

Cyclists' safety: Outline

- ◆ main factors relating to safety of cyclists
- ◆ some examples in Camden
- ◆ relate vehicle speed and volume to cyclists needs
- ◆ Kings Cross junction: illustrate problems arising from lack of road space
- ◆ what next?

Jean Dollimore representing Camden Cycling Campaign
Special Meeting of Culture & Environment Scrutiny Committee on Road Safety - 16th Nov 2011



Cyclists' safety: main factors

- ◆ speeds of traffic
40 mph:90%, 30 mph:20%, 20 mph: 2.5% die
 - ◆ volume of traffic
when traffic is heavy, cyclists squeeze into the gaps
and are not seen
 - ◆ inappropriate designs/implementations
providing no separate space for cyclists
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- ◆ lorries: 5% of vehicles, half of cyclists deaths
8/15 so far in 2011 (2 in Camden both HGVs)
 - ◆ human error in interactions
e.g. cyclist straight on and HGV left turn

Cyclists' safety: some examples

◆ TLRN Roads

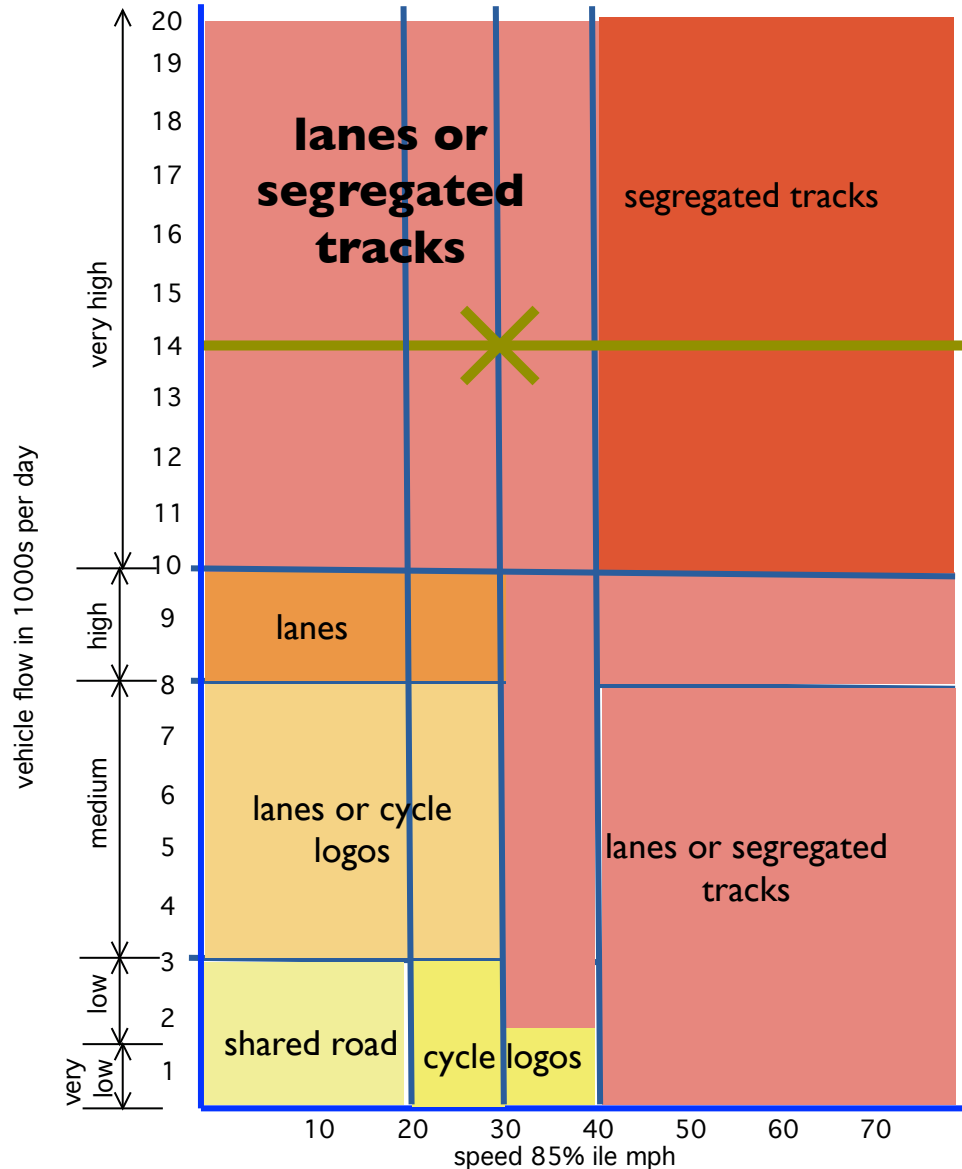
- Camden Road: consultation in 2004 – Transport for London (TfL) commit to improvements and quote LCDS, but these have not been carried out
- Kings Cross junction – consultation by TfL May 2011 fails to propose adequate improvements
- Swiss Cottage gyratory: delays on taking it out

◆ Camden's Roads

- the record is mostly good, e.g. lanes removed in Kentish Town, 20 mph zones/limits, permeability
- but there are exceptions, e.g. Crogsland Road crossing and Gordon Square

Vehicle speeds and volumes

Grays Inn Road (26K), Euston Road (59K) Camden Road (31K) are off the top of the chart



London Cycle Design Standards TfL 2005

York Way

An accompanying letter from Peter Hendy: "we are planning that by 2006/7 all new TfL funded schemes will comply with these cycling standards ---".

