

Public Notice

Gray's Inn Road area – Safe and healthy streets

*The Camden (Prescribed Routes) (Roger Street and Northington Street) (No. *) Traffic Order 202**

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Camden ('the Council') propose to make the above Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general nature and effect of the Order would be to provide a contra-flow cycle route in :
 - (a) ROGER STREET (between John Street / Doughty Street and Gray's Inn Road) by exempting pedal cycles from the existing eastbound one-way working; and
 - (b) NORTHINGTON STREET (between Gray's Inn Road and John Street) by exempting pedal cycles from the existing westbound one-way working.
3. NOTICE IS FURTHER GIVEN that the Council, under the provisions of section 23 of the Road Traffic Regulation Act 1984 and section 90 of the Highways Act 1980, intend to provide a raised pedestrian crossing with a parallel pedal cycle crossing facility in GRAY'S INN ROAD, at a point 20.3 metres southeast of the rear boundary wall of 8 Mecklenburgh Street (at the junction of Heathcote Street with Gray's Inn Road).
4. The pedestrian crossing in GRAY'S INN ROAD referred to in paragraph 3 above would:
 - (a) include 'zig-zag' markings (on which vehicles would be prohibited from stopping at all times) on both sides of the road, extending for a distance of 13 metres north-west and 21 metres south-east of the crossing;
 - (b) be constructed on a raised flat-topped road hump comprising the full width of the carriageway, the raised cycle track and at a height level with the surrounding kerb, extending from a point 9.8 metres southeast of the rear boundary wall of 8 Mecklenburgh Street at the junction of Heathcote Street with Gray's Inn Road south-eastward for a distance of 16.3 metres, including the ramp.
5. Please note that a new bus stop clearway would be provided in GRAY'S INN ROAD on the south-eastbound carriageway 10 metres south-east of the raised pedestrian crossing south-eastward for a distance of 19 metres.
6. Copies of the proposed Order, plans indicating the proposals, and other related documents may be obtained by contacting traffic.orders@camden.gov.uk or inspected either: online at camden.gov.uk/recently-advertised-proposals or by prior appointment, in person at 5 Pancras Square, London, N1C 4AG during normal office hours. Any person wishing to object or make representations in respect of the proposals should send comments in writing, quoting reference 'TMO2425-0030' and giving reasons for any objection, to the e-mail address above or by post to 'FREEPOST LBC TRANSPORT STRATEGY', to be received by the end of 07 February 2025.

Peter Mardell – Head of Parking Operations

16 January 2025

Statement of reasons

Gray's Inn Road area – Safe and healthy streets

*The Camden (Prescribed Routes) (Roger Street and Northington Street) (No. *)
Traffic Order 202**

Gray's Inn Road Area Safe and Healthy Streets (Holborn and Covent Garden ward)

To facilitate walking and cycling in line with Camden's Transport Strategy and "We Make Camden" initiative the following changes are proposed on Northington Street, Roger Street and Gray's Inn Road:

- Provision of contraflow cycling on Northington Street and Roger Street to provide increased access for those cycling through the area:
- Installation of a raised parallel crossing on Gray's Inn Road to provide a safer space to cross the road and to the Eastman Dental Building: and
- To provide a bus stop road clearway on Gray's Inn Road to facilitate the new crossing point above.

The proposals will not result in the loss of waiting and loading space/residents parking spaces.

Enabling walking and cycling is a key strategic outcome for the Council as set out in multiple strategy documents. The Camden Transport Strategy (CTS), adopted in 2019, has 7 objectives, 3 of which are directly aligned with the proposals for this scheme (objectives 1, 2, & 3). The proposed scheme also aligns with the CTS delivery plan for 2022/2023 to 2024/2025.

The proposals, include the introduction of an exception for two-way cycling (contraflow cycling where the traffic only flows one-way) on Roger Street between the John Street / Doughty Street junction and Gray's Inn Road and on Northington Street between Gray's Inn Road and John Street.

The Camden Transport Strategy (CTS) and accompanying Cycling Action Plan aim to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets our objectives, policies, and measures for achieving this goal. Our priorities include:

- increasing walking and cycling
- improving public transport in the borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible, and inclusive for all
-

The above proposal meets the objectives of the Camden Transport Strategy (CTS) by:

- helping to facilitate an increase in walking and cycling.

- reducing the dominance of motor vehicles.
- helping to facilitate improving the quality of our air.
- making our streets and transport networks safe, accessible, and inclusive for all.

