

To: safetravel@camden.gov.uk

The green line walking route between St Pancras International Station and Moorfields and UCL Centre for Eye Health

This response to the consultation on the above proposals from Camden Council is from Camden Cycling Campaign, the local borough group of the London Cycling Campaign. We represent the interests of cyclists living or working in or travelling through Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this proposal by email within our infrastructure team.

General Points

We are generally supportive of the proposals although we feel that asking pedestrians to cross Midland Road twice is not optimal and it would be better to improve the footway and crossing on the east side of Midland Road. We also think that the opportunity should be taken to make improvements for cyclists at the major junctions.

Bus Stops

The crossing to the bus stop on the island outside the station is long overdue and we support this.

We also support upgrading the design of the bus stop on Royal College Street to a bus stop bypass and the relocation of the southbound stop on Pancras Road.

Crossings

The proposed conversion of the zebra crossing on Pancras Road opposite the east end of Goldington Crescent to a parallel crossing on a raised table will make a useful link for cyclists heading for Somers Town from St Pancras Way and for anyone joining Pancras Road from Goldington Crescent and will also slow down motor traffic. Currently these movements are very difficult.

Junctions

We have comments on the two major signalised junctions. These have always presented problems, especially for cyclists, and we think that this is a good opportunity to make significant improvements.

1. The junction at RCS/Pancras Road/St Pancras Way/Goldington Crescent/Crowndale:
 - The signed northbound route (C6) from Pancras Road to Royal College Street via Goldington Crescent is not intuitive and very few cyclists use it, preferring to take their chances in the main traffic lanes. This junction needs a major redesign but in the short term, the cycle lane could be changed to naturally enter Goldington Crescent, as discussed with officers previously.
 - Cyclists heading south on Royal College Street would benefit from a left filter (signal bypass) at the junction with Crowndale Road - see Highbury corner for an example <https://maps.app.goo.gl/ZfbAfBt4PJcPfKtE6>
2. The junction at Pancras Road/ Midland Road:
 - Right turning cycles (exiting the rail underpass from the east) are at significant risk of left-hook. This movement is a critical fail when assessing the junction. A separate cycle stage is needed.
 - Cyclists northbound on Midland Road heading up Pancras Road had originally been given a signal bypass but this is currently disabled (signal is bagged). Can this be reactivated?

- Cyclists turning right from Midland Road have a turn pocket with a diagonal give way line. They are supposed to wait until southbound traffic stops but there is no signal to indicate when it is safe to proceed. We would like the design to be revisited with a view to improving the safety of right turning cyclists. We suggest that the northbound cycle phase should be extended and a signal head added facing out from the underpass. See attached photo and suggested revision to the signal timings.

John Chamberlain, Jean Dollimore, Suzanne Weller, Steve Prowse
jean@camdencyclists.org.uk
Camden Cycling Campaign, 1 Estelle Road, London NW3 2JX

See below for our answers to the online survey

Our Answers to the Questions from the Online Survey

9. To what extent do you agree or disagree with the proposals to create a green line walking route between St Pancras International Station and the new Moorfields and UCL Centre for Eye Health as well as our other proposals to make it easier to cross the road?

Strongly Agree

10. To what extent do you agree or disagree with the following proposals?

Add a dedicated walking route along Midland Road, Pancras Road, and St Pancras Way with a green line marked on the pavement and Legible London wayfinding sign

Strongly Agree

Add seating along the walking route

Strongly Agree

Improve the existing zebra crossing on Midland Road next to St Pancras International Station.

Strongly Agree

Add a new mini zebra crossing on Midland Road next to St Pancras International Station

Strongly Agree

Add continuous pavements on Midland Road and on Royal College Street.

Strongly Agree

Change the traffic signals timings where Pancras Road meets Midland Road to give pedestrians more time to cross the road

Agree

Improve the existing zebra crossing on Pancras Road next to Goldington Crescent and add a parallel cycle crossing

Strongly Agree

Relocate bus stops and introduce bus stop bypasses on Pancras Road and Royal College Street

Strongly Agree

11. Thinking about loading within the proposed pedestrian and cycle zone on Gate Street, which of the following do you feel would be most appropriate?

