

# Royal College Street northern extension – audit CCC 27/6/2016

The inspection was carried out by John Chamberlain, James Brander and Jean Dollimore.



In this report we note the points that we observed during a walk down the southbound side between Kentish Town Road and Baynes Street followed by a walk up the northbound side.

On the whole, we are very impressed by the high quality of the implementation. The surface of the cycle tracks is very smooth and well-finished.

However we do have recommendations for many changes that are essential for making the experience safer and more attractive for people cycling the route.

## 1. Speed of motor vehicles

We noted that the speed of some motor vehicles in RCS (Royal College Street) north of St Pancras Way appeared to be rather high and that the slope up to the raised junction at St Pancras Way is so gentle as to have little effect. The pair of speed warning signs in this stretch of road do not appear to light up. **Has the limit been set too high or are they broken and can the ramp be made steeper?**

## 2. Junction RCS@St Pancras Way



Following the earlier discussions with Camden concerning alternative designs for this junction (signals or a jug handle or a longer narrow section), we will be interested to see how well the implemented design works over time.

We believe that with the width of 3.3m over the zebra on the approach to the southbound track, four-wheel vehicles will not be able to pass people on bikes.

However, we do know that cyclists seem unsure which way to go here. **We therefore believe that route signage would help to clarify the route. See section 12 on signage.**

We were pleased to note that, as we had suggested, an island has been added north of the loading bay in St Pancras Way (photo on right); this will allow any cyclist unable to make the above manoeuvre to have a second opportunity to stop before the loading bay and cross when there is a gap.

We believe that a further study is needed to see how cyclists use this junction.



### 3. Junction St Pancras Way @ Wilmot Place – a serious left hook issue



We noted that a surprising number of motor vehicles are turning left into Wilmot Place. It is very likely that they are rat-running via Rochester Road to go north on Camden Road avoiding the signals on St Pancras Way. **We suggest banning the left turn.**

When a motor vehicle, particularly a large one is parked in the marked bay in the photo on the left, drivers of left-turning vehicles cannot see people cycling straight ahead down St Pancras Way. **This last parking bay needs to be removed to provide a clear sight line.**

The photo on the right of the same junction shows that a former cycle lane was obliterated by zebra crossing markings (not as part of this scheme). In this case, we suggest using a white line on the approach to the junction and then a logo in front of the entry to the road on the left, followed by double zebra tails across the exit from that road. See section 8 on 'Marking of priority junctions'



### 4. Contraflow cycle lane in Wilmot Place south of College Gardens



The contraflow cycle lane in Wilmot Place should be marked from end to end with a continuous line of dashes – left photo. The line should extend to the Give Way markings (second photo)



The 'No Entry' signs require 'Except cycles' subplates – right photo.

## 5. Wilmot Place to Camden Road southbound



The photo on the left shows the southbound track as it approaches and passes the junction with Ivor Street.

We felt that this section shows the high quality of the implementation, in particular, the clarity of the stepped track with its white kerb.

The continuous double yellow lines and double blips are also an essential ingredient.

We were interested to see the use of the double yellow lines as the track goes over the raised junction with Ivor Street.

## 6. Motor cycle parking bays on southbound approach to Camden Road



We noted that this arrangement seems to be working all right.

Motor cycle parking is certainly preferable to the loading bay described in the consultation.

## 7. Junction with Camden Road

The dedicated signal stage for north- and southbound cycles is working very well for cyclists. We note also that allowing southbound cycles to turn left while pedestrians cross over the eastern arm works well since the cycles encounter the red signal. **No stop line.**

We have noted that pedestrians crossing the north arm are not expecting southbound cycles. **Would it be a good idea to write "look both ways" on the footway?**

For northbound cycles, there is plenty of space to wait (photo on right) with only a single lane of motor traffic.



## 8. Marking of priority junctions



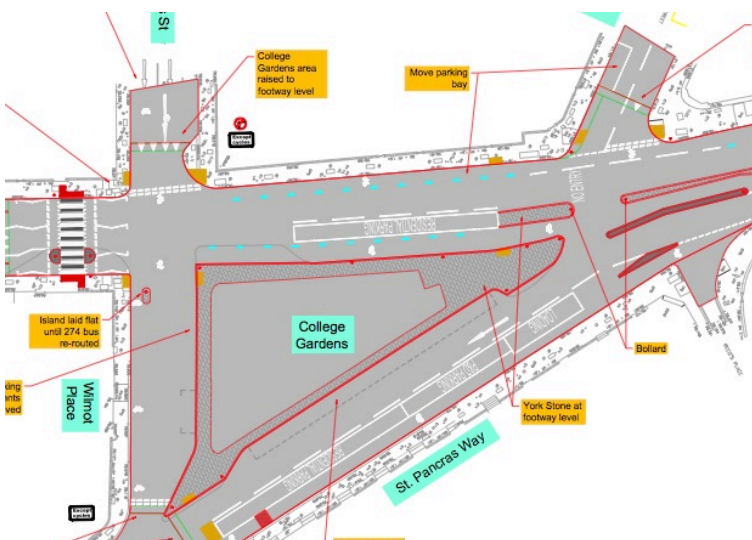
The photo on the left shows the junction of Farrier Street – a good model in that there are clear markings of the cycle track and a logo in front of the exit lane from the side road.

All side road junctions need to have clear line markings and logos. We mentioned the Junction St Pancras Way @ Wilmot Place above. Here are others that require line marking, at least to the edge of the junction.

Ivor Street	Randolph Road	Jeffreys Street

Note also that now that Jeffrey's Street allows contraflow cycling, the No Entry and **also the No right turn** requires an 'Except Cycles' subplate.

## 9. Armadillos?



The drawings from June 2015 show armadillos in several places, for example where RCS passes College Gardens (see left).

Currently there is no marking to show the cycle track. This is particularly important northbound.

Another place is the section between Baynes Street and Randolph Street.

The northbound track opposite Baynes Street also lacks markings.

The armadillos have been replaced by double yellow lines as the track goes over the raised

junction with Ivor Street (mentioned above).

But we don't understand why there are no markings where the armadillos were shown, unless it is still planned to install them.

## 10. Bus stops



The photo shows the bus stop bypass opposite Randolph Street.

We think that this works very well but wonder **whether cyclists should be given any sort of indication** (as they are on the slope on the bus stop south of Pratt Street).

One thing that we observed is that the post box at this stop and the next one northbound have been closed. **Is there a plan to relocate them?**

## 11. The loading bay in the cycle track north of Farrier Street



There is an urgent need to provide places for cycles to drop down to the road and to get back up again whenever there is a vehicle parked in the loading bay.

In the photo, that car had done a quick 'drop off'.

### Hours of operation

We note that the sign now in place states the hours as 9am to 5 pm. We had been expecting loading to be limited to off peak hours.

The hours should be altered to 10 am to 4pm.

## 12. Cycle Route Signage

It will be useful to provide signage for this new route as a way of promoting it. John Chamberlain will provide a proposed specification separately. We noted the following during our inspection:

- As mentioned above, a sign for southbound cycles on the post just north of the junction with St Pancras Way.
- Signs for people approaching from Hawley Road via Jeffreys Street.

## 13. Illegal parking in cycle tracks

This is a general point applying equally to other segregated routes. We would like to know whether it is illegal to park in a cycle track e.g. behind a double yellow line and what can be done about it?