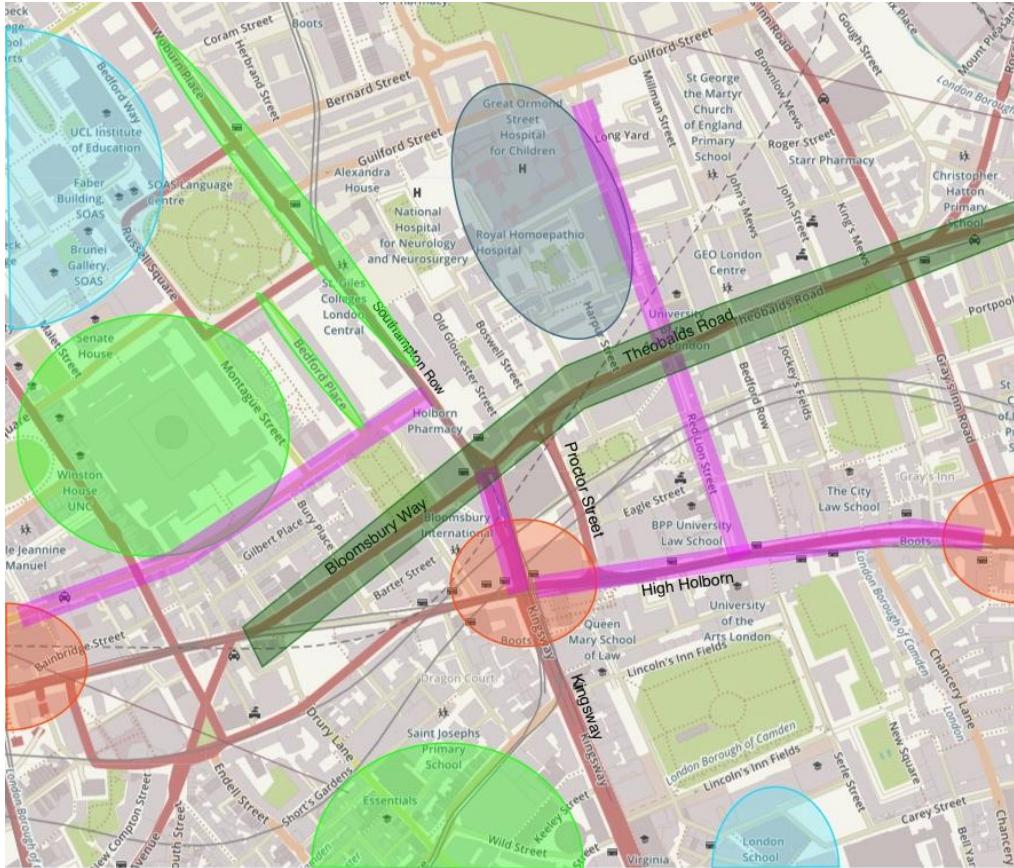


## CCC's ideas for a Liveable Neighbourhood in Holborn

### Jean and George

*“The Mayor, through TfL and the boroughs, will improve and manage London’s streets to create a high-quality public realm that encourages walking and cycling by ... creating ‘Liveable Neighbourhoods’ to improve the public’s experience of walking, cycling .... ”* ([Mayor’s Transport Strategy 2018](#) p26, Proposal 1).

# Map of the area with some key destinations



Transport hubs

Shopping/eating  
/drinking

Tourism & hotels

Hospitals

Universities

Projected  
London Boulevard

## Challenges in the Holborn neighbourhood

Holborn is buzzing with activity (business, law, hospitals, shopping etc), but its streets are far from Healthy Streets

An effective scheme must address the following challenges:

- The disaster that is the gyratory
- The dangerous and polluted nature of the main roads ⇒ need to improve conditions for walking and cycling
  - Already more than 17,000 cycle journeys/day through the area
  - Heavy flows of pedestrians between the transport hubs and the many destinations

