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PUBLIC CONSULTATION ENCLOSED



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## Gray's Inn Road Cycling, Walking & Road Safety Proposals

### SUMMARY OF PROPOSALS

- We are consulting on measures to improve conditions for people cycling and walking along Gray's Inn Road, and to provide wider road safety and public realm benefits.
- Gray's Inn Road is already a popular cycle route and the numbers of people cycling along this road are expected to grow. It is proposed to implement protected cycle lanes in both directions on Gray's Inn Road, from Harrison Street in the north to High Holborn in the south, to ensure high levels of comfort and safety for anyone cycling along this corridor.
- Camden's Citizens' Assembly on the Climate Crisis contains 17 key recommendations. One of those is installing more segregated cycle lanes, which this scheme contributes towards.
- The Council is proposing to improve the junctions of Gray's Inn Road with (a) Sidmouth Street/Ampton Street and (b) Guilford Street/Calthorpe Street to provide both safer cycling and pedestrian facilities.
- Additional improvements for people walking along Gray's Inn Road are also proposed by introducing 'continuous' footways at side road junctions to highlight pedestrian priority.
- We have aimed to minimise the impact on bus journey times by consolidating bus stops, whilst retaining high levels of accessibility to buses on the corridor and relocating bus stops into the carriageway. Traffic modelling of the proposed improvements on Gray's Inn Road indicates the proposed changes would result in bus journey time improvements.
- To facilitate these measures, parking and loading facilities will be rationalised along the corridor with additional amendments on side roads leading into Gray's Inn Road.

The images below illustrate the changes that are proposed along the corridor, in comparison to the current road layout.



Existing



Proposed

Consultation period closes: 29 November 2019



## Why are we proposing these changes?

A study carried out in 2016 ('Kings Cross-Farringdon Public Realm') identified, in conjunction with the local community and stakeholders, a number of issues for people walking and cycling in this area. Feedback from the local community highlighted issues within the area, such as high levels of traffic on residential streets in the area, the severance caused by major roads, and streets being cluttered. In response to this, we established a long-term vision to improve the network of streets between King's Cross and Farringdon, including Gray's Inn Road. This vision is being delivered in phases.

The [first phase](#) provided pedestrian crossings along Gray's Inn Road and changes to parking, waiting and loading to help buses arrive and leave bus stops quickly and safely, reducing delays to their journeys. The [second phase](#) introduced a number of restrictions to motor vehicle traffic, and permeability improvements for people walking and cycling, on residential and quiet streets between King's Cross and Farringdon. Phases 1 and 2 of this project are now substantially complete and have sought to address some stakeholder concerns. The proposals described in this consultation document are the third phase of improvements within the King's Cross and Farringdon Area. These proposals seek to resolve additional issues, including those identified by stakeholders, around safety for pedestrians and cyclists.

In 2019, Camden Council declared a [climate emergency](#), and convened the UK's first Citizens' Assembly to develop proposals on how Camden should address the climate crisis. There were 17 recommendations made by the Assembly, one of which was to provide more segregated cycle lanes. This proposal, as part of a Borough-wide cycle network (see below), helps deliver that aim.

The new [Camden Transport Strategy \(CTS\)](https://www.camden.gov.uk/transport-strategies-and-plans) (<https://www.camden.gov.uk/transport-strategies-and-plans>), adopted by the Council in April 2019, commits to transforming our streets and places to enable active forms of travel – walking and cycling. These modes of travel are at the top of Camden's 'road user hierarchy', recognising their benefits in terms of improving personal health, reducing motor vehicle traffic and congestion, improving air quality and reducing road traffic collisions. The proposals on Gray's Inn Road will contribute to delivering the CTS, and associated Action Plans, as follows:

- Camden's Cycling Action Plan identifies Gray's Inn Road as a 'primary' cycle corridor (providing protection from motor traffic on main road routes) as part of the Borough-wide cycle network. TfL's Strategic Cycling Analysis (2017) identifies Gray's Inn Road as being within the top 10% of roads in London providing the busiest cycle connections. Segregated cycle tracks would both enhance cycle safety on this corridor and provide connections to other cycle routes, including Cycleway 6 (at Ampton Street/ Sidmouth Street) & Quietway 2 (at Guildford Street/ Calthorpe Street).
- The Gray's Inn Road corridor suffers from high levels of road traffic casualties. From the most recent collision data for Gray's Inn Road it can be ascertained that there were 56 casualties from 53 collisions in the 3yrs to end December 2018. Looking at the modes involved in these collision there were: 26 pedal cyclists, 10 pedestrians, 10 motorcyclists, 5 taxis, 3 cars, 1 bus and 1 'other vehicle'. Of these, four were serious, 52 were slight and none were fatal. The Council's Road Safety Action Plan commits to delivering measures that will help meet the Mayor's 'Vision Zero' target to reduce Killed and Seriously Injured (KSI) road traffic casualties to zero by 2041. Protected cycle tracks, enhanced pedestrian facilities and upgraded junctions on Gray's Inn Road will help deliver that goal.
- Camden's Walking & Accessibility Action Plan commits to transforming conditions for pedestrians throughout the Borough. Key actions include providing 'Countdown' timing information at all signalised junctions in Camden, and 'continuous footways' to emphasise pedestrian priority at side roads. The Plan also commits to rolling out the Legible London way-finding system across the Borough.

