1. INTRODUCTION

1.1. Overview

1.1.1. Colin Buchanan (CB) have been commissioned by Transport for London (TfL) to devise options for the junction of the A501/ Judd Street/ Midland Road to allow for two-way operation of Judd Street once St. Pancras International fully opens in 2007.

1.1.2. As part of the brief, CB have been asked to devise a cycle strategy to give guidance for the preferred cycle routes through the area. This report forms that guidance and the brief is given below.

1.2. The Client’s Brief for a Cycle Strategy

Colin Buchanan have been asked to prepare a cycling strategy for the area around King’s Cross and St Pancras that includes routes to the main attractors and through the area. The boundary of the area to be Agar Grove in the north, Ossulston Street and Royal College Street in the west, Tavistock Place in the south and Caledonian Road in the east.

The cycle strategy report needs to include a number of factors and considerations and include findings in clear graphical form.

Key major attractors in and around the area for cyclists should be identified. This will also include key connecting cycle routes from outside the study area.

All cycling routes through the area including the boundary roads should be considered, including those that are existing, proposed and possible routes. Roads that are not formal cycle routes such as Euston Road should also be included. Any one-way workings should be made clear.

The existing, proposed and possible routes in the study area should be considered and graded according to their quality and (likely) usage. The quality evaluation could include the criteria of “fast, safe and comfortable”. Cycle usage
will need to consider present and predicted flows. Simple colour-coding on plans in a three-category scale may be appropriate method of presentation.

The conclusion of the report should give some guidance as to the preferred cycle routes through the area.
2. CYCLE STRATEGY – OVERVIEW

2.1. Description

2.1.1. The study area lies across two London Boroughs – Camden and Islington – with the borough boundary running north-south along York way and Kings Cross Road. The Congestion Charge zone lies to the south of the study area whose northern boundary crosses it along Euston Road.

2.1.2. The study area centres on a key central London location which has two domestic mainline rail termini and an international Eurostar terminus, which should be operational by 2008. The two domestic termini presently have high commuter flows, serving commuter belts in Hertfordshire and beyond (Kings Cross station) and the Midlands (St Pancras). Approximately 20.8 million passengers used King’s Cross in 2004/2005 and 5.8 million passengers used St Pancras in the same year (stations rank respectively as 10th and 42nd busiest in the UK – ref: www.rail-reg.gov.uk).

2.1.3. The main roads that run through the study area have heavy traffic flows, particularly on the Euston Road (7,494 cars in 12 hour period 7am to 7pm, October 2005 – ref LB Camden), and Kings Cross junction which is located at the eastern end of Euston Road.

2.1.4. There are extensive one-way systems to the east of the study area. These are an important factor in consideration of cycling strategies as such an extensive area of one-way working poses a barrier to cycling. [to be indicated on plans]

2.1.5. The study area also includes a significant amount of residential areas. These are characterised by quieter roads.

2.2. Objectives

2.2.1. This report sets out a strategy for the enhancement of the highway environment for cycling within, and just beyond, the study area. The strategy will aim to highlight the requirements to:

- Improve access for cyclists into the study area from all directions;
- Improve through routes for cyclists across the study area in all directions;
- Maximise the permeability of the area for cyclists by considering all available routes for cyclists, including off-carriageway routes.
Maximise the modal shift to cycling in order to reduce congestion and ease capacity on the roads and public transport systems.

2.2.2. The study area is centred on St. Pancras and King’s Cross National Rail stations. It is bounded by Agar Grove in the north, Ossulston Street and Royal College Street in the West, Tavistock Place in the South and Caledonian Road in the East. This is shown in Figure X [plan to be included].

2.3. Methodology

2.3.1. All the major routes in the study area have been looked at. This includes both formal cycle routes such as LCN+, Red Routes (TLRN), and Borough highways. Other routes such as the Regents Canal towpath are also considered.

2.3.2. Trip attractors that are likely to attract high volumes of cyclists, and cycle parking requirements have been identified and are discussed.

