

LCN+ Link 29: Agar Grove between York Way and St Pancras Way

Stakeholder Questionnaire.

Name: Jean Dollimore

Organisation: Camden Cycling Campaign

Please give your general views on the concept of a cycle route along the route shown on the enclosed plan (positive and / or negative)?

The enclosed plan shows a 'route' along Agar Grove without explaining its relationship to other LCN+ routes in the area, which are:

- Link 28 (Camden section of LCN+ route 6)
- Link 109 (in Islington).

CCC had always thought that Link 109 started at the junction of Copenhagen Street and York Way; and that Link 29 was between St Pancras Way and Copenhagen Street. We were surprised to hear from Steve Cardno that LCN+ considers York Way to be included in Link 109 and that the CRISP of 109 had already taken place (without CCC being consulted, even though one side of York Way is in Camden).

CCC suggests that this CRISP (on Link 29) should consider two alternative routes between St Pancras Way and Copenhagen Street:

- along Agar Grove and York Way;
- along Barker Drive, Camley Street, Goodsway and a short section of York Way.

Steve Cardno has agreed that this should be done. He has also suggested some additional routes for consideration at the CRIM:

1. The first is quite simple connecting the junction of Royal College Street & Crowndale Road (on Link 28) with the junction of Copenhagen Street & York Way (on Link 109) - via Pancras Road, Goods Way and York Way.

2. The second is more complicated connecting Hampstead Road at the pedestrian access from Barnby Street (on Link 27) with the junction of Copenhagen Street & York Way (on Link 109) - via Barnby Street, Eversholt Street, Polygon Road, Purchase Street, Brill Place, Goods Way and York Way.

3. A third alternative might be to amend the second alternative slightly to be via Barnby Street, Eversholt Street, Pheonix Road, Brill Place, Goods Way and York Way.

We would be interested in studying some or all of those additional routes. We particularly like 2/3.

What do you consider the main advantages and uses of the cycle route would be in general for any school / business / organisation that you represent?

A route between St Pancras Way and Copenhagen Street is beneficial for anyone needing to travel between Camden and South Islington.

Camley Street is already heavily used by people travelling to the Kings Cross/St Pancras Station complex on routes passing through Camden Town and Kentish Town.

Agar Grove is useful for people travelling from Drayton Park, Hungerford Road and on to Link 28.

Goodsway will be improved as a part of the Kings Cross development and is

essential as a southern east-west link, as illustrated by the additional routes suggested by Steve Cardo above.

What do you see the main problems and disadvantages of the cycle route would be in general for any school / business / organisation that you represent?

If the Agar Grove/York Way variant is chosen:

- speeds and lack of amenity of York Way, particularly by the narrowing of the bridge for the North London Line
- Agar Grove is narrow, extensively parked and has heavy traffic - what could be done to improve it?
- eastbound cyclists have to turn right across York Way

If the Camley Street variant is chosen:

- the difficulty of turning across York Way between Goodsway and Copenhagen Street
- problem for southbound cyclists going straight ahead with left turning HGVs at junction of Camley Street/Goodsway. A cyclist fatality occurred here in December 2006.

What future input (if any) would you like to have to this cycle route study? If you would, please add your contact details at the bottom of this form:

CCC is CRIM stakeholder and plans full participation at all stages of the study.

Please tick a box or boxes to indicate whether or not you use the route:

Cyclist YES

Please return by Friday 16th March 2007. Thank you for your time in completing this questionnaire.

CCC request a copy of the recommendations for York Way from the CRISP study on link 109 as input to the current study.

I am happy for this information to be circulated to other stakeholders and referred to within the final report.

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