

## Appendix B: Comments from individuals on proposals for Gower Street and Bloomsbury Street (question 9)

Topic	Comment	Number of responses	Officer response
<b>Pedestrians</b>	Support better crossings	8	Comment noted
	Do not reduce pavement width	4	It is not possible to provide cycle lanes at a recommended width without narrowing the pavements in certain areas.
	Support improved safety for pedestrians	2	Comment noted
	Support whole project but particularly crossing on Gower Street outside UCL	4	Comment noted.
	Proposals should go further (e.g. pedestrianise / close road to traffic) to make the area better for pedestrians, residents and cyclists	5	The proposals provide protected cycle lanes and new pedestrian crossings. Closing the road to traffic would lead to unacceptable traffic impacts on the local and wider area. Further details on the different options that have been assessed for Gower Street and TCR are included in Appendix E.
<b>Cycling</b>	Cycle lanes should be protected and wider / 2m / for inexperienced cyclists and children	64	Following public consultation, the cycle lanes on Gower Street have been amended to provide between 1.75m and 2m width stepped tracks, protected by a height difference from the road, and also from the pavement. An assessment of options to provide 2m wide cycle lanes on TCR and Gower Street has been undertaken and is included in Appendix E.
	Support proposed protected cycle lanes	33	Comment noted.
	Loading bays in the cycle lane are	22	Unfortunately there would be insufficient road and

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	dangerous / not good idea / cycle lanes should not be blocked by delivery vehicles		pavement width to install the loading bays between the cycle lane and the pavement and the loading bays would be essential for the operation of the businesses on Gower Street and Bloomsbury Street.
	Cycle lanes will cause congestion including when a vehicle breaks down or parks illegally	13	The proposals have been assessed using an approved Transport for London traffic model which highlights the proposals would lead to less traffic on Gower Street. However, if a vehicle were to break down, the situation would be the same as for any other street with a single lane in each direction, i.e., vehicles would have to overtake the stationary vehicle.
	Cyclists should follow rules	6	Comment noted.
	Armadillos create problems for pedestrians and cyclists / are a trip hazard / not necessary / do not work	7	All forms of segregation for cyclists have strengths and weaknesses for pedestrians and cyclists. Following consultation, the proposals for Gower Street now include “stepped tracks”, subject to safety audit and detailed design, rather than light segregation using armadillos, to provide more protection for cyclists.
	Remove cyclists from Gower Street / put cyclists on TCR instead	7	The proposals provide two high quality routes for cyclists to cater for the large increase in cycling that is expected in the future. In addition, TCR and Gower Street provide different links across the West End.
	Prefer marked cycle lane rather than any form of segregation / protected cycle lanes make it difficult turn / avoid obstruction	3	Protected cycle lanes are safer and more attractive for cycling. These types of lane have been shown to help encourage new people to cycle.
	Cycle and wheelchair lanes please	3	Unfortunately it is not possible to combine wheelchairs and bicycles in the same lane due to the speed

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			differential and carriageway space required for overtaking.
	Not good enough for cyclists	3	Following public consultation, the cycle lanes on Gower Street have been amended to provide between 1.75m and 2m width stepped tracks. Protected cycle junctions would be provided on Gower Street and Bloomsbury Street. An assessment of options to provide 2m wide cycle lanes on TCR and Gower Street has been undertaken and is included in Appendix E.
	Need cycle lanes north of Grafton Way and with-flow on Grafton Way (as well as contra-flow)	2	Cycle lanes were not proposed on Gower Street, north of Grafton Way because of a lack of road space. Further design has shown that it would be possible to provide a continuous cycle route, northbound via Grafton Way and southbound via Gower Street. It is therefore recommended to change the proposed contra-flow kerb-segregated cycle lane from the north side of Grafton Way to a with-flow lightly segregated cycle lane on the south side (and relocate the parking to the north side). Moving the cycle lane to the south side of the street would reduce conflict with emergency vehicles and allow more disabled and pay and display parking to be provided close to the hospital entrance. Officers would also work with Transport for London to provide a cycle lane northbound from Grafton Way, on Tottenham Court Road.
<b>Road safety</b>	Concerned that there will be more casualties	13	The proposals would provide new and improved pedestrian crossings and protected cycle lanes and these measures would be likely to improve road safety. The scheme would be subject to a road safety audit if it were to go ahead.

