



A Planning Application by
THE ARCH COMPANY

In respect of
**Units 29-41, Castle Mews,
LONDON BOROUGH OF CAMDEN**

Framework Travel Plan

January 2025



Document Management

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^a Proposed plan updated

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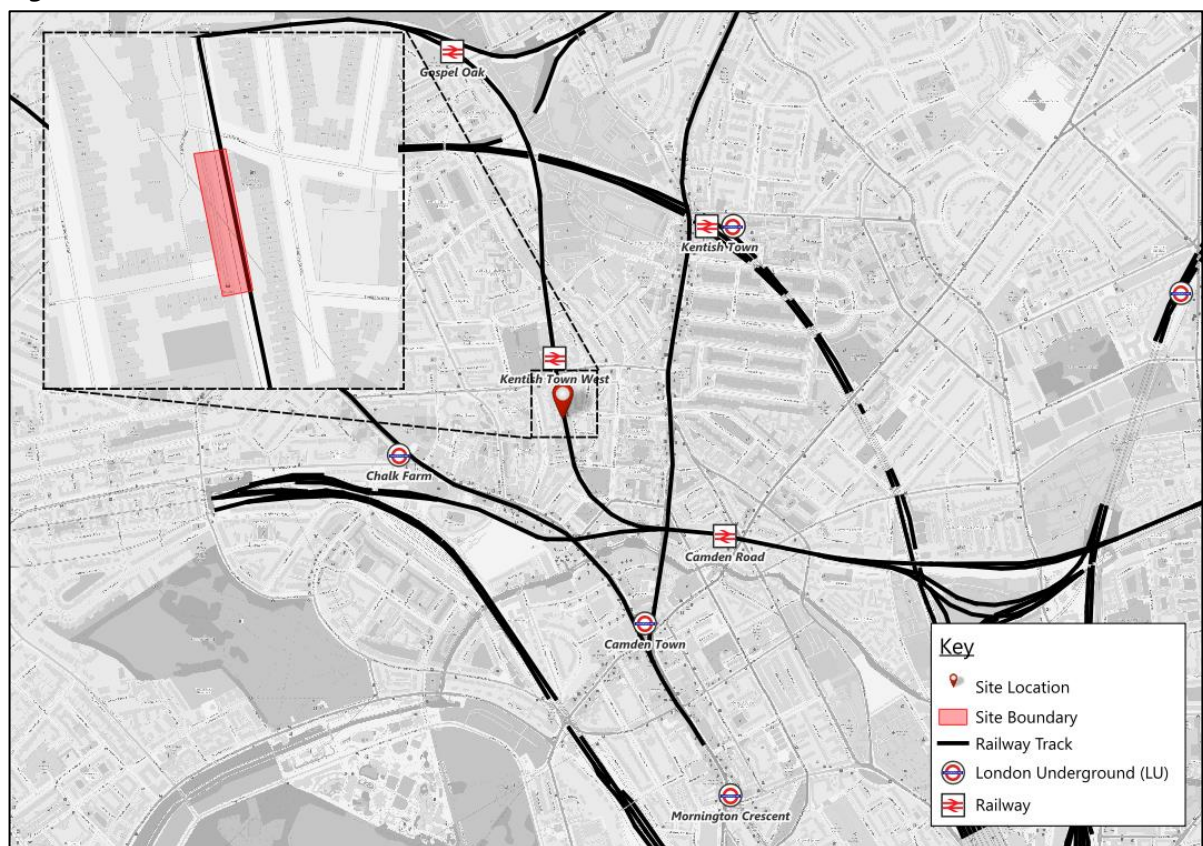
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1 Introduction

- 1.1 Transport Planning Associates (**TPA/ we**) has been appointed by The Arch Company to provide transport planning consultancy services in relation to a proposed change of use application for 13 arches (number 29-41) at Castle Mews, Camden, NW1 8SY.
- 1.2 The site is situated in the London Borough of Camden and sits beneath the existing railway line (the North London Line) which serves Kentish Town West station to the north. It's location in the context of local transport infrastructure is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.3 The development proposals comprise:

"Partial demolition of existing warehouse, erection of new warehouse and external alterations to existing railway arches and associated works related to the continued use as builders merchant (sui generis), and / or class B8 and / or E(g)(iii) uses".

- 1.4 The application seeks to retain the existing Sui Generis use in addition to the new uses set out below:

- **Use Class B8 (Storage or distribution):**
 - This class includes open air storage.
- **Use Class E (Commercial, Business and Service):**
 - E(g)(iii) Uses which can be carried out in a residential area without detriment to its amenity: Industrial processes.¹

- 1.5 The proposed development will retain the existing vehicular access to the site and the operational car parking. Long-stay cycle parking will be provided on-site, with short-stay cycle parking provided within the yard in accordance with the policy requirements, with locations to be confirmed by tenant fit outs.

