

Secret Group – 180 Arlington Rd, London NW1 7HL – Planning Application
Our Reference (D-SC-ARL-23-008)

Transport Assessment and Travel Plan – Build, Dismantle & Servicing

The Purpose of this Document

This document has been prepared on behalf of Secret Group Limited (SGL) for their Change of Use application from D2 (Bingo Hall) to an event space (Sui Generis Use Class) to be located at 180 Arlington Rd, London NW1 7HL

The Change of Use of 180 Arlington Rd, London NW1 7HL will allow the site in Camden to be used for a range of event activities, including film screenings, theatrical performance, community activities, music and interactive / static display spaces.

Due to the variety of potential event scenarios, this document has been created to show one possible scenario as this most closely aligns with previous projects and undertakings. A dedicated Venue Management will be provided to the authority prior to new uses of the space.

The Site

The site is bounded by Arlington Road to the West, Parkway to the South, Inverness Street to the North, and Camden High Street to the East. The site has access to the public highway on both Arlington Road and Inverness Street.

The site is currently occupied by Mecca Bingo. The building was constructed in the 1930's, originally as The Gaumont Camden Town, a 2,742 seat cinema. In 1968, the site was split horizontally into the Odeon as the upper portion, accessed from Parkway, and the Rank Strand Club as the lower portion, which was later renamed as Mecca.

“Trading has been tough across hospitality, and regular bingo players have been slow to return to halls since the pandemic. As a result, despite the prime location of our Camden club, we are not seeing the footfall required to ensure the continued operation of the venue as a bingo hall.

180 Arlington Road has been a Mecca Bingo for 55 years and rather than mothball the site, we are keen to secure its future. Having reviewed various options we are confident that Secret Cinema’s proposal will build on the site’s great heritage of community, excitement and entertainment, and offers the best solution both for the venue and the area.”

Statement from Rank

SGL are excited to revitalise the site, bringing it back into popular usage, which is fitting with central entertainment uses of the area. In recent years, Camden has become home to a number of immersive theatrical events, such as Peaky Blinders and Tomb Raider at Camden Stables Market, and it is hoped that we can build on this success, and make Camden a destination for immersive theatre in London.

The site is centrally located on Arlington Road, with Camden Town Northern Line station being an easy 3 minute walk away. The surrounding area is a mixture of residential and commercial uses, with a number of bars and restaurants being located within close proximity.

Overall the site extends to 1,913 m2, on the ground floor, with some ancillary back of house spaces being located at basement and first floor levels.

Area	Current Use	Proposed Use	Retained Use m2	Changed Use m2
Ground Floor	Foyer & Bar	Foyer & Bar	775m2	
Ground Floor	Bingo Hall	Main Event Space		1,140m2
1st Floor	Offices, Dressing Rooms and Ancillary	Offices, Dressing Rooms and Ancillary	175m2	
Basement	Plant Rooms	Plant Rooms	329m2	

The Proposed Development

The building was originally designed as a cinema/ music hall arrangement with front of house, auditorium and stage area. It is proposed that SGL will utilise all areas in a similar manner to those which have subsequently been managed as a Bingo Hall.

- Existing foyer area (access from/to Arlington road) - remaining as main entrance and foyer/ congregation space
- Existing bingo hall (accessed internally from the foyer) - remaining as audience space/ auditorium
- Bar area (access from/to Inverness Street and internally from the auditorium) - remaining as bar/ function space

As the previous use was within a similar use category, very little work on the building's infrastructure is planned. A modest amount of internal refurbishment works are required. External elements such as windows and doors will be refurbished inline with their current appearance, and a separate advertising consent application will be submitted for the replacement of the property's signage.

SGL plans to use the space as a multi-purpose events venue, and it is the intention that a number of individual events will be hosted on the site.

Given the size of the venue, it is currently planned that these shows will follow a 'pulse' format, with tickets being available on a time slot basis. This approach effectively distributes the audience throughout the day, rather than a singular 'curtain' time, which concentrates audience arrivals and departures into a short time period.

In addition, it is planned to provide a food and beverage offering, within the area currently occupied by Mecca's current bar. This will be primarily provided to compliment the main offering within the event space, but at times may run independently using the entrance on Inverness Street.

