

<b>LONDON BOROUGH OF CAMDEN</b>	<b>WARDS:</b> St Pancras & Somers Town, King's Cross
<b>REPORT TITLE</b> Proposed Walking and Cycling Improvements: Midland Road and Judd Street Junction (SC/2018/18)	
<b>REPORT OF</b> Executive Director Supporting Communities	
<b>FOR SUBMISSION TO</b> Leader of the Council	<b>DATE</b> 27 June 2018
<p><b>SUMMARY OF REPORT</b></p> <p>The purpose of this report is to provide details of the proposals consulted upon to improve walking, cycling and streetscape infrastructure on Midland Road between Brill Place and Euston Road, Judd Street where it joins Euston Road including the junction of Euston Road/Judd Street/Midland Road, the latter under the responsibility of Transport for London (TfL) as the highway authority for that section of the overall scheme. These proposals form part of the Central London Cycle Grid, connecting key north-south cycling routes between Kentish Town, Bloomsbury and Elephant &amp; Castle via the North-South Cycle Superhighway (CS6), which is currently under construction. The report discusses the responses to the consultation including officer responses taking into account Camden's Transport Strategy (CTS) objectives and finally provides recommendations for approval by the Leader of the Council.</p> <p><b>Local Government Act 1972 – Access to Information</b> Responses to the public consultation from households, businesses and stakeholder groups</p> <p><b>Contact Officer:</b> Darren Barton/Simi Shah Senior Design Engineer / Design Team Manager Transport Strategy Service, 5 Pancras Square, London N1C 4AG Telephone:020 7974 5619/2066 e-mail: <a href="mailto:darren.barton@camden.gov.uk">darren.barton@camden.gov.uk</a>/<a href="mailto:simi.shah@camden.gov.uk">simi.shah@camden.gov.uk</a></p> <p><b>WHAT DECISIONS ARE BEING ASKED FOR?</b> That the Leader of the Council:</p> <ol style="list-style-type: none"> <li>1. Notes the results of the public consultation on cycling and walking improvement proposals to the Midland Road project area in the context of surrounding schemes;</li> <li>2. Notes the assessment of the traffic impact of the scheme as set out in Appendix C;</li> <li>3. Notes the legal comments of the Borough Solicitor and consider the Equality Impact Assessment which is appended in this report under Appendix D (having due regard to the needs set out in section 149 of the Equality Act 2010);</li> <li>4. Gives approval to proceed with the implementation of the scheme as recommended in Option 2 (Section 3) of this report, subject to detailed design and compliance with statutory processes.</li> <li>5. Gives approval in principle for those elements of the proposals under the remit of TfL as Highway Authority to enable works under the remit of the London Borough of Camden as Highway Authority.</li> </ol>	

*David T. Joyce*

Signed:

David Joyce Director of Planning and Regeneration (Supporting Communities Directorate)

Date: 15 June 2018

# 1 WHAT IS THIS REPORT ABOUT?

- 1.1.1 The purpose of this report is to seek approval for proposals to improve walking, cycling and streetscape infrastructure on Midland Road between Brill Place and Euston Road and the changes at Judd Street where it joins Euston Road. Approval in principle is sought for works at the junction of Euston Road/Judd Street/Midland Road, which is under the responsibility of Transport for London (TfL) as the highway authority for that section of the overall scheme. Hereafter these proposals will be referred to as Midland /Judd.
- 1.1.2 The proposals have been developed as part of the Central London Cycle Grid to provide a protected route for cyclists along Midland Road, connecting to existing cycling facilities already provided along Pancras Road and Royal College Street onto Kentish Town in the north.
- 1.1.3 To the south proposals aim to make it easier and safer for pedestrians and cyclists to cross the junction at Euston Road. The proposals also connect a key north-south cycling route between Bloomsbury and Elephant & Castle via the North-South Cycle Superhighway 6 (hereafter referred to as CS6), which is currently under construction.
- 1.1.4 The key proposals consulted upon are summarised below with the relevant highway authority provided:

