

To:safetravel@camden.gov.uk; Sam Margolis; Anthony Christofi

York Way Safe and Healthy Street Scheme

This response to the consultation on the above proposal 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 strongly in support of the proposals to make the cycle lanes permanent and to add parallel zebra crossings and other measures for cycling and walking. We have some suggestions for modifications and additional measures that should be considered.

The Camden Cycling Network: The alignment on York Way is a critical part of Camden's Cycling Network. There are no other N-S corridors within 400m to the east or west and we are very pleased to see this proposal being implemented in 2021-22 as part of phase 1 of the Cycling Action Plan.

Cycle Lanes: We support the replacement of 'kerb and wand' segregation with a raised stepped cycle track. This should include dropped kerbs at regular intervals and, in particular, opposite all side roads and significant entrances to enable cyclists to enter and leave the track. Where stepped tracks start or restart it must be made very obvious and it is critical that any yellow lines start at the start of the stepped track as this is a strong indication that a kerb is present.

Crossings: We strongly support the provision of parallel zebra crossings. We support Camden's position that these crossings should be the default as this will encourage motorists and cyclists to be aware of them and use them. There are several places where these are not shown on the consultation drawings and should be added, see details below. Zebra crossings should have short tails with the stepped tracks inside them.

Junction upgrades: We are strongly in favour of making junctions safer by the use of blue surfacing and/or give way signs (as shown in the plans at North Road) and of retaining the existing improvements at the signalised junctions but we are not convinced that the design for the Market Road junction is suitable. All signalised junctions should have early release for cycles, minimum 4 seconds.

Pedestrian Improvements: We support all the proposed improvements for pedestrians including the improvements to the streetscape.

Our comments and suggestions

(references are to the consultation plans dated 13/8/21, TS\21-22\YORKWAY\PCONSnn)

General

- We are pleased that many of our observations in our audit of June 2021 have been addressed. Others have not and they are mentioned below.
- Consistency: It is disappointing that sections of the route will have protection that is absent or weak (see details below). This will detract from the whole scheme which is only as good as its weakest part. At its worst, this may encourage less experienced cyclists and then put them into a dangerous situation.

Page 1 - Hungerford Road to Camden Park Road

The southbound cycle lane here looks very good, being set back behind a planted area, and we really like the layout at North Road with motor vehicles turning into North Road having to give way. We are concerned that the give way line in the middle of York Way for vehicles emerging from North Road may result in vehicles obstructing the cycle lane.

The give-way triangles on the carriageway look strange - are they pointing the wrong way?

The bus-stop bypass looks good; the combination of narrowing and diverting the cycle lane, mini-zebra and give way symbols will be very effective.

We are concerned about the junction with Camden Park Road. Northbound motor traffic, especially buses and HGVs, has a tendency to cut the corner and there is no protected cycle lane between the zebra and the kerb-protected track on Camden Park Road. We urge Camden to find a way to prevent this using kerbs, stepped track and/or positioning of road markings.

Although it might seem that a minority of cyclists would want to turn right into Camden Park Road from York Way, there is a potential route from North Road to St Augustines Road and so we think that two of the zebra crossings here should have a parallel facility for cyclists.

Page 2 - Market Road to Agar Grove

It is very disappointing to see no southbound lane south of Market Road. We urge Camden and Islington to work together to rectify this.

We are very unhappy with the proposed arrangement at the Market Road junction. Our objections are as follows:

- Excessive use of shared space. LTN 1/20 states that this should be a last resort.
- Very awkward movement from Market Road into York Way northbound using a narrow two-way cycle track on the wrong side of the road. We do not think that most cyclists will use it.
- Difficulty of turning right across the parallel crossing without a jug-handle or equivalent space. This is particularly true for cyclists with limited mobility.

Short of signalling the junction, we suggest that a solution like that used on Prince of Wales Road at Ryland Road and Talacre Road might work better. Here space is created for waiting while getting in and out of the track to enter or leave the side-road. See <https://bit.ly/3zn1quz>. Or consider re-installing the mini-roundabout with a cycle bypass for northbound cyclists on York Way.

Page 3 - York Way - Brewery Road - Agar Grove junction

This is a really unpleasant junction for cyclists moving in any direction. It's good to see the early release on York Way but this feature should be added to the Brewery Road and Agar Grove arms as well.

A complete redesign is urgently needed; this could involve a Cyclops junction or one like those on Lea Bridge Road which is similar but with the cycle crossings inside the pedestrian crossings.

Brandon Road should be closed.

In the interim, as we said in our audit in June 2021, we request that you

- Provide two-stage right turns on all arms.
- Provide KEEP CLEAR road markings to let cyclists turn right out of Brandon Road and reach the northbound cycle lane.

Page 4 - Tileyard Road to Freight Lane

South of Brewery Road it is very disappointing to see no protection for southbound cyclists until past the railway bridge. This area should be prioritised for future work. However, it is good to see the proposed blended junctions.

The cycle bypass at Freight Lane is very welcome. But for northbound cyclists this remains a difficult junction with high numbers of HGVs entering and leaving the depot. The early release for northbound cyclists helps. Can the mouth of the junction be narrowed?

Page 5 - Freight Lane to Bingfield Street

We are very disappointed with the lack of segregation southbound between Freight Lane and Canal Reach and the absence of a bus stop bypass or shared use bus boarder. There is no reason not to have a section of stepped track here.

It's good to see the parallel crossing leading to Tapper Walk but this seems to involve quite a lot of shared space. Could the crossing be moved further south so the cycle section of the crossing aligns better with Tapper Walk?

It is disappointing that the SUBB on the northbound lane is not replaced by a bus-stop bypass.

Page 6 - Bingfield St to the Regent's Canal

The improvements to the Copenhagen Street junction are welcome but they do not go far enough. This is a busy junction for E-W as well as N-S cycling and longer term this junction should have separate cycle phases. In the interim, a 2-stage right turn from York Way into Copenhagen Street should be provided to enable less-confident cyclists to make this movement.

The bus stop bypass on the southbound side is a good feature but we think there is enough road space to have a bypass rather than a SUBB on the northbound side (see audit).

There is a strong desire line for cyclists to enter and leave the parking area to the west of York Way just north of the canal bridge. As well as having cycle parking this leads to Granary Square and to the canal towpath and allows cyclists to bypass the hazardous junction at Goodsway (see below). Currently southbound cyclists are observed crossing York Way informally at or after Copenhagen Street and cycling south in the northbound lane. The planned zebra crossing here should be converted to a parallel crossing and, if possible, moved slightly south to avoid cyclists having to use the footway.

The St Pancras bollards on the Islington side footway will be redundant and could be removed.

Page 7 - The Regent's canal to Wharfdale Road

The Goodsway junction is currently very difficult and it is very good to see the proposed improvements including the southbound cycle lanes with separate ahead and right-turn phases. We look forward to discussing the details along with the proposals for Wharfdale Road.

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

John Chamberlain, Jean Dollimore and George Coulouris

john@camdencyclists.org.uk

Camden Cycling Campaign, 11 Grove Terrace, London NW5 1PH