

Camden Cycling Campaign

www.camdencyclists.org.uk

Response to TfL consultation on the N-S Cycle Superhighway

This response is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have approximately 600 members and represent the interests of cyclists living or working in the borough of Camden. We consulted our members by email and online (using Cyclescape) on this issue and this response reflects the views of the membership.

We **strongly support** and commend the commitment of TfL to provide what will be a step-change in the quality of London's cycling infrastructure. Cyclists living and working in Camden will doubtless form a large segment of users of the superhighway and their safety and convenience will be much enhanced by it.

Scope of this response

This response considers in detail the portion of the CSH north of the Thames, much of which lies in Camden.

We discuss and make proposals for the routing of the CSH in the section north of Greville Street, described as provisional in the consultation document.

We discuss and make proposals for changes that we consider to be necessary at the Ludgate Circus junction.

Our suggestions for the routing between Greville Street and Kings Cross

This section has been prepared in collaboration with ICAG, the local LCC group in Islington

Main points

1. The draft route shown in the consultation diverges from the main desire line which is along Farringdon Road and Kings Cross Road. Those roads will be used by large numbers of cyclists because:
 - The proposed routing puts the superhighway on quiet streets some of which (Saffron Hill, Herbal Hill, Ampton Street) are too narrow to carry the anticipated cycle traffic.
 - The CSH has been advertised as going to Kings Cross, but the draft route alignment doesn't do so.
 - Kings Cross and St Pancras stations and the new development on the Railway Lands site just north of them will be key destinations for very large numbers of cyclists. We estimate that the Railway Lands site alone will generate at least 4500 cycle journeys daily. 2000 could well use the N-S CSH

if they could cross Euston/Pentonville Road and continue on York Way by a safe and direct route.

2. While recognising that achieving safe cycling on all of the streets that form the extended gyratory at Kings Cross is beyond the scope of this project, we consider it essential that:
 - Cyclists using Farringdon Road and Kings Cross Road between Greville Street and Pentonville Road are protected by the continuation of the segregated bidirectional track northward as far as Lloyd Baker Street and by the construction of safe junctions at all of the intersections up to Pentonville Road.
 - As an interim solution to the problems caused by the Kings Cross gyratory, two safe routes northwards should be developed as a part of this scheme:
 - I. A protected route to Midland Road via Judd Street (as already planned by Camden). This route could use either Calthorpe and Guilford Street or Cubitt Street, Ampton Street and Sidmouth Street. The latter is more direct and therefore preferable if it can be upgraded to carry the anticipated traffic.
 - II. A protected route to Caledonian Road either via Lorenzo Street and Calshot Street or via Northdown Street. The link should then continue via Wharfedale Road to reach York Way.
3. The lack of any cycling provision at the intersection of York Way, Gray's Inn Road and Euston Road has resulted in many tragic KSIs. It must be addressed, even if its use on the main CSH routing is delayed until the gyratory is dealt with. As an interim we propose that this direct route be addressed by the re-design of the Kings Cross junction to make it safe for cyclists.

In the medium term, as and when the Kings Cross gyratory is redeveloped, the CSH must be re-aligned to follow the clear desire line on Gray's Inn Road and across Euston Road to York Way.

Further details

1. **The route should continue on Farringdon Road to at least the junction with Calthorpe and Lloyd Baker St**
 - There is road space to achieve this, even with bus stop bypasses at each existing stop.
 - The Bidirectional track could continue up the west side of Farringdon Rd.
 - This continuation would ensure the CSH linked in with other key grid routes, including Clerkenwell Road and QW 38.
 - The junctions at Clerkenwell Road, Rosebery Avenue and Lloyd Baker/ Calthorpe St would require a redesign to provide safe cycling.
 - Lloyd Baker and Calthorpe are an important E-W alignment that already carry substantial cycling flows and are likely to form a part of Quietway 38. It is

imperative that the safety of this E-W flow is fully considered in the redesign for the CSH of this five-way junction with Farringdon Road.

- Clerkenwell Road carries one of the largest peak-hour cycling flows in London. It is the subject of a 'Cycle Boulevard' study by Islington and Camden aimed at reducing motor flows to ensure safe and protected conditions for the huge number of cyclists that use it. Its intersection with Farringdon Road is a straightforward four-arm signalised junction and it will require safe cycling facilities on all four arms.

2. Two continuations northwards

- *Link to Midland Road via Cubitt, Ampton, Sidmouth and Judd Streets*
 - A design for the crossing of Euston Road at Judd Street/Midland Road is under development by Camden/TfL and is in Camden's plans. The cycle track through a small section of Ampton Street has a pinch point that requires attention. Sidmouth Street is low traffic but the junction with Judd Street would require attention.
 - *Link to Northdown St and York Way through Wharfdale Rd*
 - This would be an obvious desire line for many cyclists going to the Railway Lands and beyond to the north east of Kings Cross.
 - The bidirectional track would continue along the west side of Kings Cross Road.
 - The southbound bus stop on Kings Cross Road between Cubitt St and Frederick St may need to be removed or moved elsewhere. The two nearest stops are within 400m of one another.
 - Wharfdale Rd, would need filtering, as there is not sufficient space for segregation.
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Comments on Section 4b - New Bridge Street

Junction at Fleet Street and Ludgate Hill

The proposal shows:

- two-stage staggered pedestrian crossings on all four arms with central islands
- "cyclists run ahead with traffic to minimise green time" which eliminates left hooks on the primary roads only (New Bridge St and Farringdon St)
- no protection from left hooks on the secondary roads (Fleet St and Ludgate Hill)
- two stage right turns from the A201 (only).
- no left filters for cycles, despite ample space here
- no improvement in pedestrian provision (as The City have highlighted)

TfL signal stages:

1. Cycles on New Bridge Street and Farringdon Street get a green signal; northbound motors get green ahead filter arrow
2. Cyclists get a red signal; NB motors get a full green signal. SB motors get ahead and left turn filter arrow (SB right turning motors held).