## **Midland Road (London Borough of Camden)**

- Implementation of protected cycle lanes on both sides of Midland Road, providing two way cycling along a one way road for all motor traffic.
- On Midland Road to the west of St. Pancras International Rail Station
  - Removal of the existing traffic island
  - Introduction of a large raised area
  - Removal of existing signal controlled pedestrian crossing and installation of a wide zebra crossing to reduce the wait time for pedestrians wanting to cross
  - Construction of a bus boarding area

## **Judd Street (LB Camden and TfL)**

- A full or partial closure of Judd Street to all vehicles except cycles where it joins Euston Road. Option 1 is full closure of Judd Street where it joins Euston Road whilst Option 2 is part closure allowing motor traffic to enter Judd Street at the junction, from Midland Road and Euston Road.
- Widening of footways on Judd Street where it joins with Euston Road

## **Judd Street/Euston Road/Midland Road junction (TfL)**

- An additional signalised pedestrian crossing over Euston Road
- Introduction of a cycle only signal stage at the Midland Road / Euston Road / Judd St junction

1.1.5 Public consultation on the proposals for Midland / Judd was undertaken jointly with Transport for London (TfL) in February and March 2016. Consultation materials can be found in Appendix A of this report, and a summary of the responses to the consultation, including officer comment to these responses, can be found in Appendix B.

1.1.6 This report discusses the responses to the consultation for both proposals on Camden

and TfL highway taking into account nearby schemes, such as the Tavistock Place - Torrington Place corridor scheme (hereafter referred to as TT). It provides officer views about proposals on Midland Road and the Judd Street/Euston Road/Midland Road junction, taking into account Camden's Transport Strategy objectives, and finally provides recommendations for approval for the sections under Camden's remit and an approval in principle for the proposals under the remit of TfL.

- 1.1.7 Decisions on the proposals on Midland Road, Judd Street and the Judd Street/Euston Road/Midland Road junction are being considered at the same time as nearby proposals for Brunswick Square. These two schemes are independent of one another, but would work better for pedestrians and cyclists if they were implemented together. The proposals for Brunswick Square include restricting northbound motor traffic in the square by the closure of Lansdowne Terrace. This traffic currently travels from Lansdowne Terrace to Hunter Street and continues north along Judd Street to access Euston Road. The full closure of Judd Street where it joins Euston Road will not permit southbound motor traffic entering Judd Street from Midland Road and Euston Road. The two proposals together will substantially reduce motor traffic levels in both the Judd Street and Brunswick Square area. For this reason a decision for Brunswick Square proposals (see Central London Grid, Brunswick Square – Proposed Cycling and Walking Improvements (SC/2018/19) will be made concurrently to align with the Midland /Judd project under discussion in this report.

## **2 WHY IS THIS REPORT NECESSARY?**

### *2.1 Project Background*

- 2.1.1 The King's Cross area is developing at a rapid pace. In 2007, St Pancras International Station reopened to passengers. Since then there has been a redevelopment of King's Cross Station and the rejuvenation of former industrial sites in the vicinity of both the stations. The Francis Crick Institute on Midland Road also opened in 2016. This building, together with other established destinations (e.g. The British Library) in the vicinity of Midland Road, attract a high volume of employees and visitors.
- 2.1.2 Therefore there is a need to improve the area for pedestrians, cyclists and those using public transport. Improvements would also benefit those accessing St Pancras International Station, National Rail Stations (King's Cross and Euston) and London Underground stations (King's Cross / St Pancras).
- 2.1.3 Proposals for Midland Road/Judd Street/Euston Road junction include new pedestrian facilities across Euston Road. These measures are to improve safety and comfort for pedestrians, the new crossing proposed across the western arm of Euston Road will help reduce severance for communities living to the north and south of Euston Road. The proposed full or part closure of Judd Street where it joins Euston Road and the changes to the signals at the junction are also aimed to improve the connections by bicycle between CS6 (currently under construction which brings cyclists from Elephant and Castle to Judd Street) and Kentish Town through measures already implemented along Pancras Road and Royal College Street as part of Central London Cycle Grid programme. The proposal for Midland Road include two way cycling provision as well as improvements to the streetscape, especially to the public realm on Midland Road outside Francis Crick Institute.
- 2.1.4 The report is necessary as key stakeholders including local residents and businesses have provided their views on proposed changes and a decision needs to be made on

whether to implement the changes recommended on roads within the responsibility of the London Borough of Camden.

