

Cycle segregated junctions

Transport Liaison Public Meeting
Wednesday 19 February 2014

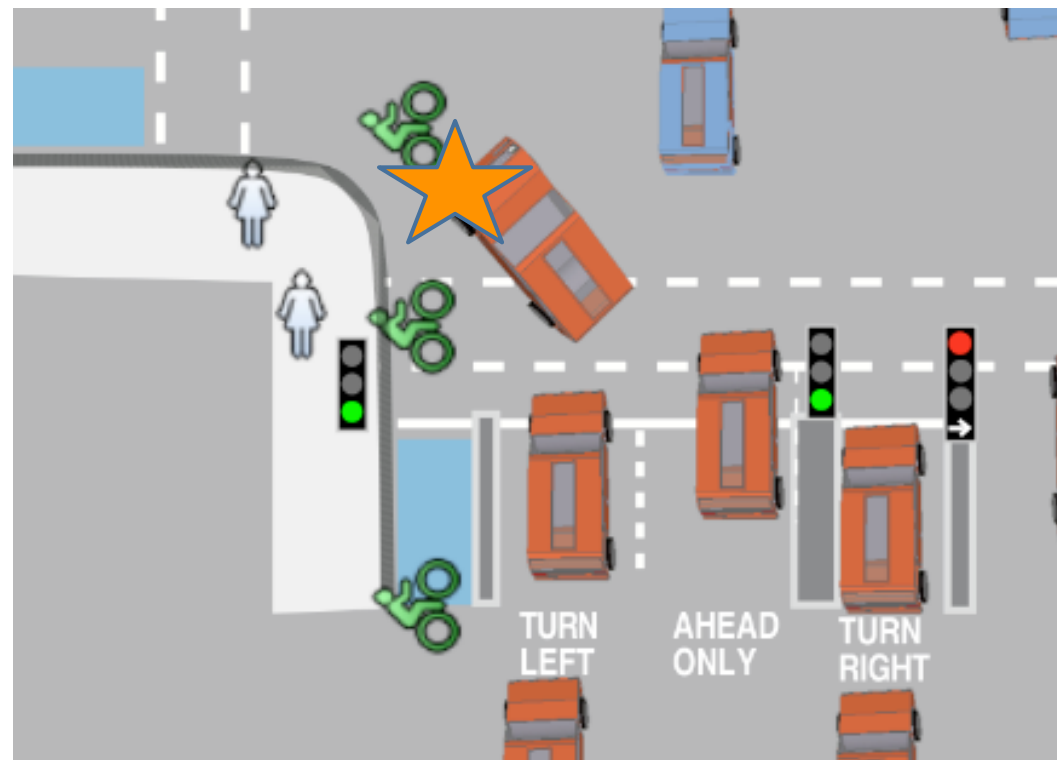
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Coordinator Camden Cycling Campaign

Cycle segregated junctions

- Designed to eliminate “left hooks”
 - a cyclist going straight ahead is cut off by a left turning motor vehicle
 - 9 out of 14 cyclist deaths in 2013 involved HGVs
 - most of those occurred at junctions
- I plan to attempt to describe how cycle segregated junctions work
- And I would like to ask TfL when they will publish the design details and support on road trials?

Current Situation

- Green signal allows left turning motors to go at same time as straight ahead cycles and motors
 - causing “left hooks”
 - left turning motors should wait for a separate signal stage
 - illustration to follow....



