

## APPENDIX 1

### Initial and Post-Consultation Response Breakdown

APPENDIX 1:

Business and Other Key Stakeholder Consultation Breakdown - Closure of Stonecutter Street						
Respondent No.	RESPONDENT	RESPONSE TYPE	FOR	Unable to decide at this point in time	AGAINST	KEY POINTS
6	Innovative Legal	BUSINESS	FOR			1- Shoe Lane roundabout confusing indecision when predicting vehicle/cycle movements. 2- Vehicle/cycle/scooter speeds too high; and 3- poor pedestrian protection.
7	Ravensbeck Ltd	BUSINESS			AGAINST	1- Business area with business requirements. 2- Reduction in permeability; and 3- Low accident rates to justify need.
8	GDF Suez E&P UK Ltd	BUSINESS		DEFER		1- Requires a response reassuring that the City has assessed the impacts or redistributing traffic onto Charterhouse Street
11	Stevens Hewlett & Perkins	BUSINESS	FOR			1- Objects to closing Little New St : - reduction in permeability; - re-routing issues unlikely; - Fetter Lane has lengthy queues.
12	Individual - Deloitte LLP	BUSINESS				1- High pedestrian footfall/high cycle numbers. 2- taxi/GV rat running numbers high, 3- believe Little New St should be closed to mitigate against re-routing vehicles; 4- Street Layout unsuitable for rat running due to appearing part pedestrianised.
14	St Andrews Church	KEY STAKEHOLDER	FOR ← DEFER			1- Not been enough thought/time gone into evaluation process; 2- Not enough time to consider the consequences given Holborn Circus proposals have not been agreed; 3- Construction and planning applications due to begin or be submitted; 4- Proposals would c
15	GOODMAN DERRICK LLP	BUSINESS	FOR			1- Broadly in favour of the proposals; 2- Stonecutter Street will have little negative impact. 3- Concerned about cycle traffic/speed on St Bride Street 4- Prefers Stonecutter St as an access point to Shoe Lane/St Andrews St rather than St Bride St for p
16	Tyler (Knight Frank) C/O River Court Properties Ltd	BUSINESS		DEFER		1-Increased journey times; 2- Reduction in permeability to public amenities; 3- Jeopardise client interests, reduce the value of the property; 4- Need to investigate alternative/flexible options, timed closures i.e. exit for taxis only.
17	City Temple	KEY STAKEHOLDER	FOR ← DEFER			1- Need to ensure that the scheme will not exacerbate existing issues while creating new issues 2- Failed to consider their impact on the intersection of Farringdon Street and Stonecutter Street; 3- Failed to consider the impact on the redeveloped Holbor
18	Transport for London -Borough Projects and Programmes	KEY STAKEHOLDER	FOR ← DEFER			1- Scheme should be delayed until impacts to Charterhouse St are assessed, new bus stand location is agreed, road safety audits completed
19	Waterman's Transport & Development Consultancy C/O Land Securities	BUSINESS		DEFER		1- Land Securities generally support the principle of improving the public realm and pedestrian and cyclist safety in this area. 2- Unable to support the permanent closure of Stonecutter Street to taxis, buses and other vehicles, or any modifications to
20	Deloitte LLP - Athene Place	BUSINESS	FOR ← DEFER			1- Deloitte is broadly supportive with the CoL's aspirations. 2- Deloitte encourages the CoL to take into consideration the concerns set out above that may impact upon the operational efficiency of the business. 3- Proposals currently show little detail
21	DP9 C/O Goldman Sachs	BUSINESS	FOR			1- Supports the closure of Stonecutter Street. 2- Support is dependent on the right and left turn being available out of St Andrews St onto New Fetter Lane, not in favour of Closing Little New St; 3- Agrees with the principals of the scheme.

