

APPENDIX C - FEBRUARY '13 CONSULTATION RESPONSES

No.	Post /Email	Respondent	Comment
1	Post	Richard Massett, LTDA, Taxi House, Woodfield Road, London W9 2BA richard@ltda.co.uk	Taxis are normally permitted to enter mandatory cycle lanes to stop in order to pick up or set down passengers. We assume that this will be the case with the cycle lanes in High Holborn, Charterhouse St and Holborn Viaduct
2	Post	G Farrow, Geoffreys, 28 Hatton Garden Geoffreys28hg@aol.com	Any measures which reduce the through traffic in Hatton Garden will be welcome
3	Post	Miss FC Cormack, Flat 17, Vesage Court, 8a Leather Lane, London, EC1N 7RE	An excellent plan. Safer for pedestrians as well as for traffic. Also, under the new design, the whole area will look more elegant and in keeping with surrounding buildings.
4	Post	C Woodbyrne, Flat 8, 44 Hatton Garden, EC1N 8ER	Makes sense. Will Hatton Garden be one way all the way to Clerkenwell? No? If yes, does this create long detours?
5	Post	M Hill, 28 Greville Street, London, EC1N 8SU	I don't think it's a good idea to make part of Hatton Garden a one-way system
6	Post	Delva Patman, Delva Patman Redler, Thavies Inn House, 3-4 Holborn Circus, EC1N 2HA	The sequencing of traffic lights and pedestrian crossing lights will be fundamental to the efficiency of the changes. Will this be monitored and adjusted to suit specific times of day ie rush hour and lunch periods? All too often such controls appear as an afterthought.
7	Post	Mrs J Merritt, c/o Bassange, 7 Hatton Garden, London, EC1N 8AD	No right turn is a good idea. I would like to know if once Hatton Gdn is one way will there still be parking bays if a cycle lane is put in? Is Camden going to do more for customer parking?
8	Post	Mrs Reaton, 55 Hatton Garden EC1N 8HP	I back the ban on a right turn into Hatton Garden and a new loading bay. I would like the one way system to extend full length of Hatton Garden due to the chaos that already exists and I feel that as well XXXX gridlock if it is just one-way to Greville Street
9	Post	Michael Bruscini, 40 Vesage Court, Leather Lane, EC1N 7RE	All this will do is make more traffic use Grays Inn Road which is a busy road already. Perhaps its time to think of car owners/drivers rather than cyclists. The Albert Statue has been on that site for many years and I personally think it should stay there.
10	Post	R Robinson, 55 Hatton Gdn, London, EC1N 8HP	I feel that the propositions are good but feel that more attention should be carried through to the whole of Hatton Garden. It should be oneway the full length and there is a real need for more trees in the middle section. This would be more attractive and also a great health improvement due to excess petrol fumes
11	Post	J Allason, 7 High Holborn, Flat 508, WC1V 6DR info@allason.com	The core problem is the complexity of the junction and uncertainty as to vehicle intentions this introduces. Retaining Hatton Garden preserves this. Far safer to close it to vehicle access. Your own figures show it is hardly used other than as a rat run.
12	Post	J Deal, the Heart of Ltd, 32 Hatton Garden, EC1N 8DL jonnydeal@gmail.com	Hello, I have seen the cycling plans. Hatton Garedn is a commercial shopping street, if you place cycling lanes there will be no car parking = less trade for shops = less shops = less rates for you. I pay £84,000 per year in rates for 2 properties in Hatton Garden
13	Post	CMG Ockleton, Flat 7, 6 Greville Str, London, EC1N 8PQ mockelton@gmx.com	1. I am concerned that the plans appear to show the complete removal of all traffic lights. Th danger, in my experience, for cyclists is because the junction is relatively unsignposted. In particular, the turn from Hatton Garden right into Holborn conflicts with oncoming traffic from St Andrews Street. 2. Pavements should be reserved for pedestrians. Shared use with cyclists is dangerous because the latter are fast and silent. If cycles are to be allow2ed on pavements, lanes should be marked. 3. There should be a commitment not to allow these new pavements to be blocked by pavements, signs, etc.
14	Post	Antoni Piccolo, Flat H, 55 Hatton Gdn, London EC1N 8HP toni.piccolo@blueyonder.co.uk	As a resident of Hatton Garden I welcome the move to restrict the volume of motor traffic in the street as it is at times madness out there. However, I do not support shared surface carriageways as I believe from personal observation that some users, especially pedestians pay little or no attention to others using the shared surface wheras negotiation a kerb to cross a road at least partially makes people look where they are going.
