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Dear Directors

CYCLE SUPERHIGHWAY 11 – BRENT CROSS TO THE WEST END

Whilst pro cycling, The Church Row Association is writing to oppose the proposed Cycle Superhighway 11, as the consultation is fundamentally flawed and the proposals don't represent a substantial improvement in the provision for bicycles, but do heavily penalise other forms of transport to the detriment of the health of Hampstead and St John's Wood residents and the 12,500 pupils in NW3, and to London as a whole.

The Consultation is Fundamentally Flawed

The consultation is fundamentally flawed, as it does not respect the minimum requirements of consultations undertaken by public bodies, nor the "Sedley Criteria" (R v Brent London Borough Council):

1. This consultation should have been undertaken at the formative stage of the scheme not at a stage where TfL has already decided on the principle of CS11 and publicly declared its intention to commence building in 2017.
2. Due to the lack of prior consultation at the formative stage, key factors have not been considered e.g. (a) the very significant and detrimental impact of the HS2 project (b) the very high density of schools and pupils in the area just north of Swiss Cottage, and the associated school run. With 55 schools and some 12,500 pupils this has one of the highest concentrations of schools in the UK.
3. Consultation should be for the entire route from the West End to Brent Cross, and not just the segment from Portland Place to Swiss Cottage.
4. The consultation presents only one substantive option, and should have considered: alternative routes for the cycle lane, alternative treatments for Swiss Cottage; and alternative configurations for Regent's Park. There are many possible options that should be considered.
5. It has been inadequately advertised to local residents. It is not sufficient for TfL to rely on street associations to "pass the word" and it is unlikely to have properly included those residents who for whatever reason don't use the Internet.
6. The proposals will have potentially negative impacts on: children; the elderly; and other disadvantaged groups who can't necessarily use bicycles, but no consideration appears to have been given to such groups needs.
7. The proposals envisage significant and complicated changes to existing road layouts and junctions that take pages to outline, but are indigestible to the average person. There is no proper analysis or explanation as to why or how all these changes result in an improvement.
8. The limited traffic data and conclusions do not tally with either local knowledge or analysis of traffic data surveys obtained from Camden Council. In particular, the consultation argues that the proposed traffic restrictions will force vehicles to use alternative routes, and as a result this will reduce journey times south along Finchley Road. This is analysis is faulty because any such reduced journey times will attract the vehicles back! TfL has refused to supply the underlying data and models on which the consultation is based.
9. No third party consultancy reports (e.g. assessment of the traffic model, traffic flows, safety studies, safety vehicle response times, and air pollution impact assessments) have been made available supporting the proposed cycle route, indicating that either they have not been prepared or they have been withheld.
10. The proposals do not provide sufficient reasons or arguments for those consulted to give intelligent consideration or an intelligent response.
11. The timetable for the consultation has been driven by the London Mayoral Elections. Residents have been given insufficient time to assess these complicated and poorly presented proposals. A public body cannot dispense with consultation in reliance on urgency of its own making.
12. This consultation is neither substantively fair nor does it have the appearance of fairness

Other Developments

This scheme is planned on the major arterial route for traffic coming into London from the North of England down the M1 into Central London. It is an area that is already subject to very significant development projects:

1. High Speed Train HS2 will take 15 years to construct and will result in the closure of roads such as Adelaide Road (part of Swiss Cottage system).
2. The Brent Cross and Cricklewood extends to 151 hectares, including the Brent Cross Shopping Centre, is to be redeveloped as a new town centre, one of the largest development projects in Europe. It will take years to complete.
3. 100 Avenue Road will be demolished and replaced by Theatre Tower: the largest tower within Camden.
4. The Royal Free Hospital is about to commence the construction of a 100,000 square foot immunology unit.
5. St John's Wood barracks is to be converted into 163 new homes, and there are other significant developments at Albany Street, and Kidderpore Avenue.

All of these developments will have a very significant impact on traffic, increase congestion and travel times, potentially bringing gridlock to this major route into London. None are mentioned in the CS11 consultation.

