

APPENDIX A CONSULTATION MATERIALS



Scheme Ref: TS1412



Important- Public Consultation

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

February 2016

Midland Road and Euston Road / Judd Street Junction

1 Proposed Walking and Cycling Improvements

In June 2015, Camden Council implemented a number of changes on Pancras Rd between Royal College Street and Midland Road in order to improve road safety for pedestrians and cyclists. The changes included providing 2m wide 'stepped' cycle lanes for northbound and southbound cyclists and introducing better crossings for pedestrians.

In March 2013 the Mayor of London launched his vision for cycling in London. A major element of the vision is the proposed new Central London Cycle Grid – a network of cycle routes through Central London and the city, making it more attractive to people who don't cycle and safer for the increasing numbers who do. As part of the Cycle Grid, the Council would like to extend the recent improvements on Pancras Road south into Midland Road until Euston Road, providing a safe and continuous protected cycle route. In partnership with Transport for London, we are also consulting on proposals to improve conditions for cyclists and pedestrians crossing the busy Euston Road junction, including cyclists connecting with the proposed North-South Cycle Superhighway on Judd Street.

Project Background

The Kings Cross area is developing at a rapid pace. In 2007, St Pancras International Station reopened to passengers. Since then we have seen the redevelopment of Kings Cross Station and the rejuvenation of former industrial sites in the vicinity of both the stations. The Francis Crick Institute on Midland Road is also due to open in 2016.

This building, together with other established developments (e.g. The British Library) in the vicinity of Midland Road, is expected to attract a high volume of employees and visitors.

We want to improve the area for pedestrians, cyclists and those using public transport who will travel to and from the Midland Road area to both work and visit. Improvements will also benefit those accessing St Pancras International Station, National Rail Stations (King's Cross, Euston) and London Underground.

Our proposals are aimed to improve the public realm where pedestrians cross Midland Road before continuing their onward journey. This is in order to meet the demands of increased pedestrian and cyclist numbers whilst continuing to accommodate other road users.

These proposals would also benefit the Central London Cycle Grid by connecting key north-south cycling routes between Kentish Town, Bloomsbury and Elephant & Castle. They would also connect with the proposed North-South Cycle Superhighway.

What has happened so far?

Camden has been working with stakeholder groups to identify accessibility problems in the area. These include how to best cross Midland Road and improvements to pedestrian facilities. We have also worked with TfL on how best to continue to serve public and private transport using Midland Road by determining possible impacts of the proposals and optimising them to provide the best possible balance between transport modes. Finally we have worked with Camden Cycling Campaign to ensure the views of cyclists are addressed in the final design.

Proposals

The proposed changes are outlined below and also shown on the drawing enclosed.

Midland Road / Euston Road / Judd St Junction

At the Judd Street / Midland Road / Euston Road junction, TfL has developed two potential options:

Option 1 – Full closure of Judd Street at Euston Road / Midland Road junction to allow a dedicated cycle crossing across Euston Road

- Only cyclists and pedestrians would be able to enter and exit Judd Street at the Euston Road junction. This would create a safer environment for cyclists by allowing them to enter and exit Judd Street separately without mixing with other traffic
- This proposal is expected to reduce the amount of through traffic passing through Judd Street, creating a safer and more pleasant environment for pedestrians and cyclists
- Motor vehicles would still be able to access Judd Street using other routes

Option 2 – Judd Street entry only for motorists from Midland Road, with segregated northbound contraflow cycle track

- Motorists would not be able to exit Judd Street onto Euston Road. Access would still be available using other routes
- Motorists would not be able to enter Judd Street by turning left or right off Euston Road; the only motorist entry to Judd Street from the Euston Road junction would be by

travelling straight over from Midland Road. Banning the turns would address a common cause of collisions at the junction and allow a separate traffic signal stage for cyclists

- A contraflow segregated cycle track on approach to the junction would provide protected space for cyclists to continue northbound towards Euston Road

The proposed traffic restrictions would mean some motorists would need to find alternative routes. Access to and from Judd Street would still be available using alternative local access routes, including via Upper Woburn Place and Gray's Inn Road.

Both options:

- Cycle-only green signal to allow cyclists to cross Euston Road separately from motor traffic
- New signalised pedestrian crossing on Euston Road, west of Judd Street, with a widened central island. This would be made possible by banning the left and right turns onto Judd Street from Euston Road
- Extended bus lane on Euston Road westbound approach to Judd Street (made possible by banning the left turn onto Judd Street)
- Wider pavement on Judd Street, with new cycle parking to make it easier for cyclists to use local businesses
- Two-stage right turn areas to allow cyclists to access Judd Street and Midland Road without crossing lanes of moving traffic

Midland Road

Along Midland Rd we are proposing:

- A northbound contraflow stepped / protected cycle lane (segregated at the junction)
- A southbound stepped cycle lane (segregated at the junction)
- Removal of existing traffic island on Midland Road outside the St. Pancras International Rail Station
- Introduction of a large raised area to ease pedestrian movement
- Removal of existing signal crossing and installation of a wide zebra crossing to reduce the wait time for pedestrians wanting to cross.
- Construction of a bus boarding area



Proposed Midland Rd street-scene outside St.Pancras Station / Francis Crick Institute looking south toward British Library.



Proposed Midland Rd street-scene outside St.Pancras Station / British Library looking north.

Traffic impact of these proposals

TfL has designed its proposals to minimise the impact on Euston Road traffic whilst still providing time and space for cyclists and pedestrians. However, both options could mean some slight increases journey times and queuing for general traffic at busy times, particularly travelling eastbound on Euston Road and exiting Midland Road heading west. Buses on Euston Road are not expected to be significantly affected as they would continue to use bus lanes, although there could be delays at busy times for routes travelling eastbound from Midland Road.

TfL would look to mitigate any impacts as much as possible, including by using its sophisticated traffic signalling technology.

The proposed traffic restrictions would mean some motorists would need to find alternative routes. Access to and from Judd Street would still be available using alternative local access routes, including via Upper Woburn Place and Gray's Inn Road.

Other local consultations

North-South Cycle Superhighway: TfL, Camden Council and Islington Council are consulting on proposals for the North-South Cycle Superhighway between Judd Street in King's Cross and Stonecutter Street near Holborn Viaduct. The route would connect with the segregated cycle track currently under construction between Stonecutter Street and Elephant & Castle. Please see tfl.gov.uk/cycle-north-south for details.

King's Cross gyratory: TfL is currently consulting on initial ideas to simplify the road network in King's Cross for all users. Please see tfl.gov.uk/kings-cross-gyratory for details. Both consultations close on Sunday 20 March 2016.

Public events

You can discuss the proposals with members of the Midland Road project team at the Horsfall Room, Kings Place, 90 York Way, N1 9AG at the following events:

- Monday 15 February, from 18.30 to 20.30
- Friday 19 February, from 14.00 to 17.00

You will also be able to talk to staff about the North-South Cycle Superhighway and King's Cross gyratory consultations at these events

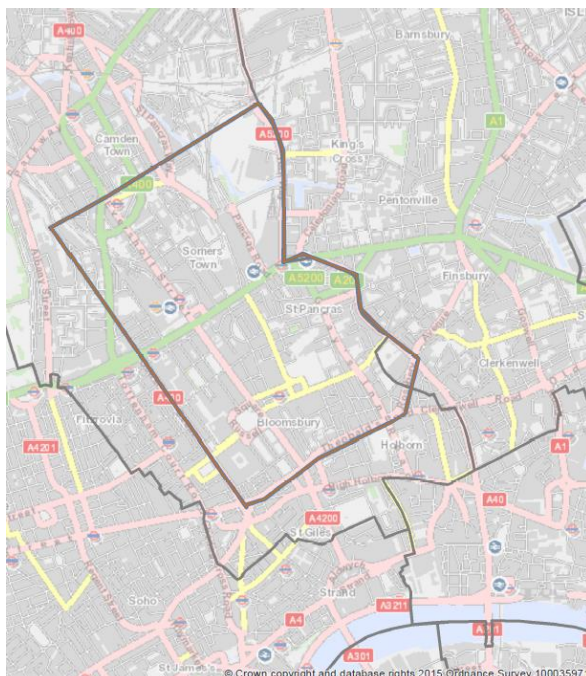
This is your opportunity to comment

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. All responses received to the proposals contained in this consultation pack will be taken into account in a report to Camden's Cabinet Member for Regeneration, Transport and Planning due to be presented in June 2016.

Please send your response by 20th March 2016 to: **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. Alternatively, you can send your response online at

<https://consultations.wearecamden.org/culture-environment/midland>

While it will not be possible to reply to you individually, all comments will be taken into account. The Cabinet Member for Regeneration, Planning and Transport will make a decision 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, your response is 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.



Simi Shah

Joint Acting Head of Transport Strategy
Transport Strategy Service
London Borough of Camden
Tel: 020 7974 2066
simi.shah@camden.gov.uk

Who is being consulted?

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

If you would like further information then please contact us using the information provided below.

Darren Barton

Transport Planner / Engineer
Transport Strategy Service
London Borough of Camden
Tel: 020 7974 5619
darren.barton@camden.gov.uk

Thank you for replying to this

Important- Public Consultation

This is your opportunity to comment on the Council's plans
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February 2016

Midland Road and Euston Road / Judd Street Junction Proposed Walking and Cycling Improvements

Please complete this questionnaire and return it by **20th March 2016** to **London Borough of Camden, Culture Environment & Directorate, Transport Strategy Service, FREEPOST RSLT-RJBR-TXAA, London, WC1H 9JE**. We will only accept ONE reply per household, business or organisation.

Please indicate your preference by ticking the appropriate boxes.

Euston Road / Judd Street Junction - Question 1

Please give us your preferred option, if any, to our proposals to change the Euston Road / Judd Street Junction (please see attached drawing)

Opt 1

Opt 2

Neither

No opinion

Midland Road - Question 2

Do you agree with the proposal to introduce two-way cycling on Midland Rd? This would reduce the number of motor traffic lanes.

Yes

No

No opinion

Midland Road - Question 3

Do you agree with the proposal to raise the carriageway to pavement level in the area outside St. Pancras International Station?

Yes

No

No opinion

Midland Road - Question 4

Do you agree with the proposal to remove the existing signalised pedestrian crossing and replace it with a wide zebra crossing?