Travel Plan Structure and Purpose

- 1.6 This Framework Travel Plan (**FTP**) has been prepared to set out and promote a number of sustainable transport choices that are aimed at maintaining the anticipated limited reliance on single-occupancy vehicle (**SOV**) journeys and managing travel demand associated with the proposed development.
- 1.7 The aim of a Travel Plan is to reduce the reliance on private cars, promote healthier travel options, and reduce the environmental impact of travel.
- 1.8 This FTP will be structured as follows:
- **Chapter 2:** Baseline Transport Conditions;
 - **Chapter 3:** Development Proposals;
 - **Chapter 4:** Aims and Objectives;
 - **Chapter 5:** Travel Plan Coordinator;
 - **Chapter 6:** Targets;
 - **Chapter 7:** Measures;
 - **Chapter 8:** Monitoring and Review; and
 - **Chapter 9:** Action Plan

¹ <https://www.planningportal.co.uk/permission/common-projects/change-of-use/use-classes>

2 Baseline Transport Conditions

The existing site

- 2.1 As previously set out, the site comprises 13 arches beneath the existing North London Railway Line which serves Kentish Town West station. It is accessed from Castle Mews, which is a no through road off Castle Road. The area surrounding the site is mixed in character, with commercial, industrial, office and residential uses in the local vicinity.

Pedestrian and Cycle Accessibility

- 2.2 Pedestrian footways are provided throughout the surrounding area, typically on both sides of the carriageway. In the immediate vicinity of the site the footway is circa 2.5-3m wide and is lit. Crossing facilities in the local area are typically uncontrolled with dropped kerbs and tactile paving.
- 2.3 A continuous pedestrian footway is provided between the site and Kentish Town West station and the existing bus stops on Prince of Wales Road.
- 2.4 With regard to catchment, the (then) Institution of Highways & Transportation publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

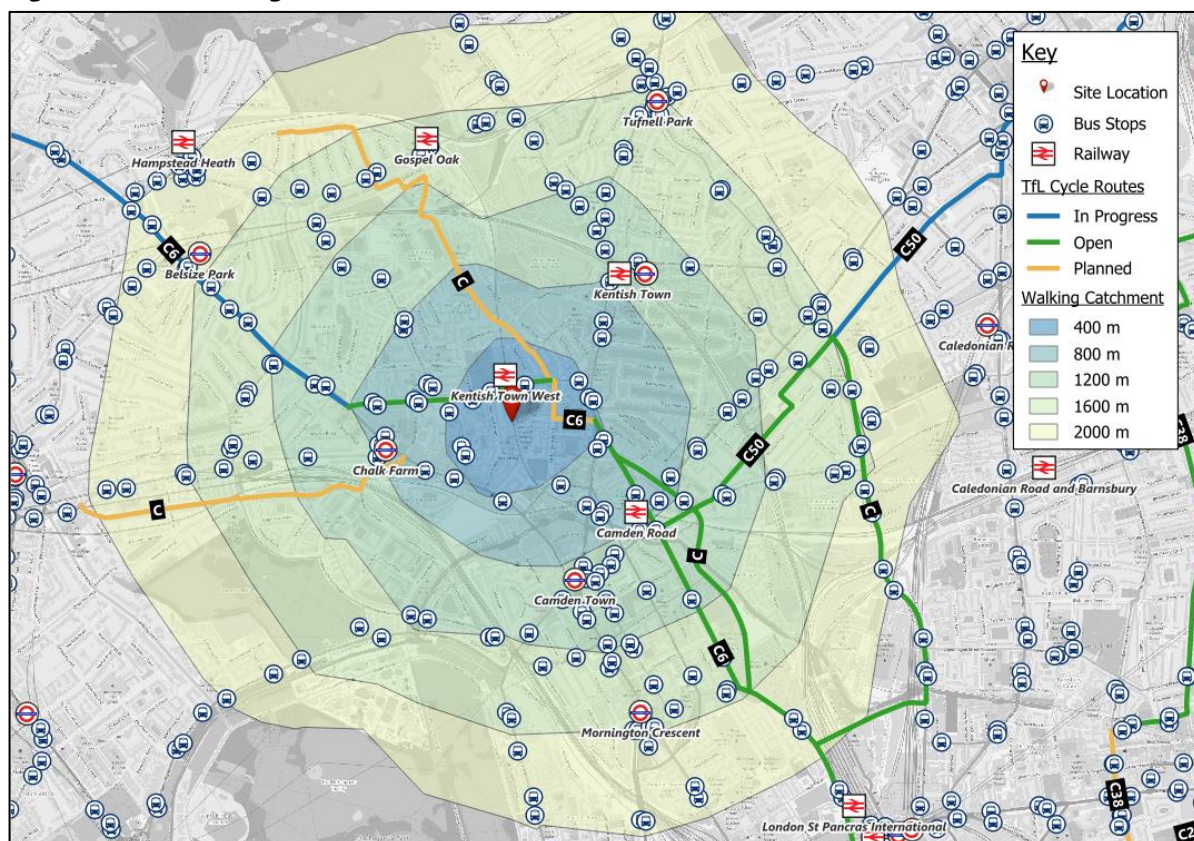
- 2.5 CIHT's Planning for Walking (2015) guidance quotes the Department for Transport's (DfT) document "*Building Sustainable Transport into New Developments*" (2008), which states:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to

