

**LONDON BOROUGH OF CAMDEN
CULTURE AND ENVIRONMENT DIRECTORATE
ENVIRONMENT AND TRANSPORT DIVISION**

**MATTERS FOR DECISIONS BY THE ASSISTANT DIRECTOR OF CULTURE AND ENVIRONMENT (ENVIRONMENT AND TRANSPORT) -
NON-KEY DECISION –10 May 2016**

REPORT TITLE	RECOMMENDATION	WARD/S	APPROVED BY
Pedestrian Crossing, Bus Reliability and Pavement Improvements on Gray's Inn Road	<p>That the Acting Assistant Director of Environment & Transport approves the following, subject to detailed design and due statutory processes:</p> <ul style="list-style-type: none"> • Implement Proposal 1 which involves changes between Harrison Street and Heathcote Street along Gray's Inn Road, except the footway widening between Ampton Street and Calthorpe Street which is now recommended to not be implemented (Refer to section 5.1). • Implement Proposal 2 which involves changes between Heathcote Street and Wren Street along Gray's Inn Road, except the footway widening between Ampton Street and Calthorpe Street which is now recommended to not be implemented (Refer to section 5.2). • Implement Proposal 3 which involves changes between Wren Street and Roger Street along Gray's Inn Road, except the footway widening between Ampton Street and Calthorpe Street which is now recommended not to be implemented. Recommend to not implement the proposal to convert 5m of single yellow line outside 21a Brownlow Mews to carriageway cycle parking (Refer to section 5.3). • Implement Proposal 4 which involves changes between Roger Street and Theobald's Road along Gray's Inn Road and to Implement a pedestrian island at the relocated zebra crossing close to Elm Street on Gray's Inn Road (Refer to section 5.4). • Implement Proposal 5 which involves changes between Theobald's Road and Baldwin's Garden along Gray's Inn Road. (Refer to section 5.5). • Implement Proposal 6 which involves changes between Baldwin's Garden and High Holborn along Gray's Inn Road (Refer to section 5.6). 	Holborn & Covent Garden and King's Cross	Acting Assistant Director, Environment & Transport

Signed by Acting Assistant Director:
**Louise McBride, Acting Assistant Director
Environment & Transport
Culture and Environment Directorate**



PEDESTRIAN CROSSING, BUS RELIABILITY AND PAVEMENT IMPROVEMENTS ON GRAY'S INN ROAD

NON-KEY DECISION OF THE ASSISTANT DIRECTOR OF ENVIRONMENT AND TRANSPORT

1.0 SUMMARY OF REPORT

- 1.1 This report outlines the Council's proposal to improve zebra crossings and widen the footway on Gray's Inn Road in order to create a safer environment for pedestrians. This report also includes proposals to improve bus reliability along Gray's Inn Road through replacing the existing single yellow line with double yellow lines with no loading at any time restrictions and to make changes to bus stops.
- 1.2 The report provides details of the results of the consultation undertaken on the proposals and makes recommendations.

2.0 AFFECTED WARDS

- 2.1 Holborn & Covent Garden and King's Cross

3.0 RECOMMENDATIONS

- 3.1 That the Assistant Director of Environment and Transport approves the implementation of the following, subject to detailed design and due statutory processes:
- 3.2 Implement Proposal 1 which involves changes between Harrison Street and Heathcote Street along Gray's Inn Road, except the footway widening between Ampton Street and Calthorpe Street which is now recommended to not be implemented. (Refer to section 5.1)
- 3.3 Implement Proposal 2 which involves changes between Heathcote Street and Wren Street along Gray's Inn Road, except the footway widening between Ampton Street and Calthorpe Street which is now recommended to not be implemented. (Refer to section 5.2)
- 3.4 Implement Proposal 3 which involves changes between Wren Street and Roger Street along Gray's Inn Road, except the footway widening between Ampton Street and Calthorpe Street which is now recommended not to be implemented. Recommend to not implement the proposal to convert 5m of single yellow line outside 21a Brownlow Mews to carriageway cycle parking. (Refer to section 5.3).
- 3.5 Implement Proposal 4 which involves changes between Roger Street and Theobald's Road along Gray's Inn Road and to implement a pedestrian island at the relocated zebra crossing close to Elm Street on Gray's Inn Road. (Refer to section 5.4).
- 3.6 Implement Proposal 5 which involves changes between Theobald's Road and

Baldwin's Garden along Gray's Inn Road (Refer to section 5.5). Officer's recommend that the existing zebra crossing north of the junction with Baldwin's Gardens is raised and that the junction with Baldwin's Gardens and the entrance to Gray's Inn Gardens are incorporated.

- 3.7 Implement Proposal 6 which involves changes between Baldwin's Gardens and High Holborn along Gray's Inn Road. (Refer to section 5.6)

4.0 BACKGROUND

- 4.1 The proposed improvements to Gray's Inn Road contribute towards meeting the objectives of a larger public realm and transport vision for the King's Cross – Farringdon Area as well as the objectives set out in Camden's Transport Strategy. These include:

- Improved streets for walking and cycling
- Making it clearer and easier to move through the area on foot
- Improvements to sustainable forms of travel (walking, cycling and public transport)
- Create safer, more attractive and less cluttered streets
- Make the area a better place to live and do business

- 4.2 This consultation aims to bring forward a number of elements for early implementation which have been identified in the broader vision for improving transport and the public realm within the King's Cross-Farringdon Area. This is based on an analysis of traffic collision data; site visits to ascertain pedestrian movements and desired crossing points; demand for cycle parking and bus journey time delays along Gray's Inn Road. The implementation of these elements will not compromise the implementation of the longer term vision.

- 4.3 Traffic collision data for Gray's Inn Road indicates that 64 road traffic collisions occurred along the entire length of the road within the last 36 months to October 2015. Twelve of these collisions involved pedestrians, a number of which took place at existing pedestrian crossings and pedestrian islands along Gray's Inn Road.