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 to 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

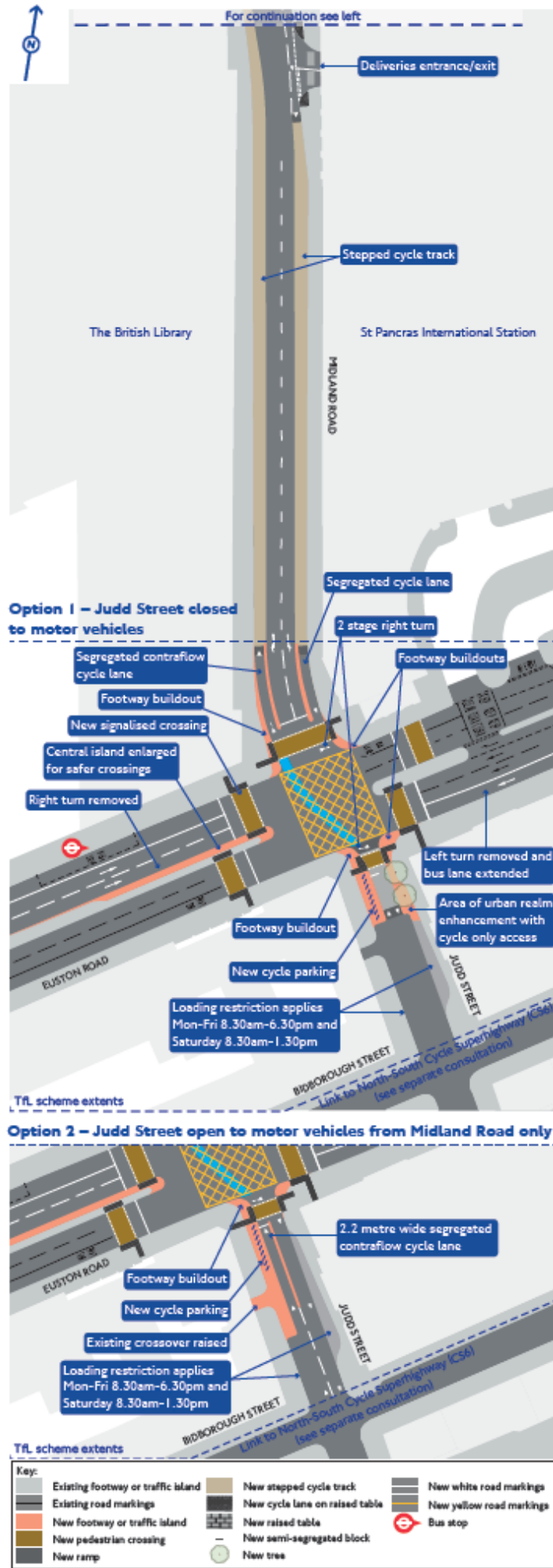
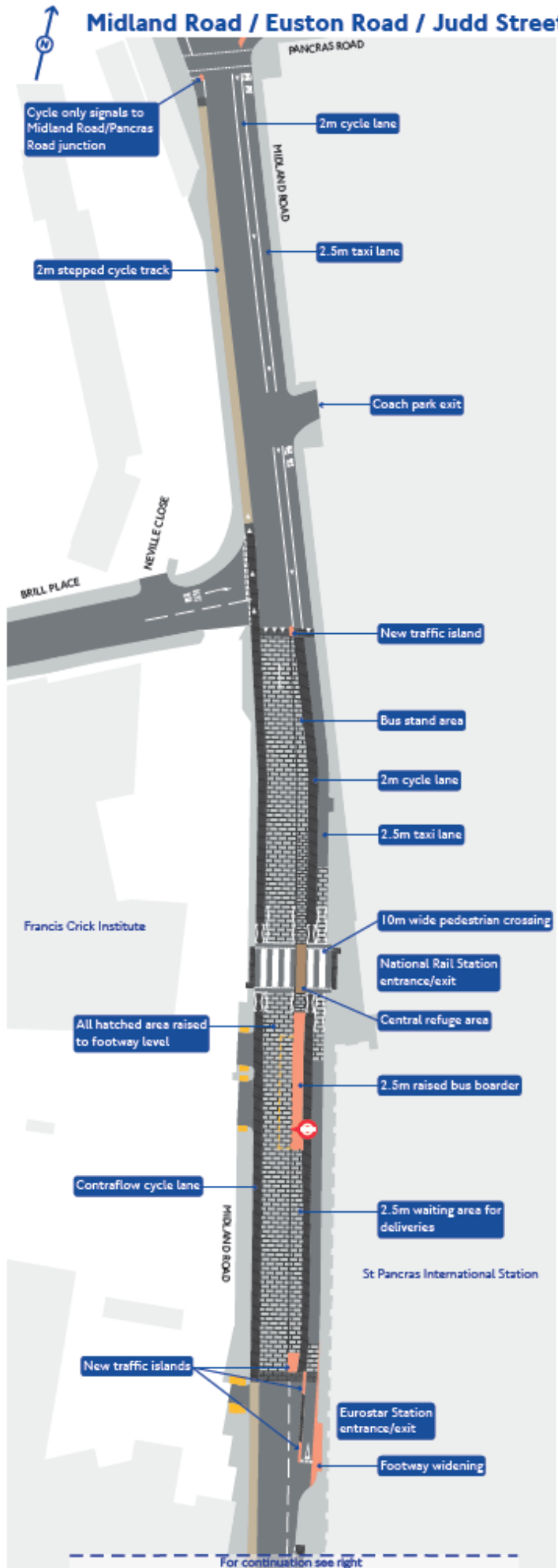
Please also indicate, by ticking one box or more, which of the following best describes you:

- 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 Darren Barton on 020 7974 5619.

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.

Midland Road / Euston Road / Judd Street



TfL scheme extents

Key:					
	Existing footway or traffic island		New stepped cycle track		New white road markings
	Existing road markings		New cycle lane on raised table		New yellow road markings
	New footway or traffic island		New raised table		Bus stop
	New pedestrian crossing		New semi-segregated block		New tree
	New ramp				

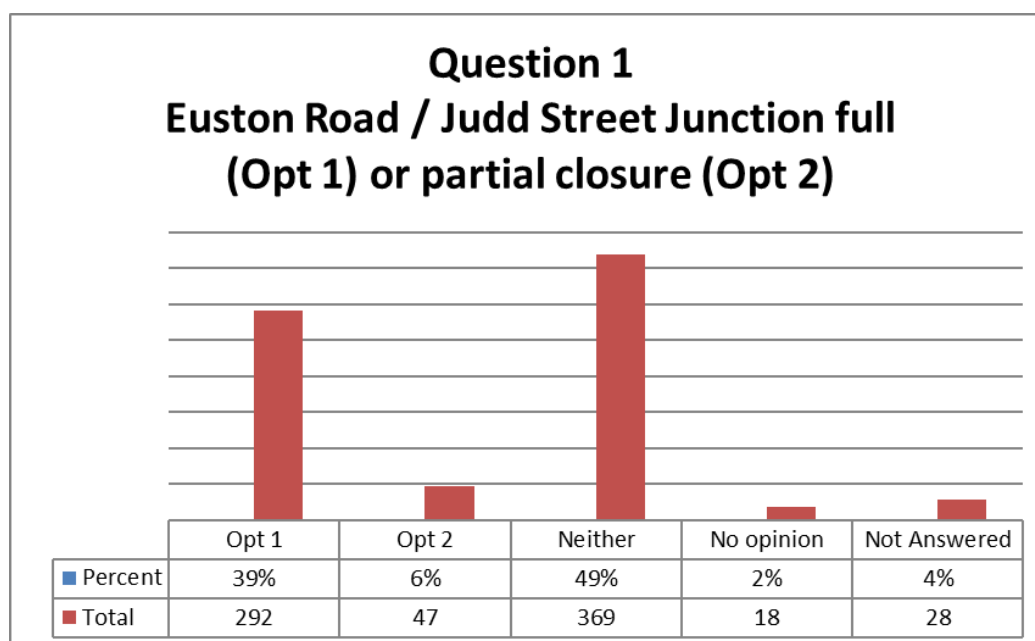
APPENDIX B CONSULTATION REPORT

Consultation Questions and Relevant Highway Authority

Question 1	Please give us your preferred option (if any) to our proposals to change the Euston Road / Judd Street Junction (Option 1 = Full closure of Judd Street; Option 2 Judd Street open to southbound traffic only)	TfL
Question 2	Do you agree with the proposal to introduce two-way cycling on Midland Road? This would reduce the number of motor traffic lanes.	LBC
Question 3	Do you agree with the proposal to raise the carriageway to pavement level in the area outside St. Pancras International Station?	LBC
Question 4	Do you agree with the proposal to remove the existing signalised pedestrian crossing and replace it with a wide zebra crossing?	LBC

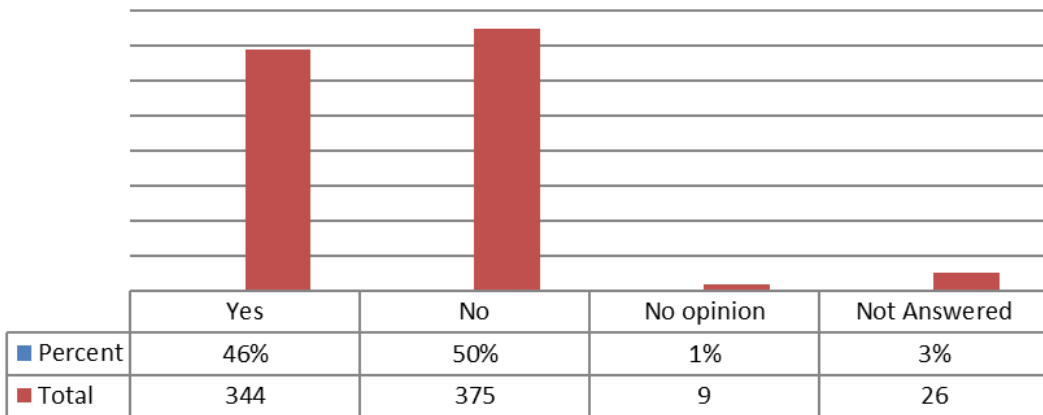
Summary of consultation results

After data cleaning, 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). Data cleaning involved looking at the entire consultation return and removing responses 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.