- 2.1.5 The decision on this scheme (and another nearby proposal at Brunswick Square) was delayed in order to allow officers to fully consider any comments made at the public inquiry held into the merits of making permanent the changes made under an experimental traffic order to the Tavistock Place / Torrington Place corridor. This has been undertaken, especially the traffic impacts on the area when considering the different options for the TT corridor and this is summarised in this report and provided in more detail in Appendix C. A decision by TfL on the proposals for the Judd Street/Euston Road/Midland Road junction itself will be taken around the same time, the exact date to be confirmed.

### **3 OPTIONS**

- 3.1.1 Having analysed results from the public consultation, officers consider that there are two options available, these are:

Option 1 - Do Nothing

Option 2 - Approve the implementation of proposals for Midland Road (under the remit of the London Borough of Camden as Highway Authority) as consulted upon and summarised under 1.1.4, subject to detailed design and statutory processes. Approve the proposals along Judd Street with the full closure of Judd Street where it joins Euston Road (full and part closure consulted), summarised under 1.1.4, subject to detailed design and statutory processes. Approve in principle proposals under the remit of TfL as highway, again summarised under 1.1.4. Appendix A includes the detailed proposals consulted upon. Approval is sought for the full closure of Judd Street where it joins Euston Road.

- 3.1.2 It is recommended that approval is given to Option 2. Although a decision for Midland /Judd is being taken at the same time as Brunswick Square, they can both be implemented independently of each other allowing a different decision for each scheme. However, the proposals work better together as the closure of Lansdowne Terrace and Judd Street reduces northbound motor traffic levels and the full closure of Judd Street reduces southbound motor traffic along Judd Street and Hunter Street.

### **4 WHAT ARE THE REASONS FOR THE RECOMMENDED DECISIONS?**

4.1 *Option 1 - Do Nothing*

- 4.1.1 This option would result in a lost opportunity to facilitate significant improvements for pedestrians especially those crossing Judd Street and Euston Road at a busy signalised junction. Currently there is no dedicated pedestrian crossing on the western arm of Euston Road at this junction. The “do nothing” option would also result in no public realm improvements on Midland Road which is an important location as it is home to the British Library, Francis Crick Institute, and St Pancras International Station. Proposals would improve the crossing point at Midland Road encouraging pedestrians to travel between King’s Cross/St Pancras and Euston Station through quieter streets like Brill Place-Phoenix Road which are away from highly traffic dominated Euston Road.

- 4.1.2 This option also does not allow for the opportunity to provide a safe crossing facility for cyclists providing a key north-south connection from Elephant and Castle to Kentish Town through Judd Street and Midland Road. Judd Street would remain a popular route

for motor traffic travelling between Guildford Street and Euston Road instead of strategic roads like Gray's Inn Road resulting in motor vehicles continuing to dominate the streetscape. For these reasons, the "do nothing" option is not recommended.

