

LONDON BOROUGH OF CAMDEN	WARDS: Holborn & Covent Garden, Bloomsbury, Kings Cross
REPORT TITLE: Streets for People – Guilford Street (Env/2003/102)	
REPORT OF: Director, Environment Department	
FOR SUBMISSION TO: Executive (Environment) Sub-Group	DATE: 18 November 2003
<p>Summary of report: This report presents the proposals for improved pedestrian facilities as well as environmental enhancements along the length of Guilford Street.</p> <p>Local Government Act 1972 – Access to information The following items were used in preparation of this report:</p> <p>Speed and Volume Surveys – carried out by Count on Us (February 2003) Speed surveys – carried out by Traffic Watch (September 2003) Classified vehicle counts – carried out by Traffic Watch (September 2003) Consultation replies and analysis (August 2003)</p> <p>The above documents may be inspected / copied by contacting: Contact Officers: Peter Blake/Lisa Bailey/Alex Djan Engineering Service Environment Department Camden Town Hall Argyle Street WC1H 8EQ Telephone: 020 7974 5951/5629 E-mail: peter.blake@camden.gov.uk, lisa.bailey@camden.gov.uk, alex.djan@camden.gov.uk</p>	
<p>RECOMMENDATIONS: That the Executive (Environment) Sub-Group:</p> <ul style="list-style-type: none"> • Notes the results of the consultation carried out by the London Borough of Camden. • Approves the implementation of the measures detailed in Sections 7.1., 7.2., 7.3., 7.4., 7.5. and 7.6. of this report, subject to compliance with statutory requirements. 	

Signed by Director/Assistant Director:

Date:

1.0 BACKGROUND

- 1.1 A consultation was carried out in December 2002 called the Holborn Local Streets and Transport Plan. Local groups were involved in this consultation which aimed to look at ways to improve the streets and transportation in the Holborn area as a whole.
- 1.2 The Streets for People scheme on Guilford Street (developed from the Holborn Local Street and Transport Plan) aims to provide safer facilities for pedestrians as well as environmental enhancements to the area, such as improved lighting, new paving and new seating.
- 1.3 The section of road included in the proposals is Guilford Street, between Russell Square and Doughty Street. Guilford Street provides a link between Gray's Inn Road and Russell Square. Guilford Street is a wide, single carriageway with one lane of traffic running in each direction (apart from a section between Grenville Street and Russell Square, where Guilford Street is one way with two lanes running westbound). No bus routes use Guilford Street.
- 1.4 The junction of Guilford Street and Doughty Street was the subject of a local safety scheme during 2002/03. The intersection of Guilford Street with Doughty Street was raised as part of this scheme.
- 1.5 There is a zebra crossing outside Corams Fields, a zebra crossing near Queen Square and a zebra crossing on a raised table at the junction of Guilford Street with Doughty Street.
- 1.6 Nicholas Burwell Architects, on behalf of Great Ormond Street Hospital, are redeveloping the nurses' accommodation at 73-74 Guilford Street. In order to complete this work, they will need loading space at the front of the building. Zig-zag markings for the existing zebra crossing at Queen Square are directly in front of this building. In the interest of safety, it has been suggested that the crossing be relocated for the duration of the work. At present, the Section 106 agreement is still being finalised and is with Camden's Borough Solicitor. Nicholas Burwell Architects are in the process of deciding whether it would be more feasible for them to relocate the crossing, or rather to hire someone to direct the traffic during working hours. They would be required to reinstate the crossing as a raised crossing if they were to relocate it temporarily. Estimates have been supplied to them by the Council for this work.
- 1.7 Speed and volume surveys were undertaken in September 2003 on Guilford Street outside Corams Fields. Analysis of these data showed 85th percentile speeds of 30.4 mph eastbound and 31.0 mph

westbound. The corresponding average daily flows were 7,400 vehicles per day eastbound and 7,000 vehicles per day westbound along Guilford Street.

