

This response to the consultation on the proposed Walking & Cycling Improvements at Pancras Road under the CTRL Rail Bridge and associated junctions is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have approximately 650 members and represent the interests of cyclists living or working in the borough of Camden. We consulted our members by email on this issue and this response reflects the views of the membership.

Context

We note that the roads in this area will form part of the planned Cycle Grid route and as such need the best possible cycle infrastructure. Notwithstanding the planned improvements, we do not consider that the proposals offer good enough protection to cyclists and will not attract new cyclists to these roads. We see that significant additional space has been allocated to pedestrians but except on Midland Road and eastbound on Pancras Road under the rail bridge, little additional space is allocated to cyclists. Now that the new Council annex is open, pedestrian footfall should be clear and we observe that most people are accessing the building from the south and east.

General

We are uncertain about the proposed traffic light phasing especially at the Midland Road junction and request phasing diagrams for all the junctions.

Specific Comments

Goodsway

Traffic levels on this road are high and we hope that in future segregated cycle tracks will be provided, as was shown in early versions of the outline plan for the area. To enable this, instead of reallocating roadway space to pedestrians, it should be allocated to cyclists.

Goodsway/Pancras Road Junction

This junction should have protection for cyclists and if this is not possible in the current plan, space should be allocated for work once the Grid is underway. The cyclists' left turn from Pancras Road South is a benefit, but the main desire lines are unprotected.

Pancras Road South

We consider that given the width restrictions and the absence of southbound traffic other than taxis, the facilities here are adequate.

Camley Street

Given the large number of HGVs making the left turn into Goodsway, we feel that the feeder lane to the ASL invites cyclists to take a dangerous road position (cyclist killed here in ???) and so we prefer the feeder to be omitted as it currently is.

Pancras Road under the Rail Bridge

We appreciate the effort to make the centre feeder lane easier to access, but after consideration we cannot support this layout, which is not of a high enough standard for a Grid route. We ask that Camden reconsider the idea of a segregated westbound lane, possibly using part of the current taxi feeder lane, with a protected right turn at Midland Road. If this is rejected, then the cycle lane must be made very visible with surface colour and light segregation should be used after the mixing zone.

Lighting under the bridge is poor and should be improved.

Midland Road

Northbound facilities are good, but we ask for a defined refuge for cyclists turning right into Pancras Road. Southbound, we suggest that the taxi lane should be outside the cycle lane, not as shown. Taxis would then cross the cycle lane near the main entrance to St Pancras station, giving way to cyclists. Stationary or slow-moving traffic forms an excellent protection for cyclists and this layout would also enable access to cycle parking within the station at a later stage. The current proposal of hard segregation on the inside (slow moving or stationary taxis) but no protection from overtaking HGVs and buses seems illogical.

Pancras Road

North of the junction we consider that the advisory cycle lane is substandard and should have at least lightweight segregation. The southbound centre feeder is not appropriate for a Grid route with high traffic flows and should be replaced by a protected near-side lane with segregated junction. We expect that once the Grid is complete, there will be significant numbers of cyclists proceeding south down Midland Road.

Please would you acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.