- 4.4 Cycle parking is in heavy demand at various locations along Gray's Inn Road, such as at Coley Street. In addition, a number of Central London Cycle Grid schemes have been identified in the vicinity of Gray's Inn Road, therefore, there is likely to be an increase in the demand for cycle parking.

- 4.5 Officers undertook site visits and arrived at a series of measures that would help improve pedestrian safety whilst providing more space for cycle parking.

- 4.6 A number of factors along Gray's Inn Road are currently contributing towards delays to bus journey times. In particular, waiting and loading on single yellow lines adjacent to bus stops make it difficult for buses to enter and/or exit bus stops, making journeys longer for bus passengers. As part of TfL's Roads Modernisation Plan, Gray's Inn Road has been identified for bus reliability improvements. Following discussions with TfL, and site visits undertaken by

Camden officers, a number of changes were considered which would help improve bus journey times along Gray's Inn Road.

- 4.7 The proposals identified for improvement are described below and these were taken forward to a public consultation.

5.0 PROPOSALS

- 5.1 Proposal 1 - Changes between Harrison Street and Heathcote Street along Gray's Inn Road:

- At the bus stop located on the western side between Harrison Street and Sidmouth Street, provide a section of double yellow line with a no loading at any time restriction on both sides of the bus stop (21m north and 25m south of the bus stop).
- On the western side between Sidmouth Street and Heathcote Street, convert the single yellow line to double yellow line with a no loading at any time restriction.
- On the eastern side between Frederick Street and Ampton Street, convert single yellow line to double yellow line with a no loading at any time restriction.
- On the eastern side, outside the Calthorpe Project centre, widen the footway and implement 30m (6 car spaces) of double yellow line with no loading at any time restrictions near the junction with Ampton Street.

- 5.2 Proposal 2- Changes between Heathcote Street and Wren Street along Gray's Inn Road:

- Relocate the bus stop located on the eastern side between Ampton Street and Wren Street further south to outside the Eastman Dental Hospital where a zebra crossing is currently in place. This existing zebra crossing will be relocated to where the bus stop is currently situated and raised to footway level.
- The relocated bus stop will be extended by 5m to accommodate two buses. 15m of double yellow line with no loading at any time restrictions will be provided south of the bus stop. North of the bus stop, the existing 'ambulance keep clear' markings outside the dental hospital will be replaced with 25m of double yellow line with no loading at any time restrictions.
- Opposite the relocated bus stop 30m (6 car spaces) of double yellow line with no loading at any time restrictions will be provided.
- At the bus stop on the western side between Heathcote Street and Guilford Street, double yellow line with no loading at any time restrictions will be provided 8m north and 43m south of the bus stop.
- The existing pedestrian island north of St Andrew's Gardens will be replaced with a new raised zebra crossing. The existing 'keep clear' markings on the western side of the pedestrian island will be replaced with zebra crossing zig-zag markings. Immediately north of the new zebra crossing 25m (5 car spaces) of double yellow line with no loading at any time restrictions will be provided.

The proposed changes on Wren Street:

- On Wren Street at the junction with Gray's Inn Road, 4m of single yellow line and 4m of pay and display parking will be converted to on-carriageway cycle parking.

5.3 Proposal 3 – Changes between Wren Street and Roger Street along Gray's Inn Road:

- The bus stop on the eastern side between Wren Street and Calthorpe Street will be extended north by 6m to accommodate two buses. In addition, 8m of double yellow line with no loading at any time restrictions will be provided to the south and 18m to the north of the bus stop.
- On the eastern side between Calthorpe Street and Coley Street; convert 45m (9 car spaces) of existing single yellow line to double yellow line with no loading at any time restrictions.
- The existing bus stop on the eastern side between Guilford Street and Roger Street is to be extended by 6m south in order to accommodate two buses. In addition, it is proposed to provide 5m of double yellow line with no loading at any time restrictions north and 24m south of the bus stop.
- Outside the ITN Building on Gray's Inn Road, upgrade the existing pedestrian island to a raised zebra crossing.

The proposed changes on Brownlow Mews:

- Convert 5m of single yellow line outside 21a Brownlow Mews to carriageway cycle parking.

The proposed changes on Coley Street:

- Convert 20m of pay and display parking to on-carriageway cycle parking (4 car spaces) on the eastern side of Coley Street near junction with Gough Street.
- Convert 5.5m of pay and display parking to carriageway cycle parking (1 car space) on the western side of Coley Street near junction with Gray's Inn Road.

5.4 Proposal 4 – Changes between Roger Street and Theobald's Road along Gray's Inn Road:

- On the eastern side relocate the zebra crossing south of the junction with Elm Street 15m south of its existing location.
- Relocate the existing bus stop on the eastern side between Elm Street and Mount Pleasant 31m north and provide 25m of single yellow line north of the relocated bus stop. South of the relocated bus stop, provide 11m of double yellow line with no loading at any time restrictions.
- Relocate the bus stop on the western side between Northington Street and Theobald's Road 18m south to outside 43 – 49 Gray's Inn Road. Outside the existing bus stop, implement 28m of double yellow line with no loading at any time restrictions.

5.5 Proposal 5 - Changes between Theobald's Road and Baldwin's Gardens along Gray's Inn Road:

- On the western side, provide 37m of double yellow line with no loading at any time restrictions south of the bus stop outside the Verulam Buildings.
- On the eastern side, between Clerkenwell Road and Portpool Lane 29m of double yellow line with no loading at any time restrictions will be implemented north of the bus stop. In addition, the bus stop will be extended by 5m, with 2.5m north and 2.5m south of the bus stop in order to accommodate two buses.
- Relocate the existing 2 car club spaces located close to the junction with Gray's Inn Road on Portpool Lane to outside 47 – 61 Portpool Lane.
- At the zebra crossing, build out the pavement outside of the entrance to Gray's Inn Gardens, on both sides of the road; and raise the zebra crossing, carriageway, junction with Baldwin's Gardens and entrance to Gray's Inn Gardens to footway level.

