
St Pancras Way

Two-way Segregated Cycle Lane

Stage 3 Safety Audit



St Pancras Way

Two-way Segregated Cycle Lane

Stage 3 Safety Audit

JMP CONSULTING

AUDREY HOUSE 16-20 ELY PLACE
LONDON EC1N 6SN

T 020 7405 2800 F 020 7430 9049 E london@jmp.co.uk W www.jmp.co.uk

Job no.	Prepared by	Verified	Approved by	Status	Issue no.	Date
G060198	Div. G			Draft	01	14-10-05

[Belfast](#) [Brighton](#) [Glasgow](#) [Leeds](#) [Lichfield](#) [Liverpool](#) [London](#) [Manchester](#) [Newcastle upon Tyne](#)



St Pancras Way Two-way Segregated Cycle Lane

Stage 3 Safety Audit

Contents Amendment Record

This document has been issued and amended as follows:

Status/Revision	Issue Number	Date	Approved By
-----------------	--------------	------	-------------

Contents

1	Introduction	1
	Scheme Brief	1
2	Safety Audit Details	3
	Notes	3
	General Layout and Alignment	3
	Provision for Pedestrians	3
	Provision for Cyclists	4
	Signs and Road Markings	5
3	Audit Team Statement	6

1 Introduction

Scheme Brief

- 1.1 This report highlights the problems with the existing arrangement and sets out the problems and makes recommendations to improve road safety following the introduction of the London Cycle Network two-way segregated cycle lane along St Pancras Way between Randolph Street and Georgiana Street.
- 1.2 The scheme was implemented approximately one year ago and it should be noted that this audit does not cover the whole length of the constructed cycle lane along St Pancras Way. The section of highway to be audited lies on St Pancras Way in the London Borough of Camden, between Randolph Street and Baynes Street. St Pancras Way is a 30 mph one-way southbound road with a two-way segregated cycle lane provided along the western side of St Pancras Way.
- 1.3 Frontages along St Pancras Way consist of residential and industrial properties. St Pancras Way and Baynes Street form part of the London Bus Priority Network, St Pancras Way also lies on part of the London Cycle Network (LCN) route number 6.
- 1.4 The aim of the scheme was to provide a north – south cycle link and provide continuity with the Seven Stations Cycle Link within the London Borough of Camden.
- 1.5 The Design Organisation is:
- London Borough of Camden
Street Management, Environment Dept.
Town Hall, Argyle Street
London
WC1H 8EQ
- The Audit was carried out by:
- Peter Carver BEng MIHT
JMP Consulting
Senior Engineer
- J B Wakefield CEng MICE MIHT DipTE
JMP Consulting
Principal Engineer
- with the assistance of:
- Fred Lucas
Metropolitan Police
- 1.6 The audit was carried out on site on Thursday 6th October and in the offices of JMP Consulting between 7th and 14th October 2005.
- 1.7 The visit to the site of the scheme was undertaken with the presence of Dave Stewart from the London Borough of Camden. The weather during the audit was overcast and dry.
- 1.8 The Audit was undertaken in accordance with the principles contained in the Highways Agency Standard HD19/03 (DMRB 5.2.2.) and with reference to the Institution of Highways and Transportation document “Guidelines for the Safety Audit of Highways”. Comments and recommendations in this report are concerned only with the road safety implications of the scheme and do not consider compliance to any other criteria.

1.9 The following reference documents provided by the Project Manager were also considered:

Drawings No.	Drawing Title
LCN/07/02/02 – 01 D	St Pancras Way Two-way Segregated Cycle Lane

1.10 If any problem or recommendation is not accepted a copy of the signed Exception Report is required by the Audit Team Leader for information.

2 Safety Audit Details

Notes

- 2.1 The diagram numbers (Dia.) specified by the audit team in the following report are those numbers referred to in The Traffic Signs Regulations and General Directions (TSRGD) 2002.

General Layout and Alignment

- 2.2 **Problem:**
A tree overhanging the footway on the southeast corner of Agar Grove and St Pancras Way restricts the forward visibility to the existing secondary signal head for eastbound traffic travelling along Randolph Street.

Recommendation:
Ensure that arrangements are made for the tree to be cut back and be maintained in a manner which will not restrict forward visibility to the secondary signal head.