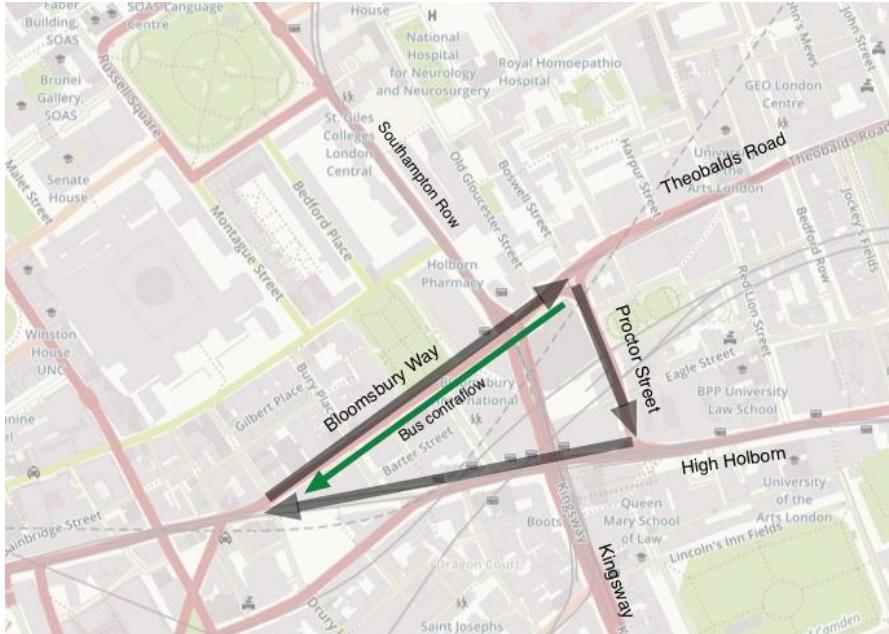
## Opportunities in the Holborn neighbourhood

- A Liveable Neighbourhood scheme is an opportunity to address these challenges by:
  - providing excellent access to all the local destinations while transforming the public domain and the roads
  - making the 'in between areas where people live, work and play' more liveable by restricting through motor traffic onto a small number of main roads
  - re-allocating space from motor vehicles to provide more space for cycling and walking
  - making the many green spaces more accessible on foot, linking them into useful walking routes.

# The Gyratory

A large rotating volume of motor traffic at the heart of the Holborn area:

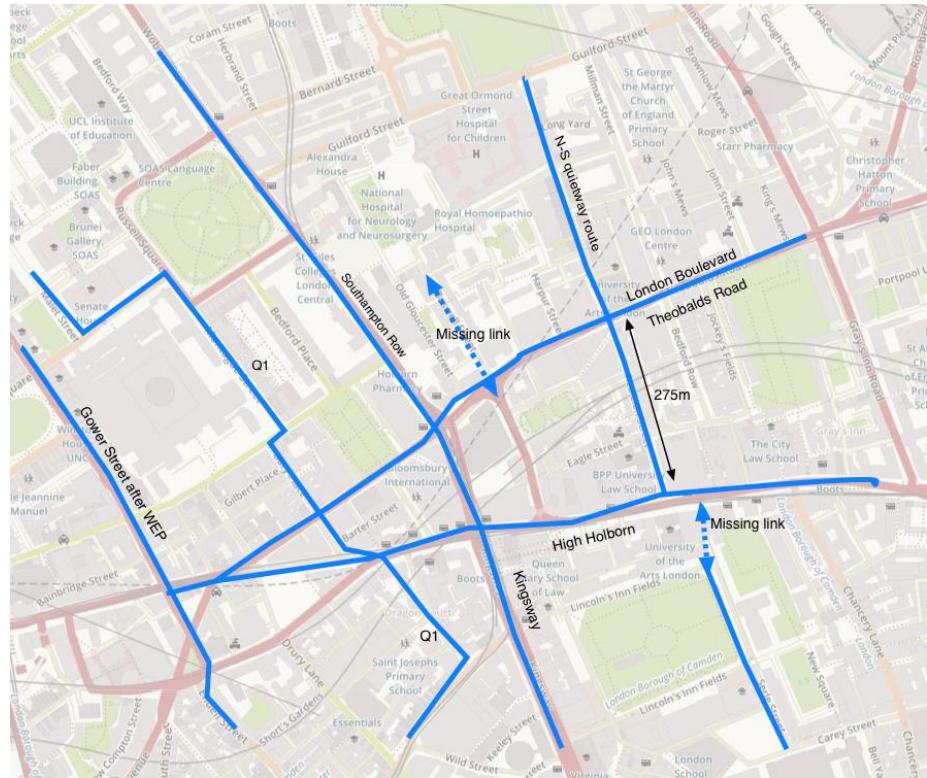
- hard to cross the roads
- very popular cycling route can't be improved with the gyratory in place
- some bus journeys longer than necessary e.g. eastbound buses to High Holborn
- junctions dominated by turning motors
- bus contraflow on Bloomsbury Way belatedly opened to cyclists – not ideal but far safer than going round gyratory.



