

Application No:	Consultees Name:	Received:	Comment:	Response:
2021-6105-P	John Chamberlain	06/01/2022 17:23:10	COMMENT	<p>Comments from Camden Cycling Campaign</p> <p>We represent the interests of cyclists living or working in or travelling through the Borough of Camden. We have comments on both the cycle parking and access elements of the planning application and on the draft construction management plan. We also ask to be included in any Construction Working Group that is formed.</p> <p><b>Cycle Parking and Access</b></p> <p>We are concerned about the shared access for deliveries, cycles and pedestrians at the rear (Transport Statement section 4.4 page 23). It is not good enough to say (Appendix J section 3.6) that it is 'no worse than the existing situation' especially with the increased size of development from 5074 to 6140 sq m. Servicing levels apparently were measured in November 2021, during the pandemic when many people were working from home and so do not provide a reasonable estimate. We are also concerned that room for turning is limited and that vehicles may back out across the cycle track on Tavistock Place.</p> <p>We note that the requirement for long-stay parking for non-standard cycles is to be satisfied by additional spaces in the ground-level short-term parking area. We welcome the fact that this is on the ground floor and therefore easily accessible but we are concerned about security and shelter from the elements. If it is to be used for long-stay parking it should be protected from the weather by at least a roof. Further, we understand that the area will be open to the public - what are the plans for security of this area? It may be better to provide a lockable area.</p> <p>We note that the main cycle parking is in the basement. This is not ideal and access will be an issue especially for people who use a conventional bike but have balance issues or lack upper-body strength. Use of a lift to access the cycle store is not mentioned in the main planning application (e.g. DAS section 6.7) nor in the Transport Statement section 4.13 but is referred to in Transport Statement Appendix I (Travel Plan) section 4.11 page 17 and it is important that this is facilitated for those who need it.</p> <p>However, it is unclear what the route is to the lift and from the lift to the storage area and what obstacles may be in the way, especially the number and nature of any doors (see Camden Transport SPG section 8). Consideration should be given to door width and the use of sliding doors or doors kept open in normal hours with a fire release.</p> <p>Finally - what is the pitch of the stairs with the cycle 'chute'? It should be gentle, e.g. 1:3 (20%), rather than the standard 30-40%, otherwise people will be unable to use it, especially with a loaded bike. The wheel ramps should be set away from the walls.</p> <p><b>Construction Management Plan</b></p> <p>We note that CMP Appendix B Figs 2 and 3 show potential vehicle routings via Tavistock Place. Tavistock Place is a major E-W cycle route and its use by large vehicles should be discouraged. They should use the A4200 (Tavistock Square and Woburn Place).</p> <p>We are also concerned about the number of crossings of the cycle lane by vehicles using the rear access. Appendix E shows that some vehicles (e.g. skip lorries) will need to reverse out. This should be minimised and</p>

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				<p>when necessary done very carefully with well-trained marshals. It would be very useful to have an estimate of the number of vehicles using this access and the proposed pit lane on Tavistock Square.</p> <p>Construction Working Group</p> <p>In view of the likely impact on the Tavistock Place cycle tracks we ask to be included in any construction working group that is set up though our involvement might be limited to receiving regular updates and estimates of impact during the construction phase.</p> <p>John Chamberlain Coordinator Camden Cycling Campaign email: john@camdencyclists.org.uk 6th January 2022</p>

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