walk or cycle further where their surroundings are more attractive, safe, and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design”²

2.6 **Figure 2.1** illustrates the walking catchment of the site in 400m increments.

Figure 2.1 Walking Catchments



Source: © OpenStreetMap contributors

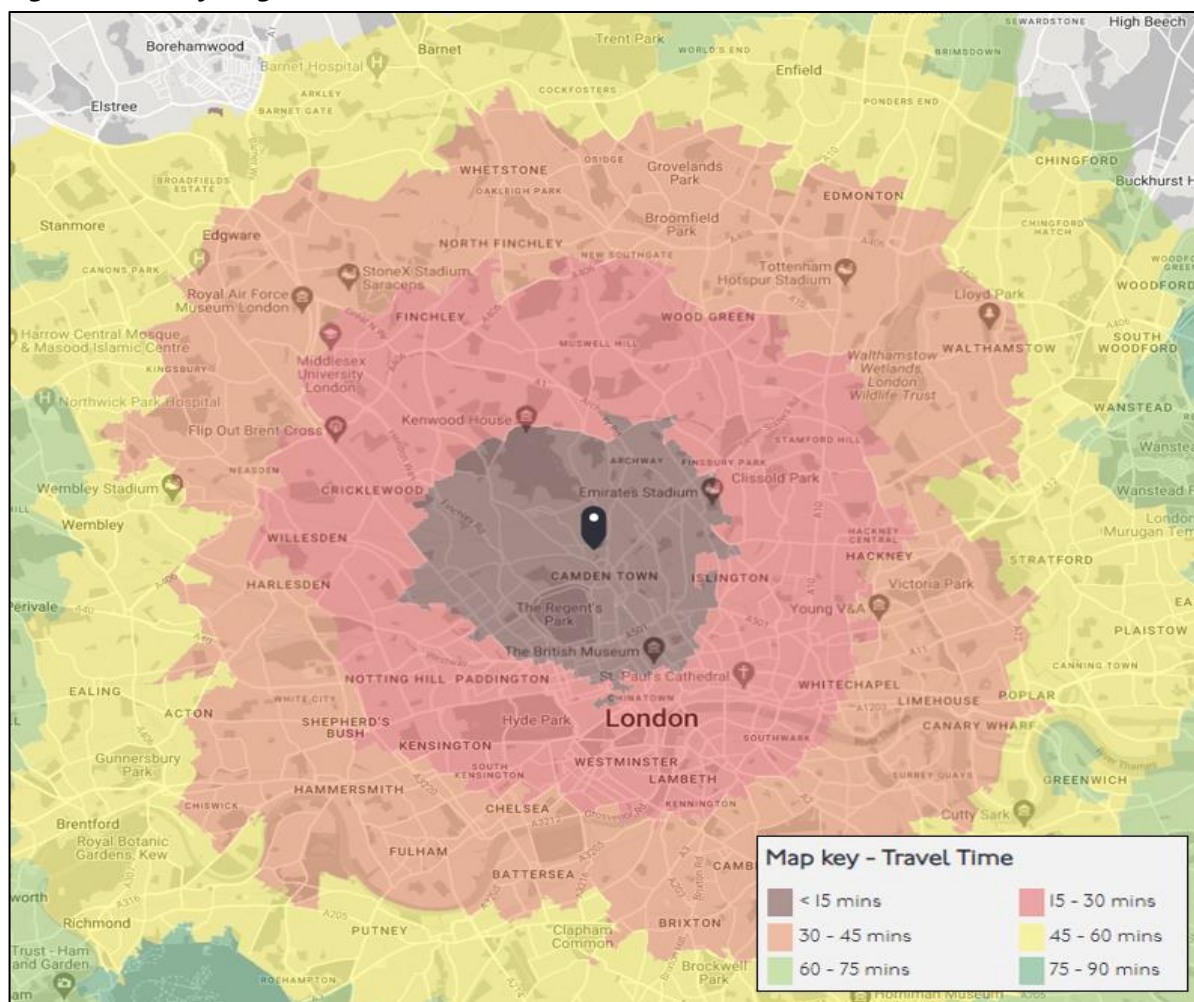
Cycle

2.7 The local cycle network within the vicinity of the site is shown within **Figure 2.1**. As shown, Cycleway 6 (C6), which is located circa 140m north of the site access on Prince of Wales Road and extends southward to King’s Cross and northward to Gospel Oak. The local area benefits from cycle gates restricting vehicle movement whilst retaining the cycle and pedestrian permeability. One example is provided between Hadley Street and Castle Road circa 40m from the site.

