

CCC review of the area bounded by Judd St, Euston Rd, Grays Inn Rd, Sidmouth St. January 2011

Street	Current Status	No Entry location	Suggestions	Comments
<b>North-South Roads (from W to E)</b>				
Tonbridge Street	1- way southbound north of Hastings Street	Hastings Street	Lightweight northbound contraflow	
Belgrove Street	1-way southbound, contraflow cycling to hire station	at St Chad's Street	-	Hire station at Euston Road
Crestfield Street	1-way southbound from Euston Road to St Chad's Street.	at St Chad's Street	Lightweight northbound contraflow	Consider short length of cycle lane and give way at Euston Road (as in the original design for Belgrove Street)
Seaford Street	1-way northbound between Sidmouth Street and Harrison Street	at Harrison Street	Lightweight southbound contraflow	Entry at Harrison Street is quiet; consider a short length of cycle lane at exit to Sidmouth Street
<b>West - East Roads (from N to S)</b>				
Bidborough Street	1-way eastbound between Judd Street and Tonbridge Street		Lightweight westbound contraflow	Consider a short length of cycle lane where cyclists exit at Judd Street
St Chad's Street	1-way westbound from Belgrove Street to Argyle Street. 1-Way eastbound from Birkenhead Street to Grays Inn Road, with contraflow cycling.	at Argyle Street; at Grays Inn Road with cycle gap.	Lightweigh westbound contraflow from Argyle Square	Hire station at Grays Inn Road; entry plug and short cycle lane from Grays Inn Road; good two-way cycle access between Birkenhead Street and Argyle Square
Hastings Street	1-way westbound	at Judd St	Lightweight eastbound contraflow	Consider a short length of cycle lane at Judd Street No Entry bypass
<b>Squares etc</b>				
Argyle Street	1-way eastbound from Argyle Sq to Grays Inn Rd with westbound cycle contraflow; 1-way west and then northbound from Argyle Square	at Euston Road; at Grays Inn Road with cycle gap.	Lightweigh contraflow from Town Hall extension to Argyle Square; enhance signage for westbound cyclists east of Argyle Square	Need to clarify status of cyclists westbound from Grays Inn Road. There is entry plug and short cycle lane.
Regent Square	1-way anticlockwise on east, north and west sides	at Tavistock Place	Clockwise lightweight contraflow cycling	Reversion to 2-way working rejected at consultation. But wide road is suitable for 'signs only' 2-way cycling as it is.
Argyle Square	north side 2 way, east and west sides 1-way southbound; south side 1-way westbound	at south side of Argyle Square (on both sides)	Contraflow cycling on west, south and east sides	

**Notes**

The recent changes in Belmont Street illustrate how lightweight contraflow cycling may be provided:  
 change No Entry signs and a few cycle logos in contraflow direction  
 a sign where cyclists exit (960.2) to warn of the possibility of cyclists coming in the opposite direction

All of the streets within this area have low traffic flows and low speeds.  
 therefore lightweight contraflow schemes should be suitable

No Entry bypass  
 plugs already exist at Grays Inn Road junctions with Argyle Street and St Chad's Street  
 in some cases a short length of cycle lane may be marked; Belgrove Street has no marking

Exit treatment  
 Endseigh Gardens at Woburn Place proposes a short section of green surfacing; note that Belmont St stops short of Euston Road (due to turning requirements of HGVs)  
 Green surfaced lane may be necessary at exits onto the busier boundary roads.