The proposals meet the objectives of 'We Make Camden' by helping create clean, vibrant, and sustainable places and making it easier for people to travel by active modes of transport, which would help to encourage residents and visitors to cycle more instead of driving motor vehicles or using public transport. This would in turn contribute to improving air quality and lowering carbon emissions in the borough. The proposals also meet the objectives of We Make Camden by responding to the impacts of climate change.

LONDON BOROUGH OF CAMDEN

TRAFFIC MANAGEMENT ORDER

202* No. ***

The Camden (Prescribed Routes) (Roger Street and Northington Street) (No. 1)
Traffic Order 202*

Made on

Coming into force on

The Council of the London Borough of Camden, after consulting the Commissioner of Police of the Metropolis, in exercise of the powers conferred by sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984¹, as amended, and of all other powers thereunto enabling, hereby make the following Order:

Citation and commencement

- 1.1 This order shall come into force on and may be cited as the Camden (Prescribed Routes) (Roger Street and Northington Street) (No. 1) Traffic Order 202*

Interpretation

- 2.1 In this Order:-

"causing" includes "permitting";

"enactment" means any enactment, whether public general or local, and includes any order, bye-law, rule, regulation, scheme or other instrument having effect by virtue of an enactment; and

"pedal cycle" has the same meaning as in Schedule 1 of the Traffic Signs Regulations and General Directions 2016².

- 2.2 Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended, applied, consolidated, re-enacted by or as having effect by virtue of any subsequent enactment.
- 2.3 Any reference in this Order to a named street or part thereof shall be construed as a reference to such a street so named or part thereof as lies within the boundary of the London Borough of Camden.

Revocations

- 3.1 Without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before the coming into force of this Order, the London Traffic (Prescribed Routes) (Holborn, City of London, St. Pancras and Westminster) Regulations 1961³, as amended, shall have effect as though items 11 and 21 in the Schedule thereto were omitted.

¹ 1984 c.27

² SI 2016/362

³ SI 1961/2210 – the relevant amending Regulations are SI 1963/1770

Prescribed routes

- 4.1 No person shall cause any vehicle other than a pedal cycle to proceed in that length of Roger Street that lies between the south-western kerb-line of Gray's Inn Road and the junction of John Street and Doughty Street in a direction other than from east to west.
- 4.2 No person shall cause any vehicle other than a pedal cycle to proceed in that length of Northington Street that lies between the north-eastern kerb-line of John Street and the south-western kerb-line of Gray's Inn Road in a direction other than from west to east.
- 4.3 No person causing any vehicle other than a pedal cycle to proceed in Gray's Inn Road shall, upon reaching its junction with Roger Street, cause that vehicle to enter Roger Street.
- 4.4 No person causing any vehicle other than a pedal cycle to proceed in John Street shall, upon reaching its junction with that length of Northington Street that lies between the north-eastern kerb-line of John Street and the south-western kerb-line of Gray's Inn Road, cause that vehicle to enter Northington Street.

Exemptions

- 5.1 Nothing in Article 3 of this Order shall apply in relation to any vehicle being used for ambulance, fire brigade or police purposes.
- 5.2 Nothing in Article 3 of this Order shall apply in relation to:-
 - (a) anything done with the permission or at the direction of a police constable in uniform; or
 - (b) any person who causes any vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed on the highway pursuant to section 66 or section 67 of the Road Traffic Regulation Act 1984.

