

## Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)

Topic	Comment	No.	Officer response
<b>General</b>	Do not support changes	10	Comment noted
	Support for proposals	7	Comment noted
	Waste of money	7	The proposals would provide good value for money and have a strong business case based on quicker and more reliable bus journeys and providing a safer and more attractive environment for walking and cycling.
	Do not make changes	6	There is a clear case for making changes to the area. There is evidence of issues that need to be addressed including road safety, traffic congestion and a poor environment for walking and cycling.
	Not enough information to comment	4	Comment noted
<b>Pedestrians</b>	Support improvements for pedestrians safety and permeability and aim of increasing dwell time in this part of Central London	5	Comment noted
	Will be less safe to walk around area	5	The proposals have been designed to improve road safety and personal security.
	Pedestrian route between British Museum and Covent Garden needs to be improved	3	The route would be improved with new public spaces at Princes Circus and Cambridge Circus and better pedestrian crossings to link St Giles, Covent Garden and the British Museum.
<b>Cycling</b>	Support cycling proposals / more space for	12	Comment noted

## Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)

	cyclists		
	Support splitting cycle lanes on Torrington Place / but make sure that transition from one-way cycle lane to two-way is safe	9	Comment noted
	Proposals too pro-cyclist / no more cycle lanes	9	Comment noted
	Enforce cycling behaviour	8	Comment noted
	Cycle lanes should be completely protected without obstacles such as loading bays	8	The proposed cycle lanes on Torrington Place and Grafton Way would be protected as far as possible. No protected cycle lanes are proposed on the other side roads due to lower traffic levels.
	Cycle lanes on Torrington Place should be at least 2m wide	8	The proposed cycle lanes on Torrington Place would be up to 2m wide.
	More cycle parking on side streets and on TCR's widened pavements	5	The proposals include a significant amount of cycle parking on side roads adjacent to TCR as well as at the mini parks on Bedford Avenue, Bayley Street and Capper Street.
	Two-way cycling is a hazard and confusing for pedestrians	5	Providing two way cycle routes is simpler and more attractive for cycling. There is no evidence that two-way cycle routes provide a less safe pedestrian environment.
	Should be cycle lanes in both directions on Grafton Way	1	Comment noted.
	Do not allow two-way cycling on Windmill Street and Charlotte Street given number	1	Providing two way cycle routes is simpler and more attractive for cycling. There is no evidence that two-way

**Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)**

	of pedestrians in the area		cycle routes provide a less safe pedestrian environment.
<b>Road safety</b>	Streets will become safer for everyone	3	Comment noted.
<b>Buses</b>	Remove the bus stand on Grafton Way as very noisy at night	1	This would be removed as part of the proposals.
<b>Taxis</b>	Too many taxi ranks proposed as taxi usage will go down with Uber	1	Five taxi ranks would be retained in their current positions, three would be relocated (one from Tottenham Court Road to the western section of Grafton Way, one from the east side of TCR to the west side and one from the north side of High Holborn to the south side), and three additional ranks would be provided; on Goodge Street, Store Street and the eastern section of Grafton Way, if the proposals were to go ahead. The additional taxi ranks were proposed to allow access as close as possible to TCR in the sections where taxis would be restricted.
	Put taxi ranks on TCR rather than side roads	1	Three taxi ranks are proposed for TCR, which is one fewer than in the existing situation. The rank north of Grafton Way is proposed to be moved as this section of TCR would be restricted to buses and cycles only, in a southbound direction. There are several constraints on the number and location of ranks on TCR including which sections of TCR would be open to taxis, the location of bus stops, and balancing other necessary kerbside uses such as loading.
	Need space for taxis to pick up and drop passengers on Torrington Place	1	Taxis would be able to pick up and drop off passengers outside the cycle lanes and there would be a loading bay on the south side of Torrington Place, which taxis would be able to use,

## Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)

