value in recommending this road, especially given the blind corner at its centre.
- **Kingsgate Place:** There were no direct objections to opening up Kingsgate Place to contra-flow cycling. Given that this is a fairly wide and quiet road, it is recommended for implementation.

In response to disappointment voiced by a lack of formal consultation on the Council's cycle permeability proposals; it would perhaps be useful to note the Council's position regarding this. Last year a report was undertaken to look at consultation. It concluded that although reducing expenditure on consultation will not mean significant direct savings to Council funds (as the majority of projects are

funded through money secured from TfL or private developers), it can mean additional funds are available for development and implementation of schemes, enabling us to offer better value for money, and deliver more high quality schemes. Therefore, a system was developed whereby different levels of consultation are triggered depending on what is proposed and details what method would be appropriate (i.e. notification or consultation) as well as the justification behind it. This new approach started from the beginning of 2011/12 and the impact on response rates and the level of engagement will be reviewed in the final quarter of the financial year.

If the recommendations relating to cycle permeability are agreed and implemented after a 12 month period, a Stage 3 Road Safety Audit will be carried out to assess the existence of any potential problems with regards to safety. If however specific concerns are raised before the 12 month period then officers will reassess the proposal.

### 6.3.2 Comments received on other matters

- A resident voiced their concern about access to their property during these works.
- A resident commented to voice their opposition to the proposal to make Priory Road a two-way road, as it is impossible for two cars to pass each other in this tiny road.

#### **Officer response to other matters**

On access to property: As these measures will be largely introduced through the use of signs and line marking, it is extremely unlikely that works will affect access to property. However, in this situation, the Council would endeavour to inform affected residents and minimise the impact.

On Priory Road: The proposed contra-flow measures for Priory Road (and indeed all other roads mentioned within this report), refer only to cyclists. Thus, only cyclists will be able to travel contra-flow on these roads and this will be clearly specified to road users by the correct signage.

## 7 NEXT STEPS

- 7.1 Based on the responses received to the proposals consulted and informed upon, and officers reassessing those proposals that drew objections; the following is recommended, subject to compliance with statutory procedures and detail design. (The reasons behind the recommendations are all included within sections 3.7-3.9 of this report.)

### **1 West Hampstead 20mph Area and Improvements (for the residential area to the north-west of West End Lane).**

- Recommend to introduce an area wide 20mph speed limit
- Recommend not to build a raised table junction at the meeting of Sumatra Road and Glenbrook Road as a traffic calming measure. Instead recommend to address the concerns raised around the bend on Sumatra Road by the entrance to the children's play ground, by building out the footway and extending the raised area outside the entrance to the playground. This will

require relocating three residents' parking bay to accommodate the footway buildout and provide the required visibility. Appendix C shows the proposed recommendation including where the parking bays will be relocated, subject to the outcome of a traffic management order which will be followed through if approved.

- Recommend to build raised entry treatments on both sides of Solent Road where it meets Glenbrook Road.

## **2 West End Lane 20mph Limit and Improvements.**

- Recommend to introduce a 20mph limit from the junction with Quex Road to its junction with Finchley Road, which is further than that which was consulted on (this was between Quex Road and Mill Lane/Fortune Green Road).
- Recommend not to build out the footway on the western side of West End Lane, by nos. 283-315.
- Recommend to implement a centre island at the zebra crossing by the junction with Fawley Road
- Recommend not to remove the traffic island on Lymington Road or to build out the footway.

## **3 West Hampstead Cycle Permeability Improvements (for the road to the east and west of the southern half of West End Lane).**

- Recommend to implement measures to allow for contra-flow cycling along: Priors Road; Greencroft Gardens; Messina Avenue; Fairhazel Gardens and Kingsgate Place
- Recommend not to implement measures to allow contra-flow cycling along: Sherriff Road; Gascony Avenue; Smyrna Road
- Recommend to implement measures to allow for contra-flow cycling along Canfield Gardens with a proviso that it will only be implemented if we can accommodate a measure to safely facilitate cyclists in navigating this corner (such as a sheltered cycle channel on Canfield Gardens).

## **8.0 FINANCIAL IMPLICATIONS**

- 8.1 The proposals, if approved, will be funded by the budget set as part of the LIP Corridors, Neighbourhoods and Supporting Measures - Road Safety Improvements and 20mph zones, which has a budget of £120k, cost centre CDMP7297, and West Hampstead Area which has a budget of £32k, cost centre CDLL7273. There is sufficient budget to implement all the measures recommended for approval.

## **9.0 COMMENTS OF THE DIRECTOR OF FINANCE**

- 9.1 The estimated cost relating to the implementation of the proposal within this report is £60k. This will be funded from the capital budget under Road Safety improvement and 20 mph zone (CDMP7297). There is currently £120k in this budget for 2011/12 in which approximately £50k is ring fenced for the Haverstock Hill project.

9.2 Cost relating to the upkeep of the proposals will be covered by the service within its revenue budget, this is expected to be minimal.

## **10.0 COMMENTS OF THE HEAD OF LEGAL SERVICES**

10.1 Legal Services have no additional comments on this report.

**APPENDIX A**

**CONSULTATION LEAFLET**

## **APPENDIX B**

### **ANALYSIS OF CONSULTATION RESULTS**

**APPENDIX C**

**PROPOSED RECOMMENDATION FOR SUMATRA ROAD**