



Goods Way Safe and Healthy Streets

Proposals to make permanent Healthy Streets changes on Goods Way

Making your neighbourhood safer and healthier

We want our streets to be **safe spaces** for you to **walk and cycle** for everyday trips, for children to get to and from school safely and healthily, **businesses to be able to flourish**, to **reduce carbon emissions from road transport** and for you to be **breathing cleaner air**. We want to ensure that when we invest in our streets it provides a lasting legacy of **greener, safer, healthier travel**, helping us deliver our wider Transport Strategy objectives.



The Goods Way Context

High pedestrian flows: Goods Way travels through the heart of the transformed King's Cross neighbourhood. In the years since the completion of developments in Granary Square, Pancras Square and on King's Boulevard, the area has seen significant growth in pedestrians travelling across the site. Once the full redevelopment of King's Cross is complete, it is expected that there will be 7,000 pedestrians crossing Goods Way every hour during the busiest periods. While high footfall is a key contributor to the vibrancy of the area, continuous growth means there are now very few gaps in people crossing the road to allow vehicles and cycles to safely progress along Goods Way. This is reducing the quality of the pedestrian experience and creates a stressful environment for all road users, as motor vehicles and cycles try to pass through the zebra crossings during short gaps in the flow of people. Therefore, there is a need to introduce greater clarity around user priority, to ensure all road users can progress, and to increase safety and comfort at crossing points.

Layout: Goods Way was temporarily made partially one-way westbound to motor traffic (with cycle access maintained in both directions) in 2017, due to neighbouring construction works. This layout was [made permanent](#) in 2022. The additional space gained from the one-way layout created the opportunity to introduce permanent cycle lanes (separated with wands), as well as other features that support more sustainable travel. As construction in the King's Cross Area ends, there is an opportunity to make the entirety of Goods Way westbound only and to upgrade existing cycle lanes to kerb segregated tracks in both directions along the full length of Goods Way.



Cycle facilities on Goods Way currently include wand-separated cycle lanes, cycle parking, advanced stop lines at junctions and “early release” cycle lights at the eastern end of the road, at its junction with York Way. These proposals include upgrading the cycle lanes to kerb segregated cycle tracks, in both directions. At Goods Way’s junction with Camley Street, the proposals aim to reduce the risk of collisions between people cycling and taxis turning left by extending the protected segregated cycle lanes as far into the junction as possible. The Council hope to revisit further junction safety improvements here as part of a separate consultation for changes on Pancras Road in the future. The current road layout also requires vehicles to cross over the cycle lane to access parking bays. These proposals aim to remove this road safety hazard by relocating the disabled bays at the western end of Goods Way to Camley Street and by providing a ‘floating’ loading bay at the eastern end of Goods Way.

Dockless e-scooter and cycle parking facilities do not meet demand. High numbers of people choose to travel to the area sustainably, which has positive outcomes, but also means that current parking bays for hire bikes and e-scooters are not meeting demand. This is leading to overflowing bays cluttering the pavement, which can reduce accessibility for pedestrians, in particular disabled people and those with pushchairs. These proposals intend to expand these hire parking facilities.

Lack of bus stops: While bus route 63 currently travels along Goods Way, it does not have a stop on this road. Some residents have previously written to us to say that they would like to see a bus stop for the Route 63 bus in the Kings Cross site, which would improve bus accessibility in this area.

Environment: The Council’s air quality monitor on the western end of Goods Way shows high concentrations of air pollution in this area, with recorded harmful NO2 levels that are higher than World Health Organisation guidelines. This may have multiple causes, such as emissions from road traffic, heating systems from nearby canal boats and construction. There is scope to introduce additional plants and trees to simultaneously reduce the impacts of air pollution and to improve climate resilience through the expansion of shade provision and rainwater drainage.

What are we proposing?

We are proposing the changes below to respond to the opportunities and challenges identified in the Goods Way area. The proposed changes also support the delivery of the policy objectives set out in [Camden’s Transport Strategy](#).

Pedestrian changes

- Converting the existing zebra and parallel crossings over Goods Way, connecting Pancras Square, King’s Boulevard and Granary Square, into one signalised pedestrian crossing and one signalised toucan crossing (which also allows bikes to cross), with generous crossing periods for pedestrians and cyclists that exceed typical maximum crossing times in London. This would help to ensure that



pedestrian/cyclist priority is maintained in this pedestrian dense area. Crossing periods for the two crossings would be simultaneous

- Pavement widening and planting on the southern footway of Goods Way and at the junction of York Way / Goods Way.

Cycling changes



- Upgrade and expansion of existing cycle lanes to kerb-separated cycle tracks along the length of Goods Way with widths ranging between 1.5 and 2.1m
- Inclusion of a bus stop bypass for people cycling westbound at the proposed bus stop (which is subject to approval from TFL) (for an example of this type of bus stop see the photo guide)
- Proposed toucan crossing to replace the existing parallel zebra between, King's Boulevard and Granary Square
- Blue road surfacing across the service road entrance
- Introduction of 'cycle gates' on York way at the junction with Goods Way with separate waiting areas and cycle only stages to improve safety for cyclists, particularly those turning right into Goods Way
- Removal of the early release signal for cyclists on Goods Way at its junction with York Way as this would no longer be needed, if the street was one way westbound for motor vehicles.