2.3.3. CB were provided with a number of cycle counts. CB also commissioned cycle counts at four strategic locations for this study:

- Euston Road, Ossulston Street, and Mabledon Place junction;
- Gray’s Inn Road, Pentonville Road, and York Way junction;
- York Way and Copenhagen Street junction; and
- York Way, Agar Grove, and Brewery Road junction.

2.3.4. A signing strategy is also included as part of the report.

2.3.5. The general objectives of the LCN+ project and the Mayor’s London Cycling Action Plan are key strategic documents for the development of cycling in London and they inform the strategy in this report (see Chapter 3).
3. CYCLE STRATEGY – STRATEGIC CONTEXT

3.1. Transport for London

3.1.1. The strategic context for cycling in London as a whole is contained within Transport for London’s Action Plan: Creating a Chain Reaction – The London Cycling Action Plan (February 2004), which in turn was an outcome of the Mayor’s Transport Strategy (July 2001). The London Cycling Action Plan target was an 80% increase in the number of cyclists by 2010.

3.1.2. The Action Plan contains 10 key objectives for the promotion of cycling in London, but those which have relevance to this strategy include the following:

**Objective 2: Increase cycle access, cycle safety and cycle priority.**
Priority locations for safety work will be identified and there will be increased technical support (subject to available funding).

**Objective 8: Promote cycle links and interchange schemes.**
Bike stations with a full range of cycle facilities will be introduced (subject to available funding). Interchange guidelines will ensure that new or improved rail interchanges include good quality cycle access and facilities. Campaigns to encourage people to change their mode of transport will include cycle information.

**Objective 9: Optimise the contribution to cycling from other schemes.**

9.3 Cycling, traffic and bus priority schemes: Seek synergies between cycling, traffic and bus priority schemes through co-ordinated planning and impact assessment.

9.6 Cycling promotion within other schemes: Support the boroughs and other stakeholders to maximise opportunities for cycling growth, promotion and consultation where there is scope for cyclists to benefit from other schemes.

3.2. Camden Strategy

3.2.1. The strategic context for cycling in the London Borough of Camden is contained within two documents, listed below. Those items which have particular relevance to this strategy include the following:

3.2.2. **Camden Cycling Plan (Third Review 2005)**
Target 8: The Council will audit all new traffic management, environmental and engineering schemes on the public highway to ensure that cycle facilities are provided where appropriate, that the safety of cyclists is assured and that the convenience of cyclists is a high priority.

Target 9: The Council will seek to create new pedestrian and cycle links across existing barriers that make walking and cycling less attractive, and will work with the Camden Cycling Campaign to identify new links.

Target 17: The Council will ensure, in accordance with UDP policies and PPG13, that developers provide adequate facilities for cycle movement, and parking that is appropriate to the particular development. The Council will encourage developers to implement Travel Plans as part of the planning process.

Target 21: The Council will introduce local cycle links to strategic routes to develop a coherent cycle network in the borough.

Target 23: The Council will carry out an audit of all one-way streets, produce a register of the schemes, evaluate the purpose of each scheme, examine whether it should be retained and consider whether cycle facilities should be introduced. The audit will be completed by March 2002.

Target 24: The Council will implement a five year programme of reintroduction of two-way working or introduction of contra flow cycle facilities in one-way streets, where appropriate, following the one-way street audit.

Target 39: The Council will seek to agree with rail operators and Railtrack improved facilities for the carriage of cycles on trains and improved access and cycle parking at rail and underground stations.

3.2.3. Camden UDP Revised Deposit Draft 2004 – Section 9 - King’s Cross Opportunity Area - Area Action Plan

Strategic policies SKC1
The Council seeks the sustainable development of the King’s Cross Opportunity Area, which achieves its full potential:
e) to maximise opportunities for walking and cycling and the use of existing and proposed public transport facilities, thereby minimising dependence on private car use and traffic generation.
KC6 - Transport accessibility and safety
Planning permission will be granted for development proposals for the King's Cross Opportunity Area that provide high levels of accessibility, facilities and safety for pedestrians, cyclists and people with disabilities.

