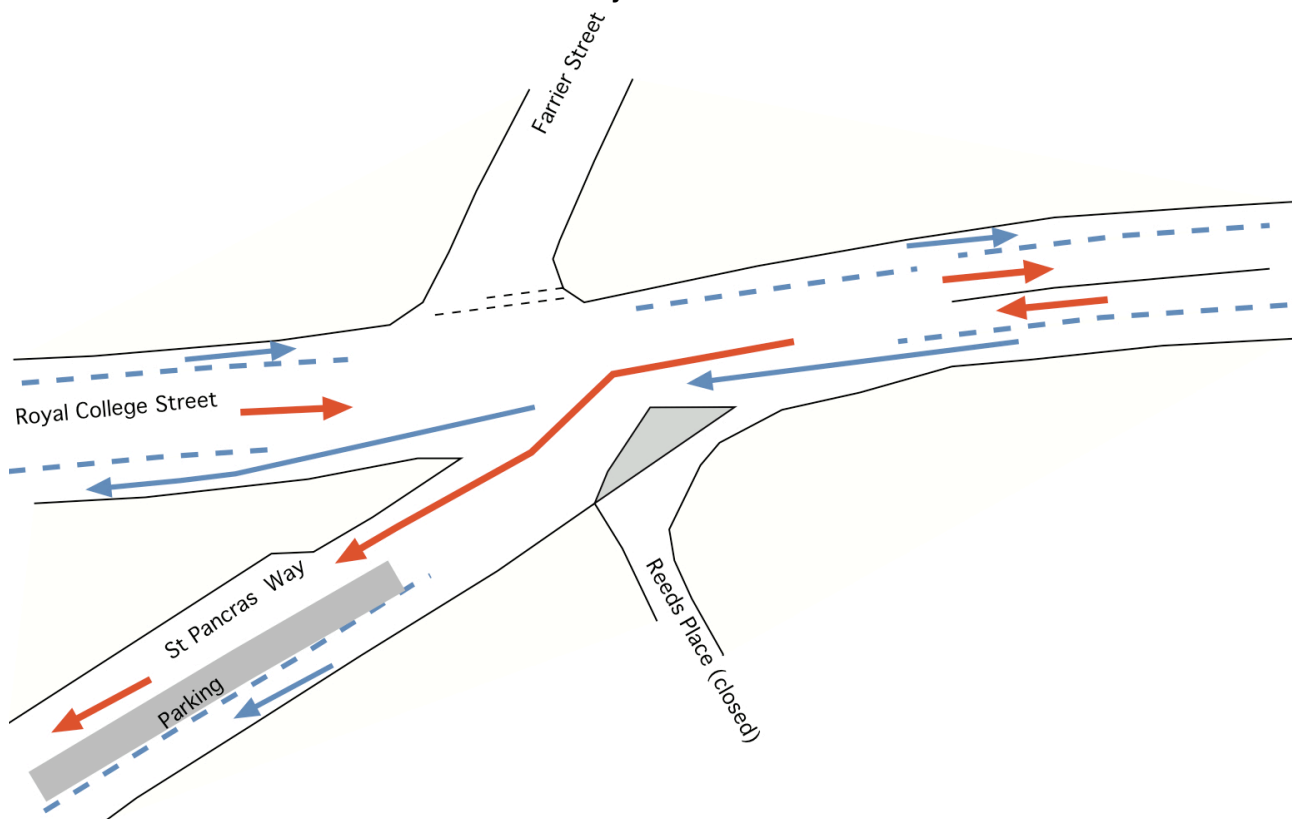


RCS Northern extension: St Pancras Way junction

The problem

At this junction, southbound cycles in a nearside lane need to continue straight down RCS while motors turn left down St Pancras Way:



Approaches

The aim was to find a solution in which

- signals are not used
- cyclists do not give way to motors

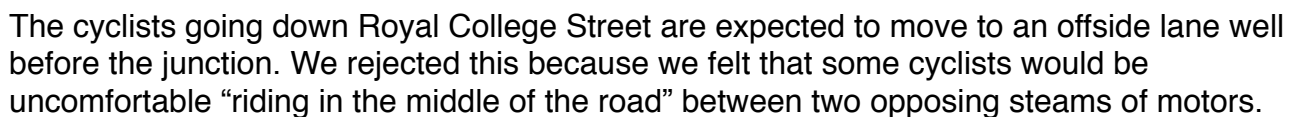
Camden proposed the following three solutions:

1. Cyclists move to an offside cycle lane well before the junction so that the conflict is solved before reaching the junction;
2. Cyclists use a path that “moves away from the point of conflict” – they turn into St Pancras Way before crossing and motors must give way;
3. Cycles and motors share a “funnel” – a 3 m wide length of carriageway in which no overtaking is possible, so each can exit on their own route without conflict.

