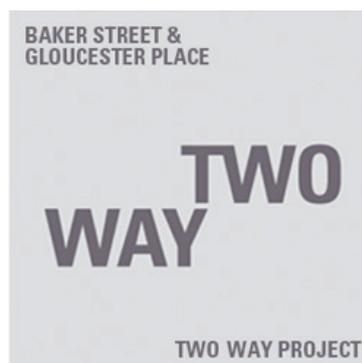# THE CONSULTATION HAS NOW ENDED.

We have received Cabinet Member approval to undertake implementation of the Baker Street Two Way scheme.

You are not viewing the most recent documentation.

Please visit Building the Scheme

BAKER STREET &
GLOUCESTER PLACE

TWO
WAY

TWO WAY PROJECT

Baker Street Two Way
Post-implementation monitoring strategy

During the last consultation in July 2015, various issues and concerns were raised. Response to the general traffic and environmental issues raised were provided as part of the consultation response report. However, a lot of concerns were related to specific junctions and locations. In order to address these concerns, design changes at some locations have been developed. These design changes have been discussed with residents' groups, amenity groups and key stakeholders and are now being consulted upon in this phase of consultation.

Concerns were also raised regarding traffic impact at a small number of other locations. During discussions with residents' groups, amenity groups and stakeholders, it was agreed that instead of proposing changes at these locations, these sites will be monitored as part of the post-implementation monitoring strategy. This monitoring strategy would help to determine whether or not concerns raised by consultees regarding rat-running traffic have been realised. If it is determined that the proposed scheme has led to significant traffic impact, in terms of increased rat-running on local roads, then additional mitigation measures can be considered. It is also proposed to have a continued dialogue with the residents' groups, amenity groups and stakeholders so that residents' and business' concerns can be addressed.

Throughout the construction and implementation of the Baker Street Two Way scheme (BS2W), and for at least 6 months following opening, there will be regular and in some cases continuous monitoring of conditions across the area to ensure that:

- the Baker Street Two Way scheme is delivered with minimal disruption to residents, businesses and visitors to the area;
- the Baker Street Two Way scheme, post-implementation, operates broadly as expected and does not give rise to significant traffic impact, especially high levels of inappropriate vehicle rat-running on local roads (which was a concern for a number of previous consultees);
- if significant and unexpected traffic impact occurs, then suitable mitigation measures are identified and implemented.

This monitoring strategy would also help to assess the impact of the proposed measures and the success of the BS2W scheme against the stated objectives.

This will be achieved through:
- a variety of dynamic and CCTV traffic monitoring, traffic surveys and other data gathering, assessment and review;
- regular liaison meetings with amenity and resident groups and key stakeholders;

Over the next couple of years, there are likely to be changes to traffic patterns across the roads of central London as a consequence of the building and implementation of other major transport infrastructure initiatives, such as the Mayor of London's Cycle Superhighways and the West End Project (Tottenham Court Road Two Way). Because of this, it will be essential to gather traffic data that accounts for these changes, so that any impacts of the BS2W project can be assessed independently. To account for as many changes leading up to the start of BS2W works as possible, new data gathering will be carried out just before the works start, and then again at a suitable moment after the scheme is opened, following an appropriate settling-in period. The monitoring strategy will comprise the following:

- Continuous dynamic traffic management using CCTV and the TfL Urban Traffic Control 'SCOOT' system, to ensure that traffic congestion is avoided as far as possible;

Baker Street Two Way
Post-implementation monitoring strategy

- Vehicle traffic flow and journey time surveys on streets and at junctions across the network, particularly on streets where residents have expressed concern over potential rat-running;
- Cyclist and pedestrian flow and journey time surveys along streets and at junctions across the area;
- Pedestrian environment review (PERS);
- Vehicle speed surveys;
- Bus performance and bus patronage, boarding and alighting surveys;
- Road Safety Audits;
- Accident data analysis (continuous, for at least 3 years to establish impact of scheme);
- Review of reports of crime and petty theft;
- Parking and loading behaviour.

Based on previous consultation responses, alternative scheme proposals are now presented that provide mitigation for a number of concerns, namely:

- Taunton Place/ A41 Gloucester Place junction – banned right turn into Taunton Place;
- Ivor Place/ A41 Gloucester Place junction – priority controlled junction with relocated Zebra crossing
- Ivor Place/ A41 Park Road junction – maintain current permitted turning movements, modification to full traffic signal control, revisions to cyclist facilities, new pedestrian crossing, enhanced public realm;
- Clarence Gate/ A41 Park Road junction – revisions to junction to match changes at Ivor Place junction, revisions to cyclist facilities, additional pedestrian crossing and a green man at all pedestrian crossings, with countdown timer stage;
- Melcombe Place, Dorset Square and Melcombe Street – footway widening, improved crossing facilities and enhanced public realm;
- Melcombe Place, Dorset Square and Melcombe Street – potential for further footway widening through loss of parking;
- A501 Marylebone Road/ A41 Gloucester Place junction – retention of left turn from Gloucester Place and improvements to staggered crossing over Marylebone Road west side;
- A501 Marylebone Road/ Balcombe Street/ Upper Montagu Street junction – provision of new straight-over crossing;
- York Street/ A41 Gloucester Place junction – retention of two way traffic on York Street west of Gloucester Place.

