

Appendix D: Detailed proposals and amendments

Detailed proposals

1. The proposals developed for public consultation are summarised in paragraphs 2-9 below.

2. *Tottenham Court Road*

- Make Tottenham Court Road two-way for buses and cyclists only (from 8am-7pm, Monday to Saturday) with local access for cars, taxis and loading on short sections of Tottenham Court Road via side roads.
- Wider pavements with trees and safer pedestrian crossings including new diagonal crossings at the junction of Tottenham Court Road and Oxford Street.
- New public space between Percy Street and Windmill Street with trees and seats, and improvements to Whitfield Gardens, including seating, planting and restoring the mural.
- Raise the road to the same level as the pavement, in certain areas, to slow traffic.
- Bus passengers would be able to arrive and leave from Tottenham Court Road.
- New loading bays for local businesses and replacing existing kiosks with a more attractive design and a wider range of goods for sale.
- Relocate the historic street lights from the middle of Tottenham Court Road to the pavements next to Whitfield Gardens. The other lights on Tottenham Court Road would be improved.

3. *Gower Street*

- Make Gower Street and Bloomsbury Street two-way for all vehicles.
- Protected cycle lanes in both directions (which would require some sections of pavement to be slightly narrowed). The protected cycle lanes would separate cyclists from traffic using 'light segregation' - rubber blocks sometimes called 'armadillos', similar to those on [Royal College Street](#).
- De-clutter pavements and provide safe and convenient pedestrian crossings.
- Move all bus routes to Tottenham Court Road.
- Remove all parking from Gower Street and Bloomsbury Street (loading bays would be available on Gower Street between 10am and 2pm, Monday to Sunday).
- Raise the road to the same level as the pavement, in certain areas, to slow traffic.

4. *New Oxford Street*

- Provide safe and direct pedestrian crossings, and new diagonal crossings at the junction of Tottenham Court Road and Oxford Street.
- Raise the road to the same level as the pavement, in certain areas, to slow traffic and remove unnecessary signs and railings.

Appendix D: Detailed proposals and amendments

5. *Public spaces*

- A new park on Alfred Place, new plaza for St Giles - next to Centre Point, and a new public space at Princes Circus - the junction of Shaftesbury Avenue and High Holborn.
- Improved public spaces on Tottenham Court Road - Whitfield Gardens and "Windmill Square" (between Percy Street and Windmill Street) – and on Huntley Street.
- "Mini-parks" would be created at Bedford Avenue, Bayley Street and Capper Street. These streets would be closed to all traffic (except cyclists) at the Tottenham Court Road end, with new seating, cycle parking and trees.

6. *Cycling*

- An additional fifteen streets would allow cycling in both directions to improve routes through the area and encourage people to cycle, including Gower Place, Gower Street/Bloomsbury Street, Grafton Way, Huntley Street, Warren Street, Tottenham Street, Store Street, Chenies Street, Ridgmount Gardens, Bedford Avenue, Bedford Square, Endell Street, Tottenham Court Road, High Holborn (part) and Shaftesbury Avenue.

7. *Buses*

- Quicker and more reliable bus journeys for most bus routes by moving all bus routes from Gower Street to Tottenham Court Road, so that bus passengers would be able to arrive and leave from Tottenham Court Road. Removing north-south bus routes that use New Oxford St will assist east-west bus routes and reduce congestion. Move all bus routes from part of St Giles High Street to Earnshaw Street and some bus stands from St Giles High Street to Earnshaw Street and Great Russell Street.

8. *Taxis and general traffic*

- The taxi rank on Tottenham Court Road between Grafton Way and Euston Road would be moved to Grafton Way and additional taxi ranks would be provided on Store Street and Goodge Street
- Local access for cars, taxis and loading would only be allowed on short sections of Tottenham Court Road (via side streets) from 8am to 7pm Monday to Saturday.
- Charing Cross Road northbound, between Cambridge Circus and St Giles Circus, would be for buses and cyclists only (except for access via side streets).
- Bedford Avenue, Bayley Street and Capper Street would be closed at their junctions with Tottenham Court Road to all traffic (except cyclists).
- Some side streets would become one-way, and some turns would be banned, to allow access but prevent rat-running.
- There would be less traffic in the area as a whole but some streets would see an increase in traffic.

