

Important- Public Consultation

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

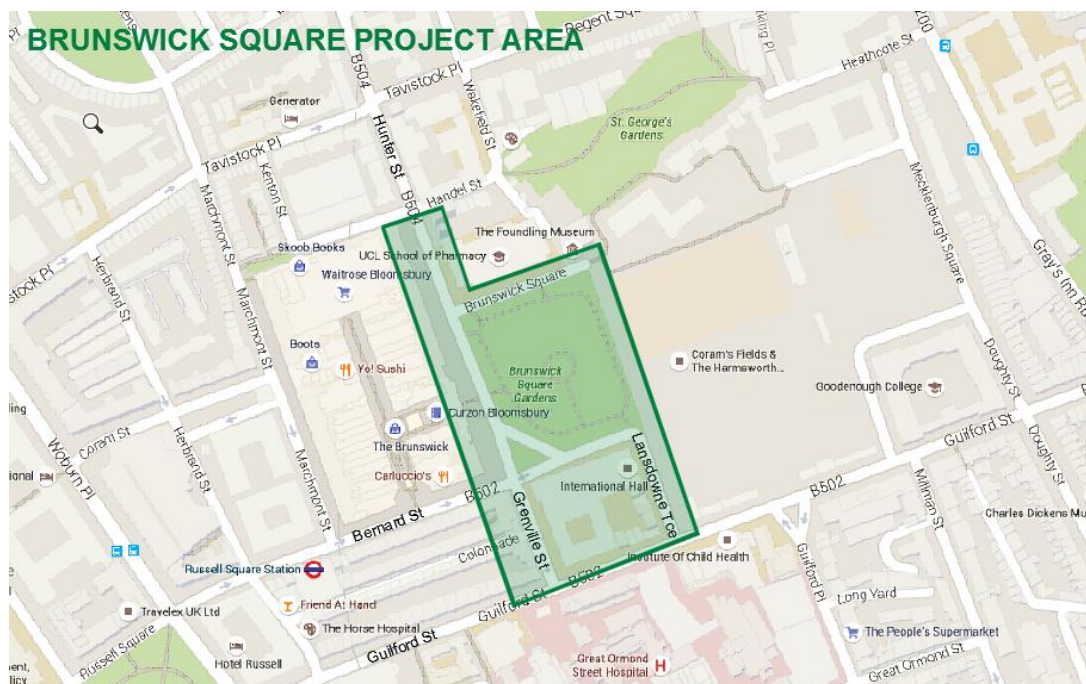
February 2016

Central London Cycle Grid Brunswick Square Proposed Walking and Cycling Improvements

In March 2013, the Mayor of London launched his vision for cycling in London. A major element of the vision is the proposed Central London Cycle Grid – a network of cycle routes through Central London and the City, making it more attractive for people who don't cycle and safer for the increasing numbers who do. Encouraging more people to cycle is a key objective for Camden Council, the benefits are widespread and include: helping to reduce traffic congestion, improving air quality and improving the health of our residents.

In 2015, Camden Council started to build a new north-south walking and cycling route along Pancras Road linking Kentish Town to Kings Cross via Royal College Street. Camden Council, through a separate consultation is currently consulting on changes to Midland Road which links Pancras Road to Kings Cross, including the junction of Midland Road with Euston Road. For more information or to respond please visit consultations.wearecamden.org/culture-environment/midland. To the south of Euston Road, Transport for London (TfL), Islington and Camden Councils are also jointly asking for local people's views on extending the North-South Cycle Superhighway from Farringdon Station to King's Cross. For more information, or to respond to the North-South Cycle Superhighway please visit consultations.tfl.gov.uk/cycling/northsouth. Should all of these projects be approved then there will effectively be a key cycling route from Kentish Town Road to Farringdon Road and beyond to Elephant and Castle, the latter under construction by TfL.

To capitalise on proposals from nearby schemes the Council has identified Brunswick Square as an important intersection of east-west and north-south cycle movements and would like to make some improvements that would link to those made between Kentish Town and Kings Cross and would help to provide a continuous walking and cycling route southwards to Bloomsbury. The proposals aim to deliver the key objectives of the Central London Cycle Grid, and improve public spaces in an area of high footfall and historical significance.



This leaflet and the enclosed drawing provide details about proposals for Brunswick Square between Handel Street and Guilford Street, and includes improvements on; Hunter Street, Brunswick Square, Bernard Street, Grenville Street and Lansdowne Terrace.

In the 3-year period ending June 2015, 5 slight traffic collisions occurred within the project area; 3 involving cyclists, 1 pedestrian and 1 powered-two-wheeler (motorcycle). There were no serious casualties or fatalities within that timeframe.

Although the number and severity of collisions is relatively low, road safety is a key consideration. By reducing road widths; simplifying junctions by limiting the number of permitted movements; raising areas to pavement level; improving pedestrian crossings; and helping to make cyclists more visible, it is likely there will be reductions in speeds and collisions which are complemented by better public spaces.

Proposed Changes

The proposed changes are shown on the **enclosed drawing** and include the following:

- Public realm improvements to the corner of Brunswick Square (west) where it joins Bernard Street and Grenville Street, providing a large pedestrian-only space with new trees, seating and better lighting. This is possible by closing Lansdowne Terrace where it meets Brunswick Square. Access to Lansdowne Terrace from Hunter Street or Bernard Street would be closed to motor traffic (except cyclists). Southbound motor traffic would continue to Guilford Street via Grenville Street. Northbound motor traffic would no longer be able to access Hunter Street and beyond toward Euston Road from Guilford Street (access would be retained via alternative routes).
- Access from Bernard Street to both Guilford Street and Brunswick Square (northbound towards Hunter Street) would be retained.
- Access to Lansdowne Terrace would be retained from Guilford Street.

- Road raised to pavement level on Brunswick Square between the junctions of Hunter Street with Brunswick Square and Grenville Street with Bernard Street.
- Existing zebra crossings improved. New zebra crossings provided on Grenville Street and Bernard Street near the junctions with Brunswick Square.
- Pavements widened on Brunswick Square, Lansdowne Terrace, Bernard Street and Grenville Street to optimise space allocated to pedestrians and cyclists.
- New cycle track between Brunswick Square (west) and Lansdowne Terrace.
- Inset parking bays to accommodate majority of existing parking provision. There would be a net loss of two residents' permit parking bays throughout the project area.

Overleaf are before and after visualisations of what Brunswick Square could look like if there were broad support for the scheme.

Brunswick Square at junction with Hunter Street and Bernard Street

Existing



Proposed

Lansdowne Terrace facing closed section of Brunswick Square towards Bernard Street

Existing



Proposed



This is your opportunity to comment

We need your views as this consultation is intended to find out if there is broad public support for the proposals set out in this leaflet. **Please ensure we receive your response by 20th March 2016.**

Respond online

By completing the questionnaire for this scheme at

consultations.wearecamden.org/culture-environment/brunswicksquare

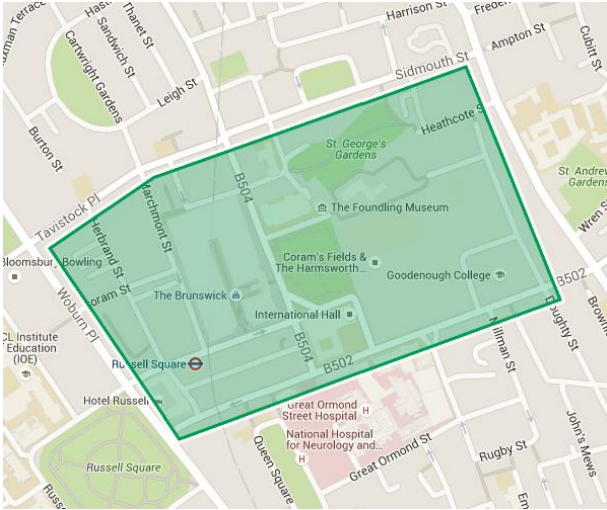
Respond by post

By returning the included questionnaire using a standard envelope addressed to:

“Brunswick Square Consultation”
London Borough of Camden,
Culture and Environment Directorate, Transport Strategy Service,
FREEPOST RSLT-RJBR-TXAA,
London, WC1H 9JE.

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.**

While it will not be possible to reply to you individually, all comments will be taken into account. The Cabinet Member for Regeneration, Transport and Planning will make a decision in June 2016 on whether or not to proceed with the scheme and you will be informed via the council’s website of the outcome of this consultation within three months, where possible. Under the Local Government (Access to Information) Act 1985, we may not treat your response 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.