Dated this ** *** 202***

Peter Mardell
Head of Parking Operations

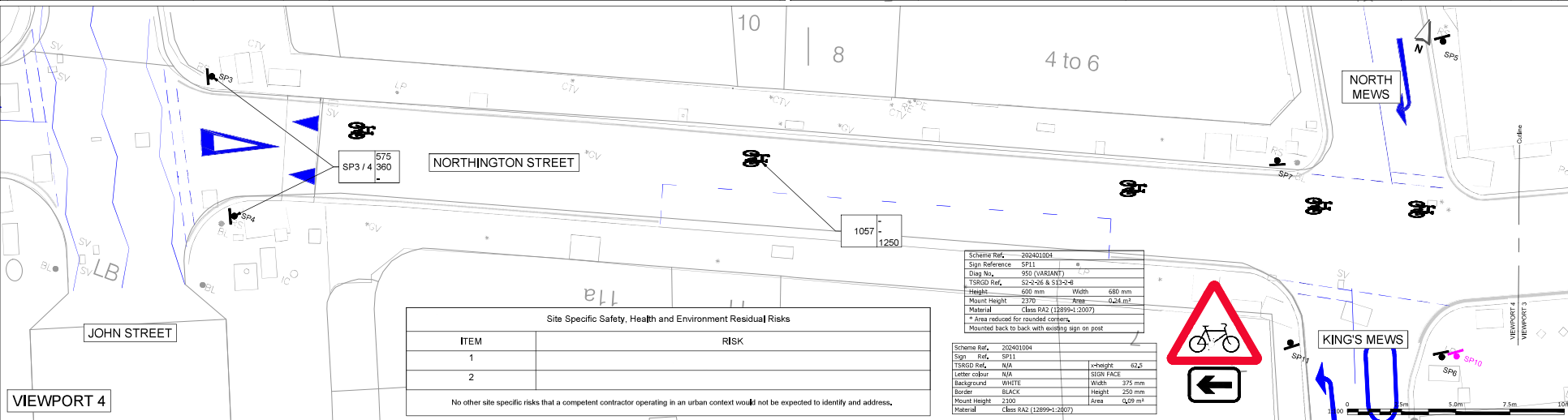
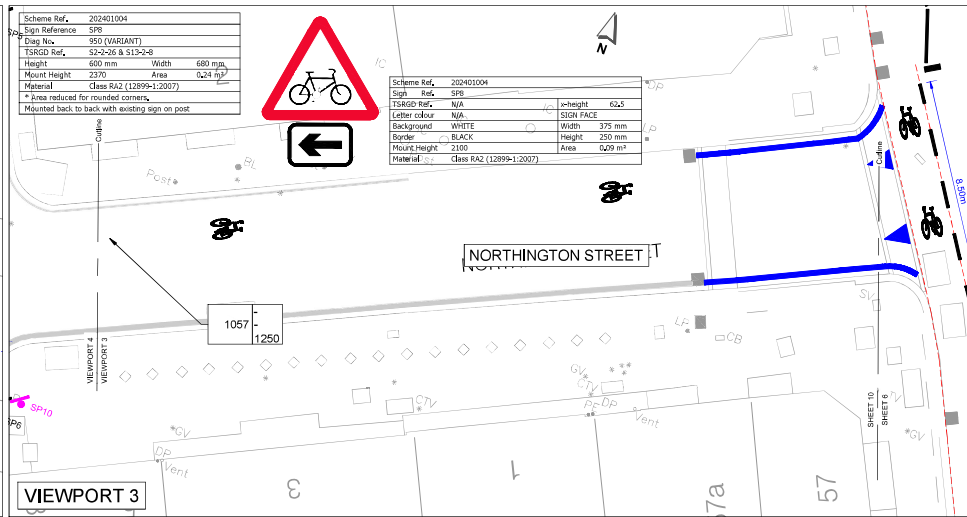
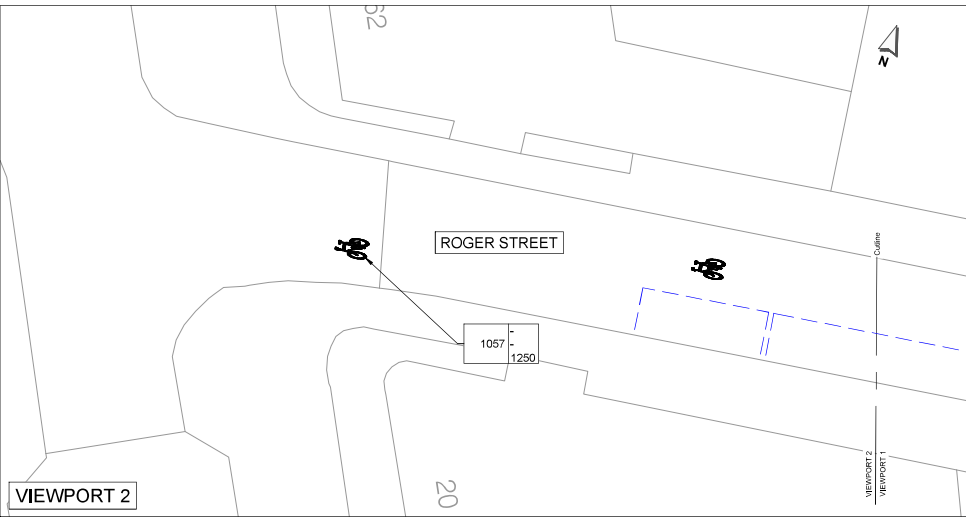
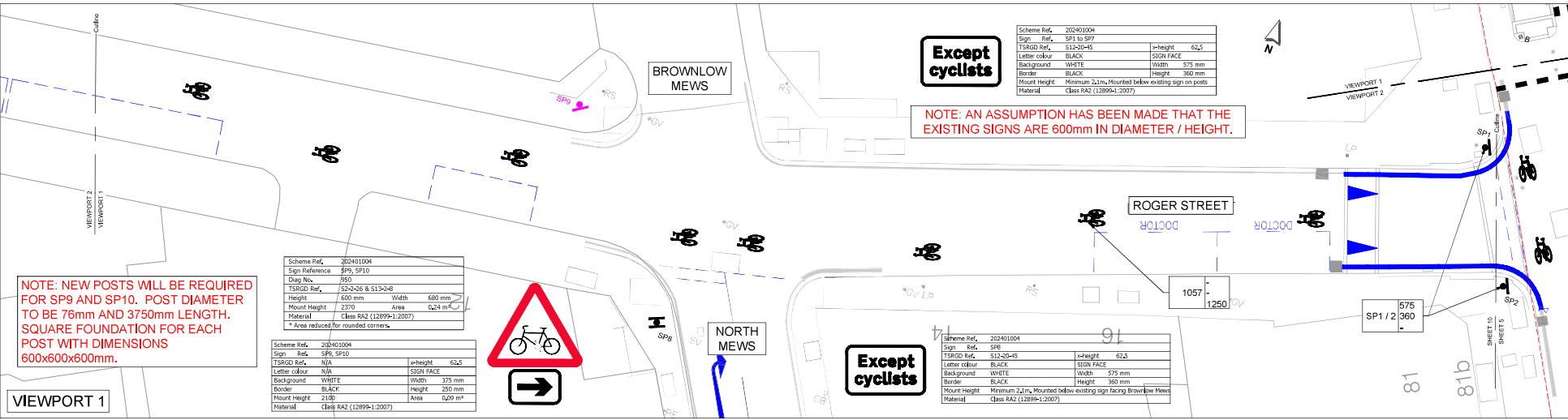
EXPLANATORY NOTE