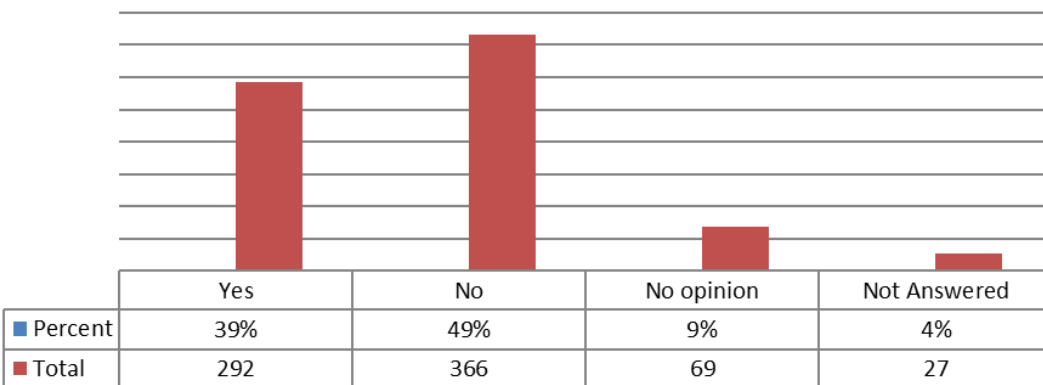
Question 2

Do you agree with the proposal to introduce two-way cycling on Midland Rd?



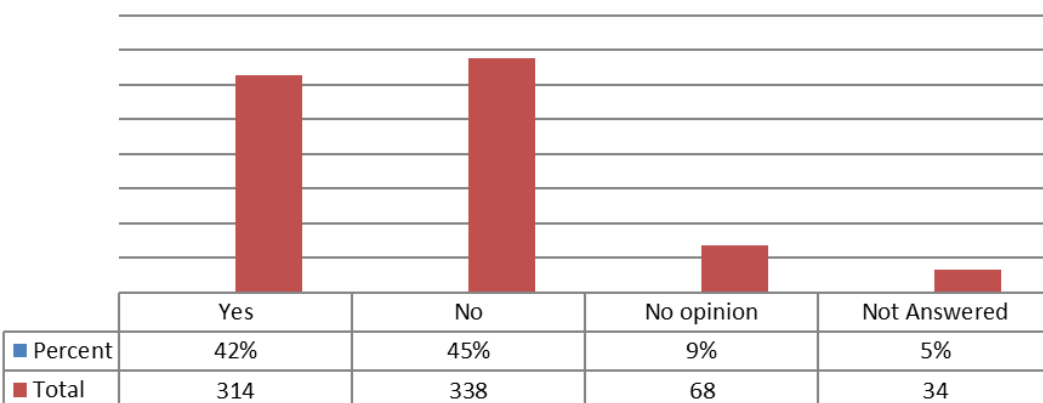
Question 3

Do you agree with the proposal to raise the carriageway to pavement level in the area outside St. Pancras International Station?



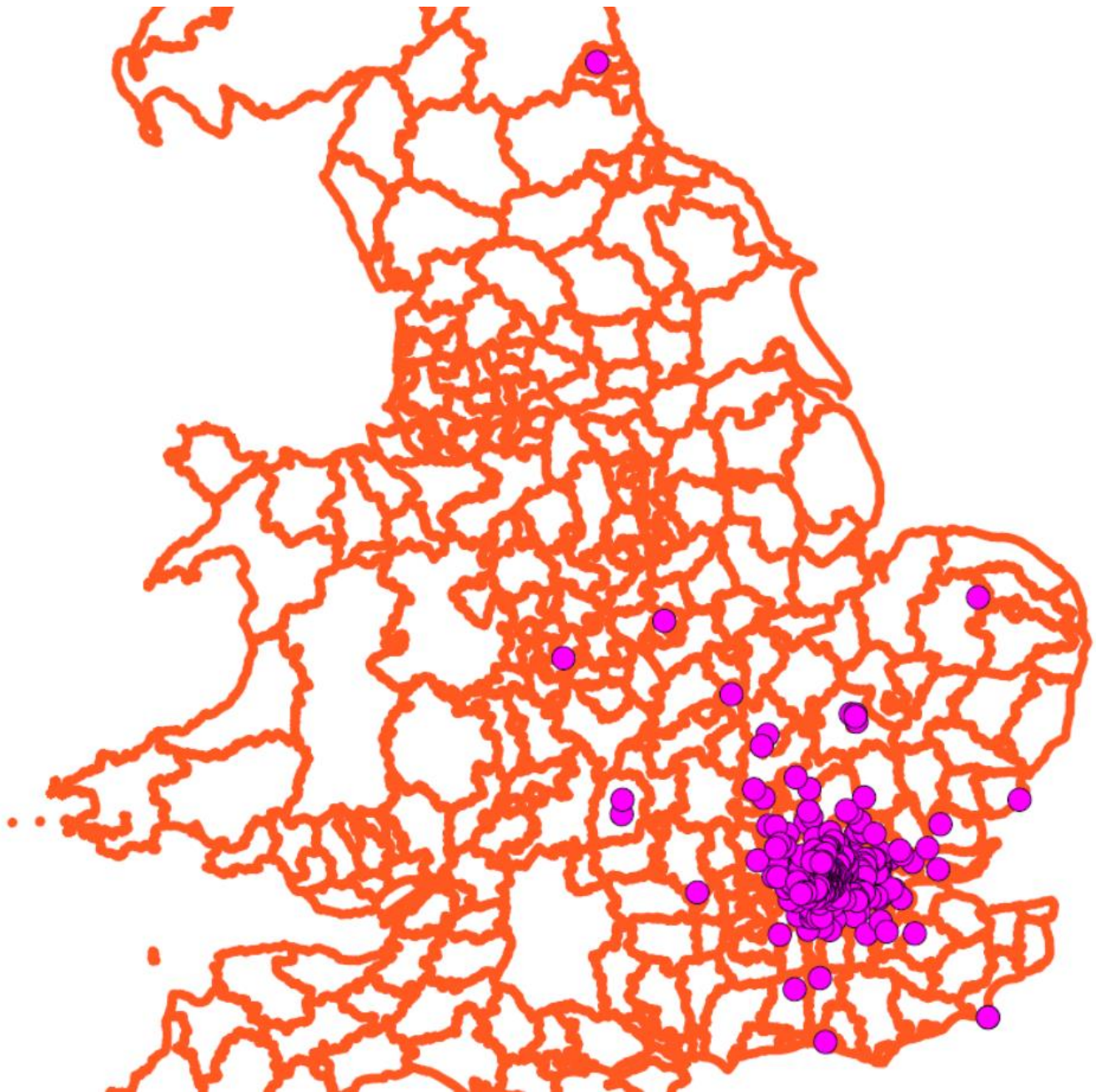
Question 4

Do you agree with the proposal to remove the existing signalised pedestrian crossing and replace it with a wide zebra crossing?



Entire Response Mapped

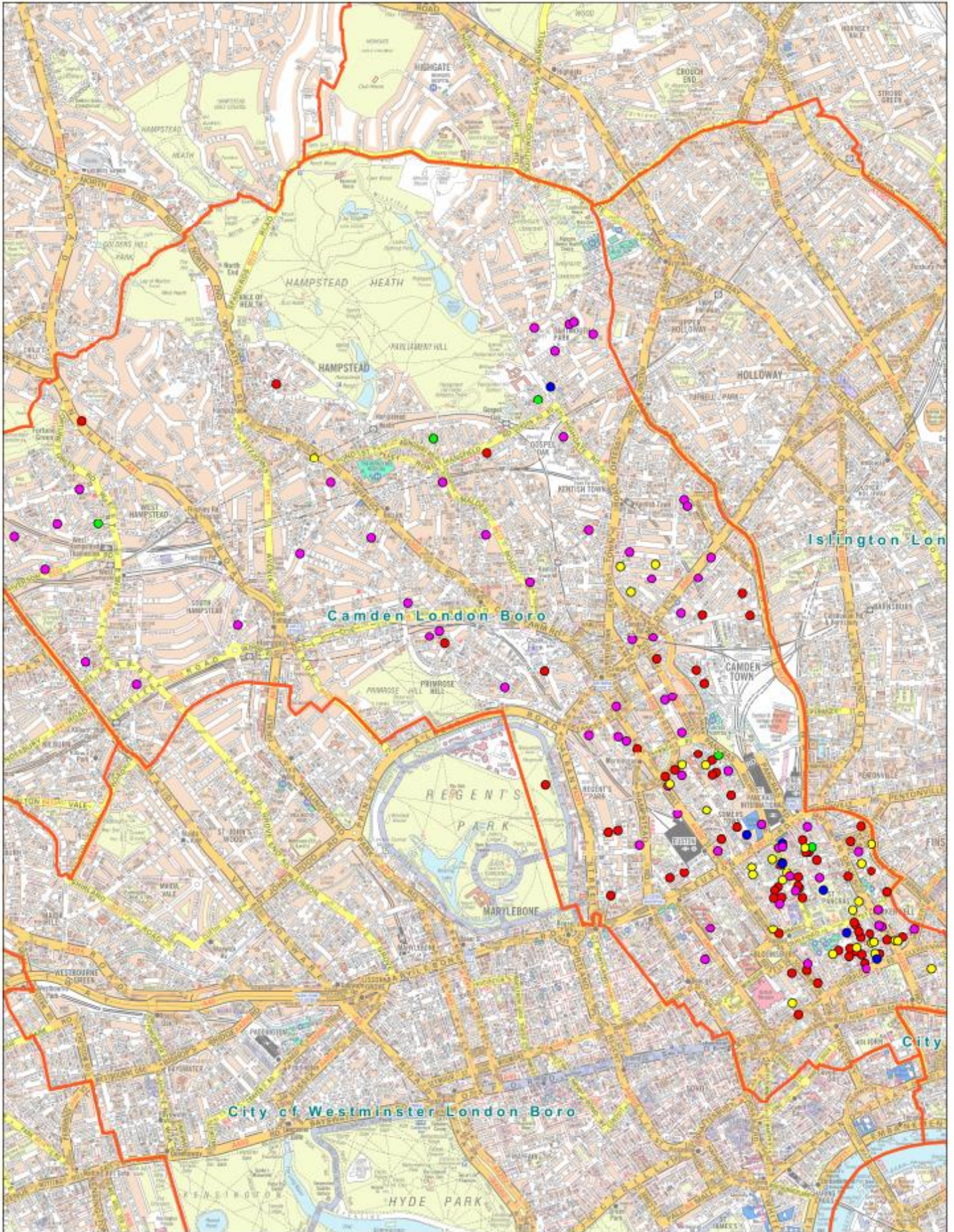
All responses which did not provide a postcode were removed and the remaining 664 were mapped.



Responses per district or borough or unitary boundary

Borough Responses

235 responses are recorded from within the borough boundary. See overleaf for maps and results of each question.