SGL are aware that Arlington Road and the surrounding areas have increasingly become an area of high crime and antisocial behaviour. It is envisaged the proposed development will have a positive impact in reducing these issues. The increased visible staffing presence around the entrance, and the nature of the audience flow being distributed throughout the day will help reduce the risk of crime usually associated with little footfall.

The landlord is keen to keep the site in use, and the proposed development provides a secure future for the application site, further reducing the risk of crime and antisocial behaviour normally associated with vacant sites.

This Document

This document has taken the following steps towards its assessment of the likely impact on transport of the SGL project installation:

- Discussions with Secret Group Ltd.
- Previous knowledge of working on other London sites
- Site visits during 2023 to assess site activity and assess the viability of the site.
- Collation of bus, cycle, tube and other transport network data.

Scope

The project is a Change of Use of 180 Arlington Rd, London NW1 7HL.

Staff Travel

Our proposal aims to develop methods and implement schemes which will actively encourage our staff to travel to the venue using various sustainable modes of transport rather than private car use.

In order to help to decrease traffic congestion, reduce air pollution and provide improved accessibility to the venue, it is recommended the use of all methods of public transport plus alternatives such as walking and cycling.

Green travel initiatives for the SGL venue:

- We will investigate at the recruitment stage whether staff to be employed at the venue are able to reach the site using green, and where possible active travel methods.
- Staff hours will be aligned with local public transport services to ensure that reliance on private cars is not necessary.

Staff Involvement and Objectives:

- Staff will be given assurances that the project is not anti-car (as some people have no alternative to using a car) but it is a means of providing more choice of travel options.
- No staff or contractor car parking will be allowed on site.
- Staff and contractors will be encouraged to use public transport or to walk to the venue.
- There will be safe and secure accommodation for four cycles on site which is one per eight staff members, in line with the London plan.

Car Parking

- No car parking will be made available to staff and contractors working during the build and dismantle periods
- No audience car parking will be available for the live running of the venue, however existing accessible parking is available on surrounding streets.

Staff Cycling

- In line with the London Plan, 5 bike parking spaces will be provided (40 staff). These will be located in the back of house area, with access from Inverness Street. For further information please see drawing P-SC-ARL-23-012.

No audience car parking will be available for the live running of the venue, however existing accessible parking is available on surrounding streets.

Public Transport

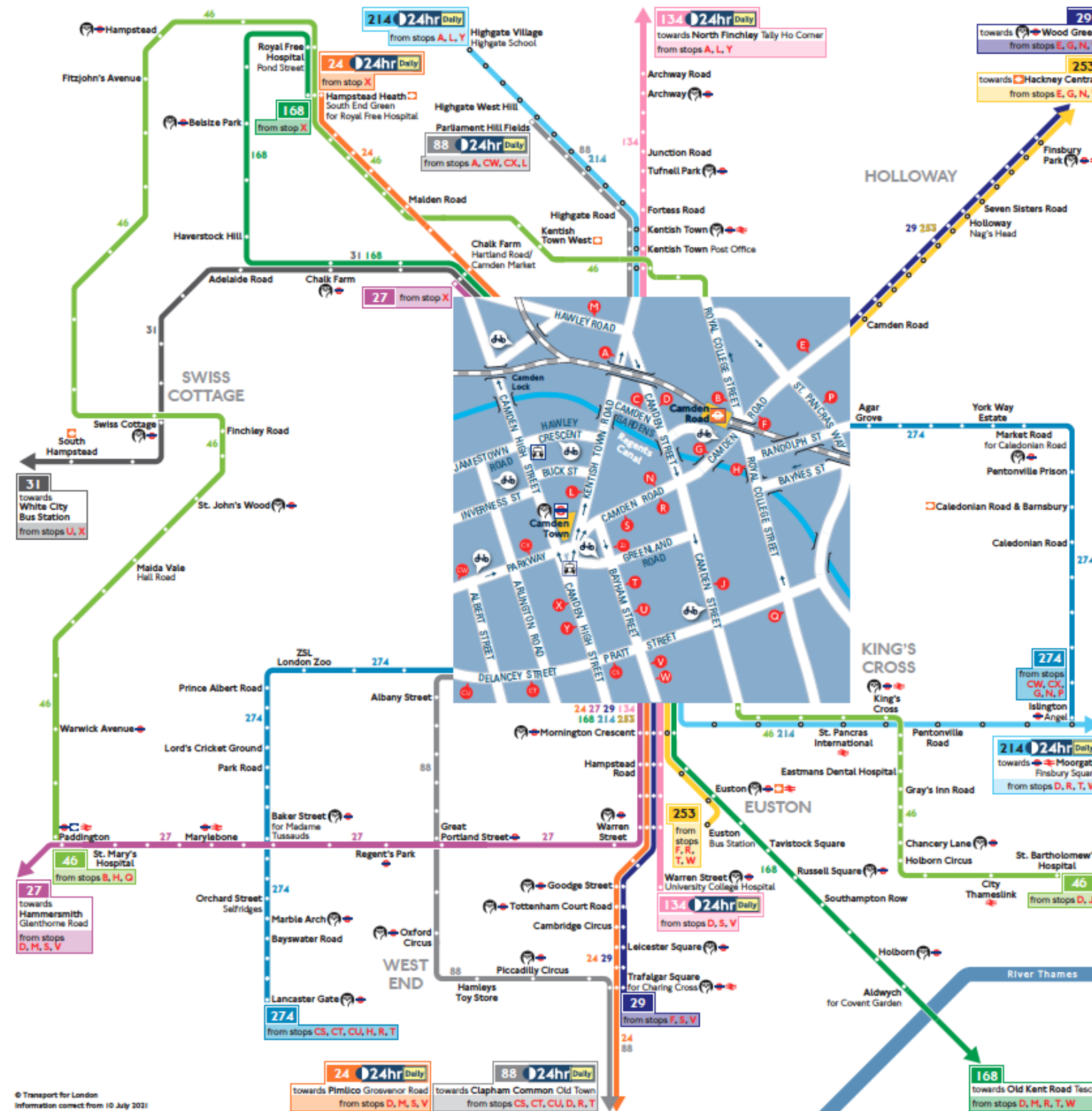
Many public transport options are available to those working at the venue site during the build and dismantle process..