Who is being consulted?

The following are being consulted: All properties within the consultation area outlined in green on the plan to the left, Local and Statutory Groups, Emergency Services and Ward Councillors.

If you would like further information then please contact the following:

Dan Tait

Senior Engineer

Transport Strategy Service

London Borough of Camden

Tel: 020 7974 8933

Simi Shah

Design Team Manager

Transport Strategy Service

London Borough of Camden

Tel: 020 7974 2066

Thank you for replying to this consultation

Dan.Tait@camden.gov.uk

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This is your opportunity to comment on the Council's plans
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Central London Cycle Grid Brunswick Square Proposed Walking and Cycling Improvements

Please complete this questionnaire and return it by 20th March 2016 to:

“Brunswick Square Consultation”
London Borough of Camden
Culture and Environment & Directorate, Transport Strategy Service
FREEPOST RSLT-RJBR-TXAA
London, WC1H 9JE

We will only accept ONE reply per household, business or organisation. You must give us your postal address if you want us to consider your views.

Please indicate your preference by ticking the appropriate boxes.

Proposal 1

Do you agree with the proposal to close access for motor vehicles between Lansdowne Terrace and Brunswick Square to provide improvements to public realm e.g. increase pedestrian space, new trees, seating and lighting? *Note: this requires some modifications to the layout of parking.*

Yes

No

No Opinion

Proposal 2

Do you agree with the proposal to raise the road on Brunswick Square to pavement level, as per the extents shown on the attached plan and make improvements for pedestrians such as; widening pavements, improving existing zebra crossings and providing two new zebra crossings?

Yes

No

No Opinion

Proposal 3

Do you agree with the proposal to make improvements for cyclists by optimising road widths, introducing a cycle track between Brunswick Square (west) and Lansdowne Terrace and simplifying the junction of Brunswick Square with Bernard Street and Grenville Street?

Yes

No

No Opinion

Your Comments

Do you have any other comments, suggestions, or objections to this scheme?
(Use a separate sheet of paper if necessary)

If you have any disabilities (e.g. mobility or visual difficulties) please use this space let us know so that

we may take this into account if the proposals are agreed by the Council and before works start.

You must give us your postal address if you want us to consider your views

**Replies from local groups and associations, statutory groups and emergency services.
Please only fill in if you are an official representative (i.e. Chairperson, Secretary)**

Name of Organisation:

Address:

Postcode

Number of members in the Group/Association:

How did you reach this decision?

Date of meeting or discussion?

How many members were involved in the decision-making?

Replies from residents, businesses or individuals

Name:

Telephone number:

Address:

Postcode

Please also indicate, by ticking one box or more, which of the following best describes you:

Resident Business School (e.g. Parent, Guardian, Teacher)

Thank you for taking the time to complete this questionnaire. If you require any additional information or would like further explanation, please call Dan Tait on 020 7974 8933

Please note, that in accordance with the Local Government (Access to Information) Act 1985, any questionnaires or correspondence received by the Council as part of this consultation will be available for public inspection and a summary of the report following the consultation will be made available on the Council's website.

Data Protection Act 1998 – All information gathered in this consultation will only be used for the purpose it was collected for.



BRUNSWICK SQUARE
PROPOSED WALKING AND CYCLING IMPROVEMENTS

LEGEND

- 01 Road raised to pavement level between northern and southern ends of Brunswick Square
- 02 New continuous pavement pedestrian crossing
- 03 Existing permit holder parking largely retained outside the Brunwick Centre and along Lansdowne Terrace (there would be a net loss of 2 resident parking bays across the scheme)
- 04 Existing cycle hire station retained
- 05 New road scheme (except cycle) between Brunwick Square and Lansdowne Terrace
- 06 New turning head to Brunwick Square (south)

- 07 Existing parking spaces in Grenville Street retained (some relocated to Lansdowne Terrace)
- 08 New trees planting in new pedestrian-only space
- 09 Soft binding gravel surfacing to complement the surrounding paving
- 10 New seating to railing edge of Brunwick Square Gardens, overlooking the space
- 11 Existing telephone box retained
- 12 New cycle parking provided
- 13 Existing historic lamp post retained



DRAWING NOT TO SCALE

Appendix B - Consultation Results, Comments, Officer Responses and Design Changes

Summary

The public consultation ran for five weeks, from 15 February 2016 to 20 March 2016. Consultation materials were sent to approximately 5067 consultees, including 4967 letters that were posted to properties within the consultation area. Fifty local groups and associations, Camden Councillors and statutory groups were also consulted. The consultation area is shown in the consultation documents (in Appendix A).

The consultation was also available online at WeAreCamden.org where respondents could submit their views via an online questionnaire.

The consultation questionnaire requested feedback on three key elements of the proposals:

Closure of Lansdowne Terrace to motor traffic at Brunswick Square – filtering northbound motor traffic accessing Brunswick Square from Guilford Street. This facilitates the introduction of a large new pedestrian space with new trees, seating and lighting.

Improvements for pedestrians – such as raising the road to footway level, widening footways, improving existing zebra crossings and providing two new zebra crossings.

Improvements for cyclists – such as optimising road widths, providing a new cycle track between Brunswick Square West and Lansdowne Terrace and simplifying the junction of Brunswick Square with Bernard Street and Grenville Street.

In total 339 responses were received via the questionnaire (109 by post and 230 online). This represents a response rate of approximately 7%.

Where two identical responses (same name and post code) were received from one household, only the first has been considered as requested in the consultation materials. This process reduced the total number of responses to 318 (109 by post and 209 online). This represents a response rate of approximately 6.4%.

The cleaning process changed results by <2%. However, if all responses to the consultation were to be considered, rather than conducting the cleaning process, the level of support for the scheme would remain largely unaffected and officer recommendations would still stand.

The respondent types can be broken down into the following categories:

- Residents – 224 (70%)
- Businesses – 11 (3%)
- Users of Brunswick Square – 78 (25%)
- Groups/Associations – 5 (2%)

Six emails commenting on the scheme were received and one ward councillor commented on the scheme. It should be noted that the responses received by email did not specifically answer the questions in the questionnaire, so they have not been considered in the statistical analysis. However, they are discussed in further detail below. While these responses, if interpreted as responses to the questionnaire, would slightly affect the results of the consultation, officers consider that they would not change the overall outcome of support for the proposals.

Overall the proposals were supported by 68% of respondents.

Summary of Overall Scheme Support	
	Overall
Support	68%
Don't Support	29%
No Opinion	3%

Support for each of the three questions proposed in the questionnaire are summarised as follows:

Summary of Support for Closing Lansdowne Terrace to Motor Vehicles (Proposal 1)	
	Overall
Support	66%
Don't Support	32%
No Opinion	2%

Summary of Support for Walking Improvements (Proposal 2)	
	Overall
Support	71%
Don't Support	25%
No Opinion	4%

Summary of Support for Cycling Improvements (Proposal 3)	
	Overall
Support	66%
Don't Support	31%
No Opinion	3%

The results of respondents living in the area south of Euston Road and southern borough boundary are given in the table below.

	Yes	No	No opinion
Proposal 1	64%	33%	3%
Proposal 2	71%	26%	3%
Proposal 3	65%	30%	4%
Average	67%	30%	3%

If only responses from local residents and businesses were considered then the responses still indicate support of around 66%. This indicates that locally there is support for the changes proposed.

It has been acknowledged that the area around Brunswick Square is affected by a number of surrounding schemes which propose significant changes and where impacts and benefits may overlap. Other public consultations were active during the Brunswick Square consultation. To ensure respondents were able to develop informed views, each scheme referenced the others in the consultation material. To explain the feasibility work and potential interactions between the schemes, a number of community consultation events were held by TfL and Camden at which officers were able to show materials and answer queries on the combined schemes.

Local organisations, including local resident and business associations representing a number of people have been considered as individual responses in the statistical consultation analysis.