# Cycling and the Central London Cycle Grid

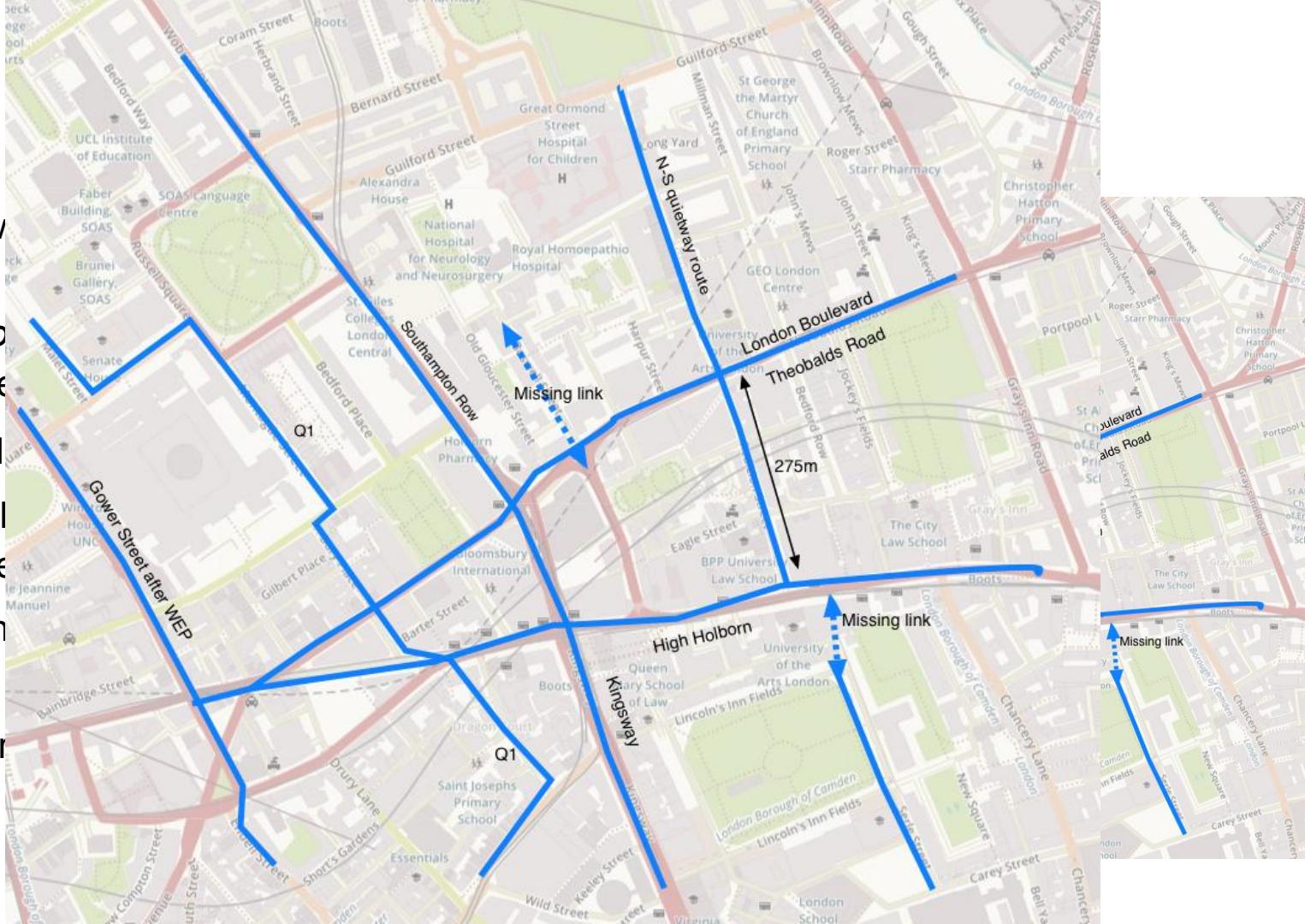
All routes below standard – apart from the two quietways

