

Important- Public Consultation

This is your opportunity to comment on the Council's plans
This is a postal and on-line consultation

Proposed walking and cycling improvements – Farringdon area

February 2018

We are consulting you on proposals to improve the Farringdon area for walking and cycling. Our long term vision is to improve the area between Kings Cross and Farringdon, and we are delivering this in phases. The first phase has been delivered which included the provision of 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.

This leaflet provides you with information on what the issues are and what changes we are proposing as part of our next phase of delivery. These changes will help reduce the dominance of motor traffic in key areas, which will help make it a better and safer environment for walking and cycling.

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

- Improved streets for walking & cycling, and reduced motor vehicle dominance
- 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

The area is situated between two heavily used roads, Gray's Inn Road and Farringdon Road/King's Cross Road. A study carried out in 2016 showed that local residents, businesses, and local schoolchildren often stay off the main roads and revert to using the side roads when travelling to their destination. 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 an average of 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.

Provision of cycle parking from both residents and visitors is in substantial demand at certain points within the area such as the eastern end of Frederick Street. A number of cycling schemes have also been identified and are either being built or are planned for the area. This will allow us to improve provision for cyclists along this corridor and will likely result in more demand for cycle parking, which is addressed in these plans.

What is being proposed?

Changes proposed are explained in detail below and locations are highlighted on the attached plan. These proposals will help address the issues identified above.

Road Closures

In order to fulfil the vision and deliver the project objectives it is essential that new open spaces be created. This will mean that some roads in the area become no through routes for traffic or become service vehicle access only at certain times. Other roads change direction of travel or become two-way.

Road closures should reduce traffic “rat running”. Some of the locations will help create new pedestrian and cycle routes, which will encourage more people to walk and cycle.

Lockable bollards will be used to discourage motorised vehicles from driving through the closure. The image below shows an example of a road closure with a cycle path running through the middle. The bollards used are removable to allow emergency service vehicles to access streets when required.



Walking and Cycle Routes

Active travel modes such as walking and cycling have significant health benefits as well as helping to reduce emissions, congestion and road danger on the road network. Camden transport policy priorities are walking and cycling.

Walking provides an easy and quick way of getting around the borough and has potential to generate significant improvements in health with benefits of air quality, congestion and time saving. For many walking is their only viable transport option. The routes will also provide new and improved signage to direct road users.

Suggested proposals for Clerkenwell Road (including crossing points) will be considered separately in the future. The North-South Cycle Superhighway (CS6) is currently being built (see attached plan) and will provide a safe and direct route for cyclists through central London between Elephant and Castle and King's Cross. It also provides new and improved facilities for pedestrians. Proposals under consideration as part of this consultation will help connect pedestrians and cyclists to the CS6 route.

Detailed Proposals

Frederick St / King's Cross Junction

It is proposed to close Frederick Street at the junction with King's Cross Road to motorised vehicles. If implemented, motor traffic will not be able to enter or exit Frederick Street at the junction with King's Cross Road. Cyclists will be exempt.

This scheme would substantially reduce through traffic between Gray's Inn Road and King's Cross Road (and vice versa) that is currently using Frederick Street/Cubitt Street, whilst retaining access to all properties on the street.

In addition, it is proposed to convert a section of Single Yellow Line (SYL) on the southern side of Frederick Street (outside 1 to 3 Frederick Street) to carriageway cycle parking, due to observed demand for cycle parking in this area.

It is proposed to convert the existing SYL located on the northern and southern side of Frederick Street at the junction with King's Cross Road to double yellow lines (DYL) with no loading at any time restrictions. This will ensure the area is kept clear for large vehicles performing a U-turn.

DYL with no loading at any time restrictions will be implemented on the corner of Cubitt Street and Frederick Street, this change will improve visibility for road users approaching and exiting the junction.

There will be no loss of designated residential parking bays from this proposal.

Please refer to the drawing for details.

Calthorpe St / Gough St junction

Two options are being put forward for consultation.

Option A – a full closure to motor vehicles at the northern end of Gough Street at its junction with Calthorpe Street

If implemented, only cyclists would be permitted to access that section of Gough Street to/from Calthorpe Street.