A number of responses with comments were received from local and statutory groups and organisations. Their responses are summarised in the following table:

Statutory Group/ local Association	Comments	Officer response
RNIB	Lack of pre-consultation	The RNIB is a key stakeholder in relation to all of Camden's proposed changes to the public highway and a statutory consultee for all new schemes. As such, RNIB are included in all public consultations and any responses are given due consideration in the development of final proposals. Pre-engagement with RNIB will be considered for future schemes especially those close to their headquarters.
	Concerned about impact of shared space on blind people	Shared space relates to the use of a single area for multiple modes, generally referring to a combination of pedestrians with cyclists, or pedestrians with all other modes (including motor vehicles). The designs consulted on for Brunswick Square do not propose shared space; pedestrians are provided with space which is completely separate from that allocated to other modes.
	Kerb heights – request these are a min 60mm	Where proposals raise the carriageway level it is intended to heighten the awareness of drivers as it indicates they are in a pedestrian area, resulting in slower speeds. There are also significant benefits at crossing points for all users, particularly people with limited mobility and those using

		<p>wheelchairs, mobility scooters and pushchairs. At crossing points, standard maximum of 5mm kerb upstand will be provided. In all other areas, the interface between the carriageway and the footway will have a 60mm kerb upstand where possible. This is above the minimum height that is considered a trip hazard (20mm) and is detectable by guide dogs and users of white canes. As there are expected to be low volumes of motor traffic and the footway will feature trees and street furniture, officers consider that footway overrun is very unlikely. To further distinguish the interface, standard tactile paving will be used to identify designated crossing points and street furniture/planting will be located so as to direct pedestrians toward appropriate crossing points. Should the scheme be approved then officers will engage with RNIB and Guide Dogs for Blind on the detail design; this has been undertaken with RNIB on the N-S cycle superhighway project.</p>
	<p>Cyclist compliance/ danger to partially sighted people.</p>	<p>Statistical evidence shows that motor vehicles pose a far greater danger to pedestrians than people on bicycles. However, Camden Council offers (and actively promotes, via a range of media) free cycle training to anyone who lives, works or studies within the borough, to encourage safe and respectful cycling. Officers will ensure that measures are taken to ensure that cyclists, pedestrians and other road users are able to see each other wherever possible (e.g. by ensuring that parked vehicles do not obscure sightlines).</p>
	<p>Crossing points are not appropriate</p>	<p>A key scheme proposal is to convert the south-west corner of Brunswick Square, into a standard crossroads. This will greatly simplify the legibility of the road which will have significant benefits for the visually impaired. Two new straight zebra crossings will replace the existing multi-stage uncontrolled crossings. The new crossings will be shorter as a result of the widened footways, and will give priority to pedestrians. The crossings will also have standard tactile paving with tails to indicate the controlled-type crossing for the visually impaired.</p>
	<p>Crossing over cycle track is ambiguous and has bollards in desire line</p>	<p>Informal crossing points will be provided at the western and eastern ends of the proposed cycle track for pedestrians to access Brunswick Square. Standard buff tactile paving will be used at all informal crossing points in the project area. Kerbs in the cycle track will be angled with a standard upstand where possible (subject to detailed design) except at crossing points, and materials will be chosen to emphasise the interface with the footway. Bollards will be located so that they do not block pedestrian desire lines.</p>
	<p>Turning circle is hazardous for all users.</p>	<p>The proposed cul-de-sac type arrangement on Brunswick Square is required to enable vehicles to turn and cannot be removed.</p>
	<p>Narrow footway outside Brunswick (1.2m)</p>	<p>The proposals include footway widening wherever possible throughout the project area, including significant stretch on the western side of Brunswick Square outside the</p>

		Brunswick Centre. It is proposed to retain the existing mature trees so the desirable minimum of 2m continuous effective footway width is not achievable. However, the proposals would increase the current footway width to 1.5m at pinch points (for short stretches 1.2m is the absolute minimum for DDA standards)
	Continuous pavement at Brunswick Square north	The volume of motor traffic entering/exiting Brunswick Square north is extremely low (observed). A continuous footway has been proposed to indicate pedestrian priority and simplify the crossing movements for pedestrians, particularly those with impaired mobility. A standard layout with buff tactile paving will be provided to delineate the informal crossing point.
	Concern about at-grade parking	At-grade parking is proposed to maximise the usable width of the footway so that, when not occupied by vehicles, the bays can be used by pedestrians without the need to step up or down a kerb. At-grade parking is most useful where footway widths are below desirable minimums. To accommodate the needs of the partially sighted 'corduroy' tactile paving will be provided at the interface of at-grade areas which are not designated crossing points, and suitable materials will be used to delineate the edge of the footway.
	Council should seek design advice from professional accessibility consultant	The Council has an internal accessibility advisor who advises on new interventions proposed for the public highway. The types of changes proposed are well utilised across the borough and throughout London and are largely considered to be inclusive for all users.
Licensed Taxi Drivers Association	Retain accessibility to Brunswick Square (northbound) from Lansdowne Terrace.	The closure of Lansdowne Terrace for motor vehicles is key to providing the desired improvements for pedestrians, cyclists and the public realm. Access is still retained through the area, but it is accepted that some journeys during certain periods may take longer. The benefits to pedestrians and cyclists would not be achieved without closing Lansdowne Terrace.
	Provide new taxi rank on western side of Brunswick Square outside Renoir cinema.	The revised layout of resident and paid for parking limits the remaining unused kerbside so there is insufficient kerbside space to accommodate a new taxi rank.
Camden Cycling Campaign	Support closure of Lansdowne Terrace to motor vehicles for the benefit of cyclists on key designated routes, simplification of Grenville St/Bernard St junction and continuous pavement at northern end of Brunswick Square.	These interventions provide key benefits to pedestrians and cyclists using Brunswick Square.
	Cycle track through Lansdowne Terrace	The proposed cycle track width is 3.6m and will permit two-way cycling. Widening to 4m will be considered at

	should be 4m for cycle flows over 2000/day, otherwise 3m.	detailed design stage and provided where possible.
	Provide inset parking bays to provide straight kerb lines.	Inset parking will be provided with at-grade facilities that increase the effective width of footways when parking bays are not occupied.
	Remove central traffic islands as they act as pinch points for cyclists.	Central islands will be removed to create more space to widen the pavements and simplify crossing for pedestrians. Removing the central traffic islands is also justified by the predicted reductions in traffic volume.
	Provide more cycle parking.	Additional cycle parking will be considered as part of the detailed design process if a decision is made to progress the scheme.
	Improvements to public realm will make the area much more pleasant for people walking and cycling.	The proposals aim to be sympathetic to the historic nature of the square while also improving it as a place to pass through and visit.
London Cycling Campaign	Strong support for modal filter of Lansdowne Terrace, simplification of Grenville St/Bernard St junction, continuous pavement at north of square and removal of central islands that result in pinch points for cyclists.	See response to Camden Cycling Campaign above.
	Lansdowne Terrace cycle track should be 4m wide if cycle flows are greater than 2000/day, otherwise 3m.	See response to Camden Cycling Campaign above
	Ensure carriageway widths don't fall between critical 3.2-4m.	Noted.
	Additional traffic calming and conflict reduction on Bernard St, Grenville St and Guilford St would be welcomed.	This will be considered at post-implementation stage if the scheme is progressed.
	All highway developments should be designed to LCDS with a CLoS rating of 70 or above and all 'Critical Fails' eliminated.	All Camden schemes are designed to meet or exceed best practice design guidance where possible.

Brent Cyclists	Strong support in general. Cycle track should be wider (4m) and zebra crossing outside the Renoir Cinema should be widened to facilitate large pedestrian volumes.	See response to Camden Cycling Campaign in paragraph 1.16. Officers will consider widening the zebra at detailed design stage.
Guide Dogs	The proposals will stop guide dog owners from moving around the area confidently. Guide Dogs shares all concerns raised by RNIB.	The proposals intend to improve safety, legibility and accessibility for all users. For guide dog users this is achieved by simplifying the junction layout of Brunswick Square with Grenville St and Bernard St to create a more standard cross-roads layout. In addition pavements will be widened, new controlled crossings introduced and motor traffic filtered out to reduce road danger.
Stop Killing Cyclists	Support for; improving safety for vulnerable road users, improving accessibility to cycling for all ages, reductions to pollution, reductions to motor traffic volumes and improving facilities for all those local to the Brunswick Centre.	Noted.
Marchmont Association	Ensure turning space for vehicles servicing the International Hall.	Swept path analysis has been undertaken to ensure turning movements are possible.
	Consider relocation of the existing recycling station near the corner of Brunswick Square and Bernard St. Currently obstructing pedestrian route.	This will be considered at detailed design stage if the scheme is progressed, to ensure waste management/recycling facilities are in optimum positions.
	Consider removing large tree at corner of Bernard St with Brunswick Square as it obstructs pedestrian desire lines.	Officers avoid the removal of mature trees wherever possible. This tree has been incorporated into the scheme design so that conflict with pedestrian desire lines has been eliminated.
	Increase signage at junction of Lansdowne Terrace with Guilford St to indicate that it is no longer a through-road.	A standard TSRGD DIAG816 'no through road for vehicular traffic' sign will be provided at this location. All signage for the scheme will be developed at detailed design stage.
	Proposed trees should be small-medium sized species to avoid blocking sunlight to the gardens	Noted. Further consultation with Camden's arboriculture team will take place to ensure appropriate tree species are selected.

