

CCC audit of Farringdon area improvements.

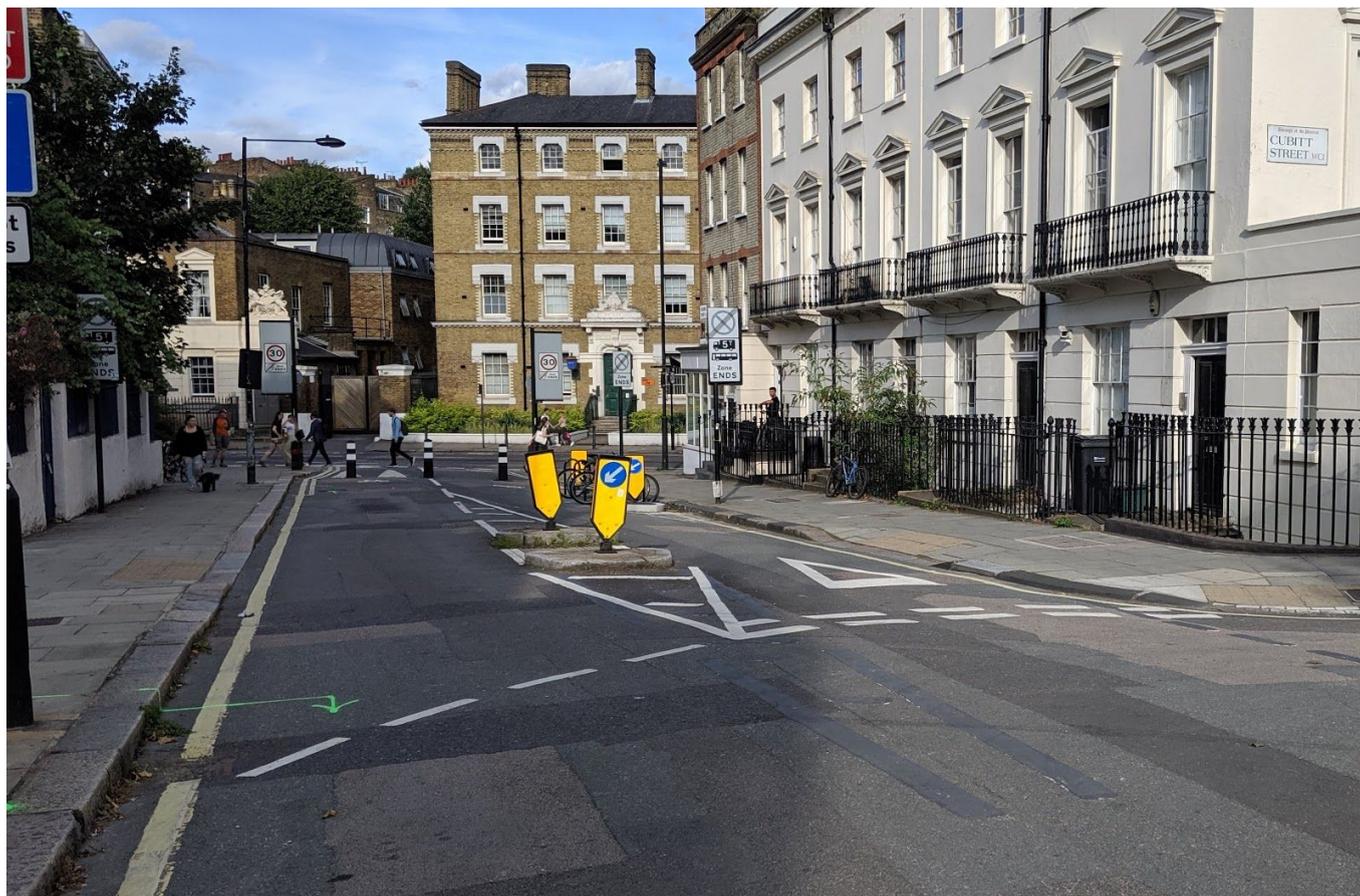
Carried out by George Coulouris, Jean Dollimore, Paul Allen, 15th Aug 2109

Altogether, the Farringdon area improvements have made a really useful set of changes to improve the permeability for people who cycle and to restrict movements for motor vehicles.

We first make our overall comments on each element of the scheme, sometimes suggesting improvements. We then go on to make a list of queries followed by a snagging list.

1.1 Frederick Street at Kings Cross Road

The closure to motorised vehicles of Frederick Street at the junction with King's Cross Road appears to be a really effective way to cut down on motor traffic heading down Cubitt Street, which has long been a cycle route and is now on the alignment of C-6.



