

# 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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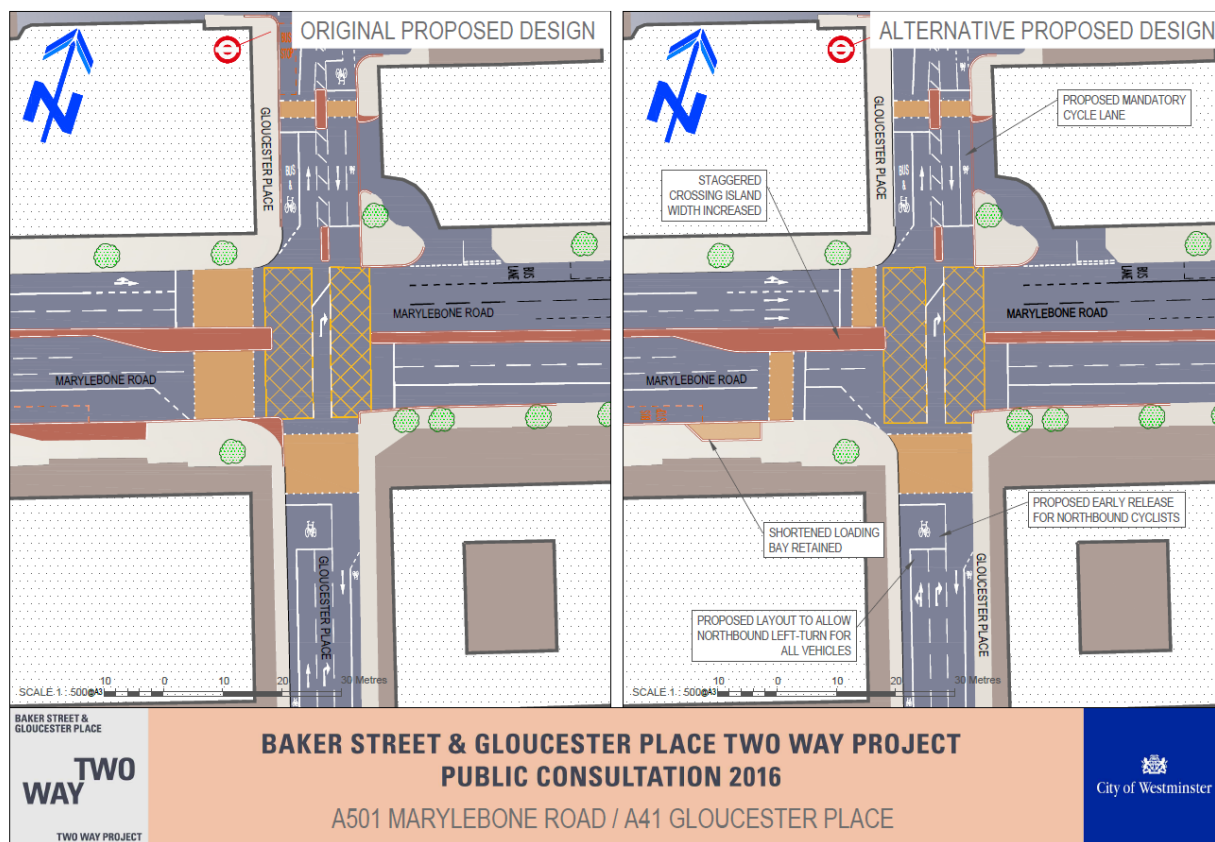
Please visit **Building the Scheme**



# Baker Street Two Way Project

## BS2W alternative scheme proposals

### A501 Marylebone Road / A41 Gloucester Place junction



During the July 2015 consultation, concerns were raised that the banned left turn from Gloucester Place (for northbound traffic) onto Marylebone Road westbound (towards A40) will result in increased rat-running through local roads. An alternative design is therefore proposed which retains the left turn from Gloucester Place northbound onto Marylebone Road.

Original proposed design		Alternative proposed design	
Benefits	Issues	Benefits	Issues
<ul style="list-style-type: none"> <li>• Banned left turn:                             <ul style="list-style-type: none"> <li>- enables current staggered pedestrian crossing facility over Marylebone Road to be replaced with safer, wide, straight-over crossing;</li> <li>- removes safety issue of northbound cyclist conflict with left turn traffic on Gloucester Place;</li> <li>- expected to reassign left-turn traffic to strategic road network;</li> <li>- minimises impact on Marylebone Road traffic capacity;</li> <li>- reduces risk of traffic congestion on Gloucester Place northbound;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Concern from residents south of Marylebone Road that banned left turn will result in increase in rat-running through local roads, such as York Street, Upper Montagu Street, Knox Street and Enford Street.</li> <li>• Loading bay on Marylebone Road removed.</li> <li>• Likely to have required removal of mature tree on north side of Marylebone Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides left turn from Gloucester Place northbound onto Marylebone Road.</li> <li>• On the west side, the crossing widths and the width of the central island can be increased to improve the existing crossing facility.</li> <li>• Loading bay on Marylebone Road retained, yet shorter in length.</li> </ul>	<ul style="list-style-type: none"> <li>• Small risk of northbound cyclist conflict with left-turning traffic</li> <li>• Staggered crossing facility does not achieve all possible safety and convenience benefits for increased volumes of pedestrians following opening of London Business School.</li> <li>• Risk of increased traffic congestion northbound on Gloucester Place, if left turn traffic added to ahead traffic flow.</li> <li>• Risk of rat-running during periods of traffic congestion.</li> </ul>

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<ul style="list-style-type: none"><li>- expected to reduce risk of rat-running through local parallel streets.</li></ul>			
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