5.6 Proposal 6 – Changes between Baldwin's Gardens and High Holborn along Gray's Inn Road are detailed below:

- The bus stop opposite 24 - 32 Gray's Inn Road (one closer to junction with High Holborn) will be removed and replaced with 27m of double yellow line with no loading at any time restriction. The bus stop closer to junction with Baldwin's Gardens will be retained but will have 22m of double yellow line with no loading at any time restriction north of the bus stop, as agreed with TfL.

6.0 CONSULTATION

6.1 Consultation was held from 26 November 2015 to 8 January 2016. Approximately 1600 leaflets were distributed to all residents and businesses located in close proximity to the proposals as well as Local and Statutory Groups, Emergency Services and Ward Members. In addition to this, the leaflet was available to view online on the Council's website.

6.2 Consultation results:

6.2.1 In total, of the approximately 1600 letters distributed, a total of 49 responses were received by the closing date, which represents a return rate of 3%.

6.2.2 Responders had a total of 6 weeks to respond back to the consultation, a longer period taking into account the holiday period over Christmas.

6.3 The responses received for each of the six proposals are summarised in the six tables below:

Proposal 1	Pedestrian crossing and bus reliability improvements between junctions with Harrison Street and Heathcote Street			
	Yes	No	No Opinion	Not specified
Businesses	1	2	4	2
Residents	10	8	15	6
Statutory Groups		1		
Totals	11 (22.4%)	11(22.4%)	19 (38.7%)	8 (16.3%)

Proposal 2	Pedestrian crossing and bus reliability improvements between junctions with Heathcote Street and Wren Street			
	Yes	No	No Opinion	Not specified
Businesses	2	3	1	3
Residents	11	8	14	5
Statutory Groups	1			
Councillors	1			
Totals	15 (30.6%)	11 (22.4%)	15 (30.6%)	8 (16.3%)

Proposal 3	Pedestrian crossing and bus reliability improvements between junctions with Wren Street and Roger Street			
	Yes	No	No Opinion	Not specified
Businesses	2	4	2	2
Residents	12	10	8	8
Statutory Groups	1			
Totals	15 (30.6%)	14 (28.5%)	10 (20.4%)	10 (20.4%)

Proposal 4	Pedestrian crossing and bus reliability improvements between junctions with Roger Street and Theobald's Road			
	Yes	No	No Opinion	Not specified
Businesses	4	1	2	
Residents	15	5	9	12
Statutory Groups	1			
Totals	20 (40.8%)	6 (12.2%)	11 (22.4%)	12(24.4%)

Proposal 5	Pedestrian crossing and bus reliability improvements between junctions with Theobald's Road and Baldwin's Gardens			
	Yes	No	No Opinion	Not specified
Businesses	3	3	3	2
Residents	14	5	10	8
Statutory Groups	1			
Totals	18 (36.7%)	8 (16.3%)	13 (26.5%)	10 (20.4%)

Proposal 6	Pedestrian crossing and bus reliability improvements between junctions with Baldwin's Gardens and High Holborn			
	Yes	No	No Opinion	No answers
Businesses	1	2	4	5
Residents	13	7	8	8
Statutory Groups			1	
Totals	14 (28.5%)	9 (18.3%)	13 (26.5%)	13 (26.5%)

- 6.4 The responses indicate that a majority of respondents are in favour of most of the proposals, although it is also acknowledged that a high proportion of respondents have offered no opinion. In considering those who have stated clear support or objection to each proposal, Proposal 1 indicates a split view, whilst Proposals 2, 3 and 6 indicate a slight majority in favour. Proposals 4 and 5 indicate clear support for the proposals.

7.0 COMMENTS RECEIVED DURING CONSULTATION

7.1 Comments received from Ward Members:

- 7.1.1 Councillor Vincent expressed concerns over the proposed cycle parking proposal outside 21a Brownlow Mews as set out in Proposal 3.

Officer's comments

The Council received a request for cycle parking outside 21a Brownlow Mews and for this reason, it was proposed to install cycle parking at this location. However, a number of objections to this proposal have also been received from residents. Having considered in detail the concerns raised by residents and Councillor Vincent and mindful of the fact that only one request was received for cycle parking at this location, officers are now recommending that this proposal should not be implemented.

7.2 Comments received from statutory groups:

- 7.2.1 Camden Cycle Campaign (CCC) disagreed with the proposed footway widening at all the new and existing zebra crossings along Gray's Inn Road and along the eastern section of Gray's Inn Road between the junctions with Ampton Street and Calthorpe Street. Their reasoning for this was that it would create pinch points for cyclists. In addition, CCC is of the view that the footway widening would make it impossible to implement cycle lanes on either side of Gray's Inn Road at a later stage and would therefore only support this if sufficient room for 2m cycle lanes in either direction were provided.

Officer's comments

Within the consultation document it was proposed to remove the central pedestrian islands at zebra crossings on Gray's Inn road and to widen the footway on either side of the zebra crossings. This would reduce the distance pedestrians have to cross at zebra crossings along Gray's Inn road and provide more room through the zebra crossings for cyclists. In addition, the footway on the eastern side of Gray's Inn Road, between the junctions with Ampton Street and Calthorpe Street, is currently narrow and has an observed appreciable flow of pedestrians, particularly during peak travel times. Therefore, it was proposed to widen the footway on the eastern side of this section of Gray's Inn Road in order to provide more room for pedestrians and encourage walking, which is in line with the Camden Transport Strategy's objective to encourage healthy and sustainable travel.

