

To:transportconsultations@camden.gov.uk; Anthony Christofi

Baynes Street Safe and Healthy Street Scheme

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 are very pleased to see this scheme which is intended to address the following issues:

- The dangerous conflict between cycles on the southbound track in Royal College Street (RCS) and motor vehicles turning right from Baynes Street into RCS (on their way north) which we understand has led to several collisions.
- High traffic levels on Baynes Street. Most of the cyclists travelling from Agar Grove to join C6 on RCS were accustomed to using the west-side two-way track between Baynes Street and Georgiana Street. When the Pop-Up lanes were installed on St Pancras Way last November, this track was converted to a one-way northbound contraflow. These cyclists were left with the choice between using the heavily-trafficked Baynes Street or making a difficult right turn into Georgiana Street.
- In addition, access to and from the canal towpath is also difficult and would be improved by the scheme.

We therefore support the main proposal which is to prevent motor vehicles (except buses, emergency and refuse vehicles) from using Baynes Street as a cut-through between St Pancras Way and Royal College Street. However we have several serious concerns described in the following paragraphs.

Conflict at the Georgiana Street junction with RCS: The motor traffic will use Georgiana Street instead of Baynes Street to access their route north on RCS. Therefore the point of conflict with cycles on the southbound track will be moved from the junction with Baynes Street to the junction with Georgiana Street. The STOP sign on Baynes Street helped to reduce the collision rate there. We therefore believe that it is essential to use a STOP sign on Georgiana Street and, at least in the short term, a warning of two-way cycle traffic.

In the longer term, a different solution is required. Motor traffic coming from the east (e.g. from the other side of York Way) should not be using the access roads such as Agar Grove and Georgiana Street for anything but local journeys.

Temporary Signage: We believe that signage is required to inform both drivers and cyclists of the changes, both at the Agar Grove junction with St Pancras Way and at the Baynes Street and Georgiana Street junctions. Cyclists should be signed to C6 on RCS via Baynes Street while drivers will be warned that they need to take the longer route via Georgiana Street. Temporary warnings of the upcoming changes should be installed well in advance.

Northbound route for cycles between C6 and Agar Grove: most people choose to use the contraflow on St Pancras Way from Georgiana Street because it is more direct than the alternatives and there is less northbound traffic to cross on RCS. But with the new flow of motor traffic turning right out of Georgiana Street this will be a more difficult manoeuvre.

The existing 'jug handle' arrangement facilitates the right turn for people who are willing to take the right turn in two stages. But a more convenient arrangement would be a Tiger crossing over the north side of the junction to allow cycles to cross straight into Georgiana Street; either instead of or in addition to the [existing Zebra crossing](#).

Cycling southbound from the Agar Grove junction to C6 via Baynes Street: all of the motor traffic apart from buses etc will be going straight ahead down St. Pancras Way, while these cyclists need to turn right into Baynes Street. The provision of early release for cycles at the Agar Grove junction would allow most people to get ahead but without [the right turn pocket](#) they will have motor traffic immediately behind them. For this reason, a right turn pocket and associated road markings for cycles should be provided.

In the longer term we believe that the westbound cycle link from Agar Grove to RCS should use Randolph Street.

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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