Provision for Pedestrians

- 2.3 **Note:**
It was noted during the site visit that the stem of the tactile paving at the controlled crossing point on the northwest corner of Randolph Street and St Pancras Way has not been extended back from the flush kerb to the point where it intersects with the other stem for the crossing on St Pancras Way as recommended in the standards. Consequently, there is concern that visually impaired pedestrians walking east – west along the northern footway on Randolph Street may not appreciate that there is a controlled crossing provided. It is appreciated however, that if the stem was extended back in accordance with the standards, the close vicinity of the two crossings could lead to a confusing tactile paving layout.

- 2.4 **Problem:**
During the site visit it was noticed that rows of white paviours were provided between the edge of the carriageway and the tactile paving at the uncontrolled crossing point on the northern side of Baynes Street junction with St Pancras Way to assist visually impaired pedestrians identify the edge of the carriageway. However, rows of red paviours have been provided at the crossing point directly opposite on the southern side of Baynes Street, consequently visually impaired people may become confused.

Recommendation:
Provide three rows of white paviours at the southern crossing point to ensure that all crossings in the vicinity of the new cycle facilities are consistent.

- 2.5 **Problem:**
Visually impaired pedestrians may not appreciate that they have walked directly into the carriageway on Baynes Street, if the tactile paving is not provided along the full length of the raised side road entry treatment or a continuous physical barrier provided as recommended in the standards.

Recommendation:
Ensure that the existing tactile paving layout is extended along the length of the raised carriageway area or physical barriers are provided, for example, high visibility guard railing provided either side of the existing tactile surface.

2.6 Problem:
Visually impaired pedestrians may be confused by the layout of the tactile paving at the existing controlled crossings on the southwest and northwest corner of Randolph Street junction with St Pancras Way. Both roads are one-way and although push buttons are provided on the left hand side of the tactile paving, the stems do not direct pedestrians to the right hand side of the crossing areas where another push button should be provided as recommended in the standards.

Recommendation:
Provide push buttons on the right hand side of the crossing areas and amend the layout of the tactile paving in accordance with the standards to ensure it directs visually impaired pedestrians towards the proposed push buttons.

Provision for Cyclists

2.7 Problem:
During the site visit it was noted that there is no cycle signage to give traffic adequate warning of the advisory cycle lanes on the approaches to the junction of St Pancras Way and Agar Grove.

Recommendation:
Provide signs warning traffic of the 'Route Recommended for Pedal Cycles on the Main Carriageway of a Road' to (Dia.) 967 at the start of the advisory cycle lanes on St Pancras Way and Agar Grove.

2.8 Problem:
A cycle pre-signal is provided for westbound cyclists travelling along Agar Grove, so that cyclists turning left from Agar Grove into St Pancras Way do not conflict with general traffic turning right into Baynes Street from St Pancras Way. However, it was noted during the site visit that cyclists could be confused and conflict with general traffic, particularly if:

- Cyclists stopping at the pre-signal cannot see the primary signal head from the cycle stop line; and,
- The wording on the push button sign to (Dia.) 4003, provided on the approach to the stop line for cyclists to activate and call the green signal, has been modified from that recommended in (TSRGD) 2002, which states 'CYCLISTS push button & wait for signal opposite'. It is considered that this wording is misleading and encourages cyclists to look at the secondary signal head provided in Randolph Street, which is intended for general traffic.

Recommendation:
Relocate the cycle stop line upstream so that cyclists waiting will be able to see the cycle pre-signal. The wording within the push button sign to (Dia.) 4003 should be amended to 'CYCLISTS push button & wait for cycle symbol'. As this is a modification to the sign in (TSRGD) 2002 it will require approval from the Department for Transport (DfT) before being amended.

2.9 Problem:
During the site visit it was noticed that most drivers travelling southbound along St Pancras Way and turning right into Baynes Street did not check to see if a southbound cyclist was travelling along the two-way segregated cycle facility before turning right. A number of near collisions were observed whilst on site and it is understood that a cyclist involved in a similar accident was killed at this junction within the past year, however no detailed data was available for this accident. No other accidents have been recorded within the study area within the last three years.

Recommendation:

Give consideration to either of the following two options:

- (i) Amend the priority of the junction so that right turning general traffic on St Pancras Way has the right of way and cyclists travelling north and southbound within the segregated cycle lane have to give way to turning traffic.
- (ii) Provide a sign located within the segregated island along St Pancras Way to inform southbound road users 'Right turning traffic give-way to cyclists'. Because of the limited width of the segregated island, the sign should maintain a headroom clearance of 2.4m and overhang the two-way segregated cycle lane, ensuring that the sign is conspicuous to approach traffic.

Signs and Road Markings

2.10 Problem:
The existing side road entry treatment at the junction of Baynes Street and St Pancras Way is a stand-alone traffic calming measure and is currently not signed. Consequently road users may not realise that the entry treatment is provided in Baynes Street which and could lead to potential conflicts.