In all of these solutions, a raised pedestrian crossing is placed in a strategic position to slow down the motor traffic.

In the diagrams that follow, the red arrows indicate movements made by motor vehicles and the blue arrows indicate movements made by cycles. The dashed blue lines indicate armadillos.

Solution 1: resolve the conflict before the junction

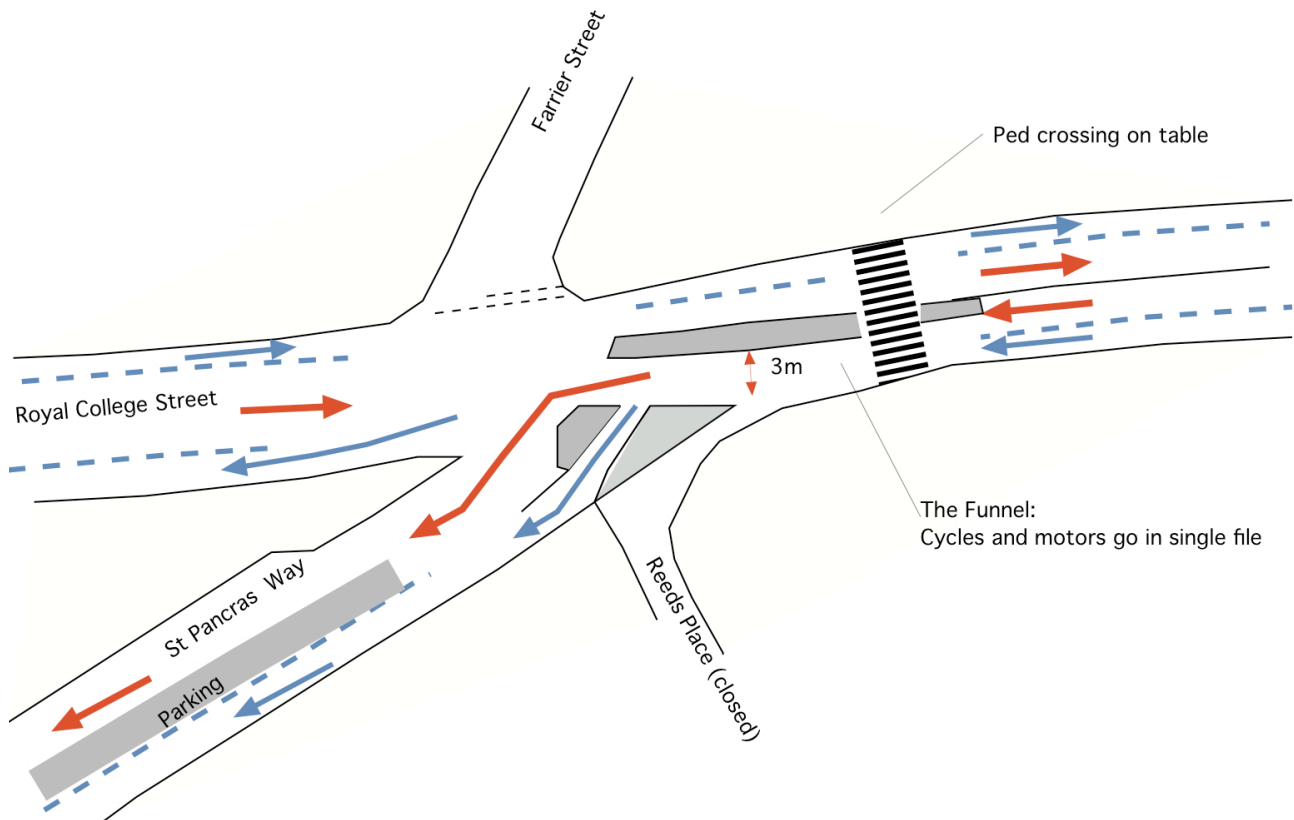


We think this is nearer to a “Dutch” solution but don’t believe that it will work in London where the UK law does not support the enforcement of Giving Way to crossing pedestrians or cycles, so we rejected it on the grounds of safety.