**APPENDIX 1:**

<b>Resident Consultation Breakdown - Closure of Stonecutter Street</b>					
<b>Respondent No.</b>	<b>RESPONSE TYPE</b>	<b>FOR</b>	<b>Unable to decide at this point in time</b>	<b>AGAINST</b>	<b>KEY POINTS</b>
1	RESIDENT			AGAINST	1- Increased journey times to residents Car Parks; 2- Reduction in permeability to public amenities; 3- Re-routing via other sensitive areas.
2	RESIDENT			AGAINST	1- Increased journey times to City Car Parks; 2- reduction in permeability to public amenities.
3	RESIDENT			AGAINST	1- Increased journey times to residents car parks; 2- Reduction in permeability to public amenities; 3- Lack of pedestrian attractors.
4	RESIDENT		DEFER		1- Access must be maintained for res/businesses; 2- Well used by peds; 3- Vehicles pose a danger and detract from ped experience.
5	RESIDENT			AGAINST	1- Important transit route for businesses; 2- Would create issues for servicing; 3- Cycle/Pedestrian behaviour is poor.
9	RESIDENT	FOR			1- Shoe Lane roundabout is confusing causing indecision when predicting vehicle/cycle movements; 2- Vehicle/Taxi speeds too high; 3- Identifies route as a cut through.
10	RESIDENT		DEFER		1- Improves safety and the local environment; 2- Scheme should be followed by remodelling of Holborn Circus.
13	RESIDENT	FOR			1- High volumes of rat running traffic; 2- High taxi volumes, idling/waiting commercial vehicles around Little New St, narrow Streets.
22	RESIDENT			AGAINST	1- Mobility impaired people using taxi's and should not be unduly punished; 2- Important to maintain convenient routes through the city; 3- Charterhouse Street has bad congestion; 4- Agrees with reducing large vehicles in the area; 5- Need to maintain per

## APPENDIX 2

### Copies of Initial Consultation Responses

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### Comment Form

Your opinion is important to us. We are therefore seeking your comments regarding the proposed road closures on Stonecutter Street and Little New Street.

Please send your comments by Friday 26 October 2012.

I'm a local resident and use both roads often as a driver and as a pedestrian. I have never experienced a problem with the current arrangements and would very much like to keep both roads open. Closing them would just add another layer of inconvenience for local residents. I wasn't happy with Streetwatch becoming a way so don't want it closed.

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

The City of London complies with the Data Protection Act 1998 in managing personal information. All contact details will be used solely for the purposes of consultation. No details will be passed to any third party and all details will be destroyed at the end of this consultation. If you have any queries about how your personal

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### Comment Form

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We are residents of Bolt Court and have a parking space in the Baynard House Car Park. <sup>The closure of Stonecutter Lane</sup> We will make access to Baynard House more complicated. There are 3 options:

- 1 New Fettes Lane -> Helborn Circus - Chertsey Lane St
- 2 New Fettes Lane -> Fleet St, Bourneville St, Embankment
- 3 New Fettes Lane -> Fleet St, Ludgate Circus -> All will involve increased mileage and some routes go through other sensitive areas

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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This proposal would result in the residents of Poppins Ct. having to drive significantly

further to reach the City car park at Gt Queen St,

already adversely impacted by the "no left

turn" recently added in the Blockcross redesign.

It would also cut us off from the parking on

Little New St. There is little to protect pedestrians to

Stonecutter St (except the 46 bus!) and I'm

very concerned that closing it to through traffic will increase the already significant problem of it being used as a public toilet.

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Please send your comments by Friday 26 October 2012.

Supportive of all these proposals

as long as residents and suppliers

to businesses have adequate

access.

Agree that this area is well used

by pedestrians and motorised traffic

poses a danger and distraction

the experience of moving about

EC4A.

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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can walk down Shoe Lane and St Bride Street on my daily commute to and from my office or Fleet Street, which means I cross either White Horse or Stonecutter St as part of the journey.

I have to say I find it extremely hazardous crossing either road since motorists/cyclists/scooter-riders tend to give little or no indication where they are intending to feed off at the roundabout.