At the Kings Cross junction cycle lanes are required



Cyclists' safety: Gray's Inn Road



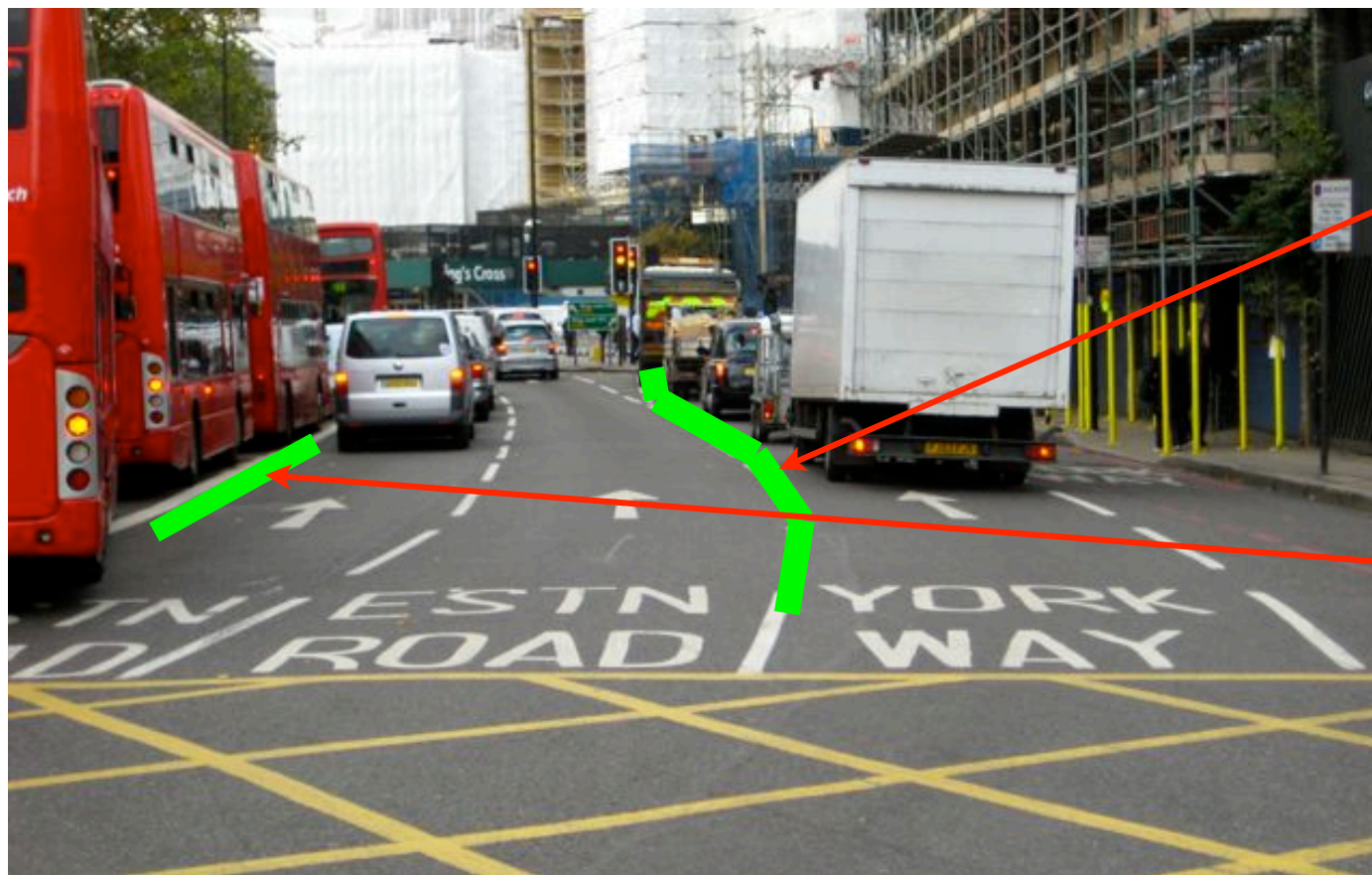
There is no cycle lane
on any of the roads
at the junction of
Euston Road,
York Way and
Grays Inn Road.

