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See the map on page 4

Start at Town Hall, Judd Street


1. Potential link from Bidborough Street to Argyle Street.

	<p>We would like a pedestrian and cycle right of way through the Town Hall Annexe garden between Bidborough Street and Argyle Street. Opportunity when the Argyle Street site is redeveloped – or when the Council vacates the Town Hall Annexe which will be a lot earlier</p> <p>(photo taken from Argyle Street end)</p>
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2. Bidborough Street/Tonbridge Street/ Hastings Street

- noted that Bidborough Street is one way eastbound
- noted that Tonbridge Street one way southbound to Hastings Street which is one way westbound

3. Regents Square

	<ul style="list-style-type: none">• Regents Square is one way anticlockwise• noted that a consultation to make the square two-way had failed• one way characteristic complicates access to the link to Harrison Street and the route on to St Pancras/ Kings Cross stations• see (5)• (photo facing south onto Route 0)
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4. Route between St Pancras/ Kings Cross and Route 0. [See the map on our website](#)

	<ul style="list-style-type: none">• noted the usefulness of this signed route which was completed• praised detail at Harrison Street which allows trailers access (the central bollard is set back)
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5. Area-based permeability scheme. [See notes on our website.](#)

- noted that Camden Council is committed to introducing two way cycling in all of the streets between Euston Road, Judd Street, Tavistock Place and Grays Inn Road.
- Issues 2, 3, 6 and 7 will be covered by that

6. Argyle Street/St Chads Street

- noted the inability to access the cycle hire station at the top of Belgrove Street
- and that two-way cycling has been introduced to Belgrove Street

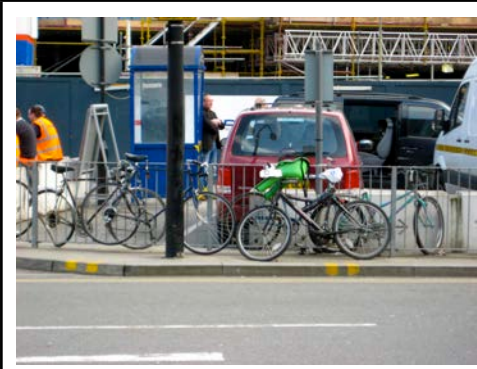
7. Argyle Square south east corner

- noted that a southbound road meets a westbound road and the junction will be modified to allow two-way cycle access

8. Argyle St, Pancras Road,

- useful crossing of Euston Road
- a left filter for cyclists into Pancras Road would be useful – this may be difficult bearing in mind the large number of pedestrian who cross here. I don't think we should sacrifice pedestrian crossing time to give cyclists more time.

9. Pancras Road



- noted bikes attached to railing and lack of parking
- A curve of bike stands just inside the bollards at the main entrance opposite German Gym would be simple to install and not be in the way of anything.

10. St Pancras Station cycle park



- went in via coach road with great difficulty
- noted that although cycle parking is signed from within the station, it is not signed from the road
- noted that the downstairs stands had an average of 3 bikes each (photo on left) and the upstairs ones all had two bikes attached. Also: need for barrier to keep parked cars away from the bikes (the third bike attached to the stand usually sticks out, and some motorists stick too far in)
- noted that using the car exit is a contortion – easily solvable by shortening the barriers. Why is egress not permitted from here? To get out (with the traffic flow to Midland Road) in the coach road will send you southbound only, unless you want to cross a taxi feeder lane & two lanes of traffic! To head north to Camley Street or eastbound, you have to go against the traffic flow in the coach road.

11. Camley Street

- very poor road surface around the junction of Granary Street

12. Overground Railway bridge

- no lighting, poor visibility and on weekdays parking reduces to a single lane

13. Agar-Camley link

- noted no signage from Goodsway to this excellent route

14. St Pancras Way north of Agar Grove



- we stopped to discuss parking in cycle lanes with reference to those in St Pancras Way, just north of the junction with Agar Grove. They should be kept clear at least during morning rush hour
- we found that a van was parked in the mandatory feeder lane in the photo

(photo facing east along Agar Grove)

15 Royal College Street two-way cycle track



- we rode down the two-way track and encountered 'cyclists dismount' signs.
- trying to get sensible alternatives such as 'ride in the road' seems to be an impossible target. Extract from email from Brian Foxtton to Paul Braithwaite: "With regards to the "Cyclists please dismount" sign, unfortunately the DfT have not considered it necessary to issue any diversion signs for cyclists. This severely limits the signs available to contractors, and the advice given by this sign, for cyclists to dismount and push cycles through the cycle lane, would appear to be the safest."

(photo facing north up along Royal College Street)

16. Brill Place/Midland Road



- noted future UKCMRI building and potential for hire station - UKCMRI: also need for more cycle parking (staff etc), possibility of using slivers of land at the edge of the site?

- cycle parking in Midland Road – ideally in the island between the taxi rank and the bus stand

- cycle parking in Midland Road not full yet

(photo of cycle parking in Midland Road)

17. Marchmont Street/Tavistock Place

- noted that the vehicle left turn into Cartwright Gardens is now forbidden and the signal simplified, it's good to have a full signal phase (rather than a few seconds as before)
- vehicles are still turning left in spite of temporary build out and camera car
- a pedestrian was injured last week and the locals are concerned

Ended with lunch sitting outside the Norfolk Arms, Leigh Street.

Veloteer Inspection Ride 1, King Cross and Somerstown, Saturday 19 March 2011.

