

CCC Response to Consultation on Pancras Road (RCS Southern extension)

General

We are very supportive of the scheme in principle especially once it is integrated with the Midland Road contraflow and Midland Road/ Pancras Road junction.

There are a number of issues that we think should be discussed further before detailed design and we request a meeting to cover these.

Armadillos

We are concerned about extending the use of armadillos to this more heavily trafficked section and, if it is implemented as designed, request:

- An early review of effectiveness followed if necessary by additional hard measures or poles at critical places
- Consideration of an early admission of failure if appropriate and, in this case, a commitment to the use of a more robust form of separator such as a hard kerb or stepped tracks as has been suggested for Gower Street

Northbound at St Pancras Way and Royal College Street junctions

We think that northbound cyclists should use Goldington Crescent rather than going through the two signalised junctions on Pancras Road. This is a great opportunity for a very safe route which should not be missed. It would mean:

- Directing the northbound track seamlessly into Goldington Crescent.
- Removing the ASL on Pancras Road at St Pancras Way.
- Widening the exit from Goldington Crescent and providing a splay for cyclists continuing on Crowndale Road.
- Reviewing the capacity and timing of the lights at Goldington

Crescent.

We think that the ASLs at Royal College Street should probably be kept as designed because there may be a small number of cyclists coming down St Pancras Way and heading for Crowndale Road, Goldington Street, or (unlikely) back up Royal College Street. But we would like to discuss this issue in more detail.

Using Goldington Crescent would also release road space; we would like to discuss how this might be used either for a wider southbound cycle lane, or for a wider footway on the south side, or possibly for an island bus stop (see comments below).

Bus stops

The lane behind the bus-stop at Chenies Place is angled very tight after the stop; it should follow a gentler curve.

We are concerned about the southbound bus-stop in the same area. Buses stop here for extended periods to change drivers and regulate the intervals; this would mean that cyclists would never know whether it was safe to pass inside. Can TfL do this somewhere else? Or can it be made an island stop further north (just after the zebra where there seems to be a lot of footway width)?

John Chamberlain, Camden Cyclists, 13 November 2014