

THE CONSULTATION HAS NOW ENDED.

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

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PEAK HOUR TRAFFIC FLOW CHANGE FORECAST

Key

- No noticeable change to total traffic flow (less than 1 vehicle per minute)
- Reduction in total traffic flow (more than 1 vehicle per minute)
- Minor increase in total traffic flow (1-2 vehicles per minute)
- Increase in total traffic flow (above 2 vehicles per minute)

Road	Between...	and...	Original Proposed Design Changes		Alternative Proposed Design Changes		
			AM	PM	AM	PM	
Baker Street	Park Road/Alsop Place	Melcombe Street					Reductions in total traffic flow as a consequence of small amounts of traffic shifting mainly to Gloucester Place, and access northbound across Marylebone Road limited to buses and taxis, at least during peak periods.
	Melcombe Street	Marylebone Road					
	Marylebone Road	Bickenhall Street/Porter Street					
	Bickenhall Street/Porter Street	York Street					
	York Street	Crawford Place/Paddington Street					
Crawford Place	Portman Close/Robert Adam Street	Portman Square/Fitzhardinge Street					
Crawford Place	Gloucester Place	Montagu Mansions					Reduction in total traffic flow as a consequence of small amounts of traffic reassigning onto numerous alternative, more direct east-west routes (such as Montagu Place).
Crawford Street	Montagu Mansions	Baker Street					
Dorset Street	Upper Montagu Street	Gloucester Place					Reduction in total traffic flow as a consequence of small amounts of traffic reassigning onto numerous alternative, more direct east-west routes.
	Gloucester Place	Rodmarton Street					
Dorset Street	Rodmarton Street	Montagu Mansions					Reduction in total traffic flow as a consequence of small amounts of traffic reassigning onto numerous alternative, more direct east-west routes.
	Baker Street	Manchester Street					
Glentworth Street	Ivor Place	Melcombe Street					Small reduction in total traffic flow as a consequence of direct access to Ivor Place from Gloucester Place and the proposed changes to the Ivor Place / Park Road junction arrangement.
	Melcombe Street	Marylebone Road					
Gloucester Place	Rossmore Road/Park Road	Ivor Place					Minor increase in southbound traffic flow as a consequence of direct access to Ivor Place (transferred from Melcombe Street).
	Ivor Place	Huntsworth Mews					
	Huntsworth Mews	Dorset Square/Melcombe Street					
	Dorset Square/Melcombe Street	Marylebone Road					
	Marylebone Road	Salisbury Place/Bickenhall Street					
	Salisbury Place/Bickenhall Street	York Street					
	York Street	Crawford Street/Crawford Place					
	Crawford Street/Crawford Place	Montagu Place/Dorset Street					
Ivor Place	George Street	Portman Close					Reduction in total traffic flow as a consequence of increased journey times (due to new pedestrian crossing stages and left turn from Gloucester Place onto Marylebone Road) and small amounts of traffic reassigning onto numerous alternative, more convenient north-south routes, such as Edgware Road and parts of Upper Montagu Street.
	Portman Close	Upper Berkeley Street/Portman Square					
Marylebone Road	Gloucester Place	Glentworth Street					Minor increase in traffic flow as a consequence of direct access to Ivor Place (transferred from Melcombe Street).
	Great Central Street/Knox Street	Balcombe Street/Upper Montagu Street					
	Balcombe Street/Upper Montagu Street	Gloucester Place					
	Gloucester Place	Glentworth Street					
	Glentworth Street	Baker Street					
Melcombe Street	Baker Street	Chiltern Street					Small reduction in total traffic flow as a consequence of strategic application of the TfL Active Traffic Management strategy, that will reduce traffic volumes in order to stabilise traffic conditions throughout the area. This traffic reduction is mainly required as a consequence of the expected impact of other major projects in central London, it is also required to manage the impact of retaining the left-turn movement at the Gloucester Place / Marylebone Road junction, where green signal time to traffic is reduced in order to provide an early release (4 second head start) for northbound cyclists.
	Baker Street	Allsop Place					
Montagu Place	Baker Street	Glentworth Street					Reduction in traffic flow as a consequence of new direct route for local traffic to Ivor Place from via Gloucester Place (north)
Montagu Square	Upper Montagu Street/Montagu Square	Gloucester Place					Minor increase in traffic flow as a consequence of more direct routes for local traffic (transferred from Crawford Street).
Orchard Street	Upper Montagu Street/Montagu Place	George Street					Small reduction in traffic flow as a consequence of direct access routes for local traffic and reassignment onto wider network.
Orchard Street	Portman Square/Wigmore Street	Portman Mews South/Edwards Mews					Reduction in total traffic flow as a consequence of increased journey times (due to new pedestrian crossing stages) and small amounts of traffic reassigning onto numerous alternative, more convenient north-south routes, such as Edgware Road.
	Portman Mews South/Edwards Mews	Oxford Street					
Oxford Street	Portman Street/Park Street	Orchard Street/North Audley Street					Small reduction as a consequence of change to bus routes.
Paddington Street	Baker Street/Crawford Place	Chiltern Street					Small reduction in traffic flow as a consequence of direct access routes for local traffic, some reassignment onto Porter Street.
Park Road	Kent Terrace	Rossmore Road/Gloucester Place					Small reduction in total traffic flow as a consequence of strategic application of the TfL Active Traffic Management strategy, that will reduce traffic volumes in order to stabilise traffic conditions throughout the area.
	Rossmore Road/Gloucester Place	Baker Street/Alsop Place					
Porter Street	Baker Street	Chiltern Street					Minor increase in traffic flow as a consequence of direct access routes for local traffic, reassignment from Paddington Street.
Portman Mews South	Portman Street	Orchard Street					Reduction in traffic flow as a consequence of direct access routes for local traffic, some reassignment onto Portman Square.
Portman Square (east side)	Baker Street/Fitzhardinge Street	Orchard Street/Wigmore Street					Reduction in traffic flow as a consequence of transfer of traffic onto Gloucester Place.
Portman Square (south side)	Orchard Street/Wigmore Street	Portman Street/Seymour Street					Increase in traffic flow as a consequence of new southbound bus routes and access to Gloucester Place southbound.
Portman Square (west side)	Portman Street/Seymour Street	Gloucester Place/Upper Berkeley Street					Reduction in traffic flow as a consequence of increased in journey times and small transfer onto wider road network.
Rossmore Road	Harewood Avenue/Lilestone Street	Park Road/Gloucester Place					Increase in traffic flow as a consequence of new direct access to north Marylebone area (transferred from Melcombe Street).
Seymour Street	Old Quebec Street	New Quebec Street					Small reduction in total traffic flow as a consequence of more direct routes on alternative east-west streets, with small amounts of traffic transferred onto other streets across the area.
	New Quebec Street	Berkeley Mews					
Upper Berkeley Street	Berkeley Mews	Portman Square/Portman Street					Small reduction in total traffic flow as a consequence of more direct routes on alternative east-west streets, with small amounts of traffic transferred onto other streets across the area.
	Montagu Street/New Quebec Street	Berkeley Mews					
Upper Montagu Street	Berkeley Mews	Gloucester Place/Portman Square					Minor increase in traffic flow as a consequence of increased journey times on Gloucester Place due to new pedestrian crossing stages and left turn from Gloucester Place onto Marylebone Road. Total traffic flow does not exceed around 250veh/hr in the peak periods.
	Marylebone Road/Balcombe Street	Salisbury Place					
	Salisbury Place	York Street					
York Street	York Street	Crawford Street					Minor increase in traffic flow as a consequence of left turn from Gloucester Place onto Marylebone Road, and permitting eastbound traffic on York Street west of Marylebone Road. Total traffic flow does not exceed around 200veh/hr in the peak periods.
	Crawford Street	Montagu Place					
	Gloucester Place	Upper Montagu Street					
	Upper Montagu Street	Knox Street					
York Street	Knox Street	Wyndham Street					
	Wyndham Street	Enford Street					
	Enford Street	Seymour Street					

