

## **Royal College Street Northern Extension**

This response to the consultation on the proposed Walking & Cycling Improvements for Royal College Street is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We have approximately 600 members and represent the interests of cyclists living or working in the borough of Camden. We consulted our members by email and online (using Cyclescape) on this issue and this response reflects the views of the membership and others.

### **General**

Most of our members are supportive of the measures and are particularly pleased to see Royal College Street become two-way for cyclists throughout and with the innovative cycle phase at the Camden Road crossing. A minority oppose the proposal, believing that it is not of sufficiently high standard and, for example, should include hard segregation and cyclist protection at all junctions. Our overall opinion is that it is a good solution within the constraints of road-space and the needs of other road users and we therefore support it in principle. We have a number of specific comments, detailed below.

### **Comments**

#### **Overall**

Parked cars are an effective way of protecting cyclists from moving vehicles, and the implementation south of Baynes Street ('Phase 1') is effective. It is better that parking is on the offside (East side) of the road as this gives the best visibility between vehicle occupants and cyclists, to avoid conflict. Parking and loading bays should be marked out with a gap between them and the cycle lane to avoid dooring, and armadillos should continue inside the bays.

Where there is no parking, we think that the armadillos should be angled to create a wider space between the general traffic lane and the cycle lane, to avoid any chance of cyclists being hit by mirrors or other overhanging elements. There should be white paint connecting or outside the armadillos to reinforce the demarcation and we suggest that at critical points such as junctions or access to premises there should be additional separation such as poles and/or hard kerbs.

#### **North of Camden Road**

Several members wanted the junction with Kentish Town Road to be dealt with as part of this scheme. We understand that this will not happen but ask that work on it should be prioritised.

The loading bay immediately north of Camden Road should be moved outside the cycle track, even though this means that the cycle track will

need to take a diversion into what is now the loading bay. Members were very concerned about this.

Armadillos outside the cycle lane here should continue past the loading bay. On the approach to Camden Road they should be replaced by a hard segregation kerb to prevent vehicles turning left from Camden Road from threatening cycles.

### **Camden Road Junction**

We are pleased to see the dedicated cycle stage here but have some concerns about the length of this stage. Notwithstanding the relatively long time until the next stage, we think that the timing should be reviewed and certainly monitored after implementation.

There are no plans to allow right turns for cyclists from Camden Road. We would like this to be reviewed. If not possible, consider facilitating a two-stage right turn from Camden Road eastbound to RCS southbound.

### **South of Camden Road**

Some of our members have asked if the bus stop, loading and parking bays near Randolph Street can be contiguous. On the other hand, it is better to have the parking on the offside. We would like to discuss this before the designs are finalised.

### **Junction with St Pancras Way**

Several members disliked the present design which uses a mixing zone and traffic calming. We thought that this was the best design, certainly better than the original long offside lane, and less dangerous than expecting left-turning vehicles to give way. But it has been suggested by several responders that a modification of a left turn give-way could work and we would like to discuss this before the designs are finalised. As this is probably the least satisfactory part of the scheme, road layout and signage to prevent motor vehicles entering Royal College Street are critical.

Although not technically part of the scheme, we ask that the cycle lane southbound on St Pancras Way be moved inside the parking.

### **Interface with Phase 1**

There are some issues with the existing northbound cycle lane at Georgiana Street, where it arbitrarily moves out into the general traffic lane and then back. This is a relic from when this was the end of the lane and should be rectified as part of this scheme to make the northbound lane straight and consistent.

John Chamberlain

Camden Cyclists , 2nd October 2014