- *London Boulevard*: Theobalds Road  
7,647 cycle journeys/day (DfT 2016)
- Urban cycling 400m grid ⇒ routes on
  - High Holborn 4257 cycle journeys/day
  - Southampton Row – Kingsway.  
3809 cycle journeys/day
- Protected route on Gower St – Endell St  
(West End Project, complete end 2019)



All routes below quietways

- *London Boulevard*  
7,647 cycles
- Urban cycling
  - High Index journeys
  - South Circular 3809
- Protected routes (West End)



## Walking routes - our observations

- Very large numbers of people walk on the main roads that people cycle on
  - High Holborn
  - Southampton Row – Kingsway
  - and on the Bloomsbury Way – Theobalds Road alignment.
- They also walk on the Lamb's Conduit – Red Lion alignment.
- As with cycling, the connection to Covent Garden is poor
  - Q1 hard to find and indirect between British Museum & Covent Garden.
- The space for motor traffic on the main roads needs to be reallocated for walking and cycling

# Motor traffic

One N-S & one E-W through route for motor traffic:

- N-S route on Southampton Row – Kingsway.
- E-W motor route on High Holborn.
- Buses, cycles and local access only on Bloomsbury Way and Theobalds Road
- Redesign with more space for footways, protected cycle tracks and bus stop bypasses.
- Local access roads (e.g. Red Lion St) filtered
  - motor vehicles can reach any address but not go right through
- Procter Street no longer needed as a through route for motor vehicles or buses.



## One N-S & one E

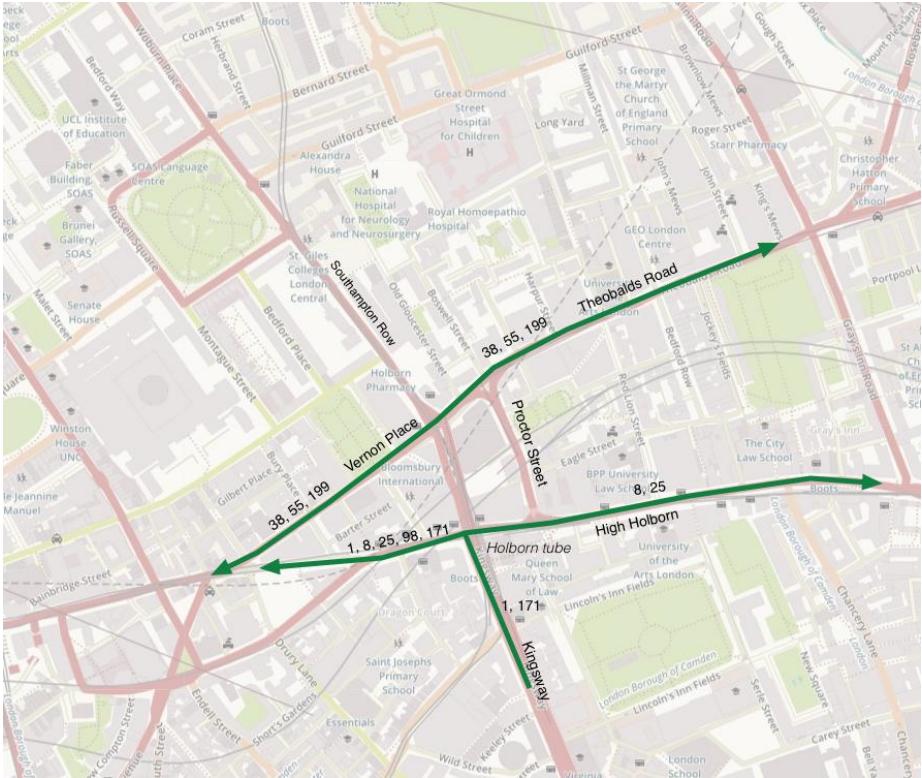
- N-S route on
- E-W motor ro
- Buses, cycle
- Bloomsbury
- Redesign wi
- protected cy
- Local access
  - motor v
  - not go r
- Procter Street route for mot