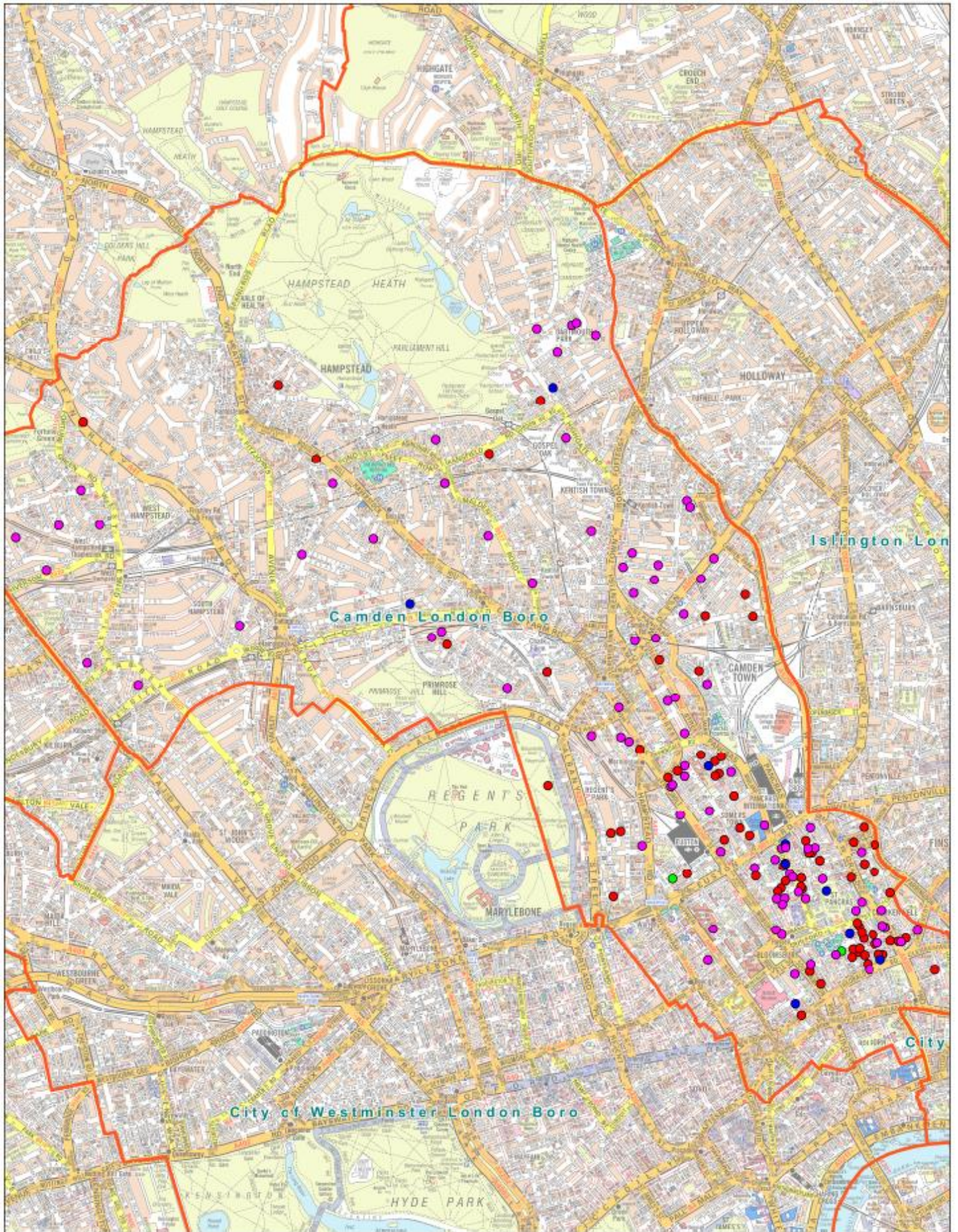
Question 1

Please give us your preferred option, if any, to our proposals to change the Euston Road / Judd Street Junction.

Option 1 - Judd Street closed to motor vehicles

Option 2 - Judd Street open to motor vehicles from Midland Road only

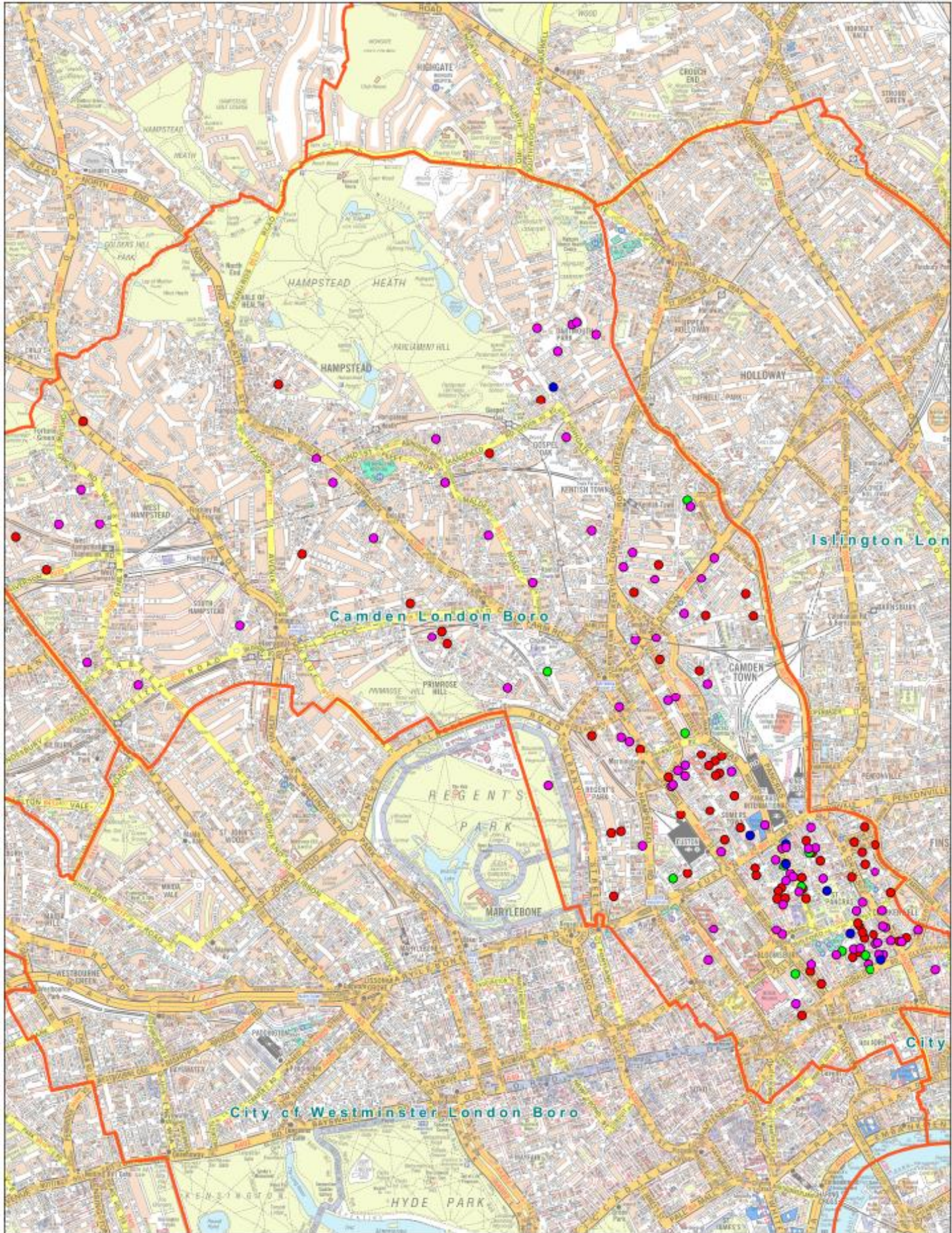
Euston Road / Judd Street Junction		
● Opt 1	(85)	36.3%
● Opt 2	(32)	13.7%
● Neither	(103)	44.0%
● No opinion	(6)	2.6%
● Not Answered	(8)	3.4%
		100.0%



Question 2

Do you agree with the proposal to introduce two-way cycling on Midland Rd?
This would reduce the number of motor traffic lanes.

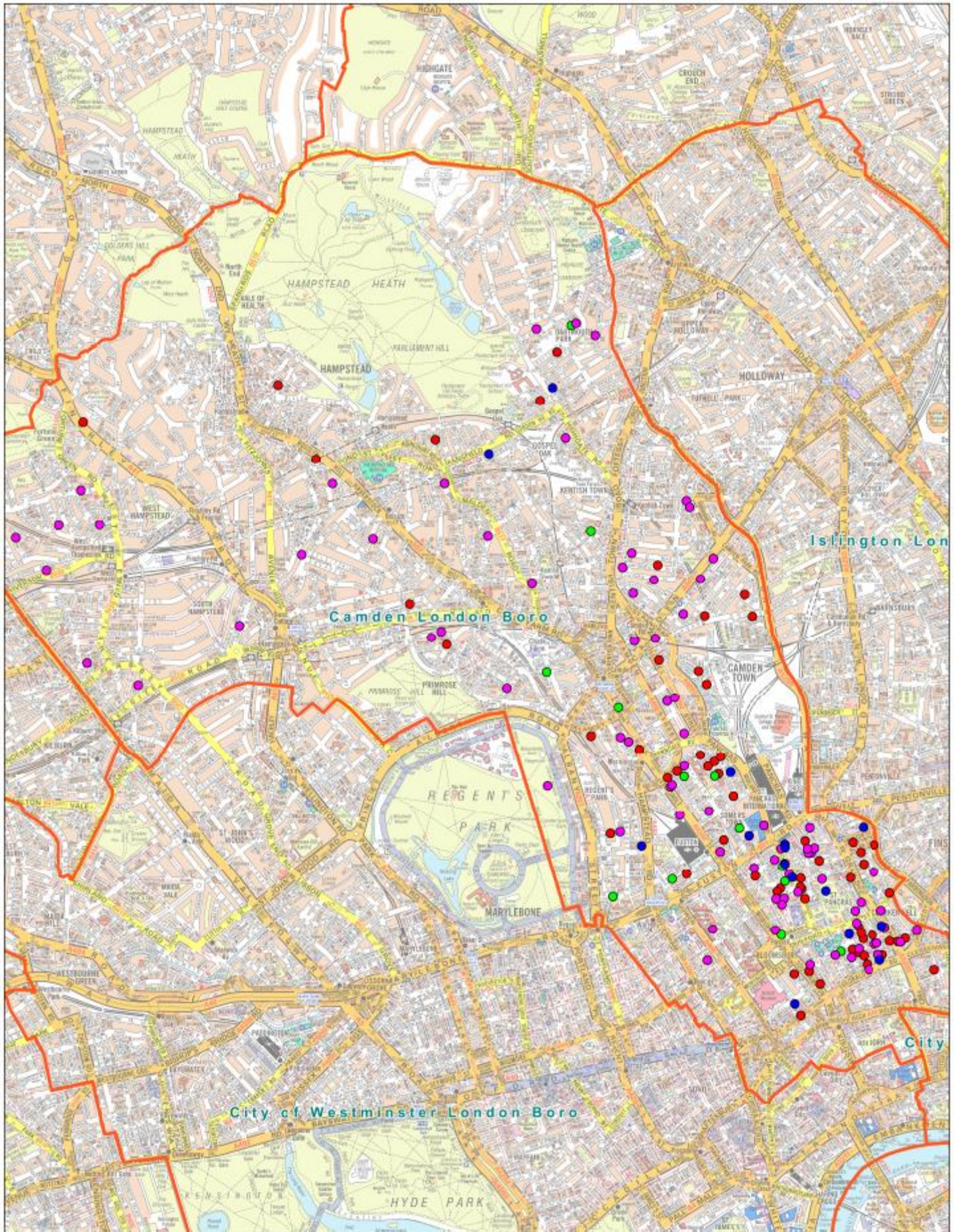
Two-way cycling on Midland Rd		
Yes	(117)	50.0%
No	(102)	43.6%
No opinion	(5)	2.1%
Not Answered	(10)	4.3%
		100.0%



