

Appendix A

Finchley and Golders Green Area LCC proposals Review

Childs Hill Ward

LCC proposal

Protected lanes on Hendon Way, Finchley Road and Cricklewood Lane

Heavy traffic on the major routes through Childs Hill Ward is intimidating for cyclists. Protected Space for Cycling in this area will greatly improve the amenity for all road users, it will enliven the shopping areas and the local community. Safe routes will encourage many more children to cycle to school. The A41 Hendon Way is already designated by Transport for London as part of the Mayor of London's Cycle Superhighway CS11 and we want to see a spur of that Superhighway to Golders Green via the A598 Finchley Road and to Cricklewood via Cricklewood Lane

Review

As noted above TfL are considering a route along A41 Hendon Way as part of cycle superhighway 11 so this is not considered further here. This review therefore considers how provision might be made on A598 Finchley Road and A407 Cricklewood Lane only.

The section of Cricklewood Lane from the junction with the A5 Cricklewood Broadway up to and including the junction with Claremont Road is included within the boundary of the Brent Cross Cricklewood planning application boundary and major changes are expected to the road environment in this area as a result. Consideration of proposals for Cricklewood Lane below therefore focuses on the stretch between Claremont Road and Hendon Way.

Cricklewood Lane (Claremont Road to Hendon Way)

The carriageway on Cricklewood Lane is mainly around 10m wide. A cycle lane and a general traffic lane in each direction could be provided but this would not leave space for on-street parking. Currently parking is only restricted in much of the road between the hours of 10 and 11am and provision is made for resident parking during these hours too. Cycle lanes operational only at peak hours might be an alternative to restricting parking entirely, but the impact on resident parking would still be significant.

Alternative provision for pedestrians would need to be considered in place of the pedestrian refuge near Gillingham Road as the space past the island is in the range that could encourage other vehicles to pass too close to cyclists. Kerb adjustments at the pelican crossing near Dersingham Road could address the same issue at this location. Provision of cycle lanes and associated adjustments through this length could be expected to cost in the region of £100,000.

Finchley Road (Hendon Way to Golders Green Road)

A cycle lane and a general traffic lane in each direction could be provided on this stretch of Finchley Road if on street parking were prevented. Much of the parking provision on this road is tidal – that is parking is restricted on the southbound side of

the road in the mornings and on the northbound side of the road in the evenings. Cycle lanes also operating tidally could be a compromise solution to retain much of the existing parking provision, but clearly this would be less helpful for cyclists. Provision for cyclists at traffic signals in the form of Advanced Stop Lines with a lead in cycle lane appears feasible at the junctions with Cricklewood Lane with some adjustments to kerblines. However at Dunstan Road the retention of two general traffic lanes at the signals would probably not be possible and the impact on the junction operation would need to be assessed and mitigated if possible.

Alternative provision for pedestrians would need to be considered in place of the pedestrian refuge between Hodford Road and Wycombe Gardens. The space past the refuge is in the range that may encourage vehicles to pass too close to cyclists and is inadequate to provide cycle lanes. A zebra crossing might be a suitable alternative. Provision of cycle lanes and associated adjustments through this length could be expected to cost in the region of £150,000.

Finchley Road junction with Golders Green Road. The gyratory road layout is not a good arrangement for cyclists. Previous studies to consider a signalised plain cross-road arrangement (that would be a better option for cyclists) were not able to overcome issues related to junction capacity and the impact on traffic movement. A further study to establish the best achievable layout and provision of a major junction scheme at this location could cost in excess of £250,000.

