

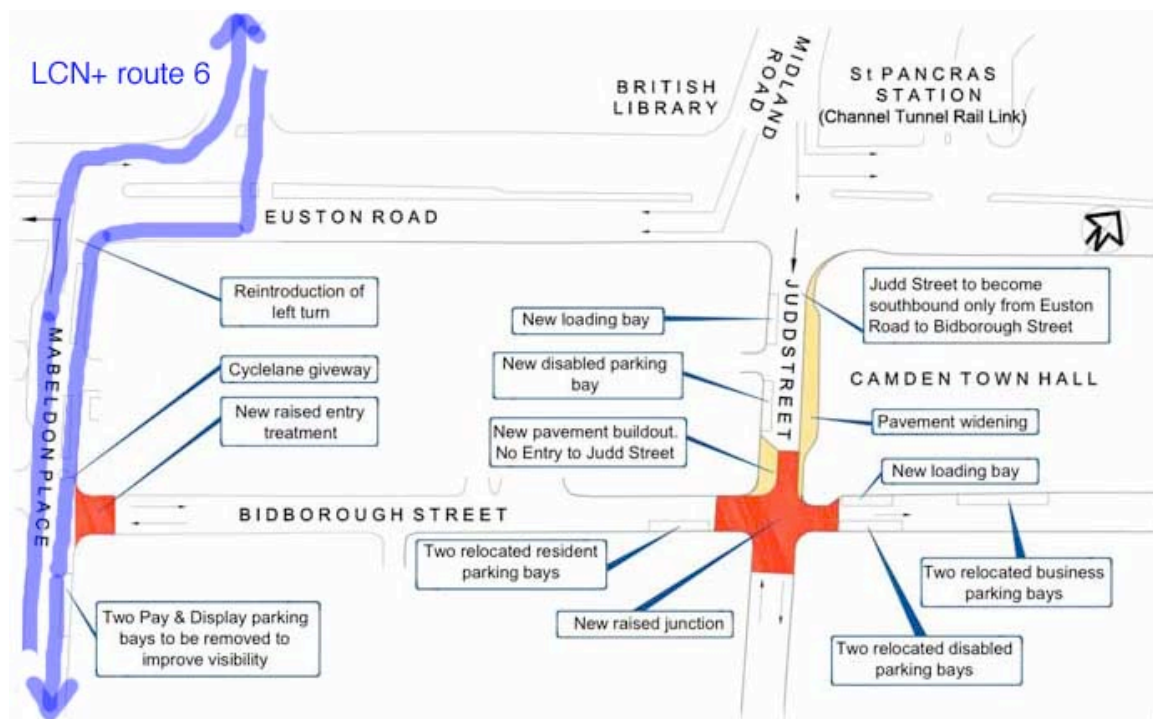
Response on Judd Street - One Way Traffic and Public Realm Improvements From Camden Cycling Campaign

Introduction

Camden Cycling Campaign (CCC) is very strongly opposed to the proposals in this consultation and to other changes related to the new stations in Midland Road.

- CCC opposes the proposal to make Judd Street one way because it will lead to a serious degradation of road safety on what is probably the most important cycle route in Camden: LCN+ Route 6 which runs along Mabledon Place.
- CCC objects to the lack of adequate provision for pedestrians and the total absence of provision for cyclists at the Midland Road/Euston Road/Judd Street junction.
- CCC objects to the total lack of consideration of the needs of cyclists using the new stations on Midland Road.

We will now address each of these issues in detail.



Judd Street one-way

CCC objects to the displacement of vehicle traffic into Bidborough Street and Mabledon Place and the left turn from Mabledon Place into Euston Road for the following reasons:

- the cycle route in Mabledon Place is very heavily used;
- the increase of vehicle traffic in Bidborough Street will be a hazard for southbound cyclists at its junction with Mabledon Place;
- the new left turn at Mabledon Place is clearly detrimental to both cyclists' and pedestrians' safety.