However, following further investigation, it was discovered that statutory utility covers that were in place along the sections of Gray's Inn Road where widening

was proposed were larger in size than first observed. As a result, the footway would need to be widened substantially in order to avoid these covers or the covers would need to be relocated. Additional widening of the footway would result in reduced carriageway widths to unacceptable levels should dedicated two way cycling provision be considered in the future and the funding required to relocate the covers is not currently available. Therefore, officers are proposing to retain the pedestrian islands at all zebra crossings on Gray's Inn Road and to not widen the footway proposed under Proposals 1, 2 and 3. It is still recommended that the zebra crossing outside the Eastman Dental Hospital be relocated further north and raised in order to help reduce vehicle speeds on approach and provide more pedestrian priority. It is also recommended that new zebra crossings containing pedestrian islands replace the existing pedestrian islands close to St Andrew's Gardens and outside the ITN building near the junction with Coley Street. A pedestrian island will also be added to the zebra crossing on Gray's Inn Road between junctions with Elm Street and Clerkenwell Road.

CCC's proposal to implement 2m wide cycle lanes in either direction will be investigated further should there be a future scheme established for Gray's Inn Road.

7.3 Comments from residents and businesses on Proposal 1:

Waiting and Loading restrictions between junctions with Frederick Street and Ampton Street

- 7.3.1 Two residents and two businesses objected to the changes to loading restrictions on the eastern side of Gray's Inn Road between the junctions with Frederick Street and Ampton Street.

Officers' response

A mandatory cycle lane is currently in place between the junctions of Frederick and Ampton Street. Double yellow lines with no loading at any time restrictions are being proposed in order to keep this cycle lane clear for cyclists and to prevent obstruction by parked vehicles. Businesses and residents located on Gray's Inn Road between the junctions with Frederick Street and Ampton Street will be able to load and unload on Frederick Street where a sufficient length of single yellow line is in place.

Officers' view on Proposal 1

Double yellow lines with no loading at any time restrictions are proposed on the western side of Gray's Inn Road between Sidmouth Street and Heathcote Street. These changes have been proposed in order to keep the mandatory cycle lane, in place along the section of Gray's Inn Road, clear for cyclists as they approach the junction with Sidmouth Street. The land usage along this stretch of Gray's Inn Road consist of private residences and a college, no businesses are located here. There is currently 25m of single yellow line in place on Heathcote Street and 40m of single yellow line in place on Sidmouth Street which can be used for loading and unloading for these buildings.

Officers' recommend the approval of Proposal 1 with the exception of the footway widening as explained under section 7.2.1, above.

7.4 Comments from residents and businesses on Proposal 2:

Waiting and Loading restrictions outside Trinity Court

- 7.4.1 Ten residents objected to the proposal to implement double yellow lines with no loading at any time restrictions on Gray's Inn Road outside Trinity Court and St Andrew's Gardens, stating that this would not allow loading provision for the residents of Trinity Court.

Of these ten residents, two also raised concerns about the impact that the proposed waiting and loading restrictions will have on the ability of blue badge holders to park outside the Eastman Dental Hospital, Trinity Court and St Andrew's Gardens.

Officers' response

As highlighted in section 7.2.1, above, the proposal to widen the footway between Ampton Street and Calthorpe Street is not being recommended to be taken forward. Therefore, the proposed double yellow line with no loading at any time restrictions outside Trinity Court is no longer required as there will no longer be an issue with the carriage way being blocked if a vehicle is loading/unloading here.

Officers' view on Proposal 2

Along Gray's Inn Road, between the junctions with Heathcote and Wren Street, sections of single yellow lines are retained for waiting and loading. This includes, 15 m outside the shops located at 187-189 Gray's Inn Road and 41m outside the Eastman Dental Hospital. Double yellow lines with no loading at any time restrictions are proposed at certain points along this section of Gray's Inn Road in order to facilitate improvements in bus reliability (particularly on the approach to/ exit of bus stops) and to improve road safety through improving visibility by restricting areas where waiting and loading can take place.

Officers' recommend the approval of Proposal 2, with the exception of the proposal to widen the footway as explained under section 7.2.1 and the conversion of 18m of single yellow line outside Trinity Court to double yellow lines with loading restriction, explained under officers' response above.

7.5 Comments from residents and businesses on Proposal 3:

Bus Relocation between Calthorpe Street and Wren Street

- 7.5.1 A resident stated that they objected to the relocation further north of the bus stop on the eastern side of Gray's Inn Road between the junctions with Calthorpe St and Wren St as they consider that this would not help passengers. They added that they were in agreement with the proposed zebra crossing improvements and suggested the use of LED lighting for the Belisha beacons.

Officers' response

As set out in the consultation document, it is proposed that the bus stop between Wren Street and Calthorpe Street be extended by 6m at the existing locations, not relocated as stated by the resident. The proposed extension of this bus stop will provide more room for buses maneuvering in and out of the bus stop and will contribute towards reducing bus delays by providing enough room for two buses to unload within the bus cage at the same time.

The suggestion to use LED lighting around the Belisha beacon will be investigated by officers as part of detail design should the proposal be approved.

Waiting and Loading Restrictions

- 7.5.2 A resident objected to converting single yellow line to double yellow line with no loading at any time restrictions outside 2 Calthorpe Street, stating that this will prevent loading and unloading for their property. They stated that ITN staff from the building located close by take up the existing parking provision.

