

To: [safetravel@camden.gov.uk](mailto:safetravel@camden.gov.uk); Anthony Christofi, Sam Margolis

## **York Way junctions consultation December 2020**

This response to the consultation on the above proposals from Camden Council is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape).

We strongly support the proposals to improve three of the signalised junctions (Agar Grove-Brewery Road, Freight Lane and Copenhagen Street-Handyside Street) and to put in two bus-stop bypasses.

When implemented, the proposal to provide 4-seconds early release and low-level signals for cyclists on York Way at all of these junctions will be an important factor in improving the safety and comfort for cyclists.

In some but not all cases, 5m deep ASL boxes are marked on the drawings. It is important that all of the ASL boxes should be 5m deep.

We also approve the proposal to mark an advisory cycle lane across the side road junctions with coloured surfacing and cycle logos. This is an important practice which we would like to see at all of the junctions on protected cycle routes.

### **Our comments on each of the junctions**

#### **Agar Grove-Brewery Road junction**

The east-west alignment is important at this junction and the motor traffic is heavy on Agar Grove and Brewery Road. Therefore the proposal for a new ASL box on Brewery Road will improve safety and comfort for cyclists. But the lack of early release and low-level signals is an issue.

We recognise that the yellow box is useful in preventing congestion at this rather complex junction but would like to have the cycle lanes marked across the junction. Is it possible to do this in the presence of a yellow box junction?

This junction connects popular cycle routes on Agar Grove on the west side and Market Road, Brewery Road and Brandon Road on the east side. It also links those routes to the cycle lanes on York Way. This involves right turns into and out of Agar Grove and Brewery Road. Would it be feasible to provide two-stage right turns for all of these manoeuvres?

Brandon Road is used by many cyclists in preference to Brewery Road and works well for turning left into York Way. But the right turn is often blocked by queuing traffic so a KEEP CLEAR is needed to let cyclists turn right and reach the northbound cycle lane.

#### **Freight Lane junction**

We very much like the segregated southbound lane that bypasses the signals. This is an important measure in that it promotes a recognition of the importance of cycling as a mode of transport and recognises that cyclists need not be held back where this is not necessary. We would like to see similar measures at other T-junctions in Camden.

We note the proposal to provide a new ASL box on Freight Lane and the consideration of how to cycle between Freight Lane and the southbound cycle lane on York Way. It's worth getting this right even for the small number of people who may use a cycle in Freight Lane.

### **Tapper Walk - Tiger crossing**

We understand that families cycling to Kings Cross Academy cross York Way into Tapper Walk. It would be very helpful if the nearby zebra could be converted to a Tiger crossing.

### **Copenhagen Street-Handyside Street junction**

We approve of the line and wand segregation between the southbound ASL box and Copenhagen Street. Details such as this make all the difference at slightly staggered junctions.

Can the provision of two-stage right turns be considered?

### **Bus stop bypasses**

Where space permits and without reducing space for walking and cycling to sub-standard levels, we always prefer bus stop bypasses to SUBBs. This is because bus stop bypasses allow bus passengers to get on and off the buses without the need to step into a cycle lane.

#### **Bus stop bypass near Tapper Walk**

This is a busy location because Tapper Walk is a popular pedestrian route and the northernmost exit from the Kings Cross development. There looks to be plenty of room so we are very much in favour. See our [photo](#).

**SUBB north of Goodsway** For similar reasons (many people coming in and out e.g. after a visit to Waitrose) we would prefer a bus-stop bypass to the existing SUBB north of Goodsway. [Our photo](#) indicates that there should be room.

#### **Bus stop bypass near Camden Park Road**

We are pleased to hear that there is a plan to do something about the projecting section of footway that currently blocks the southbound cycle lane between North Road and Market Road. There looks to be room for a bus-stop bypass. However we are dubious about the chamfered 60mm kerb between the cycle track and the surrounding footway. It looks like a trip hazard for pedestrians and a wheel snag for cyclists and would not seem to be necessary given the strong contrast in surface treatment between the cycle track and the footway/bus boarder.

Please 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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