3. NB motors get a red signal and SB motors get a full green signal so that right turning traffic can proceed into Fleet Street.
4. All NB and SB traffic get a red signal and Fleet Street and Ludgate Hill get a full green signal.

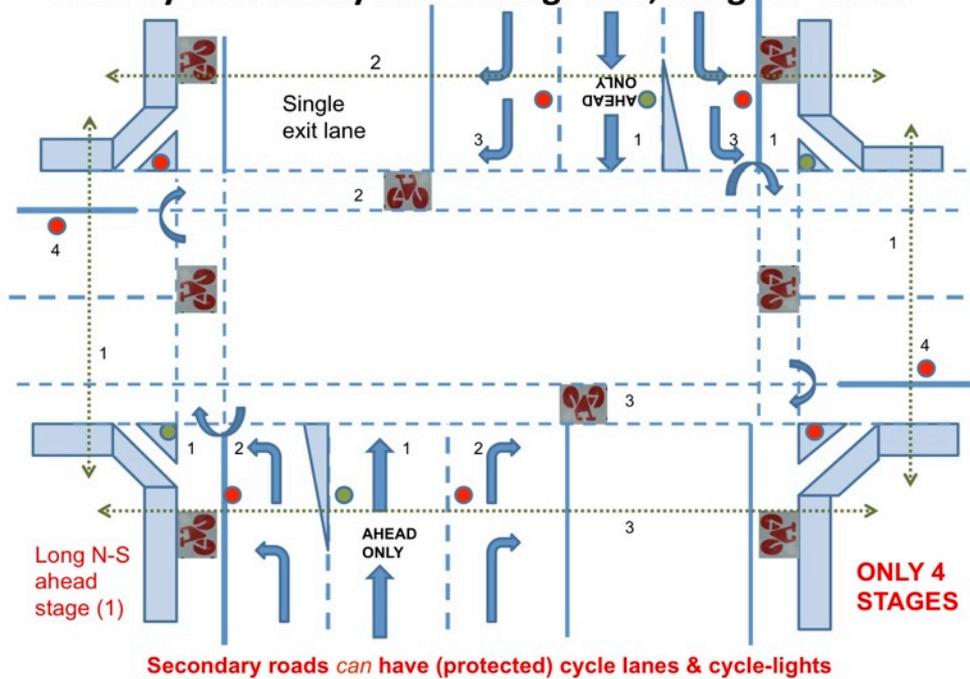
Comments:

- a. this means that N-S drivers get three green stages but cyclists only get one
- b. the service for cycles here and elsewhere on this CSH is inferior to that which TFL is providing at other major junctions by "Hold the left turn" in which cycles can GO straight ahead during the entire straight ahead stage for motors, and pedestrians can cross straight over in a single stage;
- c. just because there isn't space to separate Left/Ahead/Right-only traffic on the minor roads doesn't mean that safe cycle facilities "cannot" be provided. Cycles must be provided with protection from left hooks and facilities for two-stage right turns on all four arms of the junction – there should be no ASLs.
- d. left turning cycles should have a left filter before the lights

LCC's proposal - see the diagram on the next page:

- On the primary roads (New Bridge Stand Farringdon St)
 - implement 'hold the left turn' for N-S traffic as per other major jcts (Stage 1) but note that the turning stage is different – see below
 - take out all the pedestrian islands and re-allocate the space to narrow signal (only) islands. Note : pedestrian islands are NOT needed
 - pedestrians will have ample time to cross straight over the two secondary roads in a single stage and we believe they should also have time to cross over the primary roads at Ludgate Circus in a single stage.
- On the secondary roads (Fleet Street and Ludgate Hill) implement LCC's new *major-minor junction design* that prevents left hooks for cycles on all 4 arms by providing a separate cycle-light and upgrading the kerbside cycle lane (lighter protection will suffice e.g. armadillos / wands).
- In Stage 2 left and right turning motors from one primary road only (not both) e.g. N-bd share the same green phase with cycles from one secondary road only (not both) e.g. E-bd who can now GO straight ahead safely at the same time because there is no conflict with the turning motors from the primary road on their right (so can parallel E-W pedestrians)
- In Stage 3 S-bd left & right turners time-share with W-bd cycles going straight ahead and pedestrians (E-W). Then in stage 4 the motors (only) on the two secondary roads share the same green, as now, but *without* the current conflict with VRUs.

Primary–Secondary X-roads e.g. CS2 ; Ludgate Circus



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In this proposal cycle turning movements are as follows:

- left turns: as shown in the diagram, cycles have a filter on all four arms
- right turns: these are carried out in two stages, e.g. in stage 1, NB cycles wait by the triangular refuge until EB cycles get a green signal.

LCC Signal Stages for the Fleet Street–Ludgate Circus junction:

1. NB and SB straight ahead only for all modes ; pedestrians across Fleet Street
2. NB motors turn left; EB cycles straight ahead only; pedestrians cross Farringdon Street (E-W)
3. SB motors turn left and right; WB cycles straight ahead only; peds cross New Bridge Street (E-W)
4. EB and WB motors (only) all directions (not cycles nor peds)

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