For example - If I am waiting to cross Stonecutter St I have to wait up St Bride's St and I see a vehicle or a cyclist in the distance coming down Shoe Lane I feel I have to wait until the vehicle has either turned down Stonecutter St or continued round the roundabout before I can cross.

The corner of Shoe Lane and Stonecutter St is lethal - vehicles/cyclists fly round the corner often passing in front of your mid-transverse!

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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Please send your comments by Friday 26 October 2012.

THIS IS A BLOCKS PROPOSAL THAT WILL CAUSE MAJOR DISRUPTION TO THE BUSINESSES & COMPANIES SURROUNDING THE ROUNDABOUT AS IT FORMS A VERY IMPORTANT TRANSIT ROUTE FOR COURIERS & TAXIS. CYCLISTS NEED TO PAY MORE ATTENTION TO THE ROAD AND STOP FIDDLING WITH THEIR SMARTPHONES. PEDESTRIANS ARE ALSO CAPABILITY OF STEERING OUT OF THE WAY INTO THE STREET RE-ORIENTATE THEM ON HOW TO CROSS THE ROAD

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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Please send your comments by Friday 26 October 2012.

I REGULARLY CYCLE DOWN STONECUTTER ST TOWARDS FARRINGTON ST. THE ROUNDABOUT IS VERY DANGEROUS, ESPECIALLY BECAUSE TAXIS DRIVE FAST, USING IT AS A CUT THROUGH. I WOULD FAVOUR THE CLOSURE OF STONECUTTER ST (LITTLE NEW ST) VEHICLES. ~~WATER~~

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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### Comment Form

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I do not agree with your basic assumptions that:  
 (a) using Stonecutter St as a "cut through" is perse a bad thing. This is just a negative way of describing a road people drive on to get from A to B. The City's roads are congested enough without taking more out of commission.  
 (b) The character of the road and the area should preclude its use for traffic. This is a business area with business needs, one of which is for people and businesses to arrive around the clock. They pay a congestion charge. By doing it pedestrian don't have an exclusive right to use any given street, and I notice that you don't mention any accident statistics - presumably because this is a very safe area to drive in.  
 I have ~~am~~ ~~strongly~~ ~~opposed~~ to closing Little New Street.

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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Comment Form

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Please send your comments by Friday 26 October 2012.

I support these plans. I believe that closing Stonecutter Street to vehicles (especially of Little New Street is similarly closed) will make the area better and safer. But these plans should be followed up by remodelling Hoborn Circus.

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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Comment Form

Your opinion is important to us. We are therefore seeking your comments regarding the proposed road closures on Stonecutter Street and Little New Street.

Please send your comments by Friday 26 October 2012.

I have no objection to a permanent closure at the eastern end of Stonecutter Street. I strongly object to closing Little New Street or only allowing east-bound traffic. This proposal would limit car access to the perimeter of New Street Square to Fetter Lane which regularly has lengthy traffic queues. Also the use of Little New Street as an alternative cut-through if Stonecutter St. is closed is unlikely in my opinion.

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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(18)

Comment Form

Your opinion is important to us. We are therefore seeking your comments regarding the proposed road closures on Stonecutter Street and Little New Street.

Please send your comments by Friday 26 October 2012.

As a resident of Pemberton Row I support the proposed closure of Little New St (blue) and Stonecutter St (red) to motorised vehicles. At present Pemberton Row suffers from an unnecessary high volume of 'cut through' traffic, especially taxis, and significant waiting/idling of commercial vehicles on these narrow streets

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

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(23)

21/11/2012 Lab

Comment Form

Your opinion is important to us. We are therefore seeking your comments regarding the proposed road closures on Stonecutter Street and Little New Street.

Please send your comments by Friday 26 October 2012.

THE CLOSURE OF STONECUTTER STREET TO THROUGH TRAFFIC IS OBJECTED TO ON THE GROUNDS THAT IT IS EXTENSIVELY USED BY TAXIS. THE CLOSURE WOULD RESULT IN LONGER JOURNEY TIMES AND INCREASED FAIRES FOR MANY TAXI PASSENGERS.

