

Meeting with TfL re Euston Road 21/1/26

The meeting was arranged to follow up on some points arising from meetings with Camden in August 2023 and May 2024 to discuss the impact of HS2 on the wider Euston area. Camden had passed on some of our questions to TfL who had answered them but CCC and LLS wanted to clarify some of the issues.

Present were:

TfL: Abbas Raza (AR), Eto Worchie, Irah Martin (IM)

Camden: Johanna Gewolker (JG), Kieron Toms, Ashleigh Watkins

Camden Cycling Campaign: John Chamberlain (JC), Jean Dollimore (JD)

London Living Streets: David Harrison (DH)

We discussed junctions from east to west; most were impacted by HS2 but we included the planned Pancras Road junction at DH's request.

Kings Cross (Pancras Road-Belmont Street)

AR: This junction is in phase 2 of the planned changes to the KX gyratory. The draft design is being finalised, including the crossing in the Pancras Road/Belgrave Road area, and an update is expected in the summer of 2026. Phase 2 covers Gray's Inn Road-/York Way to Pancras Road.

JG: Camden are looking at changes to Pancras Road to improve the layout, especially as regards taxis and PHVs and to improve walking and cycling routes, for example to the new Oriel hospital site on St Pancras Way. In response to a question from JC she confirmed that consideration was being given to rerouting buses in the area.

Eversholt Street

AR: Eversholt Street will be subject to major works as part of the relocation of utilities needed for HS2. There are no plans for changes to the Euston Road junction that would affect cycles; any changes would be related to the new station plans and would have to wait until these were finalised.

IM: TfL are looking at the Churchway-Dukes Road crossing. Some turns may be banned but the left turn into Churchway may be made legal so that taxis can use it to get to the rank in Euston Gardens. An all-green pedestrian phase is being considered.

JG: There will be some improvements to Eversholt Street as part of the Somers Town plans but this will not include segregated cycle tracks which would have to wait until the impact of HS2 and the new station was understood.

Taxi Rank

JC asked why taxis and PHVs were still using the western rank (many arriving via Gordon Street). JG confirmed that this was the preferred drop-off for people with impaired mobility due to the direct step-free route to the station.

Gordon Street/Endsleigh Gardens

DH asked when Endsleigh Gardens would be made suitable for inclusion in the Bloomsbury Wellbeing Walk. JG replied that this would be later this year but a lot depended on the taxi rank and on HS2 works on the Euston Road.

AR: Utility diversions will require lane closures on Euston Road and likely other impacts on local streets.

Crossing at Euston Grove

DH asked whether the pedestrian route through Euston Gardens to the crossing could be improved. AR replied that this was on railway land and would be up to HS2/NR. JG added that it was covered in the Euston Area Plan but this was a guideline only.

Mabledon Place/Ossulston Street

JC asked what was planned for this important crossing. IM responded that there were plans to simplify the pedestrian crossing to make it single stage, to build out the corner of Ossulston Street to reinforce the banned left turn and possibly to signalise the junction to remove conflict between cycles and pedestrians.

Gordon Street-Melton Street

JC reminded people that this was an important crossing for cyclists to access Euston station and also to reach the quieter streets north of the Euston Road including the currently blocked route to Drummond Street and asked what the plans were.

JG did not know what was planned for the near-term. AR stated that this would come up for discussion later in the year.

DH asked about plans to close Gordon Street to motor traffic, JG replied that this was still an aim but all depended on whether it was needed for access to the station.

DH said that if a right turn from Euston Road into Melton Street was allowed then this would remove the need for people to use Endsleigh Gardens and Gordon Street. AR felt that this would have too much impact on traffic flows but he would raise it as a possibility. DH felt that the right turn into Pancras Road caused much longer tail-backs than this would.

Conclusion

AR committed to coming back to the group when specific plans for any of the junctions were ready for discussion. And said he would invite us to the Big Community Transport Tour meeting with Will Norman and Seb Dance on Feb 13th.

JC thanked TfL and Camden for taking the time to meet.

John Chamberlain

22/1/26