These issues are all illustrated in the above figure, which is taken from the consultation document. The line followed by LCN+ route 6 has been added.

Junction of Bidborough Street and Mabledon Place

Currently there is virtually no vehicle traffic in Bidborough Street. We understand that the existing priorities will continue at this junction, that is, Bidborough Street will be the 'give way' street. However, the consultation document shows a 'give way' for southbound cyclists at this junction. This proposal does not make sense: you cannot have both parties giving way at the same junction.

It is well known that vehicle drivers are poor at giving way to cycle tracks at junctions. In this particular case, they may think that Mabledon Place is one-way and fail to check on the right for cyclists. There is a potential for collisions here, which even the best designs may have difficulty in preventing.

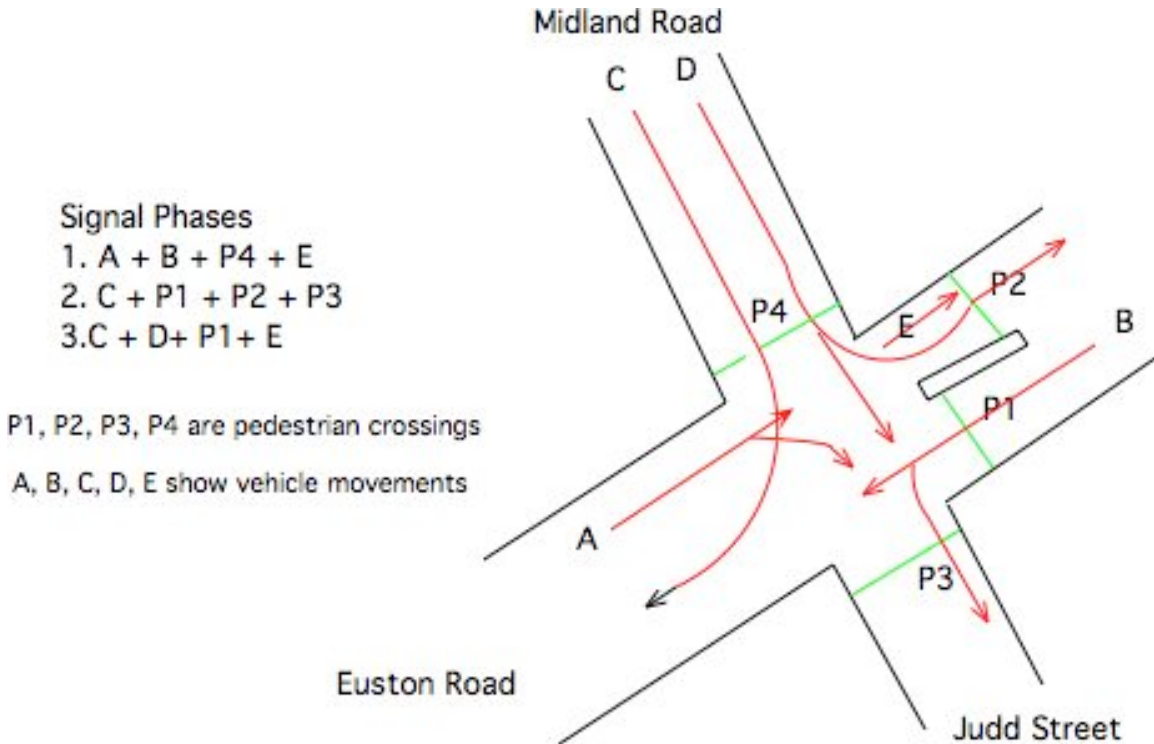
Junction of Mabledon Place and Euston Road

The reintroduction of the left turn at this junction is a hazard for the cycle route. Cyclists here turn right in order to access the continuation of the route in Ossulston Street. This is simple in the current situation where all vehicles turn right as well. Unfortunately it will be difficult to achieve a design for this junction that will be completely safe for cyclists.