3.3. Islington Strategy

3.3.1. The strategic context for cycling in the London Borough of Islington is contained within the Islington Cycling Action Plan. Those items which have particular relevance to this strategy include the following:

Sustainable Transport Strategy – Islington Cycling Action Plan (Appendix G)

Proposal C1 – London Cycle Network Plus (LCN+)
To enhance existing LCN+ routes and create new cycling routes throughout Islington.

Proposal C2 – Local cycle routes and cycle connectivity review
To carry out a review of the borough to identify locations where cycle routes and cycle connectivity can be improved.

3.4. [possible British Waterways addition]
4. EXISTING SITUATION – CYCLING IN THE STUDY AREA

4.1 Major Attractors

4.1.1. The study area is centred around a future major international transportation hub. Rail stations within the study area attract large numbers of cyclists, demonstrated by the demand for parking at all the stations.

Cycle parking at King’s Cross station

Cycle parking at Euston Station

4.1.2. The study area also accommodates a large number of students and staff associated with the University of London. This has several sites within and immediately to the south of the study area.

4.1.3. Key attractors within the study area include:

- St. Pancras International Rail Station
- King’s Cross Station
- British Library
- University Halls of Residences (x3)

4.1.4. Key attractors in close proximity to the study area include:

- Euston Station
• University of London (including various Halls of Residences, teaching and research establishments)
• Camden Town and Camden Lock area

4.1.5. Key attractors within the next five to ten years include:

• Pancras Road high capacity cycle parking
• ‘Kings Cross Central’ development area (e.g. retail, housing, etc.)
• ‘Kings Cross Central’ waterfront developments (e.g. cafes, restaurants, etc.)

4.2. Key Connecting Cycle Routes

4.2.1. There are four existing cycle routes which pass through the study area. Three of routes are formal London Cycle Network Plus (LCN+) routes and one a shared use route. They serve as existing routes for the purposes of this study:

• LCN+ Route 6
• Copenhagen Street (LCN+ route up to York Way)
• LCN+ Route 0: ‘Seven Stations’ Cycle Route
• Regents Canal Towpath

4.2.2. LCN+ Route 6: This is an LCN+ route that runs in a north-south alignment, and has recently undergone a CRISP study (Link 28). It is located along the western edge of the study area (Mabledon Place, Ossulston Street, Royal College Street) and is a key cycle route for this study. Colin Buchanan are in the process of completing a CRISP study for this link for the London Borough of Camden and the findings have been used to inform aspects of this study. As this route will be earmarked for development funding through the CRISP process, it forms a backbone route for this study area, and measures specific to this route will be contained in that report.

  Stakeholder feedback: Links to the London Cycle Network Route 6 via Brill Place for southbound cyclists and via Chenies Place for northbound cyclists must be provided (Camden Cycling Campaign).

4.2.3. Copenhagen Street: This street forms a key cycle route from the east, linking the Islington area and connecting with other LCN+ cycle routes (Link 109) at Barnsbury Road. It links into the study area via a short section of York Road to Goods Way.
4.2.4. **LCN+ Route 0: ‘Seven Stations’ Cycle Route:** This route was originally conceived as an interconnecting cycle route running east-west for all the major rail termini, from Paddington to Liverpool Street. This concept was developed as ‘Route 0’ to become an orbital route, also serving stations south of the Thames such as London Bridge and Waterloo. Although the route in its latter guise is not complete, the section adjacent to the study area has been implemented and is aligned along Tavistock Place.

4.2.5. **Regents Canal Towpath:** This not formally designated LCN+ as it does not fulfil any of the criteria of an LCN+ route. Also, cyclists require a one-off permit to cycle. However, it is accessible to cyclists as a shared use path, and it cuts through the study area in an east-west alignment, complementing the north-south alignment of Link 28. As part of their strategy for the promotion and conservation of canal towpaths, British Waterways, who have responsibility for the Regents Canal towpath, have incorporated the facilitation of cycling into their strategy. There might also be scope for development along a significant section of the route which borders the area that will undergo extensive development, subject to planning agreement, by Argent Group plc.

