

Midland Road/Euston Road/Judd Street

This response to the consultation on the proposed Walking & Cycling Improvements on Midland Road and the Euston Road/Judd Street Junction is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have over 500 members and represent the interests of cyclists living or working in the borough of Camden. We consulted our members by email, on our website and on CycleScape about this issue and this response reflects the views of the membership.

We are very pleased to see this proposal and we support Camden's plans. We are especially pleased to see the fully protected junction at Euston Road including the two-stage right turns for cyclists.

However, we are disappointed that the plans for the Midland Road/Pancras Road junction cannot be implemented due to HS1's refusal to allow the re-allocation of the space in the dedicated taxi lane and we urge Camden to find an equally good solution. Failure here will detract greatly from the scheme as a whole.

Further, we are concerned that the separate plans for the Kings Cross Gyrotory removal may compromise this scheme due to road width issues and the junctions at Euston Road and Pancras Road.

We have some specific comments as follows:

Euston Road Crossing and Judd Street

We support the proposals with a preference for a full closure of Judd Street.

Raised Area between Crick Institute and St Pancras Station

We understand the desire for this but it is much too extensive. Throughout the zone, cyclists will be at the same level as the footway and carriageway and therefore less protected than in the rest of the road. Other road users (vehicles and pedestrians) will be encouraged to stray across the cycle tracks. As many of the pedestrians are likely to be visitors who may not look in the correct direction this will cause conflict and possibly collisions.

The zone should be shorter. We believe that it should extend no further north than the end of the zebra crossing markings and south no further than the bus boarder. If it starts at the zebra crossing it will be much more effective at slowing traffic which otherwise will have time to accelerate before it reaches the zebra.

Within the zone, the cycle tracks must be well demarcated by using a different surface treatment, and the northbound contraflow cycle track must be separated by armadillos or similar.

Midland Road Southbound

As expressed above, we are disappointed that the previous innovative scheme for the junction of Pancras Road and Midland Road will not go ahead. As a result, the cycle lane will now run outside the taxi lane. In this case, given the motor vehicle flows, cyclists need proper segregation. This could be achieved by raising the cycle lane & taxi lanes to form a stepped track (as stated in the consultation document), with lightweight segregation between the cycles and taxis.

The right turn into Brill Place needs to be facilitated. This could be done with a dropped kerb in the cycle track with a widening of the track to allow cyclists to wait for a gap in traffic.

We think that the cycle track past the bus boarder should work well

We are concerned about the taxi rank exit, which should be angled to force taxis to take a definitive manoeuvre across the cycle lane rather than merge at a shallow angle.

Midland Road Northbound

As explained above, we are concerned about the track through the raised zone, which should be minimised in length and well demarcated.

At the junction with Pancras Road we believe that northbound cycles could be allowed to proceed at all phases of the traffic lights unless a pedestrian has activated the crossing. They can then be held at the crossing north of the junction if necessary.

Brill Place

Needs a cycle exemption from the left turn ban.

Please would you acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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