

Response to TfL's Consultation on Kings Cross Road/Farringdon Road junction with Calthorpe Street and Margery Street.

31 March 2015

This response to the consultation on the proposals for the Kings Cross Road/Farringdon Road junction with Calthorpe Street and Margery Street is from Camden Cycling Campaign and Islington Cycles Action Group, the two local borough groups of London Cycling Campaign. Between us we have well over 1000 members and represent the interests of cyclists living or working in the boroughs of Camden and Islington. We consulted our members by email and online (using Cyclescape) on this issue and also discussed the proposals with London Cycling Campaign. This response reflects the views of the membership and others.

The consultation states that the proposals aim to cater for the predicted increase in cyclists and improve road user safety.

We believe that TfL's proposal is so inadequate that there is no point in implementing it as described.

The objectives on [TfL's own consultation page for the scheme](#) are clear:

1. Improve safety for cyclists
2. Increase the number of cyclists and cycle journeys
3. Reduce journey times for cyclists
4. Use innovative design features recognised as best practice
5. Reduce traffic speeds
6. Improve the environment for local residents and businesses
7. Not to disbenefit other road users

It is very concerning that none of these objectives have been met. The proposed scheme seems to have been designed using 20-year-old standards with no acknowledgement of recent developments and the need to attract more risk averse cyclists. Given that TfL is making such positive progress across London, the shortcomings of this scheme are particularly disappointing.

Protected Space for Cycling

Farringdon Road and Kings Cross Road

DfT's figures for average daily traffic flows for in 2013 on Farringdon Road at this junction give ~20,000 motors and 1800 cycles. This indicates a requirement to provide protected cycle lanes on both sides of Farringdon Road and Kings Cross Road on the approaches to the junction. The consultation drawing shows advisory cycle lanes on both sides of Kings Cross Road including the stretch between Lloyd Baker Street and Margery Street. These should be mandatory throughout and provided with some form of segregation.

The consultation drawing shows no cycle lanes on the west side and a narrow advisory lane on the east side of Farringdon Road whose width is 12.95 m at the cyclists stop line.

LCC's response to TfL's consultation on the N-S Cycle Superhighway stated that the route should continue as a two-way cycle track on the east side of Farringdon Road at least to the junction with Calthorpe and Margery Street. We still consider that to be the only acceptable, and safe, way to bring cyclists to this junction from the south, and would urge TfL to develop this scheme. We have measured the road and believe it be an acceptable width between Farringdon station and Pentonville Rd.

Calthorpe Street

Camden Council has supplied us with figures for average weekday traffic flows giving 6700 motors and 2800 cycles on Calthorpe Street east of the junction with Gray's Inn Road. These motor flows indicate that cycles need to be separated from this busy motor traffic. Ideally, this should be done by a point closure between Farringdon Rd and Phoenix St. In the short term, an acceptable solution would be protected cycle lanes, for example stepped tracks on both sides of the road. We object to the footway build out on the north side because the space is needed to provide a mandatory (and protected) cycle lane on the south side of the road right up to the junction. In the current design westbound cyclists entering Calthorpe Street will encounter a pinch point at the traffic island.

Margery Street

Margery Street suffers from unnecessary rat running by vans and taxis predominantly. The levels of traffic make the current proposals totally unacceptable. It must be filtered, ideally at the junction with Yardley St to best connect to the cycle route through Wilmington Square.

Lloyd Baker St

Many people cycling through this junction today prefer to use Lloyd Baker St, as a more direct route. This is beneficial for all people cycling as it helps to prevent overcrowding on Margery St. To ensure movement into and out of Lloyd Baker is safe, this street should be filtered with 2 point closures in Lloyd Square.

Modal filters on all three side roads to this junction could smooth the traffic flow on the TLRN here.

Safety at the junction: elimination of the risk of 'left hooks'

In Stage 1 of the signals, all traffic on Kings Cross Road and Farringdon Road is allowed to proceed at the same time and to make all possible turns (left, ahead and right). This leaves cycles exposed to the risk of left hooks in both directions: northbound cycles on Farringdon Road may be cut off by motors turning left into Calthorpe Street; and southbound cycles on Kings Cross Road may be cut off by motors turning left into Lloyd Baker Street.

In Stage 3 of the signals, all traffic on Calthorpe Street and Margery Street is allowed to proceed at the same time and to make all possible turns. This leaves cycles exposed to the risk of left hooks in both directions: eastbound cycles on Calthorpe Street following the QW may be cut off by motors turning left into Kings Cross Road; and westbound cycles on Margery Street following the QW

may be cut off by motors turning left into Farringdon Road.

Early Release and 7.5m ASLs

Early release signals are equivalent to providing a longer ASL. It is well known that ASLs provide no actual protection. What little benefit they offer is only to people who are already in the ASL when the signal changes to green. Anyone who arrives during the green stage will be at risk of being cut off by left turning motors.

Right turn waiting areas

Some cyclists will have difficulty accessing these areas in the middle of the Farringdon and Kings Cross Road alignment. Andrew Gilligan has publicly promised that quietways will have no unsegregated right turns. This should apply to all junctions on quietways including here. In a road carrying this heavy flow of motor traffic, cyclists need to be provided with two-stage right turns or have a designated signal phase with segregated lanes.

Protection of cyclists at the junction

Pedestrians are provided by an 'all red stage' allowing them to cross safely, which is a good thing. However, considering that this junction is on QW1 and an extension of N-S Cycle Superhighway, the design ought to provide a stage (or stages) in the signals to allow cycles to move safely across the junction.

Jean Dollimore, Camden Cycling Campaign
Tom Harrison, Islington Cyclists Action Group.