Cycle segregated junction

- TfL press release published in the Evening Standard 6th Nov 2013



- How this works in detail

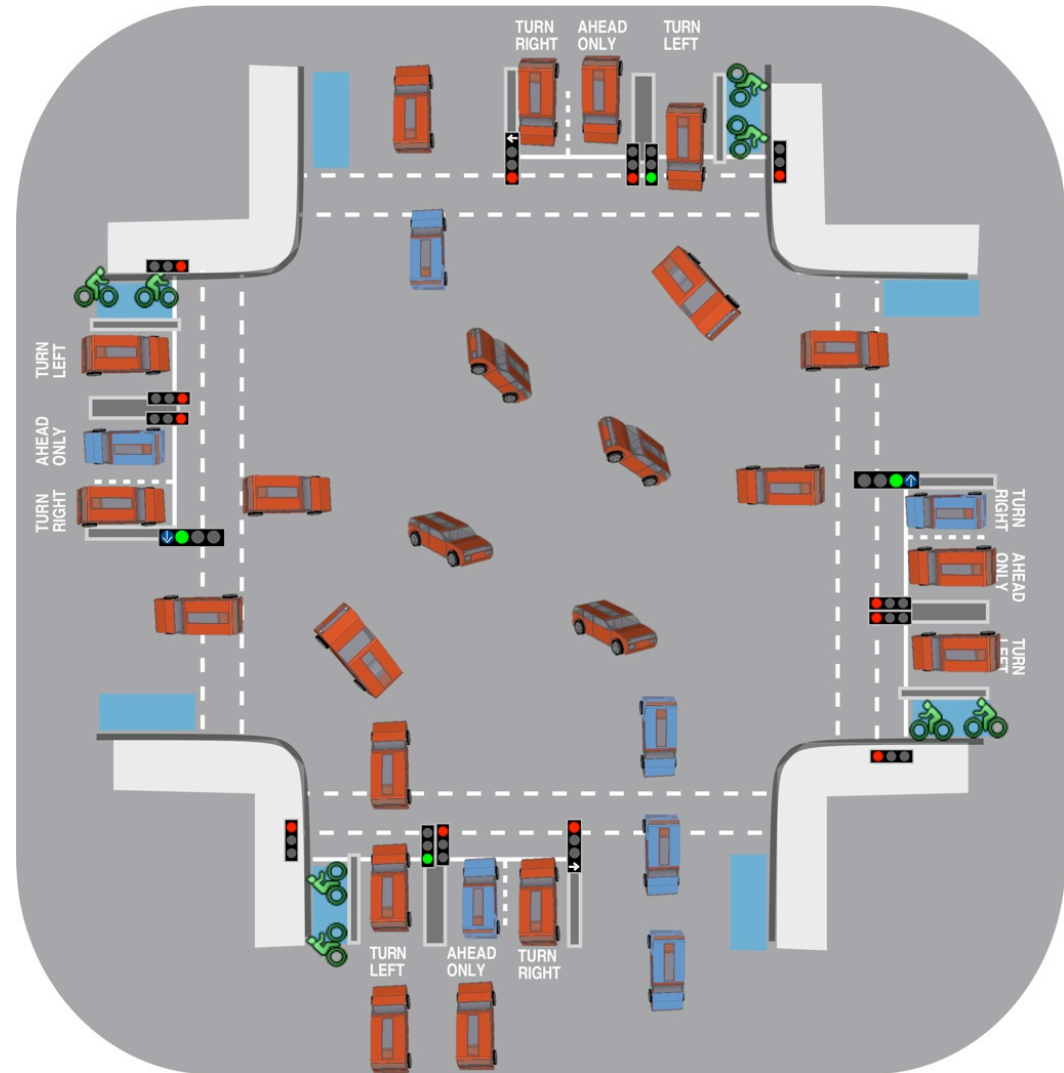
Stage 1: N-S for motors, cycles peds

- No left turns for motors
- cycles ahead
- motors ahead
- pedestrians cross
- north and southbound