Please provide your contact details so that we may fully assess the results of the consultation and follow up suggestions.

The City of London complies with the Data Protection Act 1998 in managing personal information. All contact details will be used solely for the purposes of consultation.

1<sup>st</sup> October 2012

Aaron Banfield  
Project Manager  
Department of the Built Environment  
City of London Corporation  
Guildhall PO Box 270  
London EC2B OZY

Dear Mr Banfield

Stonecutter Street - Road Danger Reduction Scheme Consultation

Our Company is located at 40 Holborn Viaduct. If through-traffic for vehicles headed towards southbound Farringdon Road is now restricted, as proposed on Stonecutter Street and (optionally) Little New Street, in addition to existing restrictions on through-traffic on southern St. Bride Street, southern and northern Shoe Lane, and Plumtree Court, then the cumulative effect will be to funnel southbound motorised vehicles away from St Andrew's Street entirely, which will thereby flow onto Charterhouse Street to access Farringdon Road.

While this may not be of concern to cyclists and pedestrians frequenting Shoe Lane, it must be noted that Charterhouse Street already suffers the burden of intense eastbound traffic which is focused especially at the traffic lights at the junction of Charterhouse Street and Farringdon Road. The proposed Stonecutter and Little New Street changes may thus actually hinder The City from achieving its primary objective of "reducing road danger", by shunting motorised vehicles into these other areas that already sustain high volumes of traffic, including pedestrians and cyclists coming to work here at our Company.

I would thus be grateful for an assurance that The City has also included Charterhouse Street and the Viaduct itself as part of its risk assessment of the proposed changes, which would include appropriate mitigation measures, because all Londoners working in the vicinity of Holborn Circus are equally deserving of The City's consideration.

14



PLANNING PERMISSION		
PSDD		PPN
TPD	25 OCT 2012	PP
OM		SSE
No	116216	PP
FILE		DD

ST ANDREW HOLBORN GUILD VICAR  
St Andrew Holborn, 5 St Andrew Street  
London, EC4A 3AB

Department of the Built Environment  
City of London Corporation  
Guildhall PO Box 270  
London  
EC2B 0ZY

22<sup>nd</sup> October 2012

Dear Sir

**Proposed Closure of Stonecutter Street and Little New Street**

I am responding on behalf of St Andrew Holborn in regards to your Road Danger Reduction Scheme Consultation.

I am very concerned that the documentation in respect of the closure of Stonecutter Street and Little New Street does not refer to the Holborn Circus Area Enhancement Scheme and the interface between the two projects. Together, these changes will have a major impact in regards to the access and egress from St Andrew Street and this will particularly affect the church as well as existing businesses.

In addition the affect of the changes at Holborn Circus have not been taken into account when looking at traffic volumes for Stonecutter Street and it may be that once the redevelopment of the Circus has taken place these additional changes will not be required. There are large number of exciting new planned developments on and just off St Andrew Street and the consultation document does not address the implications of these nor the affect on traffic which will occur with the opening of the major Crossrail Station at Farringdon.

St Andrew's consider that the closure of Stonecutter Street in conjunction with the inability to turn right out of St Andrew Street which is in the proposed plans for the Holborn Circus Area Enhancement Scheme will have a major effect on the life at St Andrew Holborn. St Andrew's would be unable to agree to the closure of Stonecutter Street while there is no right hand turn to enable access to the Circus.

I understand that TFL are consulting on a proposal for the right hand turn at St Andrew Street, however, this is dependant on the removal of the right hand turn from Charterhouse Street to Hatton Garden and there is no guarantee that this will be agreed with Camden.

St Andrew Holborn fully supported the enhancement scheme at Holborn Circus on the basis that vehicles could access Farringdon Street via Stonecutter Street.