Rail

The Arlington Road site is well connected to the rest of London by rail:

- Camden Town Station is located approximately three minutes walk away
 - o Northern
- Camden Road Station is located approximately eight minutes walk away
 - o Overground
- London Euston Station is located approximately 20 minutes walk away
 - o National Rail Services
 - o Northern Line
 - o Victoria Line
- Kings Cross St Pancras is located approximately 24 minutes walk away
 - o National Rail Services
 - o InterNational Rail Services
 - o Northern Line
 - o Victoria Line
 - o Circle Line
 - o Metropolitan Line
 - o Piccadilly Line
 - o Hammersmith & City Line
- Baker Street Station is located approximately 32 minutes walk away
 - o Bakerloo Line
 - o Hammersmith & City Line
 - o Metropolitan Line
 - o Circle Line
 - o Jubilee Line

Bus



Mode	Stop	Route	Distance (metres)	Walk Time (mins)	First Bus	Last Bus
Bus	CX	274	98.14 m	1	M-F - 05:46 Saturday - 05:46 Sunday - 05:45	M-F - 00:43 Saturday - 00:44 Sunday - 00:42
Bus	CX	88	98.14 m	1	24hrs	24hrs
Bus	X	24	160.93 m	2	24hrs	24hrs
Bus	X	27	160.93 m	2	M-Thu - 06:05 Friday - 06:05 Saturday - 06:05 Sunday - 06:02	M-Thu - 01:03 Friday - 01:09 Saturday - 01:09 Sunday - 01:04
Bus	X	31	160.93 m	2	M-F - 05:01 Saturday - 05:01 Sunday - 05:01	M-F - 00:31 Saturday - 00:32 Sunday - 00:31
Bus	X	168	160.93 m	2	M-F - 05:11 Saturday - 05:11 Sunday - 05:11	M-F - 00:12 Saturday - 00:12 Sunday - 00:12
Bus	X	N5	160.93 m	2	Sun > Mon - 00:24 Fri > Sat - 01:07 Sat > Sun - 01:07 Mo/Th > Tu/Fr - 00:59	Sun > Mon - 06:11 Fri > Sat - 06:12 Sat > Sun - 06:13 Mo/Th > Tu/Fr - 06:11
Bus	X	N27	160.93 m	2	Sun > Mon - 01:13 Fri > Sat - 01:16 Sat > Sun - 01:16 Mo/Th > Tu/Fr - 01:13	Sun > Mon - 05:40 Fri > Sat - 05:40 Sat > Sun - 05:40 Mo/Th > Tu/Fr - 05:40
Bus	X	N28	160.93 m	2	Sun > Mon - 00:53 Fri > Sat - 00:59 Sat > Sun - 01:00 Mo/Th > Tu/Fr - 00:53	Sun > Mon - 04:22 Fri > Sat - 04:27 Sat > Sun - 04:28 Mo/Th > Tu/Fr - 04:22