9. *Parking and loading*

Appendix D: Detailed proposals and amendments

- Some parking spaces would be removed including five residents' bays, three Blue Badge disabled bays and 57 pay and display bays. Parking surveys show that their use is very low.
- All parking would be removed from Gower Street and Bloomsbury Street to provide the lightly segregated cycle lane.
- Some parking would be removed from side streets or relocated to provide areas for loading, taxi ranks and cycle parking.
- Loading would only be possible in loading bays in the restricted sections of Tottenham Court Road, 7am-8am and 7pm-8pm, Monday to Sunday.
- Away from the restricted sections, loading would be possible in loading bays, 7am-10am and 4pm-8pm, Monday to Sunday.
- Loading on side streets off Tottenham Court Road would be allowed in loading bays 10am-4pm, Monday to Sunday.
- Loading would be available in marked bays on Gower Street, 10am-2pm, Monday to Sunday.
- Loading would be allowed on Alfred Place, 7am-10am, Monday to Friday.
- Loading would be available in marked bays in the Princes Circus area and on Denmark Street during controlled hours, Monday to Saturday, 8.30am-6.30pm.

Amendments to proposals following consultation

10. **The recommendations for each proposal, including any amendments, and other issues raised as part of the consultation, are set out below.**

St Giles public plaza and Denmark Street

11. **Approve proposals with amendments to the layout of the bus stands on St Giles High Street and Earnshaw Street** so that a bus stand with space for three buses be provided on Earnshaw Street and for one bus on the western section of St Giles High Street. **Also amend the waiting and loading arrangements on Denmark Street** to provide more space for loading for businesses and for the "Consolidated development" (St Giles Circus site including: 138-148 (even) Charing Cross Road; 4, 6, 7, 9, 10, 20-28 Denmark Street; 1-6, 16-23 Denmark Place; 52-59 St Giles High Street; 4 Flitcroft Street; and 1 Book Mews), as set out in Appendix F. Subject to the project being approved, the need for pedestrian crossing facilities on Denmark Street would be reassessed as part of the review of the scheme.

Princes Circus

12. **Approve the public space and traffic proposals, with several amendments**, as set out in Appendices F and G. These include:
- The addition of a new cycle link and crossing between Coptic Street and Grape Street.
 - Improved access for cyclists between Shaftesbury Avenue and Endell Street.
 - Providing "stepped cycle tracks" between the road and the pavement (similar to Old Shoreham Road, Brighton), rather than light segregation

Appendix D: Detailed proposals and amendments

(similar to Royal College Street), at a width of 1.75m, subject to detailed design and a safety audit. This would be likely to result in the loss of two existing trees, which would be replaced elsewhere in the public space.

- A new loading bay on Bucknall Street (between Dyott Street and Shaftesbury Avenue) for the Bloomsbury Central Baptist Church and relocation of the residents' parking to Bucknall Street between Earnshaw Street and Dyott Street.
- Making Bucknall Street one-way eastbound between Earnshaw Street and Dyott Street with two-way cycling to prevent vehicles overrunning the pavement.
- Making Dyott Street one-way northbound from Shaftesbury Avenue, as it would not be possible to turn left into Shaftesbury Avenue, under the new arrangement, and then two-way at the northern end towards its junction with Bucknall Street, to allow access for servicing.

Alfred Place park

13. Approve the overall concept of introducing a park on Alfred Place.

Further, detailed design work would be required including soft and hard landscaping, vehicle access and loading restrictions. The details would be discussed with the Corporation of London (as the landowner), and local stakeholders. The final design would be determined by a separate decision report to the Cabinet Member for Regeneration, Transport and Planning, subject to achieving funding to proceed with implementation of the park.

Huntley Street public space

14. Approve the implementation of the public space, with detailed design to take into account access arrangements for UCLH and UCL sites.

Whitfield Gardens

15. Approve the overall concept of changes to Whitfield Gardens including new seats, plants, restoring the mural and memorial stone. The final design would be determined by a separate decision report to the Cabinet Member for Regeneration, Transport and Planning.

