

Dear Sir,

Katie Davies reports (A platform for protesters at the new St Pancras, Ham High, 22nd Nov) on the protest by cyclists at St Pancras International concerning improvements in cycle parking, cycle carriage on Eurostar and conditions in the roads around the station.

A London Continental Railways(LCR) spokesman is quoted as saying "The cycling campaign was an ill-informed protest. The only road where we have jurisdiction is Pancras Road, which is well-signposted and has a 20 mph limit".

A modern station should have route direction signs for cyclists outside each exit, indicating the way to Camden Town and the West End, for example. It should also have signs from the nearby cycle routes to the station. Without such signing, it is untrue to say St Pancras is 'well signposted'.

As to Pancras Road, consider the following:

- southbound cyclists share a narrow taxi lane with a solid white line demarcation and are liable to be hit by opening car doors;
- the westbound cycle lane under the railway bridge is inside a left turn lane where the majority of the cyclists will be turning right towards Camden Town. The junction with Midland Road is designed to encourage yet another cyclist casualty from a left turning vehicle.

The LCR spokesman also said "Midland Road is under Camden Council jurisdiction". Yet it is our understanding that Midland Road is currently in a long-winded process of being handed back to Camden. It was reopened by LCR without consideration for cyclists getting off trains at the new Thameslink and Midland Mainline stations. Do LCR really expect cyclists to pedal around three sides of the station to get to Camden Town?

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