Speed and volume surveys were also undertaken on Guilford Street between Lansdowne Terrace and Grenville Street. The 85th percentile speeds were calculated at 25.3 mph eastbound and 29.9 mph westbound. The corresponding average daily flows were 4,500 and 3,300 vehicles per day eastbound and westbound respectively.

While these surveys show that speeds are generally within the speed limit of 30 mph, there is still a general public perception that speeds along Guilford Street are inappropriate for the type of road that it is, especially because of the high volume of pedestrians.

Pedestrian counts (August 2001) show an average of 315 pedestrians per hour during the morning peak and 450 pedestrians per hour during the evening peak, crossing the zebra crossing outside Corams Fields.

2.0 PROPOSAL

- 2.1 A raised zebra crossing is proposed for the existing zebra crossing near Queen Square. The Holborn Local Streets and Transport Plan showed that people felt some kind of traffic calming is needed on Guilford Street to reduce speeds. By raising zebra crossings along Guilford Street, they act as traffic calming measures as well as creating pedestrian-friendly crossing points.
- 2.2 A proposed raised zebra crossing approximately 12 m east of Grenville Street will provide a safer crossing point for a large number of people who are walking to and from Russell Square Tube Station. Pedestrians tend to use Grenville Street as a route to and from the station and many people cross Guilford Street at this point to get to the Institute of Neurology and The Princess Royal Nurses Home.
- 2.3 A raised crossing point across Lansdowne Terrace, at its junction with Guilford Street, is also proposed. Together with the footway widening, this will provide a far safer crossing point for pedestrians.
- 2.4 It is proposed to widen the footway between Lansdowne Terrace and Mecklenburgh Place.
- 2.5 A disabled persons' parking bay is proposed outside Corams Fields in Guilford Street.
- 2.6 Concerns have been raised that there are no benches sited along Guilford Street. It is a fairly long street and many older pedestrians have requested that a bench be located somewhere along Guilford Street in order to provide a 'half way' point at which to rest. Officers

spoke to a representative of the Corams Fields Children's Playground and they were not happy with having a bench outside their property as they thought it may provide a step up for people to climb over their fence. It is proposed to install a new bench approximately 10m west of Doughty Street against the plain wall outside Goodenough College.

- 2.7 Camden's Arboricultural Officer was contacted and an assessment on the trees has been done. There are a number of trees that need trimming as they currently obscure the street lights. This job will be done if approval is found for the scheme.
- 2.8 There is a listed bollard on the corner of Guilford Street and Mecklenburgh Street. It is in a bad state of repair and will be restored.

3.0 CONSULTATION PROCEDURE

- 3.1 847 leaflets with questionnaires (**Appendix A**) were delivered on 6 August 2003, with a response date of 17 September 2003:
- 133 leaflets went to interest groups and councillors
 - 714 leaflets went to local residents and businesses

4.0 CONSULTATION ANALYSIS

- 4.1 847 leaflets with questionnaires were delivered and 91 responses were received. The response rate was therefore 11 %. 58 of the 91 responses were from residents. The following table outlines the analysis of the consultation responses:

TABLE 1

	YES	NO	NO OPINION
Are you in favour of the footway widening on Guilford Street between Lansdowne Terrace and Mecklenburgh Place?	88%	7%	5%
Are you in favour of the proposed disabled persons' parking bay on Guilford Street, approximately 30 m west of Mecklenburgh Place?	76%	9%	15%
Are you in favour of the proposed raised crossing point on Lansdowne Terrace?	75%	17%	8%
Are you in favour of the proposed raised zebra crossing on Guilford Street, approximately 12 m	83%	14%	3%

east of Grenville Street?			
Are you in favour of the proposed raised zebra crossing on Guilford Street, at the pedestrian entrance to Queen Square?	77%	18%	5%
Are you in favour of the proposed new bench on Guilford Street, approximately 10 m west of Doughty Street?	73%	8%	19%