² Planning for Walking (CIHT, 2015, para 6.4)

- 2.8 The bicycle is considered to be an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)³. Utilising TfL's online WebCat tool the cycle catchment of the site has been determined and is presented in **Figure 2.2**. As shown, locations such as Camden Town, Paddington, Shepherds Bush and Westminster.

Figure 2.2 Cycling Isochrones



Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

Note: from Site, base year, AM peak

- 2.9 With regard to cycle parking, two Sheffield stands (four cycle parking spaces) are provided at the junction of Castle Road and Castlehaven Road circa 160m east of the site. Additionally, a Santander docking station is provided circa 550m south the site on Castlehaven Road, with a total of 28 docks⁴.

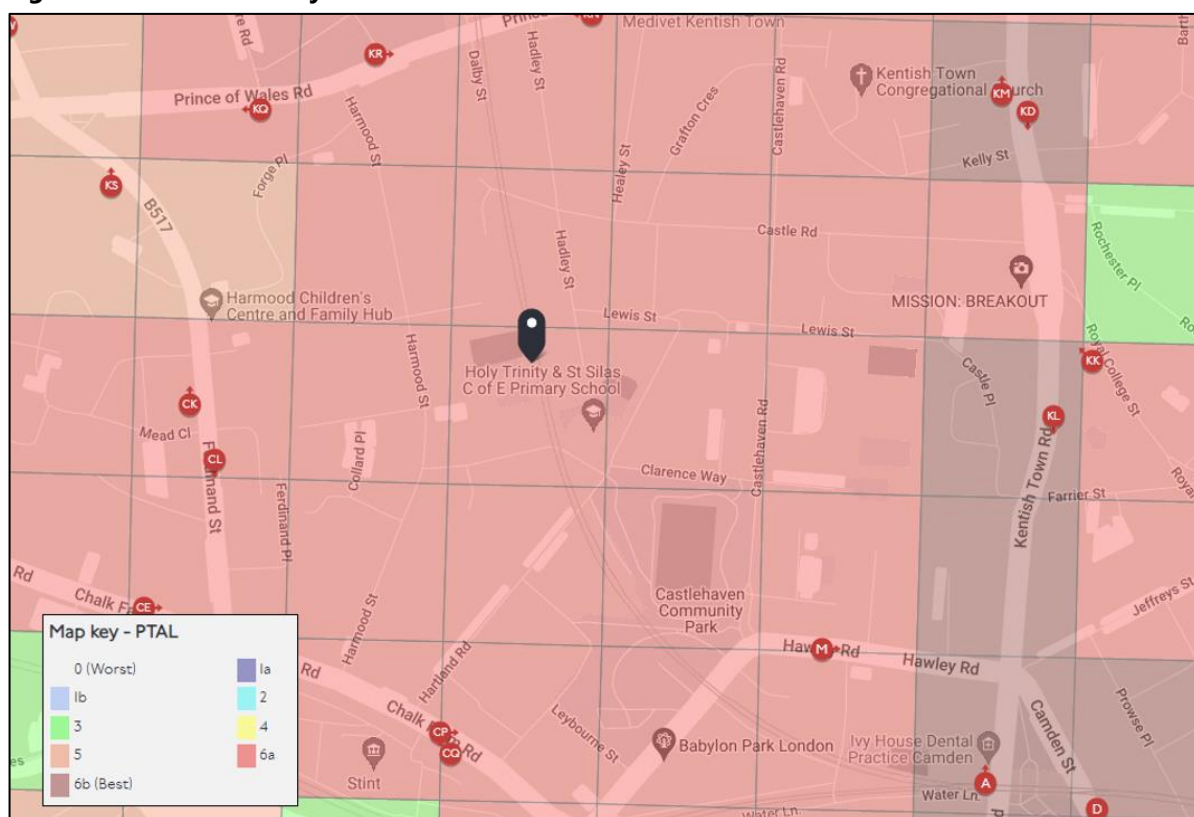
³ *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

⁴ <https://santandercycles.tfl.gov.uk/map?intcmp=48337>

Public Transport

- 2.10 The Public Transport Accessibility Level (**PTAL**) rating of a site within London denotes the degree to which public transport services serve that site, via a score between 0 (no access to public transport services within TfL thresholds) and 6b (excellent accessibility). The PTAL is a function of the distance and frequency of bus services available within 640m and underground/railway services available within 960m.
- 2.11 As shown in **Figure 2.3** the site has PTAL score of 6a. This indicates the second-best level of accessibility to the site via public transport services.