- 4.1.3 If the scheme is not delivered then traffic patterns are not expected to change and motor traffic will continue using Judd Street to access Euston Road and vice versa. This means that the traffic predicted to reassign to other streets will not occur hence residents and businesses in these streets will not experience any additional impact.
- 4.2 *Option 2 - Approve the proposals as consulted on with the full closure of Judd Street where it joins Euston Road*
- 4.2.1 Officers recommend that approval is given to Option 2. The proposals would facilitate cyclists to cross Euston Road from Judd Street to Midland Road and vice versa allowing connection to the north to Kentish Town and to the south as far as Elephant and Castle, using facilities already provided or currently under construction. Officers consider a full closure of Judd Street at the junction with Euston Road to be the most effective measure to help deliver improvements to safety and comfort for pedestrians and cyclists whilst also continuing to balance the needs of other road users. Full closure means no motor traffic will enter or exit Judd Street at its junction with Euston Road. This allows the road to be narrowed reducing the crossing distance for pedestrians who will now not have to worry about motor traffic, making it easier to cross this road. Cyclists entering or leaving Judd Street will not be in conflict with motor traffic. The option of only closing Judd Street in the northbound direction will provide an improvement for pedestrians and cyclists but to a lesser degree. Pedestrians will still have to consider motor traffic entering Judd Street from both directions of Euston Road and Midland Road and permitting northbound traffic means the road cannot be narrowed.
- 4.2.2 The recommended option would further the aims and objectives of the Council's approved plans and strategies and also sub-regional plans and policies. Camden's Transport Strategy (CTS) seeks to encourage sustainable and active modes of transport and reduce impacts of motor traffic on the environment. Policy 1.3 of the CTS adopts a road user hierarchy. This is used as a tool in developing projects and identifies pedestrians and cyclists as the priority road users.
- 4.2.3 These policies are 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'. Concerns about the quality of London's air and its impact on public health are well documented. 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.
- 4.2.4 The Council also has a responsibility under the Environment Act 1995 to take steps to reduce air pollution. As in much of central London, the EU Objectives for nitrogen dioxide (NO<sub>2</sub>) are exceeded within Camden. Although currently meeting EU Objective levels for particulate matters (PM), Camden is working to reduce PM levels as there is no safe level for PM. Option 2 would aim to further reduce PM levels south of Euston Road on the Judd Street / Hunter Street corridor as traffic levels would be reduced by the closure of the Judd Street junction.
- 4.2.5 In total 754 consultation responses were received and taking the two main proposals into account, the full or partial closure of Judd Street and the provision of two way cycling

along Midland Road the responses indicate a split view. Of those who have responded 'yes' to a closure of Judd Street a preference for a full closure is recorded.

- 4.2.6 Officers acknowledge the split view but consider the benefits to outweigh the dis-benefits. One of the greatest benefits are the changes proposed to the Euston Road junction in terms of a new pedestrian crossing at the western arm of the junction where currently no facility exists. This is very significant as it reduces the long standing issue of severance between and the north and south of Euston Road and its community's. For example Bloomsbury residents would be served by a better connection to The British Library, Council offices at 5 Pancras Square etc. and Somers Town residents would be able to access Brunswick Square or Great Ormond Street Hospital. Cyclists will benefit from a safer and direct connection across Euston Road and the changes proposed on Midland Road will allow two way cycling providing an important link between Kentish Town and Elephant and Castle.
- 4.2.7 Should both Midland /Judd and Brunswick Square recommendations be approved a reduction of traffic is predicted along Hunter Street / Judd Street as direct access to and from Euston Road is removed. This remains the case regardless of what happens to the TT corridor. The reduction in traffic is as a direct result of the two road closures at Lansdowne Terrace and Judd Street. Traffic is expected to increase on strategic roads and some local roads due to traffic motor vehicles using these as alternative means to get to their destination. Officers' consider the strategic roads like Gray's inn Road and Euston Road to be more suitable for carrying large volumes of traffic, however we accept increases are also predicted on local roads which will affect local residents and businesses. Officer acknowledge that the predicted traffic reassignment will likely result in some journeys at certain times taking longer.
- 4.2.8 .An equality impact assessment has been undertaken as part of this decision report. This is process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people, especially those with protected characteristics as defined under the Equality Act 2010. The report does not show any significant negative impacts and overall the scheme should have a positive impact on the groups mentioned above, please see Appendix D.

