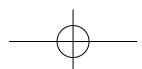
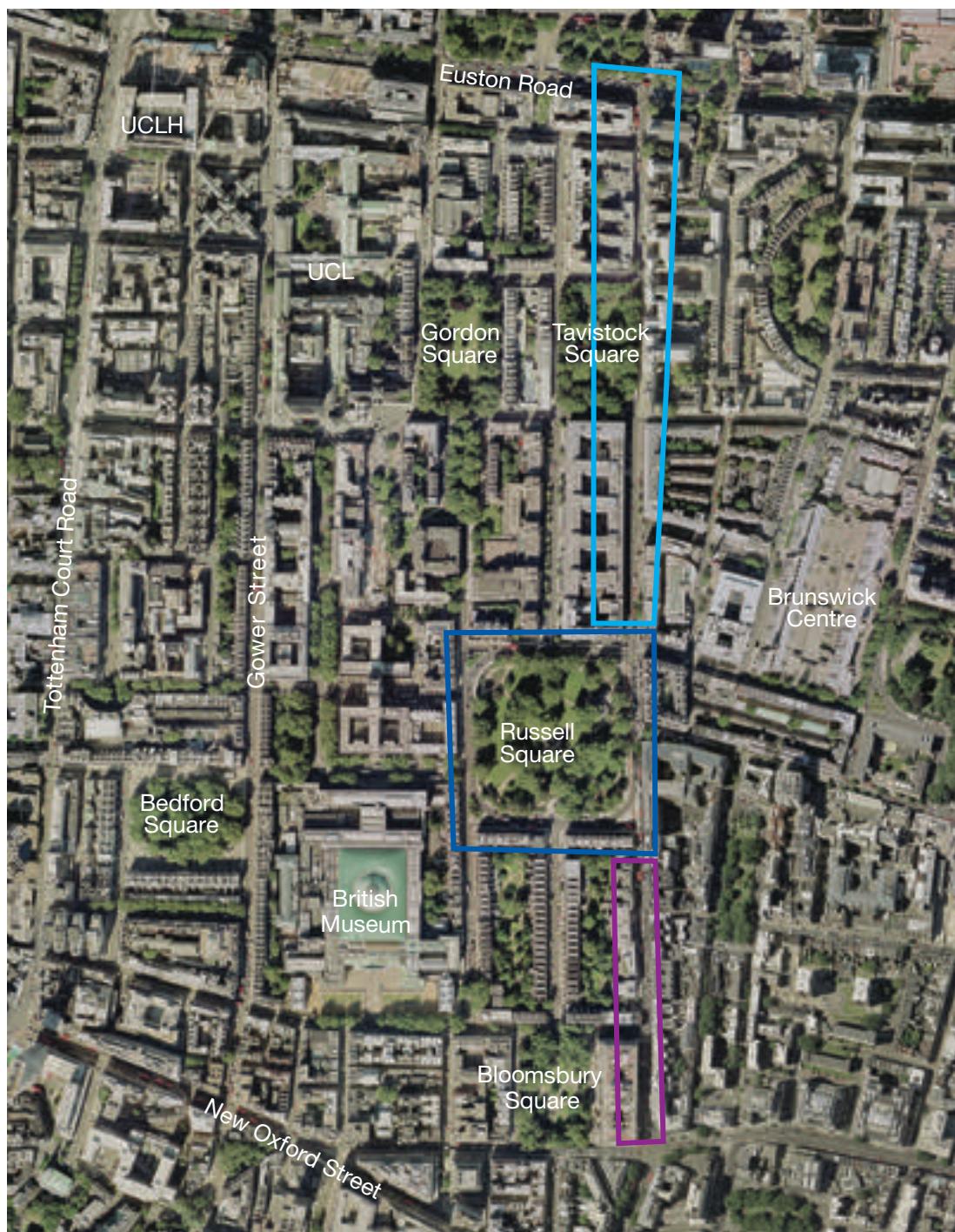
Transport
for London

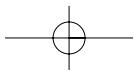
Bloomsbury Corridor Public Consultation

**Bloomsbury
Corridor
North**

**Bloomsbury
Corridor
Middle**

**Bloomsbury
Corridor
South**





Bloomsbury Corridor – Middle section

Russell Square

The middle section of the Bloomsbury Corridor covers the area immediately around Russell Square, bounded by Woburn Place to the north and by Southampton Row to the south.