Mode	Stop	Route	Distance (metres)	Walk Time (mins)	First Bus	Last Bus
Bus	X	N31	160.93 m	2	Sun > Mon - 01:08 Fri > Sat - 01:09 Sat > Sun - 01:09 Mo/Th > Tu/Fr - 01:08	Sun > Mon - 04:37 Fri > Sat - 04:38 Sat > Sun - 04:38 Mo/Th > Tu/Fr - 04:37
Bus	T	88	321.86 m	4	24hrs	24hrs
Bus	T	168	321.86 m	4	M-F - 05:11 Saturday - 05:11 Sunday - 05:11	M-F - 00:12 Saturday - 00:12 Sunday - 00:12
Bus	T	214	321.86 m	4	24hrs	24hrs
Bus	T	253	321.86 m	4	M-Thu - 05:52 Friday - 05:52 Saturday - 05:51 Sunday - 05:51	M-Thu - 00:45 Friday - 00:46 Saturday - 00:46 Sunday - 00:45

Works Traffic (Preparation of Events Venue)

The development is a Change of Use project - very little in the way of demolition/ repurposing of the venue takes place, with the majority of the planned works to upgrade existing services (fire protection, electrical, decoration and soft furnishings). To be clear no foundations are needed, small amounts of plasterboard wallings are to be removed and the total amount of equipment required will arrive and then be removed again in approximately 300 commercial vehicle movements.

These will vary between small vans, rigid and articulated vehicles throughout the 75 day period of the installation.

Vehicle	Vehicle Number	Frequency
≤ 3.5tonne	150	2 vehicles/ day
3.5 tonne to 7.5 tonne	150	2 vehicles/ day
≥ 7.5 tonne	11	0.14 vehicles/ day

There will be an average of 0.14 vehicles greater than or equal to 7.5tonnes per day for the build period.

The Principal Contractor will ensure that no pedestrian routes are disrupted during the project, and will divert pedestrian routes where required, in order to maintain access to all parts of the proposed venue whilst ensuring the safety of those on foot.

The coordination of all vehicle movements will be managed by the Principal Contractor - plans will include:

- 1) All deliveries to site will be booked through the centralised delivery management system and managed by our onsite logistics team
- 2) Time slots will be allocated to deliveries to ensure that there is no overlap between delivery vehicles

Warning and diversion / information signage will be posted along the venue perimeter to inform pedestrians and other road users about access arrangements.

Traffic management staff including banks-staff will be deployed at the site entrance to control access and to ensure the safety of those working around the vehicle movement, pedestrians and others who are not involved in the construction works which are taking place.

Where required, parking suspensions will be applied for, to allow for the parking of vehicles off the public highway, during the unloading process. We have not identified any junctions and links that will be affected by construction traffic related to this project. As such we do not anticipate any impact on traffic, the creation of queues or delays at critical junctions.

Servicing the Venue

Our servicing plans will be designed to ensure that there is no unnecessary crossover between delivery and collection vehicles – i.e. waste collections will not take place at the same time as the bar stock deliveries, to reduce the number of vehicles arriving at the site at any one time.

Overall Servicing

Vehicle Type	Use	Average Frequency	
Rigid (18 / 26 tonne)	Waste	2 per week	08.00 – 10.00 weekdays (i.e. outside of show times)
Rigid (7.5 tonne)	Bars	1 per week	08.00 – 10.00 weekdays (i.e. outside of show times)
3.5 tonne van	Catering / Merchandise	5 per week	08.00 – 10.00 weekdays (i.e. outside of show times)

Accessible Parking

- Accessible parking is available to the north of the venue on Arlington Road, and to the south west of the venue on Parkway.

Emergency Access

The Emergency Evacuation Plan forms part of the Construction Phase Plan or the Event Management Plan (depending on the phase of the project). There are multiple routes out of the venue for cast, crew and staff members.

In the event that the emergency services are called, emergency vehicles will access the site and be directed to the RVP at the entrance (located on Arlington Road) to the site for a briefing by the Duty Manager.