Figure 2.3 PTAL Analysis



Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcats/webcats>

Bus Services

- 2.12 Due to the site's proximity to Kentish Town West it has access to a wide variety of bus services as shown in TfL's Spidermap⁵ provided in **Appendix A**.

⁵ <https://content.tfl.gov.uk/bus-route-maps/camden-town-a4-300923.pdf>

- 2.13 Focusing on the closest stops only (Kentish Town West Station stops, stop KN and stop KR) which are located circa 140m to the north on Prince of Wales Road, the site has access to services 36 and 393. A summary of the existing bus services and their peak hour frequencies are presented in below.

Table 2.2 Local Bus Services

Service	Bus Route	Peak Hour Frequency		
		Weekdays	Saturday	Sunday
393	Kentish Town West – Upper Clapton Road	Every 10-13 minutes	Every 10-13 minutes	Every 15-20 minutes
	Kentish Town West – Chalk Farm Road	Every 10-13 minutes	Every 10-13 minutes	Every 15-20 minutes
46	Kentish Town West – Paddington Station	Every 10-12 minutes	Every 9- 11 minutes	Every 15 minutes
	Kentish Town West – St Bartholomew's Hospital	Every 8-12 minutes	Every 10-11 minutes	Every 14-16 minutes

Source: <https://tfl.gov.uk/travel-information/timetables/>

Rail Services

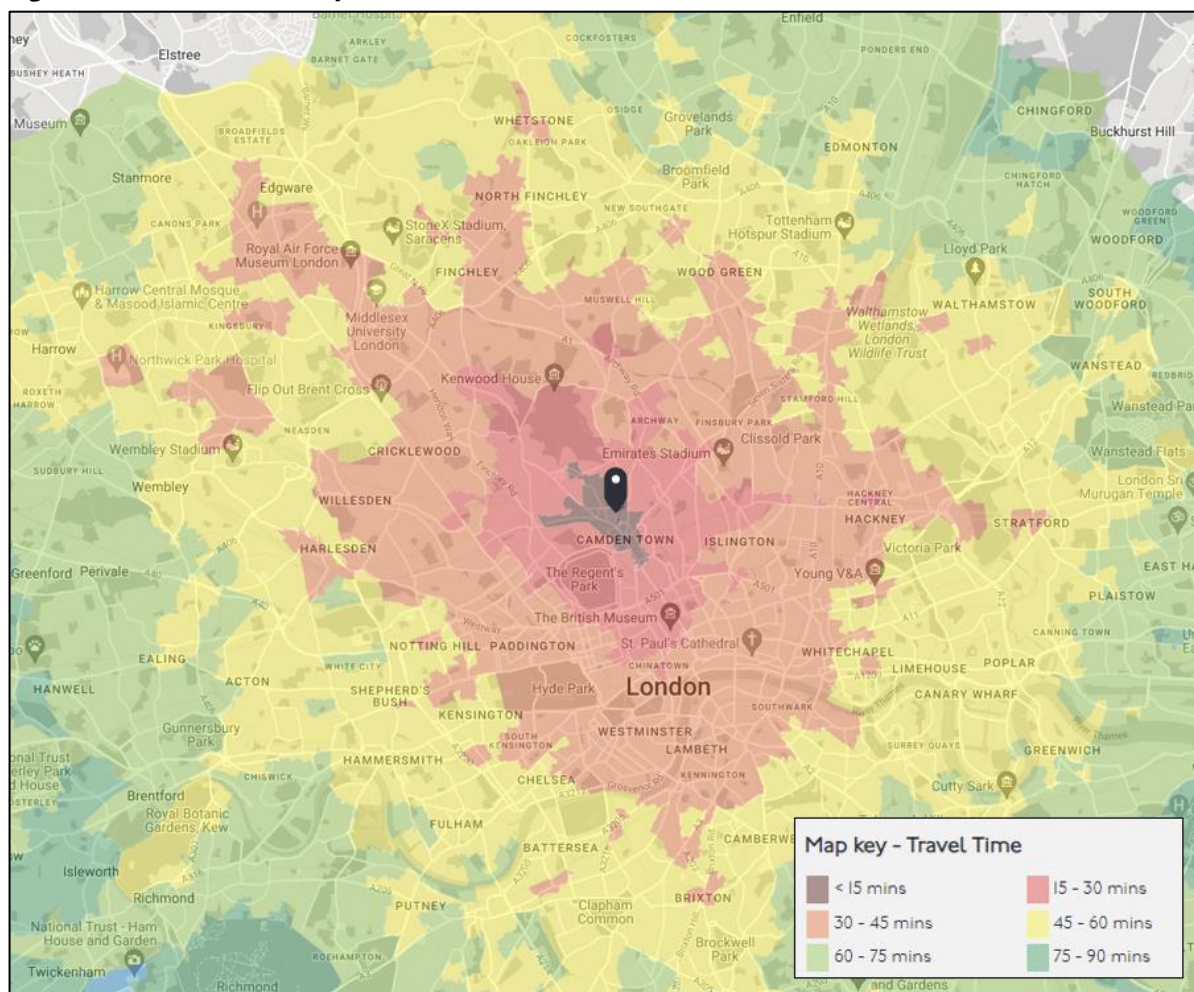
- 2.14 The closest rail link to the site is at Kentish Town West, which provides access to what will become the Mildmay London Overground Line. A summary of the services available is provided in Table 2.3 below.