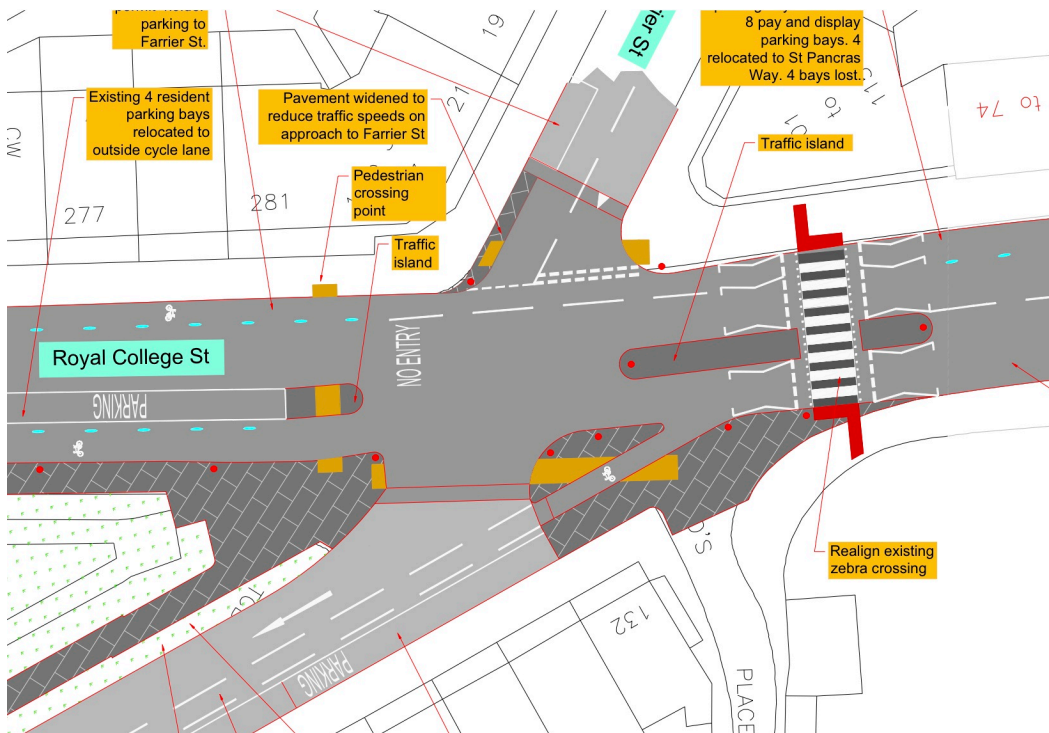
RCS Northern extension: St Pancras Way junction

Solution 3: the funnel

Southbound traffic slows down on approach to the table and then enters the 'funnel' – a length of 3m wide carriageway in which motors and cycles proceed in single file.



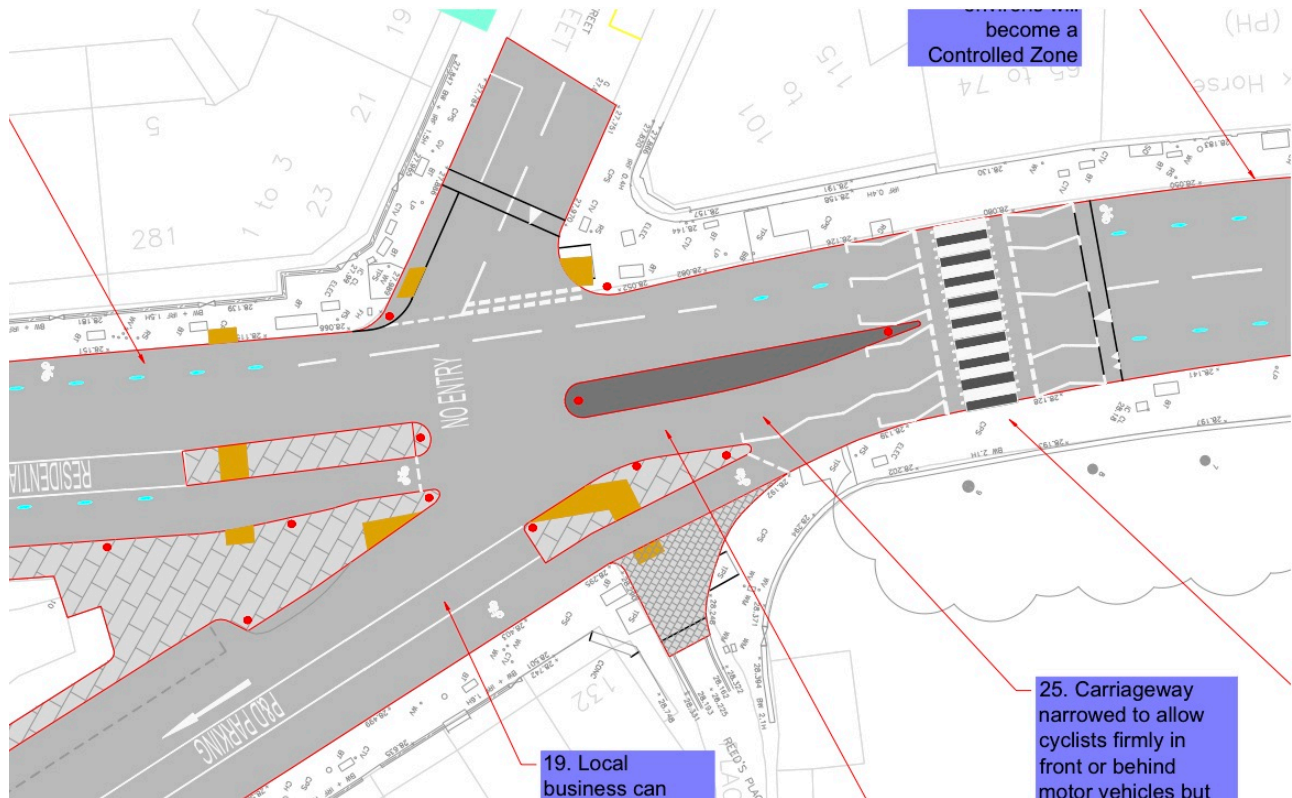
This is our preferred solution and is presented in the consultation drawing in this form, except that cycles are outside the parking in St Pancras Way.