(This Note is not part of the Order)

This Order exempts pedal cycles from:

- (a) the eastbound one-way traffic in Roger Street, between John Street / Doughty Street and Gray's Inn Road; and
- (b) the westbound one-way traffic working in Northington Street, between Gray's Inn Road and John Street,

in the London Borough of Camden.



Site Specific Safety, Health and Environment Residual Risks	
ITEM	RISK
1	
2	

No other site specific risks that a competent contractor operating in an urban context would not be expected to identify and address.

- There are existing statutory undertakers' plant in the vicinity of the works. Contractor is to confirm position of plant before commencement of the works using safe methods.
- Do not scale from this drawing. If any discrepancies are identified they are to be brought to the engineer's attention immediately.
- All dimensions are in metres unless otherwise shown.
- All works shall be in accordance with the Manual of Contract Documents for Highway Works.
- All temporary traffic management to be in accordance with 'Safety at Street Works and Road Works: A Code of Practice 2013'
- All street furniture to maintain at least 450mm clearance from front of kerb.
- This drawing is to be read in conjunction with all other relevant drawings. Refer to 202401004-000-01 for drawing register.
- This drawing is based on topographical survey information and design information provided by LSC
- All existing gullies to be used for connections are to have their connections jettied and to be verified as in working order up to the nearest manhole.
- All existing road markings on Grays Inn Road are to be removed.

- UTILITY COVER AFFECTED BY WORKS.**
REFER TO CU UTILITY RECORDS AND CONSULT ASSET OWNER FOR ADVICE
- CONTRACTOR TO SUPPLY AND INSTALL**
- PROPOSED SIGN, REFER TO 1100 SERIES.
 - SURFACE BREAK LINE.
 - PROPOSED YELLOW / WHITE THERMOPLASTIC ROAD MARKINGS IN ACCORDANCE WITH TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.
 - EXISTING LINE MARKING TO BE REMOVED.
 - EXISTING KERBSIDE RESTRICTIONS MARKINGS TO BE REMOVED.
 - EXISTING LINE MARKING TO BE RETAINED.
 - PROPOSED SIGN PLATE ON EXISTING SIGN POST (8no.).
 - PROPOSED SIGN PLATE ON NEW SIGN POST (8no.).
 - PROPOSED SELF RIGHTING RETROREFLECTIVE BOLLARD WITH SIGN FACE AS SHOWN (3no.).
- ROAD MARKINGS**
- | | | |
|-------------|------------|------------|
| TSRGD | 10000 | MARK (mm) |
| DIAGRAM No. | 1004/30006 | GAP (mm) |
| | 100 | WIDTH (mm) |
- SIGNS**
- | | | |
|-----------|--------|------------------|
| SIGN FACE | 525 | SIGN WIDTH (mm) |
| REFERENCE | SP1375 | SIGN HEIGHT (mm) |
| | | NOT USED |