We were pleased to note that double yellow lines have been applied around the corner of the junction with Cubitt Street to improve visibility for road users approaching and leaving the junction, with the result that it is safer for both pedestrians and cyclists.

On our inspection, we were surprised to note the number of people cycling through the new road closure and often heading for or coming from the far side of King's Cross Road.

Suggestion: The photo above shows that the stub of road between the road closure at King's Cross Road and the junction with Cubitt Street is rather empty. The new on-carriageway cycle parking is valuable and a useful way of making use of the spare space. But at the end of the year, if the ETO is made permanent, we suggest that there is an opportunity here for a new public space with some form of 'greening', possibly integrated with the [Frederick Street Community Garden](#).

1.2 Calthorpe Street junction with Gough Street



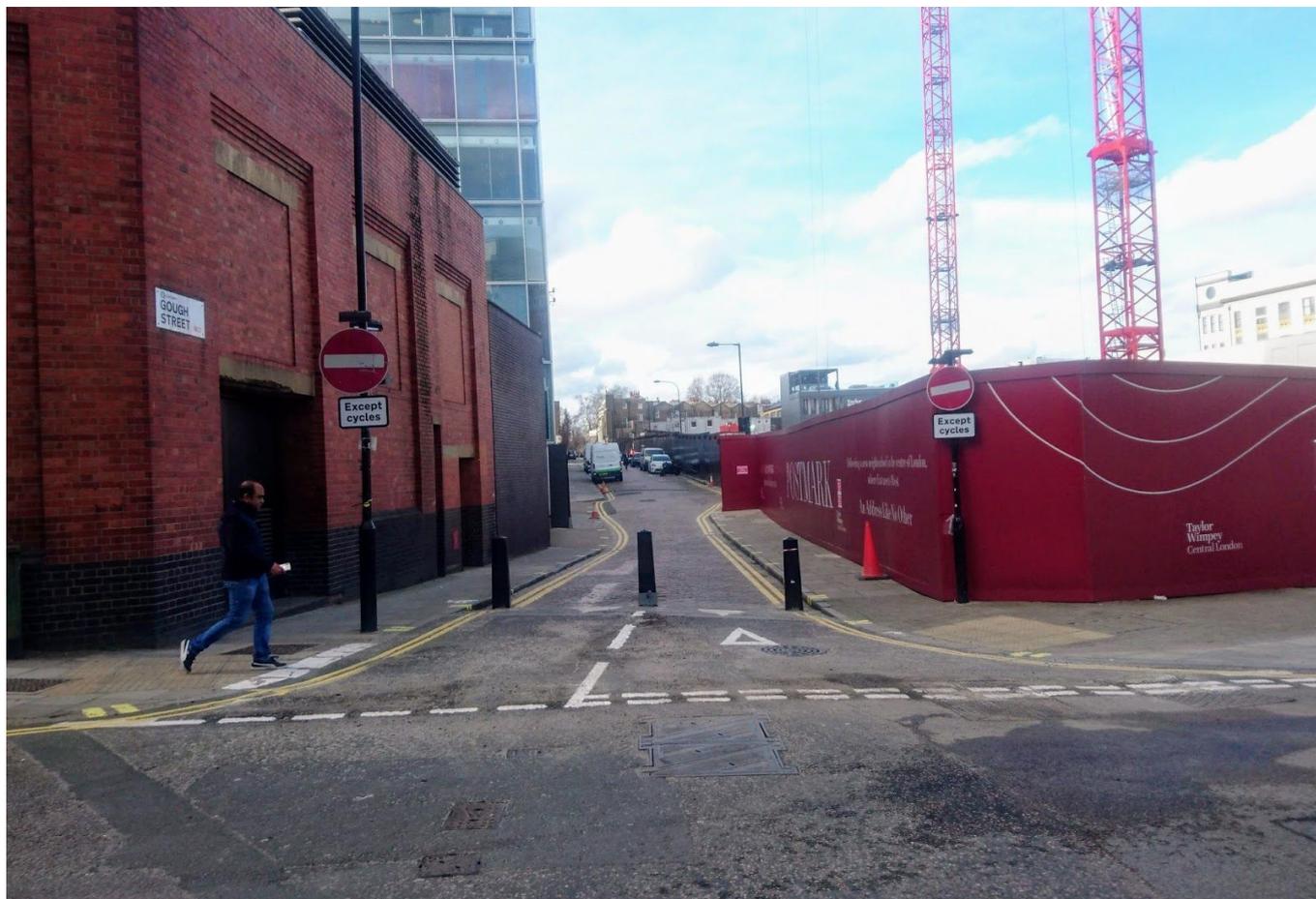
The Tiger crossing has been very much admired on Twitter and the deployment here is very effective. But please see our 'snagging issue' with the zebra crossing in section 3.1 below.

