

## Appendix B: Comments from individuals on Huntley Street public space proposals (question 5)

Topic	Comment	No.	Officer response
<b>Generally positive comments</b>		16	Comments noted.
<b>Pedestrians</b>	Do not widen pavement	5	The pavement on Huntley Street is proposed to be widened to allow space for seating for patients and visitors to wait outside the hospital.
	Welcome priority (e.g. wider pavements) for pedestrians and cyclists	5	Comment noted
	Better for pedestrians and hospital visitors	3	Comment noted
<b>Public space</b>	Welcome more trees	7	Comment noted
	Need more trees on whole of Huntley Street and adjacent streets, including Torrington Place, due to increase in traffic	3	The proposals for Huntley Street would introduce new trees. The project as a whole would seek to introduce over 200 new trees within the project area, including Torrington Place, subject to the location of underground utilities and detailed design.
	Support more seats	3	Comment noted
	Although hospital site has roof top area serving same function, patients would benefit from more seating and a prettier outside area	2	Comment noted
	No-one will sit there	2	It is hoped the space would become a space for patients, visitors and residents rest.
	Consider extending proposals to the southern part of Huntley Street	1	This section of Huntley Street was chosen as it was in close proximity to University College Hospital and other treatment centres. The southern part of the street is a different character and the proposals would be less appropriate

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	Proposals are unsuitable due to UCL's new building on Rosenheim site and noise from 1st floor air-conditioning unit	1	The proposals will provide a space for patients/visitors to rest.
<b>Cyclists</b>	Install segregated cycle lanes including 2m width in each direction and clearly signed at least northbound / contra-flow	18	Officers are of the view that traffic flows at this location are sufficiently low that segregated cycle lanes would not be necessary. However, this would be monitored, should the proposals be implemented. If traffic levels were to increase significantly, protected cycle lanes would be considered as part of the future funding allocation process.
	Do not support two-way cycling / Confusing for drivers and pedestrians as will have to watch out for two-way cyclists	16	In order to encourage sustainable forms of transport the proposals seek to allow two-way cycling on as many one-way streets as possible .The width of Huntley Street should enable sufficient manoeuvring space between vehicles and oncoming cyclists. There is also no evidence from similar two-way cycling streets that there is an increased safety risk and proposals would be subject to a safety audit.
	Support two-way cycle traffic on one-way road	8	Comment noted.
	Cyclists do not follow rules including one-way streets	7	Comment noted.
	Widening pavements bring cyclists and pedestrians into conflict	5	The pavement and carriageway would have different surface treatments, thereby reducing conflict between cyclists and pedestrians.
	More cycle parking	4	The proposals would provide additional cycle parking throughout the project area. The nearest cycle parking to Huntley Street would be on Capper Street.
	Close to all through traffic except cyclists	3	Through traffic would be necessary on this section of Huntley Street for maintaining access to hospital sites.
	Make cycle routes in this area clear	1	Comment noted

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	Cycle lanes should also be open to mobility scooters and powered wheelchairs	1	Mobility scooters and powered wheelchairs could not use cycle lanes because of potential conflicts due to the difference in speed between these vehicles and bicycles. The widened pavements on TCR will improve accessibility for people using mobility scooters and powered wheelchairs.
<b>Air quality</b>	Will reduce pollution and congestion	6	Comment noted
	Will increase noise, pollution and congestion	2	The proposals would introduce new trees and planting and restrict through traffic.
<b>Traffic flow</b>	Will result in more congestion	11	The proposals would continue to allow through traffic southbound on this section of Huntley Street and should not therefore increase congestion.
	Ban all or through traffic	9	Following consultation, it is proposed to keep Huntley Street one-way southbound to reduce the volume of hospital related traffic on Torrington Place.
	Keep vehicle access / Huntley Street open northbound to ease pressure from Gower Street	3	Following consultation, it is proposed to keep Huntley Street one-way southbound to reduce the volume of hospital related traffic on Torrington Place. The situation would be monitored and if adverse impacts were identified, mitigation measures would be designed where possible and appropriate.
	Route might ease congestion	3	Comment noted.
	Do not reverse direction of traffic so that it goes north up Huntley Street from Torrington Place to University Street as this brings all the traffic to the hospital	3	Following consultation, it is proposed to keep Huntley Street one-way southbound to reduce the volume of hospital related traffic on Torrington Place. The situation would be monitored and if adverse impacts were