# Simpler Bus Journeys

EB buses serving High Holborn currently use the gyratory. After its removal:

- Buses serving Theobalds Rd (38, 55, 199) continue to use Bloomsbury Way
- Buses serving High Holborn (1, 8, 25, 98, 171) to use New Oxford St and High Holborn in both directions
- Buses (1,171) will turn into Kingsway at the Holborn tube junction
- Other bus routes (e.g. 188,168, 59 on S'ton Row–Kingsway) unchanged



## EB buses serve use the gyratory

- Buses serving 199) continue on Theobalds Road
- Buses serving 98, 171) continue on High Holborn
- Buses (1, 8, 25, 98, 171) use the Holborn tube
- Other buses follow S'ton Row



# Healthy streets: high quality high streets

## *Theobalds Road*

- Through buses and cycles only (with local motor traffic access)
- Protected cycle lanes
- Bus stop bypasses on alternate sides.
- Room for trees, seats, bike parking etc

*Visualisation made by UM in 2014  
looking east – Conway Hall on right.*



# Healthy streets: high quality high streets

## *Bloomsbury Way*

- Through buses and cycles only (with local motor traffic access)
- a central two-way cycle track
- Bloomsbury Square – Vernon Place, improvements
- consider pedestrian links to the British Museum

*Illustration from draft LCDS Ch 4. Shows a central 2-way cycle track in Nantes with bus only lanes each side.*



# Healthy streets: high quality high streets

## *High Holborn*

- High-quality cycling infrastructure and more room for pedestrians
- Legible walking and cycling routes to Covent Garden & Lincoln's Inn Fields.
- High Holborn two-way between Drury Lane and Procter Street.
  - West End Project: two-way between Shaftesbury Ave. & Drury Lane.

- Wide protected cycle tracks and wider footways
- Bus stop bypasses fitted in. See our Theobalds Road visualisation