## **5 WHAT ARE THE KEY IMPACTS / RISKS? HOW WILL THEY BE ADDRESSED?**

### *5.1 Coordination with projects on the surrounding network*

#### 5.1.1 Other Council transport schemes in the area include:

- Brunswick Square Walking and Cycling Improvements (BS)
- Torrington Place to Tavistock Place Traffic Scheme (TT)
- West End Project (WEP)
- North-South Cycle Superhighway (CS6)

#### 5.1.2 It is important that all the schemes work together and are not in conflict with one another. Camden officers consult regularly with those managing neighbouring projects, such as TfL and High Speed Two (HS2), to ensure co-ordination between projects.

## 5.2 *Traffic Impacts*

- 5.2.1 A strategic traffic modelling exercise has been undertaken to assist in assessing the possible traffic impacts of building the recommended Midland Road / Judd St scheme and Brunswick Square scheme.
- 5.2.2 As this report is for Midland/Judd and the Brunswick Square proposals 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 now on site and under construction.
- 5.2.3 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 public inquiry held into the merits of making permanent the changes made under an experimental traffic order to the Tavistock Place / Torrington Place corridor resulted in both support to keep the trial layout and other alternatives proposed. The alternatives included reverting the corridor to two way, reversing the TT trial layout and making a small section two way. Following the conclusion of the TT public inquiry in November 2017, officers received the Inspector's Report with recommendations in relation to that scheme on 16 May 2018. Officers are currently reviewing the Inspector's report with a view to taking recommendations to Cabinet in the near future. Therefore at the time of writing this report the permanent layout of TT is not yet known.
- 5.2.4 As such the proposals for Brunswick Square and Midland Road in isolation and together have been modelled assuming the TT corridor was back to two way. However to fully understand the likely impact to the area with a different outcome for TT corridor, a number of scenarios have therefore been tested. The main ones important to consider for this report are summarised below with more detail provided in Appendix C.
- 5.2.5 **Impact of implementing Brunswick Square and Judd/Midland scheme assuming the TT corridor was back to two way:** Implementing just the Brunswick Square scheme (closure of Lansdowne Terrace) predicts a reduction in motor traffic northbound along Judd Street/Hunter Street. Traffic currently using these roads is likely to use Gray's Inn Road and Euston Road to travel northbound but the modelling also predicts an increase also Marchmont Street (south section). The volume of this reassigned traffic is predicted to be small therefore officers' consider this proposal to have minimal impact to the area. 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).
- 5.2.6 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 Camden's recommended 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 traffic dominance at Judd Street/Hunter Street and at the Euston Road junction.
- 5.2.7 In summary the Judd Street closure will result in far less traffic along Judd Street/Hunter Street corridor, this is generally predicted to divert 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. Closure of Judd Street and to a lesser degree Lansdowne Terrace is likely to reduce traffic levels along Judd Street/Hunter Street making it more attractive to cycle along the cycle superhighway 6

route through Sidmouth Street and Judd Street whereby interaction between motor traffic and cyclists is reduced.