02	COMMENTS ADDRESSED	BY	SEG 2107/2024
01	INITIAL ISSUE	HT	SEG 0207/2024
00	NOT ON	XXX	XXX XXX XXXX
	REVISION DESCRIPTION	DES	APP

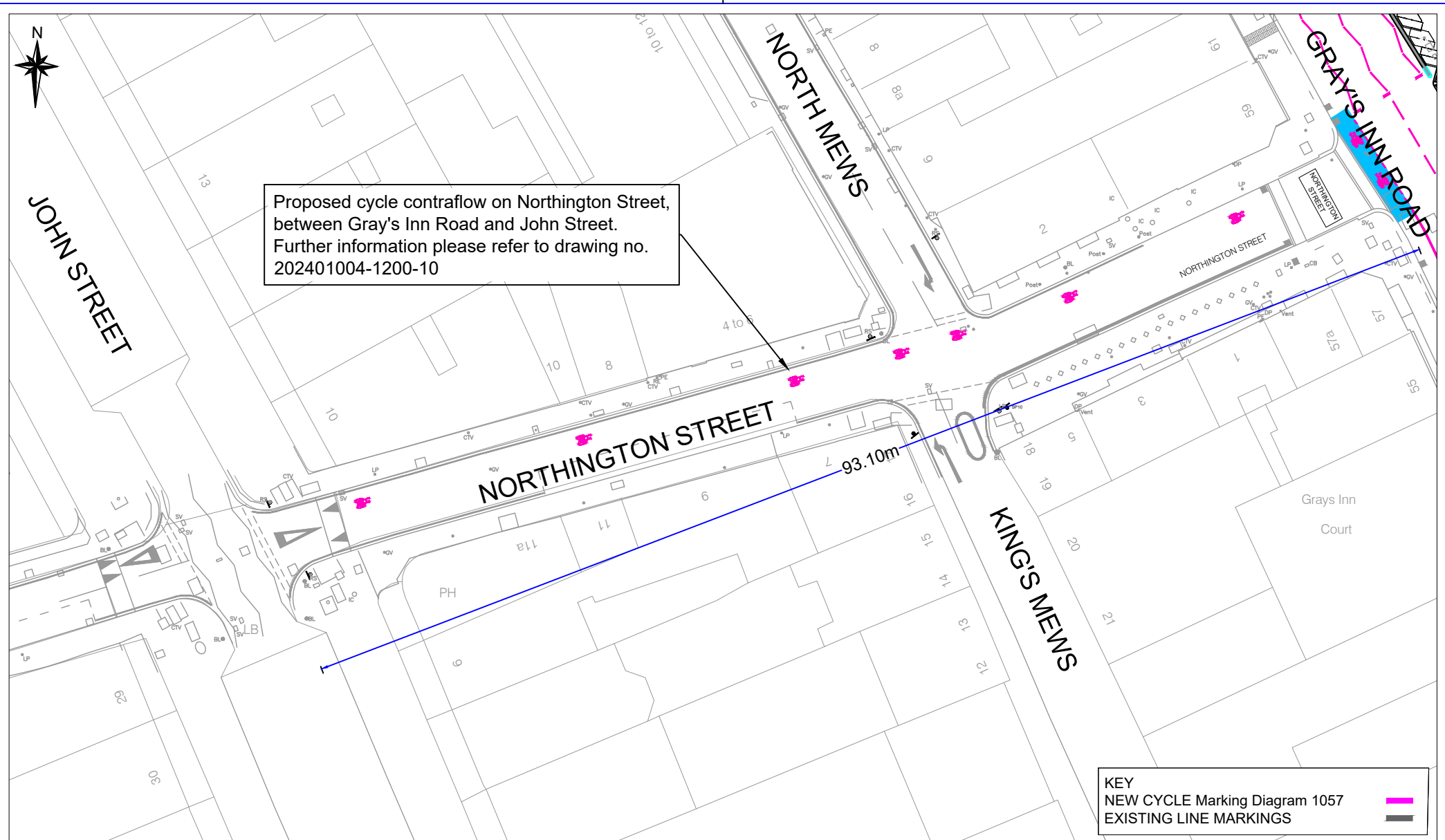
STATUS: **DETAILED DESIGN**



PROJECT: **GRAYS INN ROAD PEDESTRIAN AND CYCLE SCHEME**

DRAWING TITLE: **SIGNS AND ROAD MARKINGS SHEET 10**

DRAWING NO:	202401004-1200-10	SCALE @ A1:	1:100	REVISION:	02
PROJECT NO:	202401004	CHECKED:	SEG	APPROVED:	SEG
DATE:					JAN 2024