The area has very high pedestrian flows, poor cycle connections and very high levels of bus use and general traffic which is often fast moving. Generally, the road layout gives priority to vehicle traffic over pedestrians. This is a key cause of the high level of pedestrian and cycle incidents.

Issues identified along this route include:

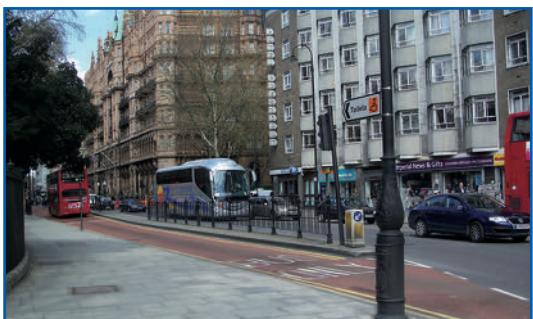
Pedestrians

- Clutter on the pavements, created by signage, railings, and street furniture, decreases the quality of the pedestrian environment
- A high number of pedestrians have been injured on the road
- Pavements adjacent to Russell Square could be widened to improve the pedestrian environment

Bloomsbury Corridor today and the proposed improvements

Middle section: Russell Square

The current layout of the streets and public spaces in the Bloomsbury Corridor could be improved. We are proposing two options for Russell Square that aim to resolve the current conflict between traffic and our proposals:



Current ‘contraflow’ bus lane
Russell Square – east side

The current layout of Russell Square only allows traffic to flow in one direction (clockwise around the Square), with the exception of buses, which can travel northbound on a segregated contraflow bus lane. This arrangement gives priority to vehicles while disadvantaging pedestrians and cyclists.

In addition, Russell Square has inadequate pedestrian crossings and a lack of cycle parking. The current layout has contributed to a large number of pedestrians and cyclists being injured in road accidents.

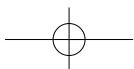
Main Proposals:

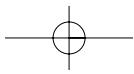
We propose two alternative solutions for Russell Square. Both solutions include the following changes:

- Allowing two-way movement on the east side of Russell Square for all road users, by removing the segregated contraflow bus lane



Russell Square – east side





- The present road layout is inconvenient for pedestrian movement, especially at road junctions

Cycling

- Cycling around Russell Square is intimidating for cyclists, several cyclists have been injured over the last 3 years, including one fatal collision
- Russell Square's south west corner and connections to Montague Place are confusing for cyclists

Public Transport

- Although the segregated bus lane at the east side of Russell Square has been successful in assisting buses, it creates confusion for people crossing the road, and can isolate pedestrians on the pavements

Vehicular

- The 'one-way' system around Russell Square, and northbound bus lane allows motor vehicles to dominate the streets, and comprises people's enjoyment of the square

Movements

traffic and pedestrians. Below we highlight the current issues in Russell Square and describe



Russell Square – south side

- Reducing the road width around the north, south and west sides of the square to allow wider pavements
- Adjusting the traffic lights on the east side of Russell Square to provide improvements for pedestrians
- Raise pedestrian crossing points at all junctions around the north, south and west sides of the square.

Options for traffic circulation:

Option 1:

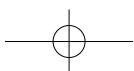
This option for Russell Square would retain the one-way traffic on the north, south and west sides of the Square.

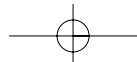
Option 2:

This option would introduce two-way traffic on all sides of the square. This option will require new traffic lights at the Russell Square/Montague Street junction.