4.3. **Who do these routes cater for?**

4.3.1 The objective for LCN+ routes is to create a network of cycle routes that are fast, safe and comfortable so that cycling is a viable option for shorter journeys within London (typically up to 5 miles). Route 6, Copenhagen Street, and Route 0 are part of the LCN+. Peak flows in several cycle counts throughout London and in the study area indicate that commuting accounts for the vast majority of trips. Across London, 48 per cent of cycle trips are for commuting or other work purposes (LATS 2001/ LCAP). The London Cycling Action Plan target was an 80% increase in the number of cyclists by 2010, and by 2005/06 there was an increase of 72% compared to figures for 2000.

4.3.2 The Regents Canal towpath, being narrower and slightly more constricted as a thoroughfare, does not meet the criteria to serve as an LCN+ route. However, although such routes are usually leisure routes, there might be opportunity in the future to develop the towpath for some utility journeys that are more local in addition to leisure journeys because of its central London location and strategic alignment through the heart of the Kings Cross Central development area. This will need liaison with British Waterways if it is to be pursued.
4.4. Existing usage levels

4.4.1. The overall plan shows total cycle flows taken from counts commissioned by CB and supplied by TfL. More detailed data is in the Appendix [to be included].

4.4.2. The largest cycle flows are along the east-west alignment of Tavistock Square and Tavistock Place. Counts for this route show 1,037 cyclists going westbound and 740 eastbound in a 24 hour period in March 2006 (TfL). The parallel east-west alignment along the Euston Road has correspondingly lower cycle numbers, being 400 eastwards and 750 westwards. As the Euston Road is a heavily trafficked road lower numbers of cyclists are to be expected, but they are still significant numbers as a proportion of the Tavistock Place flows, the highest in the study area.

4.4.3. The direction of travel of the higher flows on Euston Road suggest either feeder routes into the West End from the north or the western part of Central London as a destination, but this would need further origin/destination surveys to confirm. However, the next highest flows are York Way, Pentonville Road, and Caledonian Road, with the respective peaks being south/ westbound, towards Central London, in the AM period and north/ eastbound, away from Central London, in the PM period.

4.5. Key Barriers

4.5.1. There are considerations with respect to cycling that differ to those for general traffic and which are especially important in the study area. These are listed below.

4.5.2. Gyratories and one-way working: The net effect of one-way working is to speed-up motor vehicles due to the wider road width available, which can create uncomfortable environments for cycling. There are extensive one-way road sections just to the east of Kings Cross junction, which are in operation from Wharfdale Road to the north of King’s Cross to Acton Street to the south. The short to medium-term solution for this situation is to either establish alternative cycle routes that by-pass these areas or else provide access through them utilising such features as contraflows, or some combination of both.
4.5.3. **Traffic Speeds:** High speeds also deter cyclists as speeding creates a potentially hazardous environment. Gyratories and one-way working encourages speeding as mentioned above, but speeding can also occur on wide dual-carriageway roads such as Euston Road for similar reasons, i.e. perception of drivers that the road is wide and collision with oncoming vehicles appears to be minimised.

4.5.4. **Traffic Volumes:** Although not necessarily a negative factor in itself, in combination with the other barriers listed here, high traffic volumes can serve to exacerbate their effects.

4.5.5. **Level of HGV usage:** Major thoroughfares such as the Euston Road and connecting main roads will be heavily used by HGVs and buses. Some cyclists express concerns about articulated (i.e. ‘bendy’) buses which are in operation along this road. HGVs can present an uncomfortable and potentially hazardous environment for cyclists, although this can be ameliorated by the presence of bus lanes.

4.5.6. **Enforcement:** The pressure of traffic volumes often lead to transgressions of highway regulations. This can be a problem for cyclists where for example motor vehicles stop on ASLs or queue over cycle facilities so as to block them sometimes happens with LCN+ Route 6 where it crosses Euston Road.
5. CYCLE STRATEGY – OBJECTIVES

5.1. Proposed Cycle Routes

5.1.1. Overview

5.1.2. It is proposed that the routes outlined in 4.2 above are maintained and developed in addition to the proposals in this section. The routes in this section focus on access to the stations area and the future Kings Cross Central as the main trip attractor in the study area. Other options are discussed in section 5.2.