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	buildings through a residential area – bringing pollution, noise and road danger		identified, mitigation measures would be designed where possible and appropriate.
	Ridgmount Gardens and Huntley Street will both be northbound, which is wrong	3	Following consultation, it is proposed to keep Huntley Street one-way southbound to reduce the volume of hospital traffic on Torrington Place. The situation would be monitored and if adverse impacts were identified, mitigation measures would be designed where possible and appropriate.
	Traffic will be displaced	2	Access to all properties on Huntley Street would be maintained. It is unlikely that a noticeable proportion of traffic would be displaced.
	Will traffic increase or decrease on Huntley Street? / Need before and after traffic flows for Huntley Street	2	Unfortunately as Huntley Street does not currently carry high volumes of traffic and it is not part of a wider strategic route, it is not included in Transport for London's traffic model which was used to predict the traffic flows. If the proposals were implemented, traffic flows would be monitored before and after implementation and negative impacts mitigated, where possible and appropriate.
	Will push traffic onto already congested roads (such as Gower Street) or residential roads (such as Chenies Street)	2	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. There would be less traffic on Gower Street and there is likely to be less congestion and better air quality.

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	Torrington Place traffic will be even worse with Brook House Hotel and new hospital in Huntley Street	2	Traffic flows would be monitored before and after implementation and where adverse impacts were to be identified, mitigation measures would be designed where possible and appropriate.
	Make Huntley Street a cycle only through route	3	Access to the Cruciform building servicing bay must be maintained.
	Ridgmount Gardens residents are seriously impacted by traffic congestion and air pollution on Torrington Place.	1	Unfortunately, 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. 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), subject to further assessment and Transport for London approval. More information is set out in Appendix H.
	Huntley Street is a major influence on Torrington Place and no mention of how changes to the direction of flow will affect residents	1	As a result of consultation responses, it is proposed that Huntley Street remain one-way southbound for its entire length which should help to reduce the predicted increase in traffic on Torrington Place and result in vehicles servicing UCLH remaining on Gower Street until Grafton Way.
	Make Huntley Street northbound and keep Capper Street open with new hospital buildings	1	This suggestion would open up a significant rat-run from Torrington Place to the UCLH on Grafton Way and so are not proposed to be taken forward.
	Proposals will lead to Huntley Street and Torrington Place being used even more as rat-runs	1	As a result of consultation responses, it is proposed that Huntley Street remain one-way southbound for its entire length which should help to reduce the predicted increase in traffic on Torrington Place and result in vehicles servicing UCLH remaining on Gower Street until Grafton

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			Way. Traffic flows would be monitored before and after implementation and where adverse impacts were to be identified, mitigation measures would be designed where possible and appropriate.
	Remove all parking or it will cause congestion	1	The proposals remove all parking from this section of Huntley Street.
<b>Impact on residents</b>	Local residents will be happy	1	Comment noted.
<b>Impact on businesses</b>	Removing one-way streets helps to improve business – keep this section of Huntley Street two-way	3	The proposals are for the creation of a pocket park, with new trees and planting which could not be achieved with two-way traffic. This suggestion would open up a significant rat-run from Torrington Place to the UCLH on Grafton Way and so are not proposed to be taken forward.
<b>Parking</b>	Do not reduce residents' parking	19	The proposals for Huntley Street would result in the loss of eight pay and display parking spaces. There would be no loss of residents' parking bays.
	Where does the parking go?	5	Eight pay and display spaces would be lost on Huntley Street. However additional pay and display spaces would be provided on Grafton Way and University Street.
	Short term and staff parking important for Cancer Centre	5	Short term pay and display parking would continue to be provided in the area. Staff parking would be the responsibility of the hospital.
	Do not remove parking / so much parking	8	The proposals for Huntley Street would result in the loss of eight pay and display parking spaces. There would be no loss of residents' parking bays.
	Removing parked except for Blue Badge holders	3	The proposals for Huntley Street would result in the loss of eight pay and display parking spaces. There would be no loss of residents' parking bays.
	Support reduction in parking	3	Comment noted.

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<b>Taxis</b>	Consider needs of disabled and older people who need door to door access to buildings / difficult to access Huntley Street by taxi	4	Taxis would still be able to make drop-offs and pick-ups on Huntley Street.
<b>Loading Servicing</b> /	Restricting deliveries will increase issue of PCNs	1	Servicing for the hospital and university sites on this section of Huntley Street would be catered for.
	BOC vehicles accessing hospital premises in Chenies Mews would have to turn from Huntley Street if Capper Street were closed and this turning circle is insufficient. Note there is also a loading bay on Chenies Mews at the back of Huntley Street Paul O’Gorman building. How is this affected?	1	The arrangements for servicing on Chenies Mews would be investigated further if the proposals were to go ahead.
<b>Buses</b>	Allow buses to use Huntley Street	1	Huntley Street is too narrow for buses
<b>Other</b>	Consider views of Huntley Street residents more strongly as they are most affected	3	Comment noted
<b>No change</b>		17	Comment noted
<b>General negative comments</b>		7	Comment noted