# PROPOSALS

We are consulting on measures to improve conditions for people cycling and walking on Gray's Inn Road, and to provide wider road safety and public realm benefits. The proposed changes are outlined in this consultation leaflet and illustrated in detail in the consultation drawings, attached as part of this document.

## **1. Provision of protected cycle lanes in both directions on Gray's Inn Road**

It is proposed to provide, generally, 2m-wide cycle lanes in each direction between Harrison Street (towards the northern end of Gray's Inn Road) and just north of the High Holborn junction (at the southern end of Gray's Inn Road). The lanes would:

- Be protected from general traffic through 'light segregation' – such as 'armadillos', or traffic wands in most locations, and as a kerb-separated cycle track for short stretches elsewhere, including approaches to junctions (funding constraints have prevented full kerb segregation throughout the scheme). Introducing fully segregated cycle tracks along the corridor was explored but was not taken forward due to budget constraints.



**Kerb- separation**



**'Armadillos' and traffic wand**

- Narrow to 1.5m as part of 'floating bus stops', where the cycle track passes behind the bus stops. Bus boarding (waiting) areas will be provided for bus passengers in those locations. Raised, mini-zebras will be used to emphasise pedestrian priority crossing the cycle track in those locations.

Space for the cycle lanes is being provided by reducing the width of the general traffic lanes. These will be reduced to (in general) 3.2m in each direction (currently, approximately 5m in each direction). By narrowing the traffic lanes, the intention is also to help reduce motor vehicle speeds, and improve road safety. In addition, we will seek to improve permeability for cyclists to/ from Gray's Inn Road, for example by making side streets that are currently one way (such as, Roger Street) two-way for cycling.

The existing Cycle Hire docking station on Gray's Inn Road, to the north of the junction with Guilford Street/ Calthorpe Street, will be retained.

## **2. Road safety improvements at signalised junctions along the Gray's Inn Road corridor**

The following signalised junctions would receive improvements under these proposals, as set out below. Several options for these junctions were explored and the changes described below are considered to provide the right balance of making improvements for pedestrians and cyclists, whilst also maintaining bus journey times.

### ***(a) Changes to the Sidmouth Street/ Ampton Street junction with Gray's Inn Road***

We are proposing to introduce a new, separately controlled cycle phase on the Sidmouth Street arm of the junction. This will also include a protected cycle track on Sidmouth Street, on the approach to the junction, preventing any potential conflict with motor vehicles. This new phase would run at the



same time as the existing westbound stage for cyclists, from Ampton Street. On the north-south alignment on Gray's Inn Road, protected cycle tracks will feed into an Advanced Stop Lane (ASL). An early release signal for cyclists will be provided to allow cyclists to be clear of the junction before other vehicles move, reducing the potential for conflict with motor vehicles. A 'two stage' right turn for cyclists will also be provided for cyclists heading north, turning right from Gray's Inn Road into Ampton Street, and for cyclists heading south, turning right from Gray's Inn Road into Sidmouth Street. All four pedestrian crossings will be widened.

*(b) Changes to the Guilford Street/ Calthorpe Street junction with Gray's Inn Road*

It is proposed to introduce a new, fully separated stage in the junction for cyclists heading north/south on Gray's Inn Road, removing the potential for 'left hook' collisions with motor vehicles. This will result in an increase in the number of signal stages from three to four stages. However, the total running time to go through all four stages will be the same amount of time that is currently provided. On Gray's Inn Road (both north and south) there are currently two lanes on the approach to the junction, these will be reduced to one, with fully segregated cycle tracks leading into the junction, north and south bound. Mandatory cycle lanes, ASLs and an early release for cyclists will be provided on the Guilford Street and Calthorpe Street arms of the junction. Pedestrian crossings are being widened and Pedestrian Countdown facilities will be provided on all arms of the junction.