Officers' response

The double yellow line with no loading at any time restriction is proposed on both sides of Calthorpe Street at the junction with Gray's Inn Road to improve road safety as the restrictions will prevent vehicles from loading within close proximity of the junction, which presently creates a visual obstruction and is a safety concern. The current single yellow lines in place on Calthorpe Street permits vehicles to park close to the junction with Gray's Inn Road causing poor visibility for all road users. In addition, a mandatory cycle lane is currently in place on the southern side of Calthorpe Street and the proposed double yellow lines with no loading at any time restrictions will help to keep this cycle lane clear for cyclists and to prevent obstruction by parked vehicles. Single yellow lines will remain in place on the remainder of Calthorpe Street, which will provide ample space for loading and unloading to take place at 2 Calthorpe Street.

- 7.5.3 Two businesses had concerns over the proposed loading provision on Gray's Inn Road between the junctions with Calthorpe Street and Coley Street.

Officers' response

Parking and loading data collected in June 2015 shows that there is very little parking and loading currently taking place on Gray's Inn Road between the junctions with Calthorpe Street and Coley Street. The double yellow line with no loading at any time restrictions proposed near the junction with Guilford/Calthorpe Street will help prevent vehicles from loading near the junction and causing road safety issues by obstructing sightlines. However, 20m (4 car spaces) of single yellow line will remain in place on Gray's Inn Road between the junctions with Calthorpe Street and Coley Street and 15m of single yellow (3 car spaces) line will remain in place on Coley Street for loading and unloading purposes, which should be sufficient to meet the needs of the businesses.

HGVs at Gray's Inn Road/ Guilford Street Junction

- 7.5.4 A business commented that there are currently issues with large vehicles turning into Guilford Street, adding that if the pavement is widened north of Calthorpe Street then this will make the problem worse. They requested that the Council improve traffic flow and ban the left turn into Guilford Street from Gray's Inn Road, as this left turn has caused fatal accidents.

Officers' response

Officers are aware that there have been nine recorded road traffic collisions at the junction of Gray's Inn Road with Guilford Street / Calthorpe Street within the 36 months to October 2015. Investigation of this junction is ongoing between Camden Officers and external bodies and a further review is due to commence in 2016/17 financial year.

Cycle Parking Outside Coley Street

- 7.5.5 A resident commented that the additional cycle parking which is proposed to replace existing pay and display parking bays on Coley Street are not required as cycle bays are currently provided here and are hardly ever full. They added that this would result in an increase in the number of private hire vehicles and taxis waiting on Grays Inn Road, outside the ITN building.

Officers' response

Camden's Transport Strategy aims to deliver transport improvements that encourage healthy and sustainable travel choices and stipulates that the provision of parking should be fair and proportionate by considering the needs of all road users. Currently there is a high demand for cycle parking outside of the office blocks located at the junction of Coley Street with Gray's Inn Road, such as the ITN building. There are currently two taxi stands located on Grays Inn Road outside of the ITN building, which will be retained. A number of existing cycle facilities are located here and these are being used at capacity. Furthermore, a parking survey undertaken in June 2015 indicated that the pay and display car-parking provision on Coley Street was underused. Officers, therefore, consider that additional cycle parking is needed in the area and it is proposed to be provided on the carriageway rather than the footway in order to free up room for pedestrians, particularly in light of the new zebra crossing that is proposed outside of the ITN building. This is further supported by a safety audit carried out in January 2016 which highlighted that cycle parking on the footway, at this location could be a distraction for drivers, with it being unclear if people were wishing to cross, or were just tending to their cycles.

The proposal for more cycle parking on Coley Street is intended to meet demand for cycle parking and encourage more people to cycle to work.

Cycle Parking Provision on Brownlow Mews

- 7.5.6 A business stated that they were against the proposal to convert 5m of single yellow line yellow on Brownlow Mews into cycle parking due to the street being too narrow and a conservation area.

Officer's comments

Officers are now not recommending this proposal to be implemented due to the reasons set out in section 7.1.1 above.

Officers' view on Proposal 3

In summary, double yellow lines with no loading at any time restrictions are proposed south of the junction with Guilford/ Calthorpe Street outside 236-238 Gray's Inn Road to prevent obstruction by parked vehicles and to improve visibility. The road near Guildford Street is narrow and therefore cannot accommodate the safe passage of vehicles beside a cyclist whilst another vehicle is parked to undertake loading. Keeping the area around junctions clear is therefore one way to improve visibility and safety.

Officers are recommending all the changes proposed under Proposal 3 to be implemented, with the exception of the footway widening (see section 7.2.1 above) and the provision of cycle parking at Brownlow Mews.

- 7.6 Comments from residents and businesses on Proposal 4:

Cycle Stand Outside 51/53 Gray's Inn Road

- 7.6.1 A business stated that it was important for the cycle stand outside 51/ 53 Gray's Inn Road on the footway to be reinstated.

Officer Comments

The cycle stands will be relocated from this location due to the bus cage outside this location being relocated. Therefore, Camden will relocate the cycle stands 5m north of its existing location, but they will remain on Grays Inn Road.

Zebra Crossing South of Junction with Elm Street

- 7.6.2 A resident responded that moving the zebra crossing close to the junction with Elm Street 15m south would result in more people crossing informally, creating a safety hazard.

Officers' response

The zebra crossing has been subject to road traffic collisions as it is too close to the junction with Elm Street and does not conform to Department for Transport (DfT) guidelines. Officers do not consider moving the crossing to have an impact on pedestrians crossing informally.

- 7.6.3 *Relocated Bus Stop Between Junctions with Elm Street and Clerkenwell Road*

A resident commented on the proposal to relocate the bus stop between the junctions with Elm Street and Clerkenwell Road, adding that this will give the traffic less room to maneuver when turning into Northington Street from Gray's Inn Road.

Officers' response

During controlled parking hours, vehicles are parking unlawfully on the single yellow line on Gray's Inn Road between the junctions with Elm Street and Clerkenwell Road. This results in restricted sightlines for pedestrians crossing the road (a road safety concern), congestion and delays to bus journey times. Therefore, the proposal will improve the current situation as the bus stop will restrict vehicles from parking at this location and the bus will be utilising this space for a very short time when compared to the unlawful usage by other vehicles.