Nevertheless, if it is determined from the monitoring that the scheme has led to unforeseen and undesirable traffic impact, in terms of increased rat-running on local roads (as opposed to improved accessibility for local traffic), then appropriate mitigation measures will be considered. Based on consultation responses from the original proposal, some potential further measures have already been identified and currently comprise:

- Prohibition of southbound right turns from Gloucester Place into Ivor Place and Huntsworth Mews, due to concerns for rat-running through the north Marylebone area;
  Closure of the southbound through route on Glentworth Street, due to concerns that traffic would rat-run to avoid queues and delays on Baker Street and Allsop Place;

Baker Street Two Way
Post-implementation monitoring strategy

The junctions currently identified for monitoring are as follows:

No	Proposed monitoring sites - Classified turning counts	Reason	Action/ mitigation
2	Ivor Place / Gloucester Place	Concerns of new rat-run through Ivor Place towards Marylebone Station	Consider banning right turn into Ivor Place
3	Huntsworth Mews / Gloucester Place	Concerns of new rat-run through Huntsworth Mews towards Marylebone Station	Consider banning right turn into Huntsworth Mews
4	Park Road / Baker Street / Clarence Gate	Establish potential transfer of flow as consequence of CS11, and any change to Allsop Place flows	Review if Allsop Place traffic has reassigned elsewhere (Glentworth Street)
5	Melcombe Street / Glentworth Street	Concerns of new rat-run through Glentworth Street, determine if flow reduced on Melcombe Street	Consider prevention of southbound through- route on Glentworth Street
6	Dorset Square / Melcombe Place/ Balcombe Street	Concerns of new rat-run through Balcombe Street towards Marylebone Station	Consider banning southbound right turns from Gloucester Place into Huntsworth Mews
7	Boston Place/ Melcombe Place	Concerns of new rat-run through Boston Place towards Marylebone Station	Consider banning southbound right turns from Gloucester Place into Huntsworth Mews
8	Harewood Avenue / Harewood Row	Concerns of new rat-run through Harewood Avenue towards Marylebone Station	Consider potential local traffic management measures
9	Baker Street / Marylebone Road	Southbound right-turn capacity and operation	Review signal timings (VISSIM model)
10	York Street / Gloucester Place	Concerns of additional rat-running through York Street, especially HGVs	Review signal timings at Marylebone Road, consider potential local traffic management measures like banning HGVs (except for access)
11	York Street / Upper Montagu Street	Concerns of additional rat-running through York Street, especially HGVs	Review signal timings at Marylebone Road, consider potential local traffic

			management measures like banning HGVs (except for access)
13	*Upper Montagu Street / Montagu Place*	*Concerns of additional rat-running through Upper Montagu Street, especially HGVs*	*Review signal timings at Marylebone Road, consider potential local traffic management measures*
18	*Chiltern Street/Marylebone Road*	*Concerns of increased use of Chiltern Street for left turn onto Marylebone Road*	*Consider potential local traffic management measures*

In addition to the post-implementation monitoring of potential rat-running issues, further data will be gathered to verify the forecast traffic demand outcomes of the scheme and determine whether or not the scheme is successful in terms of achieving the capacity-neutral objective, and to assist Transport for London with the ongoing development of detailed operational traffic models. The junctions identified below would be useful not only to verify forecasts and understand wider impacts of the scheme, but also will provide invaluable data as part of a broader before-and-after study.