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	Make road 20mph / encourage slower driving	4	Gower Street and all other roads in Camden are 20 mph. The proposals for Gower Street include narrower traffic lanes and raised areas for crossings which should encourage slower driving speeds.
<b>Buses</b>	Keep buses on Gower Street including for British Museum, University of London, UCL, UCLH.	13	Currently people accessing these institutions can only reach them directly on a bus in one direction and in the other direction they must walk to TCR. It is accepted that the proposals would mean that people using buses to destinations on Gower Street would need to walk to / from TCR in both directions. Officers considered keeping one route on Gower Street but it was decided that this would be confusing for bus passengers and would provide slower journeys for bus passengers. In addition, bus passenger surveys showed that the majority of passengers wanted to start or end their journeys in Tottenham Court Road rather than Gower Street.
	Support moving all buses to TCR	4	Comment noted
<b>Taxis</b>	Allowing taxis on TCR would reduce congestion on Gower Street	14	Detailed traffic modelling has been undertaken to assess the impact on side streets of restricting taxis on TCR. This did not highlight any significant difference between traffic levels if taxis were restricted or not on Gower Street. However, restricting taxis on TCR would reduce traffic levels on TCR by up to 160 vehicles an hour (a 23% reduction). Further detail of the assessments of taxi access on TCR is provided in Appendix A.
	Banning taxis on TCR and making Gower Street two-way will displace traffic onto side streets	3	Detailed traffic modelling has been undertaken to assess the impact on side streets of restricting taxis on TCR. In terms of the amount of traffic on side streets, there was

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			<p>no significant difference between allowing taxis to use the full length of TCR and restricting their use of TCR. However, restricting taxis on TCR would reduce traffic levels on TCR by up to 160 vehicles an hour (a 23% reduction compared to allowing taxis full access).</p> <p>Further detail of the assessments of taxi access on TCR is provided in Appendix A. If the project were approved the traffic levels on all streets in the area would be monitored before and after implementation and if adverse impacts were identified they would be mitigated where possible and appropriate.</p>
	Taxis need to pick up and set down passengers in these protected cycle lanes	2	Taxis drivers would be able to pick up and set down in the proposed loading bays and at taxi ranks in the area. If they needed to stop at other locations, they would have to stop on the outside of the cycle lane.
<b>Pollution</b>	Proposals will cause pollution and congestion	19	The proposals have been assessed using an approved Transport for London traffic model which highlights the proposals would lead to less traffic and quicker bus journeys. As a result there would be likely to be less traffic congestion and improved air quality.
<b>Accessibility</b>	Provide disabled parking / better facilities for disabled people	4	Unfortunately to accommodate the segregated cycle lanes and other improvements, two disabled parking bays would be lost on Gower Street. UCLH is proposing to provide disabled parking within Beaumont Place as well as introducing a management system to ensure that the bays are allocated to patients efficiently. In response to the consultation, three additional blue badge disabled parking bays are proposed on Grafton Way (between Tottenham Court Road and Gower Street). There are also additional disabled bays proposed on Maple Street