A summary of the respondents' comments is show in Table 2 below:

TABLE 2

RESPONDENTS	SOURCE	COMMENTS (SUMMARY)
Interest Groups (including companies and Councillors)	Councillor Barbara Hughes	I believe it's very important to have a raised zebra crossing outside the gates of Corams Fields for the safety of the children using Corams Fields.
	Corams Fields Children's Playground	We strongly support the widening of the pavement outside Corams Fields. We feel there is a need to give pedestrians right of way across Lansdowne Terrace as the present arrangements are hazardous.
	National Hospital for Neurology and Neurosurgery	Improving safety for both staff and patients at local hospitals is of prime importance. Any assistance with provision of disabled parking for patients would also be welcome.
	London Fire Brigade	Any raised areas on these routes will affect our attendance times in these areas, which will have an adverse effect on our ability to provide an efficient service to the local community. If it is decided to proceed, ensure works are carried out to the agreed specification.
	Metropolitan Police	We welcome proposals that will assist in the reduction of street casualties. My only concern is with the raised tables as this will affect response times for ambulances, police and fire services to and from the Great Ormond Street Hospital.
	Camden Cycling Campaign	We suggest that the footway be raised across the two entrances to Corams Fields. The pavement widening leaves

		the north side of Guilford Street narrower than the south. This will make it difficult for cyclists travelling east along Guilford Street. The 3.4 m space between the island and the footway on the proposed zebra crossing at Grenville Street is not enough to accommodate cyclists. There is a clear demand for a cycle route between Guilford Street and Queen Square.
	Councillor Nick Smith	Strong support of widening of pavement outside Corams Fields. There is a need to give pedestrians right of way across Lansdowne Terrace.
Local businesses and residents	Resident	Guilford Street hardly has any traffic any longer. It hardly seems worth the expense plus aggravation to residents given that no one drives here any longer.
	Resident	This seems a very thoughtful proposal – especially in the interests of safety and noise reduction.
	Resident	The bench would encourage beggars to gather. We already have aggressive begging outside the tube.

(Officer's response to each comment received is shown in **Appendix B**)

5.0 CASUALTY ANALYSIS

5.1 The casualty survey for the section of Guilford Street between Mecklenburgh Place and Russell Square, was carried out for 36 months up to May 2003. A summary of the accidents is shown in Table 3 below.

TABLE 3

SEVERITY: CASUALTY	SLIGHT	SERIOUS	FATAL	TOTAL
Motor Vehicles	13	-	-	13
Motor Cyclists	6	-	-	6
Cyclists	5	-	-	5
Pedestrians	5	-	-	5
TOTAL	29	-	-	29

The locations of the casualties were at the junction of Grenville Street/Guilford Street, Lansdowne Terrace/Guilford Street and Guilford Place/Guilford Street.

6.0 JUSTIFICATION

- 6.1 **Raised zebra crossing near Queen Square:** the proposed raised crossing will act as a traffic calming measure as well as make it easier for pedestrians to use the crossing, especially disabled people and parents with children in buggies. There was a request for the existing pedestrian path between Guilford Street and Queen Square to be changed to a pedestrian/cycle path. There is not enough width to accommodate both cyclists and pedestrians on this path, and therefore this proposal cannot proceed.
- 6.2 **Raised zebra crossing near Grenville Street:** pedestrian counts, by observation, at the junction of Guilford Street and Grenville Street show an average of 630 pedestrians per hour crossing Guilford Street within 20 m of this junction during the morning peak and approximately 250 pedestrians per hour during the evening peak. There is currently a pedestrian refuge in the middle of Guilford Street which provides a way for pedestrians to cross at this point. However, due to the high number of pedestrians wishing to cross the road at this point, a zebra crossing has been proposed. In order to better accommodate cyclists, we have reduced the width of the proposed island on the Grenville Street zebra crossing so that the distance between the island and the kerb is 3.5 m, instead of the 3.4 m that was originally proposed.
- 6.3 **Raised crossing point on Lansdowne Terrace:** the footway widening will increase sight lines for both pedestrians and motorists. The raised crossing point will slow vehicles down and create driver awareness of pedestrians at this point, as well as give pedestrians a level crossing point, making it easier for disabled people, older people and those with children in buggies.

