
Secretariat memorandum

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Agenda item : 8(e)

AT024

Date : 10.6.10

St Pancras to King's Cross walking route update

1 Purpose of report

- 1.1 To update members on the progress on securing a better pedestrian walking route between St Pancras and King's Cross.

2 Background

Members will recall we met with stakeholders to progress a better pedestrian walking route between St Pancras and King's Cross. Camden had agreed to bid for funds to start improvements on the route.

3 Update

- 3.1 Since we met at St Pancras all stakeholders have agreed, in principle to support the route we have proposed.
- 3.2 Camden have confirmed that funding of £40,000 has been secured for various works to improve the footway etc. They are also looking to cost other elements.
- 3.3 TfL tell us that TfL Interchange will continue to monitor progress on this and facilitate progress where possible. Funding for signing is being investigated.
- 3.4 There is no interest from the Olympics transport team. Their preferred route for passengers to the Olympic site from King's Cross is via the Underground system.

4 Equalities and inclusion implications

- 4.1 It is important that people with mobility impairments are able to have an accessible interchange between stations, the current accessible routes between these stations are either via the very busy Euston Road or by bus, neither are appropriate for many users as a good pedestrian link.

5 Legal powers

- 5.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

6 Financial implications

- 6.1 There are no financial consequences for London TravelWatch.