

Camden Cycling Campaign, 11 Grove Terrace, London, NW5 1PH
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To Alan Wito, CAAReview@camden.gov.uk

Hatton Garden Conservation Area Appraisal and Management Plan Consultation

This response to the consultation on the Hatton Garden Conservation Area Appraisal and Management Plan 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 have discussed the consultation on CycleScape.

I have enjoyed reading the description of the Hatton Garden area, particularly the history and the description of the origins of the buildings and streetscapes in the area.

Regarding the questions in the the Online Survey:

Qn 4. Section 5 (Character) As we are a cycling campaign, we will not attempt to say anything about the choice of sub areas.

But we do have some feedback on 'Movement' on pages 58 and 59.

- 5.29 refers to '*people and traffic*' but fails to mention *people on bikes*. The cycle route between Bloomsbury and the Old Street roundabout on Theobalds Road and Clerkenwell Road is one of the most popular in London. The re-allocation of road space to provide space for cycling would reduce the dominance of motor vehicles and improve air quality. This paragraph also refers to 'visitor experience' and many visitors will be on cycles, so it would be very worthwhile to consider how people can travel into and out of the area on cycles.
- 5.30 refers to 'barriers to (pedestrian) movement' but should also consider the barriers to cycling. As well as dangerous junctions, these also include lack of 'permeability': one-way streets (e.g. Laystall Street and Eyre Street Hill) which restrict choice for people on bikes. We return to these concerns later.

Qns 5, 6, 7 and 8 : building audit, boundaries, planning permission are outside our remit.

Qn 9 Comments about other parts of the document.

Section 10. Opportunities and enhancements

- Traffic and movement: strengths refers to a 'walkable area' and seems to assume that visitors access it by bus. But another scenario is that visitors travel by bike: this happens already with flows into the area from east and west on Clerkenwell Road and from north and south on Warner Street and Hatton Garden.
- weaknesses refer to (motor) traffic dominance and poor surfaces leading sometimes to a poor pedestrian environment. The same applies to people who cycle.

New and Improved Cycle Routes (w.r.t the map on page 83)

We are pleased to see that the map acknowledges the following:

- Theobalds Road and Clerkenwell Road: this is an important link in the Central London Cycle GRID and is a campaign priority for London Cycling Campaign.
- Hatton Garden: several routes from the north lead naturally to Hatton Garden, e.g. via Phoenix Place, Doughty Street or Laystall Street. Hatton Garden has effective traffic calming and with a few small changes could become a pleasant environment in which to cycle. E.g. tidying up the parking and improving the road surface, particularly at the speed tables with rough cobbles – these are mostly not damaged or neglected, but are uncomfortable to ride over and are no longer considered good practice.

Barriers to cycling:

- *Back Hill*: is potentially an important link for cycling between Warner street and Hatton Garden. The bollards keep out through motor traffic but the current rough and badly-maintained cobbles make it unrideable. We need a smoothly-paved cycling path on Back Hill. The best solution would be 3m wide strip of smoother paving but if heritage considerations demand the preservation of the existing cobbles across the entire width the cobbles should be relaid with careful attention to the smoothness.
- The *Back Hill/Clerkenwell Road/Hatton Garden* junction is currently very awkward; if the location of the zebra was moved a wide central space could be provided for right-turning cyclists and those crossing Clerkenwell Road.
- *Eyre Street Hill* : we suggest two-way cycling in Eyre Street Hill, which is one way NB with a very narrow section at Clerkenwell Road – the narrow part has no building entrances, so motors could be excluded.
- *Laystall Street*: This forms a link on a route between Doughty Street and Hatton Garden. Laystall Street is one way both north and south of Rosebery Avenue; Christopher Hatton school is sited in the northern part and would benefit from two-way cycle access, the southern part has motor traffic banned Mon-Fri 8.30-4.30 and could be converted to a full-time pedestrian and cycle street.
- *Holborn Circus*. Holborn Circus was reconstructed by City of London after a consultation in 2011. Although the changes appear to have improved the pedestrian experience, the scheme failed to make suitable provision for the cyclists that regularly cross Holborn Circus in both directions between Hatton Garden and St Andrew's Street. The northbound ride is dangerous and the southbound route is very inconvenient.

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- the map should show the northbound route on Saffron Hill, Herbal Hill and Warner Street and the southbound route on Farringdon Road.

Please would you acknowledge receipt of this response. We would be very happy to discuss any aspect of our comments; contact details are below.

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Camden Cycling Campaign