Proposed cycle contraflow on Northington Street,
between Gray's Inn Road and John Street.
Further information please refer to drawing no.
202401004-1200-10

KEY
 NEW CYCLE Marking Diagram 1057 █
 EXISTING LINE MARKINGS █

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 Design Team
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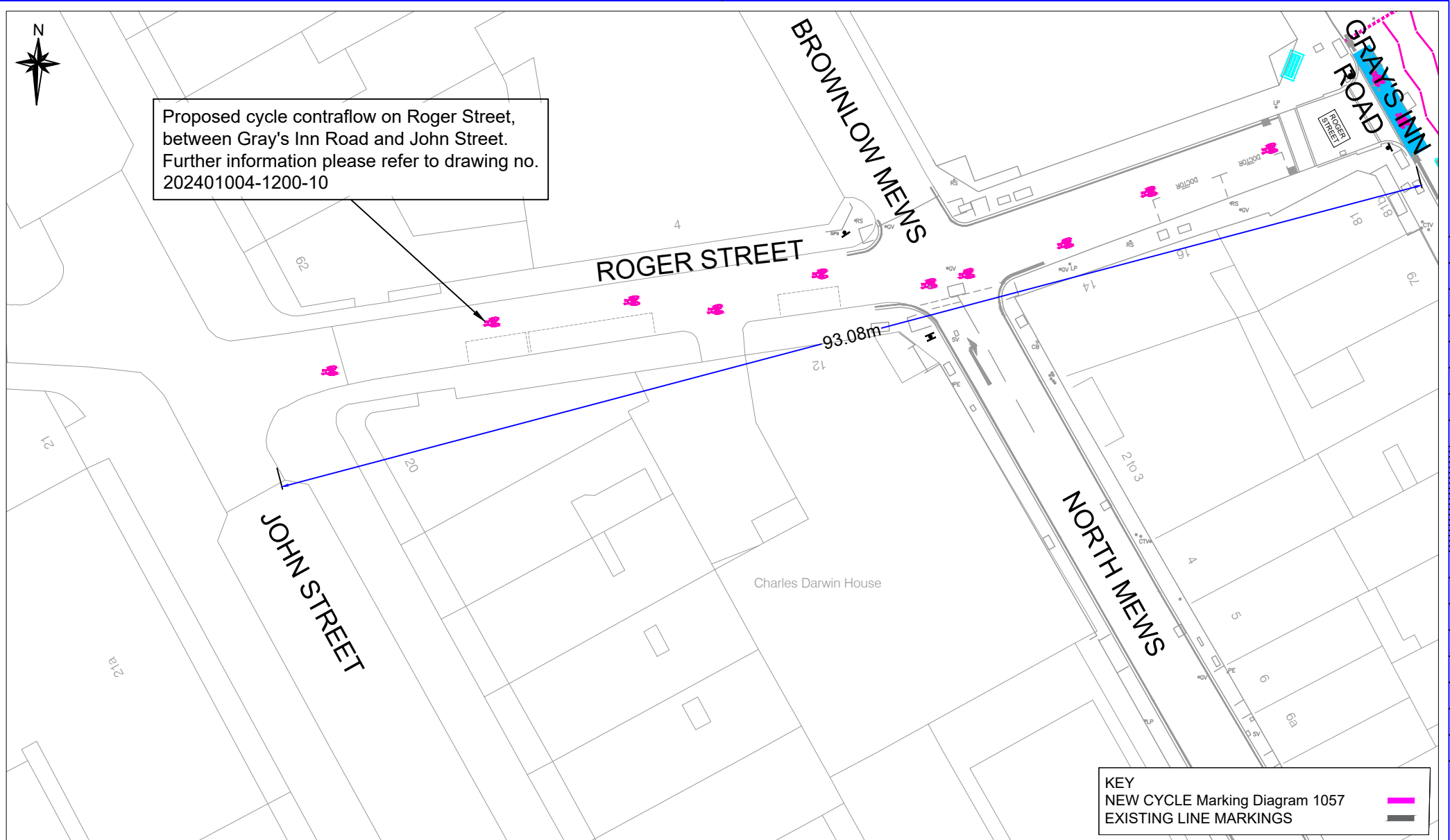
Project	CYCLE CONTRAFLOW		
Drawing Title	NORTHINGTON STREET		