- 5.2.8 Apart from impact on Bernard Street, closing Judd St has a small impact on surrounding roads. This suggests that Midland/Judd scheme and Brunswick Square schemes can be implemented in isolation or together with relatively small impact. It is important to consider other facts besides traffic impact as this option has benefit of making the Judd St/Hunter St relatively traffic free improving conditions for pedestrians and cyclists and providing a better environment for local residents.
- 5.2.9 **Combined impact of implementing Judd/Midland (Judd Street closed) and Brunswick Square (Lansdowne Terrace closed) and TT corridor in the trial layout (traffic permitted eastbound):** In summary, this combination of schemes has a predicted traffic impact (both increases and decreases) on a number of roads. There is an increase seen in the Tavistock Place corridor eastbound, and the strategic roads including Gray's Inn Road northbound, Euston Road westbound, and Upper Woburn Place southbound. Judd Street/Hunter Street is predicted to have a substantial decrease in traffic in both directions. There are a number of local roads which are predicted to have an increase in traffic most notably Tavistock Square and Endsleigh Gardens.
- 5.2.10 **Combined impact of implementing Judd/Midland (Judd Street closed) and Brunswick Square (Lansdowne Terrace closed) and TT corridor in the reverse layout (traffic permitted westbound):** Impact of the three schemes together is wider with again increases and decreases predicted on a number of roads. There is a lesser geographical spread of changes in traffic flows predicted with the reversed flow (figure 4 in Appendix C) when compared with the trial layout (figure 3 in Appendix C). However compared to the trial layout the modelling for the reversal predicts a greater increase in traffic along Endsleigh Gardens, Endsleigh Street, Marchmont Street and Bernard Street.
- 5.2.11 Officers' view is that a decision on Midland/Judd and Brunswick Square can be taken now as the predicted impact to the area in terms of traffic reassignment is not widely different depending on which direction the TT corridor is finally decided, and even less impact should TT be reverted to two way. The decision on the future of TT corridor will be subject to a separate report at a later date once the Council has fully considered the Inspector's report.
- 5.2.12 The main dis-benefit of this scheme is the issue of access by motor vehicle for local residents and businesses due to the road closure at Judd Street. Motor traffic is expected to reassign to strategic roads like Gray's Inn Road and Euston Road and although officers' consider these roads to be more suited to carry larger volumes of traffic, the impact will likely result in longer journey times. There is also predicted impact to some local roads, the roads concerned will depend on the final outcome of TT corridor. Therefore some local residents may experience longer travel times at certain times when travelling by motor vehicle.



- 5.2.13 Officers consider the benefits of implementing Midland/Judd to outweigh the predicted dis-benefits, the latter to be addressed following monitoring. It is important to note that the majority of households in the two relevant wards do not have access to a car or van (79% of households in King's Cross ward, and 72% of households in St Pancras and Somers Town )<sup>1</sup>, so it is important to provide access to a range of transport modes, including walking, cycling and public transport. However we acknowledge that for some, there are no suitable alternative means to travel.
- 5.2.14 Officers' consider a full closure of Judd Street at the junction with Euston Road to be the most effective measure to help deliver improvements to safety and comfort for pedestrians and cyclists whilst also continuing to balance the needs of other road users, as far as possible. Traffic levels along Judd Street/Hunter Street corridor will be reduced, reducing motor dominance on this corridor, which will help address issues raised around congestion.
- 5.2.15 The Cycle Superhighway 6 scheme currently on site will bring cyclists from Elephant and Castle to Euston Road via Judd Street. The recommended scheme will allow cyclists to continue their journey crossing Euston Road to Kentish Town through Midland Road where they will be able to travel two way using the facilities already provided along Pancras Road and Royal College Street to reach Kentish Town.
- 5.2.16 Full closure means no motor traffic will enter or exit Judd Street at its junction with Euston Road. This allows the road to be narrowed reducing the crossing distance for pedestrians who will now not have to worry about motor traffic, making it easier to cross this road. Pedestrians will also gain from a new crossing at the western arm of Euston Road helping reduce severance for communities living to the north and south of Euston Road.

### 5.3 *Construction Impact*

- 5.3.1 The construction phases of the project propose a risk to network operation. Camden and TfL will coordinate the construction of all schemes which are progressed to implementation to ensure disruption is kept to a minimum. At this stage the N-S cycle superhighway is already on site and will be completed before any construction at Midland / Judd will start, if approved. However should Brunswick Square be also approved then coordination of works will be key to minimise impact to the surrounding roads.
- 5.3.2 Construction of the improvements at Midland / Judd, if progressed, will be completed using a phased approach to ensure key movements and access to properties is retained throughout the process, where possible. Coordination will include the construction of WEP which has commenced and also any likely changes to the road network from HS2 works. Finally coordination will also include the TT corridor should a decision be made and construction expected at the same time as those projects above.

### 5.4 *Equalities Impacts*

- 5.4.1 The Equality Impact Assessment (EIA, Appendix D) has identified the need to make changes to the proposed scheme to ensure that it does not discriminate, and that all appropriate opportunities to advance equality and foster good relations have been taken. These changes are outlined in question 4 of the EIA. The proposal prioritises the majority of local residents who do not have access to motor vehicles, and who are reliant upon walking, cycling and access to public transport. In these ways, the project will

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<sup>1</sup> 2011 Census Key Statistics & Quick Statistics Summary for: London Borough of Camden (Created by: Corporate Strategy, © LB Camden, 2013)

assist in addressing health and access inequalities in this part of the borough.

