

Butler, Clare

From: Ricci de Freitas [REDACTED]
Sent: 25 July 2013 18:16
To: McEllistrum, Richard
Cc: Minty, Stuart; Futch, John; Planning
Subject: Cartwright Gdns construction management plan
Follow Up Flag: Follow up
Flag Status: Orange
Attachments: Cartwright Gdns construction traffic plans.pdf

Dear Richard McEllistrum

Subject to the redevelopment of the Cartwright Gardens student halls being granted planning consent, the Marchmont Association would like to lodge its concerns about the proposed routing of heavy goods vehicles down Judd Street, along Leigh Street and into Cartwright Gardens (see attached plans), although we appreciate that it may not be technically possible to avoid this route being used.

If this is the case, we would like to see the imposition of restrictions on the numbers of vehicles in any given period and on the timing of journeys so as to minimise the negative impact on affected residents and businesses. We would also like the Council's assurances on the marshalling arrangements for said vehicles to protect local amenity and ensure the safety of pedestrians and other road users.

'Just-in-time' delivery arrangements are normally operated in such circumstances, but these are difficult to guarantee because of the nuances of London traffic, so there is a danger of massive HGVs backing up along local streets whilst awaiting their slots to make their collections of rubble and deliver 'new-build' materials, some of which are likely to be very large pre-fabricated pieces. Our recent experience of HGVs servicing the Great Ormond Street Hospital extension in Guilford Street was horrendous, with HGVs queuing for long periods in Lansdowne Terrace and Brunswick Square and sizeable chunks being taken out of the Brunswick Square roundabout by over-sized vehicles.

We have been lobbying the Council to no avail for the past two years to reduce the volume of traffic travelling along Leigh Street by diverting vehicles along less residential, parallel streets to the north - most notably Bidborough Street, therefore, using Leigh Street as a main delivery route is a seriously retrograde step.

These proposals also pose a serious threat to cyclists using the busy north-south routes along Cartwright Gardens and Judd Street, respectively, so we would anticipate the need for the deployment of additional measures to ensure the safe passage of cyclists on these routes during the construction programme.

Yours

Ricci de Freitas

Chair - MA