	Ensure vehicles exiting the Brunswick Centre's underground carpark can do so without mounting the opposing pavement.	Swept path analysis has been undertaken to ensure turning movements are possible. This will be reaffirmed at the detailed design stage if progressed.
Brunswick Tenants and Residents Association	Ensure drainage is amended to remove ponding.	Drainage design forms a critical component of the detailed design for any scheme. The detailed design process will ensure that drainage provision is sufficient to prevent future ponding.
GOSH	Scheme addresses existing deficiencies in the road layout and provides improvements to pedestrians, cyclists and public realm that will benefit patients, staff and families accessing the hospital.	Noted and pleased that the proposals are welcomed.

One local Ward Member provided comments on the proposals as follows:

Councillor Comment	Officer Response
Possible congestion in Grenville St	Traffic modelling has been undertaken (Appendix C) to predict traffic impact if the proposed closure of Judd St at Euston Road is not progressed as part of separate Camden decision-making. This modelling predicts no impact to this particular street.
Light pollution from belisha beacons	Where new zebra crossings are proposed next to multi-storey residential buildings any new belisha beacons will have light shields to minimise the impact on properties nearby.
Lansdowne Terrace could be more pedestrianised	Lansdowne Terrace is likely to remain moderately active for motor vehicle movements e.g. taxis dropping off for the Brunswick Centre and deliveries to International Hall. For this reason officers feel further pedestrianisation is not suitable at present.
Coordination with nearby Central London Grid and Cycle Superhighway schemes	Decision for Midland/Judd which is a cycle grid scheme is being considered at the same time for this very reason. The proposals for CS6 which is currently under construction compliment both of these schemes. Coordination with these and nearby schemes such as WEP are being considered in terms of impact on residents and businesses during construction. See section 5.2 of decision report.
Impact from loss of vegetation on north-western corner of Brunswick Square	It is not proposed to remove vegetation from the north-western corner of Brunswick Square. The design has been updated to include additional vegetation/greening at the south-western corner.
How is the scheme funded?	Scheme is funded by TfL with contributions from the Central London Grid and Cycle Superhighways programmes.
Concerned about lack	Access is retained but the closure of Lansdowne Terrace will mean that

of accessibility for motor vehicles	some journeys undertaken at certain times may take longer.
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Key Trends and Officer Responses

The online and printed questionnaires provided space for respondents to make comments in addition to answering questions about the proposed scheme. A number of respondents used this section to make comments, and these have been summarised below:

Brunswick Square – Summary of Comments from Public Consultation

Trend in comments	No. of resp.	Examples	Officer Comments
General support/support with minor changes	79	Many comments of general support e.g. “great idea, I strongly support” and “great looking scheme”. Use chamfered kerbs in cycle lanes. Relocate bins currently outside the Brunswick Centre. More lighting. Increase footway and cycle track widths. Ensure proposals suit partially sighted.	All comments/proposed changes will be considered further at detailed design stage if the scheme is progressed. Proposals aim to provide optimum space for pedestrians and cycles while still accommodating general motor traffic. The simplified layout with controlled (zebra) crossings and modal filtering is expected to improve pedestrian and cyclist comfort levels significantly.
Concerned about congestion, traffic reassignment and journey delays	68	Proposals remove network resilience. Reassignment onto unsuitable roads. Will cost more in taxis. Detrimental to air quality. Impact on local businesses.	Traffic reassignment has been assessed for individual and combined schemes to help predict traffic impacts on the surrounding road network. Traffic modelling suggests that most reassigned traffic will use the strategic road network rather than local, residential roads, aligning with the objectives of the proposal. In addition, it is anticipated that there will be some evaporation of motor traffic as a result of improved conditions for walking and cycling (although this is difficult to quantify and is not assumed in the modelling for this scheme). However it is accepted that some motor traffic journeys to and from the area will take longer. Walking and cycling are very efficient uses of road space. Switching more journeys to these modes can free up road space for journeys that have to be undertaken by motor vehicle.
Concerned about security/antisocial behaviour on Brunswick Square north	41	Pedestrian route between UCL School of Pharmacy and William Goodenough House is dimly lit and a hot-spot for muggings.	Camden lighting team and local police have been informed of these concerns. Request will be made to the Lighting Team to undertake a lighting review and upgrade if necessary.
Concerned about access	40	Removal of access to hospitals. Difficulty getting	Some journeys by motor vehicle may become less direct,

		home, getting cab to pick-up and getting deliveries. Access to businesses. Closure of Lansdowne Terrace not required, de-scope to general improvements.	and take longer but access is not removed. Improving conditions for walking and cycling and reducing the dominance of traffic align with the Council's transport policies. Emergency vehicles are exempted from the road closures in emergency situations so are largely unaffected by the proposals.
Waste of public money	21	Plans look costly and over the top. Money better spent on simpler proposals and other projects.	A simpler method of filtering traffic could have been adopted. However officers consider that this would not address the existing confusing layout of crossings and islands or the severance between, and inefficient use of, undeveloped space. The proposed changes aim to address many of these issues while also being sensitive to the historic nature of the square. TfL has provided funding specifically for interventions on this key cycle route: the funding cannot be spent on other projects.
No changes needed/no current problem	21	Pedestrian flows are low. Extra space doesn't connect anything. Collisions, lighting and seating are all appropriate as existing.	Pedestrian and other traffic surveys were completed at the feasibility stage of the project. These showed high volumes of footfall on a number of desire lines. In addition, it is expected that the volume of cyclists and pedestrians will continue to grow. The scheme seeks to address current and future safety risks associated with complex junction geometry and moderate flows of multi-modal traffic in various directions. The scheme also aims to overcome barriers to cycling, targeting less confident cyclists who want to use in general low-traffic routes, whilst also providing for existing cyclists who want to travel at a gentler place.
Don't remove greenery/should be increasing green space – rethink public space.	17	Don't remove existing trees. Not historically sensitive. Retain greenery on roundabout. Use mature trees. Don't block views of the square with tall trees.	Designs aim to be sympathetic to the historic nature of the square. Further review of the new public space, including alternatives to increase greening, retain existing trees, selection of new trees/planting etc will be undertaken with

			Camden urban realm designers and arboriculture team at detailed design stage, if a decision is made to progress the scheme.
Cyclists are dangerous to pedestrians/ Cyclists should be better managed.	17	Elderly and disabled have trouble seeing/hearing them. Often disobey traffic laws. Should have to pay road tax and have insurance.	<p>Statistically, people on bicycles pose less of a danger to pedestrians than motor vehicles and unfortunately a minority of cyclists like motor vehicle drivers do not obey the highway code. While some people find cyclists difficult to hear, others welcome the fact that they do not contribute to noise pollution in the urban environment. However, Camden Council offers (and actively promotes, via a range of media) free cycle training to anyone who lives, works or studies within the borough, to encourage safe and respectful cycling. Officers will ensure that measures are taken to ensure that cyclists, pedestrians and other road users are able to see each other wherever possible (e.g. by ensuring that parked vehicles do not obscure sightlines).</p> <p>Road tax has not existed in the UK since 1937. Cyclists and fully electric vehicles are not required to pay Vehicle Excise Duty as this is based on the emissions from the vehicle. Improvements to transport, including roads and cycling facilities are funded by general taxation.</p>
Positive - Improvements to safety	16	Slowing/removing traffic very important. Junction needs simplifying. Much needed as currently don't feel safe walking/cycling.	Filtering of motor traffic will assist in providing safe walking and cycling facilities. It will also provide other benefits such as reduced congestion on Judd St.
Too much being done for cycling	11	Tavistock cycle lanes are empty. Some people rely on motor vehicles. Too much happening at once.	Cycling does not contribute to local air pollution and is an efficient use of limited road space. Traffic surveys and observation conducted as part of the Torrington Place/Tavistock Place traffic trial show that these cycle lanes are used by large numbers of cyclists, particularly in the peak hours. Camden's Transport Strategy places