- 5.4.2 It is acknowledged that the proposals, if implemented, would have some negative impacts on some people with protected characteristics (e.g. people who rely on motor car or taxis to get around, and whose journeys could become less direct as a result of closing Judd Street to through traffic). However, the project seeks to minimise some of the potential impacts, by, for example, maintaining reasonable access by motor vehicle while introducing measures to reduce motor traffic and the associated negative impacts. This would benefit residents of all ages and abilities. Traffic flow monitoring will also be undertaken together to inform possible and appropriate mitigation measures to address displaced traffic. Ongoing engagement with groups representing people with protected characteristics would be undertaken including with RNIB and Guide Dogs on all scheme proposals should further improvements be taken forward.
- 5.4.3 The project has the potential to advance equality and foster good relations between protected groups and other groups in the local community by encouraging sustainable healthy travel amongst a wider variety of groups, including people who shared a protected characteristic and people who do not. Reducing the dominance of motor traffic and improvements to the public realm are likely to encourage social interaction between all groups of people.
- 5.4.4 Overall, the project is considered to have a positive impact, and officers have sought to avoid or mitigate any negative impacts.

## **6 WHAT ACTIONS WILL BE TAKEN AND WHEN FOLLOWING THE DECISION AND HOW WILL THIS BE MONITORED?**

- 6.1.1 Following this decision, if all the recommendations are approved, the measures will be designed in detail and implemented, subject to the outcome of relevant statutory consultation processes. The timing of implementation will be governed by the coordination of all construction works in the area.
- 6.1.2 TfL has been involved in developing the proposals, including pre-consultation with stakeholders and design reviews, so it is anticipated that approval to proceed will be given in terms of funding.
- 6.1.3 Post-implementation monitoring will assess the effectiveness of the scheme and measure its impacts alongside those of other schemes in the area. Mitigation will be proposed as necessary should any unforeseen negative impacts be identified. Monitoring will consider impact on traffic and safety.
- 6.1.4 The scheme design will be carried out in conjunction with TfL as the traffic signal authority prior to construction commencing. This is to ensure that the design can be implemented whilst adhering to traffic signal operation and junction capacity post construction. In addition consideration is given to how the scheme will be implemented in terms of traffic management during construction including changes to traffic signals undertaken by TfL contractors. The highway design layout will also be subject to an independent road safety audit to ensure the design is safe to build and operate and conforms to regulations.
- 6.1.5 Regular meetings with internal officers and TfL will be held to monitor progress in terms of construction as well as financial spend. Once the scheme is implemented, a stage 3 safety audit will be commissioned to ensure what has been built is functioning safely.

## 7 LINKS TO THE CAMDEN PLAN OBJECTIVES

7.1.1 The proposals meet the objectives of the Camden Plan, including:

- *Clean, vibrant and sustainable places by providing high quality and fully accessible public realm that is safe, legible, convenient and tackles barriers to walking and cycling.*
- *Healthy, independent lives by increasing walking and cycling levels in Camden for all types of journeys – to work, to education, to transport and activity hubs, and for recreation.*

## 8 CONSULTATION

8.1.1 A total of 19,384 consultation letters were distributed to residents, businesses, local and statutory groups and Ward Members in Camden as part of a joint consultation held with TfL. The consultation period ran from 15th February 2016 to 20th March 2016, the same time period as Brunswick Square proposals. The consultation was available online through the WeAreCamden.org portal, where respondents could submit their feedback via an online questionnaire. The results and extent of the area of consultation is shown in Appendix B. A copy of the consultation package can also be seen in Appendix A.

8.1.2 A total of 754 online and postal responses were received from areas spanning across the UK. 235 (31%) of these were from within the London Borough of Camden and 118 (16%) were from residents and businesses south of Euston Road and 116 (15%) from the north (both still within the borough).

