

Important - Public Consultation

This is your opportunity to comment on the Council's plans
This is a postal and on-line consultation

Pedestrian Crossing and Bus Reliability Improvements on Hatton Garden and Clerkenwell Road

26 November 2015

The Council has developed proposals to improve safety at a number of existing pedestrian crossings on Hatton Garden. In addition, changes to waiting and loading along Clerkenwell Road are proposed in order to improve on bus journeys along this east/ west transport corridor. This leaflet sets out these proposals, and as a local resident, business or group, this is your opportunity to let us know what you think.

The Vision

The improvements described in this consultation document are being proposed as part of a larger vision for the King's Cross - Farringdon Area and will contribute towards meeting the following objectives:

- Improved streets for walking & cycling
- Make it clearer and easier to move through the area on foot, bicycle or public transport
- Safe, attractive and less cluttered streets
- A better place to live and do business

The Existing Situation

The number of pedestrians within the King's Cross-Farringdon Area, is projected to rise with the construction of a new Crossrail station at Farringdon Station. The station is expected to have a travel demand of 41 million passengers per annum or on average 153,000 passengers per day by 2026. This represents a 150% increase in the current passenger figures for the station and is therefore likely to increase the number of pedestrians moving through the area surrounding the station, including at Hatton Garden.

Cycle parking is in heavy demand at certain points along Hatton Garden. A number of Central London Cycle Grid schemes have been identified to be implemented in the vicinity of Hatton Garden and Clerkenwell Road. This will allow us to improve provision for cyclists and the benefits will likely result in more demand for cycle parking within the area.

A number of factors along Clerkenwell Road are currently contributing towards delays to bus journey times. In particular, waiting and loading on single yellow lines (SYL) close to bus stops makes it difficult for buses to enter and/or exit bus stops resulting in longer journey's for bus passengers. As part of Transport for London (TfL) Roads Modernisation Plan, Clerkenwell Road has been identified for bus reliability improvements.

These improvements are being consulted on by LB Camden following discussion with TfL to improve bus journey times, reliability and safety of road users at junctions along Clerkenwell Road.

What is being proposed?

The identified measures are explained in detail below and the locations of the proposed changes are highlighted in **Appendix 1: PROPOSED LAYOUT PLAN**, included in this leaflet. An example of the layout for the zebra crossings is also included in this leaflet, see **Appendix 2: EXAMPLE OF A ZEBRA CROSSING LAYOUT**.

Proposals for Clerkenwell Road

1. Changes proposed on Clerkenwell Road between Rosebery Avenue and Laystall Street:
 - Implement 10m of double yellow lines with no loading at any time restrictions north of the bus stop on the northern side between Rosebery Avenue and Laystall Street.
2. The proposed changes between junctions with Hatton Garden and Saffron Hill are detailed below:
 - Between Hatton Garden and Saffron Hill, at the bus stop on the northern side implement 15m of double yellow lines with no loading at any time restrictions south of the bus stop and 10m of double yellow lines with no loading at any time restrictions north of the bus stop.
 - Between Hatton Garden and Saffron Hill, at the bus stop on the southern side, implement 5m of double yellow lines with no loading at any time restrictions south of the bus stop.

Proposals for Hatton Garden

3. The proposed changes outside between St Cross Street and Greville Street:
 - Between St Cross Street and Greville Street, relocate 10m of pay and display parking (2 car spaces) from outside 77 – 78 Hatton Garden to outside 5 - 10 Hatton Garden, as indicated in Appendix 1.
 - At the pedestrian crossing south of the junction with St Cross Street, build out the footway on the western side of the road, this will ensure parking compliance is met and accommodate 10 secure cycle parking stands.

4. The proposed changes between Greville Street and Holborn:

- Between Greville Street and Holborn, relocate 20m of pay and display parking (4 car spaces) from outside 95 - 98 and 22 – 24 Hatton Garden to outside 5 - 10 Hatton Garden, as indicated in Appendix 1.
- At the pedestrian crossing south of the junction with Greville Street, build out the footway on both sides of the road. This will ensure parking compliance is met and accommodate 20 secure cycle parking stands.

This is your opportunity to comment

We need your views as this consultation exercise is intended to find out if there is broad public support for the proposals set out in this leaflet. If approved, the changes will be paid from money secured from TfL.

Please complete the questionnaire provided and send your comments by the **8th January 2016 to: London Borough of Camden, Culture and Environment Directorate, Transport Strategy Service, FREEPOST RSLT – RJBR – TXAA, Argyle Street, London, WC1H 8EQ.** Please note no stamp is required and only **ONE** reply per household, business or organisation will be accepted. **You must give your postal address if you want us to consider your views.** Alternatively, you can send your response by email to peter.ashley@camden.gov.uk. You can also respond online via the Camden website.

While it will not be possible to reply to you individually, all comments will be taken into account. The Assistant Director for Environment and Transport will make a decision on whether or not to proceed with the scheme in January/February 2016.

Under the Local Government (Access to Information) Act 1985, we may not treat your questionnaire or letter confidentially, as it will be available for public inspection. Please only write to us about the consultation issue. If you want to comment on any other matter, please use a separate letter.

For further information please contact the following:

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Thank you for replying to this consultation