

CCC audits of six schemes, October 2010

Audit of Agar Grove/Murray Street/Camley Link Junction (Engineers: Louis d'Almeida, Dave Stewart)

John Chamberlain and Jean Dollimore 28th October 2010

Background

CCC were consulted in February 2010 on proposed changes to Agar Grove to improve conditions for pedestrians and cyclists, including a speed table near the Murray Street junction. This speed table was expected to allow cyclists to enter the Camley Street link without having to step up over the kerb. CCC welcomed the measure, subject to details of the junction, and also requested that additional signage be erected, as previously discussed, as well as cycle logos. We also requested that the barriers across the link be modified, as they were proving a disincentive to cyclists.

Audit

Unfortunately, due (we understand) to issues with loading on the railway bridge, the raised table does not extend completely across the entrance to the Camley Street link, thus making entrance and exit to the link quite difficult. This is exacerbated by the presence of the railings across the link. We suggest that both these problems could be resolved by removal of the railings, which would result in good alignment of the marked cycle track on the link with the speed table. As explained before, CCC do not believe that railings are either needed, nor effective, in preventing misuse.

Suggested Actions

Remove the outer set of westerly railings at the top of the link to align the cycle track with the raised part of the roadway.

We also request the completion of the signage scheme, including, specifically a modification to the sign at the south-west corner of Camden Square to indicate Murray Street as a route to Kings Cross and the West End and improved signage northbound on Camley St at Goodsway.

Audit of Agar Grove/St Pancras Way Junction (Engineers: Karl Baxter, Dave Stewart)

John Chamberlain and Jean Dollimore 28th October 2010

Background

Following a fatal collision and numerous near-misses, CCC were consulted in September 2008 on proposed changes to the Agar Grove/St Pancras Way junction. A scheme involving two-way traffic on Randolph Street was rejected on consultation. A scheme involving removing the southbound cycle track on St Pancras Way between Agar Grove and Baynes Street and replacing it with a route through Agar Place/Wrotham Road with entrance to the cycle track via the right-turn lane into Baynes Street was extensively discussed between Camden and CCC and implemented in early 2010 [?date]. The scheme also removed the awkward cycle phase at the traffic lights on Agar Grove. Later, at CCC's request, a further sign was added to make it clear to southbound cyclists that they should not enter the cycle lane at the Agar Grove junction.

Audit

The scheme appears to work well and has been implemented as designed. All cycle flows were studied and are effective, though the take-up of the route through Agar Place is lower than expected. The potential for collision at Baynes Street seems to have been substantially reduced, though the occasional cyclist is still seen to enter the north bound cycle lane in the wrong direction. It is not clear whether anything more can be done about this.

There are some minor problems as follows:

- a. There is no direction sign at the entrance to Agar Place from Agar Grove and there is a No Left Turn sign.
- b. At the exit from Wrotham Road it is not clear which way southbound cyclists should proceed.
- c. The proposed extension of the ASL on St Pancras Way southbound has not been done.
- d. All road markings are getting very worn.

Suggested Actions

- a. Add a new sign showing a left turn for Camden Town and the West End before the Agar Grove/Agar Place junction. Additionally, the No Left Turn sign should have a cyclists' exemption.
 - b. Add a sign at the exit from Wrotham Road indicating that cyclists should join the cycle lane for Camden Town and the West End. This could be a 'repeater' sign, but a direction sign would be better.
 - c. Extend the ASL on St Pancras Way southbound to 5m.
 - d. Repaint all road markings.
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Audit of Byng Place (Engineer Joanna Alker)

John Chamberlain, Jean Dollimore 28th October 2010

Background

CCC were consulted in 2008 on proposed changes to Byng Place, which is a busy area with many motor vehicle, pedestrian and cycle movements and is an important part of the LCN 0 cycle route as well as being a primary destination. Extensive comments were made by CCC at the time of the initial consultation, among them being the following:

- a. Take the opportunity to increase the width of the cycle track to 3 meters.
- b. Implement a solution to the problems for cyclists turning into Malet Street, such as that proposed by Camden in 2007.
- c. Concerns that the introduction of raised sections and kerbs would restrict the movement of and/or be dangerous to cyclists.

