

Cycle Superhighway 11

Public Consultation Event, 7th March 2016, 18:30

St John's Wood Church Hall

The event was attended by 266 people who signed the attendance register and was opened by Councillor [REDACTED], who explained the structure of the evening and thanked those in attendance. The overwhelming majority of attendants (80%) were above 65 years of age. [REDACTED] stated that CS11 is an issue that has galvanised the community and asked how many people in attendance live in Westminster – majority raised hands, from St. John's Wood – majority raised hands, from South of Regent's Park – approximately five, Cyclists – approximately ten.

Introductions of senior members in attendance:

- [REDACTED], Head of Sponsorship, TfL
- [REDACTED], Portfolio Sponsor, TfL
- [REDACTED], Chief Engineer, TfL
- [REDACTED], City Transport Advisor, WCC

[REDACTED] thanked people for attending and encouraged questions to be kept until after the presentation. Stated he believed CS11 was a good scheme with a huge amount of merit, strongly supportive of pedestrians, cyclists and public realm. CS11 proposals take out the Swiss Cottage Gyratory. [REDACTED] comments were punctuated with sarcastic laughter and booing.

[REDACTED] presented a context explanation behind the CS11, the growth of London, the pressure on the road networks and the need to reflect changing transport needs. The current numbers of cyclists are at average of 645,000 cycle trips per day in London in 2014 (2%) and cyclist make up 25% share of general central London cycle traffic in the morning peak. 5th largest transporter of people. 1.5 million cycle journeys by 2026 with More people cycling more often more frequently. Mayor launched cycling strategy in 2013, which include three key strands: Mini-Hollands, Quietways and Cycle Superhighways of which five have been delivered and three to come.

[REDACTED] continues with an explanation of the Cycle Superhighway 11. Swiss Cottage to West End, main change is removal of one way system at Swiss Cottage, Avenue Road between its junctions with Finchley Road and Adelaide Road, to be altered as a public realm improvement with access only for buses, cyclists and pedestrians outside the public library and leisure center. Access restrictions at four of the gates into The Regent's Park, making it a less attractive through route for vehicles in The Regent's Park and making The Outer Circle more of a part of the park, as intended, with 80% of vehicles traveling through the park rather than visiting the park and high speeds noted. Two design options for Portland Place, one segregated and one with advisory cycle lanes. Further explanation into each of the three sections followed.

explains his transport modelling work in the assessment of schemes. explains the traffic modelling and the “technology” behind it, it is not completely perfect but it is the best tool at the moment. What types of modelling used and why it was used, computer simulation with a snap shot of the ‘real world’? Some schemes were used, assumptions included such as how many times a pedestrian presses a button and it is impossible to place every road in the model. Car drivers don’t have perfect knowledge, but the modelling assumes perfect modelling. TfL is a world leader in traffic modelling. Explains Hendon Way to Baker Street will drop by 8 to 10 minutes for vehicle traffic and it is received by rapturous laughter. Brent Cross to Hendon Way no impact (far from the scheme), Hendon Way to Finchley Road is improved journey time as it is not as attractive for cars to drive through so a reduction (is received by laughter). Swiss Cottage has an increase in journey time with road re allocation. Further on, Finchley Road journey time decreases as traffic signals are optimised to Baker Street. Hill Grove Road to Adelaide Road increase of 4-5 minutes. Pedestrians around Swiss Cottage wait times will increase and in line with Oxford Street. Buses travelling East – West will have an increase in journey times. Explains the traffic modelling map with decreases in blue and increases in red for am peak. Pm peak less impact due to longer period of time, but a similar picture.

explains next steps, consultation closure and feedback, consultation report, outcome of consultation will produce detailed design and possibly implementation.