There were requests for a zebra crossing at this point. If a zebra crossing was to be installed here, it would have to be away from the junction. This would be off the desire line by a considerable distance and therefore the likelihood of pedestrians using it would be low. Lengths of guardrailling would need to be put in to ensure pedestrians used the crossing. The footway along Lansdowne Terrace is already very narrow and the guardrailling would narrow it down even more causing congestion on the footway. There are many more pedestrians who come from Corams Fields and turn right into Lansdowne Terrace, than there are pedestrians who cross Lansdowne Terrace.

- 6.4 **Footway widening outside Corams Fields:** a number of parents with buggies use the footpath outside Corams Fields. The carriageway is very wide along this section of Guilford Street, and by widening the footpath the space will be used in a more efficient manner. The footway widening will also create a shorter crossing distance for pedestrians using the existing zebra crossing outside Corams Fields. The footway widening as proposed in the consultation leaflet has been cut back slightly following concerns raised that there would not be enough space for cyclists and vehicles between the central refuges and the kerb. The distance between the proposed kerblines and the central islands has been increased from 3.1 m to 3.4 m.
- 6.5 **Disabled persons' parking bay outside Corams Fields:** there are three disabled persons' parking bays on the south side of Guilford Street, but none on the north side. With the proposed footway build-out we have been able to accommodate an extra parking space and therefore no existing parking will be lost with the inclusion of the proposed disabled persons' parking bay. There are a number of hospitals in the area and therefore the proposal for an additional disabled persons' parking bay has been welcomed. It is also proposed to put in a dropped kerb within the disabled persons' parking bay to give access to the footway.
- 6.6 **New bench near Doughty Street:** There were requests from 12 local groups consulted in the Holborn area to put in more street seating. Only one group opposed the idea. A bench with arm-rests, including one in the middle, should alleviate the problem of people sleeping on the bench. Guilford Street is a long road and the benefit of a bench, especially for older people, would be great.
- 6.7 **Zebra crossing outside Corams Fields:** it was proposed to raise the crossing outside Corams Fields. In order to raise the crossing it would have to be relocated approximately 4 m eastwards in order to accommodate the ramps. Corams Fields felt that there was not enough space on the southern footway to accommodate this relocation and therefore asked that the crossing remain at carriageway level. This proposal will therefore not proceed.

7.0 RECOMMENDATIONS

- 7.1 The widening of the footway outside Corams Fields between Mecklenburgh Place and Lansdowne Terrace.
- 7.2 The installation of a disabled persons' parking bay outside Corams Fields.

- 7.3 A raised crossing point at the junction of Lansdowne Terrace with Guilford Street, crossing Lansdowne Terrace.
- 7.4 A raised zebra crossing on Guilford Street near the junction with Grenville Street.
- 7.5 A raised zebra crossing at the site of the existing zebra crossing on Guilford Street near Queen Square.
- 7.6 A new bench on Guilford Street near Doughty Street.

8.0 FINANCIAL IMPLICATIONS

- 8.1 The estimated cost of the scheme is £175, 000 which will be funded from Streets for People – Guilford Street which comes out of the Holborn CPZ budget. Streets for People – Guilford Street has been allocated £25, 000 for this financial year. £150, 000 has been set aside for 2004.

9.0 LEGAL COMMENTS

- 9.1 The Borough Solicitor has been consulted in the preparation of this report. No comments have been received.

10.0 DEPARTMENTAL FINANCE COMMENTS

- 10.1 There are no financial implications.