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			(between Whitfield Street and TCR), and Morwell Street to help provide access to TCR.
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<b>Loading</b>	Loading for four-hour window is not practical. Guests arrive and leave by taxi at all times of the day (Ridgmount and Jesmond Hotels, Extend delivery times / more loading bays	10	The proposed loading restrictions were developed from extensive parking and loading surveys. An out of normal hours delivery trial for Tottenham Court Road and Gower Street / Bloomsbury Street is proposed, following this consultation, as set out in Appendix A.
	Support loading times and bays	3	Comment noted.
	Allow loading overnight / out of normal hours	3	An out of normal hours delivery trial for Tottenham Court Road and Gower Street / Bloomsbury Street is proposed, following this consultation, as set out in Appendix A.
<b>Parking</b>	Do not restrict / remove parking	9	The proposals would result in the loss of two disabled parking bays from Gower Street along with 2000m of single yellow lines. These changes are necessary to implement the protect cycle lanes on Gower Street.
	Support restricting / removing parking	6	Comment noted.
<b>Traffic flow</b>	Making streets two-way will lead to congestion / and will not be beneficial to people living, working, running businesses and staying in the area	72	Making TCR and Gower Street two-way allows buses and general traffic to move through the area more efficiently. The proposals have been assessed using an approved Transport for London traffic model which highlights the proposals would lead to less traffic congestion and quicker bus journeys.
	Side streets will have too much traffic	6	The traffic impacts of the proposals have been assessed using an approved Transport for London traffic model which predicts that the proposals would lead to an overall reduction in traffic in the area as well as quicker bus journeys. Whilst, there are some streets that would have an increase in traffic the majority of these are not considered significant. However, the traffic modelling

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			<p>predicts an increase in traffic on Torrington Place of 209 vehicles an hour (a 102% increase). The public consultation highlighted significant concerns from residents and local groups regarding this street. As a result, it is recommended that a temporary trial of traffic changes to Torrington Place and Tavistock Place (east of Gower Street) be progressed to public consultation. The trial would seek to reduce traffic on Torrington Place (west of Gower Street) and require further assessment and Transport for London approval. More information is set out in Appendix H. If the project were approved the traffic levels on all streets in the area would be monitored before and after implementation and if adverse impacts were identified they would be mitigated where possible and appropriate.</p>
	There is insufficient space for two-way traffic and protected cycle lanes	4	<p>The proposals would provide one traffic lane in each direction and protected cycle lanes between 1.75-2m wide.</p>
	Support two-way traffic on Gower Street	4	<p>Comment noted.</p>
	Torrington Place already has too much traffic	3	<p>Unfortunately, the traffic modelling data predicts an increase in traffic on Torrington Place of 209 vehicles an hour (a 102% increase). The public consultation highlighted significant concerns from residents and local groups. As a result, it is recommended that a temporary trial of traffic changes to Torrington Place and Tavistock Place (east of Gower Street). be progressed to public consultation. The trial would seek to reduce traffic on Torrington Place (west of Gower Street), subject to further assessment and Transport for London approval. More information is set out in Appendix H.</p>



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	Keep Gower Street one-way	3	The proposals would remove the one-way system in order to improve bus and cycle journey times, reduce speeds and widen pavements.
	Not enough space for traffic and cycle lanes	3	The proposals aim to balance the needs of pedestrians, cyclists and traffic in terms of the space provided.
<b>Impact on residents</b>	Displaced traffic will cause more pollution, affecting residents including on Torrington Place, Ridgmount Gardens and Chenies Street	20	The proposals have been assessed using an approved Transport for London traffic model which indicates that although traffic would increase on some streets, including on Torrington Place, the proposals would lead to less traffic in the area as a whole, quicker bus journeys and therefore improved air quality. A trial is proposed as part of this report to reduce through traffic on Torrington Place, between Gower Street and Tottenham Court Road, and further information is included in Appendix H. Air quality would be monitored before and after implementation, should the proposals be taken forward.
	Proposals do not help residents	3	If the proposals are implemented, they would introduce protected cycle lanes on Gower Street and de-clutter the street as well as provide safe and convenient pedestrian crossings.
<b>Public space</b>	More trees	7	The proposals aim to plant an additional 200 new trees throughout the project area, where safe and practical.
<b>Other</b>	Keep street as it is	17	Comment noted