I am concerned about the rights of access to public worship and to all the activities and events and use of the church and facilities by ourselves, local businesses and other charities. I have detailed below some of the affects of the closure on the church and its users:

- St Andrew Holborn is home to three grant giving charities for the relief of need. The area of benefit covers the City of London and South Camden and many of the recipients are vulnerable, elderly or disabled. For those who require transport after attending services or events at St Andrew Holborn the exit route will take them in the opposite direction from where they wish to travel. This will increase their travel time, costs and stress.
- Members of Staff who travel to and from work by car over Blackfriars Bridge will increase their journey time considerably and may not be able to travel at all.
- Egress for funerals and weddings and other major events will be via New Fetter Lane which may not be the direction of travel required.
- Although your consultation indicates that most journeys via Stonecutter Street are using the route as a cut through. Small-medium goods vehicles represent 22% of those using Stonecutter Street of these most are likely to be on a delivery route. The closure has the potential to affect the efficiency of the businesses in the area.

I consider that there has not been enough time to integrate all of the proposed changes in an area which needs a well thought out plan. I suggest that the proposals for Stonecutter Street are put on hold until confirmation of the revised layout at Holborn Circus is received.

Yours faithfully



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Flat 5  
4 Pemberton Row  
London  
EC4A 3BA

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
TPD	25 OCT 2012	LTP
OM		SSE
No	116217	PP
FILE		DD

Department of the Built Environment  
City of London Corporation  
Guildhall  
PO Box 270  
London  
EC2B OZY

23 October 2012

Dear Sirs

### STONECUTTER STREET

I am very concerned at the City's constant attempts to make life more difficult for City residents of a certain age. I am sure that the City does not do this intentionally and quite rightly is concerned to improve the environment. It is mainly young people who cycle, but very few over 50 would dare cycle in London given how aggressive other cyclists are. It is quite difficult just being a pedestrian.

It is most important that City residents can pick up black taxis in the City and travel easily and it is absolutely vital that the black taxis are allowed through Shoe Lane, Stonecutter Street etc and that these routes should not be cut off so that only cyclists and pedestrians can use them.

I think it would be a grave mistake to introduce a road closure at the eastern end of Stonecutter Street, allowing access only for local businesses and residents. It is important that traffic can get through and that there are alternative routes to Charterhouse Street which is constantly clogged with standing traffic and very unpleasant traffic fumes and pollution. By all means make the roads narrower to stop large vehicles getting through, but please keep the City moving and allow black taxis free access.

I very much hope you will bear my comments in mind and remember that older residents need consideration as well as young cyclists.

Yours faithfully



PLANNING & TRANSPORTATION		
PSDD	OFC	PPD
TPD	24 OCT 2012	LTP
OM		SSE
No		PP
FILE		DD

Department of the Built Environment  
City of London Corporation  
Guildhall  
London EC2B 0ZY

18 October 2012

Dear Mr Banfield

**Re: Stonecutter Street - Road Danger Reduction Scheme Consultation**

We act for River Court Properties Limited, the owner of River Court, 120 Fleet Street, London EC4. We write to let you know our client's concern in response to the above consultation.

The proposed road closures to all motor vehicles at Stonecutter Street and Little New Street would adversely impact on local businesses causing great inconvenience to users of the buildings in the area, including River Court. By closing Stonecutter Street and Little New Street, this part of Shoe Lane would effectively become a dead-end street. The total cut off of vehicular traffic will no doubt jeopardize our client's interest by depressing the property value of River Court. While our client respects your plan to improve the traffic condition in the vicinity, our client does not think any drastic movement is appropriate especially if this is to be done at the expense of our client. We are sure there are better ways to improve the region in terms of traffic flow without having to shut off all vehicles entirely. In that connection, you may consider more flexible arrangement like traffic control of private vehicles only but not taxi, or closure during part of the day only.

It is hoped that our suggestions are of merit and trust you will study the scheme thoroughly before embarking on the road closure. In any event, all our client's rights are hereby expressly reserved.

We look forward to hearing favourably from you.