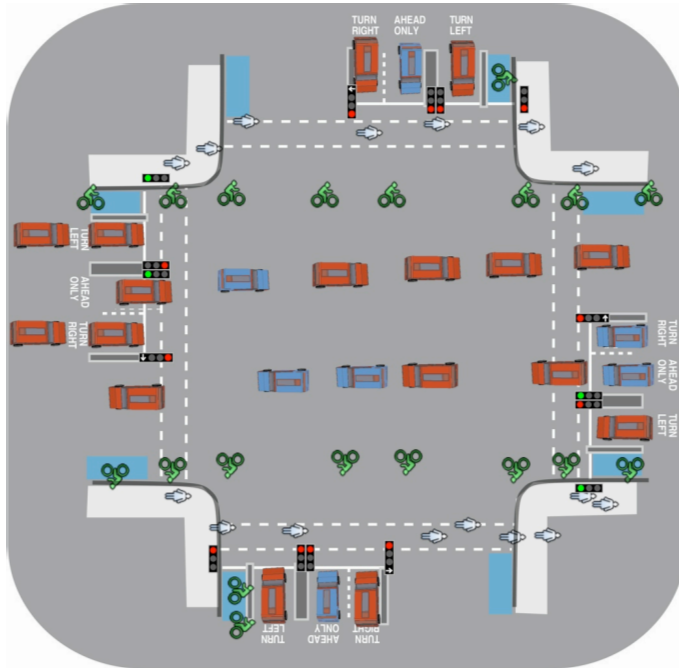


Stage 2: N-S turn left while E-W turn right

- Straight ahead cyclists and motors wait on red signals
- turning motors have green signals
- If room for a separate cycle lane, cyclists could turn left

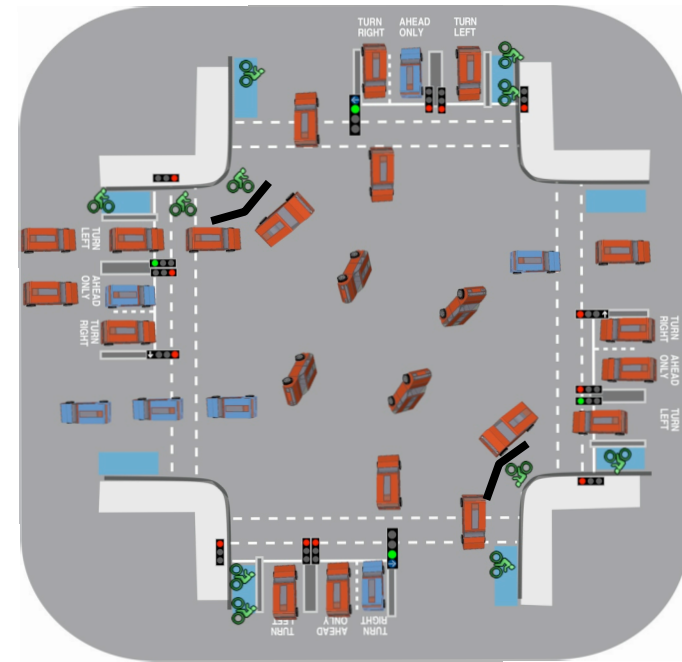


Stages 3 and 4



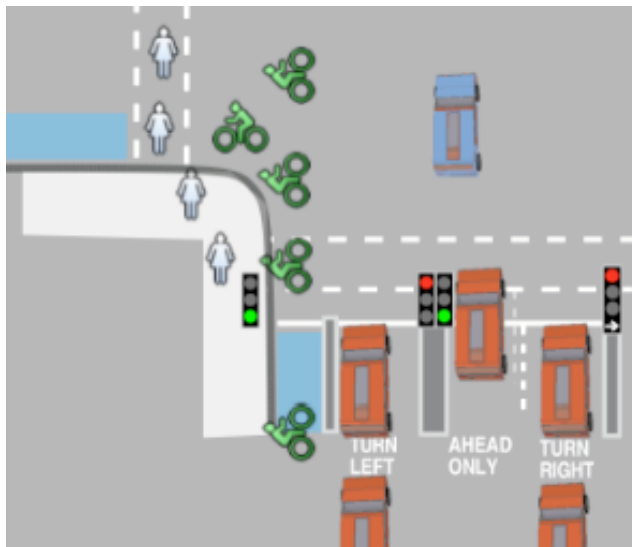
- Stage 3:
 - East - west straight ahead