Rev	By	Date	Amendments
A	P.A.	22.10.24	Preliminary

Scale	1 : 500 @ A4	Date	102024
Drawn By	P.A.	File Ref	GIR TMO Northington Street
Checked By	A.C.	Dwg Name	GIR TMO 20-25
Drawing Location	T-drive/GIR	Drawing Number	01
Rev.	A		



Proposed cycle contraflow on Roger Street,
between Gray's Inn Road and John Street.
Further information please refer to drawing no.
202401004-1200-10



KEY
 NEW CYCLE Marking Diagram 1057 █
 EXISTING LINE MARKINGS █

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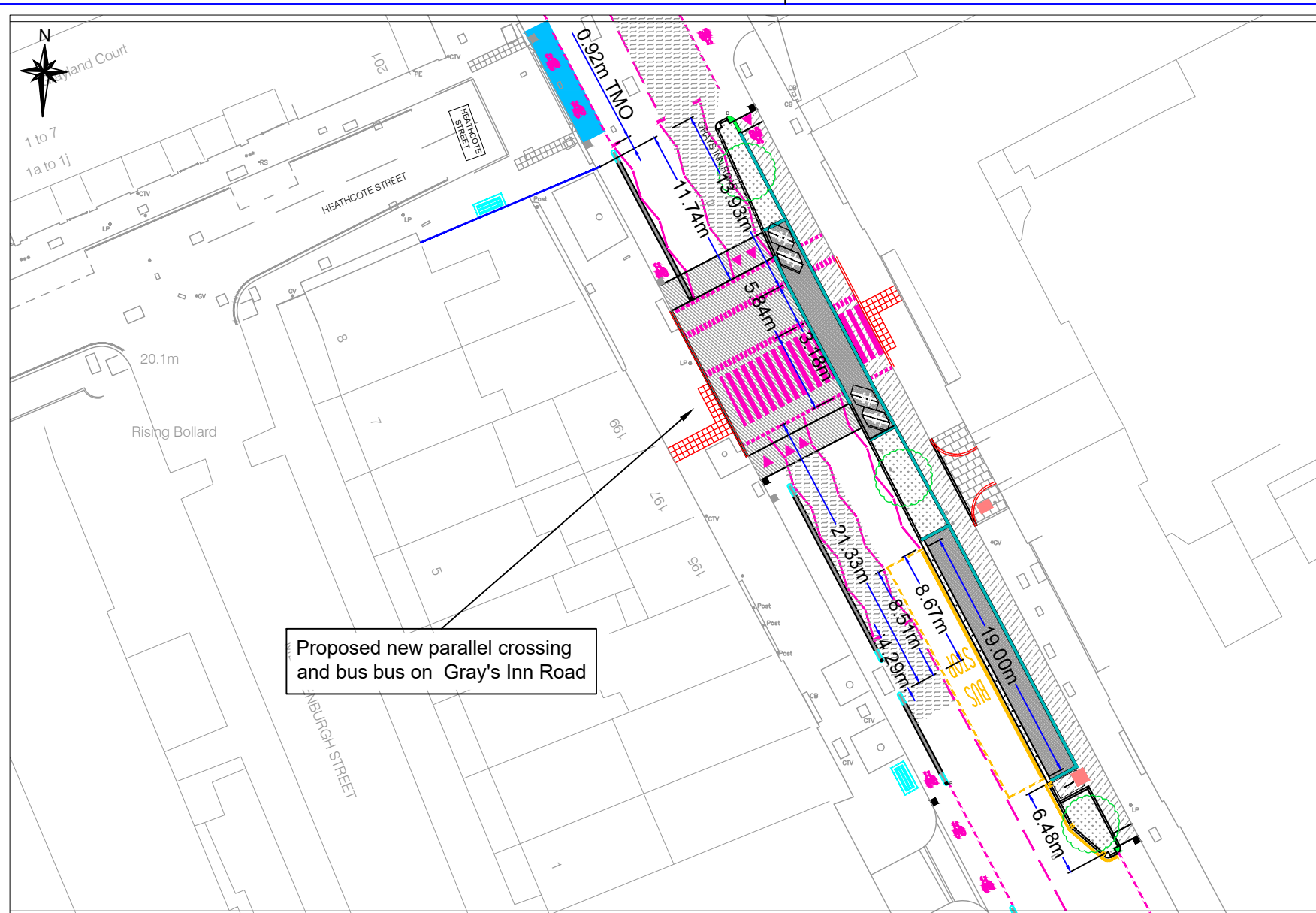
Project
PARALLEL CROSSING AND BUS CAGE