“Windmill Square” public space (between Percy Street and Windmill Street on Tottenham Court Road)

16. Approve the implementation of the Windmill Square public space as consulted on.

Tottenham Court Road and Gower Street/ Bedford Square / Bloomsbury Street two-way proposals

17. Approve making Tottenham Court Road and Gower Street / Bedford Square / Bloomsbury Street two-way and widening pavements on Tottenham Court Road.

Appendix D: Detailed proposals and amendments

Restricted hours on Tottenham Court Road

- 18. Approve making Tottenham Court Road bus and cycle only in certain sections between 8am and 7pm, Monday to Saturday, subject to a review 12 months after implementation.** It is recommended that the results of the review and recommendations as to how to proceed be considered by the Cabinet Member for Regeneration, Transport and Planning at that stage.

Bus stop locations on Tottenham Court Road

- 19. Approve the proposal for three bus stops in each direction, with the amendment of relocating the central stops closer to Goodge Street underground station,** and resulting changes to the location and size of the raised pedestrian crossing areas, as requested during public consultation and as set out in Appendix F.

Loading hours on Tottenham Court Road and other streets

- 20. Approve the proposals to allow loading on Tottenham Court Road with an amendment to work with local businesses, local residents and Transport for London on a quiet out of normal hours delivery trial for Tottenham Court Road, Gower Street / Bloomsbury Street and New Oxford Street,** including consideration of loading from 5am to 7am, 10am to 12pm and 7pm to 10 pm on the main streets and increasing loading restrictions on side streets, subject to further analysis of loading requirements, residents' concerns and a review six months after implementation. The proposed loading hours for all streets in the area and the results of the review following implementation, should the proposed hours be taken forward, would be determined by the Assistant Director, Environment and Transport in consultation with the Cabinet Member for Regeneration, Transport and Planning.

Taxi access on Tottenham Court Road

- 21. Approve the proposed restrictions to taxi access on the basis of reduced road danger, less traffic congestion, improved air quality and a more attractive environment to walk and cycle.** These restrictions would be reviewed should the Mayor of London's proposed ultra-low emission zone go ahead, and would be the subject of a separate decision report to the Cabinet Member for Regeneration, Transport and Planning, at that stage. The Mayor of London is proposing to create an ultra-low emission zone where almost all the vehicles running during working hours are either zero or low emission. A public consultation has recently taken place on proposals to introduce a vehicle emissions charging scheme in central London, alongside proposals for buses and revised taxi and Private Hire Vehicle licensing requirements.

Appendix D: Detailed proposals and amendments

Gower Street/Bedford Square/Bloomsbury Street cycling facilities

22. **Approve the proposal for protected cycle lanes on Gower Street/Bedford Square/Bloomsbury Street, with an amendment to widen the lane to 1.75m, and 2m where possible, and provide stepped cycle tracks between the pavement and the road, subject to detailed design and a safety audit.**

New Oxford Street

23. **Approve the proposals for New Oxford Street, as consulted on.**

Bedford Avenue and Bayley Street mini-parks and road closures

24. **Approve the mini-parks and road closures (with access for cyclists and emergency services), with the changes to waiting and loading in Bedford Avenue and Morwell Street, and making Morwell Street one-way northbound, with two-way cycling, set out in Appendices F and G.**

Capper Street mini-park and road closure

25. **Approve the mini-park and road closure (with access for cyclists and emergency services) as consulted on.** The impact of the road closure on access to UCLH's sites, traffic flows on Huntley Street, and the feasibility of opening Capper Street at night to allow hospital servicing would be considered. It is recommended that the results of the feasibility study and any recommendations for changes to the scheme be considered by the Assistant Director of Environment and Transport in consultation with the Cabinet Member for Regeneration, Transport and Planning.

East-west cycle route on Torrington Place and across Tottenham Court Road

26. **Approve converting the existing two-way cycle lane on the north side of Torrington Place to a two-metre eastbound protected cycle lane and introducing a new two metre wide westbound protected cycle lane on the south side of the street, with the amendment of providing a loading area on the south side of Torrington Place.** The cycle lanes would be protected with either light segregation or stepped cycle tracks. No changes are proposed to the east / west route via Howland Street and Maple Street but could be considered as part of the Central London Cycling Grid at a later date.

