

Meeting between CCC and Camden's Kings Cross Team

13 Oct 2005

Present: Laurie Baker (Transport Planning, LB Camden), Lisa Bailey (LB Camden), John Chamberlain (CCC) and Jean Dollimore (CCC).

This meeting was convened to discuss the recent proposals concerning Pancras Road.

The new proposals for taxis and buses

Laurie confirmed that TfL plans to have two-way bus routes in Pancras Road between Euston Road and the junction with The Boulevard. The buses will then go along The Boulevard (which will be built during 2007). Pancras Road will be one-way northbound for vehicles other than buses, taxis and cycles.

The plans for taxi movements are new and very complex. Taxis coming from the north have a lane north of the junction with The Boulevard and then move on to another lane in front of the Kings Cross concourse. There are drop off/pick up points outside each of the three stations (Kings Cross, St. Pancras International, St. Pancras Domestic). Most of Pancras Road south of the junction with The Boulevard is effectively a big taxi marshalling area.

Facilities for cycling in Pancras Way

Although it will be possible to cycle the length of Pancras Road in both directions, there are no special cycle facilities in the taxi marshalling area.

However cycle facilities are provided at both ends of Pancras Road, effectively providing cycle access to and from the three stations from the north and the south. CCC asked Camden Council to make the following improvements to the design of these facilities:

From the north end of Pancras Road to the stations: the Buchanan plan shows a southbound cycle track at footway level with 'Give Ways' at side roads.

- *CCC requests a 2-way (segregated) cycle track that has the right of way past the (minor) side roads.*

Southern end of Pancras Road: At the junction with Euston Road a big island separates the north and southbound traffic. For southbound cyclists the Buchanan plan shows near side and central advisory feeder lanes to an ASL from whence cyclists may turn left or right on Euston Road or go straight ahead into Belgrove Street.

- *CCC requests that the pair of feeders be replaced by a mandatory near side feeder lane because this section of road is generally likely to be congested and a clear feeder lane is important. In addition, it could be difficult to access the central feeder lane.*

Northbound cyclists in Argyle Street will be able to cross (as before) via a gap in the central reservation and then the ASL for eastbound vehicles into the northbound lane of Pancras Road. This crossing should be restored early in 2006.

Access from the west (Midland Road)

Via Brill Place between Midland Road and LCN+ route 6

Cyclists need access from Midland Road via the walkway between the St Pancras Eurostar and Midland Mainline stations (to the south) and St Pancras CTRL domestic station (to the north). The entrance to the proposed Thameslink station will be at the same point in Midland Road. Midland Road is one-way southbound.

- CCC requests that contraflow cycling should be provided on Midland Road from the entrance to the proposed Thameslink station to the junction of Brill Place, together with facilities to cross Midland Road.

- An even better scheme would be to provide the ability for northbound cyclists on Judd Street to cross Euston Road, together with contraflow cycling along the full length of the one-way section of Midland Road.

Via Goodsway

Cyclists will access Goodsway at its junction with Midland Road, either via Route 6 and Chenies Place or down St. Pancras Way. Goodsway runs under a wide railway bridge to a the junction with Pancras Road north of the stations and then continues east with links into both halves of the development (north and south of the canal). The railway underpass is quite threatening and enclosed, but has reasonable carriageway width.

- CCC requests cycle lanes in both directions under the railway bridge west of the Camley Street/Pancras Road junction to link with the planned cycle lanes on Pancras Road and on Goodsway east of this junction.

JD 15 October 2005