The images below illustrate the existing and proposed layout at the Guilford Street/ Calthorpe Street/ Gray's Inn Road junction.



**Existing**



**Proposed**

Additional facilities for pedestrians and cyclists, at both junctions, were considered in the feasibility stage of the project but ruled out due to impact on bus journey times, in particular. Traffic modelling results indicate that the changes proposed in the option described in this consultation document will have some journey time savings for buses, when compared to the existing journey times. This modelling is subject to approval by Transport for London (TfL).

It should also be noted that the following junctions on Gray's Inn Road are outside the scope of this scheme, for reasons set out below:

Junction	Reason why not included in these proposals
Gray's Inn Road/High Holborn	Future proposals to be developed in conjunction with City of London
Gray's Inn Road/Theobald's Road/ Clerkenwell Road	Proposals to be brought forward for consultation separately as part of Camden's Holborn Liveable Neighbourhood's project and/or as part of wider aspirations for the Clerkenwell Road corridor
Gray's Inn Road/King's Cross gyratory area junctions	Proposals to be brought forward for consultation separately by TfL as part of wider proposals for improving the gyratory system

### **3. Priority for pedestrians at side roads and upgraded wayfinding**

It is proposed to provide 'continuous footways', an uninterrupted footway that extends across a side road, at every side road that meets Gray's Inn Road. This will provide a visual priority for pedestrians over motor vehicle traffic on this corridor, which has high pedestrian flows. Recent improvements to Legible London pedestrian wayfinding have been provided on Gray's Inn Road and this scheme would complete that project by filling in gaps in provision.



**Example from Waltham Forest of a 'continuous footway'**

The two existing zebra crossings, within close proximity, between Coley Street and Elm Street are being rationalised into a single new zebra crossing. This is considered the safest way to accommodate pedestrians crossing and the revised bus stops in this section.

### **4. Rationalising parking/loading arrangements and bus stops**

Under this scheme, changes to the layout of parking/ loading and bus stops on Gray's Inn Road would be introduced, as set out below.

#### *Parking and Loading*

In November 2018, a business parking and loading survey was carried out by the Council to help better inform our understanding of the existing loading and servicing requirements of businesses and organisations along Gray's Inn Road. Responses from this survey showed that there is a high demand for loading and services at all times of the day, in particular between 10am and 4pm. The survey indicated, 84% of all deliveries and servicing on Gray's Inn Road were undertaken using a small van. This survey also highlighted that there is a lot of potential for businesses and organisations along this road to work together to reduce the number of motorised vehicles that currently carry out their deliveries, through freight consolidation and other strategic approaches.

Further work with businesses and organisations on Gray's Inn Road could explore opportunities for more sustainable deliveries, such as freight consolidation, the use of cargo bikes and restricting deliveries to outside of peak travel times. Following this consultation, officers will work with businesses on Gray's Inn Road, including offering (free) freight & servicing audits, to further understand the existing loading requirements of businesses and to explore opportunities for more sustainable deliveries, including potential to link up with other Council projects. Officers will meet in person with businesses and organisations on or adjacent to Gray's Inn Road who would like to discuss their specific loading requirements. This can be arranged by emailing: [transportconsultations@camden.gov.uk](mailto:transportconsultations@camden.gov.uk)

In order to deliver the vision set out in Camden's Transport Strategy and to prioritise the needs of sustainable modes of travel on Gray's Inn Road a more strategic and organised approach to deliveries and loading provision is required for businesses along Gray's Inn Road. It is necessary to rationalise and relocate parking/loading provision from Gray's Inn Road onto adjacent side roads. Further detail on these changes are set out below and in the attached parking and loading plan.

All existing dedicated parking bays along the length of Gray's Inn Road between Harrison Street and north of the High Holborn junction will be removed, and relocated, where feasible, in the nearby vicinity. Double Yellow Lines with double blips (no loading, no waiting at anytime) will be provided along the length of Gray's Inn Road, within the project area. The loading and parking changes proposed on Gray's Inn Road are described in detail in the attached Loading and Parking Plan.

In addition to the parking and loading changes proposed on Gray's Inn Road, changes are proposed on side streets, adjacent to Gray's Inn Road. Further detail on all these changes is provided in the attached Parking and Loading Plan and online. The streets where changes are proposed include:

- Harrison Street
- Frederick Street
- Cubitt Street
- Ampton Street
- Coley Street
- Gough Street (south of Calthorpe Street)
- Roger Street
- Elm Street
- North Mews
- Northington Street
- Portpool Lane
- Baldwin's Gardens

It is proposed to remove 18 market traders' bays on Gray's Inn Road and one on Ray Street. Within the Hatton Garden area, 21 market traders' bays will be retained on street, 2 retained off-street and 8 new, on street market traders' bays will be provided (making a total of 31 market traders' bays within the vicinity and a total loss of 11 bays). Further detail on all these changes is provided in the attached Market Traders' Bays Plan and online.

