

Response to Planning Application 2007/5228/P Eastern Goods Yard Development – Reserved Matters

Camden Cycling Campaign – November 2007

This submission to Camden's Planning Department in response to the above planning application is from Camden Cycling Campaign (CCC), representing almost 600 cyclists in the Camden area. Please contact John Chamberlain (details below) for any clarification needed.

A. Summary and Key Issues

CCC welcome the provision of cycle parking facilities for some 471 cycles, comprising stands for 275 in the basement of the Eastern Transit Shed, the rest being spread around at street level. We believe that this is a good mix and exceeds UDP requirements. With a projected 2000 students, it represents a 23% modal split, which we feel is realistic, at least initially.

There is no mention of other facilities for cyclists, such as the sponsoring of a Bicycle User Group ('BUG'), showers or storage for personal items, nor any workshop facilities. We recognise that some of these would be down to the final occupier of the site, but request at least that a BUG be sponsored and that storage facilities and a workbench (chained set of basic tools) be provided, as specified in the Outline Application (Green Travel Plan section 39.32).

CCC's main concerns, however, relate to access to the site both during construction of these facilities, construction of neighbouring facilities and in the long-term. We are very worried that a repeat of the current situation around St Pancras station will occur, with cyclists put in danger due to inadequate facilities and competition for road space with HGVs and other motor traffic.

Argent St George's original outline application for planning permission on the 53-acre King's Cross site, and Argent's Revised Planning Schedule both embrace the principle of providing adequate cycle routes and facilities, and of 'permeability' allowing for ease of access to and from all neighbouring areas.

The UDP and the Supplementary Planning Guidance lay down requirements and 'material consideration' for the provision of safe cycle routes into and through the site.

Camden Cycling Campaign urges that cycling needs must be assumed as integral to the development and designed into the site from the outset. This has become all the more imperative given the dramatic recent upsurge in the number of cyclists using London's roads, which is still rising and will continue to do so in future as fuel becomes more expensive.

This will mean that the first developments on the site must include the facilities needed to ensure safe access in the neighbouring areas and not be restricted to the area of each application.

B. Specific Issues

We have divided these into four key areas. It is recognised that some of the issues (e.g. 1a) may not lie within the scope of the application, **but must in that case be addressed by Camden**. UDP Policy references are to the 2004 version.

1. Access to the development (UDP Policies T3c, T3g)

Access from the North

a. York Way

The cycle lanes on York Way north of Wharfdale Rd should be made continuous throughout, especially in the railway underpasses, and should be widened to 1.8m to provide further isolation from fast moving HGVs. This is a very busy and dangerous road for cyclists and pedestrians and further safety measures are urgently needed.

b. York Way/Goods St East/Copenhagen Street Junction

Details of this critical junction should be provided and the safety of cyclists using this junction be given high consideration.

c. Goodsway

Some cyclists arriving from Camley Street will use this route (but see **(d)** below) - dedicated lanes should be provided on Goodsway before construction is complete.

d. Regents Canal

The proposed (and approved) link from Agar Grove to Camley Street will be a critical route for cyclists from the north-west, avoiding the dangers of York Way and providing direct access to the site. A ramp from Camley St to the canal at the oblique bridge should be included as part of this development and could be funded under a section 106 agreement. This would avoid the Camley St/Goodsway junction. Since the towpath will be used by cyclists whether or not the link to Camley Street is improved, widening of the towpath from this point to the site access to accommodate the increased cycle flows should be done now. Entry to the site at the Canal Street location (by the gasometers) would be ideal, but probably not practical due to later works, so access is assumed to be at Granary Square/Transit Street.

Access from the South:

e. Goodsway

Cyclists using Pancras Road will have to use Goodsway to access the site until the Boulevard is complete. Dedicated lanes should be provided early (see **(c)** above).

Access from the East

f. York Way/Goods St East/Copenhagen Street Junction

Details of this critical junction should be provided and the safety of cyclists using this junction be given high consideration (see **(b)**)

g. Goodsway

The proposed Goodsway cycle lanes should be extended to York Way.

h. Regents Canal

Widening of the towpath from York Way to the site access at Transit Street to accommodate the increased cycle flows should be done now (possible section 106 agreement).

i. Wharfdale Road Bridge link

CCC support the proposed pedestrian/cycle link to Wharfdale Rd.

Access from the West

j. Goodsway

The proposed Goodsway cycle lanes must be extended under the CTRL tracks and linked via Chenies Place to LCN+ route 6.

2. Circulation within the site (T3)

CCC demand that there be a 20 mph speed limit throughout.

CCC support improvements to the canal towpath, which should be done in co-ordination with British Waterways.

Ramps are needed at significant access points to the canal towpath including at Canal St.

3. Cycle Facilities within the site (T3)

Showers and changing facilities should be required.

Bicycle user groups, workshops & cycle hire facilities should be sponsored as part of the development.

4. Other Issues (T12)

Protection of cyclists and pedestrians during construction must be made explicit.

Existing cycleways should be kept open during construction and new cycleways should be installed early in phasing.