The junction of Midland Road/Euston Road/Judd Street

CCC deplores the fact that a desire to maximise vehicle flow in Midland Road without reducing the flow in Euston Road has led TfL and Camden Council to propose banning the left turn out of Judd Street into Euston Road.

The consultation document does not provide the details of the proposed design for the junction of Euston Road/Midland Road/Judd Street. However, David Braine of TfL has very kindly provided us with a copy of Buchanans' report for TfL on 'Kings Cross Area Modelling'. From this we have learned that there will be inadequate provision for pedestrians at this junction and absolutely no provisions for cyclists. The report recommends that pedestrians should be provided with a staggered crossing over Euston Road to the east of the junction as illustrated in the figure below.



As both halves of the pedestrian crossing are on the same signal phase, most pedestrians will have to wait two full light cycles to cross, plus another one to get across Judd Street.

CCC proposes that at this junction an all pedestrian (and cycle) phase with pedestrian crossings on all arms as well as a right turn for cyclists out of Judd Street should be provided. This should make it possible for cyclists to be provided with a Toucan crossing over Euston Road to allow them to cross from Judd Street and into a northbound contraflow cycle lane on Midland Road.

Midland Road

Buchanans' recommendations do not take into account the cycle flows generated on Midland Road by the new stations. In fact there is absolutely no mention of cycling issues in this report. Its emphasis is on the generation of taxi movements from the new St. Pancras Eurostar station, rather than the consideration of new cycle journeys which might be expected from a major improvement to public transport.

When it was decided, seven years ago, that Midland Road should be one-way southbound, the number of cyclists in central London was at about half of the current level. A significant volume of cycle traffic will be generated by passengers who bring cycles (including folders) on the trains. CCC has been promised that there will be cycle access in both directions on Pancras Road. However it will not be satisfactory for cyclists to access the Midland Road stations via Pancras Road, as that would result in pushing cycles through the concourse, adding journey time for the cyclists and inconvenience for other users.

We question the basis of vehicle flows generated by the Eurostar station in Midland Road, considering that there is to be taxi ranking for the Eurostar station in Pancras Road.

Buchanans' report recommends a 20 mph limit in Pancras Road, which is good; this should apply also to Midland Road, which will carry considerable pedestrian traffic. Buchanan's report does not deal with the St Pancras Thameslink station. But, judging by the Thameslink station in its current location, most passengers for St Pancras Thameslink will take the tube, walk or cycle rather than use taxis. The same argument applies to the users of the St Pancras Midland Mainline Station. This is an argument for proper provision for both cyclists and pedestrians, both in Midland Road and at its junction with Euston Road.

Contraflow cycling should be provided on the west side of Midland Road along the full length of the one-way section, allowing cyclists leaving the station to access Brill Place to the north and allowing those coming from the south to arrive at the Midland Road entrance to the station.

Buchanans' report indicates that an excess of motor traffic in Midland Road is a problem and discusses various ways to mitigate it. The introduction of contraflow cycling and a southbound cycle lane would effectively reduce the capacity and desirability of this route for motor vehicles, while correspondingly increasing overall capacity due to the efficiency of cycling in terms of road space. While cycling is about six times more efficient use of space than cars, it is even more so compared to taxis as these will frequently be effectively empty, just going to the station to pick someone up or to wait at the rank.

This allowance for the needs of cycling should reduce the load on the junction with Euston Road and hence allow the improvements in its design suggested above, so as to benefit both pedestrians and cyclists.

We understand from a meeting with Laurie Baker of Camden Council in October 2005 that pedestrian crossing facilities will be provided across Midland Road outside the station entrance. These facilities should be enhanced to provide a cycle crossing to the northbound contraflow cycle lane. This should permit cyclists to access cycle route 6 via Brill Place.

Conclusion

Camden Cycling Campaign intends to campaign at all levels for the proper cycling facilities in Midland Road and for the continuation of two-way working in Judd Street. However, should the one-way scheme be introduced, we should be consulted at all stages of the design for Mabledon Place.

Camden Cycling Campaign 21st February 2006