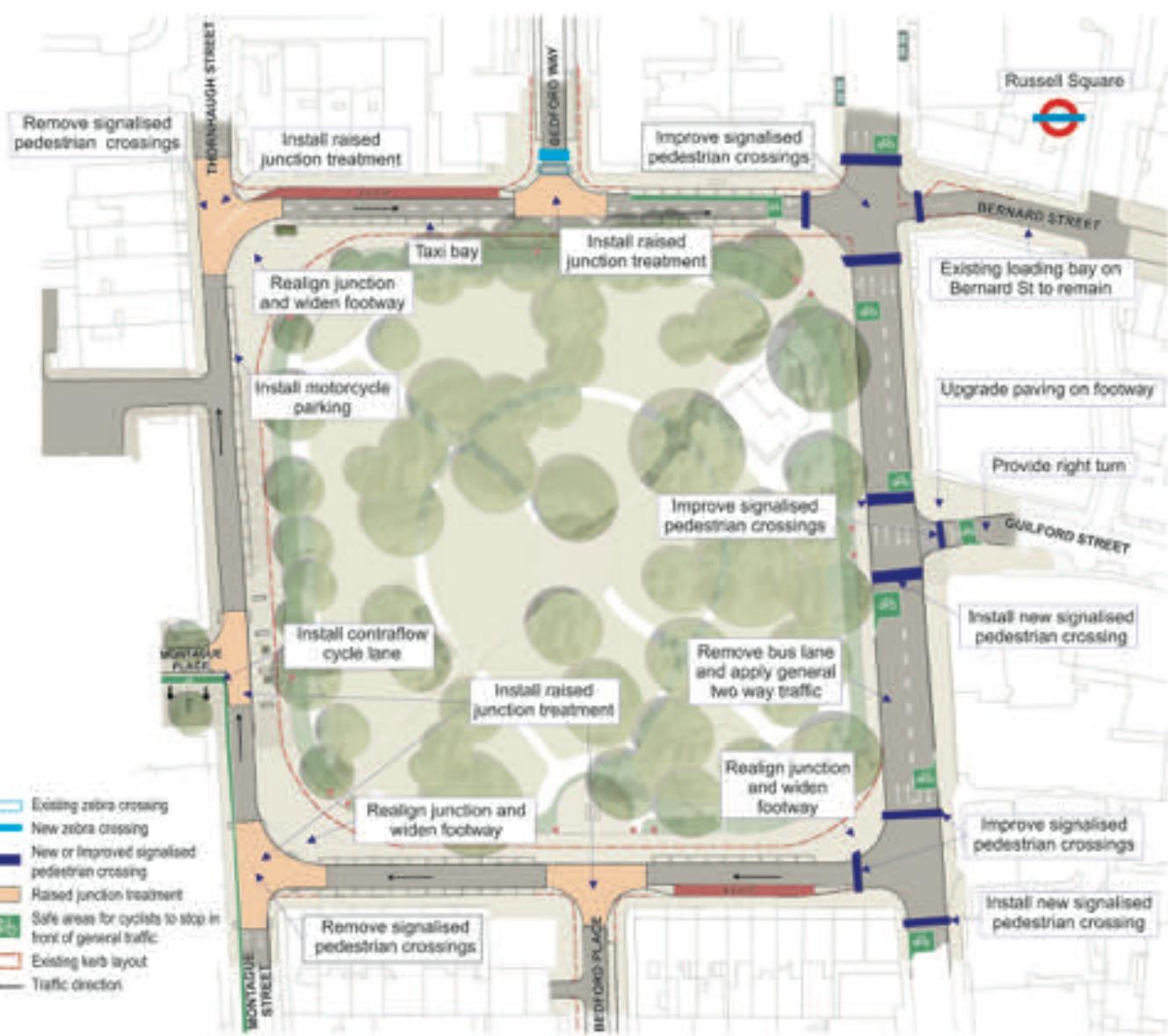
Russell Square – west side





OPTION 1: One-way working on Russell Square

[NB There would be two-way traffic working on the east side of Russell Square with both options]

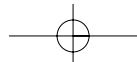


ADVANTAGES

- ✓ Greater traffic capacity
- ✓ Fewer changes to traffic movements
- ✓ Narrower road width allows wider pavements