			pedestrians and cyclists as a hierarchy and this is consistent with the Greater London Authority 'Mayor's Transport Strategy 2018' which sets out the Mayor's intention to encourage cycling and walking on 'Healthy Streets'. Healthy streets aim to "reduce traffic, pollution and noise, create more attractive, accessible and people-friendly streets where everybody can enjoy spending time and being physically active, and ultimately improve people's health". Healthy Streets also emphasise making cycling easier and safer in London. We acknowledge that a number of schemes are being considered in the area at the same time, however their cumulative impacts on traffic have been considered, see Appendix C.
Positive - Improved air quality	10	Sustainable modes need to be made more accessible. Short term pain for long term gain.	As mentioned above, journeys made by bicycle do not contribute to local air pollution. Air quality is likely to improve on streets where motor traffic has been filtered.
Needs to be considered with nearby schemes	9	More work needed to coordinate with other schemes. Conflicting consultation material. Trial these closures rather than making them permanent straight away.	All schemes in this project area have been developed carefully to ensure that they interact harmoniously. To reduce disruption, construction of each scheme will be coordinated with TfL's forward planning team to ensure the impacts on the road network are minimised.
Doesn't go far enough – more restrictions needed here and in the wider area.	8	Limit vehicles in Bernard St and close Handel St. to motors. Propose contraflow for cycling on Bernard St. Cycle priority should be emphasised. The scheme doesn't do anything for pedestrians.	As it is proposed to implement three schemes which are predicted to interact with each other, additions to the scope of works are not currently under consideration. A post-implementation study will take place to ensure the schemes are delivering against their key objectives. This will include various stages of a formal road safety audit. Additional measures will be considered at that stage, but this is subject to funding being secured..

Shouldn't remove parking	8	Parking should be retained for residents. Restrictions should be stricter to prevent others using space for residents during events at Coram fields. More enforcement needed.	The proposed changes do involve a loss of two resident parking bays to accommodate the widened footways and additional cycling facilities. Inspections conducted as part of several site visits suggest that the resident parking is seldom used overnight (when demand for parking tends to be highest) and officers' view is that the proposed provisions would be sufficient. Increased restrictions to kerbside waiting are proposed which would prevent traffic currently parking on single yellow lines. The proposal prioritises the majority of local residents who do not have access to motor vehicles, and who are reliant upon walking, cycling and public transport to get around. (Census data for 2011 shows that 80% of households in the St Pancras and Bloomsbury area do not have access to a car).
Noise pollution	7	Grenville Street due to worsened queuing	Traffic modelling does not predict additional queues on Grenville St. It may be that the existing congestion seen at times may be as a result of traffic not being able to exit Grenville Street due to traffic buildup on Guildford Street.
Consultation process flawed	4	People didn't know about it. Should have been more engagement. Should have been extended because of issues with delivery of consultation materials on Judd St.	There was a wide spread of respondent types received as a result of the consultation, with the majority from local residents. The consultation was conducted using Camden's standard processes to receive a thorough understanding of how the proposals are viewed by all stakeholders. It is acknowledged that the wider area is affected by a number of other schemes which propose significant changes and whose benefits and impacts may overlap. Other public consultations were active during the Brunswick Square consultation. Each scheme referenced the others in the consultation materials to ensure respondents were able to take an informed view. It is difficult, in simple terms, to explain the interactions

			<p>between surrounding schemes and feasibility work which has been completed to ensure they are harmonious. To increase awareness, a number of community consultation events were held by TfL and Camden at which officers were able to show materials and answer queries on the combined schemes. During the consultation period, an issue was identified relating to the delivery of consultation materials to residents on/near Judd St. This only affected the consultees of the proposals on Midland Road and Euston Road/Judd St junction and was primarily a result of delivery companies not having access to individual properties in mansion blocks. Once identified, additional delivery of consultation materials was immediately undertaken and a public meeting was held to inform those affected.</p>
No information on the cost	4		<p>The cost of the proposals would be funded entirely by TfL's cycling programme with contributions from the North-South Cycle Superhighway and Central London Grid. The total value of works on the Brunswick Square scheme is estimated to be £835,000</p>
Impact on visually impaired people.	4	Issues with kerb upstands, lack of tactile paving and irregular road layouts.	<p>The proposals aim to improve safety and simplify movements for all pedestrians, including those with visual impairments. Tactile paving will be provided at all designated crossing points. Where the carriageway is raised, a nominal kerb upstand of 30mm (detectable by those using visual impairment aids) will be provided. The RNIB were also included in the consultation and we will continue to consult them as the design progresses.</p>
No benefit to cyclists	3	Proposals do not address existing risks to cyclists	<p>Facilities for cyclists are set to be improved significantly by reducing the motor traffic on key cycling routes e.g. Hunter/Judd St. This reduces the number of cyclist/motor</p>

			traffic interactions and improves safety and comfort without the need for more infrastructure-heavy interventions such as kerbed segregation. Should a decision be made to progress the scheme, post-implementation monitoring will include evaluation of the effects on cycling and cycle safety.
Lack of confidence in the Council	2	Apparent lack of cross-project communication. Similar projects don't deliver against the objectives.	A detailed feasibility study has been undertaken to ensure the Brunswick Square proposals complement surrounding schemes. Post implementation monitoring will seek to identify and address any unforeseen issues at an early stage.
Too much construction work	2	The area has many surrounding developments and proposed traffic schemes. Impacts on locals are relentless.	As can be expected in Central London, there are a number of building developments in progress in the area around Brunswick Square, some of which have temporary impacts on motor traffic. Improvements for cycling and walking seek to make better use of limited road space in a growing city. If progressed, works proposed by the Council will seek to minimise the impacts on local residents and businesses, inter alia, by coordinating street works and any associated closures, and avoiding night/weekend work, wherever possible.
Raised roads are confusing	2	Children find it difficult to determine what is road and what is footway.	The proposed changes would be made using a materials palette that clearly delineates the road from the footway. This includes a small kerb upstand and tactile paving at designated crossing points.
Artist representations are poor	1	Show more pedestrians than currently use the footways	Visualisations are intended to help people understand how the changes might look on the street, rather than looking at technical plans. The images used to create the artist visualisations were captured during off-peak periods as this simplifies the design process. Pedestrian surveys

			show that the footways are heavily used. The improved public space is intended to encourage more people to use the area.
Adversely affects the value of property	1	Surrounding project area (unclear if increase or decrease)	While a range of factors influence residential and commercial property prices, there is evidence to suggest that reducing the dominance of traffic, thereby creating a more attractive, less stressful and polluted environment, can have a positive impact on property prices.

Summary of Proposed Design Changes

Intervention	Description
Revise kerb line at junction of Brunswick Square with Lansdowne Terrace, Grenville St and Bernard St	Minor kerb amendment to remedy safety concern identified in road safety audit.
Provide shallow kerb upstand where carriageway is 'raised to footway level'	To aid the negotiation of the road layout for those with visual impairments a detectable kerb upstand will be provided, rather than a fully flush interface between road and carriageway except at crossing points where it will be flush.
Tactile paving at pedestrian crossings	Red tactile paving with tail to be provided at all controlled (zebra) crossings. Buff tactile paving without tails to be provided at all uncontrolled/informal crossings.
Informal crossings on cycle track	Additional informal pedestrian crossing points to be provided at the western and eastern ends of the proposed cycle track.
Chamfered kerbs in cycle track.	Chamfered (angled) kerbs with shallow upstand to be provided to prevent cyclists encroaching on footways and minimise pedal strikes with kerbs.
Bollards in cycle track where it joins Hunter Street	If required bollards will be droppable to allow access for emergency vehicles and located so as not to obstruct pedestrian desire lines.
'Corduroy' type tactile paving to identify inset parking bays	Where at-grade parking is proposed, 'corduroy' type tactile paving (or similar) will be used to delineate the interface between the edge of the footway and car parking, to aid those with visual impairments.
General materials palette	Materials will be selected in a way which clearly delineates the footway from the carriageway.
Cycle parking	Increase provision of cycle parking throughout the project area to cater for high demand.
Belisha beacons	Ensure light shields are provided/installed where belisha beacons are near residential properties.
Additional planting/greening to south-western corner of the square.	Further consultation with Camden arboriculturists and urban realm designers to increase provision of green space and vegetation, as in the north-western corner of the square.
Consider relocation of refuse facilities	Currently refuse/recycling facilities obstruct pedestrian desire lines. Consider relocation to remove obstruction.
Consider removing large tree which obstructs pedestrian desire lines	Further consultation with Camden arboriculturalists to consider removing a large tree on the northern corner of Bernard St at the junction with Brunswick Square.

Appendix C Traffic Reassignment Assessment

Background

A strategic traffic modelling exercise has been undertaken to assist in assessing the possible traffic impacts of the Midland Road / Judd St scheme and Brunswick Square scheme.