Recommendation:

Provide the appropriate advance hump warning signs to (Dia.) 557.1 and 557.4 along St Pancras Way.

2.11 Problem:
Notwithstanding the comment in paragraph 2.9, road users may be confused if the Give Way carriageway marking to (Dia.) 1003 and the Give Way sign to (Dia.) 602 are provided at the junction of St Pancras Way junction with Baynes Street without the approach triangle marking to (Dia.) 1023 provided as recommended in the standards.

Recommendation:

Provide the approach triangle marking to (Dia.) 1023 on the approach to the junction of St Pancras Way with Baynes Street, angling the triangle so that the marking is conspicuous to approaching road users. Two straight ahead direction arrows to (Dia.) 1059 should also be provided adjacent to the proposed approach triangle and the right turning arrow marking provided directly opposite the junction of Agar Place to emphasize the straight ahead movement along St Pancras Way.

2.12 Problem:
During the site visit it was noted that St Pancras Way narrows from two lanes down to one immediately south of the junction with Randolph Street due to the provision of the two-way segregated cycle lane. Consequently, southbound vehicles travelling in the off-side lane may not appreciate they are approaching a traffic island and are required to merge, resulting in potentially hazardous manoeuvres.

Recommendation:

Provide the hatch marking to (Dia.) 1040 and a deflection arrow to (Dia.) 1014 on the approach to the traffic island.

3 Audit Team Statement

3.1 I certify that this audit has been carried out in accordance with the principles in document HD 19/03.

AUDIT TEAM LEADER

Name: J B Wakefield CEng MICE MIHT DipTE

Position: Principal Engineer

Organisation: JMP Consulting

Address: 3rd Floor
Cathedral Buildings
Dean Street
Newcastle upon Tyne
NE1 1PG

Signed:

Date:

AUDIT TEAM MEMBER

Name: Peter Carver BEng MIHT

Position: Senior Engineer

Organisation: JMP Consulting

Address: Audrey House
16-20 Ely Place
London
EC1N 6SN

Signed:

Date:

CENTRUM HOUSE, 38 QUEEN STREET, GLASGOW G1 3DX
T 0141 221 4030 F 0141 221 4050
E glasgow@jmp.co.uk W www.jmp.co.uk

3RD FLOOR, CATHEDRAL BUILDINGS, DEAN STREET, NEWCASTLE UPON TYNE NE1 1PG
T 0191 261 2261 F 0191 261 1122
E newcastle@jmp.co.uk W www.jmp.co.uk

SCOTTISH AMICABLE BUILDING, 11 DONEGALL SQUARE SOUTH, BELFAST BT1 5JE
T 02890 434646 F 02890 434647
E belfast@jmp.co.uk W www.jmp.co.uk

MINERVA HOUSE, EAST PARADE, LEEDS LS1 5PS
T 0113 244 4347 F 0113 242 3753
E leeds@jmp.co.uk W www.jmp.co.uk

BLACKFRIARS HOUSE, PARSONAGE, MANCHESTER M3 2JA
T 0161 831 5600 F 0161 831 5601
E manchester@jmp.co.uk W www.jmp.co.uk

CASTLE CHAMBERS, 43 CASTLE STREET, LIVERPOOL L2 9SH
T 0151 231 6140 F 0151 231 6141
E liverpool@jmp.co.uk W www.jmp.co.uk

LATCHFORD HOUSE, SHENSTONE BUSINESS PARK, LYNN LANE, SHENSTONE, LICHFIELD, STAFFORDSHIRE WS14 0SB
T 01543-482300 F 01543-482399
E lichfield@jmp.co.uk W www.jmp.co.uk

AUDREY HOUSE, 16-20 ELY PLACE, LONDON EC1N 6SN
T 020 7405 2800 F 020 7430 9049
E london@jmp.co.uk W www.jmp.co.uk

THE LANTERNS, LANTERNS COURT, MILLHARBOUR, LONDON E14 9TU
T 020 7515 5579 F 020 7538 2946
E docklands@jmp.co.uk W www.jmp.co.uk

7TH FLOOR, TOWER POINT 44, NORTH ROAD, BRIGHTON BN1 1YR
T 01273 666380 F 01273 666381
E brighton@jmp.co.uk W www.jmp.co.uk

JMP Consultants Ltd, Registered Office: Centrum House, 38 Queen Street, Glasgow G1 3DX. Registered in Scotland No. 88006