15 m of existing, cycle parking stands will be removed from their current location on Coley Street and relocated along the Gray's Inn Road corridor.

Table 1, below, provides a summary of the changes to parking along the Gray's Inn Road corridor and neighbouring sides roads, based on bay type.

**Table 1: Net parking changes along the Gray's Inn Road corridor, including side roads**

Type of Bay	Net Loss
Residents' Parking Bay	0 car spaces
Pay & Display Bay	0 car spaces
Doctors' Bay	4 car spaces
Car Club Bay	3 car spaces
Business Bay	1 car space
Motor Cycle Bay	3 car spaces
Market Trader Bays	11 spaces
Single Yellow Line	464m
Disabled Bays	0
Taxi Rank	0 car spaces

### *Bus Stops*

Three bus routes currently move through the project area north and south bound, these are routes 17, 46 and 341. Routes 17 and 46 travel along the full length of the corridor and Route 391 travels along the southern section of the corridor, between the junctions with Theobald's Road/ Clerkenwell Road and High Holborn.

There are currently 12 bus stops on Gray's Inn Road and it is proposed to reduce this number to 8. Further detail on the exact locations of these bus stops is provided in the attached Bus Stop Plan. This rationalisation of bus stops is proposed to ensure a continued high level of accessibility to stops, whilst ensuring bus journey time improvements and the wider road safety improvements set out in this document. TfL guidelines indicate bus stops should be within 400m of each other, following rationalisation all bus stops on Gray's Inn Road will still be within 400m of each other.

## **What will be the impacts on air quality and traffic levels?**

### **Air Quality:**

In August 2018, eight diffusion tube air quality monitoring sites were established within the Farringdon and King's Cross areas. These are being used to monitor pre and post scheme air quality. More information on air quality monitoring in Camden is available on our website: <https://opendata.camden.gov.uk/stories/s/Camden-Air-Quality-Monitoring/bmrm-k7pv>

### **Traffic Impacts:**

As previously stated, traffic modelling of the corridor and junctions has been undertaken for these proposals and is subject to approval by Transport for London (TfL). A traffic modelling video of the proposed scheme is available online here: <https://consultations.wearecamden.org/communications-strategy-improvement/gray-s-inn-road-cycling-walking-road-safety-propos>. This initial modelling indicates that the proposed changes are likely to result in longer queue lengths on all arms of the Sidmouth Street/ Ampton Street and Guilford Street/ Calthorpe Street junctions with Gray's Inn Road, in both the AM and PM peaks. However, through making the proposed changes along the Gray's Inn Road corridor, the following benefits are achieved:

- safer and improved pedestrian facilities,
- significantly safer and improved facilities for cyclists,
- bus journey times are maintained as existing or better and,
- the amount of road space given over to motor vehicles is reduced, in order to allow for improved facilities to be provided for modes that are more sustainable and healthy, such as walking, cycling and public transport.

These changes are in line with the Mayor of London's Healthy Streets Approach, the policy objectives set out in our Transport Strategy and the priorities established by our road user hierarchy.

No road closures or banned turns are included in these proposals. This was considered at both the Sidmouth Street/ Ampton Street and Guilford Street/ Calthorpe Street junctions as part of feasibility study, and was not deemed feasible.

## **This is your opportunity to comment**

The Council will be pleased to hear your views on the proposals we are consulting upon as well as any alternative suggestions or objections you may have to any aspect of the scheme. Please respond to this consultation by completing the attached questionnaire by **29 November 2019**. This leaflet and questionnaire have also been published online. Details of how you can send us your views are provided on the next page.

**RESPONSE: Please submit your response to this consultation via one of the following three options, on the next page:**



**Option 1 Online:** submit your response by answering a series of consultation questions and providing your comments on an online form, which can be found using this link: <https://consultations.wearecamden.org/communications-strategy-improvement/gray-s-inn-road-cycling-walking-road-safety-propos>

**Option 2 Email:** submit your responses to the questionnaire overleaf via email to: [transportconsultations@camden.gov.uk](mailto:transportconsultations@camden.gov.uk)

