

Response to Consultation on Euston Road/ Duke's Road/ Churchway Safety Improvements

To: yoursay@tfl.gov.uk CC: Lorraine Hinds, Simi Shah

This response to the consultation on proposed Safety Improvements at the Euston Road/ Duke's Road/ Churchway junction is from Camden Cycling Campaign, the local borough group of London Cycling Campaign. We represent the interests of cyclists living or working in Camden and aim to expand the opportunities for all to cycle safely in the borough. We have discussed this consultation by email and online (using Cyclescape) and at a meeting with TfL engineers on 22nd May 2019.

Introduction

As well as a major route for pedestrians, this junction is one of the few crossings of the Euston Road for cyclists and has more significance now that other routes, such as the Melton Street – Gordon Street crossing, are closed due to HS2 works. It is a signed cycle route from Euston to the West End, Holborn and Waterloo and vice-versa.

We welcome the plan to improve the safety of this junction but we feel that the measures for cyclists do not go far enough and in one area may make the situation worse.

Our response to the proposed changes

Signalised Pedestrian Crossings

We welcome the introduction of signalised crossings of Churchway and Dukes Road. The existing layout where motor vehicles and cyclists get a green light whereas pedestrians have no signal causes conflict and danger as evidenced by the recent fatality.

Signal Phasing and Permitted Movements

A number of collisions and near-collisions have been reported when motor vehicles turning right out of Churchway have failed to give way to oncoming cyclists. This is potentially a very dangerous situation and it would be a complete failure on TfLs part not to rectify this. Separating the southbound and northbound movements would be the best solution; failing this, early release for cyclists would mitigate the issue by getting cyclists from the ASLs across the junction in advance of oncoming motors.

Banning the right turn from Churchway to all vehicles except buses would eliminate many of the most dangerous interactions. .

ASLs

The ASLs are welcome but we are very concerned about how cyclists will get into them, particularly on Churchway. The proposed reduction in lane width will make it impossible for southbound cyclists to get into the ASL box without cycling on the wrong side of the road, with the potential for conflict with oncoming vehicles. We cannot support this. A nearside mandatory cycle lane (feeder) from the junction

with Grafton Place is the minimum that should be provided. We realise that nearside feeders can increase the risk of left hooks but in this instance we consider that the dangers of trying to get to the ASL and/or being stuck between buses outweigh this risk. We note that cyclists approaching from the northern part of Churchway would not be able to get to the offside when buses are queuing, even if they wanted to.

We think that the proposed footway build-outs, especially on Churchway, are not justified by pedestrian footfall and that the space should be used for cyclists. We realise that this may impact the plan to increase the number of cycle stands but safety should always come first.

Two-stage Right Turn Pockets

We suggest that the opportunity be taken to introduce right-turn pockets in front of the pedestrian crossings on Duke's Road and Churchway (as has been done at the Judd-Midland crossing). These will enable cyclists on the Euston Road to turn right in two stages instead of having to get across the two lanes of moving traffic. We think there is plenty of room; secondary signal heads would be needed on the far side of Euston Road but these have advantages anyway, especially for cyclists who tend to find it difficult to see a high signal head.

Low-level cycle signals

Low-level cycle signals should be installed on all arms as a matter of course (but especially on Duke's Road and Churchway); these are easier to see and will enable early release if that solution is chosen.

Left Turn Ban

The proposal to ban the left turn into Churchway, required to allow the pedestrian crossing, also reduces the possibility of left-hook collisions for cyclists and we support it.

Other Proposed Measures

We have no position on the changes to the pedestrian crossings and islands in Euston Road though it would be better if the remaining pedestrian crossing was signalised. We trust that Living Streets and others have commented on pedestrian aspects.

Please acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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