Baker Street Two Way
Key scheme objectives:

- Enhance the quality of the public realm;
- Enhance permeability and level of service for pedestrians;
- Provide a benefit to public transport accessibility;
- Improve conditions for cyclists;
- Ensure that the streets function for all users;
- Reduce journey times;
- Provide a safe environment;
- Maintain traffic network resilience;
- Avoid traffic reassignment.
## SUMMARY OF SCHEME BENEFITS

<table>
<thead>
<tr>
<th>Proposed Scheme Element</th>
<th>Location</th>
<th>Key performance criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Footway widening 1.2m-2.0m</td>
<td>East side of Baker Street between Marylebone Road and Fitzhardinge Street</td>
<td>Average footway increase of 1m along entire length of Baker Street</td>
</tr>
<tr>
<td>Footway de-cluttering</td>
<td>Throughout project area</td>
<td>Improvement in usable footway width (when combined with widening on east side)</td>
</tr>
<tr>
<td>Crossings widened from 2.4-3.2m range to 4.0-6.0m range</td>
<td>Throughout the study area</td>
<td>Reduced pedestrian congestion at crossing points</td>
</tr>
<tr>
<td>Introduction of pedestrian signal stages &amp; countdown</td>
<td>All signal junctions on Baker Street and Gloucester Place</td>
<td>23 new controlled crossing movements</td>
</tr>
<tr>
<td>Straight-over crossings on Marylebone Road</td>
<td>Replaced staggered crossings at Baker Street, Gloucester Place</td>
<td>Improved pedestrian amenity and safety, reduced crossing time</td>
</tr>
<tr>
<td>Introduction of two-way traffic movement</td>
<td>Baker Street, Gloucester Place and Park Road south of Rossmore Road</td>
<td>Reduction in length of local vehicle trips</td>
</tr>
<tr>
<td>Introduction of central median at specific points</td>
<td>On Baker Street</td>
<td>Reduction in average maximum distance to crossing point</td>
</tr>
</tbody>
</table>

Other general improvements include lower vehicle speeds, reduced traffic dominance, improved cycling comfort levels, raised surface treatments, improved quality of materials, improved lighting and street furniture, improved cycle parking provision, design solutions at specific locations to address local requirements.
Feasibility modelling suggests the following:

The scheme should offer a generally capacity neutral solution with no requirement for reassignment of existing traffic demand away from the corridor.

Capacity at bottlenecks is improved or maintained while excess capacity at non-bottleneck locations utilised for pedestrian and public realm improvement.

Existing peak period congestion on Baker Street should be addressed by the scheme, providing significant journey time benefits for all modes.

Neutral impact on Marylebone Road predicted*.

Net improvement to peak hour bus journey times predicted, with improvements at existing pinch points (for example, Orchard Street). Detailed bus routes and bus stop arrangements are being developed with TfL Bus Planning team to ensure optimum performance.

Off-peak, the introduction of pedestrian stages will introduce some increased delay on Gloucester Place, but junctions will operate within capacity.

* Development of design options and control strategy for Marylebone Road ongoing in cooperation with TfL TI and OD
Programme

- Initial Design – ongoing
- Public Consultation and Engagement – May 2015 for 8 weeks
- Bus consultation – likely to be June 2015
- Detailed Design – December 2015 to March 2016
- Scheme implementation start date – April 2016