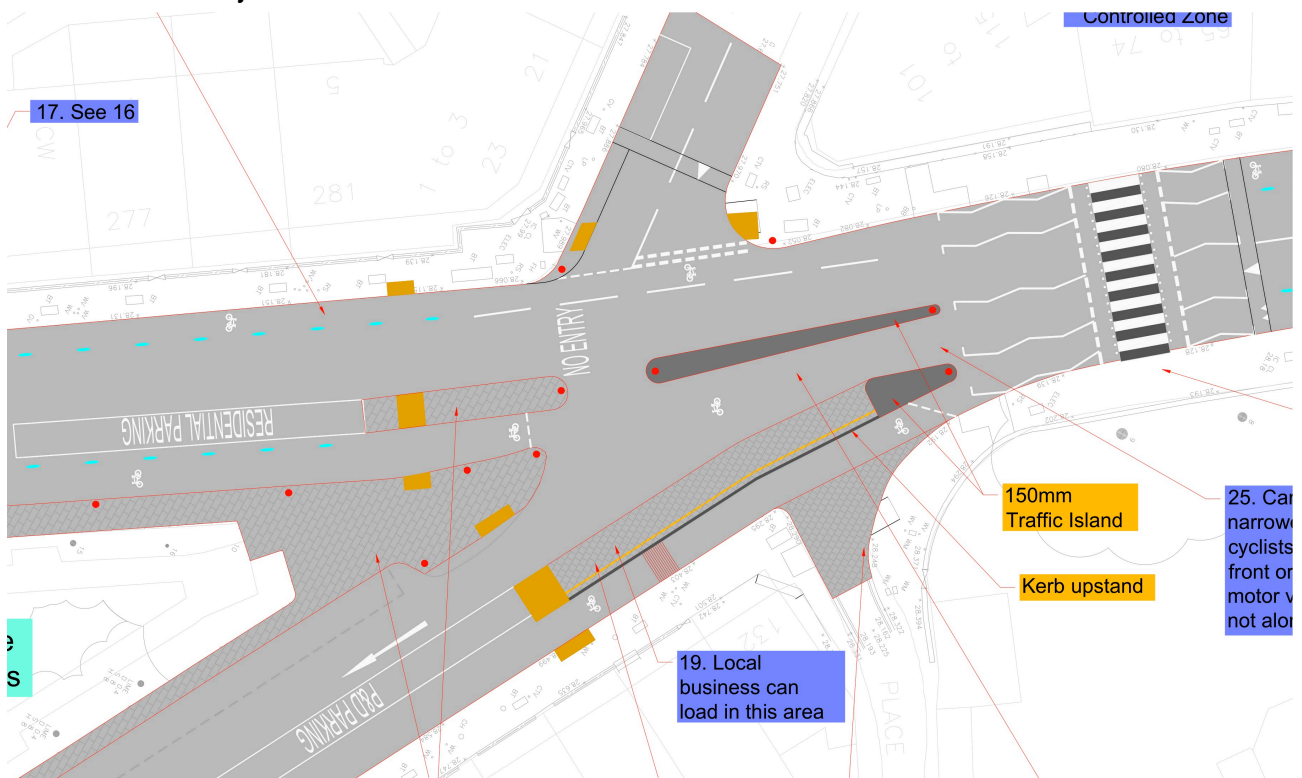
RCS Northern extension: St Pancras Way junction

Following local objections, the design was altered slightly:

Option 2 (11th November) in which cycles are inside parking in St Pancras Way following our request; but the drawing weakens the effectiveness of funnel by the early cut off for the cycles entering St Pancras Way.



Option 3 (29th November) is worse because it goes even further in destroying the funnel and CCC has rejected it.



JD, JC, GC 9.12.14