

# CCC Audit of Tavistock Place - Torrington Place trial. 7 Dec 2015

## Issues for the entire route

### *The pairs of St Pancras Bollards on the westbound cycle track*

There is a pair of bollards at the entry to each section of the track (e.g. see the top photo on the right), the gap between them is only about 1.5m-1.6m.



The minimum recommended width for a cycle track is 1.5m on the ground (LCDS Fig 4.11), but more space is needed between vertical posts. For medium cycle flows, the width needs to be 2.2m.

For the safety and convenience of cyclists, the kerbside bollards should be removed everywhere. We understand that the intention is to prevent motor vehicles entering the track, but we believe that this solution is excessive, over-engineered and dangerous to cyclists and that signage will be sufficient. We have witnessed one cycle collision with a bollard and others have been reported.



### *Bollards on approach to Gordon Street*

See the photo on the left (with Byng Place ahead): this pair of bollards is redundant. The line demarcating the edge of the cycle track should lead to the solid island ahead of the bollards. The second photo on the right is at the junction with the one-way southbound Herbrand Street. No motor could be in a position to enter the cycle track here. The outside bollard is occupying too much of the cycle track and is effectively redundant.

### **CCC recommendations on the St Pancras Bollards:**

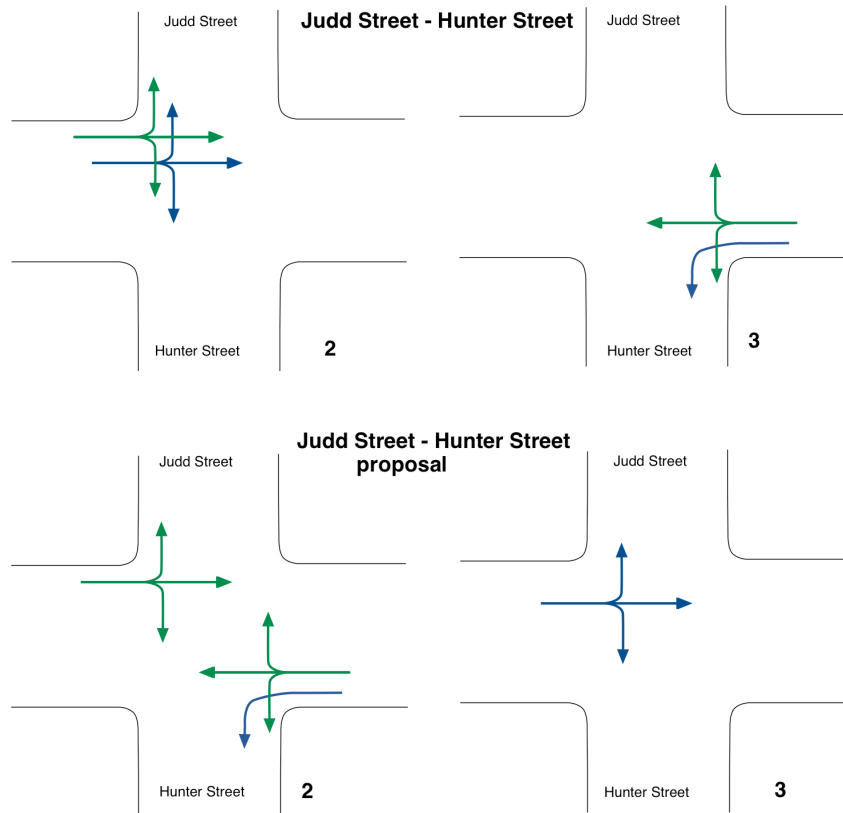
1. Remove all of the kerbside St Pancras bollards;
2. Remove the pair of bollards east of Gordon Square and paint a continuous white line;
3. Keep bollards on the offside only where they perform a useful function of preventing vehicles over-running the track, especially at junctions.



## Junction at Judd Street/Hunter Street

There is a risk of left hook for eastbound cyclists. Before the trial, cyclists moved out of the cycle tracks and used the feeder lane and ASL. We think the current arrangement is more dangerous than before because the segregation makes both motorists and cyclists think it is safe and because with the segregated lane and no ASL cyclists can't take up a protective road position.

*A signal solution would be ideal:* this can be done without changing the signal stages but would require separate cycle signals on the eastbound approach; simply allow EB cycles to run concurrently with WB motors which can only turn left into Hunter Street.



The first figure on the left shows the existing stages 2 and 3 of the signals. It illustrates the potential left hook situation for eastbound cycles. For westbound cycles, the risk of left hook is eliminated by the very narrow road space inside the island as illustrated in the first photo on the right.

(Stage 1 provides for all vehicle movements on Judd Street and Hunter Street at this junction; Stage 4 is an all-green for pedestrians).

The second figure on the left shows CCC's proposal for stages 2 and 3 of the signals. Eastbound cycles turning right would merge with the left-turning westbound motors.