5.1.3. For the purposes of this study the following are taken into account:

- **Midland Road**: Current proposals restrict access to one-way southbound only, south of the junction with Brill Place, and accessible only for buses, taxis, and cycles. However, possibilities for two-way working should be investigated (see stakeholder feedback).
- **Brill Place**: That this will remain a through-route for cyclists.
- **Judd Street**: That this remains as two-way with a left-turn only at the junction with Euston Road.
- **Mabledon Place**: That the no left turn into Euston Road will be retained.
- **Pancras Road**: That the new alignment will join Camley Street.
- **The Boulevard**: That this new proposed road will link the bridge over the Regents Canal to Pancras Road in the middle of the stations area (as shown in plan [ref]).

**Stakeholder Feedback**: Midland Road should be accessible for cyclists from the south, including a crossing of Euston Road, with northbound contraflow cycling to the Thameslink and Midland Mainline stations (Camden Cycling Campaign).

5.1.4. **Brill Place**: In conjunction with Purchese Street (southbound), this road provides a connection from LCN+ Route 6 eastwards to St Pancras and Kings Cross Stations. This can serve as a feeder link to the stations and also operate as part of an east-west through-route in the study area. A possible outcome of current traffic modelling is that Brill Place will be closed to motor traffic at the junction with Midland Road. Given this outcome, it is recommended that options are explored to maintain cycle access through Brill Place to Goods Way.

**Stakeholder feedback**: Maintain links to the London Cycle Network Route 6 northbound via Brill Place from 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. (Camden Cycling Campaign).

5.1.5. **Goods Way:** As proposals currently stand, this will serve as the only east-west route through the station area and thus will be an essential through-route for cyclists. It will also link four parallel north-south alignments; LCN+ Route 6, Camley Street/Pancras Road, York Way. There is also potential to connect with the development area north of the Regents Canal and The Boulevard (see below).

**Stakeholder feedback:** 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 (Camden Cycling Campaign).

5.1.6. **Pancras Road:** This road will serve as an important link both as a north-south through-route and as access for the stations.

5.1.7. **The Boulevard:** This will form an important link to the bridge at Goods Way into the King's Cross Central development area. The alignment of the proposed cycle route should continue into York Way where it meets the northern boundary of the study area. Therefore, access for cyclists through the King's Cross development area will need to be agreed with developers at the planning stage to maintain access to York Way.

5.1.8. **Camley Street:** If Midland Road becomes southbound only (without a cycle contraflow) to Euston Road, this alignment will be a useful alternative north-south link to the present LCN+ Route 6. For those coming from the north, it would make more sense to use this route to get to King's Cross/St Pancras than Link 28 as it is more direct, and it serves as a less-trafficked route alternative to York Way. The section of Camley Street to the north approaching Agar Grove is undergoing development subject to planning application and it is recommended that access to Agar Grove is secured in order to achieve this useful link for cyclists.

**Stakeholder feedback:** Camley Street - Agar Grove link now being worked on by Camden Council. Ensure canal towpath access by ramp from Camley Street. (Camden Cycling Campaign).

5.1.9. **York Way:** This road principally serves cyclists as a link to the stations area from the east via Copenhagen Street. It is a valuable link as it connects to Goods Way, itself a potential through-route. It can also serve as a faster route from LCN+ Route 6 to the north (Hungerford Road) and Camley Street.
Stakeholder feedback: Cycle lanes on both sides of York Way north of Wharfedale Road must be continuous throughout, particularly in the railway underpasses and widened to 1.8 metres (Camden Cycling Campaign).

5.1.10. St Pancras Way: Although this runs parallel with LCN+ Route 6 and Camley Street, there will still be cyclists who will continue their journey from the Camden Town area using this road as it offers a quick and direct link to Kings Cross/ St Pancras. The northern section until Pancras Road is one-way southbound however and northbound cyclists will still have to use the (two-way) cycle track along Royal College Street (LCN+ Route 6). An extra spur route is Granary Street which connects to Camley Street but this is not an essential link because of the alternatives and the fact that the one-way of St Pancras Way still has to be negotiated.