Question 3

Do you agree with the proposal to raise the carriageway to pavement level in the area outside St. Pancras International Station?

Raise cway outside SPS?		
Yes	(113)	48.3%
No	(97)	41.5%
No opinion	(16)	6.6%
Not Answered	(8)	3.4%
		100.0%



Question 4

Do you agree with the proposal to remove the existing signalled pedestrian crossing and replace it with a wide zebra crossing?

Wide zebra crossing		
Yes	(108)	46.2%
No	(90)	38.5%
No opinion	(19)	8.1%
Not Answered	(17)	7.3%
		100.0%

Questions 1 and 2 are the main indicators of overall support for the scheme. The geographical breakdown of those responses are given below.

Question 1 Closure of Judd St	%
<i>All responses received (within and outwith LBC)</i>	
Do Something (Either full or partial closure)	45
Neither Option	49

<i>Within LBC Only</i>	
Do Something (Either full (36.3% or partial closure (13.7%))	50
Neither Option	44

<i>North of Euston Rd (still within LBC)</i>	
Do Something (Either full or partial closure)	58
Neither Option	36

<i>South of Euston Rd (still within LBC)</i>	
Do Something (Either full or partial closure)	42
Neither Option	52

Question 2 to Introduce two-way cycling on Midland Rd	%
<i>All responses received (within and outwith LBC)</i>	
Yes	46
No	50

<i>Within LBC Only</i>	
Yes	50
No	44

<i>North of Euston Rd (still within LBC)</i>	
Yes	59
No	38

<i>South of Euston Rd (still within LBC)</i>	
Yes	42
No	49

STAKEHOLDER RESPONSES

This section provides summaries of the feedback we received from stakeholders.

Islington Council

Islington Council are still unable to assess the impacts of the proposal and are unable to provide a response to the consultation. In order to respond to the consultation, the council would like to better understand the implications of the proposed traffic restrictions and any potential impact on Islington's road network including traffic displacement.

Officer Response: TfL have met with Islington Council and explained the traffic impacts in the area. Islington were satisfied that the impact to their network would be negligible.

RNIB

RNIB has its headquarters building, on Judd Street, and this attracts thousands of blind and partially sighted visitors from across the UK each year. In addition the preferred site for the relocated Moorfields Hospital, at St Pancras Hospital, will also be very close to Midland Road. This proposal is likely to have a very significant impact on all blind and partially sighted people visiting our building and using the surrounding area. Given the location of RNIB's headquarters, it was somewhat surprising that no attempt was made to consult with RNIB in advance of the publication of the consultation. As a public authority, Camden Council is subject to the Public Sector Equality Duty and is required to have "due regard" to equality outcomes in everything it does. In particular, the Council is required to ensure that it eliminates discrimination, and advances equality.

Officer Response: The public sector Equality Duty (PSED) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities. TfL and LBC have liaised extensively with the RNIB and have sought to address the RNIB's concerns through revisions to the design of Judd Street as part of the Cycle Superhighway 6 scheme (CS6). Where the carriageway or cycle track is being raised as part of the scheme, a shallow upstand where possible of at least 50mm will be maintained to enable pedestrians, including those with visual impairments, to detect the edge of the footway. All pedestrian crossing points will include tactile paving to guide those with visual impairments, and signalised crossings will include rotating cones and audible signals, the latter where deemed safe. The proposed closure of Judd Street will make crossing this street at the Euston Road junction far easier and safer for everyone, including those with visual impairments. Engagement with the RNIB will continue throughout the design and construction of the scheme to address any remaining concerns. Following meetings between Camden, TfL and RNIB on CS6, TfL have agreed that following the completion of that scheme they will monitor the interaction between cyclists and visually impaired pedestrians along Judd Street including at the signal junction with Euston Road.

Guide Dogs

Guide Dogs has met with the RNIB regards this consultation, and I would ask that for the record, we share and support their concerns and opinions that they will raise separately as part of this consultation. Our guide dog owners use the RNIB offices regularly and must confidently be able to travel to Judd Street as well as move between our offices on Melton Street. These proposals would take away that confidence due to the intimidation that some cyclists can cause to blind and partially sighted people.

Officer Response: Please refer to RNIB response above. This is now more important as Guide Dogs has now moved into the RNIB building. Liaison with them will be undertaken at the same time as RNIB.

Jessel House Residents Association

These proposals will have a profound effect on Judd Street residents and businesses. Most people here are unaware of the consultations that Camden/TfL are undertaking in this area. Judd Street is currently adversely affected by the yearlong "Torrington Place to Tavistock Place Experimental Traffic Changes" which creates congestion pollution, rat running and vehicles driving on the wrong side of the road.

Officer Response: Both TfL and LB Camden ensured at the time of consultation that a means to reply to our proposals reached residents directly affected. This took the form of paper mail drop and via an online consultation process. Public meetings were also held at council offices attended by officers from both highway authorities and elected Members. Subsequent to this consultation a public inquiry has been held, chaired by an independent inspector, to consider the merits of the proposals implemented as part of the experimental traffic order on Torrington / Tavistock Place. Extensive traffic modelling exercise has been undertaken to assess the potential traffic impact to the area – please see Appendix C

Camden Council Heritage and Conservation

Areas of York stone paving outside of St Pancras, The Crick Institute and the Town Hall should be retained. I would also expect to see high quality and complimentary materials to be used, especially the work would affect the setting of listed buildings (St Pancras, British Library and the Town Hall).

Officer Response: Subject to funding, the materials used in the scheme for footways and paving will be sensitive to the local area and reflective of the high heritage value of the surrounding land-use.

HS1 Limited

HS1 operating out of St Pancras can confirm that we are broadly supportive of the proposed design, subject to more detailed discussions on location of proposed Judd Street closure, design materials used and future safeguarding of the area based on increased trip generations within area.

LBC Officers have had and continue to have regular meetings with HS1 Ltd. to discuss the issues raised in their comments.

London Cycle Campaign (LCC)

In general, we support this scheme as a vital link to the North-South Cycle Superhighway (CS6). We strongly support option 1 over option 2. We also support the design of the junction including separation in time and protected cyclists' space which is legible for all road users. This scheme should be designed to London Cycling Design Standards and all critical fails eliminated.

Officer Response: The support for option 1 over option 2 for Judd Street is noted. The design of the scheme reflects as far as possible best practice as outlined in the London Cycle Design Standards. The traffic lane widths on Euston Road on approach to the junction have been altered to ensure they provide a safe cycling width reducing ambiguity between motor traffic and cyclists on whether the road width is sufficient for both to pass each other side by side.

Camden Cycling Campaign (CCC)

Camden Cycling Campaign, support Camden's plans at Midland Road/Judd Street. We are especially pleased to see the fully protected junction at Euston Road including the two-stage right turns for cyclists. However, we are disappointed that the plans for the Midland Road/Pancras Road junction cannot be implemented. We have specific concerns on the length of the raised cycle area, and believe this should be shortened to minimise risk between cyclists and pedestrians, and to deter vehicles to stray across the cycle tracks. The cycle tracks must be well demarcated by using a different surface treatment, and the northbound contra flow cycle track must be separated by armadillos or similar. Brill Place: Needs a cycle exemption from the left turn ban.

Officer response: LBC Officers have consulted with CCC regarding the design of the Midland Road / Pancras Road junction which is outside the scope of this scheme. The design of the raised area allows for a colour contrast in paving materials to demarcate the proposed cycle lane. Significantly wide cycle lanes also allow for safe passage through the raised area and bespoke granite stone is planned to act as physical separation for northbound cycles. Signage as suggested at Brill Place has since been erected.

Brent Cyclists

We partially support this scheme in particular the sections of stepped track, point closures to motor traffic and improvements to the pedestrian experience. We would like to see better separation of modes in the raised carriageway area due to the high pedestrian footfall. This could be achieved by shortening the raised area or by introducing small level changes. The southbound cycle track should be separated from the taxi lane by a level change. The junction with the coach park may require changes to increase safety.

Officer Response: See CCC response above. Also a result of further consultation LBC are now proposing that the southbound cycle lane beside the taxi lane be widened and separated from the main traffic flow by means of a traffic island.

The Knowledge Quarter

Whilst The Knowledge Quarter as a collective is unable to comment on detailed recommendations within the consultation, we have established wider principles that we feel any changes made within the KQ area should conform to. These are based on road user hierarchy, permeability, air quality, signage, public transport and a view that changes should be balanced within the proposed scheme. The Knowledge Quarter as an area will continue to see increased number of employees, visitors and thoroughfare given its important location as a major transport hub for London. The Knowledge Quarter is supportive of measures, such as improvements in cycling and pedestrian facilities, which facilitate permeability within the KQ and support Camden's hierarchy of road users.

Officer Response: LBC Officers have had and continue to have regular meetings with the Knowledge Quarter to discuss the issues raised in their comments to ensure that future growth in the area is managed.