The Proposals Don't Represent a Substantial Improvement in the Provision for Bicycles

The consultation makes no mention of existing cycle lane provision. The map shown below is from "London Local Maps" and shows Central London Cycle Routes in green. It shows the existing cycle route down the back streets of Hampstead (Netherhall Gardens, Maresfield Gardens) round the back of Winchester Road, Elsworthy Road, and then Avenue Road, with potential to bypass all of Swiss Cottage. It shows that it is not necessary to change Swiss Cottage to deliver a cycle scheme. It also shows the cycle lane along the canal and then down Broad Walk, provides an alternative to the CS11 proposals.



"Quietway 3" is a new cycle recently approved, but not yet built that runs from Regent's Park to Gladstone Park (Dollis Hill). It affects: Boundary Road: St John's Wood Park: Ordnance Hill; St John's Wood Terrace; Townshend Road; Allitsen Road; Avenue Road. As this consultation was also not widely consulted, most residents are unaware of its existence. There is a further un-named "Quietway" detailed on the Westminster web site that runs along Regent's Canal, Aberdeen Place, Northwick Terrace, Hamilton Terrace, Carlton Hill, Greville Road. To date it has not been possible to find a complete map for these proposals, and neither of them are mentioned in the CS11 consultation.

It is proposed that cycle superhighway 11 claims both sides of Regent's Park's Outer Circle and Broadwalk. To be effective the cycle lane does not need three roads. Broad Walk would suffice.

There is a separate consultation by Westminster Council to change the Clarence Gate - Park Road junction, and replace the one-way traffic system on Baker Street and Gloucester Place with a two-way traffic operation, widening the pavements along Baker Street, Dorset Square South and Melcombe Street to improve safety for pedestrians and create more provision for bicycles.

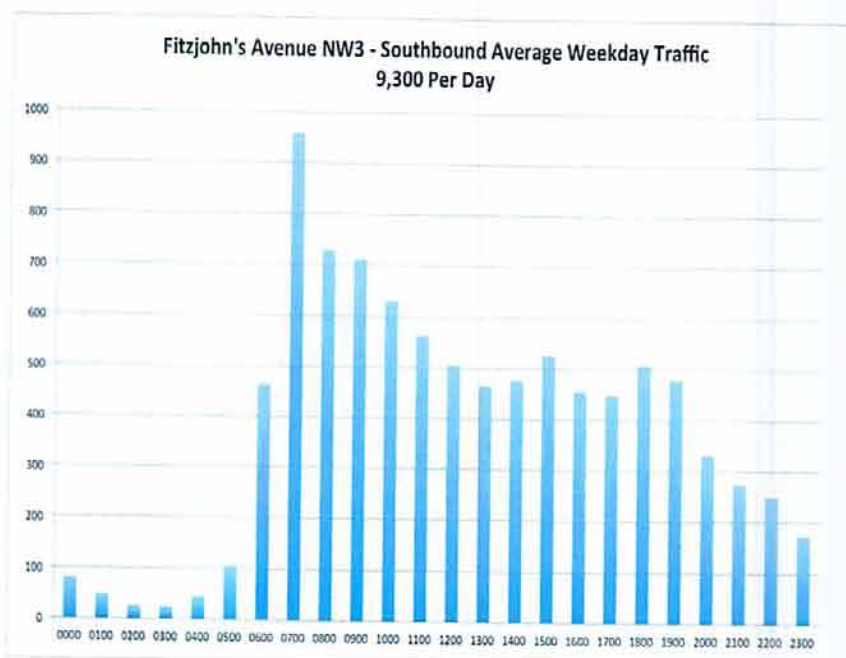
The consultation presents the new Cycle Super highway as if none of the existing cycle routes, nor any of the additional proposed changes will happen, and has failed to provide any assessment of the need for CS11 or any improvement that may be offered by CS11. In the absence of any argumentation to the contrary it would appear that cyclist needs are already met by existing cycle lanes and approved but as yet un-built "Quietways".