15	Post	Wolf Rabston, Flat 10, 87 Hatton Garden, EC1N 8QQ	Looks great get it done asap!
16	Post	Brian Chalfen, County House, 14 Hatton Garden, EC1N 8AT	To have a south bound cycle lane in Hatton Garden in what everyone will believe is a one way street is confusing and could lead to problems. Hatton Garden should remain two way for security reasons and delivery of high value items in large vehicles who will have to do three point turns
17	Email	Stephen Berman (Director), Andrews Diamonds Limited, 11h Hatton Garden sberman@arlington-co.com	Your have requested views on the proposal to ban the 'right turn' from Chapterhouse Street into Hatton Garden. Our view is that traffic should NOT be banned from turning right from Chapterhouse Street into Hatton Garden. Should the ban be implemented the only 'right turn' available would be further along Holborn into Grays Inn Road. This would impose further congestion on an already severely congested junction to no real purpose. As Hatton Garden will now be 'one way', traffic flow onto the Holborn Circus junction will be substantially reduced will be reduced, so the ban will not be necessary.
18	Email	Giles Balleny, Flat 6, 87 Hatton Garden, gballeny@googlemail.com	I wholeheartedly approve of the new scheme but would not want to see a ban on right turns into Hatton Garden from Charterhouse Street. I believe that now Hatton Garden will be one way, a ban on that turn will make access cumbersome for anyone approaching from Blackfriars. It is not clear to me what it would in any event seek to achieve.

- 19 Email Artin Moussabi, Flat 5, 47 Hatton Garden, EC1N 8EX, artinm@mail.com
- I am writing in support of the proposed Area Enhancement Strategy for Holburn Circus. I live on Hatton Garden and believe the works planned to improve the safety of Holburn Circus are urgently needed. The scheme will improve the environment for all road users including pedestrians and cyclists. I am in favour of the proposal to ban the right turn from Charterhouse street to Hatton Garden and to provide a new loading bay on High Holburn.
- 20 Email Peter Storfer, Flat 3, 87 Hatton Garden EC1N 8QQ pbstorfer@gmail.com
- As a resident and disabled driver on Hatton Garden, I have some severe reservations about your proposals. The extended and protracted works on the Crossrail development have highlighted these concerns. 1. As you should be aware the current works on Crossrail, Farringdon Station and surrounding buildings has completely closed access to and from Farringdon Road except accessing Hatton Garden at either end from Charterhouse Street or Theobalds Road. Your road monitoring should make it obvious that traffic often backs up on Theobalds Road past the intersection with Farringdon Road and up Clerkenwell Road. Banning right turn access to Hatton Garden from Charterhouse Street will significantly impact on travel time and may add 10 or 15 minutes onto the return home. 2. The change of use of the Southern end of Hatton Garden from two way traffic into one way traffic northbound will similarly put pressure on an already overburdened section of Theobalds Road. Holborn is a major thruway; Theobalds Road simply is not, and as long as further you bottle up traffic into Theobalds Road, you will only further exacerbate an already difficult problem. Surely there is more traffic using Hatton Garden than New Fetter Lane. It does seem you have not considered the interests of local residents in these proposals.
- 21 Email Kristian Magner kmagner@deloitte.co.uk
- This is generally very welcome, including the additional loading bays and mandatory cycle lanes. Moving the statue of Prince Albert to another traffic island misses the opportunity to move it to be the centre piece of the new open space at the top of St Andrew Street, where it meets Holborn Viaduct. It would be possible for people to see the statue and relief panels much better in this location, which also otherwise lacks a focus.
- 22 Email Steve James Stevejan50@gmail.com Work.Shop@graysinn.org.uk
- Please can you tell me who in their right mind decided to make stonecutter street ec4a a cycle route only. This has always been a sensible route for all traffic users with no accidents. Now you have forced all traffic onto Farringdon road which now is a nightmare. The money way pay for car tax and petrol taxes would be more sense in making our roads with less potholes, which I ride and drive on. I can only think you are cycle riders and hate all other vehicle's which don't pay road tax.