8.1.3 In summary each of the four proposals outlined in the consultation received a split view. Officers have undertaken further analysis of the two main proposals - full / partial closure of Judd Street and making Midland Road two way for cycling. When considering responses to these two proposals from those just within Camden, there is a slight majority in support (50% in favour of a full or partial closure, 44% opposed). Further analysis of these responses indicate that those who responded from north of Euston Road are more supportive of the full or partial closure of Judd Street and two way cycling along Midland Road. Conversely the opposite is true of responses from south of Euston Road where there is a slight majority in opposition to these two proposals (Appendix B).

8.1.4 Consultation responses also included concerns raised about congestion along Judd Street and longer journey times to University College Hospitals should Judd Street closure and TT be approved to be retained in the eastbound direction. Officers have been investigating options to improve journey times by allowing motor vehicles to turn left out of Mabledon Place onto Euston Road. This would allow a westbound exit at Euston Road (along with an existing eastbound exit) toward UCH. This proposal has undergone traffic modelling which shows that this option is achievable in terms of the capacity of the junction to deal with traffic. However, officers are concerned that this option does not address the congestion issue. This option would keep the traffic on Judd Street and allow it to turn left into Bidborough Street and then right into Mabledon Place to access Euston Road. The traffic levels on Judd Street may well be less if Brunswick Square proposals go ahead, however Bidborough and Mabledon Streets would experience additional local traffic. Officers' view would be to not implement this option from the outset and monitor the traffic impact of the schemes under consideration here, should they be approved. This could be considered as part of the decision making for TT or could be taken following the decision on TT.

## **9 LEGAL IMPLICATIONS (comments of the Borough Solicitor)**

9.1.1 The Council has a duty under section 122 of the Road Traffic Regulation Act 1984 (“RTRA 1984”), so far as practicable, to exercise its functions under that Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including cyclists and pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In performing this duty the Council must have regard to:

- I. the desirability of securing and maintaining reasonable access to premises;
- II. the effect on the amenities of any locality affected (including the importance of regulating and restricting the use of roads by heavy commercial vehicles), so as to preserve or improve the amenities of the areas through which the roads run;
- III. the National Air Quality Strategy;
- IV. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- V. any other matters appearing to the authority to be relevant.

9.1.2 Under section 39 of the Road Traffic Act 1988, the Council is required to prepare and carry out a programme of measures designed to promote road safety, to carry out studies into accidents arising out of the use of vehicles, to take such measures as appear to the Council to be appropriate to prevent such accidents, including giving training and advice and other measures taken in the exercise of its powers for controlling, protecting or assisting the movement of traffic on roads. The recommendations outlined in this report compliment the objectives of the duties outlined above.

## **10 RESOURCE IMPLICATIONS (finance comments of the Executive Director Corporate Services)**

10.1.1 This paper seeks approval to proceed with the implementation of the scheme as recommended in Option 2 (Section 3) of this report, subject to detailed design and compliance with statutory processes.

10.1.2 The estimated cost of this option is £1,089,000. This work has been planned and will be funded from TfL from its Central London Cycle Grid programme. Discussions are being held with TfL on the possibility of the scheme costs being estimated to be higher once full detailed design has been completed, assuming the scheme will be approved. Should further funding not be available and other funding sources exhausted, the scope of the scheme will be reduced to ensure it can be built. This will not compromise the measures being sought for approval, but cheaper materials may need to be considered in some areas.

10.1.3 If the scheme does not go ahead, or the cost is lower than anticipated, the funding will be returned to TfL or diverted to other cycling schemes subject to TfL approval. Costs will be monitored very closely during implementation to ensure that the scheme costs do not exceed the anticipated budget.

## **11 APPENDICES**

Appendix A  
Appendix B  
Appendix C  
Appendix D

Consultation Materials  
Consultation Report  
Traffic Reassignment Assessment  
Equalities Impact Assessment Report

REPORT ENDS