

# CCC and CI position on King's Cross gyratory

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## Introduction

In 2016 CCC and CI replied to TfL's consultation on radical proposals to make the main roads through the gyratory (Caledonian Road, Pentonville Road, York Way, Gray's Inn Road and Penton Rise) two-way for motor vehicles. However the proposals had very inadequate provision for cycling and absolutely no suggestions as to taking out through motor traffic on the east west roads that had become part of the gyratory (Wharfedale Road, Acton Street, Swinton Street and possibly Goodsway and the northern end of King Cross Road).

No improvements of any significance have been done since then (the only one being an inadequate cycle crossing over Euston Road into York Way in 2016). We therefore support Camden and Islington Councils' position which is to use an incremental approach starting with the following:

- A 20 mph speed limit on all the roads in the gyratory
- As direct as feasible safe north and southbound connections between the cycle routes on York Way and Gray's Inn Road (GIR)
- Improved cycle and pedestrian crossings over Euston Road and Pentonville Road.

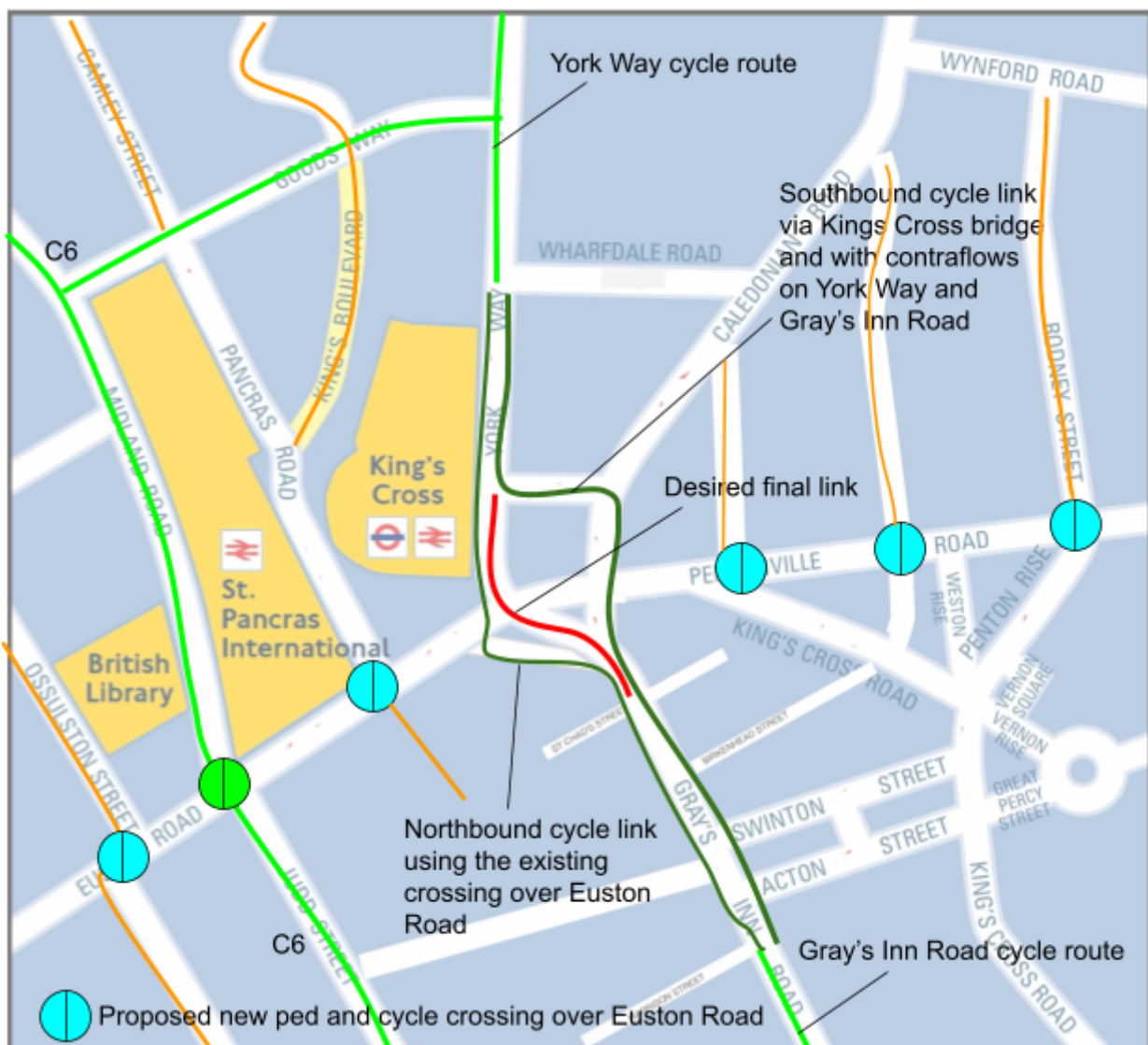
Euston Road is about 400m north of the cycle routes C27 on Tavistock Place and C6 on Sidmouth Street and is about 500m south of the cycle route on Goodsway. The Camden Cycle Network requires a 400m grid density so that nobody lives further than 200m from a link in the network. Therefore a very important goal for us is to re-establish the Euston Road cycle route, extending it east along Pentonville Road.