<b>Pollution</b>	Pollution on side streets will increase	3	The traffic impact of the proposals have been assessed using an approved Transport for London traffic model which predicts that the proposals would lead to an overall reduction in traffic in the area as well as quicker bus journeys. As a result there is likely to be less congestion and better air quality.
<b>Accessibility</b>	Closing roads will cause problems for disabled people, older people and residents trying to get access to and from home and also difficulty for taxis and ambulances to set down	5	The proposals would not prevent access to any properties or businesses. The closure of Bedford Avenue, Bayley Street and Capper Street would allow emergency vehicles access in the event of an emergency. There are many opportunities for taxis to pick up and drop off passengers in the area.
<b>Loading</b>	How do you propose to deal with coach drop offs and pick-ups and accessibility for disabled people at hotels in Great Russell Street including My Hotel and Bloomsbury Street?	5	The proposals would include areas where coaches could drop off and pick up passengers adjacent to My Hotel and Great Russell Street.
	Restrict loading to outside busy commuting hours	5	An out of normal hours delivery trial for Tottenham Court Road is proposed, following this consultation, as set out in Appendix A.
	How will people load on Torrington Place? Cycle lane will make it too congested	2	There would be a loading bay on the south side of Torrington Place,
	Do not restrict deliveries	3	Restricting loading to certain times of the day would help to reduce congestion and would make the area safer and more

## Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)

			attractive for pedestrians and cyclists.
	Provide more loading bays on Great Russell Street	1	There would be lengths of single yellow line on Great Russell Street for loading and unloading.
	Developer of 1 Bedford Avenue objects to loading bay outside entrance and needs disabled bay. Not acceptable for coaches to use Morwell Street to turn around and inadequate provision for coaches visiting St Giles Hotel, Bedford Avenue.	1	The waiting and loading arrangements for Morwell Street and Bedford Avenue are proposed to be altered in response to these comments and those of other local stakeholders, as shown in Appendix F.
<b>Parking</b>	Support removing parking / most efficient way of increasing road space	3	Comment noted.
	Do not remove residents' parking / pay & display parking	6	In certain locations parking is proposed to be removed / relocated to provide space for pedestrians, loading, taxi drop off areas or cycle facilities. Every attempt has been made to minimise the loss of parking.
	Do not remove residents' parking in Ridgmount Gardens / Grafton Way / Bedford Avenue	3	In certain locations parking is proposed to be removed / relocated to provide space for pedestrians, loading, taxi drop off areas or cycle facilities. Every attempt has been made to minimise the loss of parking. No residents' parking is proposed to be removed in Ridgmount Gardens, Grafton Way or Bedford Avenue.
<b>Traffic flow</b>	Do not ban turns as they will be ignored / cause congestion and confusion / are inconvenient	20	In some locations turns are proposed to be banned to improve road safety and reduce rat-runs. The Council would enforce against drivers ignoring banned turns, should the proposals go ahead, and as a result, officers would expect

## Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)

			compliance to increase.
	Do not restrict vehicle access	8	If the proposals are approved, certain roads would have restricted access such as no entry and banned movements to prevent rat-running through the project area and to make it safer for walking and cycling. However, it will still be possible to access every street and property.
	Proposals will cause more pollution and congestion	8	The traffic impact of the proposals have been assessed using an approved Transport for London traffic model which predicts that the proposals would lead to an overall reduction in traffic in the area as well as quicker bus journeys. As a result there is likely to be less congestion and better air quality.
	Will be difficult or confusing to travel around	7	The proposals would simplify bus journeys allowing people to arrive and leave from TCR. Cyclists would also be able to cycle in both directions on TCR and Gower Street / Bloomsbury Street as well as a number of side streets making their journeys safer and more direct.
	More traffic on fewer streets / such as Ridgmount Gardens, Bedford Square and Bedford Avenue	6	<p>The traffic impacts of the proposals have been assessed using an approved Transport for London traffic model which predicts that the proposals would lead to an overall reduction in traffic in the area as well as quicker bus journeys. Whilst, there are some streets that would have an increase in traffic the majority of these are not considered significant.</p> <p>However, the traffic modelling predicts an increase in traffic on Torrington Place of 209 vehicles an hour (a 102%</p>

**Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)**

			increase). The public consultation highlighted significant concerns from residents and local groups regarding this street and adjacent streets including Ridgmount Gardens. As a result, it is recommended that a temporary trial of traffic changes to Torrington Place and Tavistock Place (east of Gower Street) be progressed to public consultation. The trial would seek to reduce traffic on Torrington Place (west of Gower Street) and require further assessment and Transport for London approval. More information is set out in Appendix H. If the project were approved the traffic levels on all streets in the area would be monitored before and after implementation and if adverse impacts were identified they would be mitigated where possible and appropriate.
	Support less traffic and traffic restrictions	5	Comment noted.
	Object to impact on Torrington Place / Ridgmount Gardens / Huntley Street / Chenies Street will be much busier and noisier	3	The traffic impacts of the proposals have been assessed using an approved Transport for London traffic model which predicts that the proposals would lead to an overall reduction in traffic in the area as well as quicker bus journeys. Whilst, there are some streets that would have an increase in traffic the majority of these are not considered significant. However, the traffic modelling predicts an increase in traffic on Torrington Place of 209 vehicles an hour (a 102% increase). The public consultation highlighted significant concerns from residents and local groups regarding this street and the adjacent Ridgmount Gardens and Huntley Street. As a result, it is recommended that a temporary trial of traffic changes to Torrington Place and Tavistock Place (east of Gower Street) be progressed to

## Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)

			public consultation. The trial would seek to reduce traffic on Torrington Place (west of Gower Street) and require further assessment and Transport for London approval. More information is set out in Appendix H. If the project were approved the traffic levels on all streets in the area would be monitored before and after implementation and if adverse impacts were identified they would be mitigated where possible and appropriate.
	Blocking up Capper Street means vehicles servicing UCLH building on Mortimer Market / Capper Street / Huntley Street will travel via Torrington Place and Huntley Street past Gordon Mansions, particularly at night as hospital has decided to service at night.	3	Keeping Capper Street open would reduce the length of Tottenham Court Road that would be bus and cycle only. If the proposals were to go ahead, the traffic flows would be monitored on Huntley Street and if adverse effects were identified, these would be mitigated where possible and appropriate.
	Top end of Gower Street should be two-way and add left turn into Euston Road from TCR to avoid congestion on TCR	2	The proposals would make the whole of Gower Street / Bloomsbury Street two-way including the northern end. The northernmost section between Grafton Way and Euston Road would however only allow northbound vehicles to continue west along Euston Road. An option to allow northbound traffic to make all movements was assessed but this would have led to unacceptable traffic congestion and delays to all vehicles.
	Plans will make it much more difficult to reach UCLH for emergency care	2	The proposals would not prevent general traffic access to UCLH which would be reached via Gower Street and Grafton Way. Ambulances would also be permitted to use TCR during restricted hours in an emergency.

## Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)

<b>Impact on business</b>	Will damage businesses in the area as side roads will be parking, traffic- and people-free	6	There is no evidence that the proposals would have an adverse impact on businesses. Instead reducing traffic and improving air quality and providing a safer more attractive environment for walking and cycling is likely to have a positive impact on businesses.
<b>Impact on residents</b>	Bad for residents on Bedford Avenue and Adeline Place with increased pollution and noise.	5	As Bedford Avenue and Adeline Place were not included in Transport for London's traffic model, officers have carried out separate traffic counts in order to assess the impact of the proposals on Bedford Avenue. The data suggests that the majority of traffic in the area (including coaches) is through traffic and that between 80 and 90% of this traffic would be removed under the proposals. However, traffic flows would also be monitored after implementation and if adverse effects were identified, these would be mitigated where possible and appropriate.
	Impossible for residents and visitors to drive around the area	3	The proposals would not prevent residents or visitors from accessing any side streets in the area. The vast majority of residents do not have access to a car and would benefit from better bus journeys and a more attractive environment for walking and cycling.
<b>Public space</b>	Use grass/greenery with seating	5	The proposals for the public space improvements would introduce new seating, planting and trees. The proposals have been developed in consultation with local residents and businesses.
	Design memorable public spaces that reflect the area and its history	4	The public space proposals have been developed in consultation with local residents and businesses. The

**Appendix B: Comments from individuals on proposals for other streets (questions 11 to 18)**

			proposals reflect local views and help reinforce the important heritage assets.
	Support mini-parks on Bedford Avenue, Bayley Street and Capper Street	3	Comment noted.