

Camden Cycling Campaign

Cycling in Kings Cross area

Summary of points extracted from a longer list made in CCC's submissions to Camden Council for response to consultation on Kings Cross Development (Nov 2005, March 2006)

This list does not address cycling within the new development area or with issues such as cycle parking

- Cycle lanes on both sides of York Way north of Wharfedale Road must be continuous throughout, particularly in the railway underpasses and widened to 1.8m.
- Goods Way cycle lanes should be extended all the way east to York Way and west under the CTRL tracks as far as the junction with St Pancras Way.
- Access into Midland Road from the south, including a crossing of Euston Road, with northbound contraflow cycling to the Thameslink and Midland Mainline stations
- Links to the London Cycle Network Route 0 (SCR) from Pancras Road with a safe crossing of Euston Road via Argyle St/Belgrove St – must be provided.
- Links to the London Cycle Network Route 6 via Brill Place for southbound cyclists and via Chenies Place for northbound cyclists – must be provided.
 - from the north end of Pancras Road via Goods Way under the CTRL tracks;
 - northbound to Brill Place on Midland Road from the Thameslink and Midland Mainline stations;
 - the cycle/pedestrian route under the St Pancras station extension linking to Brill Place must be re-instated.
- Camley Street - Agar Grove link (now being worked on by Camden Council).
- Canal towpath access by ramp from Camley Street.
- Access from Wharfedale Road, using the bridge across the existing Kings Cross tracks. (Madelin has stated that he would make provision in development block A, provided there was commitment from the other parties to build it (i.e. Camden and Islington Councils and Network rail).

The above list addresses access to the stations and not circulation within the development area nor facilities such as cycle storage.

Jean Dollimore, 15th October 2006