(Resident / St. John’s High Road Association) and (Stop CS11) presentation. mentions agenda of making cycling safe and reducing the number of cars on the road and pollution. Proposals are using a sledgehammer to crack a nut. Swiss Cottage doesn’t require pedestrianizing and The Regent’s Park doesn’t require banning of cars (met by overwhelming applause). Overwhelming respondents have bitter resentment to TfL and ‘Transport Tsar’ regarding proposals. Explains impact of HS2 16 year project and St. John’s Wood Barracks of 5 years, which was not included in the modelling. TfL will face a judicial review for wasting ‘our money’. HS2 800 lorries loads of spoil, bridges requiring widening and closures during construction. Adelaide Road shaft will close the road for 8 months or more. HS2 car park at the zoo car park and lorries will enter from Prince Albert Road. St. John’s Barracks works has lorries in Acacia Road and leaving via Finchley Road. There is never a traffic jam in The Regent’s Park. Issue of speeding to be enforced not banning cars. Closure of four main gates will push cars onto other roads and cause all residential roads to become rat-runs. Diverting cars on Avenue Road onto Price Albert Road will divert cars into HS2 carpark, which TfL didn’t include in modelling. The Regent’s Park is a main community link; don’t tell the elderly, mum’s, the ill and all of us to cycle when it’s cold and raining. Closure of Queen’s Grove, described as a rat –run. It is not a rat run; locals use it as the only route. Clive explains the diversion. Swiss Cottage makes no sense, as no one wants to gaze at the rear of the Odeon. Explains design for Avenue Road, with cycle lanes, bus lanes and no public realm.

, Chair of Westminster Living Streets advised that is a local resident from Westminster, lives in St. John’s Wood. Alternative views weren’t given a stage. Cycle Superhighways are extremely popular (met with vocal opposition) 80% of polled Londoners supported it. Anti-Superhighway rhetoric is from the older generation. Cycling is hugely popular and there is a need for segregation. Pollution levels in Westminster are appalling.

█ rarely uses a car. The Regent's Park is a park, not a rat-run. Proposals are limited and should go further. Access in to The Regent's Park can be made from other gates. Pedestrian / cycling schemes meet strong opposition from resident groups across the country, disruption and dismay initially once implemented, but it calms down after. Speak with █ and TfL to help keep rat-running out of St. John's Wood.

█ from Ordanance Hill, Architect. Never has a problem crossing the road with cars, but █ a problem with cyclists. It will be worse under this scheme.

█ explains the work with The Royal Parks, The Crown Estate Paving Commission, amenity groups assisting with cycle behaviour. Do you want more traffic signals / zebra crossings?

Several years ago a proposal for speed humps was stopped because of the sports cycling fraternity wanted to turn the park to a velodrome. Where have TfL's statistics come from? Cyclist should be licensed. 12,500 children entering into Hampstead for schooling has this been included in the model along with the skyscraper in Swiss Cottage?

█ responds that modelling will carry on further; everything known to TfL was included.

█ (resident of Oslo Court) Why weren't we written to us, most of us are here on word of mouth. How much of our money was spent on consultation?

█ explains 500 metre radius of the route was delivered leaflets along with media, internet and newspaper advertising and local councils.

Resident explains Primrose Court never received consultation. TfL said to █ an agency was paid to deliver leaflets.

█ only information █ received was through local societies. None of his neighbours received it.

█ explains the ease of submitting the consultation views. Many people have made up their mind and they can put their view forward.

█ asks for a show of hands showing those who received a leaflet (overwhelming majority puts hand up)

█ asks the awful cost of money, why has it only been brought to our attention now? Can we oppose the proposals?

█ explains the plans are developed over a period of time. People want a level of detail, so time required to produce the level of information.

█ explains the consultation closes on the 20th of March 2016 and if it is not long enough, please go online and state that it is not long enough.

explains the importance of going on line to put views forward.

asks when did rush hour finish at 11 am and start at 3pm? The £913 million should have been spent on licensing and insurance.

explains it's not a cyclist versus other users' discussion. Most cyclists are car users and pedestrians and public transport users. Trying to make plans in London to accommodate all road users and cycling is the only transport mode growing at the moment.

asks if the two-way system at Baker Street and Gloucester Place was included in the modelling and the impact?

explains it was included.