5.1.11. Argyle Street and Belgrove Street: These offer a southern extension of the north-south alignment along Pancras Road between St Pancras and Kings Cross stations as outlined previously. Presuming the one-way working of these two streets will not be changing, the cycle route alignment will have to follow the current restrictions. However the reduction in the quality and safety of a route due to speeding normally associated with one-way working should not apply in this case because of the short sections involved and the fact that they are minor residential roads. A suitable connection will need to be established with Tavistock Place and Sidmouth Street (which form an east-west LCN+ alignment) in order to maximise the benefit of this route.

Stakeholder feedback: Ensure links to the London Cycle Network Route 0 from Pancras Road with a safe crossing of Euston Road via Argyle Street/ Belgrove Street (Camden Cycling Campaign).

5.1.12. Regents Canal Towpath: Although previously mentioned above as an existing ‘route’, there is development potential especially given that it runs through what is currently one of the biggest development areas in Western Europe (www.camden.gov.uk). Much of the available width of the towpath along the whole length of the canal is constrained by existing structures, however there might be opportunity to build a much wider section of towpath or improve conditions in other ways where possible in the development area between Camley Street and York Way. The path might benefit from maintaining shared use throughout in order to retain the ambience of the area rather than a demarcated path, which will also help keep cycle speeds down. There are also strategies commissioned by neighbouring authorities and British Waterways that seek to improve access for pedestrians and cyclists on towpaths throughout the canal network.
5.2. Proposals for Other Possible Routes

5.2.1. There are a number of major arterial routes or junctions which should also be considered in terms of cycle access to the study area that have not been discussed above. These are:

- A501 Euston Road (TLRN)
- A201 Gray’s Inn Road (TLRN including junction with Euston Road)
- Caledonian Road
- York Way (south of Goods Way)
- Kings Cross Junction

5.2.2. **A501 Euston Road**: This is a heavily trafficked major arterial road and forms the northern boundary of the Congestion Charge zone. It carries several bus routes and heavily used by HGVs. Although there is heavy traffic, and because it is a key arterial route, the road still has one of the largest cycle flows in this area, second only to the LCN+ link that runs in parallel to the south along Tavistock Square and Tavistock Place. Existing bus lanes afford some protection for cyclists, but continuous provision of typical bus lane widths of between 3 to 4 metres is unlikely for the entire length because of the variation in width. Improving conditions for cyclists will mean looking at the options to have a continuous demarcation for cyclists where a bus lane is not possible, with use of mandatory and advisory lanes as appropriate. Such lanes have the potential to
be as effective when the traffic is stationary as much as when it is moving, as they afford space for cyclists to filter through stationary traffic by encouraging vehicles to leave space whilst queuing.

5.2.3. **A201 Gray’s Inn Road:** As with Euston Road, comments about continuous provision for cyclists in moving and stationary traffic are applicable here as they are similar in terms of traffic volumes. The one-way section at the north end will require particular attention as cyclists heading for the stations area will have to negotiate up to five lanes of traffic to get from the nearside lane, where they will typically be located, to the outside lane. An obvious solution is to convert the pedestrian crossings at the junction with Euston Road to Toucan crossings to enable access to the stations area and York Way, and for this facility to be clearly indicated well before the junction. The toucan itself should be as wide as possible to allow for heavy pedestrian traffic flows in addition to cycle traffic.

5.2.4. **Caledonian Road:** Most of this section of road is not as heavily trafficked as Euston Road and continuous cycle demarcation in the manner described above may not be required. However, the character of the road changes in the one-way section south of Wharfdale Road and heavy queuing occurs at the
CYCLING STRATEGY FOR KINGS CROSS AREA

junction with Pentonville Road. A bus lane along this section affords some protection but does not run all the way to the junction. Cyclists travelling to and from the stations area need not be affected by this area as there are alternatives (e.g. Copenhagen Street – see paragraph 5.3.7 in Signage Strategy). Cyclists heading southbound however will have to deal with the one-way working of Pentonville Road/ Kings Cross Road or the gyratory if heading into Euston Road. One possible solution is a contraflow along the north side of Gray’s Inn Road until it becomes two-way. Cyclists cannot enter Caledonian Road northbound at the junction with Pentonville Road because of the one-way restriction.

