

Proposed Public Realm and Road Safety Improvements on Brill Place, Ossulston Street and Midland Road.

To Tabrez Hussain and Simi Shah

I am writing on behalf of Camden Cycling Campaign, the local borough group of London Cycling Campaign (LCC). We have over 600 members and represent the interests of cyclists living or working in the borough of Camden. We have consulted our members by email on this issue and this response reflects the views of the membership.

Our main concern is that the "new pedestrian route" should be accessible to people on bikes. As you know, we had been expecting to see a new pedestrian and cycle route between the Francis Crick Institution and the British Library. This detail was included in the approved planning application:

Volume 4.6.0 (Public Realm – Permeability) states:

“6. 6

The new pedestrian route on the southern boundary between Midland Road and Ossulston Street will provide additional permeability in the neighbourhood. It is proposed that this will be made available to the public subject to UKCMRI retaining control on grounds of meeting limited operational requirements.

6. 7

The southern pedestrian route runs alongside the visually accessible transverse atrium and the seminar suite. The route will be finished with concrete pavers as a continuation of the landscaped public realm. The route will be open and welcoming with trees softening the south-west side. Street lights have been incorporated and visibility along the full length of the route has been maximised to provide a safe and useful route for pedestrians and cyclists.”

Our main reason for thinking cycle access would be useful is based on permeability. Current reasons for using a through route include:

- to access Ossulston Street (including the staff entrance) when arriving at St Pancras International without needing to walk up to Brill Place.
- when coming northbound on Ossulston Street or leaving via the staff entrance, to cut through to St Pancras International station without having to follow the awkward route via Brill Place.

Once the new two-way route is built on Midland Road, the path will be easily accessible to northbound cyclists.

We are not asking for this path to be signed as a through route but we would like people to be given the right to cycle through there right from the start.

Other issues:

Cycle hire station in Midland Road and/or Brill Place: there has long been a need to have another hire station close to the two main line railway stations. In January 2011, in discussions with Anthony Holloway two possibilities were aired (on Midland Road and on Brill Place itself). Anthony Holloway stated that with the UKCMRI development, the council will inherit large areas of forecourt along Midland Road with the intention that space can be made here for a docking station. Regarding a site in Brill Place, he said there were concerns about seclusion of the situation – this will presumably change, once the laboratory has opened.

Table on Ossulston Street: we think that it could be more useful to place this in front of the entrance to the new pedestrian route.

Midland Road entrance to the new pedestrian route: it would be useful to provide a table across Midland Road to make access easier for all users.

Pick up/drop off point in Midland Road outside the public entrance: this location is of concern since all motors will be southbound and a northbound contraflow cycle track is currently under consideration. This location might be justified for a disabled drop off point, but should not be available for general use.

Jean Dollimore, Committee, Camden Cycling Campaign Committee