The strategic traffic model used is owned by TfL and is known as the ONE model (which covers all of central London). It uses traffic data from a number of locations including traffic volumes and origin-destination information. It is a tool used to provide an assessment at a high level of how traffic might be expected to behave and what routes drivers would likely take should a change to the road network be introduced. The model has been calibrated using on-site traffic survey data collected after the Tavistock Place/Torrington Place trial (TT) was implemented. The ONE Model utilises an equilibrium assignment methodology wherein it assigns trips between all origins and destinations to their least cost path and assumes that drivers have perfect network knowledge when selecting routes. The model assumes a fixed traffic volume demand matrix, meaning no traffic evaporation due to modal shift is considered. It does, however, provide useful guidance, especially when considering the potential effects of different proposals.

A number of different scenarios have been tested to ensure the assessment is robust and provides a good overview of likely impact.

As this report is for Brunswick Square and the Midland/Judd recommendations are being considered at the same time, it is important to consider the impact from these two schemes in isolation and together. The traffic model assumes in all scenarios that the West End Project (WEP) is in place as this project has received approval and is under construction. Therefore the results will differ somewhat from what is currently observed on the street as part of the TT trial as, once the WEP is completed travel patterns for some drivers are expected to alter. Hence the use of the model assists in assessing the impact of the scheme with those new travel patterns which the WEP is likely to generate included. The North-South Cycle Super Highway (CS6) does not affect traffic modelling given that the route retains current road layout with no changes to traffic signals planned at its intersection with planned schemes in the area.

Only the full closure of Judd Street has been modelled in all scenarios, the reason for this is because it shows the worst case in terms of traffic reassignment and is the preferred option as it offers greater benefit in terms of safety and comfort for pedestrians and cyclists. It removes motor traffic entering or exiting Judd Street and therefore reduces overall motor dominance at Judd Street and at the Euston Road junction.

As the Tavistock Place/Torrington Place corridor is in close proximity to these two schemes and there is no decision made on its future layout, no assumptions have been made. The current trial layout of the corridor includes one way traffic eastbound between Gower Street and Judd Street. Alternative layouts have been proposed as part of the recent public inquiry process including reverting the corridor to two way, reversing the TT trial layout and making a small section two way.

The impact of implementing Midland/Judd and Brunswick have been considered with the TT corridor reverted back to two way as the current layout has been implemented under an experimental traffic order and is therefore not permanent.

Implementing just the Brunswick Square scheme with TT reverted to two way indicates minimal impact in terms of reassignment of traffic. For this reason the implementation of Midland/Judd has not been modelled in isolation but assumes Brunswick Square has been implemented (although decision for that scheme is to be taken the same time as Midland/Judd), therefore shows what additional reassignment of traffic is likely.

As the future of TT corridor has not been decided it is important to consider the impact to the area should the current layout be retained, or reversed. Results have shown that retaining some sections as two way carriageway has a minimal impact to these two schemes and therefore has been omitted from this report. It is important to consider the total impact to the area should the two schemes under consideration be implemented at the same time as the changes implemented to the TT corridor, i.e. the current layout implemented (motor traffic permitted eastbound) or reversal implemented (motor traffic permitted westbound).

This report considers the morning peak period only as it provides the worst case in terms of traffic reassignment when compared to the afternoon peak period. The ONE Model designates this period as 8.00am to 9.00am on an average weekday. The highest flow for this area is slightly later in the morning but the model is limited to the worst case across the area covered by the model which extends much further than the project area.

The following scenarios were therefore modelled, a number of others have been modelled but this report focusses on the ones that are considered important to assist in decision-making. All scenarios assume full closure of Judd Street where it joins Euston Road. The figures produced for each scenario shows the likely increase or decrease in traffic along a particular road. The coloured lines/shading banding in the key provided for each figure denotes the level of increase or decrease in traffic per hour.

1	Impact of Implementing the Brunswick Square scheme only (Lansdowne Terrace closed) and assumes TT reverts back to two way for all motor traffic
2	Impact of implementing Midland / Judd (MJ) (full closure of Judd St) with the Brunswick Square scheme in place and TT reverted back to two way
3	Combined impact of implementing MJ, Brunswick Square and TT trial layout
4	Combined impact of implementing MJ, Brunswick Square and TT layout reversed

Scenario 1: Impact of implementing the Brunswick Square scheme with TT reverted back to two way

The figure below gives information regarding the impact of the Brunswick Square scheme should the TT trial layout not be made permanent and the road layout along the TT corridor reverts back to two-way traffic. It indicates what additional changes are predicted to happen should the Brunswick Square scheme be implemented assuming WEP is in place and TT is reverted back to two way. As can be seen in Figure 1 traffic which currently travels along Lansdowne Terrace (proposed to be closed as part of Brunswick Square proposals) is generally redirected to Gray's Inn Road and Euston Road with small increases predicted on these streets. This reduces the volume of traffic along Judd Street/Hunter Street in the northbound direction heading towards Euston Road. No major traffic increase can be seen on any links except small increases predicted along Marchmont Street and Guildford Street.

In summary implementing Brunswick Square proposals is likely to have a negligible impact on the nearby network.

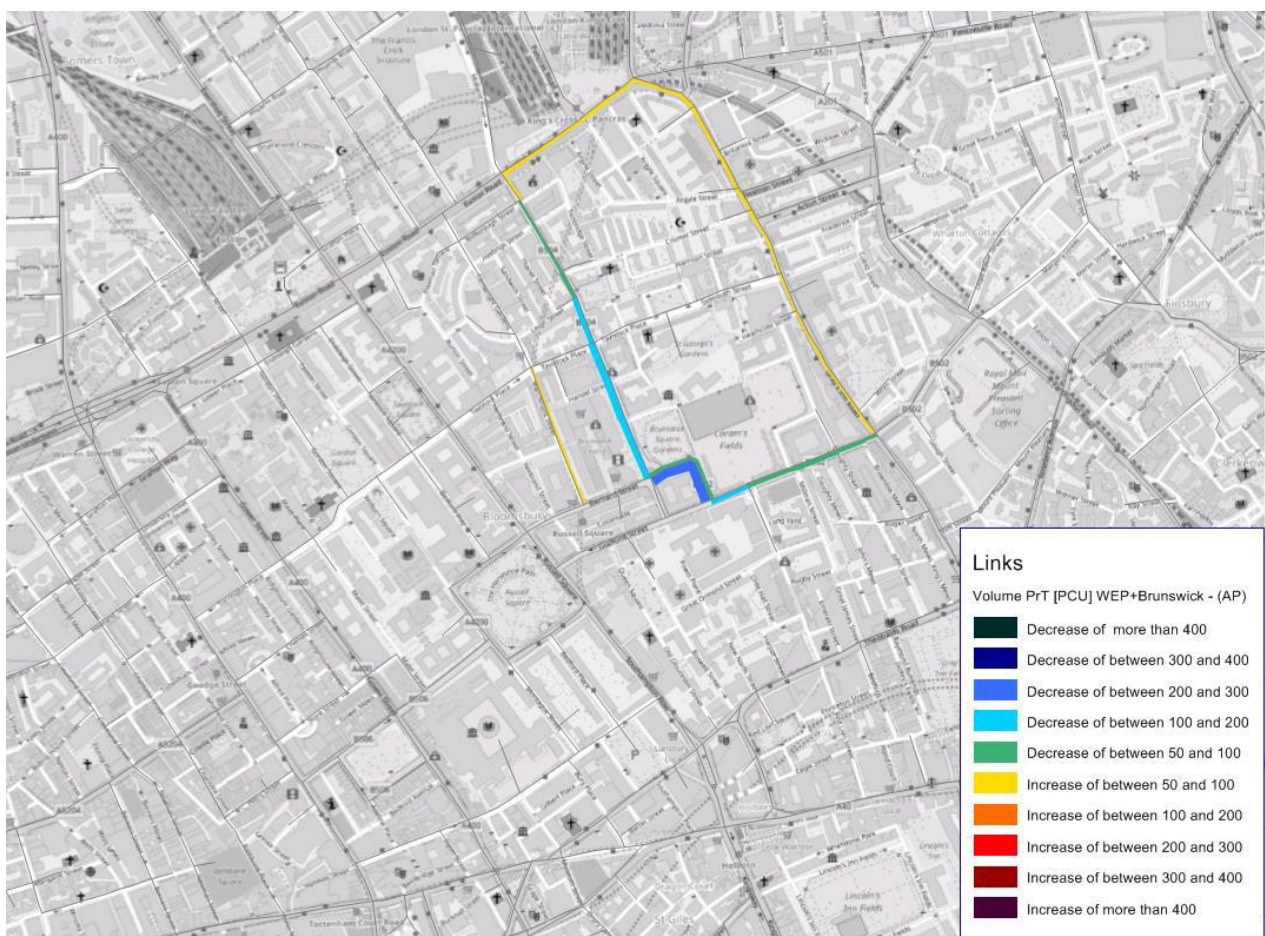


Figure 1 Impact of Brunswick Square (AM)

Scenario 2: Impact of implementing Midland Road / Judd St (MJ) with Brunswick Square scheme in place and TT reverted back to two way

This scenario predicts where traffic is likely to reassign to should Midland/Judd (full closure of Judd Street) be implemented assuming WEP and the Brunswick Square scheme are in place and TT is reverted back to two way.