✓ No loading - Pedestrian and Cycle Zone at all times

Loading allowed between 7am and 10am

Loading allowed between 6pm and 8am

Other (please provide reasons and detail below)

12. If implemented, what do you think you might like about the changes proposed? (you can choose more than one)

Getting to and from the Moorfields and UCL Centre for Eye Health will be easier

Walking will be easier and safer

Crossing the road will be easier and safer

Cycling will be easier and safer

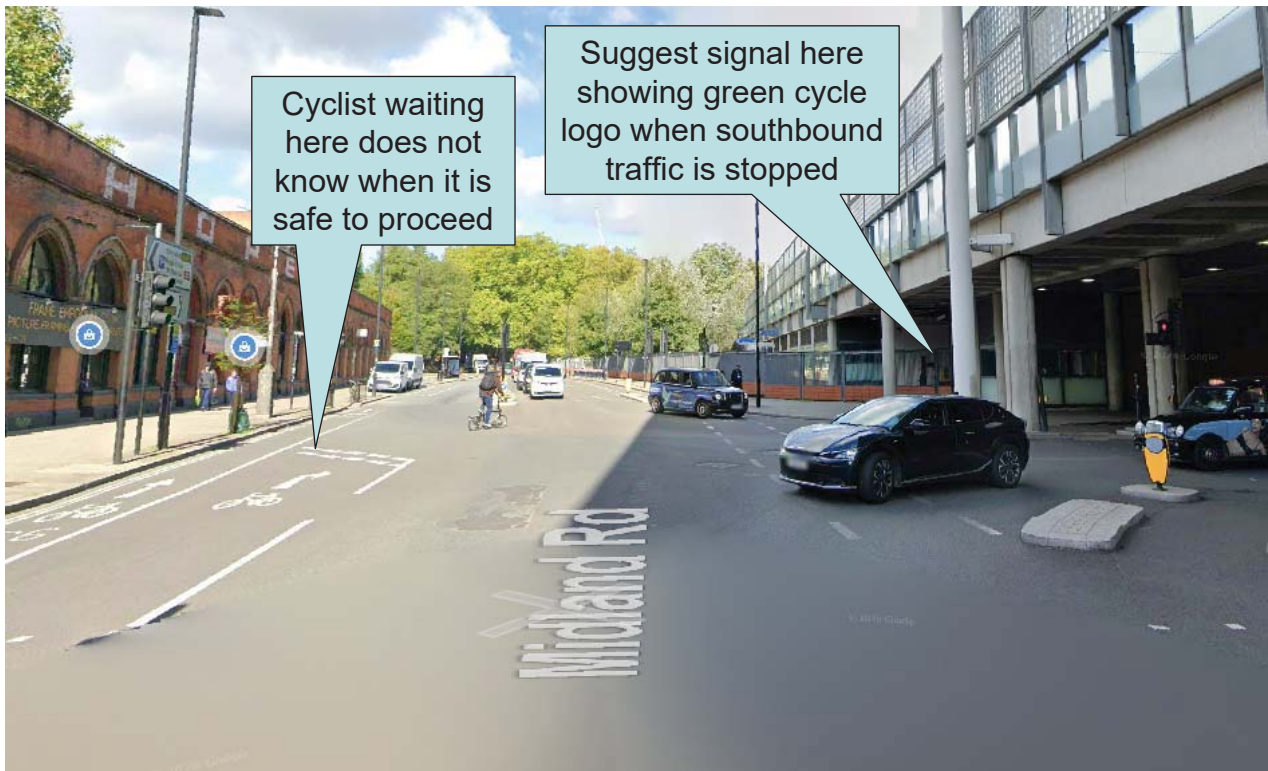
Cycling around bus stops will be easier and safer

Bus stop bypass is a better design than current layouts

13. If implemented, what do you think you might not like about the changes proposed? (you can choose more than one)

We can foresee no negative impacts

Midland Road/Pancras Road Junction



Midland Road/Pancras Road Junction

Current MOC