5.2.5. York Way (south of Goods Way): This road was discussed above as a route option into the stations area. Cyclists heading southbound cannot go beyond Wharfdale Road because of the one-way operation northbound. Thus the only option under the present situation is for cyclists to access Wharfdale Road, itself having one-way operation, in an eastbound direction only. Whilst this does offer an eastbound alternative to the south of Copenhagen Street, it is not accessible westwards and is thus limited to eastbound journeys.

Stakeholder feedback: Access to stations from Wharfedale Road, using the bridge across the existing Kings Cross tracks. Requires commitment from other parties to build, i.e. LB Camden, LB Islington, and Network Rail (Camden Cycling Campaign).

5.2.6. King’s Cross Junction: The gyratory system at this junction presents a potential barrier to cyclists. This involves the section of Pentonville Road from York Way to Caledonian Road, King’s Cross Bridge, and the section of Gray’s Inn Road between King’s Cross Bridge to Euston Road. Gray’s Inn Road is discussed above. Due to the alternatives available for the other roads as discussed elsewhere in this report, the only remaining road is Pentonville Road, which just outside the study area but is a major arterial route (and TLRN) into the study area from the east.

5.3. Signing Strategy

5.3.1. Effective signage will be critical to the success of cycle routes, especially in the study area around King’s Cross because of the general traffic situation described in 4.5 which may require alternatives to main roads. The study area has some particularly heavy traffic flows and features large one way systems just to the east of Kings Cross, presenting potential barriers to cyclists. Presuming this situation will continue for the foreseeable future, recommended cycle routes should attempt to minimise interaction with these features in order for cyclists to navigate the study area in safety and comfort. Given this strategy, signage will be
particularly important if it is to deviate from alignments that are not direct or 'counter-intuitive' (for example along the main road). The development opportunities in the study area should also provide an opportunity to audit and improve cycle route signage, which should in turn enhance the experience for cyclists given the intensity of general motor traffic.

5.3.2. The locations below have been identified as options for signage. The type of signage has not been specified but it is envisaged that they will be the usual LCN+ format of white characters with blue background, giving local locations within the study area, especially new destinations, as well as key Greater London locations as recommended in the London Cycle Design Standards (Chapter 6). Much signage may already be in place and this strategy aims to build on existing signage where it exists presently.

Signage Locations

5.3.3. Ensure that signage along Byng Place, Gordon Square, and Tavistock Square clearly indicate the location of LCN+ Route 6, directing towards Marchmont Street. Signage will need to indicate rail stations including the Eurostar terminal and Kings Cross Central once developed.

5.3.4. Ensure that signage east of Marchmont Street as far as Grays Inn Road indicates LCN+ Route 6 as above, but if Argyle Street and Belgrove Street are developed as a route option into Pancras Road then this should be signed appropriately for cyclists approaching from the south east. If Argyle Street/ Belgrove Street are not an option, signage should indicate LCN+ Route 6 anyway along Tavistock Place, Regent Square, and Sidmouth Street.

5.3.5. Ensure that signage links up with connecting cycle routes (LCN+ and non-LCN+) as far south as Wellington Street (for Waterloo Bridge cycle traffic), and as far north as York Way/ Camden Park Road/ Camden Road junction (mostly LCN+ Route 6). Signage needs to indicate the key destinations in the study area throughout the West End, the City, and Islington, on both LCN+ routes and main roads indicating the routes.

5.3.6. Ensure that signage indicates route options along Regents Canal towpath where it is accessible from the road, e.g. St Pancras Way and Royal College Street (LCN+ Route 6), York Way, and Caledonian Road. Signage along the towpath likewise needs to indicate exits to these streets, and needs to indicate exits to the stations area and Kings Cross Central once developed.
5.3.7. Ensure that signage is in place indicating stations area along Copenhagen Street at junctions with Barnsbury Road (LCN+ route), Caledonian Road, York Way, and Goods Way.
6. CYCLE STRATEGY – TARGETS

[see Action Plan table]

6.1. Monitoring

6.2. Increase in numbers

6.3. Training
7. CONCLUSION

[pending outcome of consultation]
PLANS

Need to have:

- existing situation
- proposed
- specific locations