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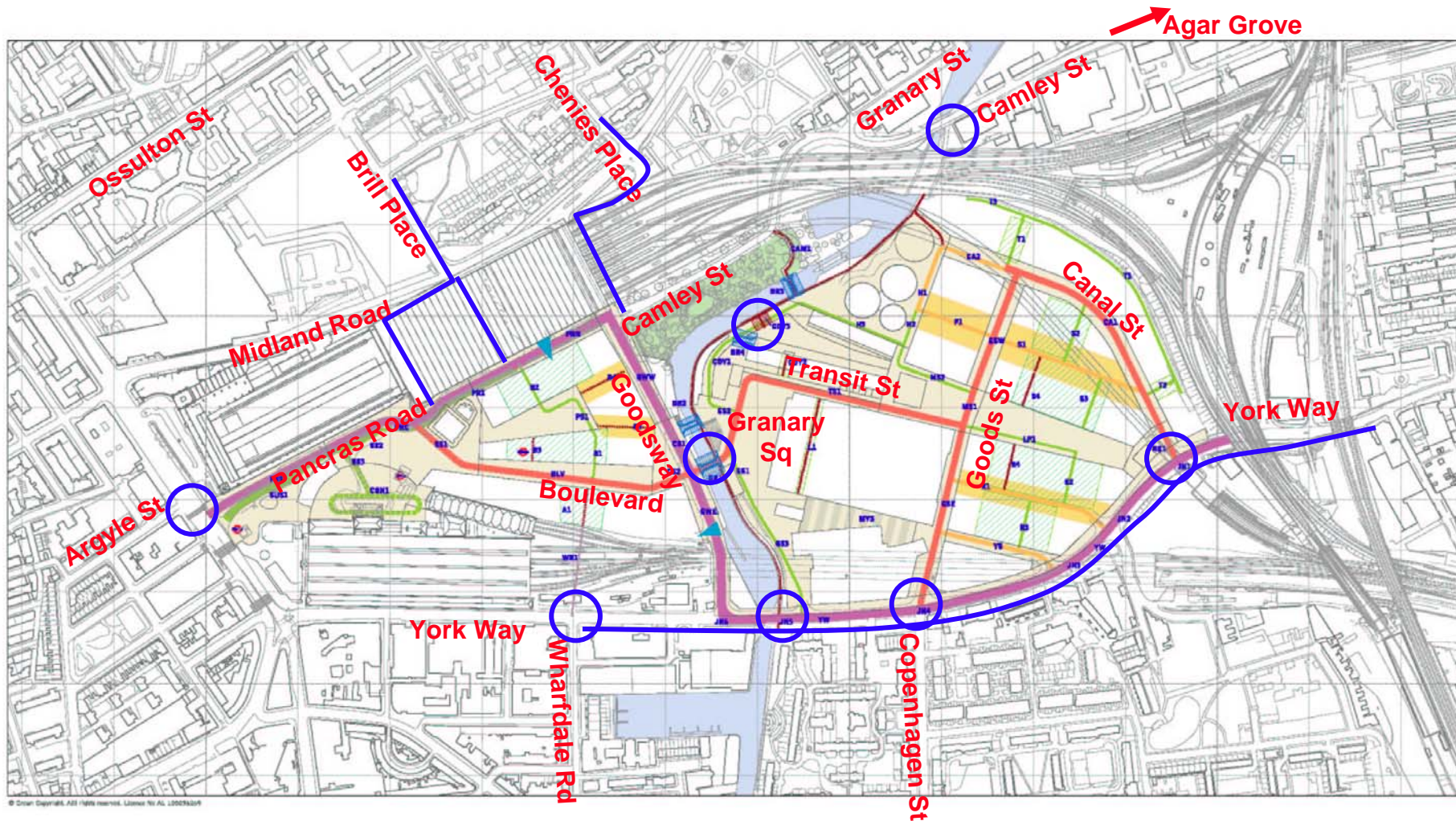
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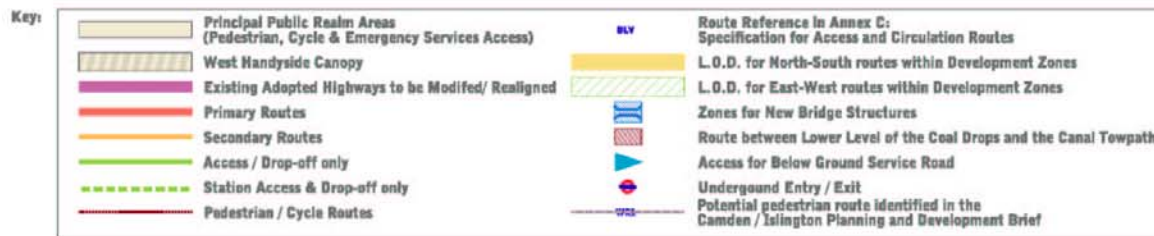
November 2007

See attached maps



Argent St George
King's Cross Central
Main Site Planning Application
Scale 1:4000 @ A3

Rev: J
H01_P01_01_00001_01_00001



KXC 007
Access & Circulation

0 25 50 100 200



Locations of improvements needed, excluding Pancras Rd & Goodway