Islington Cyclist addresses the room. They use the Inner Circle regularly and The Outer Circle and they train members to act responsibly and for people to report cyclists. Lived in the area (Edgware Road) and his driver instructor said if you can drive Swiss Cottage you can drive anywhere in London, Swiss Cottage needs to be changed. Speed cushions cobbles need to be reconsidered. HS2 will increase Lorries traffic, which is the biggest killer of cyclists; therefore, need for segregated cycle lanes are even more important.

this scheme doesn't help me use my bicycle; it only helps people from Hendon travelling to central London. The easiest way to accommodate cyclists would be to put cyclists on one side of the road on the footway and pedestrians on the other footway?

explains The Royal Parks will be trialling materials and Lucy confirms this. Lucy explains the network of cycle improvements including Quietways and Superhighways.

Resident queries the fitness level of TfL workers making the proposals and asks how will she and disabled people like her use a bicycle and the rat-running and congestion will confine her to her house.

stated that Cycle Superhighway 11 won't cause congestion and it is not asking everyone to cycle.

from Abbey Road says the increase in cycling requires licensing, enforcing helmets and road rules and insurance eg. the cycling proficiency test.

Explains it is not required then or now.

Resident explained the Thames Water works was an opportunity to gauge an understanding of what the scheme will do to traffic.

TfL explained road works are not an example of changes, as they don't include improvements in signalling etc.

Resident mentioned how frightening Amsterdam is and has there been a study on the places where cycling is like this?

Resident asked how do you put all the traffic into Finchley Road?

Resident queried the people who designed the scheme for the benefit of cyclists, is there an alternative route?

██████████, Royal Parks Deputy Chief Executive, is keen to hear what people feel about the proposals and that TfL wants views.

██████████ explained that Westminster City Council will take the views here on board and Ward councillors are here to listen. A Cabinet member report is to be published when decision is to be taken and views in room will be included in our response. TfL explained that it is not a referendum and they will make an informed decision at the end of the process.

Resident mentioned that the 100 Avenue Road skyscraper will have an impact on modelling, but is not included and says it was a stitch up and CS11 is the same.

██████████ explains that the report that TfL produces will go to the next elected Mayor of London, who will take a decision with the new Mayor of London's Transport Board.

Resident believes the modelling information is trivial and flawed. A proper Cost Benefit Analysis should be conducted that shows pollution and accident reduction. The scheme is being pushed through by people supporting it.

██████████ (Camden) mentioned 12,000 / 14,000 vehicles travelling down the road will lead to disappointment. The Thames Water works lead to chaos.

██████████ says ██████████ and other colleagues in council are right behind the residents and believes that main roads and side roads will become rat runs. The outer circle in The Regent's Park is wide enough to include all users. Thinks that this is a step too far and is lobbying TfL and the Mayor. The whole scheme has been given to ██████████ who may be the cycling guru, but he has no jurisdiction over the residents in St John's Wood. How can we address air pollution if you create rat runs, stop / start, more traffic? Hyde Park segregation for cyclists is being put in and will work, so why not here. The gate closure into Regent's Park is a step too far. It is frightening that HS2 is not included in the modelling. It is not just ██████████, but all the local councillors are behind residents.

TfL mentions the standard six weeks consultation period is plenty of time to respond.

██████████ from the Ham and High newspaper apologised for the lack of coverage in the paper. Asked TfL if there an example of a cycling scheme stopped? Would they consider extending the consultation due to the number of residents not consulted with?

█ gave example of the East West Cycle Superhighway was changed as a result of the consultation.

█ will be reporting back to █ and is very concerned people have not received leaflets, clearly TfL didn't manage to get leaflets delivered. Very concerned that emails and questions not responded to – and those questions need to be answered and then shared with those being consulted with. He explains that Westminster City Council would like the consultation extended.

Resident threatens litigation over the fact no proper consultation.

Resident who lives near the Regent's Park is looking forward to using the segregated lane with her child, mum's are underrepresented tonight and cycling promotes a healthy choice.

█ reiterated █ concerns and asked for the consultation to be extended.