Officers' view on Proposal 4

Officers are recommending that this proposal be implemented as consulted upon, with the addition of a central pedestrian island at the relocated zebra crossing location in order to provide a consistent approach for all zebra crossings.

7.7 Comments from residents and businesses on Proposal 5:

Waiting and Loading Restrictions outside 70 Gray's Inn Road

- 7.7.1 Two businesses had concerns about the impact that the new loading restrictions will have on deliveries to 70 Gray's Inn Road.

Officer Comments

Loading and unloading will be able to take place on Portpool Lane close to the junction with Gray's Inn Road which is in close proximity of the business.

Officers' view on Proposal 5

The double yellow lines with no loading at any time restrictions proposed on Gray's Inn Road between the junctions with Theobald's/ Clerkenwell Road and Baldwin's Gardens will help to improve bus reliability, visibility, reduce obstructions and improve road safety by restricting loading/ unloading at junctions and on the approach/ exit of bus stops along this stretch of Gray's Inn Road. As mentioned in section 7.7.1, 15m of single yellow line is proposed on Portpool Lane (within close proximity of Gray's Inn Road) where waiting and loading can take place.

Officers are therefore recommending that proposal 5 be implemented.

7.8 Comments from residents and businesses on Proposal 6:

Removal of Bus Stop A, on western side of Gray's Inn Road opposite 28-34 Gray's Inn Road

- 7.8.1 Two residents stated that the removal of the bus stop A near Baldwin's Gardens would result in congestion at the earlier bus stop and an increase in informal crossing, again creating a safety hazard.

Officers' response

Two bus stops are currently located opposite 24 - 32 Gray's Inn Road, one of which only serves route 341. As agreed with TfL, bus stops A & B are being consolidated into one bus stop (existing bus stop B) in order to provide a more efficient use of space. TfL have confirmed that there will be sufficient capacity at bus stop B to service the 341 in addition to the other buses that use this stop without resulting in congestion at the bus stop.

With regards to an increase in informal crossing, Bus Stop A currently only serves bus 341, which arrives every 8 to 12 minutes between 6am and 12 am. This means that approximately 4/5 buses use this bus stop every hour and therefore, in the existing situation there will already be opportunities for pedestrians to cross informally here if they wish. The existing zebra crossing will remain in place north of the junction of Gray's Inn Road with Baldwin's Gardens and there is a formal pedestrian crossing in place at the junction of Gray's Inn Road with High Holborn. Therefore, the proposed consolidation of bus stops A and B is unlikely to change the current road layout to the extent that it will result in a substantial increase in informal crossing.

Officers' view on Proposal 6

The proposed changes will contribute towards improving bus reliability through consolidating two bus stops into one and through introducing waiting and loading restrictions along this stretch of Gray's Inn Road.

Officers are recommending proposal 6 be implemented as consulted upon.

- 7.9 General comments received from residents and businesses:

Waiting and Loading restrictions

- 7.9.1 A resident stated that they disagreed with the proposed double yellow lines, stating that there should be more resident parking bays.

Officers' response

At present, the majority of the road markings on Gray's Inn Road are single yellow lines. The result of this has been that a significant amount of illegal parking takes place on these yellow lines which results in congestion and delays to traffic flows, particularly for buses, as well as parking very close to junctions, which is a road safety concern. Therefore, the proposed double yellow lines with no loading at any time restrictions have been proposed to address these concerns. Gray's Inn Road forms part of the Strategic Road

Network and carries high volumes of traffic it would not be appropriate for resident parking bays to be located here. However, sections of single yellow lines will remain on Gray's Inn Road in order for waiting and loading to take place. Double yellow lines should help deter illegal parking as continuous enforcement would require resources, which would not be sustainable in financial terms.

- 7.9.2 The business at 142 Gray's Inn Road commented against the entire scheme due to the impact that the proposed double yellow lines with no loading restrictions will have on his business's ability to load and unload.

Officers' response

There will be sufficient single yellow line outside the premises, permitting loading and unloading activities.

- 7.9.3 A resident commented that waiting and loading restrictions would not improve bus reliability as the issue is with regulating the service.

Officers' response

The proposal for changing the waiting and loading restrictions will provide clear access to bus stops; improving bus journey times and comfort for less mobile bus passengers.

Footway Widening

- 7.9.3 A resident commented that the that the pavement needs to be significantly widened at the eastern side of Gray's Inn Road between Ampton Street and Calthorpe Street (Proposals 1, 2 and 3).

Officers' response

This has been responded to under section 3.1 of this report.

Electric Vehicles

- 7.9.4 A resident enquired why there were no improvements proposed which encourage the usage of electric vehicles (i.e. charging points), particularly in light of mayoral commitments to encouraging the use of EVs.

Officers' response

At present we have 28 on street charge points in the borough, information on which can be found at www.sourcelondon.net. We also have an electric car club bay in place on Herbrand Street.

We will be monitoring the usage of these existing charge points before looking into expanding the network further.

Zebra Crossings

- 7.9.5 A business stated that the existing pedestrian crossing facilities seem adequate and new crossings will interrupt traffic flow and increase congestion.

Officers' response

Collision data for the 36 months to October 2015 shows that five road traffic collisions occurred at existing zebra crossings along Gray's Inn Road and it is in response to these road safety concerns that it is proposed to raise the zebra crossings and implement two new zebra crossings. Camden officers have undertaken pedestrian flow analysis and have found that these proposals will improve both pedestrian flow and safety. These proposals are in line with Camden's Transport Strategy, which sets out the objective of improving road safety for people travelling through Camden.

Cycle Parking

- 7.9.6 A resident stated that increased cycle parking is a good idea but should be on side roads.

