

# **Input from Camden Cycling Campaign on Place Shaping in the Kings Cross Area**

## **Issues that affect more than one area**

### **East west cycle links**

To avoid Euston Road, cyclists need parallel routes both sides.

#### *Route north of Euston Road*

- ensure east-west cycling between Midland Rd and Ossulston St through the new development site north of the British Library;
- improve legibility and usability of the east-west cycle route from Copenhagen Street along Goodsway, Pancras Road north, Midland Road, Brill Place and Phoenix Road;
- complete the link from Eversholt Street through Barnby Street to Hampstead Road;
- ensure a cycle link across the front of Euston station as a part of the new planning brief for the station.

#### *Route south of Euston Road between Grays Inn Road and Tottenham Court Road*

- the proposed redevelopment of the Town Hall Annexe should provide an opportunity to make a link between Bidborough Street and Argyle Street.
- there is now two-way cycling in Endsleigh Gardens;
- two-way cycling in Argyle Square and St Chads Street are currently under consideration by Camden Council
- two-way cycling in Gower Place is feasible.
- the link between Gower Street and Tottenham Court Road requires further study.

### **North-south links**

This issue is very important. Camden has two north-south cycle routes (Link 27 and Link 28). The Agar-Camley link has provided a popular new route via Pancras Road; for detailed issues relating to this route see the Camley Street and Station sections below.

#### *Euston Road is a barrier*

- on Link 28, the popular crossing from Ossulston Street to Mabledon Place has been waiting for safety improvements for several years;
- on Link 27, the crossing from Melton Street to Gordon Street also awaits safety improvements;
- see our remarks in the Station Hub section about the difficulty of cycling in Pancras Road and getting across Euston Road.

### **Regents Canal**

The canal forms an important link for cyclists and was subject to a GREEN CRISP in Summer 2010. Salient points are:

- Additional ramped access points in Camley Street, Kentish Town Road and Oval Road are key to the integration of cycle routes on and off the towpath;
- Widening the towpath by extending the paving over all the available space is another key aspect.

## **Cycle Hire Stations and Cycle Parking**

Detailed planning should include:

- a consideration of locations for additional cycle hire stations throughout the area;
- the allocation of a small budget for additional cycle parking in each new street scheme
- the ensuring of proper provision of parking and storage in new housing and office developments.

## **20 mph limit for the entire area**

We would like to see the entire area become a single 20 mph zone. Somers Town already is one and the Kings Cross Development will also become one.

The reduction of speeds saves lives, enables people to walk and cycle more and reduces noise, making the streets much more pleasant to use.

## **The Station area**

The new Agar Grove–Camley Street link has enabled new a cycle route from east Camden to the City via Pancras Road and Belgrove Rd/Argyle Street etc. Pancras Road is also used by cyclists leaving and arriving by train.

### **Pancras Road has the following serious drawbacks for cyclists:**

- The following describes of the situation before the current closure (which has made it worse). There is traffic and taxi chaos on the southern end of Pancras Road. Cycling south you have to cross into the oncoming traffic because the lane is blocked with waiting taxis, plus you run the gauntlet of taxis turning in the road to join the end of the queue. Going north is chaotic with double parking, cars pulling out, doing U-turns and overtaking around the St Pancras drop off area;
- if you arrive at the mainline Kings Cross platforms and leave the station via the Euston Road exit, there will be no natural place to get on your bike.
- routes from the stations should be signed, e.g. to the City and to Camden Town.

### **Safety for cyclists**

- safety measures in Goodsway and Pancras Road north under the CTRL rails: 20 mph limit throughout and improved lighting in the tunnel.

### **Cycle parking**

- the insufficient cycle parking in St Pancras Station Car Park is inaccessible, is not signed from the road and is in an inconvenient place;
- the cycle parking provision at Kings Cross station is changing daily, but please be sure to supply an adequate amount when things settle down;
- cycle parking in the street between the two stations and in Midland Road should be brought up to the level of need. In particular, there is nowhere to park near the German Gymnasium. Cyclists can't wait for Argent cycle park due in 2015.

### **Cycle Hire Stations**

- tackle the demand round the stations. The two docking stations south of the Euston Road are insufficient. Space should be found for additional docking stations close to the source of the demand – the stations themselves. And the road junctions across Euston Road should be modified as necessary to allow for the flow of cyclists to and from the stations.

## **Kings Cross Development**

- Kings Boulevard looks promising, but safe routes should be planned and signed for students at the new Central St Martins site. Cycle parking should be accessible via this route.
- solution to temporary lack of westbound cycling along Goodsway;
- 20 mph speed limit throughout including Goodsway and York Way; full access for cycles to all areas even where motor traffic is banned; safe routes during construction, including major highway works;
- Cycle Parking/Storage: Exceed UDP cycle parking percentages; access to cycle parking at street level, no steps and preferably no ramps; both secure and short-stay facilities;
- Permeability: Safe crossing of York Way (better junctions); widening of tow path and new ramps to access it;
- safety measures in York Way at all junctions and on the road itself.

## **Somers Town**

The following points are recapped from the introduction:

- ensure east-west cycling between Midland Rd and Ossulston St through the new development site north of the British Library;
- increase legibility and usability of the east west cycle route along Copenhagen Street, Goodsway, Pancras Road, Midland Road, Brill Place and Phoenix Road;
- complete the link from Eversholt Street through Barnby Street to Hampstead Road;
- ensure a link across the front of Euston station as a part of the new planning brief for the station.

## **Camley St area**

Cycling issues in Camley Street:

- 20 mph speed limit in Camley Street;
- resurface the road which has huge potholes and cracks.
- improve Camley Street north of the railway bridge where the Agar-Camley link arrives. In particular, keep the road clear across the entrance to the link;
- provide lighting under the railway bridge
- cycle route signage from Goodsway to the foot of the link to Agar Grove;
- ramp access to the canal towpath at the oblique bridge (see above);
- remove the cycle unfriendly barriers at the entrance to the cycle track and replace with a single post to prevent motor vehicle access; there is no need to have barriers at both ends.

## **Maiden Lane area**

We have not identified any cycle specific issues.

Jean Dollimore 14th October 2011