

Application No:	Consultees Name:	Received:	Comment:	Response:
2019/4201/P	John Chamberlain	10/09/2019 10:29:42	OBJ	<p>I write on behalf of Camden Cycling Campaign, the local branch of London Cycling Campaign. We have additional comments objecting to the proposed use of Pratt Street for site use including vehicle waiting, wheel washing etc (Construction Environment Management Plan Pt 2, slide 7).</p> <p>We object both in principle and for a specific reason.</p> <p>In principle, for cyclists and pedestrians, use of public realm (footways and road carriageways, including cycle lanes) for extended periods (often years) has a very negative impact. In effect, Camden is subsidising the developers. The result of traffic lane and footway closures is to make the roads less safe and less welcoming (cyclists may have to divert or use the main carriageway, pedestrians may have to cross the road and/or will walk in the main carriageway). This is inherently unsafe and reduces the proportion of residents using active travel, in contravention of Camden's policies. A nearby example is the Electrical substation works on the other side of Royal College Street.</p> <p>Specifically in the case of the section of Pratt Street between Royal College Street and Pancras Way, Camden plans to introduce a contra-flow westbound cycle track on the south side of the road (part of the Delancey-Pratt east-west cycle route) and is currently working on details of the route. Handing over a significant part of the road to the developer would make this impossible, and would delay the project and/or mean that it would not connect to Pancras Way as planned.</p> <p>We therefore believe that all operations should be onsite and use of the public highway should only be permitted for specific and short-term purposes.</p> <p>John Chamberlain Coordinator Camden Cycling Campaign</p>

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