This traffic flow change assessment is developed from the outputs of strategic traffic modelling. The assessment presented here highlights changes from the existing total traffic flow on a street that are considered to be greater than the accepted margin of error for this type of traffic modelling.

BAKER STREET & GLOUCESTER PLACE
TWO WAY PROJECT

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PUBLIC CONSULTATION 2016
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City of Westminster

This table lists the roads or sections of roads in the study area where there is predicted to be a change in the total traffic flow from the existing as a consequence of the Baker Street Two Way scheme being introduced. All other roads or sections of roads in the study area are not predicted to have any change to their total traffic flow. The full list of roads in the study area is also available on the website.

General note on modelling

It is important to note that the traffic reassignment modelling is only ever indicative; it is intended to give an idea of where the impacts of changes in journey choice are most likely to be felt. It assumes that drivers have perfect knowledge of the network and will always choose the quickest route available. The reassignment is a picture of what the network may look like once the on-street proposals and associated driver behaviour has had a chance to bed in. WCC and TfL would actively monitor and manage traffic conditions on the roads following the delivery of the scheme, and would aim to mitigate and manage traffic reassignment following implementation. TfL is investing in advanced traffic signal technology to allow us to better manage traffic depending on differing conditions at any given time, and is working to improve road user information so people can make informed journey choices before they travel.