Drawing Title
GRAY'S INN ROAD

Rev	By	Date	Amendments
A	P.A.	22.10.24	Preliminary

Scale
1 : 500 @ A4
 Drawn By
P.A.
 Checked By
A.C.
 Drawing Location
T-drive/GIR
 Drawing Number
01

Date
102024
 File Ref
GIR TMO - PARALLEL CROSS
 Dwg Name
GIR TMO 24-25
 Rev. **A**



- CONSULT ASSET OWNER FOR ADVICE
- CONTRACTOR TO SUPPLY AND INSTALL**
- 125mm WIDE PCC HB2 KERB. REFER TO 1100 SERIES.
 - 290mm WIDE PCC SPLAY AND HB2 CYCLE SEGREGATION KERB. REFER TO 1100 SERIES.
 - CYCLE SEGREGATION PCC KERB UNIT TERMINAL. REFER TO 1100 SERIES.
 - 150mm WIDE GRANITE KERB. REFER TO 1100 SERIES.
 - 150mm WIDE GRANITE KERB LAID FLUSH. REFER TO 1100 SERIES.
 - 150mm WIDE GRANITE DROPPER KERB. REFER TO 1100 SERIES.
 - 150mm WIDE GRANITE INLET KERB FOR RAIN GARDEN. REFER TO 1100 SERIES.
 - 300mm WIDE GRANITE KERB -140mm KERB FACE. REFER TO 1100 SERIES.
 - SPLAY TRANSITION KERB AND 300mm RADIUS SPLAY KERB. REFER TO 1100 SERIES.
 - 450mm Ø GRANITE QUADRANT. REFER TO 1100 SERIES.
 - 200x300mm THICK PRECAST CONCRETE BLOCK PAVING. REFER TO 1100 SERIES.
 - 600x600mm PRECAST CONCRETE PAVING FLAGS. REFER TO 1100 SERIES.
 - RAIN GARDEN (T/S/2023/RAINGARDEN/01) WITH PLANTING TO CLIENT'S SPECIFICATION.
 - 400x400mm PRECAST CONCRETE RED / BUFF BLISTER TACTILE PAVING FLAGS. REFER TO 1100 SERIES.
 - WHITE / YELLOW ROAD MARKINGS. REFER TO 1200 SERIES.
 - PROPOSED SURFACE BREAK LINE.
 - SIGN PLATE ON EXISTING / NEW SIGN POST. REFER TO 1200 SERIES.
 - 155x930mm CYCLE LANE BOLLARDS WITH SIGN TO DIAG. 955 (49no.).
 - DIRECTIONAL BOLLARD. REFER TO 1200 SERIES.
 - STREET TREE TO CLIENT'S SPECIFICATION (11no.).
 - CARRIAGEWAY GULLY. REFER TO 0500 SERIES.
 - RAISED CYCLE TRACK. REFER TO 0700 SERIES.
 - RAISED TABLE CARRIAGEWAY CONSTRUCTION. REFER TO 0700 SERIES.
 - FULL DEPTH CARRIAGEWAY CONSTRUCTION. REFER TO 0700 SERIES.
 - CARRIAGEWAY SURFACE COURSE. REFER TO 0700 SERIES.
 - SURFACE TREATMENT ON CYCLEWAY. REFER TO 0700 SERIES.
 - 175mm x 80mm x 1,000mm LONG RUBBER KERB WITH 100mm DIAMETER BOLLARD (11no.).
 - EXISTING KERB TO BE REMOVED.
 - CAMDEN M CYCLE STAND (25no.).
 - CAVENDISH SEAT BENCH 1.8m IN LENGTH WITH CENTRE ARMREST (NON STAINED) (20no.).

Proposed new parallel crossing and bus bus on Gray's Inn Road

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Project		PARALLEL CROSSING AND BUS CAGE	
Drawing Title		GRAY'S INN ROAD	

Rev	By	Date	Amendments
A	P.A.	22.10.24	Preliminary

Scale	1 : 500 @ A4
Drawn By	P.A.
Checked By	A.C.
Drawing Location	T-drive/GIR
Drawing Number	01

Date	102024
File Ref	GIR Parallel crossing & bus TMO
Dwg Name	GIR TMO 24-25
Rev.	A