



London Cycling Campaign response to King's Cross Road and Pentonville Road safety improvement scheme

<https://haveyoursay.tfl.gov.uk/kings-cross-improvements>

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About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 12,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

Response

This scheme does not go anywhere near far enough to enable more walking, cycling and wheeling in the King's Cross area or to tame this particular dangerous junction. And it is deeply worrying given it is one of the more simple junctions TfL must fix to enable a 'Vision Zero' approach for the area of eliminating serious and fatal road collisions (as TfL is committed to as part of the Mayor's Transport Strategy).

While the filtering of Northdown Street and a few other elements of the junction design are welcome, overall the scheme is far too weak to be supportable. And we fully support the more detailed response put in by Camden Cycling Campaign on behalf of several active travel organisations, LCC included.

Two points are particularly important to highlight:

- The provision of a 'two tier' solution for those cycling turning from Pentonville Road into King's Cross Road is deeply unwelcome and offers poor solutions for both confident and less confident cyclists. It appears that this approach has been developed in order to primarily minimise impacts to motor traffic, rather than deliver the outcomes needed for schemes like this as laid down in the Mayor's Transport Strategy, the DfT's Gear Change and LTN 1/20 guidance and indeed in the Mayor's announcement of a Net Zero target of 2030. The current design will end up being confusing and still too hostile for those who are less confident, while also offering little positive for those who already cycle here.
- The limited use of cycle tracks beyond the junction, and the failure to fully separate those cycling in time and/or space from motor vehicles (and pedestrians also) at the junction is an urgent issue to solve, particularly along the Pentonville Road east-west alignment, where several thousand people already cycle daily despite current (dangerous and hostile) conditions, and where they will continue to face such conditions this scheme does little to ameliorate.