No	Proposed monitoring sites - Classified turning counts	Reason	Action/ mitigation
12	*Baker Street / Crawford Street*	*Baker Street flows*	*Validate traffic model forecasts (VISSIM model)*
14	*Baker Street / George Street*	*Baker Street flows*	*Validate traffic model forecasts (VISSIM model)*
15	*Gloucester Place / George Street*	*Gloucester Place flows*	*Validate traffic model forecasts (VISSIM model)*
16	*Gloucester Place / Upper Berkeley Street*	*Gloucester Place & Portman Square flows*	*Validate traffic model forecasts (VISSIM model)*
17	*Baker Street / Wigmore Street*	*Baker Street & Portman Square Flows*	*Validate traffic model forecasts (VISSIM model)*
19	*Marylebone High Street/ Weymouth Street*	*Assess any wider reassignment to the east*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL to apply UTC changes, or further assessment using VISSIM model)*
20	*Thayer Street/ Hinde Street*	*Assess any wider reassignment to the east*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL*

			to apply UTC changes, or further assessment using VISSIM model)
21	*Wigmore Street/ Mandeville Place*	*Assess any wider reassignment to the east*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL to apply UTC changes, or further assessment using VISSIM model)*
22	*Marylebone High Street/ Marylebone Road*	*Assess any wider reassignment to the east*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL to apply UTC changes, or further assessment using VISSIM model)*
23	*Seymour Place/ George Street*	*Assess any wider reassignment to the west*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL to apply UTC changes, or further assessment using VISSIM model)*
24	*Seymour Place/ Crawford Street*	*Assess any wider reassignment to the west*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL to apply UTC changes, or further assessment using VISSIM model)*
25	*Marylebone Road/ Seymour Place/ Lisson Grove*	*Assess any wider reassignment to the west*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL to apply UTC changes, or further assessment using VISSIM model)*
26	*Lisson Grove/ Rossmore Road*	*Assess any wider reassignment to the east and rat-running*	*Review potential for improved signal timing strategy on Baker Street and Gloucester Place to improve capacity (TfL to apply UTC changes, or further assessment using VISSIM model)*

Pedestrian crossing and footfall surveys will be carried out at the locations of new crossings and along sections of Baker Street where footway widening is proposed. These surveys would be useful to assess the value of the new facilities. This data will also be used to carry out Pedestrian Comfort Level analysis on Baker Street to demonstrate benefits of public realm improvements.

Before-and-after pedestrian crossing data required at:

- Ivor Place/ Gloucester Place (if traffic signal junction is introduced)

Baker Street Two Way
Post-implementation monitoring strategy

- Baker Street/ Melcombe Street

- Gloucester Place/ Melcombe Street

- Marylebone Road junctions with:

  o Balcombe Street

  o Gloucester Place

  o Baker Street

- Gloucester Place junctions with

  o York Street (depending on method of control)

  o Crawford Street

  o Montagu Place

  o Upper Berkeley Street

  o Seymour Street

Pedestrian flow data required at:

- Melcombe Place/ Melcombe Street north and south sides

- Baker Street east and west sides on all links between Melcombe Street and Oxford Street

In addition to this and as part of a wider before-and-after study, it would be useful to carry out a Pedestrian Environment Review Study (PERS) of the Baker Street corridor, for comparison to the PERS that has already been carried out for the existing conditions. This would require before-and-after pedestrian crossing data at:

- Baker Street junctions with

  o York Street

  o Crawford Street

  o Dorset Street

  o Blandford Street

  o George Street

  o Fitzhardinge Street

  o Wigmore Street

Bus passenger (BODS) data will be used from all bus stops within the corridor to assess bus patronage (boarding and alighting) and verify the benefits of providing 2-way bus services on Baker Street (as opposed to split northbound and southbound services). The data will show whether or not there is a change in bus passenger numbers and if the services become more attractive once they are on a single

2-way road (which is expected). The review may lead to potential revisions/ alterations to schedules, number of services, etc.

The performance of the scheme will be reviewed one year following implementation, using a Road Safety Audit Stage 4. Analysis of casualties and collisions for the three years before and following implementation of the scheme will also take place. In order to expand the limited data that is available on the wider benefits of one way to two way street conversions, it is proposed to collect further data to verify and validate the objective and subjective forecasts of benefits that are expected to be achieved through the conversion, and to prepare a comprehensive report on the project. These surveys are:

- Vehicle speed surveys – use speed measuring device to determine if excessive speeding issues are resolved on Baker Street and Gloucester Place. This might lead to further consideration of 20mph zone, traffic calming measures, traffic signal timing strategy review.

- Journey times along the Gloucester Place and Park Road/Baker Street corridors. These would be useful to compare to VISSIM modelling results, would validate the proposed model forecasts and identify if further signal timing alterations might be of benefit, particularly for bus operations. To a great extent, TfL will use UTC to adapt signal timings to provide the optimum strategy, however a detailed journey time study would greatly assist with potential improvements.

- New origin-destination data at a good level of detail. This data would determine whether or not the scheme results in any significant change to travel patterns across the area, and identify through and local traffic.

- Parking and loading behaviour – to determine if there is adequate provision and possible non-compliance issues.

As stated above and in addition to the technical analysis, it is also proposed to have a continued dialogue with the residents' groups, amenity groups and stakeholders so that residents' and business' concerns can be addressed.