

# **Response from London Cycling Campaign to consultation on Kings Cross Road/Farringdon Road junction with Calthorpe Street and Margery Street**

March 2015



London Cycling Campaign is a charity with more than 40,000 supporters of whom 12,000 are full members. We speak up on behalf of everyone who cycles, or wants to cycle, in Greater London. Our aim is for London to be a world class cycling city. Founded in 1978, our organisation campaigns for every street in the city to be cycle friendly so millions more Londoners, whatever the age or ability, can enjoy the benefits of cycling, helping to create a cleaner, healthier and less congested capital.

We welcome the opportunity to comment on Transport for London's plans for Kings Cross Road/Farringdon Road junction with Calthorpe Street and Margery Street. This response supports the more detailed response put forward jointly by our local groups Camden Cycling Campaign and Islington Cyclists Action Group. We urge you to take forward the recommendations in this response.

London Cycling Campaign is seriously concerned with the failure of the proposals to improve safety for cyclists at this area. Specific concerns include:

## **Safety at the junction: elimination of the risk of 'left hooks'**

In Stage 1 of the signals, all traffic on Kings Cross Road and Farringdon Road is allowed to proceed at the same time and to make all possible turns (left, ahead and right). This leaves cycles exposed to the risk of left hooks in both directions: northbound cycles on Farringdon Road may be cut off by motors turning left into Calthorpe Street; and southbound cycles on Kings Cross Road may be cut off by motors turning left into Lloyd Baker Street.

In Stage 3 of the signals, all traffic on Calthorpe Street and Margery Street is allowed to proceed at the same time and to make all possible turns. This leaves cycles exposed to the risk of left hooks in both directions: eastbound cycles on Calthorpe Street following the QW may be cut off by motors turning left into Kings Cross Road; and westbound cycles on Margery Street following the QW may be cut off by motors turning left into Farringdon Road.

## ***Early Release and 7.5m ASLs***

Early release signals are equivalent to providing a longer ASL. It is well known that ASLs provide no actual protection. What little benefit they offer is protection only to people who are already in the ASL when the signal changes to green. Anyone who arrives during the green stage will be at risk of being cut off by left turning motors.

## ***Right turn waiting areas***

Some cyclists will have difficulty accessing these areas in the middle of the Farringdon and Kings Cross Road alignment. Andrew Gilligan has publicly promised that Quietways will have no unsegregated right turns. This should apply to all junctions on quietways including here. In a road carrying this heavy flow of motor traffic, cyclists need to be provided with two-stage right turns or have a designated signal phase with segregated lanes.

#### *Protection of cyclists at the junction*

Pedestrians are provided by an 'all red stage' allowing them to cross safely, which is a good thing. However, considering that this junction is on QW1 and an extension of N-S Cycle Superhighway, the design ought to provide a stage (or stages) in the signals to allow cycles to move safely across the junction.

#### *Farringdon Road and Kings Cross Road*

DfT's figures for average daily traffic flows for in 2013 on Farringdon Road at this junction give ~20,000 motors and 1800 cycles. In line with LCC policy which states that cyclists should not be expected to share space with motor traffic volumes that exceed 2000 Passenger Car Units per day (<http://bit.ly/S4Cpolicy>), this indicates a requirement to provide protected cycle lanes on both sides of Farringdon Road and Kings Cross Road on the approaches to the junction. The consultation drawing shows advisory cycle lanes on both sides of Kings Cross Road including the stretch between Lloyd Baker Street and Margery Street. These should be mandatory throughout and provided with some form of segregation.

The consultation drawing shows no cycle lanes on the west side and a narrow advisory lane on the east-side of Farringdon Road whose width is 12.95 m at the cyclists stop line.

Our response to TfL's consultation on the N-S Cycle Superhighway stated that the route should continue as a two-way cycle track on the east of Farringdon Road at least to the junction with Calthorpe and Margery Street. We still consider that to be the only acceptable, and safe, way to bring cyclists to this junction from the south.

The proposed advisory cycle lanes in Kings Cross Road should be made mandatory.

#### *Margery Street*

Margery Street suffers from unnecessary rat running by vans and taxis predominantly. The levels of traffic make the current proposals totally unacceptable. It must be filtered, ideally at the junction with Yardley St to best connect to the cycle route through Wilmington Square.

### *Lloyd Baker Street*

In addition to safe access to Margery St, safe access to Lloyd Baker St must also be provided. Lloyd Baker St must be filtered, ideally at the junction with Granville St.

### *Calthorpe Street*

We urge you to act on recommendations for Calthorpe St from Camden Cycling Campaign and Islington Cyclists' Action Group joint response to this consultation.