

15th January 2016

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

To Peter Ashley, Simi Shah

This response to the consultation on the proposed Improvements on Hatton Garden and Clerkenwell Road, is from Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We represent the interests of cyclists living or working in the borough of Camden. We consulted our committee by email and on our website on this issue.

Proposals for Clerkenwell Road

We agree with the proposals to add double yellow lines with no loading at any time restrictions adjacent to the three bus stops.

Back Hill/Clerkenwell Road/Hatton Garden junctions – see StreetView <https://goo.gl/maps/aLDBK> This junction is currently very awkward; it would help to move the zebra crossing to the east side of Hatton Garden (without central islands).

Proposals for Hatton Garden

Zebra Crossing (at Hatton Garden - Cross Street)

The ramp up to this crossing is constructed from very rough cobbles. See photo at: <https://flic.kr/p/wkWhbZ>. These cobbles should be replaced by a material that is more comfortable for cycling.



The *StreetView* on the previous page shows that the crossing has already been narrowed to be the same width as the space between the parking bays. We object to the proposal to build out the footway on western side of the road if it goes beyond the outside line of the parking bays because it will create a pinch point for people on cycles.

We are pleased with the proposal to remove 2 parking spaces to make room for on-carriageway cycle parking (10 stands). These installations normally fit within the width of a parking space without any need to alter the alignment of the kerb. See this view of one in Kentish town. <https://goo.gl/maps/PVbGoc65VLN2>

Zebra Crossing (at Hatton Garden - Greville Street)



The *StreetView* above shows that the crossing has already been narrowed to be the same width as the space between the parking bays. We object to the proposal to build out the footway on both sides of the road if it goes beyond the outside line of the parking bays because it will create a pinch point for people on cycles.

We are pleased with the proposal to remove 2 parking spaces on each side of the road to make room for on-carriageway cycle parking (20 stands). These installations normally fit within the width of a parking space without need to alter the alignment of the kerb.

Please would you acknowledge receipt of this response.

Jean Dollimore, jean@dollimore.net, Camden Cycling Campaign committee.