Audit

The scheme implemented, including the removal of marked cycle lanes through the area, is aesthetically pleasing and seems to work well. The use of paving aligned in a curve is effective at managing the flow of cyclists, and the fact that it is a short stretch appears to remove concerns about pedestrian-cycle conflict, as the presence of cyclists is not unexpected.

No improvement to the turn into Malet Street has been made. This is a major concern, especially as one of the proposed schemes included a cycle crossing at the south-west corner of Byng Place, which now, presumably, cannot be implemented.

Actions

Urgently resolve the issue of how cyclists turn into Malet Street.

Audit of Great Queen Street - clear zones consultation (Andrew Helyer and David Jenkins)

Jean Dollimore 26th October 2010

Background

CCC were consulted in September 2008 on proposed changes to Great Queen Street near the junction with Drury Lane to create a public space and remove the signals. CCC supported the measures, but requested that the LCN+ route be emphasised by drawing cycle symbols in the middle of the carriageway in both directions from Drury Lane into Great Queen Street, as recommended in the CRISP Report for Link 28. We also noted that cycle parking was omitted from the design and asked to be consulted about its location.

Audit

The logos have not been painted. The only cycle parking is 3 on Drury Lane (SE of junction) and 3 at top of Wild Street (on west side).

Suggested Actions

We request that the logos be painted and additional cycle parking be provided.

Audit of Kentish Town Road/Prince of Wales Road Junction (Engineers: Simi Shah, Rebecca Strachan and Andrew Helyer)

John Chamberlain and Jean Dollimore 28th October 2010

Background

As part of the Kentish Town Centre improvements [?proper title], a redesign of the junction of Kentish Town Road and Prince of Wales Road was proposed by Camden, and a site visit took place in May 2009. Further changes were made subsequent to this meeting at Camden's initiative to allow room for a cycle lane and ASL on Prince of Wales Road.

Audit

CCC are very happy with both the consultation and implementation of this scheme. Camden officers were receptive and pro-active in suggesting improvements beyond what CCC had requested and the results are, we believe, exemplary, within the limits imposed by traffic flow and other constraints. The only outstanding issue is that the lanes and ASLs lack cycle logos (and should possibly be painted green).

We would like to thank Camden and specifically officers Simi Shah, Rebecca Strachan and Andrew Helyer for the efforts they made to implement a good scheme and the way they engaged with CCC on this.

Suggested Actions

None

Audit of Percy Street Contra-flow Cycle Lane (Engineers: Daniela Pometti, Dave Stewart)

John Chamberlain, 28th October 2010

Background

CCC were consulted in February 2010 about a proposed 1.5m wide contra-flow cycle lane along Percy Street, to include a dividing island at the Tottenham Court Road end. CCC welcomed this as a step towards a new East-West cycle route to relieve the pressure on LCN 0 and to increase local permeability. CCC stated their preference for an unmarked lane, as the proposed lane would be narrow and very close to parked cars, and also suggested minor changes to the layout at Charlotte Street.

Audit

The lane has been implemented as designed except that green paint has not been used and the layout at the Charlotte Street end has been modified and is close to CCC's suggestion. No signs had been erected at the time of inspection; otherwise the implementation seems very good. The lane is close to parked cars, but as the cars face the oncoming cyclists and therefore mutual visibility is good this is not considered to be a major defect. The lane is narrow; at present the volumes of cyclists are not a problem but as more east-west routes open up and more cyclists use the route this may become an issue.

Suggested Actions

Add a warning sign (DfT 960.2) at the west end and possibly an indication to cyclists at the east end (DfT 955).