Table 2.3 Rail Service Summary

Service	Bus Route	Peak Hour Frequency		
		Weekdays	Saturday	Sunday
Mildmay London Overground Line	Stratford – Hackney Central – Kentish Town West – Camden Road - Hampsted Heath – Willesden Junction - Richmond	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes
Mildmay London Overground Line	Richmond – Willesden Junction – Hampsted Heath – Camden Road - Kentish Town West -Hackney Central - Stratford	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes
Mildmay London Overground Line	Stratford – Highbury & Islington – Camden Road – Kentish Town West – Kensal Rise – Kensington Olympia – Clapham Junction	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes
Mildmay London Overground Line	Clapham Junction – Kensington Olympia – Kentish Town West – Camden Road – Highbury & Islington - Stratford	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes

Source: <https://tfl.gov.uk/overground/route/london-overground>

- 2.15 In light of the services available, and reflecting its very good public transport accessibility, a wide area of Central London can be reached in less than 30-45 minutes, with a part of Central London including Westminster, Paddington and Bloomsbury being reachable within 30 to 45 minutes, as shown in **Figure 2.4**.

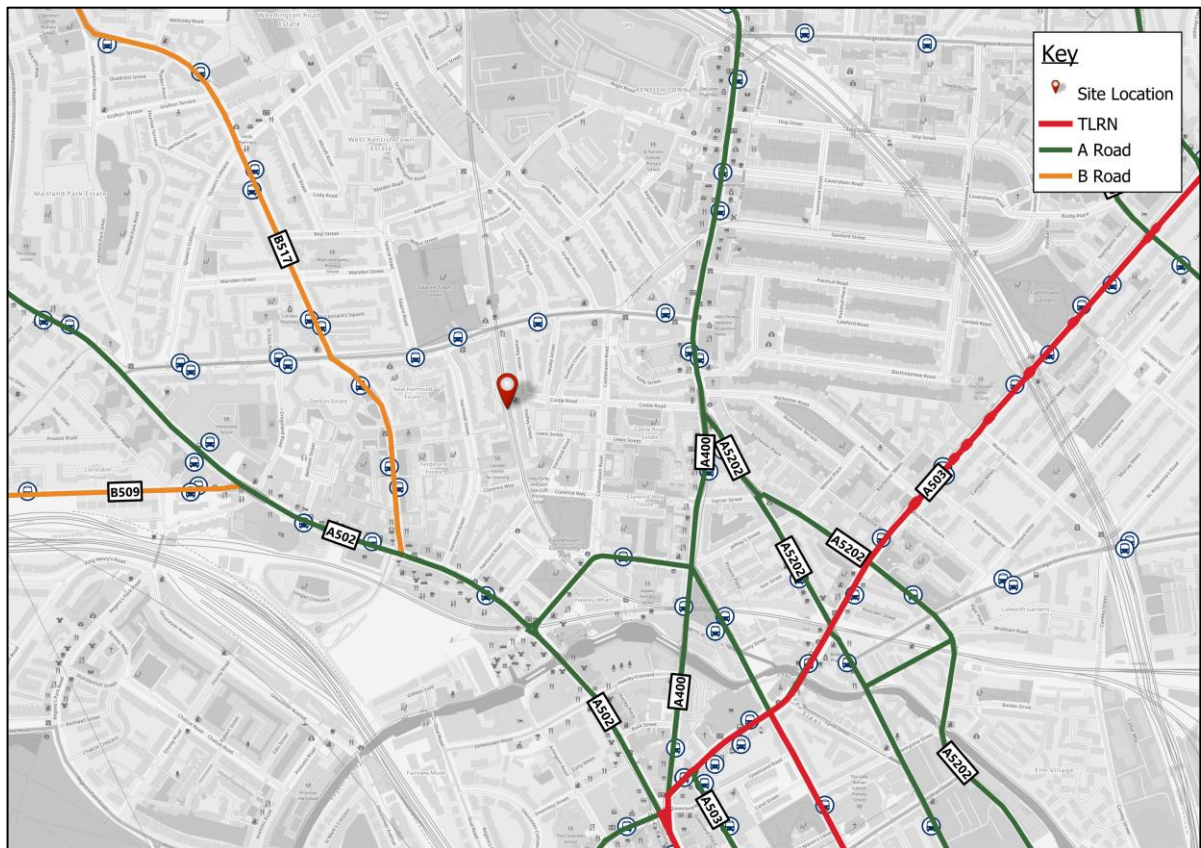
Figure 2.4 Public Transport Isochrones

Source: <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

Note: from Site, base year, AM peak

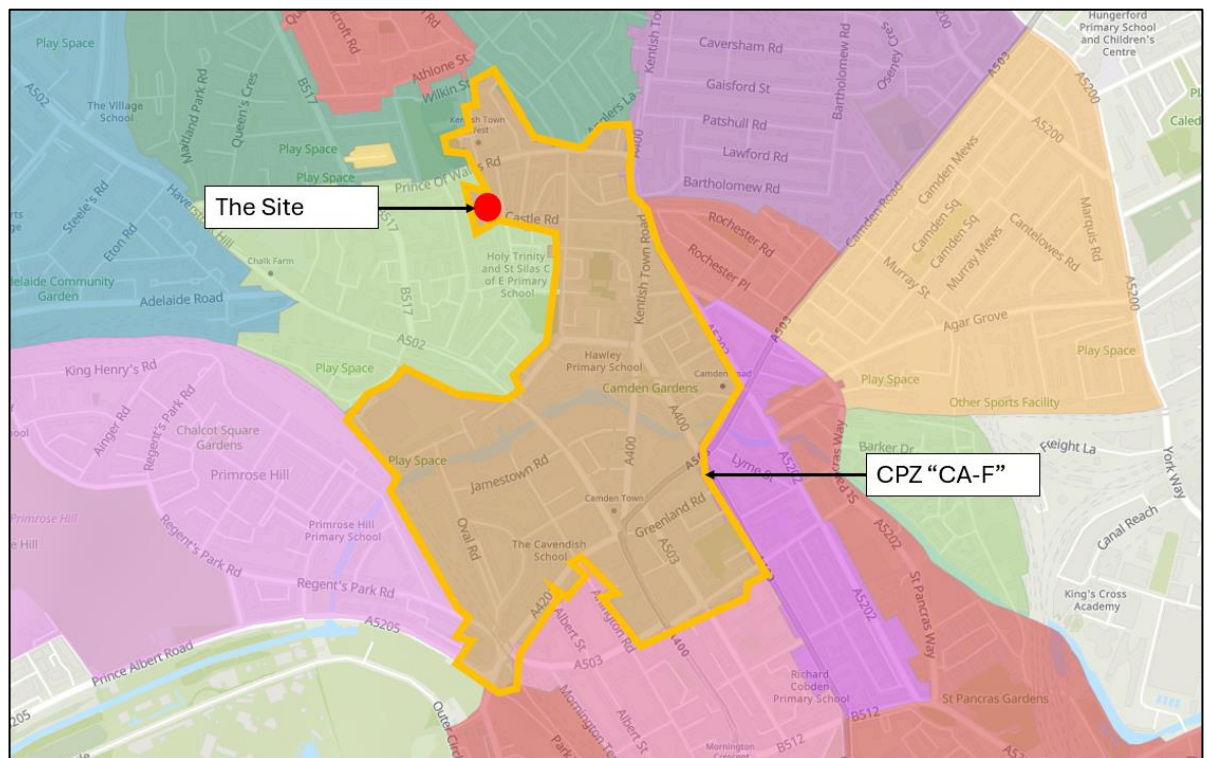
Local Highway Network

- 2.16 As previously stated, Castle Mews is a cul-de-sac with a private access leading to the site. It is connected to Castle Road to the east. Castle Road is a single carriageway road subject to a 20mph speed limit. Castle Road joins Prince of Wales Road to the north and A502 Chalk Farm Road to the south via Castlehaven Road to the east.
- 2.17 The closest Transport for London Road Network (**TLRN**) link to the site is located approximately 600m southeast of the site on Camden Street. The TLRN in proximity to the site is outlined in **Figure 2.5** below.

Figure 2.5 Transport for London Road Network

Source: OpenStreetMap Contributors

- 2.18 The site is located within Controlled Parking Zone (CPZ) "CA-F", that restricts parking to permit holders only or pay and display. It operates from 08:30 – 18:30 Monday to Friday, and 09:30 – 17:30 Saturday to Sunday. **Figure 2.6** below shows the site in relation to the CPZ.

