

Notes on K+C style one-way exceptions for cyclists

CCC November 2008

Chapter 3 of the 2008 Cycling Plan argues as follows :

The Royal Borough of Kensington and Chelsea have introduced new signs that will allow cyclists to use one way streets in both directions, without the need for segregated facilities or cycle 'plugs' for a trial period. Roads in one-way streets are often wider than a single vehicle lane (but sometimes not wide enough for two lanes). Many of these roads could arguably accommodate contra flow cycling without danger. Allowing cyclists to use one-way streets in either direction enables cyclist's greater access to quieter streets avoiding busier roads and enables quicker journey times. Camden will be in close discussions with Kensington and Chelsea with regards to the outcome of their trial in terms of safety, with a view to taking introducing similar access improvements in Camden in the future.

CCC would like Camden to carry out some trials of its own without waiting for Kensington and Chelsea. We have therefore studied some of the quieter one-way streets in the Borough and identified candidates for consideration for a trial in Camden. We have used numbers (1- 7) to indicate the order of importance.

Area just south of Euston Road

The map on the last page includes the following one-way streets

1. Roger Street, WC1 (one way westbound from John Street to Grays Inn Road)

Using Roger Street connects up Euston via Coram Fields with Farringdon and beyond by avoiding Gray's Inn Road and avoiding the junctions of Clerkenwell with Gray's Inn or Clerkenwell with Farringdon. Link to a [map of this route on the web](#).

4. Gower Place and the eastern end of Endsleigh Gardens, WC1 (both one way westbound)

The Bloomsbury 20 mph zone has slowed the traffic down considerably and its proposed extensions will enhance that effect. The area needs to be made more permeable for cyclists wanting to travel in an east-west direction without using Euston Road (the UCL complex is currently quite an obstacle in this respect).

5. Regent's Square, WC1 (one way anticlockwise)

Cyclists require northbound access along the west side of Regents Square in order to reach the route from the SSL via Harrison Street to St Pancras/Kings Cross.

6. Seaford St, WC1 (one way southbound)

This would provide another useful link on the route between the SSL and St Pancras/Kings Cross.

7. Kenton Street (west) and Handel Street, WC1 (one way south and then westbound)

Would enable access to the back of Waitrose and avoidance of traffic lights.

Other Streets in this area that might be considered

St Chad's Street: one way westbound from Belgrove Street to Argyle Street; one way eastbound from Birkenhead Street to Grays Inn Road. The junction at Grays Inn Road has cycle slip on the right side with logos facing east: is this an error? Reversing the cycle logos would make an excellent cycle bypass.

Argyle Street: one way east and then northbound from Belgrove Street to Euston Road. Cyclists' exception to 'No Entry' at Grays Inn Road. It would be useful to be able to cycle eastbound from the junction of Whidbourne Street – you can after Belgrove Street.

Primrose Hill and Kentish Town area

The following roads can be seen on the map on the next page.