Yours sincerely



[andrew.tyler@knightfrank.com](mailto:andrew.tyler@knightfrank.com)

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Knight Frank LLP is a limited liability partnership registered in England with registered number OC305934. Our registered office is 55 Baker Street, London W1U 8AN where you may look at a list of members' names.

MJK/DGM/ns/DP.2294

26 October 2012

Department of the Built Environment  
City of London Corporation  
Guildhall  
PO Box 270  
London  
EC2 0ZY  
FAO: Aaron Banfield

100 Pall Mall  
London SW1Y 5NQ

telephone 020 7004 1700  
facsimile 020 7004 1790

www.dp9.co.uk

PLANNING & TRANSPORTATION		
PSDD	GPR	PPD
TPD	30 OCT 2012	LTP
OM		SSE
No	116255	PP
FILE		DD

Dear Sirs

**Stonecutter Street & Shoe Lane  
Road Safety and Environmental Improvements - Road Danger Reduction Scheme  
Consultation**

Thank you for the opportunity to comment on your Stonecutter Street "Road Danger Reduction Scheme Consultation". We set out below our response on behalf of our client, Goldman Sachs.

Goldman Sachs, as freehold owner of the Fleet Building (which has a frontage onto Stonecutter Street) and a major occupier in the immediate vicinity, supports the main objectives of the proposal as stated, which are to reduce road danger, enhance the streetscape and improve the public realm.

Goldman Sachs also supports the proposal to remove unnecessary traffic through the area bounded by New Fetter Lane, Fleet Street, Farringdon Street and Holborn by creating an "access only" area for local businesses and residents. It is clear that both pedestrians and cyclists will benefit from an enhanced public realm environment and improved road safety experience as a result of the proposed closure at the eastern end of Stonecutter Street.

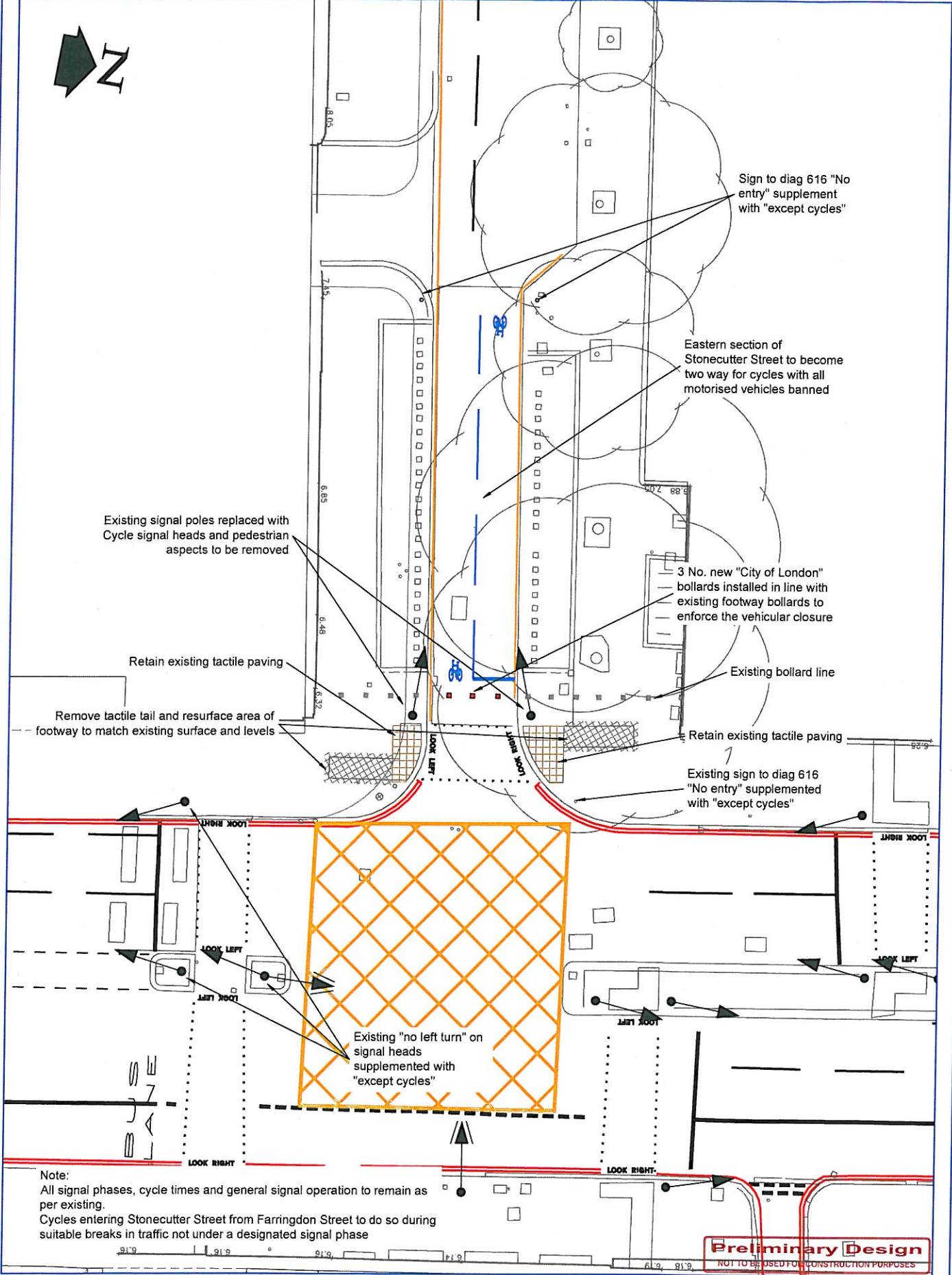
Advocacy for the initiative is directly linked to an important element in implementing the proposed closure, namely the retention of the left and right turn traffic movements out of St Andrews Street into and from New Fetter Lane to ensure that the locale retains full traffic access and permeability. We understand that the proposals for Holborn Circus traffic enhancements already take this into account.