Officers' response

Where possible cycle parking is proposed to be implemented on side streets, such as Wren Street and Coley Street. However, there is limited kerb space available on nearby side streets and, therefore, to meet demand additional cycle parking is being proposed on the carriageway where a parking survey undertaken in June 2015 indicated underuse of pay and display car parking provision or where there was sufficient room for resident bays to be consolidated.

8.0 COMMENTS OF THE DIRECTOR OF FINANCE

- 8.1 As part of the larger vision to improve the King's Cross - Farringdon Area, proposals have been developed to improve pedestrian safety and bus reliability on Gray's Inn Road.
- 8.2 Following consultation it was decided to implement double yellow lines, relocate bus stops and improve pedestrian crossings. Full details of these recommendations can be found in Section 5 above.
- 8.3 There is unlikely to be a loss of income from the removal of pay & display bays due to underutilised provision on Coley Street being sufficient to accommodate displaced users from Gray's Inn Road.
- 8.4 The projected cost of the works is just under £100,000. There is currently £140,000 budget allocated to these works in the Council's capital programme, which is funded by TfL and must be spent in 2016/17.

9.0 COMMENTS OF THE BOROUGH SOLICITOR

9.1 The Borough Solicitors department has been consulted and has no specific comments on the report.

Peter Ashley
Design Engineer
Transport Strategy Service
Telephone: 020 7974 3456
10 May 2016

Appendix 1 - Consultation document sent to residents
Appendix 2 – Plan as consulted

Important - Public Consultation

This is your opportunity to comment on the Council's plans

This is a postal and on-line consultation

Pedestrian Crossing, Bus Reliability and Pavement Improvements on Gray's Inn Road

26th November 2015

The Council has developed proposals for improving pedestrian safety on Gray's Inn Road. This includes improving existing crossing facilities and providing dedicated crossing facilities at locations currently used by pedestrians to cross the road. There are also a number of changes proposed along Gray's Inn Road to improve bus reliability and pedestrian movement along this north/ south transport corridor.

This leaflet sets out these proposals, and as a local resident, business or group, this is your opportunity to let us know what you think.

The Vision

The improvements described in this consultation document are being proposed as part of a larger vision for the King's Cross - Farringdon Area and will contribute towards meeting the following objectives:

- Improved streets for walking & cycling
- Clearer and easier access to move through the area on foot, cycle or public transport
- Safe, attractive and less cluttered streets
- A better place to live, work and do business

The Existing Situation

Traffic Collision (accident) data for Gray's Inn Road has highlighted a number of collisions involving pedestrians at several of the existing pedestrian crossings and pedestrian islands along the road. Furthermore, the number of pedestrians within the King's Cross-Farringdon Area, is expected to rise with the construction of a new Crossrail station at Farringdon Station. The station is projected to have a travel demand of 41 million passengers per year or on average 153,000 passengers per day by 2026. This represents a 150% increase in the current passenger figures for the station and is therefore likely to increase the number of pedestrians moving through the area surrounding the station, including Gray's Inn Road.

Cycle parking is in heavy demand at certain points along Gray's Inn Road, such as at Coley Street. A number of Central London Cycle Grid schemes have been identified to be implemented in the vicinity of Gray's Inn Road. This will allow us to improve provision for cyclists along this important corridor and the benefits will likely result in more demand for cycle parking.

A number of factors along Gray's Inn Road are currently contributing towards delays to bus journey times. In particular, waiting and loading on single yellow lines adjacent to bus stops makes it difficult for buses to enter and/or exit bus stops, making journeys longer for bus passengers. As part of TfL's Roads Modernisation Plan, Gray's Inn Road has been identified for bus reliability improvements. These improvements are being consulted on by LB Camden following discussions with TfL to improve bus journey times, reliability and safety of road users at junctions along Gray's Inn Road.

What is being proposed?

Changes proposed are explained in detail below and their locations are highlighted in **Appendix 1: PROPOSED LAYOUT PLAN**, included in this leaflet. For an example of the layout proposed for the zebra crossings, see **Appendix 2: EXAMPLE OF A ZEBRA CROSSING LAYOUT**.

Pedestrian Crossings

To address the traffic collisions and predicted increase in pedestrian numbers, the Council is proposing to narrow the road and raise it to pavement level at all existing zebra crossings and pedestrian islands along Grays Inn Road. Several new zebra crossings are also proposed where pedestrian demand is known and there are safety concerns. Where cycle parking is currently provided on the pavement, we are proposing to move these to the widened areas. This will help keep the pavements clear of street furniture.

In order to facilitate the provision of the safer crossing points, a number of other changes are required. Details of these are described in this leaflet and shown on the plan in Appendix 1 and Appendix 2.

Bus Reliability Improvements

Double yellow lines with no loading at any time restrictions are being proposed at the approach and exit of all bus stops on Gray's Inn Road [except those on the Transport for London Road Network (TLRN)]. A number of additional locations have also been identified for double yellow line with no loading at any time restrictions. All of these changes are being proposed to improve bus journey times. Details of these changes are described in this leaflet and shown in Appendix 1

Junction, Cycle Parking and Pavement Improvements

At all junctions with Gray's Inn Road, we are proposing to convert 10m of single yellow line to double yellow line with no loading at any time restrictions. We are also proposing to widen a portion of the pavement along the eastern side of Gray's Inn Road between junctions with Ampton Street and Calthorpe Street.

Proposals for Gray's Inn Road

1. The changes proposed between junctions with Harrison Street and Heathcote Street are detailed below:

- At the bus stop located on the western side between Harrison Street and Sidmouth Street, provide double yellow line with no loading at any time restriction on both sides of the bus stop (21m north and 25m south of the bus stop).
- On the western side of Gray's Inn Road, between Sidmouth Street and Heathcote Street, convert the single yellow line to double yellow line with no loading at any time restrictions.
- Outside the Calthorpe Project Centre junction with Ampton Street, implement 30m (6 car spaces) of double yellow line with no loading at any time restrictions.