*Interim measure:* the second photo on the right shows the point where cycles used to move out of the cycle track into a feeder lane. CCC suggests that a proper ASL be constructed in front of the stop line that has already been set back and that the kerb be removed to provide

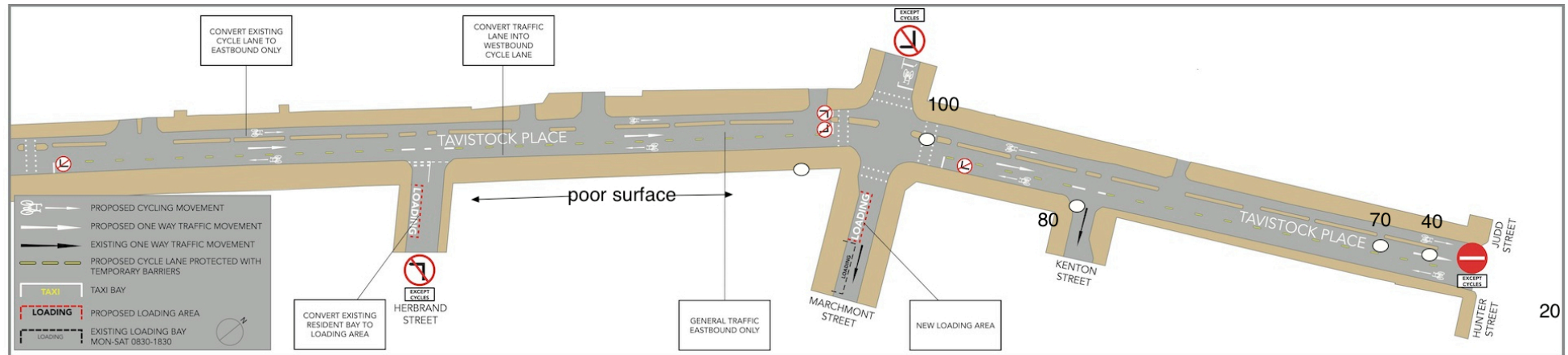
a mandatory feeder lane from the cross-over point. Elephants footprints across the junction.

### **CCC recommendations:**

1. Interim measure: provide a feeder lane and ASL together with elephants footprints.
2. Solution: alter signals to allow eastbound cycles to proceed with westbound motors.



## Tavistock Place Audit: East



### SRBs (see numbered locations on plan above):

20: Damaged SRB. 70: Obscured signs.

40: Incorrect sign (photo on top right) also at 310 (on next map see photo <https://flic.kr/p/BPYuw1> )

100, 280, 310 and elsewhere: General query about the white arrow on blue circle sign on SRBs (see photo on left and map on next page for locations 280, 310).

100: No left turn sign is confusing for cyclists. The profusion of SRBs is very ugly: do we need them all?

### Other signage issues:

80: Blue one-way arrow needs to be turned to face anyone trying to enter Kenton Street.

### Marchmont Street ASL:

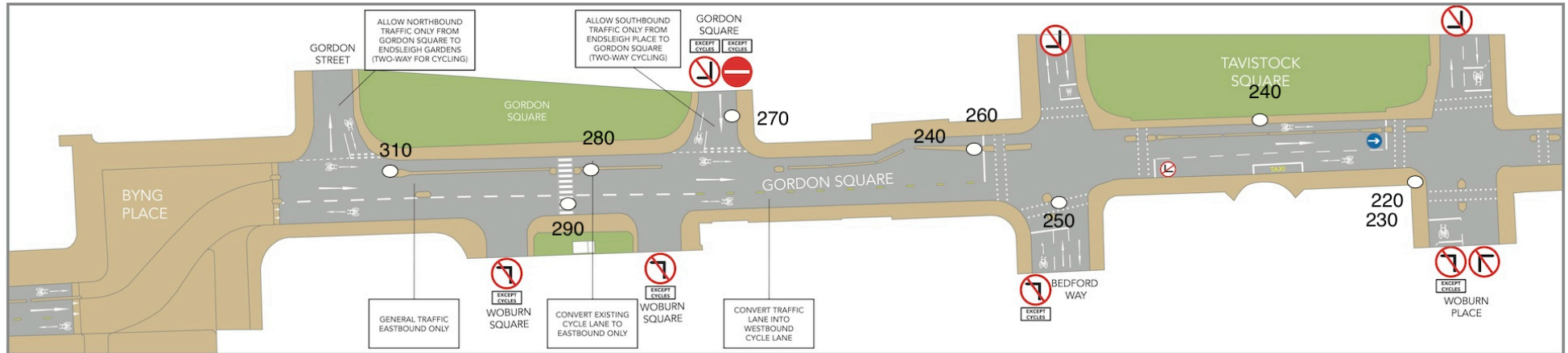
100: there is no forward signal head, so the signal can't be seen from the front of the ASL. We suggest a low-level cycle signal.

### Long term suggestion

Narrow the Motor Vehicle lanes everywhere especially just west of Gordon Square.



## Tavistock Place Audit: Middle



### Additional turns for cycles - long term request

220, 260: Currently eastbound cycles are forbidden to turn left into Tavistock Square (E and W) because this move would conflict with the pedestrian green signal. There are others e.g. right turn from Judd Street.

