

London Cycling Campaign

15 March 2016

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

The London Cycling Campaign is the capital's leading cycling organisation with more than 12,000 members and 40,000 supporters. We welcome the opportunity to comment on these plans and our response was developed with input from the co-chairs of our Infrastructure Review Group and from our local group Camden Cycling Campaign, and in support of their consultation response.

In general, we support this scheme as a vital link to the North-South Cycle Superhighway. We strongly support option 1 over option 2. We also support the design of the junction including separation in time for cycling. That said, there are several issues we wish to raise:

- We support Camden Cycling Campaign's plans for the Midland Road and Pancras Road junction. And urge Camden Council to work with them to move this scheme forward.
- We believe that any scheme that goes forward currently (both this scheme and the Kings Cross gyratory scheme also out for public consultation) should be seeking to enable protected space for cycling on Euston Road, and should improve conditions for those cycling at the Pancras Road junction.
- On Midland Road, physical protection should be included between the taxi rank and cycle track (as well as between the cycle track and carriageway), with a calmed entry and exit point from the rank.
- The current long section of differentiated surface on Midland Road should be replaced with a simple raised table at the crossing – which will be more legible, effective at controlling vehicle speed and safer for cyclists.
- Turns for those cycling should be enabled throughout to be comfortable, safe and convenient. As such, the right turn into Brill Place should be improved; and those riding north on Midland Road through the Pancras Road junction should be allowed to proceed during all phases apart from pedestrian crossing.
- The London Cycling Campaign want, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all "Critical Fails" eliminated.