- 23 Email Mr Devon Scente, Flat 32 Rosebery Square West, Rosebery Avenue, EC1R 4PT devon.scente@yahoo.it
- Following on from the previous consultation the proposed banning of right turns from CH Street to HG is a good idea as it will help to reduce conflicts on the junction and also prevent rat running especially by black cabs which is a great annoyance for those living in the streets off Hatton Garden. Regarding the loading bay this would be a necessary evil as there are no realistic alternatives. The biggest problem with the proposal is still that it offers no benefit for pedestrians. Whilst traffic flows will be improved. Pedestrians will be faced with a myriad of staggered crossings which are being phased out in other redesigns of junctions elsewhere in the capital.
- 24 Email William Hall email@williamhall.co.uk
- I am a resident living at the north end of Hatton Garden. I frequently travel along Hatton Garden on foot, by bicycle, and occasionally by car. **Current situation** Hatton Garden is very busy at present and there are often jams at the north end (caused by a lack of passing spaces between St Cross Street and Hatton Wall), and long queues at the south end (caused by the flawed traffic junction at Holborn Circus). Both issues have been substantially exacerbated by the ongoing works on Farringdon Road. **Hatton Garden should not be one way** It is not necessary to make Hatton Garden a one way street at the south end. This will kill the trade and life of Hatton Garden and is unnecessary. It will displace traffic and cause very long round trips to reach Holborn Circus from Hatton Garden due to the preponderance of other one way streets and (the often closed-to-traffic) Leather Lane. **Shared Use were proposed will cause accidents** It doesn't make sense to make a Shared Use area *on a corner* and I suggest this will cause accidents between cyclists and pedestrians. Cyclists can dismount if they want to take this route, or stay on the road. **New Public Space** I think it is a great idea to have new shared public space in front of St Andrews. It would be even better if this were similar to the existing St Andrews garden: sheltered from the road with a wall, and with grassed areas. **Roundabout** I haven't seen the statistics, but I have seen accidents at Holborn Circus. The cause of which seems pretty clear to me: It's a roundabout but doesn't follow all the conventions of roundabouts: cabbies seem pretty confident – you're supposed to give way to traffic coming on to the roundabout. It's very strange and confusing. It seems to me that a more formal roundabout with conventional systems would be the best solution.
- 25 Email Richard Bates, Cycling Tourist Club, rbates@ltbc.co.uk
- This is a good Consultation proposal and I would like to make comments as a cyclist acting on behalf of CTC and working in the area entailed walking through Holborn Circus a lot of times, as well as cycling too. Any improvement has to be welcomed and the Hatton Gardens contra flow for cyclists is a feature that needs closer inspection and in particular the conflict of cyclists joining the pedestrian path with a building screening on a visual approach and then crossing the pavement across lines of people walking and a marked lane maybe better which went round the corner to rejoin on road in Charterhouse Street. This would also encourage cyclists coming from Charterhouse Street to follow a designated route. This junction is set back off the Holborn Viaduct and the proximity of traffic should not be such an issue. Or is it seen that Pedestrians wish to occupy the same 'ground'? In addition the crossing point for both Pedestrians and cyclists in both directions in Charterhouse Street needs to be advanced further forward and the conflict of ASL for cyclists wishing to cross over needs to be moved forward. A Cyclist turn left against the lights needs to be considered and the issue of ASL to stop for pedestrians is a issue but a Give Way sign could be installed. This would be a similar situation on other roads around this junction. One of the biggest issues of this junction has been the distances needed to straddle the junction and Red light 'Mist' creeps in. This scheme recognises this issue and I would plea for further tightening. ASL could be closer to the pedestrian crossing point and not wishing to down grade the lot of the cyclist but could the ASL Box be reviewed down as well. I do not know the criteria on the length in respect to the number of cyclists that inhabit these could be reviewed. We all know about the 'Taxi in the box' Left turning also flags up the railing issue which has resulted in cyclist deaths due to no escape and being pinned against them with lorries turning left as well. Ironically, I have been reviewing the proposed changes to 7 DIALS in Brighton where I used to live and a junction I still cycle through. It is A traffic congestion hub morning and night but without lights and the key proposals are to
- 26 Email Patricia Frampton patriciaframpton@hotmail.com
- This is coming a bit late but I live in the area for 32+ years where you are surveying the Area Enhancement Strategy. I have been a bit busy and forgot to post so am sending a email. I feel that the Southbound contra flow for cyclists is fine and I see that the Memorial for the Prince Albert needs renovation but not moving. I live in the Greville street area aof Hatton Garden for 32+ years. I am now a Pensioner. and I feel that Holborn circus is at worse qjite a Dangerous experiance and that the Traffic coming from Holborn Circus around and to Hatton Garden is and has always been fairly dangerous. in fact making the suggestion that there should be something done.....