2. Princess Road, NW1 (one way north-west bound from Regents Park Road to Chalcot Road)

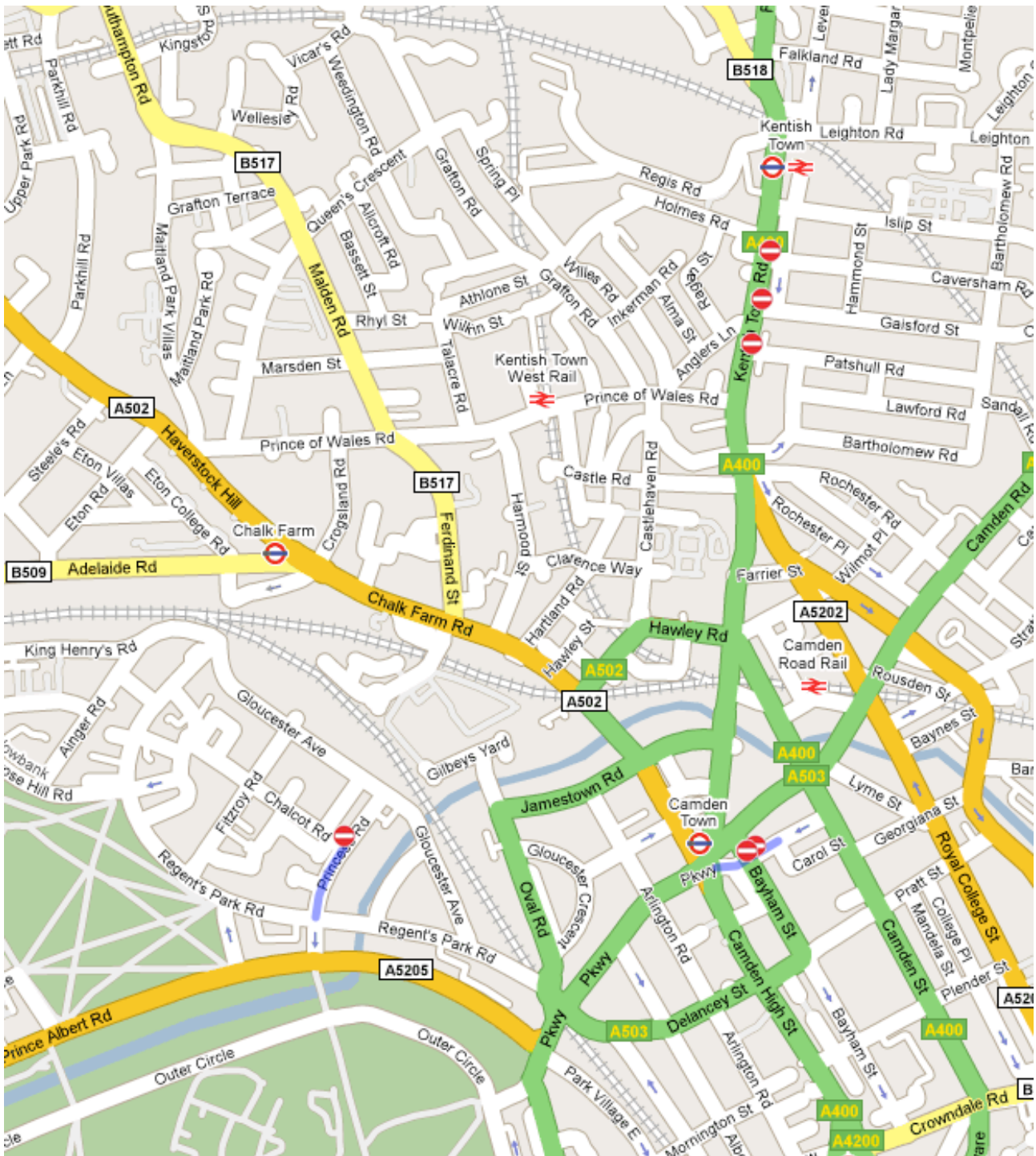
An exception here would be very useful as a part of a southbound link to the new shared-use route on the Broad Walk in Regents Park.

3. The extreme western sections of Patshull Road, Gaisford Road and Caversham Road, NW5

All of these roads have the following characteristics

- a 'No Entry' sign at its junction with Kentish Town Road;
- is clearly two-way for most of its length (e.g. east of Wolsey Mews);
- no 'One Way Traffic' sign is displayed to westbound vehicles on the approach to the junction

These roads form useful escape routes from Kentish Town Road into the quiet network of residential streets.



Kensington and Chelsea's report: BICYCLE FACILITIES IN THE ROYAL BOROUGH, May 2008, suggests the following:

- No-Entry signs should either be replaced with flying motorcycle signs (619) or have 'except cyclists' exception plates added. They prefer the former.
- The absence of a bicycle lane will require the use of a special sign 960.2 (on the right) to warn drivers of the possibility of cyclists coming in the opposite direction with no lane present.

Visit our map on the web at [CCC map of possible one-way exceptions](#).



Jean Dollimore, 13th November 2008.