Bus stop changes

- A new bus stop for the 63 Route to the west of the existing western zebra crossing. This would be the first stop on the bus route and therefore boarding only
- Bus stop bypass with a zebra crossing to allow cyclists to pass the bus stop safely

Shared & Micro-Mobility Hub

- A new 'shared and micro-mobility hub' to be built on an island in space previously used for the former eastbound lane of Goods Way, near the junction with Camley Street. This would be a space that gives people to shared types of transport. This is proposed to include:
 - A dockless e-scooter and cycle bay
 - Sheltered cycle parking, including for outsized cycles such as cargo bikes
 - A hireable community cargo bike (to be confirmed with providers), which could be hosted by a local business
 - A cycle repair and maintenance toolkit and pump
 - Seating
 - Plants and trees
 - An information and wayfinding plinth



- The island would connect to the northern Goods Way pavement via mini zebra crossings, and would also connect to the southern Goods Way pavement via a signalised crossing

Parking, Loading, Road Marking and Surfacing Changes

- A new floating loading bay at the eastern end of Goods Way to help serve the Filling Station on the northern side of Goods Way as well as other businesses in the area.
- A car club bay and car club vehicle on Camley Street
- Junction to King's Boulevard to be raised to pavement level and paved, with existing motor traffic restriction maintained
- Existing dockless e-scooter and cycle hire bay to be moved further west to accommodate new bus stop
- Existing disabled bays on western end of Goods Way outside 5 Pancras Square to be relocated to the southern end of Camley Street, close to the junction with Goods Way to improve cycle safety on Goods Way, where vehicles currently have to cross the cycle lane to park

Greening Changes

- Low level planting, including rain gardens, throughout Goods Way. Rain gardens are areas of planting which soak up water during heavy rainfall helping to mitigate against local flooding. For an example of a rain garden see the photo guide.
- Tree planting in the proposed mobility hub

The proposed changes are illustrated in the scheme design plans. We have also put together a photo guide that shows what some of the measures being consulted on would look like, such as segregated cycle lanes and bus stop bypasses). Links to both these documents are provided at the bottom of the consultation webpage. The image below provides an illustration of what the proposed changes could look like. A larger version of this is also available at the bottom of the consultation page.

Visualisation of Goods Way Changes looking east from the Goods Way / Pancras Road Junction.



If implemented, the changes would be brought forward in stages. It is expected the construction of signalised pedestrian and cycle crossings would take place first in early 2025, followed by the segregated cycle lanes and a 'shared and micro-mobility hub' at the western end. The changes at the eastern end of Goods Way would come forward once the Filling Station site development is complete. The project would be funded through a combination of public funds and contributions from local developments.

Why are we proposing these changes?

The changes which we are proposing as part of this consultation aim to improve road user experience and road safety for everyone travelling in the area, to enhance provision for sustainable types of travel, to enhance local, public transport connectivity, to improve the look and feel of Goods Way, as well as the area's resilience to climate change and improved air quality.

If implemented, the project would help create greater clarity around who has priority at the crossing points between Pancras Square, King's Boulevard and Granary Square to reduce the risk of collisions, making pedestrians, drivers, and cyclists safer. The reconfigured pedestrian crossings, combined with the cycling improvements, proposed on Goods Way could also help reduce air pollution on the eastern end of the road, which, along with increased planting and trees, would make it a healthier environment for all.

The changes would provide an upgraded, fully separated cycle connection between York Way and Pancras Road / Camley Street. The scheme would connect to the wider cycle network, including infrastructure on York Way, as well as Midland Road. This change would contribute to delivering our Climate Action Plan and meet the recommendation, made by the Citizen's Climate Assembly on the Climate Crisis to introduce more segregated cycle lanes in Camden. The proposed changes would also see improved safety for people cycling on York Way by reducing the risk of cyclists being hit by motor



vehicles turning into Goods way. Overall, the resulting cycle safety improvements could support a more diverse range of people to cycle in the area, particularly groups who currently do not feel safe doing so.

The introduction of a new shared and micro-mobility hub, along with a new bus stop, would expand people's transport options and make it easier for people to choose sustainable travel options, including for the moving of goods. The new bus stop could help improve accessibility to the area for disabled people and those travelling with pushchairs.

While the proposed changes would also involve the relocation of the existing disabled bays on the western end of Goods Way to the southern end of Camley Street, this would help support the other changes required to make the area more accessible for all. Disabled bays on Pancras Road would be retained as they are.

The changes would also help reduce the impacts of taxis ranking on Goods Way on other road users. This would be supported through increased clarity at the proposed signalised crossings and the narrowing of the carriageway, which would reduce stopping opportunities.

As 69% of households in Camden (77.3% in the Kings Cross Ward) do not own a car, we know that providing transport infrastructure and improvements that enable safe and easy walking, wheeling, cycling and scooting on key routes within the borough, such as Goods Way and across the Kings Cross site, are important. Supporting and encouraging those who can walk and cycle, by creating safer streets, will ensure that there is more space available on public transport and on our roads for those who need it the most.

How have we engaged on this already?

Over the past few years, since the opening of Granary Square and the redevelopment of Goods Way, we have received requests from people commenting on the zebra crossings currently in place and seeking amendments to them. During the pandemic, we also asked people to identify where they thought Safe and Healthy Streets improvements were needed within the Borough, a number of [comments](#) were made about improving cycling facilities on Goods Way.



What happens next?



The consultation closes on Sunday 4th August 2024. After the consultation, we will carefully consider the responses, alongside other information including relevant data, safety audits and policy contexts. After the consultation, we will publish a decision report online via our website. We will notify local residents and stakeholders of the outcome.

The report will consider a broad range of information including officer observations, consultation responses, feedback received, relevant policies, and other data/information. Should a decision be made to proceed, we would implement the changes under a permanent Traffic Management Order (TMO). If approved for construction, the changes would likely come forward in phases. We would continue to monitor the changes to make sure the new road layout operates effectively.