British Library

The Library is located on the northwest corner of the junction of Midland Road and Euston Road, and its building has a number of entrances from both sides. The Library has pedestrian and vehicular access of Midland Road. The anticipated growth in visitor numbers and new institutions within the Knowledge Quarter will result in an increase in number of trips to the area. While the Library strongly supports improvements that enhance facilities for pedestrians and cyclists, including the installation of zebra crossing and cycle lane we are also keen to ensure that effective goods vehicle access to the Library from Midland Road is maintained in any new design.

Officer Response: LBC Officers have had and continue to have regular meetings with The British Library to discuss developments in the area. The existing servicing arrangements have been considered in the design and liaison will continue with regards to their future plans to ensure these can be accommodated within the design.

Francis Crick Institute

The Francis Crick Institute has no objection to the overall principle of what is proposed but given their responsibilities and liabilities under the S106 Agreement to their own planning permission, they look forward to discussing the mechanics for delivery in respect to those. In addition, we have flagged the Drop off Bay, potential security issues and drainage as issues to resolve.

Officer Response: LBC are in discussion with the Francis Crick Institute in relation to moving the drop off bay to Brill Place.

Rugby & Harpur Residents Association

1. The modelling methods used to predict the effects of the proposed changes produced inaccurate results. This was demonstrated by officers' acceptance that the modelling of the effect of the Tavistock Place experimental one-way system did not predict traffic jams in Judd St, while in fact the scheme has resulted in queues of traffic there for the whole of the working day.
2. The Tavistock Place experimental one-way system was not taken into account in the new proposals in a way that showed the effect of it being made permanent or of it being abandoned.
3. No consideration was given to the idea of Cartwright Gardens being the main route for cyclists wanting to turn left into Euston Road.
4. The logic of the siting of a new pedestrian crossing over the Euston Road to the west of the Judd St intersection unclear.
5. There was no acceptance that the removal of the roundabout at the south west corner of Brunswick Square and the improvements to the public realm there would have any general value.
6. Westbound motor access not addressed
7. Air pollution issues
8. There was a strongly expressed view that further, wider and more inclusive consultation should take place.

Officer Response: In order of points raised above:

1. An extensive modelling exercise has since been carried out to address these concerns – please see Appendix C. Initial assessment of the traffic congestion observed on Judd St as part of the experimental traffic order (cycle) scheme on Tavistock / Torrington did not indicate a pattern to the congestion making it difficult to attribute it to the trial itself. In addition in the early months following the trial being implemented there were other works in the area which may have had an impact on traffic levels along Judd Street.
2. This traffic modelling exercise has now been undertaken.
3. The cycle superhighway has cyclists arriving from the east of Gray's Inn Road along Sidmouth Street and then allowing them to turn right into Judd Street at the Tavistock

Place/Hunter Street junction. The closure of Judd Street will allow a direct and safe crossing across Euston Road where cyclists can connect to proposals along Midland Road and those already built along Pancras Road and Royal College Street. Diverting them to Cartwright Gardens is far less direct and therefore less likely to encourage cyclists to use this route.

4. Pedestrians are at the top of our road user hierarchy and as such should be prioritised. The current crossing on the east side of the Euston Road junction is very well used and allows pedestrians to travel to and from Kings Cross Stations and beyond. The proposed crossing to the west will provide a direct crossing for those wishing to travel between Bloomsbury and the British Library, now also the Francis Crick Institute. It will help reduce severance along Euston Road and allow pedestrians greater choice in where they cross.
5. The closure of Landsdown Terrace allows for simpler and more direct crossings to be provided at the Hunter Street/Bernard Street/Grenville Street junction. The closure also allows for public realm improvements to be made by incorporating the large traffic island within the public space, therefore making the space more usable for pedestrians. This is discussed in detail in the Brunswick Square report being considered at the same time.
6. The consultation responses raised two concerns, congestion and access. The concern regarding congestion can be addressed through the full closure of Judd Street as traffic levels in the area should reduce as there would be no direct access to and from Euston Road. The issue for access is tricky as any changes to allow direct access to Euston Road is inevitable not going to address congestion as motor traffic will be attracted to this route. Access to the west is possible through other routes like Grays Inn Road but we accept that this may increase travel journeys for some during certain times.

Officers have considered allowing a left turn into Euston Road from Mabledon Place. This would allow a westbound exit at Euston Road (along with an existing eastbound exit). This proposal has undergone signal modelling which shows that this option is achievable in terms of the capacity of the junction to deal with traffic. However, officers are concerned about the possibility of congestion to the local network as traffic chooses an alternative route. This may include travelling along Judd St to reach Mabledon Place, via Bidborough Street which would result in traffic levels along Judd Street to be similar to now. Officers' view would be to not implement this option from the outset but to monitor the traffic impact of the schemes under consideration here, should they be approved, before taking a decision to allow this left turn.

7. The scheme is designed to increase the uptake of walking and cycling, to encourage more sustainable and active travel, thereby reducing the use of private motor vehicles, and consequently reducing noise and air pollution.
8. Noted.

Amwell Society

Whilst we welcome measures to make cycling safer and less intimidating, we are concerned that this is being done at disproportionate cost to other road users – pedestrians as well as

motor vehicles. However we question whether it is really necessary to close Judd Street to through traffic. Surely 2 lanes of cycle traffic can coexist perfectly well with the modest volume of motor vehicles – at least in one direction or the other?

We have been accustomed to being able to travel westwards from our part of Clerkenwell without having to battle our way through the Kings Cross gyratory system. Until recently we could travel via Sidmouth Street and Tavistock Place. Now that Tavistock Place is eastbound only, we use Hunter Street and Judd Street, turning left at Euston Road. In future the only route left will be via Guilford Street and Upper Woburn Place. If this too were to be closed to through traffic, then our only option for travelling westwards will be via the Kings Cross gyratory, an intimidating route for many, particularly the growing number of elderly and disabled for whom car travel is the only option. We would welcome your assurance that their needs will not be sacrificed in the well-intentioned rush to carve out a dedicated network for cyclists.

Officer Response: The closure of Lansdowne Terrace in the Brunswick scheme and the Judd St closure in the Midland Road scheme offers a way to provide improvements for pedestrians and cyclists by reducing motor traffic in this area. The schemes form key elements of a wider cycling network and providing healthy streets. The scheme is designed to increase the uptake of walking and cycling, to encourage more sustainable and active travel, thereby reducing the use of private motor vehicles, and consequently reducing noise and air pollution. On the issue of local to Euston Road, please see previous response.

SUMMARY OF OPEN RESPONSES, ADDITIONAL RESPONSES, SUGGESTIONS OR OBJECTIONS TO THE SCHEME

We asked respondents for their comments and suggestions on the proposals. Of the 754 total responses, 461 (61%) left a comment about the scheme. Percentages given are calculated from the total number of responses to the consultation. During the course of this analysis all comments were considered but identical & repeated comments from the same respondent were removed. However similar or additional comments by same respondent were kept.

Of these 461 responses, 298 comments (65%) were generally negative towards the scheme and 163 comments (35%) were generally positive towards the scheme.

The main themes from this section of the report are given below:

Proposals will cause an increase in traffic congestion

Officer Response: TfL and LBC have undertaken a comprehensive traffic modelling exercise to determine the predicted impact of the proposals. This includes modelling the operation of the Euston Road / Midland Road / Judd Street junction as well as an area wide modelling to determine the redistribution of traffic due to the closure of Judd Street as well as Tavistock Place/Torrington Place scheme, proposals for Brunswick Square and the West End Project. The closure of Judd Street (along with other proposed schemes in the area) would reduce motor traffic in the Judd Street/Hunter Street area and encourage motor traffic to use other routes such as Euston Road, Gray's Inn Road and Upper Woburn Place rather than local roads. This would create a safer environment for pedestrians and cyclists along these local roads by

reducing traffic volumes.

Proposals did not consider other road users (apart from cyclists)

Officer Response: The design involves a multi-modal approach but also focusses on the needs of the most vulnerable road users, such as pedestrian and cyclists. The scheme includes new, more accessible and safer crossing facilities, retains access arrangements for taxis to St Pancras Station, and maintains loading and freight facilities for local businesses and institutions including the Francis Crick Institute, and the British Library.

Proposals will lead to an increase in air and noise pollution

Officer Response: One of the dominant sources of air and noise pollution in London is motor vehicles using the road network, a limited space. A number of these journeys could be taken by more sustainable modes, this would help reduce delays to bus services and freight, and make streets more unpleasant for walking and cycling. Changes like the Ultra-Low Emission Zone and conversion to electric vehicles will help reduce air pollution, however the longer-term solution to air and noise pollution is to better manage this limited road space by significantly reducing car use in favour of more space-efficient sustainable means of travel such as walking and cycling. The scheme is designed to increase the uptake of walking and cycling, to encourage more sustainable, healthy active travel, in line with Council and Mayoral objectives and targets, thereby reducing the use of private motor vehicles, and consequently reducing noise and air pollution longer-term.

Judd Street should not be closed

Officer Response: Option 1 (closing Judd Street to motor vehicles) is the preferred option to take forward to implementation as it provides numerous benefits when compared with Option 2. Closing Judd Street to motor vehicles provides more room to reallocate space for pedestrians and cyclists. Option 1 would also significantly decrease the number of vehicles using Judd Street and make Cycle Superhighway 6 a more pleasant and attractive route. Crossing Judd Street will be much easier for pedestrians as large numbers cross here and they have to wait on the narrow footway.

Option 2 (opening Judd Street to vehicles only from Midland Road) would require cyclists to mix with traffic heading southbound from Midland Road. The other movements into and out of Judd Street would still be banned under this option. Traffic would still remain on Judd / Hunter Street as it would use Grenville Street to exit onto Guildford Street and this would reduce cycling and walking benefits at Brunswick Square. This would be less desirable for cyclists as it would be less comfortable especially for those who are less confident on the roads. Full closure would allow cyclists to use a route that is less traffic dominated reducing conflict with motor traffic thereby improving safety.

More cycle segregation is needed and the segregation needs to be guaranteed to prevent other road users from entering

Officer Response: The closure of Judd Street to motor vehicles would significantly reduce traffic volumes on Judd Street and the existing speed limit is 20mph. This means that cyclists can comfortably mix with general traffic and segregation is not required.

On Midland Road stepped cycle tracks are provided to offer protection to motor vehicles. The design of the raised area allows for a colour contrast in paving materials to demarcate the proposed cycle lane. Significantly wide cycle lanes also allow for safe passage through the raised area and bespoke granite stone is planned to act as physical separation for northbound cycles.

Also a result the design now includes a wider southbound cycle lane adjacent to the taxi lane and separated from the main traffic flow by means of a traffic island.

