

Conditions for Cyclists at a Kings Cross Junction

Camden Cycling Campaign (LCC in Camden), November 2011

This note attempts to provide a detailed description of the dangers to cyclists at the junction Euston Road/ York Way/Grays Inn Road, referring to the standards set out in LCDS (London Cycle Design Standards) and the actual situation for cyclists crossing Euston Road between Grays Inn Road and York Way.

LCDS was issued in 2005 by TfL and is available from their website at tinyurl.com/LCDS-TfL. An accompanying letter from Peter Hendy (then Managing Director of Surface Transport) stated: "we are planning that by 2006/7 all new TfL funded schemes will comply with these cycling standards and that other promoters and funders will appreciate the benefits of creating an environment in London in which cycling will flourish".

This junction as it is, and as proposed in TfL's May consultation on 'Kings Cross Junction Improvements' (tinyurl.com/KX-jnct-May-11) meets none of these standards, as discussed below.

Criteria for provision according to vehicle speeds and flows (LCDS Fig 4.1)

Figure 4.1
Matrix of cycle facility solutions based on motor traffic volume and speed

	85%ile Speed			
	<20mph Very Low	20-30mph Low	30-40mph Medium	>40mph High
Very High >10,000VPD	Lanes or Tracks/paths	Lanes or Tracks/paths	Lanes or Tracks/paths	Tracks/paths
High 8,000-10,000VPD 800-1,000VPH	Lanes	Lanes	Lanes or Tracks/paths	Tracks/paths
Medium 3,000-8,000VPD 300-800VPH	Lanes or combined use with cycle symbols	Lanes or combined use with cycle symbols	Lanes or Tracks/paths	Tracks/paths
Low 1,500-3,000VPD 150-300VPH	Combined use with cycle symbols	Combined use with cycle symbols	Lanes or Tracks/paths	Lanes or Tracks/paths
Very Low <1,500VPD <150VPH	Combined use – no symbols necessary	Combined use with cycle symbols	Combined use with cycle symbols	Lanes or Tracks/paths

Notes:

1. This table assumes current conditions and trends.
2. Additional protection to lanes should be used in medium or high speed/flow situations (see drawing CCE/B12 for options)
3. Where Lanes OR Tracks/paths are shown, Lanes should be considered as the first option
4. "symbols" are the cycle symbol road marking to Diagram 1057 of TSRGD. Their use in association with route numbers may be appropriate
5. VPD = number of motor vehicles in typical 24hour weekday
6. VPH = number of motor vehicles in typical morning peak hour
7. In congested areas cycle lanes may be desirable where they are not justified on traffic volume and speed

This table specifies that for high and very high vehicle flows, above 10,000 VPD (vehicles per day), cycle lanes are required.

Vehicle flow statistics near the junction of Euston Road/York Way/Grays Inn Road

Vehicle flow statistics for 2010 are obtained from DfT at <http://www.dft.gov.uk/matrix/>. The figures give the annual average daily flows, which represents the number of vehicles passing through the count point on an average day of the year.

	cycle	motorcycle	car	bus	LGV	HGV	all motors
Grays Inn Road	1062	2054	18447	700	3751	1068	26020
York Way	953	887	10024	1254	1833	711	14709
Euston Road	3708	3293	44443	2263	7165	1986	59,150

The locations where these measurements were taken are shown as large asterisks on the map at the end of this document: in Grays Inn Road south of the junction, in York Way north of the junction and in Euston Road west of the junction. In all three cases the flow is well above 10,000 VPD (vehicles per day) and cycle lanes are recommended by LCDS.

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Criteria for provision of cycle lanes (LCDS Fig, 4.1) see above



There is no cycle lane on any of the roads at the junction of Euston Road, York Way and Grays Inn Road.

Criteria for provision of ASLs (LCDS § 5.3.9)

Advanced Stop Lines

5.3.9

All traffic signal junctions should incorporate an advanced stop line (ASL) or similar cycle priority area. ASLs and complementary facilities give cyclists priority, and help to raise driver awareness of cyclists. Research has shown that ASLs have a negligible effect on junction capacity unless a vehicle lane has to be removed.

There is no ASL box on Euston Road at the junction of York Way for eastbound cyclists approaching Pentonville Road – the consultation May 2011 shows an ASL box without a lead-in lane.

Criteria for provision of ASL lead-in lanes (LCDS § 5.3.11)

5.3.11

The recommended layout for ASLs is a single primary signal at the cyclist's stop line with a lead-in cycle lane. The lead-in cycle lane should be at least as long as the maximum queue length during peak periods.

ASL on Grays Inn Road approaching York Way

This has no lead-in lane, nor is one proposed in the May consultation. The photo shows that there is no room for a cyclist to reach the ASL box (were it to be free).



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ASL on Grays Inn Road approaching Euston Road

This junction has a lead-in lane **but cyclists can't get to it** because buses at the bus stop block the 3-m wide bus lane on the approach.



Criteria for provision of non-kerbside cycle lanes (LCDS § 5.3.14)

5.3.14

A 2.0m wide cycle lane (minimum width 1.5m) should be provided where lanes are not adjacent to kerbs and this should have coloured surfacing.

Consider the stretch of Grays Inn Road where the traffic splits into westbound and northbound flows (to Euston Road and York Way respectively, as shown in the photo on the right).

Cyclists require a wide cycle lane to take them towards York Way.

This is probably the most important issue.



Map of the junction

The map on the page 4 summarises the difference between the conditions for cyclists and those required by London Cycle Design Standards. It also contains a table showing the increase in numbers of cyclists as this junction over the years 1999-2010.

Summary

A cyclist was killed at this junction in October. We understand that she was attempting to cross from Grays Inn Road to York Way. If TfL does not provide adequate separate space for cyclists, the problem will continue. Moreover, the number of cyclists using this junction has increased steadily over the last 10 years.

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