- Stage 4:
 - East - west turn left
 - North -south turn right



Options for cyclist left turns

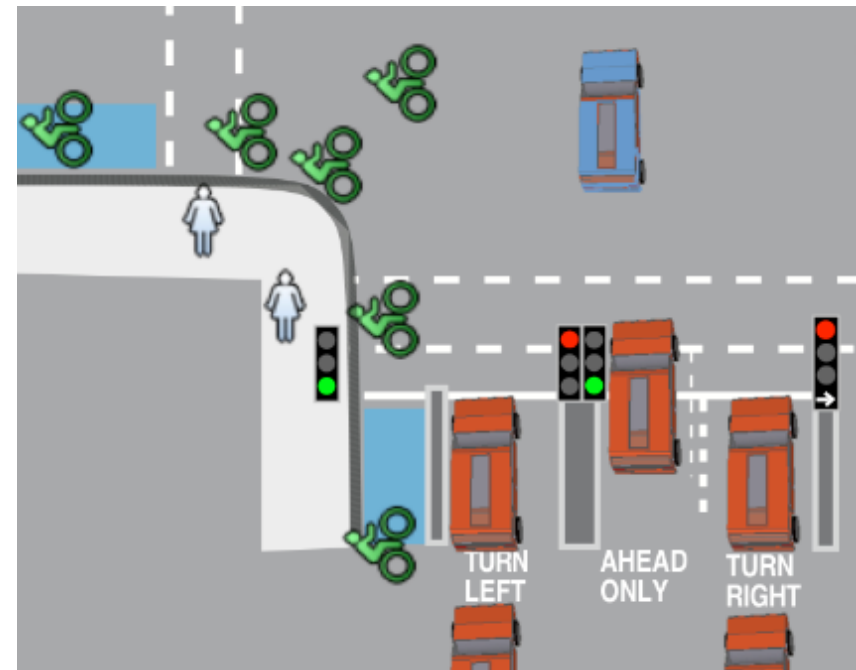
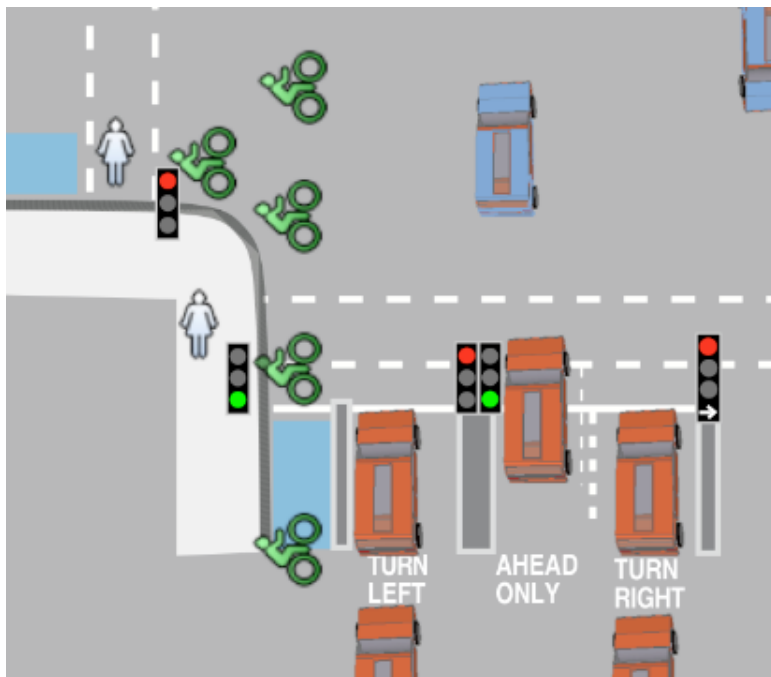
- Four years ago the mayor suggested exempting cyclists from stopping at lights when turning left
 - The cycle segregated junction was suggested independently by two people, both of whom assumed cyclists would turn left and then give way to pedestrians



- this would allow pedestrians to have a long time to cross the road
- alternatives...

Options for the cyclists left turn

- Option 1: red signal stops cyclists while pedestrians cross
- Option 2: pedestrians cross in a separate stage



Conclusions

- We can separate cycle movements from conflicting movements by motor vehicles in time and in space
- We suggest cycle segregated junctions at:
 - Midland Road/Pancras Road:T-junction
 - Cobden Junction: T-junctions
 - Midland Road/Euston Road/Judd Street
 - Camden High Street/Delancey Street/Pratt Street
 - Southampton Row/Theobalds Road/Vernon Place
- Thank you for allowing me to air this idea