Motor Access Issues - Concerned that proposals did not account for the old and disabled – including those utilising the RNIB headquarters and those needing car/taxi access for the hospital, GP appointments and dentist appointments.

Officer Response: The issue of access has been addressed previously in this report.

Opposition to the planned reduction in road space in favour of cyclists

Officer Response: Cycling is a more efficient use of limited road space when compared to private motor vehicles and helps reduce air pollution. A shift from prioritising space for car use to more space-efficient means of travel such as cycling provides the only long-term solution to the congestion that threaten London's status as an efficient, well-functioning, and accessible city. This should encourage those who can to switch from motor car to walking and cycling therefore reducing congestion for those journeys that need to be taken by motor vehicle.

Pedestrian routes and crossings should be improved.

This includes the creation of signalised crossings, widening of footways, better protection of footways from other modes (e.g. cars and cyclists) through level changes, and effective colour contrast between footways and carriageway.

Officer Response: The scheme will significantly improve pedestrian routes and crossings on

Euston Road, which has been a long held priority for the Council. A new signalised crossing will be added to the western arm of the junction, which currently does not have a “green man” for pedestrians to safely cross. This will be key to reducing the severance between the communities on either side of the Euston Road. The existing footway at the Euston Road junction will be widened with kerb build-outs on Midland Road and Judd Street. The closure of Judd Street also provides the opportunity to increase the amount of green time given to pedestrians, who are in large numbers during peak periods and have limited footway space to wait on.

On Midland Road the design of the raised area allows for a colour contrast in paving materials to demarcate the proposed cycle lane and motor traffic lane to allow pedestrians to safely cross the road informally. Where the carriageway or cycle track is being raised as part of the scheme, a shallow upstand of at least 50mm will be maintained to enable pedestrians, including those with visual impairments, to detect the edge of the footway. All pedestrian crossing points include tactile paving to guide those with visual impairments. A very wide zebra crossing will be provided between the Francis Crick Institute and the entrance to St. Pancras International Station.

Proposals would have a negative impact for businesses within the area.

Officer Response: Current loading facilities are to remain with no change to parking arrangements proposed. Independent studies have shown that the presence of cycle lanes has no impact to business and may increase business.

Proposals should guarantee access for emergency vehicles, taxis and goods vehicles for businesses in the vicinity of Midland Road / Judd Street.

Officer Response: Emergency access to and from Judd Street will be maintained through the use of a demountable bollard that emergency services can remove when required. All other vehicles can access the area through alternative routes, allowing taxis and goods vehicle access would not reduce the dominance of motor traffic on Judd Street, this would not provide a healthy street environment for pedestrians and cyclist especially at the junction with Euston Road.

Proposals are a waste of money

Officer Response: Transport for London is investing £154m per year in cycling infrastructure to support the key aims of the Mayor’s Transport Strategy of increasing the use of active travel and improve the mode share of people walking, cycling and using public transport. We recognise that some car journeys are more essential than others, but a number could be made

by a more sustainable mode. However the congestion (and the resulting air pollution) caused by excess traffic brings significant health and economic costs to residents in London. Investing in more sustainable modes of travel such as cycling will bring significant health and economic benefits to London in terms of reduced congestion and air pollution.

Cyclists are too few in number and that they do not pay road tax

Officer Response: Cycling flows in Central London have increased by 210% since 2000. The scheme will open a new route for cyclists heading north along Midland Road and provide a high-quality connection between existing cycling facilities on Royal College Street and the Cycle Superhighway. The scheme is designed to unlock potential demand for cycling in King's Cross and St Pancras area. 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.

Cyclists are poorly behaved e.g. running red lights

Officer Response: Research shows that most cyclists ride responsibly and that cyclists are no more likely to disobey the road rules than other road users. We promote adherence to the Highway Code by all road users and encourage 'responsible cycling' and mutual respect between road users. We work to eliminate cycling offences through a combination of Police enforcement and educational programmes such as cycle training which is offered by Camden. TfL contributes funding towards the Metropolitan Police's Cycle Safety Team which patrols the route as part of their normal operations. TfL also works with the Metropolitan Police on Operation Safeway, which sees up to 1,000 officers deployed at around 100 junctions, at least two days every month to tackle dangerous or illegal behaviour by all road users. Between November 2013 when it was launched and June 2016, over 5,000 Fixed Penalty Notices have been given to cyclists.

Crossings should be single stage rather than two stage

Officer Response: Providing pedestrian crossing on Euston Road in a single stage (rather than staggered across two crossings) would have a significant detrimental impact on the operation of Euston Road which forms part of the Inner Ring Road. Providing two-stage crossings allows us to run the crossings during more than one signal phase, thereby increasing the time allocated to pedestrians. Pedestrians will be able to cross both stages on Euston Road while cyclists are travelling between Midland Road and Judd St. One of the two stages will also run while vehicles are exiting Midland Road. The pedestrian crossings across Midland Road and Judd Street will

run for the entirety of the time that vehicles on Euston Road have a green signal.

More cycle parking is required

Officer Response: We are intending to provide a number of new cycle stands on Judd Street and Midland Road as part of the scheme.

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 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 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.

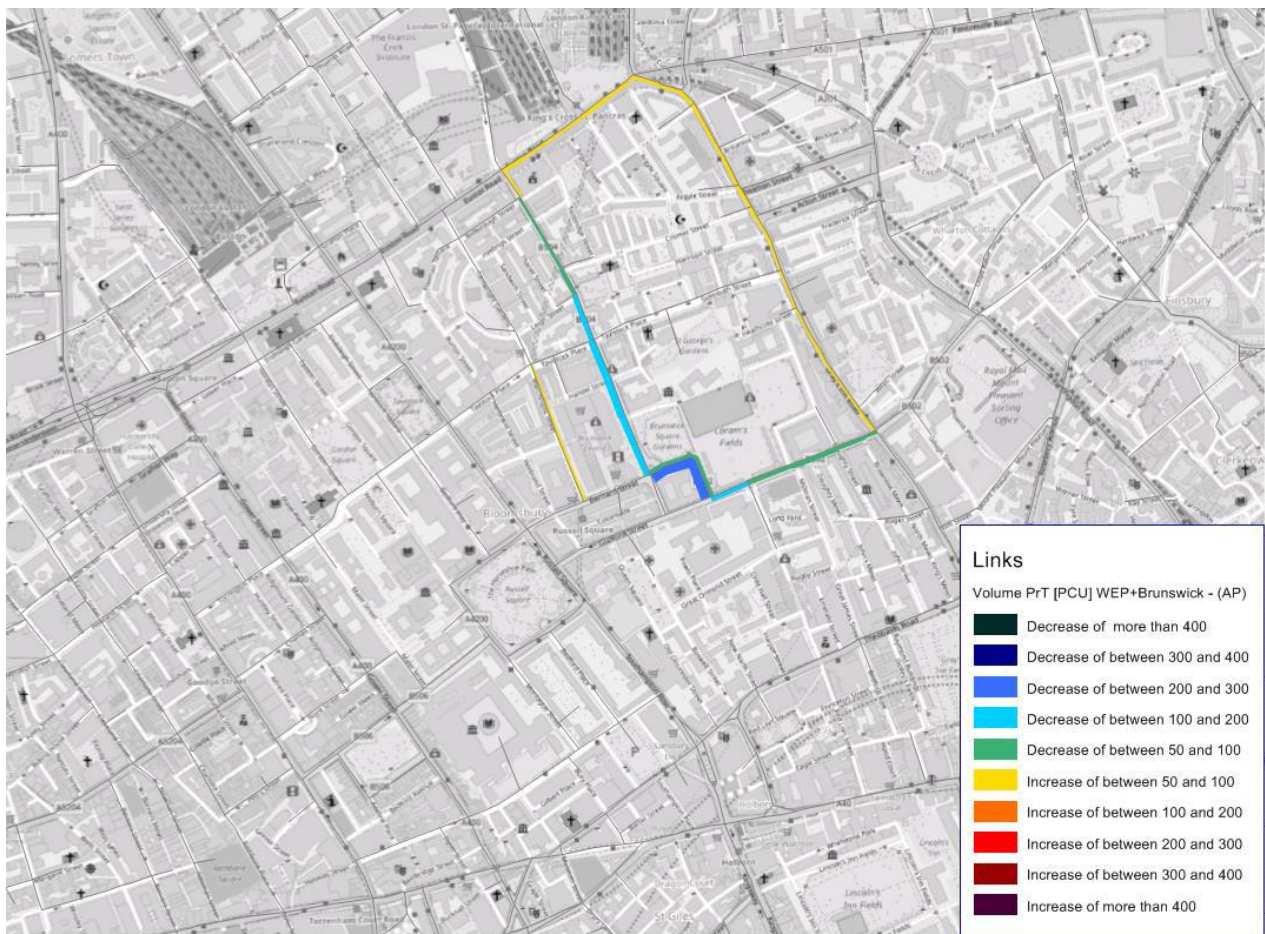


Figure 1 Impact of Brunswick Square (AM)

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.