You have also requested views on a secondary proposal to close Little New Street permanently to motorised traffic at the junction of Shoe Lane or to allow one-way traffic to travel eastbound from Little New Street onto Shoe Lane. This proposed change is not required to achieve the primary objectives of reducing road danger, enhancing the streetscape and improving the public realm, therefore the proposed closure of the eastern end of Stonecutter Street to through traffic should not be conditional on the approval or otherwise of the Little New Street closure proposal.



## APPENDIX 3

### General Arrangement Drawing for Option 1



Rev	Date	Comments	Ckg	App
D	19/10/12	Amendments to tactile paving and drawing notes	JZC	MSB
C	04/10/12	Scale change	JZC	MSB
B	25/09/12	Minor amendments base on TIL recommendations for Phase 1 works	JZC	MSB
A	20/09/12	Minor amendments	JZC	MSB
-	19/09/12	ORIGINAL ISSUE	JZC	MSB

Drawn	MSB	Scale	1:200
Drawing No	<b>22484901-109</b>		

Rev	<b>D</b>
Sheet No	<b>1 of 1</b>



## APPENDIX 4

### Issues Resolution

## **Issues Resolution**

### **Response to Issues raised by those that felt they were unable to provide a clear opinion (41% of respondents):**

#### **Issues:**

1. Respondents are unable to make an informed decision as the proposals have not been developed in conjunction with known projects and developments i.e. Holborn Circus
2. The proposals were too focused and more comprehensive plans should be developed for the benefit and safety of the entire area; and
3. No analysis of the impacts of redistributed traffic on Holborn Circus proposals, and the potential for increased congestion at the junction of Charterhouse Street and Farringdon Road;