We very much like the blended junction which is a big improvement over the footway build-outs shown on the consultation drawing.

1.3 Gough Street / Mount Pleasant/Elm Street junction



The closure of Gough Street to motor vehicles at both ends should be very effective in removing through motor traffic. We note that double yellow lines and blips have been marked through the lower section as indicated in the consultation.



Please see our query in Section 2.2 about the temporary road closure to motor traffic at the junction with Mount Pleasant.

1.3 Gough Street as a useful north-south route?

The elimination of motor traffic on Gough Street between Wren Street and Mount Pleasant is a useful first step towards a much quieter alternative to Phoenix Place for anyone heading towards Mount Pleasant, Rosebery Avenue and continuing to Clerkenwell Road once Laystall Street is made fully cycle permeable.

Suggestion: The option for cyclists to use Gough Street is undermined by its rough, poorly-maintained cobbled surface which is very uncomfortable for cycling. Could Camden consider improving this surface either with tarmac or by relaying the cobbles?

1.4 Laystall Street south of Rosebery Avenue



The new contraflow for cyclists on Laystall Street between Rosebery Avenue and Clerkenwell Road is really useful in extending in the southbound direction the above-mentioned link down Gough Street all the way to Clerkenwell Road.



The full-time closure of Laystall Street to motor vehicles with the exception of blue badge holders and loading vehicles, together with the banning of the right turn from Laystall Street onto Rosebery Avenue (except cycles) has cut out yet another rat run through this area.

Suggestion: people cycling north on Laystall Street are brought to a halt at Rosebery Avenue due to the one-way southbound character of the northern section of Laystall Street. In our response to the consultation we requested contraflow cycling in the northern section of Laystall Street. We understand that Camden is working on a design to filter motor traffic as well as providing 2-way cycling. We look forward to seeing this scheme in place.

1.5 Eyre Street Hill changes

The provision of two-way cycling through Eyre Street Hill between Clerkenwell Road and Warner Street is very much appreciated, as it is something that has been needed for a very long time. It provides a better link towards Leather Lane and Hatton Garden – Back Hill being too steep and cobbly.



The closure of Eyre Street Hill at the junction with Clerkenwell Road (above photo) was essential for the effective provision of two-way cycling but it also has the advantage of providing yet another restriction to the movements of motor vehicles.



The entry stub in the photo above appears to work well for anyone going up the hill from Warner Street. The few people turning right from Summers Street will be warned about contraflow cycles by the two-way cycling sign in front of them.

Please see our query about the position of the bollard in Section 2.3 and our snagging issue in Section 3.2.

2. We have the following queries

2.1. Calthorpe Street junction with Gough Street

The photo is taken in Gough Street from north of the junction.

Please would you explain the reason for placing a stretch of tactile surfacing right across the road from building to building.

There is a similar one on the other side of the junction.



2.2 Gough Street / Mount Pleasant junction

Is it still the intention that the road closure to motor traffic at Mount Pleasant is temporary and that a permanent road closure will be made further north on Gough Street as shown in the consultation?

2.3 Eyre Street Hill road closure

Is there any reason for putting the bollard in the middle of the road closure rather than (as shown in the consultation drawing), near to the Clerkenwell Road end, where the No Entry is new for motor vehicles?



3. We recorded the following snagging issues

3.1 Tiger crossing over Calthorpe Street at Gough Street

A local resident told us that drivers were not stopping their motor vehicles when pedestrians were on the zebra crossing. Although we didn't see this happen, and have no evidence as to which direction they were approaching from we can suggest two improvements:

The photo shows the driver's point of view approaching from the east side of the crossing.

The belisha beacon is too far away from the cycle and zebra crossing, its position being rather far back on the footway. The crossing is wide enough to allow the beacon to be closer.

Our green line suggests a possibly better position.



This photo is taken from Gough Street on the north side of the crossing

The road bends at this point and most drivers have already started turning. Therefore they may be confused by the triangular gap. We suggest aligning the stop line with the tiger crossing.



3.2 Eyre Street Hill at Warner Street

This photo is taken from Warner Street looking up Eyre Street Hill.

The new No Entry signs have "Except cycles" subplates.

But the old No Entry signs on the back of the CPZ signs are redundant and could even confuse people on bikes.



This photo is also taken from Warner Street looking up Eyre Street Hill.

The new sign blocks the pavement and could be in the widened pavement. The old controlled zone signs can be removed.



Jean Dollimore, George Coulouris, Paul Allen and John Chamberlain, 22nd August 2019