

King's Cross Development Forum

Meeting 6:30 p.m. 16 March 2016

Committee Room 2, Camden Town Hall, Judd Street, London WC1H 9JE

1 Attendance

1.1 Present

Zanthe Bennett, John Chamberlain, Andrew Clayton, Rachel Coyle, Jean Dollimore, Helia Evans, Ben Fernandez, Hayley Harding, Tom Harrison, Dan Higgins, Ivor Kamlish, Deklan Kilfeather, Jasmine King, Hugh Lake, Charlotte May, Robert Milne, Tobias Newland, Jamie Scudamore, Jen Swain, Sophie Talbot and Lucy Tammam

1.2 Apologies

Andrew Bosi, Jim Humphris, Roger Robinson, Diana Shelley, Norman Sheppard, Lisa Tang, Malcolm Tucker, Ben Williams, Chris Yang and Daniel Zylbersztajn

2 Previous meeting

2.1 Notes

The notes for the meeting of 9 December 2015 had been circulated and posted on the website and were formally approved.

2.2 Matters arising

Nothing was discussed.

3 Developments

3.1 Transport

Sarah Morning, from Transport for London, outlined the objectives (agreed with Camden and Islington) and initial proposals for the King's Cross gyratory. She was accompanied by Charlotte May and Laura Brett, who are transport planners in Camden and Islington (respectively), with responsibility for liaison with Transport for London about King's Cross. The initial proposals are broad and general, with the intention of asking for community input; so far they have been modelled only to the extent of checking that vehicles could go around all the corners of the roads that might be converted to two way working (but even the choice of those roads is not fully worked out). The next stage would involve detailed modelling (of, for example, the effect of two way working on Pancras Road), to be followed by a further consultation on detailed proposals in 2017. The works on the roads would be co-ordinated with the works for High Speed 2 scheduled for 2019-2020.

Tom Harrison, joint chair of the London Cycling Campaign review group, outlined alternative proposals for the King's Cross gyratory. These placed their emphasis on providing space for cyclists from the existing roads, considering that the initial proposals did little to help with residential street pollution, bus traffic and pedestrian movement as well as safe cycle route provision. To this end they restrict the roads used by motor traffic; for instance, they do not have two way working throughout all roads, they close the north end of Gray's Inn Road and they remove busses from Wharfedale Road, Swinton Street and Acton Street, with two way working for busses at the south ends of York Way and

Caledonian Road. The overall traffic volumes would still be accommodated, perhaps, by modal shift from private motor traffic. However, the traffic is made up from ambulances, deliveries, and freight, so even if Transport for London can legally reduce the traffic (a point which was queried) doing so without bigger measures, such as extending the ultra low emission zone, might be difficult.

Charlotte May outlined her role and intentions as the Argent Travel Plan Co-ordinator to identify opportunities to enhance sustainable transport (such as cycle parking, way finding and pedestrian safety); she reports progress on this every two months at the King's Cross Sustainability Forum. She has ensured that there have been "Dr Bikes" workshops in Battlebridge Place in every month (except during winter), a "walk to work" week, training in safe urban driving for heavy goods vehicle drivers, and a King's Cross cycling application for smart phones.

Surveys indicate that in relative terms the number of people cycling to work had fallen, because the people working in King's Cross Central were predominantly office staff. Cycling numbers are high among university staff; walking numbers are high among the students. There is a very high demand for cycle parking. Docking stations are to be provided on Goods Way and Handyside Street in the next few months.

Forum members noted the need for precedence to be given to pedestrians at the junction of Camley Street, Goods Way and Pancras Road. There had been a consultation about this two years ago, but still nothing had been done. The explanation appears to be that High Speed 1, which originally designed the junction ("as if it were a railway"), wants the taxi rank.

Forum members pointed to the difficulty for residents of King's Cross Central who need vehicles for work (to carry tools, for example) but have not been allocated parking spaces: they are not permitted by Camden to have parking spaces elsewhere in the borough, and they resort to a black market in parking spaces nearby.

A discussion on the proposals for the King's Cross gyratory ensued, Forum members felt that the initial proposals were not far-reaching enough; more options should be considered, along the lines of those suggested by the London Cycling Campaign, and the draft response (which had been circulated before the meeting) should be strengthened considerably.

4 Design and Access Forum

Nothing was reported.

5 Construction Impact Group

Nothing was reported.

6 Operations

Nothing was discussed.

7 Future meetings

Nothing was discussed.

8

Actions

All to provide comments on the initial proposals about the King's Cross gyratory within two days of the meeting, for inclusion in the response due four days after the meeting.

Robert Milne to edit any Forum comments on the initial proposals about the King's Cross gyratory and to submit a response to Transport for London.