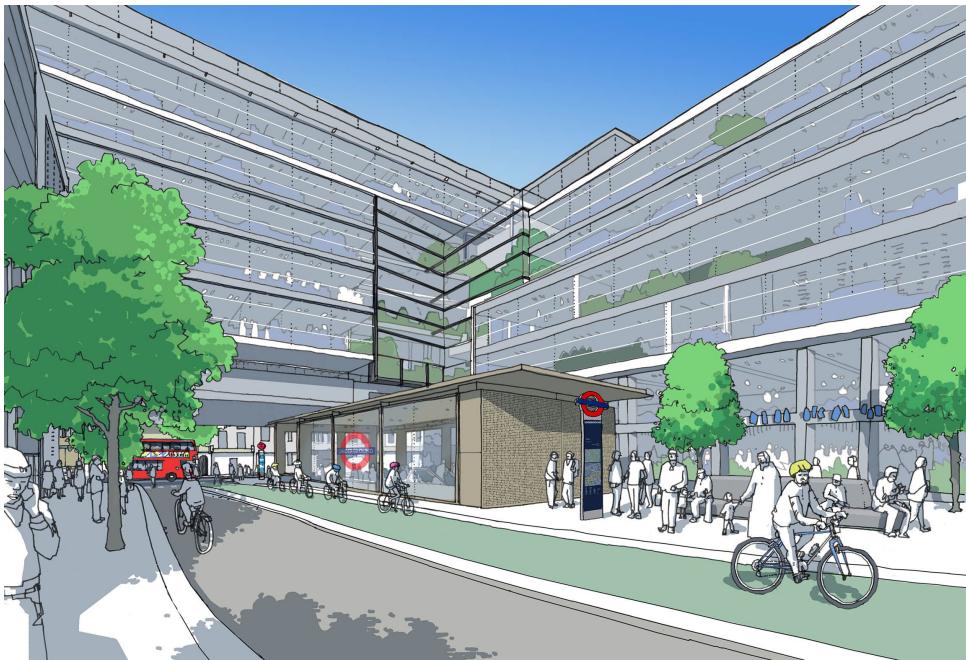


*east of Red Lion Street looking westbound*

# Healthy streets: high quality high streets

## *Procter Street*

- Southern end of Procter Street to be closed to motor vehicles for 6 years while a second entrance to Holborn tube station is built
- Procter Street should remain closed to motor traffic and a public space created
- Red Lion Square can be much enhanced by integration with a traffic-free Procter Street



*Visualisation taken from TfL's 2017  
Holborn station consultation*

# Healthy streets: high quality high streets

## *Southampton Row – Kingsway*

- Southampton Row – Kingsway has two or more motor lanes each way
- single motor lane each way ⇒ room for high-quality cycle infra, bus stop bypasses and wider footways
- junctions at Theobalds Road and High Holborn: a radical redesign
- Improve permeability across S. Row – Kingsway for pedestrians and cyclists
  - going to Queen's Square
  - crossing from Lincoln's Inn Fields to Great Queens Street



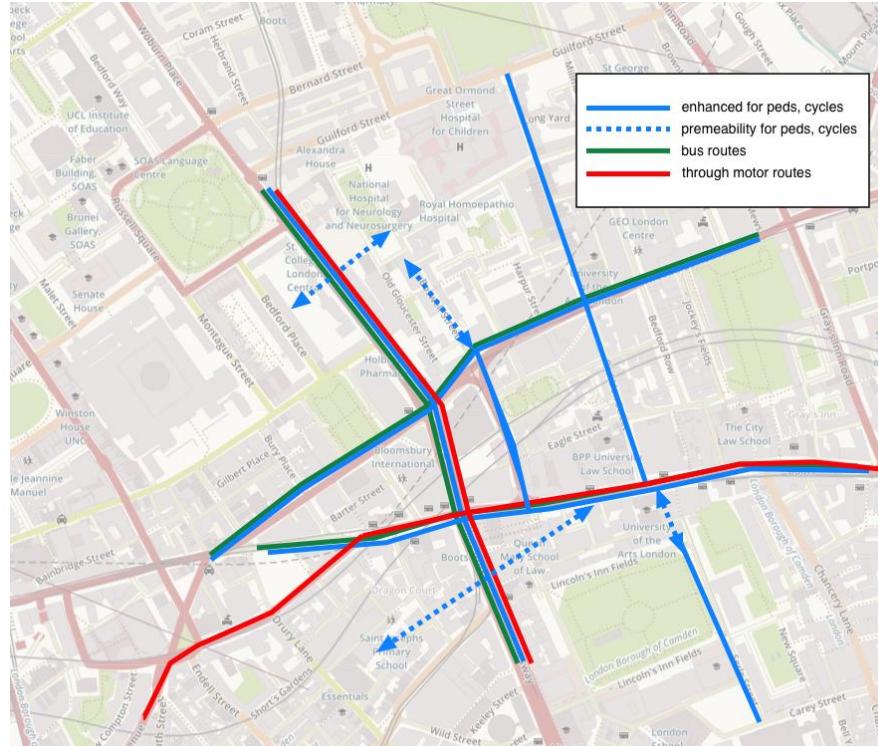
*StreetView extract showing southbound approach to junction with High Holborn*

# A Liveable Neighbourhood for Holborn

- Gyratory to be 2-way, some roads for private motor vehicles, some for buses and all for walking and cycling.
- Additional links ⇒ convenient to walk and cycle to and from Queen's Sq, Covent Gdn and Lincoln's Inn Fields
- All of the streets ⇒ Healthy Streets .. clean air, easy to cross, people feel safe, not too noisy



Source: Lucy Saunders



- Gyratory to private motor and all for
- Additional cycle to air Gdn and L
- All of the s Healthy S clean air, cross, ped safe, not t

....