Finchley Road north of Golders Green Road (to Ravenscroft Avenue) As described above for the section of Finchley Road south of Golders Green Road, tidal cycle lanes in conjunction with retained tidal parking may be appropriate. The signalised junction at Hoop Lane provides little scope to introduce cycle lanes without impacting on junction operation. Alternatives such as making cycle use at this location prominent by the use of cycle carriageway signing in the centre of the approach lane and possibly coloured surfacing as part of a junction redesign and adjustments to the pedestrian refuge and protected turning areas just south of the junction. Addressing this section could be expected to cost around £100,000

East Finchley Ward

LCC proposal

Protected cycle lanes on the A1000 High Road

A1000 High Road through East Finchley provides one of the few links across the North Circular Road. Protected Space for Cycling will connect with neighbouring wards and allow many more people to cycle to work and cycle to the shopping areas on the High Road. This ask is part of a concerted vision for a Cycle Superhighway route along the entire A1000 (the historic A1 / Great North Road) from High Barnet to East Finchley, connecting with TfL's Cycle Superhighway 12 (along the A1) into the City of London

Review

We understand that TfL's proposals for Cycle Superhighway 12 from Central London to East Finchley or Muswell Hill are not now expected to proceed in the form

originally envisaged, however a Quietway Route (intended to be a cross-London network of high-quality, low-traffic cycle routes suitable for use by novice as well as more experienced cyclists) is being considered following a similar alignment. Such a route would probably need to make use of the A1000 through the section through the section from a little south of Fortis Green to Leslie Road.

A1000- borough boundary to Fortis Green signals

The A1000 south of Fortis Green is generally wide, and provision of cycle lane in both directions would be feasible while retaining parking on one side of the road where needed. From the Bishops Avenue northwards to Fortis Green past the station the current to lane road layout would need to be adapted to provide a single general traffic lane and a separate cycle lane. The implications of this on traffic movement would need to be assessed. Two general traffic lanes on the approach to the junction would need to be retained to maintain the capacity of the junction. Modifications to the road layout to accommodate this and a cycle lane leading to (and from) the signals may be possible. Alternatively use of prominent cycle carriageway signing in the centre of the nearside lane with possible use of coloured surfacing in the lane could help highlight use by cyclists. This junction suffers competing demands and assessment of the impacts on traffic movement would be needed. Making ideal provision for cyclists may not be feasible, but redesign of the traffic signalled junction to enhance provision should be possible. Provision of cycle lanes and associated adjustments through this length could be expected to cost in the region of £100,000-£150,000, depending on the scale of changes at the signals. More major changes might be an option in conjunction with significant changes to the public realm through the shopping area further north to provide a route more suitable for novice cyclists.

A1000 – Fortis Green to Creighton Avenue

Provision of either a Superhighway or a Quietway style route through the shopping area north of Fortis Green would be a challenge. Available space is insufficient to provide cycle lanes in both directions while retaining the current kerblines and parking arrangements, and even with significant modification could only be accommodated if parking were retained on one side of the road only. A more limited solution providing route continuity for more confident cyclists could be to provide cycle carriageway markings centrally within the general traffic lane.

Either arrangement would be unlikely to provide the level of protection that a Quietway route useable by less experienced cyclists would expect. An alternative approach that might serve either style of cycle route and that might also retain parking provision would be to consider a significant remodelling of the street through East Finchley to provide a lower speed environment still providing for through traffic but in which it is less dominant. The cost of developing and implementing such a proposal would clearly be high (in excess of £1M).

A1000 – Creighton Avenue to North Circular Road

The wide carriageway and more limited parking pressures through most of this length mean that cycle lanes might be provided alongside general traffic lanes in both directions while retaining parking on one side of the road where needed. Adjustments in the vicinity of the traffic islands near Willow Walk would be needed to

make provision past these. Provision of cycle lanes and associated adjustments through this length could be expected to cost about £50,000.

A1000 junction with North Circular Road

An outline proposal for crossing the North Circular Road was developed as part of the borough's application for the London Mayor's Cycling mini-Holland scheme. Although this did not proceed, the outline design provides for a semi-segregated route on the bridge over the North Circular Road and improved facilities for cyclists at the signalised junctions each end. Further development of the proposal including detailed consideration of traffic impacts would need to be taken place before the proposal could be considered for implementation but as a guide the proposal could be expected to cost in the region of £500,000 including development costs

Finchley Church End Ward

LCC proposal

Protected cycle lanes on the A598 Regent's Park Road / Ballards Lane

Protected space for cycling will attract more people to cycling and benefit all road users through reduced congestion, as well as increase trade to local shops and leisure facilities. This is part of a concerted vision for a Cycle Superhighway-standard route along the A598 connecting the Mayor's CS11 at Childs Hill to another Cycle Superhighway along the A1000 at Tally Ho' Corner.