Torrington Place

27. **Approve undertaking a trial to reduce through traffic on Torrington Place, including to alleviate traffic on the section west of Gower Street.** Funding has been committed to undertake a feasibility study of the options to achieve this outcome. Any proposal would be subject to statutory processes. The trial would consider converting Torrington Place and Tavistock Place (from Gower Street to Judd Street) to one-way eastbound and providing more

Appendix D: Detailed proposals and amendments

space for cycling as set out in Appendix H. A separate decision report on whether or not to go ahead with the trial including appropriate public engagement would be presented to the Cabinet Member for Regeneration, Transport and Planning.

Two-way cycle streets

28. Approve the additional streets being made two-way for cycling, with two exceptions; Chenies Street and Grafton Way. Following consultation, a new pedestrian crossing is proposed at the junction of Chenies Street with Tottenham Court Road. Due to the available road space, this would not be possible unless the section of Chenies Street between Alfred Place and Tottenham Court Road remains one-way for cycling. However, two-way cycling would be provided on parallel streets including Torrington Place and Store Street. 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 stepped cycle track 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. Installing the cycle lane as a stepped track rather than with kerb segregation would allow it to be over-run in emergency situations. Officers would also work with Transport for London to provide a cycle lane northbound from Grafton Way, on Tottenham Court Road, and on the Euston Road slip road to provide a continuous southbound cycle route from Hampstead Road to Gower Street.

Parking and loading changes

29. Approve the parking and loading changes with the following amendments:

- Additional loading bays on Tottenham Court Road.
- The relocation and extension of the taxi rank outside the Dominion Theatre on Tottenham Court Road.
- An additional taxi rank on Grafton Way east, close to University College London Hospital.
- Changes to proposed waiting and loading arrangements on Grafton Way, Bedford Avenue, Morwell Street, Bucknall Street, Denmark Street, including specifically additional Blue Badge disabled bays on Grafton Way, Maple Street, Morwell Street, and Denmark Street, as set out in Appendix F.
- Further discussions would be held with TfL regarding the hours of operation of the taxi ranks and the proposed hours would be determined by the Assistant Director, Environment and Transport in consultation with the Cabinet Member for Regeneration, Transport and Planning, after the required publication of the Traffic Management Order.

Appendix D: Detailed proposals and amendments

Changes to directions of one-way streets and banned turns

30. Approve the changes to the direction of certain one-way streets, as shown in Appendix G, with the following exceptions. These include:

- Huntley Street, which would remain one-way southbound for its entire length to reduce the impact of traffic accessing the hospital sites on Torrington Place;
- Chenies Mews, which would be one way eastbound from Huntley Street with the rest of the street two-way for access, to prevent large vehicles from reversing through the no-entry at the junction with Torrington Place;
- Morwell Street, which would change from two-way to one-way northbound to allow more space for large vehicles to manoeuvre;
- Streatham Street and Bainbridge Street, which would be one-way westbound with a left-turn only at New Oxford Street to prevent a rat-run avoiding the New Oxford Street / Bloomsbury Street junction;
- Bucknall Street (as set out in paragraph 12);
- Dyott Street (as set out in paragraph 12).

31. All of these streets would allow two-way cycling, with the exception of Chenies Mews which would be one-way eastbound for a short section at the very narrow northern end.

32. Approve the banned turns, except for the turning arrangements at the following junctions:

- **Hanway Street/Tottenham Court Road/Great Russell Street where there would be a forced right turn out of Hanway Street onto Tottenham Court Road, as shown in Appendix G, to prevent vehicles rat-running through Great Russell Street and the pedestrian crossing on Hanway Street would need to be removed** to allow space for servicing vehicles turning into Hanway Street.
- **Grape Street/High Holborn where a left turn would be permitted** to improve access.
- **Shaftesbury Avenue/Bucknall Street where a left turn in would be permitted but not a right turn in**, as the right turn in conflicts with traffic movements at the junction.