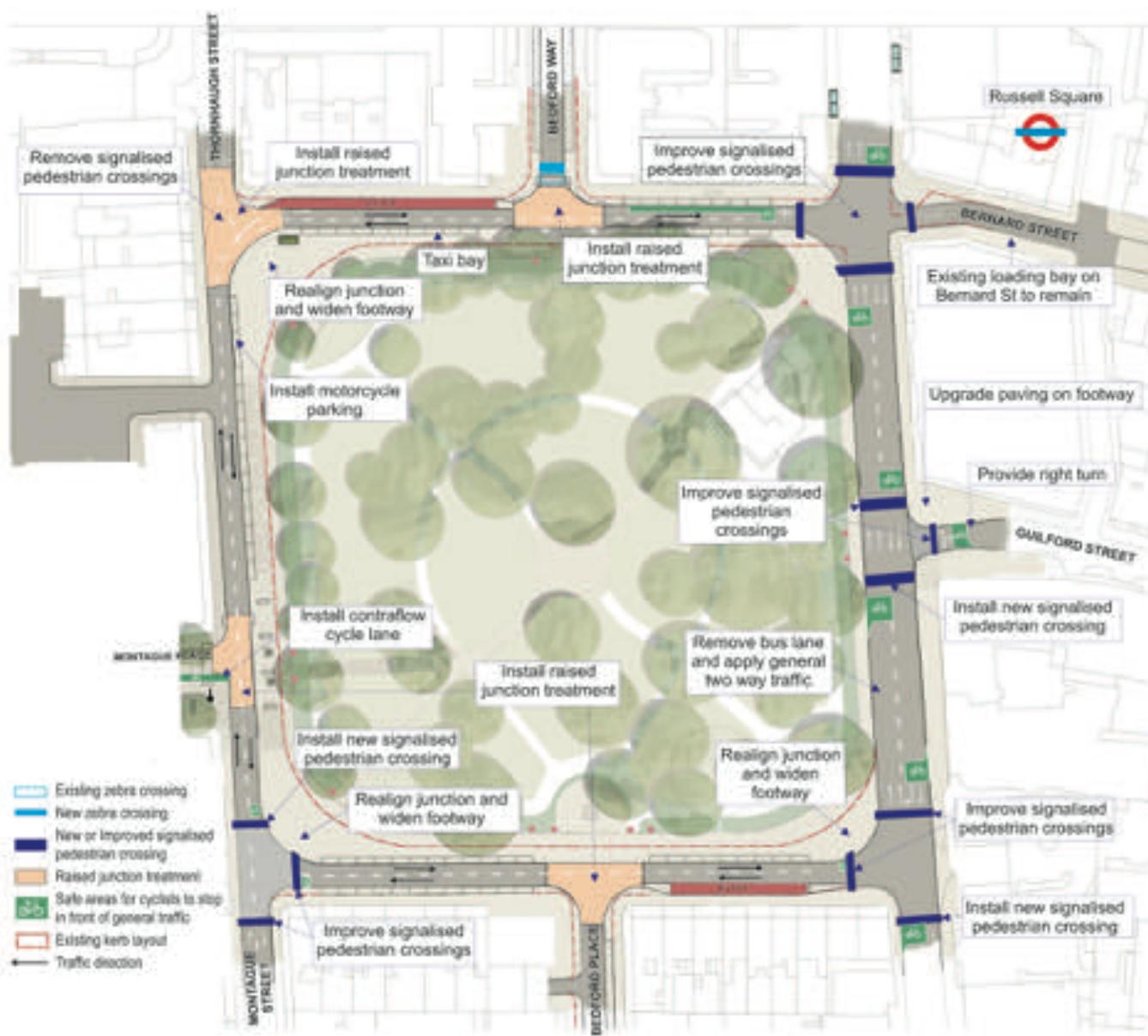
DISADVANTAGES

- ✗ Higher traffic speeds
- ✗ Less attractive for pedestrians and cyclists
- ✗ Complex arrangements for cyclists accessing Montague Place
- ✗ Limited local vehicular access



OPTION 2: Two-way working on Russell Square

[NB There would be two-way traffic working on the east side of Russell Square with both options]



ADVANTAGES

- ✓ Reduced vehicle speeds
- ✓ Attractive for pedestrians and cyclists
- ✓ Simplified arrangements for cyclists accessing Montague Place
- ✓ Better access to local area

DISADVANTAGES

- ✗ Increased traffic due to better car access
- ✗ Less traffic capacity