A 'parallel' zebra crossing – for pedestrians and cyclists – would be implemented at this location providing a safe and easy crossing for those travelling from the southern to northern end of Gough Street across Calthorpe Street (and vice versa).

Motorised vehicles would still be able to access properties on the far northern end of Gough Street via Wren Street.

Parking and loading would be rationalised, and there would be no net loss of residential parking arising from these proposals. If approved, six residents' parking bays (4 from Calthorpe Street and 2 from Gough Street) will be relocated on to Wren Street.

Please refer to the drawing for details.

Option B: partial closure of the far northern end of Gough Street (junction with Calthorpe Street).

Under this proposal, the same measures as outlined in Option A would be implemented. However, motor vehicles (cyclists exempt) would be permitted to exit eastbound onto Calthorpe Street only from the far northern end of Gough Street. (turn left only).

Again there would be no net loss of residential parking spaces from the above proposals.

Please refer to the drawing for details.

Gough Street / Mount Pleasant junction

It is proposed to close the southern end of Gough Street towards Mount Pleasant to motorised traffic, reducing traffic on this section of Gough Street and creating safer conditions for pedestrians and cyclists.

Due to proposed development works at the Royal Mail site, which has a vehicular entrance in this section of Gough Street, it is proposed to:

- (i) Implement a temporary road closure to motor traffic at the junction of Gough Street and Mount Pleasant, until the development works are completed (expected to be 2020)
- (ii) Implement a permanent road closure to motor traffic further north on Gough Street (55m north of the junction with Mount Pleasant/Elm Street)

Under both the temporary and permanent closures cyclists would still be permitted to access all sections of Gough Street in both directions.

There is no net loss in residential parking spaces resulting from these proposals. Under the permanent proposals 10m of motorcycle parking currently on Gough Street will be relocated further south on the same street, towards the junction with Mount Pleasant.

Please refer to the drawing for details.

Laystall Street /Rosebery Avenue and Clerkenwell Road junction

The proposals in this area are to:

- (a) Increase the hours of the existing road closure on Laystall Street from Monday – Friday, 08:30am to 4:30pm to a permanent road closure with exemption to blue badge holders and loading. These measures will restrict motor vehicles using these streets and improve conditions for pedestrians and cyclists
- (b) Ban the right turn to motor vehicles (except for cyclists) from Laystall Street on to Rosebery Avenue. If implemented vehicles will only be able to turn left on to Rosebery Avenue. If approved this change will discourage drivers from using Laystall Street as a cut through and improve conditions for pedestrians and cyclists.
- (c) Convert Laystall Street (between Rosebery Avenue and Clerkenwell Road) to a two-way street for cyclists. This connects Rosebery Avenue and Clerkenwell Road providing a safer routes for cyclists.

Please refer to the drawing for details.

Eyre Street Hill/Clerkenwell Road junction.

Proposals in this area are to:

Close the Southern end of Eyre Street Hill at the junction with Clerkenwell Road to motorised vehicles. If implemented cyclists only will be permitted to access Clerkenwell Road via Eyre Street Hill in both directions. These measures will restrict motor vehicles using these streets and improve conditions for pedestrians and cyclists.

Convert Eyre Street Hill between Summers Street and Clerkenwell Road closure to two-way for vehicles and the remainder of Eyre Street Hill to permit contra-flow cycling. If approved, this would allow motorised vehicles to enter Eyre Street Hill south bound via Summers Street to access the existing parking spaces. Additionally, it will permit cyclists to cycle against the flow of traffic for the remainder of Eyre Street Hill.

Rationalise parking and loading in the area to ensure clear space for vehicles requiring to 'U-turn' safely at the southern end of Eyre Street Hill due to the above road closure.

Overall, there is no net reduction in designated residents' parking, motorcycle parking or paid for parking. If approved, one residents' parking space located on Eyre Street Hill will be relocated to Warner Street.

Please refer to the drawing for details.

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 through the Local Implementation Plan ('LIP') for transport.

Please complete the questionnaire provided and send your comments by the **23rd March 2018 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 Director for Regeneration and Planning will make a decision on whether or not to proceed with the scheme in March/April 2018.

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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Thank you for replying to this consultation