

To: safetravel@camden.gov.uk

### **St Pancras Way Safe and Healthy Streets Consultation**

This response to the consultation on the above proposal 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 on Cyclescape.

We are strongly in support of the proposal to make the current trial 'pop-up' cycle lanes permanent. Since introducing the trial scheme, cycle numbers have increased by a factor of three on this route but there is still a high level of motor traffic, including LGVs, often travelling in excess of the 20 mph speed limit. So cyclists need further protection and measures need to be taken to slow down traffic. This is even more important given the change in nature of the road from mostly industrial to a mix of industrial and residential including significant origins and destinations for people walking and cycling.

#### **In answer to the specific questions in the survey:**

9 To what extent do you agree or disagree with making the current, trial cycle lane scheme on St Pancras Way, permanent? **Strongly Agree.**

10 To what extent do you agree or disagree with the following specific elements of the proposed permanent Safe and Healthy Streets scheme on St Pancras Way?

- Replacing the current 'wand' segregation with raised stepped cycle tracks: **Strongly agree.** This will improve the experience and safety of cyclists.
- Improving the existing zebra crossing near Granary Street with a raised zebra crossing: **Strongly agree.** This will have a traffic-calming effect.
- Replacing the existing zebra crossing near Georgiana Street with a raised parallel zebra (pedestrian and cycle) crossing and introducing a shared space (pedestrian and cycle) area on the footway: **Strongly agree.** As well as calming traffic, this will make the turn into Georgiana Street for cyclists much easier and safer.
- Replacing the existing zebra crossing near Pratt Street with a raised parallel zebra (pedestrian and cycle) crossing: **Strongly agree.** As well as calming traffic, this will make the turn into Pratt Street for cyclists much easier and safer.
- Adding blue surfacing across junctions and side roads: **Strongly agree.** This should include entrances to major office and other developments.
- Adding new 'blended pedestrian crossings' across side roads of Wrotham Road, Barker Drive and College Grove: **Agree.**
- Adding 9 new trees: **Strongly Agree.** It is very important to change the nature of the street to encourage slower, more considerate driving.
- Adding 6 new benches: **Agree.** Same reasons. This will also make the street a place where people of all ages can spend time.
- Adding 8 new cycle parking stands: **Strongly agree.**
- Adding two cycle hangars on Wilmot Place (near the junction of St Pancras Way): **Strongly agree.**
- Adding a new segregated westbound contraflow cycle lane on Pratt Street, connecting St Pancras Way with Royal College Street, and replacing the single yellow lines on Pratt Street (between St Pancras Way and Royal College Street) with double yellow lines and double kerb blips: **Strongly agree.** We are pleased

to see this start on the proposed and long-awaited East-West cycle route through Camden Town.

- o Adding two cycle hangars on Pratt Street, between St Pancras Way and Royal College Street: **Strongly agree.**
- o Removing 3 paid for parking spaces on the north side of Pratt Street, creating a 16m loading bay and 5 shared-use paid for/residents permit parking spaces on the south side of Pratt Street, all between St Pancras Way and Royal College Street: **Agree.**
- o Adding double yellow lines with double kerb blip markings (no parking/waiting at any time) along St Pancras Way: **Strongly agree.** It is very important that the cycle track not be blocked by parked vehicles.

### **Suggestions for Enhancements to the scheme**

We have the following suggestions for measures that we believe would improve the scheme:

#### 1. Section from Camden Road to Agar Grove

This is currently laid out with two motor traffic lanes, reducing to one after Agar Grove. This encourages traffic to speed and does not leave room for a proper bus-stop. The shared-use bus boarder is a compromise that is very unpopular with bus users as well as cyclists. The carriageway should be reduced to a single lane, with the extra space being used for a bus-stop bypass.

Longer term we question why this road is one-way. If motor traffic were allowed to travel north from Agar Grove, all the issues caused by motor vehicles using Baynes Street would be removed.

#### 2. Baynes Street junction

We note the recent collision where a northbound cyclist was badly injured by a driver who was taking the corner between St Pancras Way and Baynes Street at speed, ignoring the Give Way sign (as do most drivers). In early 2021 a consultation was held on closing Baynes Street to all through traffic except buses. This should be progressed; it would mean that most drivers used Georgiana Street and would address this particular conflict point as cyclists only travel north from Georgiana Street onwards.

Whether Baynes Street is closed or not, the narrow right-turn filter lane should be removed (as shown in the Baynes Street consultation); the lane is widely ignored and merely encourages drivers to take a high-speed line through the junction. Its removal would allow additional space for wider cycle tracks (see next point).

#### 3. Section under the rail bridge

We think that the alignment here could be improved. If the right turn lane was removed, more space could be given to cycle tracks.

#### 4. Canal Bridge

The southbound cycle lane takes a very awkward diversion here. The footway is very wide and protected by a high kerb. Consideration should be given to routing the cycle track inside the kerb, rejoining the main carriageway after the bridge.

#### 5. Parking on cycle tracks

We are concerned about illegal parking on the cycle tracks, particularly on the northbound section between Georgiana Street and Baynes Street. Consideration should be given to the use of wands as well as a raised track in this section (as proposed for York Way). Further, we object to the flexible wands just north of Pratt Street which mean that service vehicles will be able to occupy the cycle lane, forcing cyclists into the main carriageway.

#### 6. Traffic speeds are very high particularly in the narrow section south of Georgiana Street where it is clear from the damage to the wands that traffic often cuts the

corner. We think there is space to realign the road here to make the cycle track 2m rather than 1.6m wide, possibly incorporating a raised protective kerb at the edge of the track to prevent incursion.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments and/or visit officers on site to discuss; contact details are below.

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