#### Lining

230: Need solid white line, icons and arrows. (See photo <https://flic.kr/p/BiS1QV> which shows just a white line.

250: Need painted cycle lane across the junction with Bedford Way (photo on right). EB approaching junction with Bedford Way, suggest RH Motor Vehicle lane is clearly marked for Right Turn only to avoid confusion.

#### Signage

260: Blue sign needs to be removed ([photo on left](#))

270: The currently covered *No Entry* sign appears to lack an Except Cycles subplate.



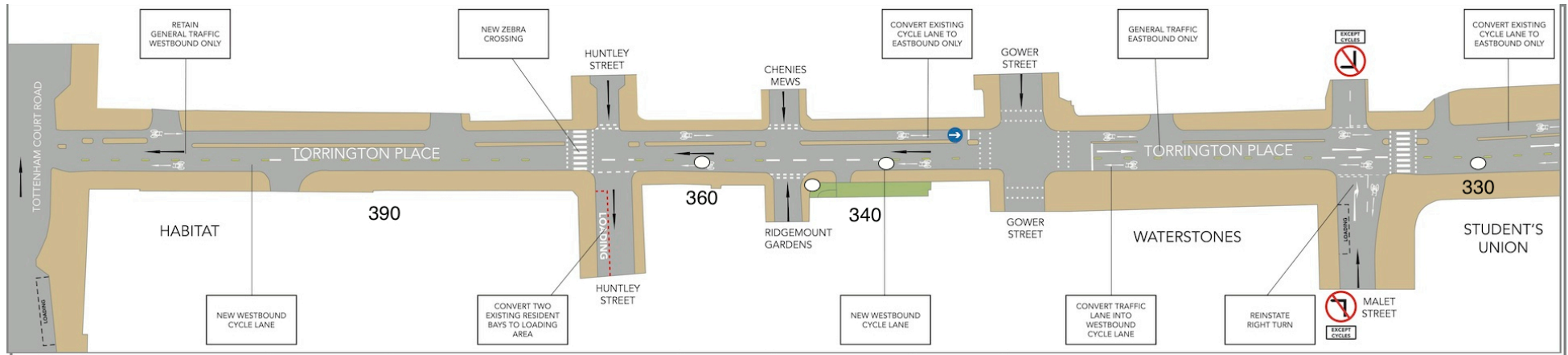
**SRBs:** 280, 310: see general query about the white arrow on blue circle sign (on previous page)

#### Maintenance

240: Sunken gully. Cyclists swerve to avoid this.

290: damaged surface on cobbles on both sides of the zebra crossing on Gordon Square (photo: <https://flic.kr/p/BiS36k>)

## Tavistock Place Audit: West



### Loading in the cycle tracks



We have observed illegal loading at various places along the cycle tracks. The worst section is on the westbound track on Torrington Place west of Gower Street. The photo on the left shows a group of HGVs on the westbound track at 10:35 on a weekday (390). The photo on the right shows a scaffolding lorry between Chenies Street and Huntley Street (360). In addition, the Orcas show wear and tear and a [bollard was broken](#), but was rapidly replaced – impressive.



We note that along the entire stretch, double yellow lines and “double blips” are painted plus ‘No Loading at Any Time’ plates, so this seems to be an enforcement issue.

**North side:** the double yellow lines are painted outside the tracks. Is this sufficient to prevent parking/loading in the track?



### ***Temporary loading with permission***

On occasion it will be necessary to close a section of the cycle track, east bound or west bound, for scaffolding lorries, or road repairs. The photo on the left shows how not to implement a closure. If the barriers had been placed carefully, then (most) bikes could have got through without going the wrong side of the bollard. Indeed, if the bollard were removable then there really would be no problem – except for cargo bikes. Small things like this make a real difference.

In the past, Network Management have often been very good about this, e.g. diverting motor traffic via Herbrand and Coram streets when the cycle track was closed just east of Tavistock Square, hence allowing cyclists to use the main carriageway.

Camden must treat closures of cycle tracks as they would any other road – use traffic lights, diversions, or, if appropriate, re-allocation of road space and they should flag these key cycle routes as having special priority.

If cyclists are to join the main carriageway it must be done at a safe point. Often this will mean closing the cycle track for a longer distance rather than

immediately before the obstruction as it may be best to do this at the previous junction. “Cyclists Dismount” is not acceptable.

**There are 4 possible cases of cycle lane closure and we have suggestions for each one:**

#### ***Case 1: Westbound contraflow***

Temporary signals or (if considered safe) signs on W side of blockage instructing motors that contraflow bikes should be given priority.

#### ***Case 2: Westbound with flow (on the western section of the track)***

Bikes merge in at an appropriate point – signs asking cyclists to join the main carriageway and motorists not to overtake.

#### ***Case 3: Eastbound with kerb divider***

Use signage to move bikes out of lane and into main traffic at a suitable gap in the kerb divider.

#### ***Case 4: E-bound with kerb but contraflow (on the western section of the track)***

Temporary signals.