

CCC Audit of Midland - Judd, 21 May 2019

John Chamberlain, George Coulouris, Jean Dollimore, James Brander, Paul Allen and Simon Pearson

We walked and cycled the route in both directions between the junction with Pancras Road and the top of Judd Street.

We feel that the implementation of the scheme is of a very high standard:

- The surface of the cycle tracks is beautifully smooth;
- The stepped tracks provide appropriate segregation for this road (although we have some concerns where it is adjacent to the taxi rank, explained below) and their width allows overtaking;
- The junction at Euston Road functions very well, allowing people to make all the available turns without interaction with motor vehicles.
- The junction with Pancras Road functions very well for people on the N-S alignment, but as we have noted before, it has a single critical failure out of the six possible movements, i.e. the commonly-used right-turn movement out of the the rail overbridge, the other five movements being fully protected from interaction with motor vehicles.

We recorded the following snagging issues



1. Taxi- cycle interactions

Taxis SB on Pancras Road entering the Midland Road taxi rank at the junction of Pancras Road have to cross the path of cycles.

With the former ASL and central feeder arrangement at the signals, taxis would have been inside cycles.

With the new layout, cycles are at risk of a left hook by taxis¹.

We have not been able to think of any solution to this problem.

2. Critical failure at junction Midland Road/Pancras Road

Cycles emerging from the tunnel and needing to turn right are at risk of left hook from left turning motor vehicles.

¹ Don't get us wrong. We are very pleased with the 'hold the left' implementation



3. Yellow box on SE corner of Pancras/Midland Road junction is sometimes blocked by taxis

Taxis emerging from the rank in the tunnel sometimes block the little yellow box on the corner.

The photo shows that a taxi driver can't see whether the taxi lane is almost full, which is what leads to the yellow box being used.

Maybe a simple mirror on the pillar (to the left of the rubbish truck) would allow them to see down the taxi lane.



4. Angled signal head

The signal head facing the tunnel is at an odd angle making it invisible to many vehicles and cyclists.



5. Unforgiving kerbs

The kerb stone separators on the SB cycle track have sharp corners. It would be much safer to have chamfered kerb stones (see #13 below).



6. Issues from having the cycle track adjacent to the taxi rank.

- Some taxis were observed to encroach on the cycle track
- Some taxis were observed speeding down the taxi rank inside the cycle track

We suggest:

- a solid white line to demarcate the boundary of the cycle track, or apply paint to the large pavers separating the two lanes white.
- an additional 10 mph sign near to the top of Midland Road, similar to the existing one further down (photo).



7. Exit from the coach park

Cyclists use this exit after leaving the station cycle park. This exit forms a much more satisfactory route to and from the cycle parking than from the Kings Cross side.

- a. We observed a cyclist turning right, but he was impeded by a kerb from entering the cycle track opposite. A dropped kerb is needed on the northbound track.

(this has also been flagged in previous emails).

- b. The two steps for pedestrians are not up to accessibility standards.
- c. The stop line for SB taxis is too close to the exit, reducing visibility of cycles for emerging vehicles.
- d. See #21 below on signage of the cycle route for people with cycles emerging from the station



8. Right turn into Brill Place

The right turn into Brill Place is marked on the track, but there is nowhere to wait; also the same gap is used by people turning right out of Brill Place. The gap could be wider but shouldn't be wide enough for taxis to get in.



9. Crick zebra crossing

The road markings don't have sufficient contrast.

Can brighter beacons (e.g. LED halo belishas) be deployed?

The contrast of the white stripes was much clearer in the visualisation provided with the consultation².

² <https://consultations.wearecamden.org/culture-environment/midland/>

10. The crossover at the taxi pick up point

The crossover at the taxi pick up point seems to work reasonably well



11. Yellow markings

Just south of the taxi pick up point: double yellow lines and double no loading/unloading blips on the kerb are needed to prevent loading and unloading in the cycle track.

12. Goods entrance and exit

This seems to work reasonably well.



13. Chamfered kerbs

We like TfL's extensive use of chamfered kerbs on approach to Euston Road.

14. People stick to the cycle tracks

On an extended period of observation at the junction with Euston Road we noticed that all SB cyclists use the cycle track.



15. Two stage rights

The two-stage right turn pockets at the junction with Euston Road are well-positioned, being given 3m space and secondary signals.

16. Top of Judd Street.

The cycle entry/exit section with footway build outs is attractive; the 'No Entry except cycles' signs seem to be effective.





17. Entry to the contraflow on Midland Road

Cyclists approaching from Judd Street may fail to see the entry to the NB contraflow track on Midland Road because it is offset. The box junction markings prevent the use of elephants footprints. We suggest larger (and possibly two) blue cycle roundels (diagram 955) and an extra cycle logo at the entrance to the track.

18. Poor section of track

There is a short rough section of cycle track before the ramp up.

19. Exit for cycles from Brill Place

The markings seem to suggest cycles should turn left. Maybe a straight line?





20. Junction for NB cycles on Midland Road at Pancras Road junction:

- a. The two-lane approach and right turn lane looks good
- b. Extra low-level cycle signals are definitely needed as the main signal head is not visible when a cyclist is stationary at the line.

21. Signage for station users with cycles

Signage of the cycle route is needed for people with cycles emerging from the station (for people taking bikes on trains or leaving the cycle parking) and to the cycle parking for those wanting to use it.



- a. Visible to travellers emerging from the main entrance (photo on the left)
- b. Visible to people emerging from the coach exit.