2. The proposed changes between junctions with Heathcote Street and Wren Street are detailed below:

- Relocate the bus stop located on the eastern side between Ampton Street and Wren Street further south to outside the Eastman Dental Hospital where a zebra crossing is currently in place. This existing zebra crossing will be relocated to where the bus stop is currently located.
- The relocated bus stop will be extended by 5m to accommodate two buses. 15m of double yellow line with no loading at any time restrictions will be implemented south of the bus stop. North of the bus stop, the existing 'ambulance keep clear' markings outside the dental hospital will be replaced with 25m of double yellow line.
- On Gray's Inn Road, opposite the relocated bus stop 30m (6 car spaces) of double yellow line with no loading at any time restrictions will be implemented.
- At the bus stop on the western side between Heathcote Street and Guilford Street, double yellow line with no loading at any time restrictions will be implemented 8m north and 43m south of the bus stop.
- The existing pedestrian island opposite St Andrew's Gardens will be converted to a new zebra crossing. The existing 'keep clear' markings on the western side of the pedestrian island will be replaced with zebra crossing keep clear zigzag markings. Just north of the new zebra crossing 25m (5 car spaces) of double yellow line with no loading at any time restrictions will be implemented.
- On Wren Street at the junction with Gray's Inn Road, 4m of single yellow line and 4m of pay and display parking will be converted to carriageway cycle parking.

3. The proposed changes between junctions with Wren Street and Roger Street :

- The bus stop on the eastern side between Wren Street and Calthorpe Street will be extended north by 6m to accommodate two buses. In addition, 8m of double yellow line with no loading at any time restrictions will be implemented south and 18m north of the bus stop.
- On the eastern side between Calthorpe Street and Coley Street implement 45m (9 car spaces) double yellow line with no loading at any time restrictions.
- The existing bus stop on the eastern side between Guilford Street and Roger Street will be extended by 6m south in order to accommodate two buses. In addition, implement 5m of double yellow line with no loading at any time restrictions north and 24m south of the bus stop.

- Outside the ITN Building on Gray's Inn Road, the existing pedestrian island will be converted to a new zebra crossing.

Brownlow Mews:

- Outside 21a Brownlow Mews 5m of single yellow line will be converted to carriageway cycle parking.

Coley Street:

- Convert 20m of pay and display parking to carriageway cycle parking (4 car spaces) on the eastern side of Coley Street near junction with Gough Street.
- Convert 5.5m of pay and display parking to carriageway cycle parking (1 car space) on the western side of Coley Street near junction with Gray's Inn Road.

4. The proposed changes between junctions with Roger Street and Theobald's Road are detailed below:

- On the eastern side relocate the zebra crossing south of the junction with Elm Street 15m south of its existing location.
- Relocate the existing bus stop on the eastern side between Elm Street and Mount Pleasant 31m north. Implement 25m of single yellow line north of the relocated bus stop where the bus stop is currently located. Implement 11m of double yellow line with no loading at any time restrictions south of the relocated bus stop.
- Relocate the bus stop on the western side between Northington Street and Theobald's Road 18m south to outside 43 – 49 Gray's Inn Road. Outside 51 - 57 Gray's Inn Road implement 28m of double yellow line with no loading at any time restrictions north of the bus stop.

5. The proposed changes between junctions with Theobald's Road and Baldwin's Gardens are detailed below:

- Implement 37m of double yellow line with no loading at any time restrictions south of the bus stop outside the Verulam Buildings on Gray's Inn Road.
- Between Clerkenwell Road and Portpool Lane install 29m of double yellow line with no loading at any time restrictions will be implemented north of the bus stop. In addition, the bus stop will be extended by 5m, with 2.5m north and 2.5m south of the bus stop in order to accommodate two buses.
- Relocate the existing 2 car club spaces located close to the junction with Gray's Inn Road on Portpool Lane to outside 47 – 61 Portpool Lane.
- At the zebra crossing outside the entrance to Gray's Inn Gardens the pavement will be built out on both sides of the road and the carriageway raised to pavement level.

6. The proposed changes between junctions with Baldwin's Gardens and High Holborn are detailed below:

- The bus stop opposite 24 - 32 Gray's Inn Road will be removed and replaced with 27m of double yellow line with no loading at any time restriction south and 22m north of the bus stop.

Overall, there is no reduction in resident parking or motorcycle parking bays. However, there is a reduction of 5 pay and display parking spaces, where loading is restricted due to the proposed double yellow line with no loading at any timer restriction. We have provided sufficient lengths of Single yellow line for loading purposes.

This is your opportunity to comment

We need your views as this consultation exercise is intended to find out if there is broad public support for the proposals set out in this leaflet. If approved, the changes will be paid from money secured from TfL.

Please complete the questionnaire provided and send your comments by the **8th January 2016** to: **London Borough of Camden, Culture and Environment Directorate, Transport Strategy Service, FREEPOST RSLT – RJBR – TXAA, Argyle Street, London, WC1H 8EQ.** Please note no stamp is required and only **ONE** reply per household, business or organisation will be accepted. **You must give your postal address if you want us to consider your views.** Alternatively, you can send your response by email to peter.ashley@camden.gov.uk. You can also respond online via the Camden website.

While it will not be possible to reply to you individually, all comments will be taken into account. The Assistant Director for Environment and Transport will make a decision on whether or not to proceed with the scheme in January/February 2016.

Under the Local Government (Access to Information) Act 1985, we may not treat your questionnaire or letter confidentially, as it will be available for public inspection. Please only write to us about the consultation issue. If you want to comment on any other matter, please use a separate letter.

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