Review

Regents Park Road (North Circular Road to Gravel Hill)

The wide carriageway 11 to 16m provides scope to provide a cycle lane and general traffic lane in both directions with car parking also provided in both directions in many places (separated from the cycle lane by a buffer zone). Parking on one side of the road only could be accommodated on the northern stretch, part of which is currently provided with unrestricted parking bays on both sides of the road. Space on the northbound approach to the signals is too limited to provide a lead-in lane to an advance stop line for cyclists and is also limited on the southbound approach, although there may be scope to adjust kerb-lines to overcome this. Providing a lane on the northbound approach would not be possible without impacting on junction capacity or pedestrian provision. Alternative measures to highlight the presence of cyclists in the inside lane through cycle symbols and possibly coloured surfacing could be a compromise solution. Development and implementation of proposals for this length might cost in the region of £50,000 and possibly up to £100,000 if more major work were undertaken at the traffic signals.

Gravel Hill to Hendon Lane

At around 12m -13m wide the road could accommodate general traffic lanes and cycle lanes in both directions but with parking restricted to one side of the road only. Changes might cost in the region of £20,000.

Hendon Lane to Nether Street

Maintaining provision for cyclists alongside general traffic through this length would be likely to impact on the operation of the signals at Nether Street and on provision

made for traffic turning into side roads, increasing congestion. Provision of route continuity markings within shared traffic lanes might provide adequately for more confident cyclists. Alternatives that change the street environment to might be an alternative higher cost option.

Changes through much of Ballards Lane (in West Finchley Ward) could be made to accommodate cycle lanes but retaining parking on one side of the road. Lanes and associated adjustments might be expected to cost in the region of £100,000. Alternatively high cost (over £1M) public realm changes to provide a lower speed environment in which traffic is less dominant while still providing for through traffic might be considered.

Garden Suburb Ward

LCC proposal

Protected cycle lanes on the Bishops Avenue and along the Heath.

The Bishops Avenue is a useful link route for cyclists avoiding the trunk roads. The levels of fast motor traffic create a hazard for cyclists. Providing protected space will make this area and the Heath accessible for family cycling.

Review

The Bishops Avenue

At about 9m wide (or slightly wider) throughout, cycle lanes in both directions on The Bishops Avenue could be provided alongside general traffic lanes if parking were restricted. This could probably be accommodated on the southern section (between Hampstead Lane and the A1), but between the A1 and the A1000 High Road permit holder parking is provided during the day and restriction is likely to cause difficulties, although residents have rear access. Alternative provision would be need to be considered for pedestrians in place of existing pedestrian refuges on the southern section as the space past the refuges is inadequate and reducing the speed limit from the current 40mph on this length to 30mph would also be desirable, and may be necessary to achieve some design requirements.

Provision of cycle lanes, conversion of pedestrian refuges to zebra crossings and parking and speed limit changes could be expected to cost around £100,000 - £150,000.

Provision of advance stop lines at the junction with the A1 Falloden Way could affect the capacity of the junction to some extent and detailed consideration of the impact of this would be needed. Assessment of the impacts and adjustments required could cost from around £20,000 and potentially significantly more if major changes are required to mitigate impacts.

Hampstead Lane

Hampstead Heath itself is outside the borough of Barnet. A short stretch of Hampstead Lane from The Bishops Avenue to The Spaniards is within the borough, alongside Kenwood House grounds. The road is 12m wide or more through much of this stretch reducing to 7.5m before reaching the signalised single lane section past The Spaniards. An on road cycle lane in one direction only has been provided on

part of this length in the past. Enhanced cycle facilities in this stretch could be achieved through provision of dedicated lanes in both directions through most of the length, with adjustments made at pedestrian refuges to accommodate the lanes and at the junction with The Bishops Avenue to provide advanced stop lines. A lane could be provided in one direction only approaching the traffic signals at The Spaniard, where the road narrows to 7.5m.