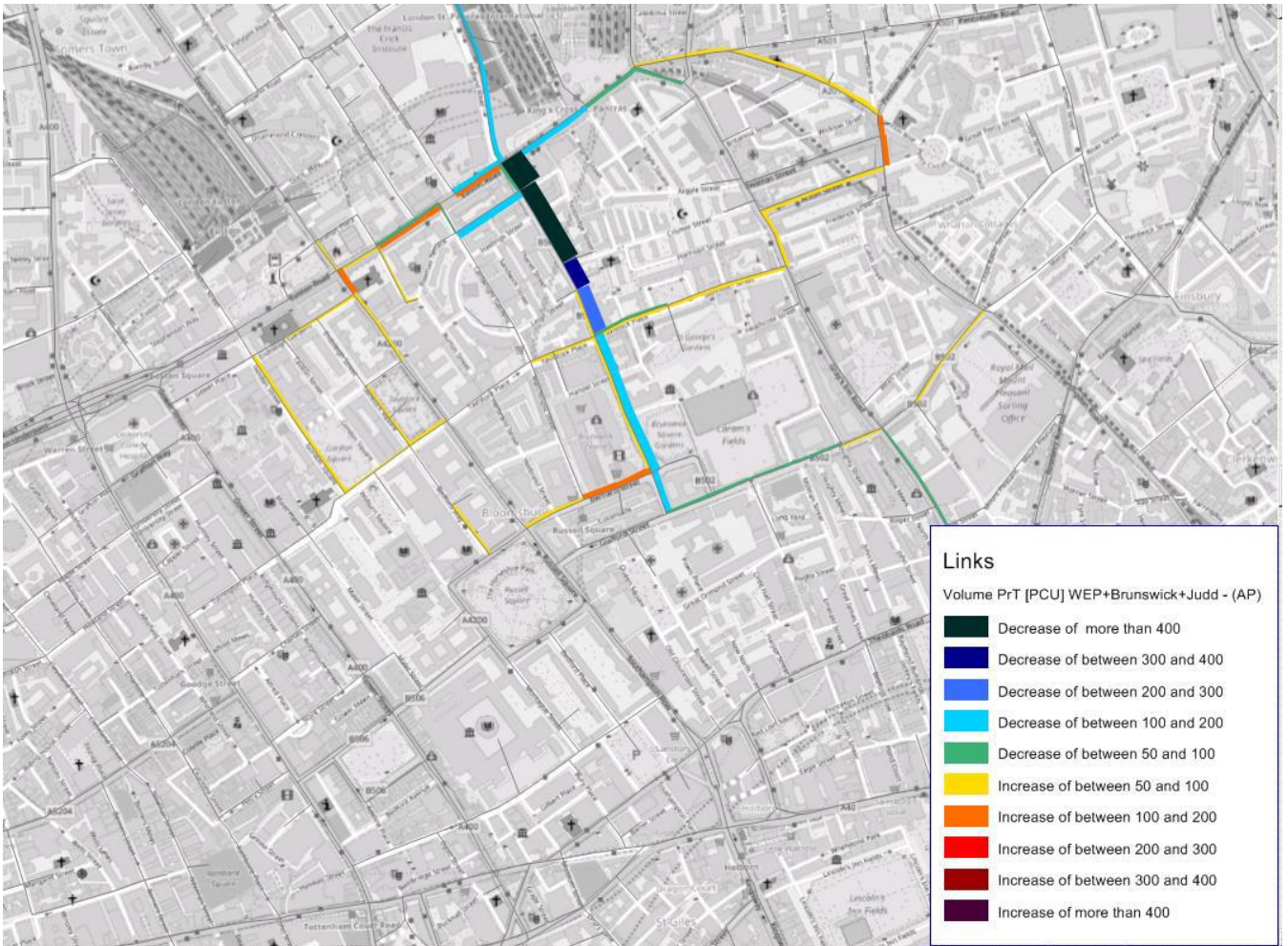


Figure 2 - Impact of the Judd Street closure when the Brunswick Square scheme is in place but TT reverted back to two-way (AM)

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.

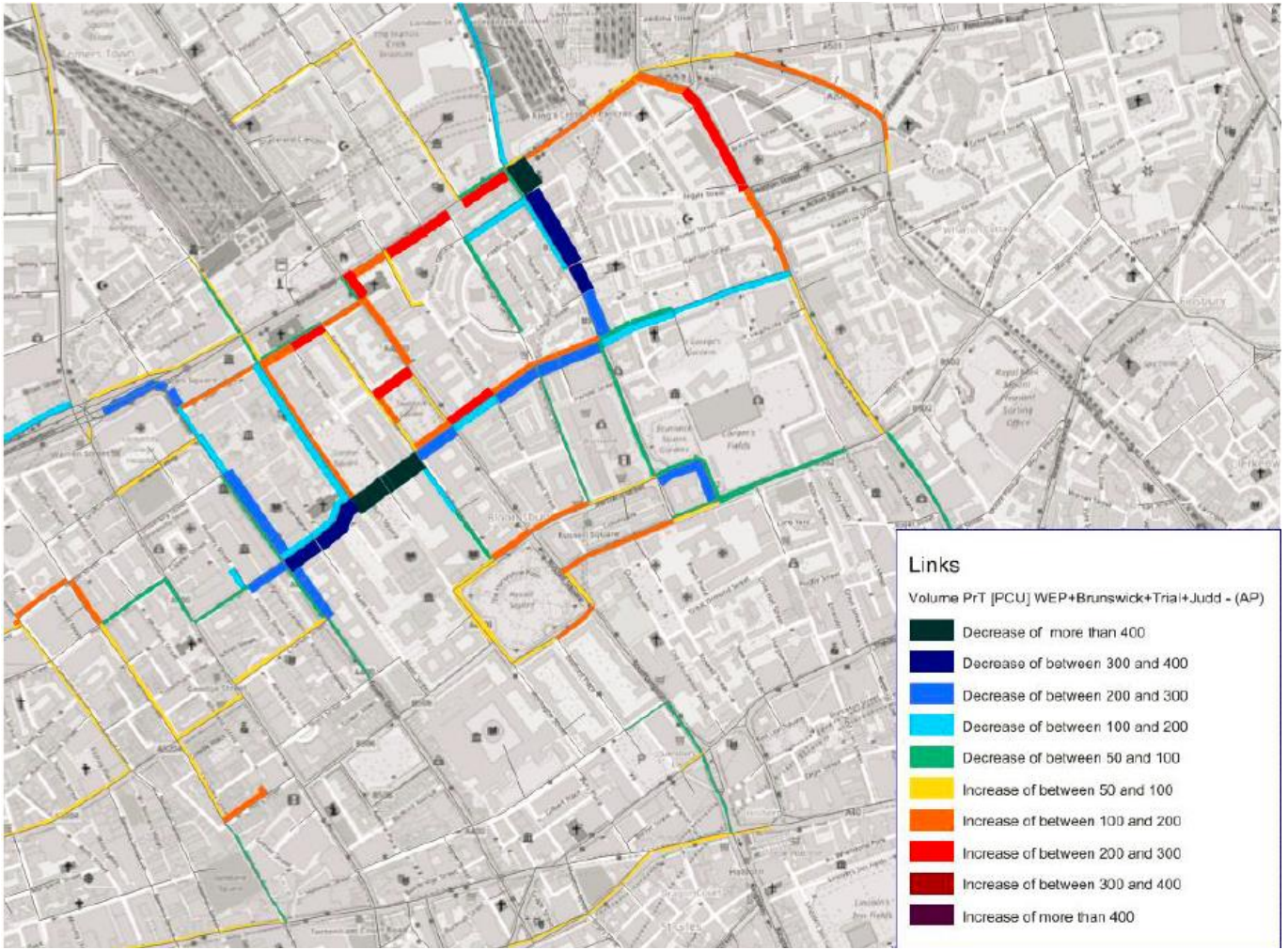


Figure 3 - Combined impact of Brunswick Square Scheme, Midland/Judd with Judd Street Closure and TT trial layout(AM).

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.

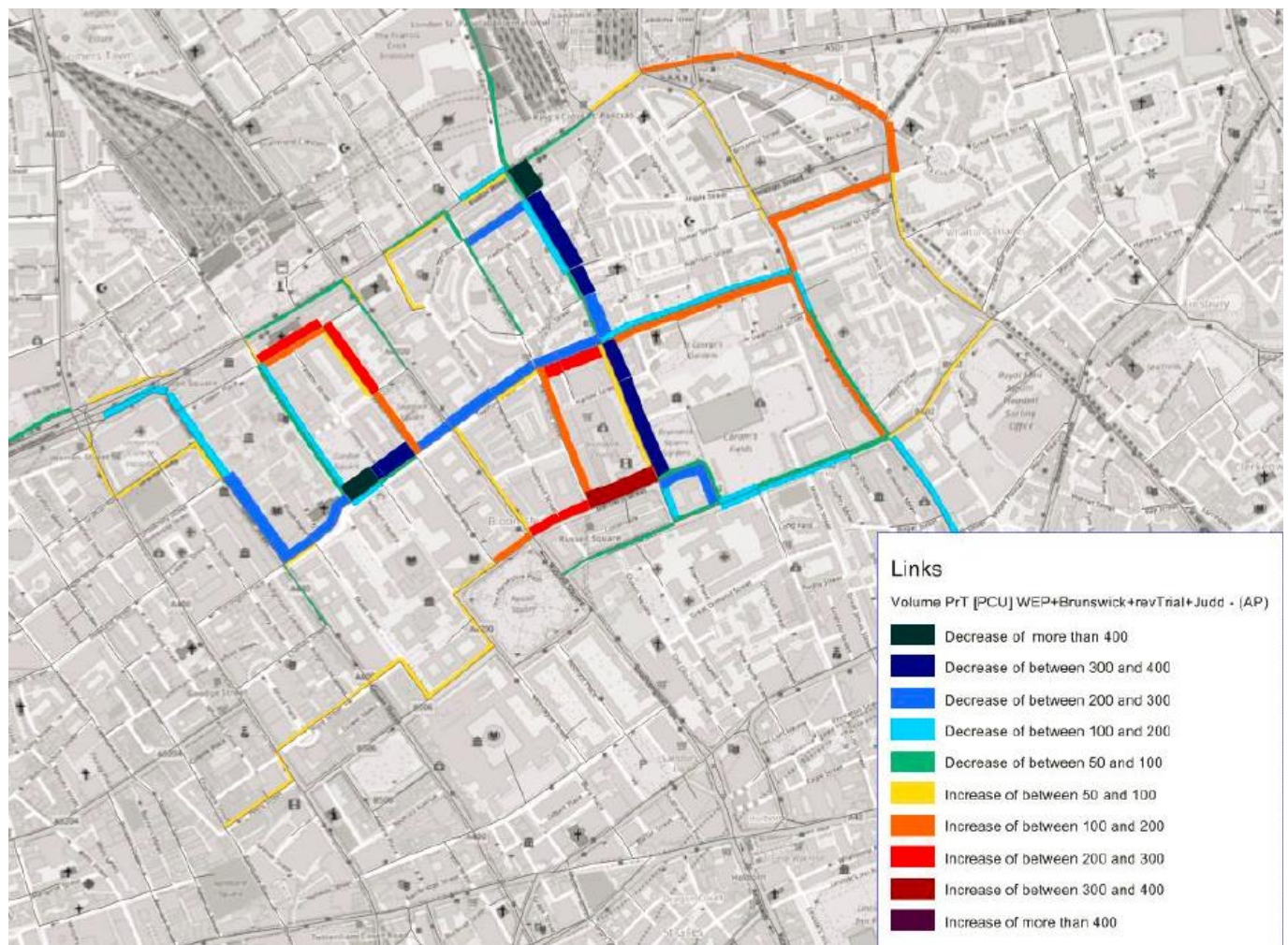


Figure 4 - Combined impact of Brunswick Square Scheme, Midland/Judd with Judd Street Closure and TT corridor reversed in westbound direction (AM)

Appendix D Equalities Impact Assessment Report