**Cyclists
squeeze in**

TfL's response
we will review these junctions to determine
whether there is sufficient room and it is
safe to introduce new feeder lanes...

Looking down Gray's Inn Road from Euston Road

Cyclists' safety: Gray's Inn Road



Cyclists heading for York Way: need to change lanes, but there is no place for them to go

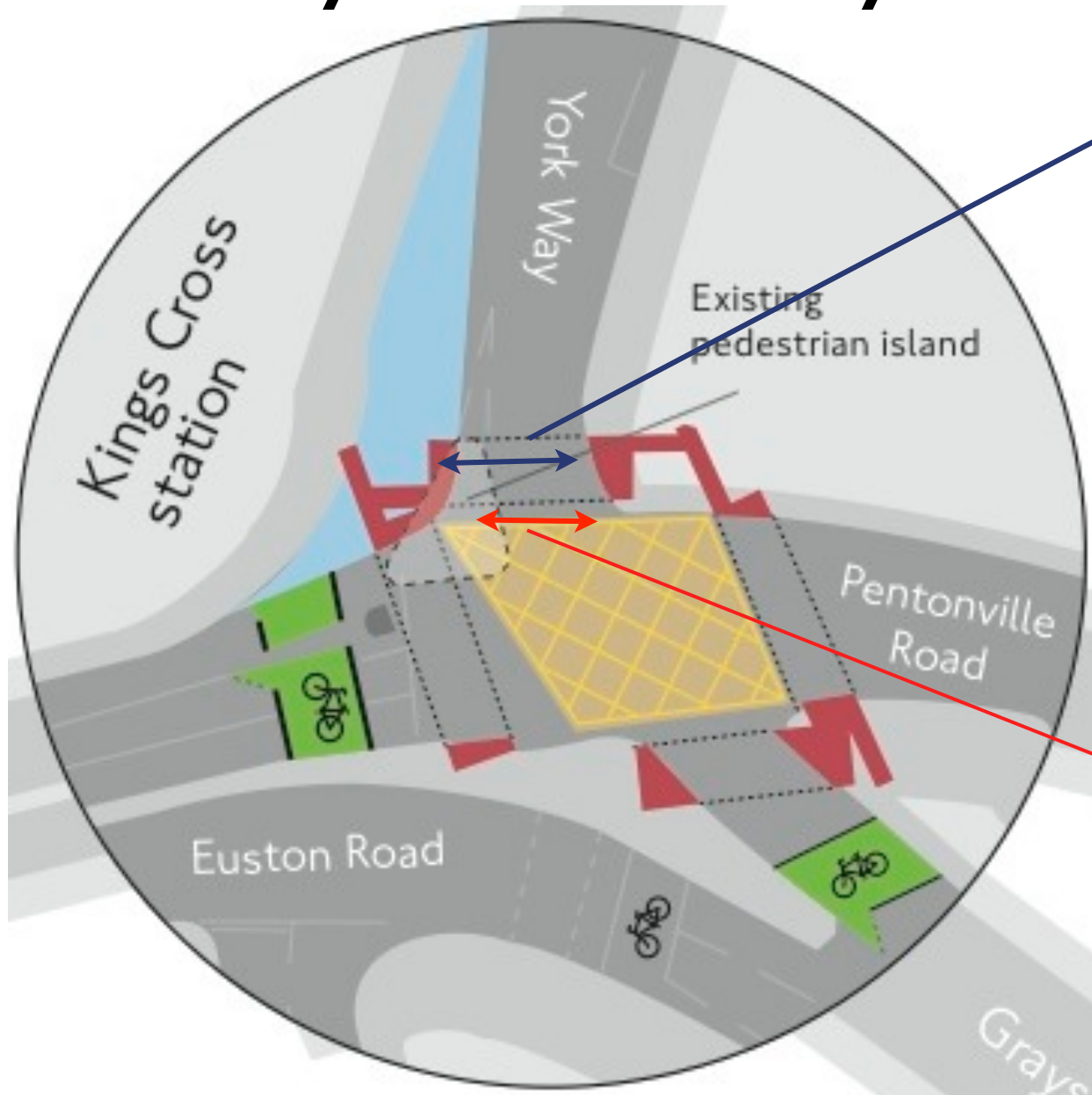
Cyclists heading for Euston Road: have no lane to pass the parked buses

Cyclists squeeze in

Looking up Gray's Inn Road towards Euston Road

*All traffic signal junctions should incorporate an advanced stop line (ASL).
The lead-in cycle lane should be at least as long as the maximum queue length during peak periods.*