The Brunswick Square proposals indicate less traffic will travel along Hunter Street/Judd Street northbound. This would be the same even if just Midland /Judd was implemented with the closure of Judd Street. It also predicts a reduction in traffic travelling southbound along Judd St/Hunter Street. Figure 2 shows a thick blue line along Hunter Street-Judd Street corridor meaning reduced flow of traffic, the more northern the part of the road the darker lines indicating higher decrease of traffic.

With Judd Street closed the plot below suggests that eastbound traffic arriving from Euston Road is accessing the area by travelling along Kings Cross Road, Acton Street, and Tavistock Place. Traffic from Midland Road is accessing the area by turning right into Euston Road westbound and turning left into Upper Woburn Place. Increases are also predicted on Gordon Street presumably from taxis arriving from Euston Station and accessing the area and beyond. There is a small increase on the corridor heading westbound. Finally an increase is also predicted on Bernard Street which then travels north on Hunter Street to access the area. In summary the Judd Street closure is predicted to result in far less traffic along Judd Street/Hunter Street corridor, this is generally diverted to strategic roads like Kings Cross Road and Euston Road, however some increases are predicted on a number of local roads in the area, the most notable being Bernard Street.

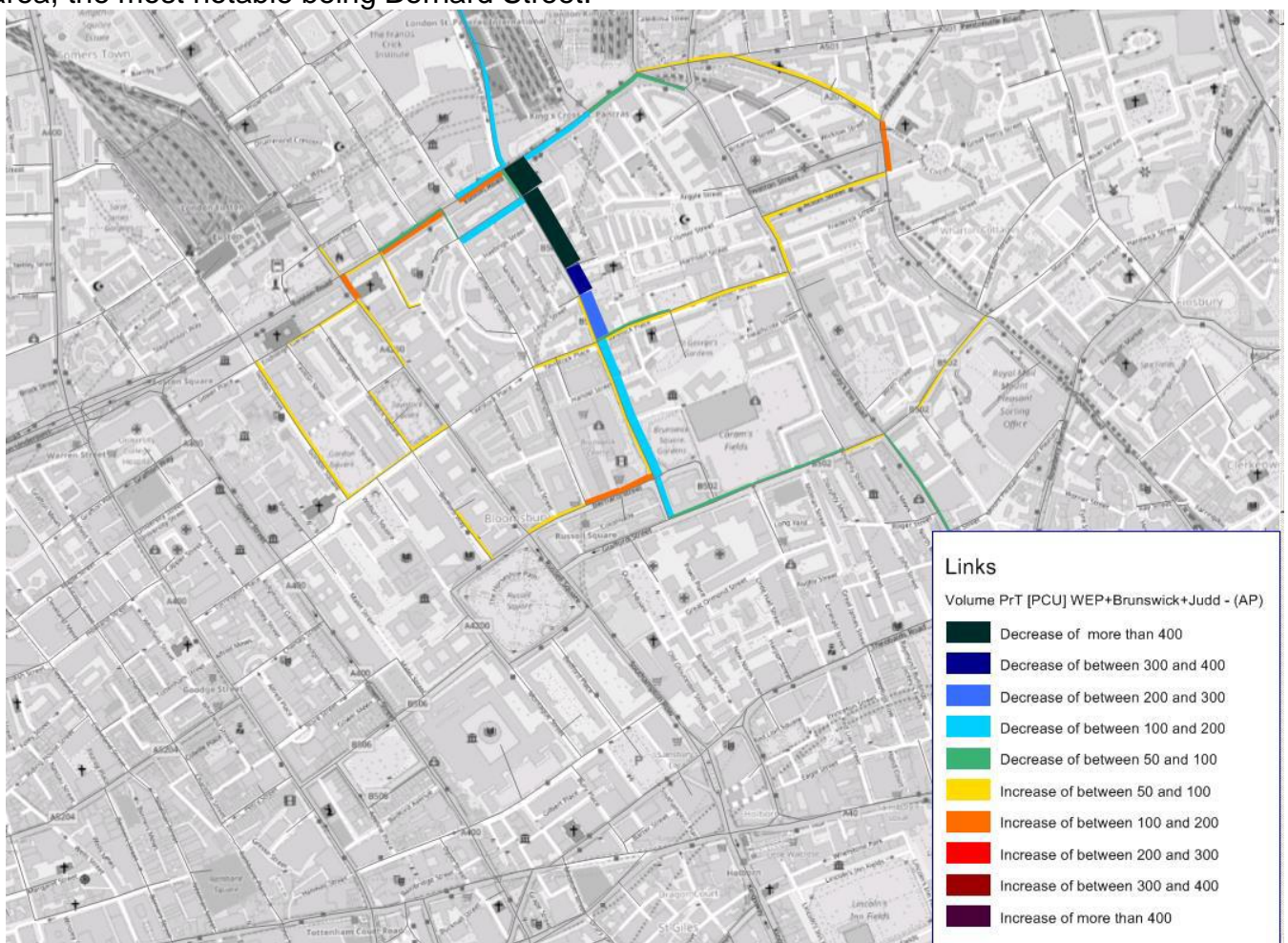


Figure 2 - Impact of the Judd Street closure when the Brunswick Square scheme is in place but TT reverted back to two-way (AM)

Scenario 3: Combined impact of implementing Midland/Judd, Brunswick Square and TT trial layout

This assumes TT has been reverted to two way and then all three proposals have been implemented together. It shows the total impact to the area and not just the additional impact based on what is experienced in the area currently with the TT trial in place.

With both the Brunswick Square scheme (Lansdowne Terrace closed) and MJ (Judd Street closed) implemented and TT converted to eastbound traffic as per trial layout, it is predicted that the traffic which previously travelled northbound through Lansdowne Terrace, Hunter Street and Judd Street gets reassigned to Gray's Inn Road and Euston Road westbound. The Judd Street closure may also divert more traffic onto Euston Road westbound from Midland Road. In the southbound direction the predicted change in traffic flows are spread wider, with a number of roads predicted to have either an increase or decrease in traffic. The closure of Judd Street results in traffic diverting to King's Cross Road and to Euston Road / Upper Woburn Place. Larger increases are also seen on a number of roads including Endsleigh Gardens westbound, Gordon Street southbound, Tavistock Place eastbound, Bernard Street, Guildford Street westbound. There is also predicted to be an increase in traffic on Russell Square. Equally large decreases are predicted along Judd Street/Hunter Street, Sidmouth Street/Tavistock Place westbound, Gordon Street northbound, and Gower Street southbound.

In summary, this combination of schemes has an impact across a number of roads both predicting an increase and decrease in traffic. There is an increase predicted along the Tavistock Place corridor eastbound, and the strategic roads whilst there is predicted to be a decrease on Judd Street/Hunter Street, Bedford Way and Marchmont Street. . There are a number of local roads which are predicted to have an increase, most notably Tavistock Square and Endsleigh Gardens.