Provision / re-provision of cycle lanes on Hampstead Lane, including adjustments to pedestrian islands and to the traffic signalled junction at The Bishops Avenue could be expected to cost in the region of £50,000.

Golders Green Ward

LCC proposal

Protected space for cycling on Brent Cross Flyover and access to Brent Cross, regeneration areas and local quiet ways

TfL's Cycle Superhighway CS11 will follow the A41 Hendon Way and terminate at the Brent Cross A41/A406 interchange. It is vital that, rather than stopping at a barrier, there is high quality cycle route continuity in all directions (north, along the A41 towards Hendon, west along the A406 or a Quietway into the Brent Cross Cricklewood new town centre / regeneration zone and east along a Quietway on Highfield Avenue to Golders Green Road.

Brent Cross Flyover is one of the very few crossing points of the North Circular Road, without safe space for cycling it is a major barrier preventing people from choosing to travel by bike. Safe cycle access to Brent Cross shopping centre will promote more cycle trips and reduce motor car congestion in the area.

Review

Improvements in the Brent Cross Area at the Brent Cross Interchange and at Staples Corner flyover are being considered as part of the major development scheme in the area so proposals for this area are not considered separately in this review.

West Finchley Ward

LCC proposal

Safe cycle routes to the Ballards Lane & Tally Ho town centre (Close West side of Tally Ho)

Ballards Lane and the A1000 High Road, Finchley are major routes through here. This is also the local high street for Finchley. It needs to accommodate all modes of traffic and serve the local community. Closing the west side of Tally Ho gyratory and building a cycle superhighway standard routes here will reduce the dominance of through motor traffic. This is a joint measure with Woodhouse ward.

Review

Conceptual work has been carried out previously in conjunction with the Outer London Fund work in North Finchley looking at major changes to the Tally Ho intersection. This considered changes that would restrict (but not eliminate) traffic on

the Western side of Tally Ho and make the junction of the High Road and Woodhouse Road and Kingsway a more conventional signalised crossroad junction. Traffic modelling work has been undertaken that suggests that such an arrangement could operate successfully. Introducing the changes would involve significant traffic management changes and would probably be undertaken in conjunction with other public realm improvements. The cost would be highly dependent on the scope of associated public realm work, but in any event would be expected to exceed £500,000 and could be significantly higher.

Woodhouse Ward

LCC proposal

Protected cycle lanes along A1000 High Road

The A1000 High Road Finchley is the major route through here. It is also the local high street for Finchley. It needs to accommodate all modes of traffic and serve the local community. Closing the west side of the gyratory and building a cycle superhighway standard route here will reduce the dominance of through motor traffic. This is a joint ask with West Finchley ward

Review

The information above related to West Finchley discusses the treatment of the Tally Ho area. Provision of cycle lanes south and north of the Tally Ho area is considered further below.

The wide (over 12m) carriageway of the A1000 between the North Circular Road and Woodhouse Road provide space for provision of cycle lanes with the flexibility to permit parking on one side of the road where needed. Depending on the location of parking demand adjustments to pedestrian refuges might be needed to accommodate both cycle provision and parking. Adjustments at the Granville Road/Summers Lane junction to accommodate advance stop line reservoirs would be needed. South of Summers Lane provision of segregated or semi-segregated facilities (where a continuous or dis-continuous refuge, barrier or difference in level separates cyclists from general traffic) might be provided, although this would be more expensive. Provision of lanes and associated adjustments to parking, refuges and the Granville Road / Summers Lane junction might be provided for £50,000 to £100,000.

The provision of improvements at the junction with the North Circular Road is referred to above (see East Finchley).

The carriageway between Tally Ho and Woodside Lane is mainly about 12-13m wide with a very wide (over 20m section) section between Mayfield Avenue and Finchley Park. Through most of the length a general traffic lane and cycle lane could be provided with parking permitted on one side of the road only. In the wide centre section parking both sides of the road might be retained – although part of this length is occupied by a bus stop.