Cyclists' safety: York Way

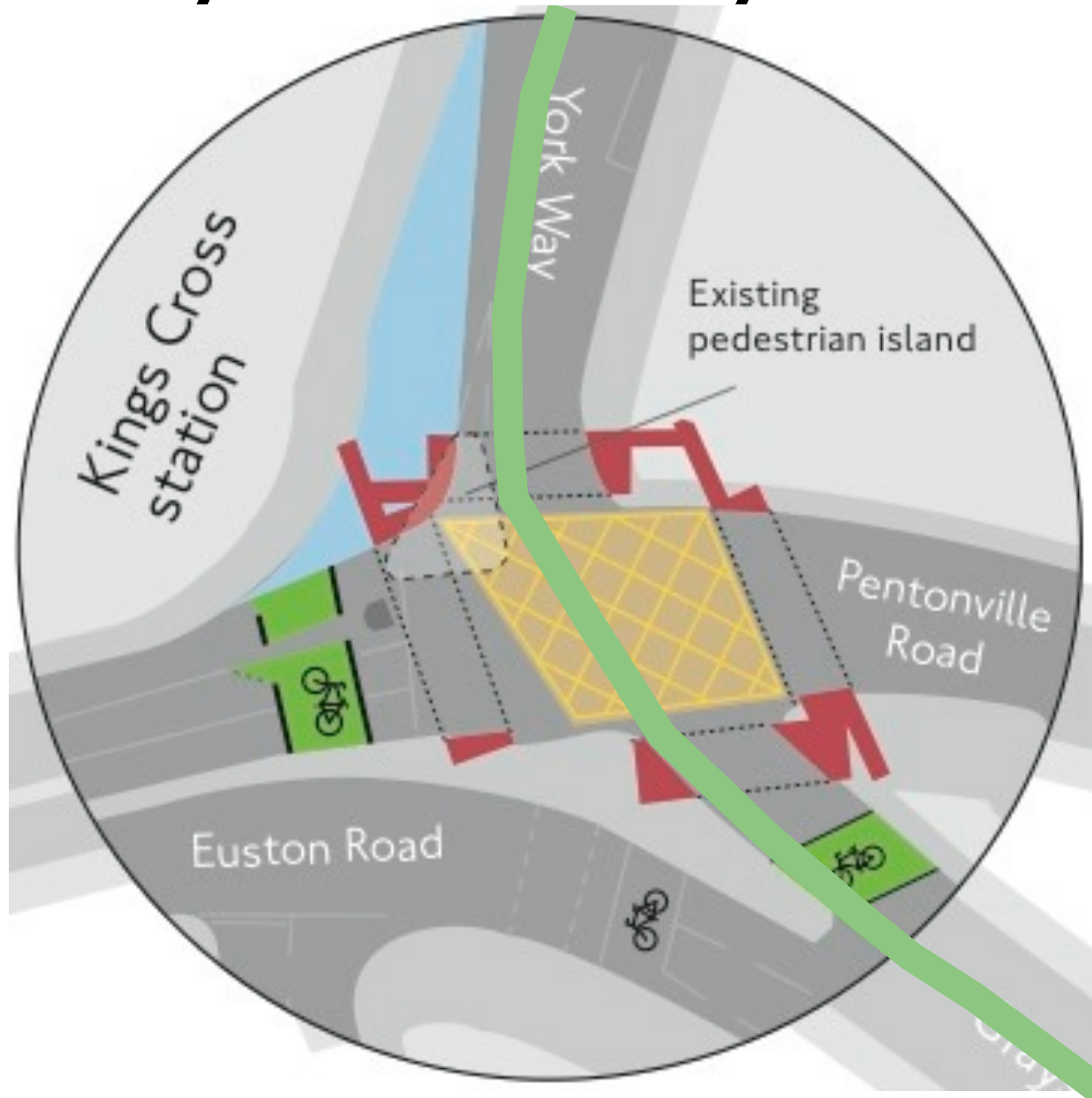


Proposed new gap is deliberately wide enough for two motor vehicles but there is nowhere for a cyclist

**Cyclists
squeeze
in**

Existing gap is not wide enough for two motor vehicles
cyclists can go through with one vehicle

Cyclists' safety: CCC proposal



We asked for a cycle lane starting south of this junction in Gray's Inn Road and carrying across into York Way

TfL's response:
this would cut the capacity of this junction by half
.. add pressure on this already busy junction and cause delays for road users

Cyclists' safety: conclusions and suggestions

- ◆ the roads in the Kings Cross area are unsafe for cyclists because they fail to meet TfL's own (LCDS) standards
- ◆ for the short term, we ask LB Camden to request an implementation of the Kings Cross and Camden Road junctions to LCDS standards (from TfL)
- ◆ we ask LB Camden to enter discussions with TfL on reverting the Kings Cross gyratory to two-way working and to progress discussions on Swiss Cottage gyratory.
- ◆ in this limited time, I have only discussed the worst problems; there are many others of similar severity