#### **Resolution:**

- Recent discussions with TfL have confirmed that the previously consulted scheme- which restricted access from St Andrews Street onto New Fetter Lane for right turn vehicular traffic - is to be amended. The revised scheme will allow for access from the Shoe Lane area along St Andrews Street onto the main Holborn Circus junction which in turn allows access to routes via Holborn Circus, Holborn Viaduct and Charterhouse Street. The destination choice that this secures will help to minimise the impact on journey distance and journey time that the proposed closure of Stonecutter Street could have on redirected vehicular movements for traffic that has a purpose in the local area.
- The benefits the closure would deliver for pedestrian and cyclists through the area, and the potential improvements to the public realm which could be generated are considerable and need to be fully assessed as part of the overall benefits of the proposals.
- The redesign of the Holborn Circus junction allows an opportunity for TfL to establish a new regime for traffic through this area. The revised junction has fewer routes into Holborn Circus, and in the final layout there will be three routes from which to access Charterhouse Street rather than the five which currently exist. This means that two fewer traffic phases will deliver traffic to the Charterhouse Street junction.
- By linking the signal timing at the two junctions it is predicted that it will be possible to minimise any additional delay caused by the close proximity of these facilities and to manage and mitigate the slight increase in journey times and junction demand that the closure of Stonecutter Street to vehicular through traffic could divert to the Charterhouse Street junction.
- Information for these predicted impacts regarding the closure proposals was shared with TfL in early October 2012 to enable any additional analysis to take place at that time and it is now confirmed by TfL that

the predicted impacts on the Charterhouse Street junction with Farringdon Street will be able to be accommodated.

**Response to Issues raised by those against (27% of respondents) the closure of Stonecutter Street:**

**Issues:**

1. Increased journey times;
2. Reduction in permeability for residents and businesses wishing to access public amenities i.e. Public Car Parks; and
3. Accident rates are low and do not justify the need.

**Resolution:**

- Taxi journey times have been calculated for various destinations within the City of London and the impact that the closure of Stonecutter Street to vehicular through traffic could have on these journey times and distances has been calculated.
- The effect on journey distance can be very simply calculated. From the decision point at the Shoe Lane roundel, the distance to Farringdon Street southbound is approximate 95m using Stonecutter Street whereas the same journey via Holborn Circus and Charterhouse Street is approximately 735m, therefore an additional 640m in distance.
- The effect that this additional distance has on journey times has been estimated using an online journey planner which includes an element of delay for congestion. The additional time taken is estimated at an average of 2 minutes per journey. The approximate additional 120 second journey time over the 640m distance equates to travelling at a little over 10mph for the journey which is in line with the estimated average speed of vehicles through London, and is therefore a robust assessment.
- There will be some journeys that might take longer than this due to the time of arrival at the signal junctions and from the impact of the signal phasing. However, under normal conditions it is predicted that there will be the ability to travel the additional 640m in less than the 2 minutes predicted for the average journey time increase.
- The overall benefits for pedestrian and cyclists in particular and the public realm in general cannot be achieved by anything other than a full closure to vehicular through traffic along Stonecutter Street as it is the impact of the vehicular through traffic that is having the negative impact on the safety for vulnerable road users.

## APPENDIX 5

### Stonecutter Street Consultation Document

# Stonecutter Street

Road Danger Reduction  
Scheme Consultation

## Implications For The Surrounding Network

Detailed traffic studies have been undertaken by the City of London in conjunction with Transport for London, to ensure that traffic flows and congestion are not adversely affected by the proposals. These studies demonstrate that it is possible to deliver a scheme which will significantly improve safety and accessibility for pedestrians, cyclists and motorists, with no detrimental impact on journey times for local businesses and residents or traffic congestion.

## What Happens Next

The proposals will be assessed over the coming months and in light of comments received will be revised where possible to take these views into account during the detailed design process.

## Further Details

If you require any further information on these proposals please contact Aaron Banfield (Project Manager) on 0207 332 1723 or email [aaron.banfield@cityoflondon.gov.uk](mailto:aaron.banfield@cityoflondon.gov.uk)



Department of the Built Environment

Stonecutter Street & Shoe Lane  
Road Safety and Environmental Improvements

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