Impact of Traffic and Pollution

The TFL consultation accepts that the proposals will have an adverse impact on traffic in Hampstead Village and the surrounding area. The adverse impact is caused by (i) the replacement of the disliked but flexible gyratory system, with a system that has (ii) "no left" hand turn from Finchley Road into College Crescent (iii) "no left" and "no right" hand turns out of College Crescent; (iv) a compression of traffic into Finchley Road with restrictive traffic light sequencing. The above actions is effectively a partial closure of College Crescent and Fitzjohn's Avenue that will cause traffic to back up into Hampstead.

The sheer number of schools and pupils in NW3 (12,500) is staggering. Some 5,000 of these pupils are immediately off Fitzjohn's Avenue and Arkwright Road. Despite planning policies that say additional schools should not be added to the area Camden Council have permitted the addition of more than 3,000 pupil places in the last five years. The pupil numbers now exceed the population of Hampstead Village (11,200) and are on a par with Imperial College of London (8,885 undergraduates) or the University of Bath (10,810 undergraduates).

The consultation does not take account of NW3's pupils and the associated Fitzjohn's Avenue school run (see March 2015 chart below - showing 9,300 vehicles using Fitzjohn's Avenue daily - Source Camden Council). Any sensible assessment of traffic flows of the area should at least acknowledge the daily congestion (1,000 cars per hour) caused by the presence of these schools.



As idling motor vehicles produce more pollution than moving vehicles, the proposals will increase nitrogen oxide air pollution. This increase in air pollution is unacceptable as this area of London is already in breach of UK and EU air quality guidelines. In 2007 DEFRA published a report on *"The Air Quality Strategy for England, Scotland, Wales and Northern Ireland"*. It explains that all combustion processes in air produce nitrogen oxides (NO₂ and NO), that road transport is the main source, and that *"NO₂ is associated with adverse effects on human health. At high levels NO₂ causes inflammation of the airways. Long term exposure may affect lung function and respiratory symptoms."* In the Sixth Report of Session of the House of Commons Environmental Audit Committee and printed 26 November 2014 highlights that air pollution is an invisible killer, costing the lives of 29,000 per year. In 2010 Camden had 264 deaths attributed to air pollution, a figure far higher than road accidents.

Given the pollution levels in Fitzjohn's Avenue exceed both UK and EU standards, and the Government is being dragged before it's own Supreme High Court to do something, it might be expected that TfL's traffic analysis would be thorough. TfL's traffic assessment of the scheme is set out in the attached link: <https://consultations.tfl.gov.uk/cycling/a28a8a05>. The lack of any commentary on the number of schools off Fitzjohn's Avenue and Arkwright Road, the associated school run traffic, or the pollution levels underscores that the work has either not been done or it does not support the case for CS11. This increase in air pollution is unacceptable as this area of London is already in breach of UK and EU air quality guidelines, but given the high concentration of school children it represents a fundamental omission of the consultation.

Similarly the effective closure of Avenue Road will push traffic onto Finchley Road and Wellington Road, and motor vehicles will increase their use of St Johns Wood residential streets. A key artery of London will become gridlocked. The increased traffic congestion will not only increase air pollution but negatively impact emergency services response times.

It should be noted that:

- A core principle of the National Planning Policy Framework is that the planning systems should "contribute to conserving and enhancing the natural environment and reducing pollution".
- European Air Quality Directive 2008/50/EC requires UK authorities to refuse permission for a development where it will either make significantly worse an existing breach or significantly delay the achievement of compliance with pollution limit values.
- The Treaty of European Union Art 4 (3) requires UK authorities to refrain from actions, which will prejudice fulfilment of EU law obligations.

Conclusion

The consultation should be withdrawn as:

1. It does not respect the minimum requirements of consultations and is fundamentally flawed.
2. There is already significant cycle provision in the area (both existing and planned) and the proposals do not offer cyclists significant benefits, and such benefits as there may be, are not properly argued and do not take account of all the facts.
3. The proposals will increase traffic congestion and nitrogen oxide air pollution in an area known to already be in breach of UK and EU pollution limits.
4. The proposals when combined with the other developments will bring gridlock to the major arterial route for traffic coming into London from the North

Yours faithfully



Nayla Dahan