Our long-term goal is to make walking and cycling significantly safer and more convenient on all the roads in the area and remove the barrier of the Euston Road to people cycling and walking. This probably means removal of the gyratory, which could also have the potential to greatly improve bus journey times. This report discusses our immediate and final goals in more detail.

## Immediate goal to connect the cycle routes on York Way and GIR

The York Way cycle route runs about 1.75 km between Camden Road and Wharfedale Road connecting to routes C50 and Goodway; the Gray's Inn Road cycle route runs about 1.25 km between Harrison Street and High Holborn connecting to the C6 cycle route and will connect to the Clerkenwell Boulevard when that is built. [See our web page](#) for more details and a report on a site meeting with Cllr Adam Harrison and senior Camden officers on 9th December 2021. The missing link between the two routes is about 0.7 km long. Joining the two would create a 3.75 km north-south route on or close to the border with Islington.

Map 1 shows the potential alignments (in dark green) for north and southbound links identified at the site visit mentioned above as well as five locations for improved pedestrian and cycle crossings at potential cycle links on quiet roads (orange). Pancras Road has far too much northbound motor traffic and requires further filtering. The green circle shows the one very good cycle crossing on C6 between Midland Road and Judd Street. Also shown (in red) is our longer-term desire for a short and direct two-way cycle link between York Way and Gray's Inn Road.



Map 1: Connector links in dark green

The northbound link will require an extension of the with-flow cycle lanes on GIR and make use of the crossing built in 2016 ([StreetView](#)). The southbound link will require contraflows in York Way and Gray's Inn Road and will cross Pentonville Road between Caledonian Road and King's Cross Bridge.

## Long term goal

In 2016 TfL proposed that the main roads (Euston Road and Pentonville Road, Caledonian Road, Penton Rise, York Way and Gray's Inn Road) would return to two-way working. We believe that westbound traffic e.g. from Angel to Euston need no longer use the route via Penton Rise<sup>1</sup> and Acton Street<sup>1</sup>; the Wharfedale Road<sup>1</sup> gyratory could be closed; and the GIR spur (yellow on Map 2) could be closed to general motor traffic<sup>2</sup> so as to enable a direct two-way cycling connection between the York Way and Gray's Inn Road cycle routes.



Map 2: Direct two way connection on GIR spur, no through roads in red

### Summary

- High-quality protected cycle routes in both directions on Euston Road - Pentonville Road and on York Way - Gray's Inn Road.
- Wharfedale Road, Swinton Street and Acton Street to be quiet streets suitable for cycling.
- Five new improved cycle and pedestrian crossings over Euston Road and Pentonville Road.
- Two-way cycle route on Kings Cross Road north of Acton Street to connect the routes on quiet roads to the main cycle routes. Extend southbound to join the C6 route on Farringdon Road.

<sup>1</sup> They can be No Through Roads for motor vehicles or if necessary have bus gates – indicated by red bars on Map 3.

<sup>2</sup> If necessary there could be a bus gate to allow for northbound bus routes

## Appendix

Notes on how motor vehicle routes and bus routes would fit into the above proposals.



Map 3: East-west (solid) and north-south (dashed) motor vehicle routes in purple

### General Motor traffic

The A501 ring road east-west motor traffic should remain on Euston Road and Pentonville Road. The main north-south motor traffic route would run on Caledonian Road and Penton Rise - Kings Cross Road. These major road routes are shown in purple on Map 3 (safe crossings omitted).

We suggest that York Way south of Goodsway is restricted to buses, cycles and local access, that Goodsway remains one way westbound and Midland Road remains one way southbound.

Gray's Inn Road would be two-way for all traffic but would no longer be connected to Kings Cross Road via Acton and Swinton Street; nor would it be connected to York Way via the GIR spur.

### Bus routes

The buses would run on the same roads as the general motor traffic as well as on York Way and on the northern end of Kings Cross Road. To allow buses to reach Kings Cross Station, and to continue on Caledonian Road, we suggest bus gates on Acton Street, the GIR spur and Wharfedale Road.