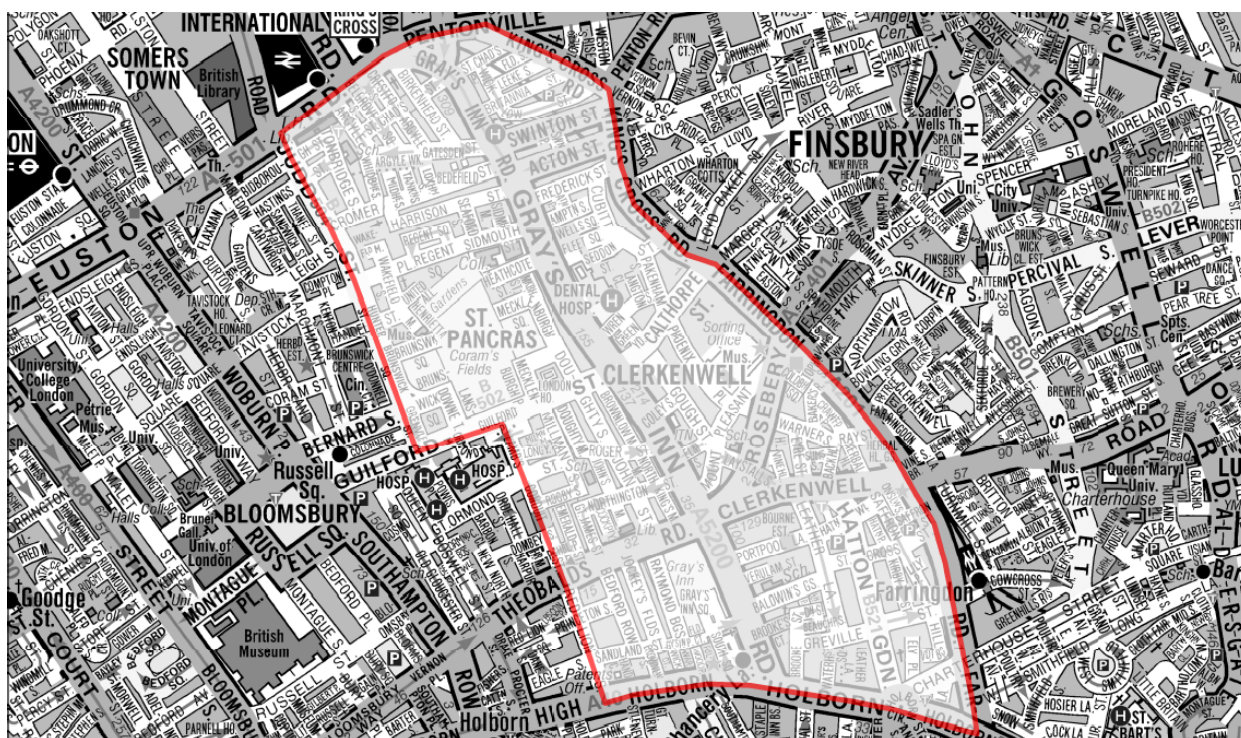
**Option 3 Post:** submit your response using the following free post address **Freepost LBC TRANSPORT STRATEGY** (no stamp and other addressing details needed on the envelope).

**Please Note:** If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views. An equality and diversity form has been included - that is voluntary for you to complete and you may send it to us via email or using the above free post address along with your consultation response. Any information you provide will help us in making an informed decision on the proposals. While it will not be possible to reply to you individually, all comments will be taken into account. At the end of this consultation exercise, a report will be prepared analysing the comments received and officers' recommendations. This report will be presented to the Cabinet Member for a Sustainable Camden who will make a decision about whether or not to proceed with the scheme. Under the Local Government (Access to Information) Act 1985, your response is available for public inspection; however, your personal details will remain confidential. Please only write to us about the consultation issue.

### ***Who is being consulted?***

Information leaflets are being sent to all properties within the consultation area outlined on the plan, below, as well as Local and Statutory Groups, Emergency Services and Ward Councillors.

The consultation area was identified through drawing a 350 meter radius around Gray's Inn Road. In some areas this 350 meter radius was extended, for example to include Judd Street and Hatton Garden.





## ***Further Information***

If you require any additional information or would like further explanation, please call the Transport Strategy team on 020 7974 2087 or email [transportconsultations@camden.gov.uk](mailto:transportconsultations@camden.gov.uk)

The following additional information is also available online:

- Traffic Modelling Video of the proposed changes
- Table setting out all the proposed parking changes on Gray's Inn Road and nearby side roads

This can be accessed here: <https://consultations.wearecamden.org/communications-strategy-improvement/gray-s-inn-road-cycling-walking-road-safety-propos>

Should you require printed copies of any of the additional plans/ information provided online, these can be provided on request.

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