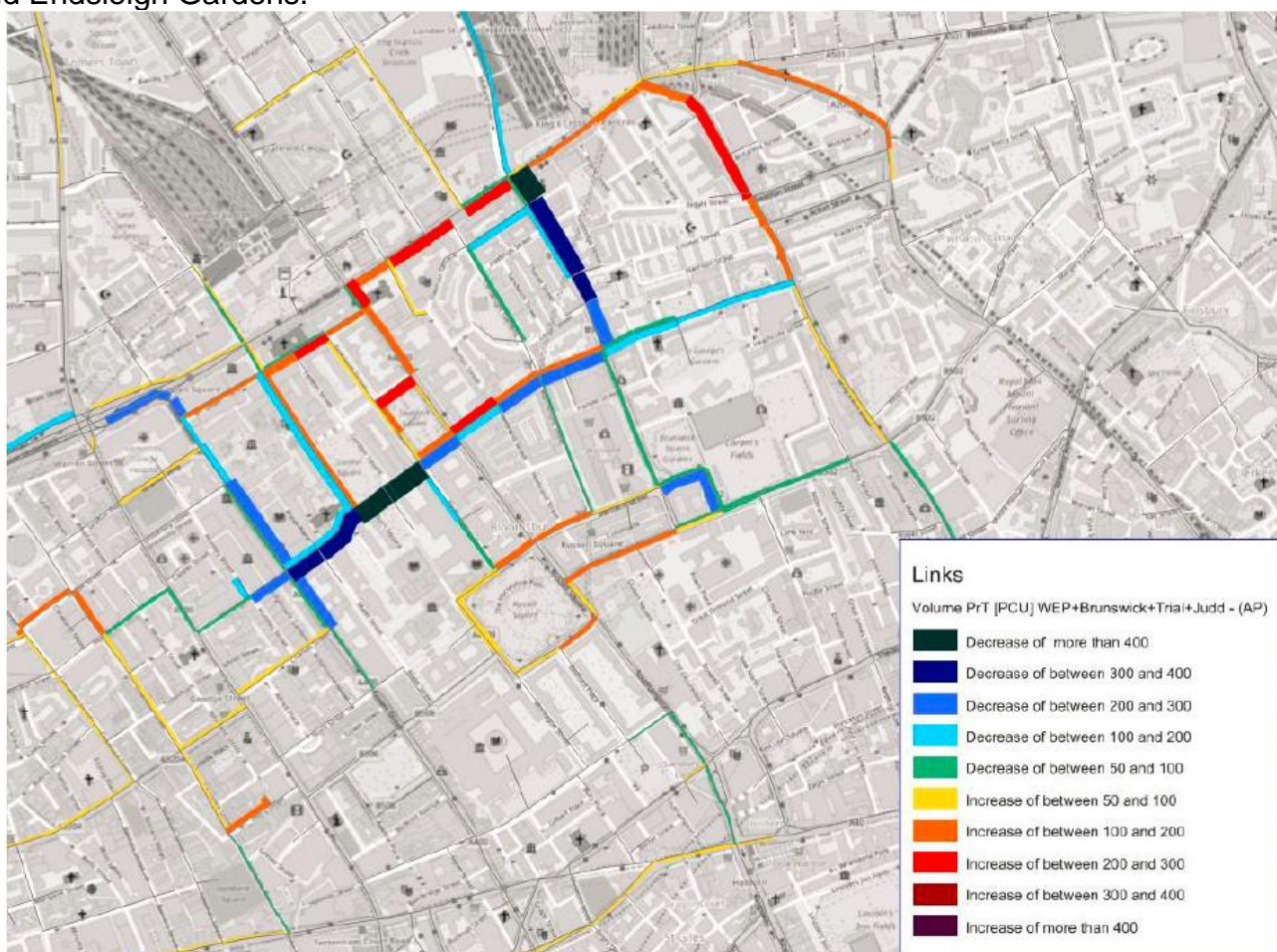


Figure 3 - Combined impact of Brunswick Square Scheme, Midland/Judd with Judd Street Closure and TT trial layout(AM).

Scenario 4: Combined impact of Midland/Judd, Brunswick Square and TT layout reversed

This assumes the TT corridor is two way and then all three schemes are implemented, therefore showing the total impact to the area.

With both the Brunswick Square scheme (Lansdowne Terrace closed) and MJ (Judd Street closed) implemented and TT converted to westbound traffic as per reverse trial layout, it is predicted that the traffic which used to travel northbound through Lansdowne Terrace, Hunter Street and Judd Street gets reassigned to Gray's Inn Road and to a large extent to Tavistock Place westbound.

Travelling southbound, the Judd Street closure and TT layout being westbound predicts more traffic will use Kings Cross Road, Acton Street, Tavistock Place westbound and Marchmont Street northbound to access the area.

Endsleigh Street and Endsleigh Gardens are predicted to have increases in traffic in both directions.

There is a lesser geographical spread of changes in traffic flows predicted with the reversed flow (figure 4) when compared with the trial layout (figure 3). However compared to the trial layout the reversal the modelling predicts a greater increase in traffic along Endsleigh Gardens, Endsleigh Street, Marchmont Street and Bernard Street.

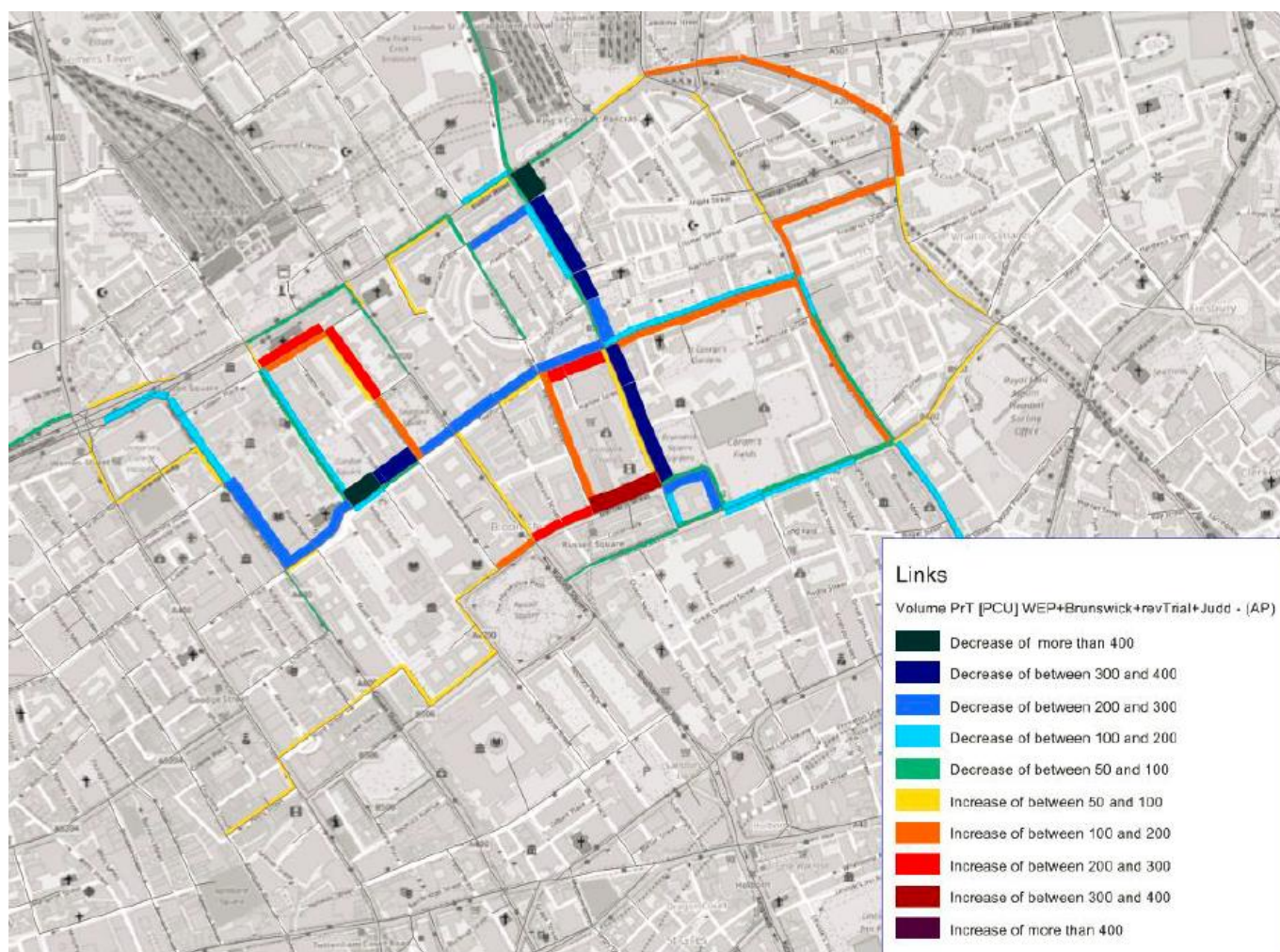


Figure 4 - Combined impact of Brunswick Square Scheme, Midland/Judd with Judd Street Closure and TT corridor reversed in westbound direction (AM)

Appendix D Equalities Impact Assessment Report