

Application No:	Consultees Name:	Received:	Comment:	Response:
2023/3212/P	John Chamberlain	08/10/2023 11:33:39	COMMNT	Comments from Camden Cycling Campaign

We are the local branch of the London Cycling Campaign and represent the interests of cyclists living or working in or travelling through the Borough of Camden.

We are concerned about the significant increase in the number of vehicles that would turn into the site from Royal College Street under the proposal and believe that the applicant has not considered the impact on people using the northbound cycle lane.

Collisions caused by motor vehicles turning left across cycles ('left-hooks') are a common cause of injury and worse and the report points out there have been a number of collisions involving cyclists in the vicinity. As the report points out, this is a busy cycle route (with up to 4000 cycles per day).

The Transport Assessment (section 2) states that the current number of parking spaces (6) is insufficient to service the fleet of 30 vehicles that may use the facilities. There are approximately 20 arrivals every morning and some of these currently use nearby on-street parking and/or leased space in a car park on Pratt Street. These vehicles do not enter the site and therefore pose no risk to cyclists on Royal College Street, whereas under the new plans for 40 parking spaces on site (cars + vans) the number entering the site will increase considerably.

The numbers leaving the site is a somewhat lesser concern because cycles approach from the right and drivers will naturally be looking to their right before pulling out. However, the location is awkward as it coincides with a cycle-only lane heading diagonally off to Georgiana and Lyme Streets, so exiting vehicles that pull forward to the kerb-line will block this. Road markings should make the priority clear and require vehicles to stop before the diagonal cycle lane.

We also note (section 5.4) that access will be authorised via ID security cards. It is not clear how this would work but we assume that the security gates will be far enough into the site that the cycle lane will not be blocked by vehicles entering, whatever their size.

In summary, we do not believe that the Transport Assessment has properly addressed the issue of the cycle lane and that it should be revised before the application is approved. We note that currently there is an alternative access to the site from Pratt Street and we believe that this should be considered as a better location for the entrance.

John Chamberlain
Camden Cycling Campaign