Figure 2.6 Existing Controlled Parking Zones

Source: <https://lbcamden.maps.arcgis.com/apps/View/index.html?appid=310e8d556aa940cc908e7acb33323e05>

3 Development Proposals

3.1 As previously set out, the proposals comprise:

"Partial demolition of existing warehouse, erection of new warehouse and external alterations to existing railway arches and associated works related to the continued use as builders merchant (sui generis), and / or class B8 and / or E(g)(iii) uses".

3.2 The proposed development will be car free with the exception of operational car parking including two electric vehicle charging stations and one disabled parking space, with the existing access retained. Five long-stay cycle parking will be provided within the units, with 2 short-stay cycle parking provided within the yard, in accordance with the policy requirements, with locations to be confirmed by tenant fit outs.

3.3 The proposed arrangement drawings are provided in **Appendix B**.

Access

3.4 Access to the site by all modes of transport will be retained as existing from Castle Mews. Servicing will be undertaken from within the existing yard in line with the existing approach taken for the arches.

3.5 Refuse collection will be undertaken in line with the approach taken for the existing archways within the yard, with collection undertaken from Castle Mews with refuse stores being brought out by on-site staff.

Parking

3.6 The proposals will comply with the relevant standards for cycle parking, providing five long-stay cycle parking spaces and two short-stay spaces within the yard for visitors.

3.7 The proposals have no on-site vehicular parking for staff, with on-site provision limited to one disabled parking space and operational vehicle parking including two electric vehicle charging spaces.

4 Aims and Objectives

Aims

- 4.1 The principal aims of the future post occupation Travel Plan will be to:
- Mitigate against any potential transport impacts related to the development;
 - Encourage modal shift away from private car use and towards active and sustainable forms of travel;
 - Create a safer, more sustainably environment for staff accessing the site.
- 4.2 To achieve these aims, the future post occupation Travel Plan will promote a range of lifestyle and travel choices and encourage a reduced reliance on SOV by promoting a range of sustainable alternatives.

Objectives

- 4.3 Objectives are the high-level aspirations which help to focus a Travel Plan and ensure it is within the remit of its overarching aims. To support wider national and local guidance, this FTP sets objectives which will be included within the future post-occupation Travel Plan as set out below:
- To influence the travel behaviour of employees;
 - To promote awareness of transport issues and the impact of traffic on the local environment;
 - To generate fewer staff SOV trips by influencing a modal shift in travel to the site;
 - To encourage safe and viable alternatives for accessing the site;
 - To raise awareness of sustainable, active and healthy modes of travel (e.g., walking and cycling); and
 - To remove the barriers, both perceived and actual, to walking, cycling and using public transport.

The Focus of the Travel Plan

- 4.4 The future post-occupation Travel Plan will focus on the future occupiers and the measures proposed are intended to encourage them to reduce their use of taxis and car drop-offs.

5 Travel Plan Coordinator

5.1 A Travel Plan Coordinator (**TPC**) will be responsible for implementing and leading the strategy for the Travel Plan, seeking to meet its objectives. The role of the TPC will include, but not limited to, the following activities:

- Lead the post-occupation Travel Plan objective strategy;
- Liaise with staff to identify opportunities for measures that could be implemented as part of the
- Set up and coordinate staff management groups that can dictate or influence the strategies;
- Coordinate data collection to develop a full understanding of the transport constraints and issues;
- Function as point of contact for staff requiring more information and for the local highway authority;
- Submit the monitoring survey reports; and
- Keep and share information on walking and cycle routes, while providing bus service timetables up to date and available.

5.2 In the absence of a TPC at the planning stage, contact details for a member of the project team can be found below. These details will be updated once a TPC has been appointed with contact details being supplied to Camden Council. The relevant contact details are below:

Name:	Stephen Kemp
Address:	Transport Planning Associates, 1 Giltspur Street, London, EC1A 9DD
Telephone Number:	020 7119 1162
Email address:	Stephen.kemp@tpa.uk.com

5.3 In the event that the existing TPC can no longer maintain the role, it will be transferred to another suitable person and Camden Borough Council will be informed. The TPC will nominate a deputy, so the FTP implementation process carries on throughout any transition period.

6 Targets

- 6.1 This section of the FTP identifies preliminary targets that will be reviewed and updated in developing the post occupation Travel Plan. Future targets will be agreed with Camden Borough Council in writing, following the results on an initial staff travel survey.
- 6.2 To assess the success of the post-occupation Travel Plan Targets are measurable goals by which the progress of the TP will be assessed. Targets should be “SMART” – specific, measurable, achievable, realistic and time-bound as described below.
- **Specific** – A specific overall reduction in vehicular travel associated with the site has been defined which will be achieved through the development of realistic measures.
 - **Measurable** – The number of trips by mode will be monitored against the targets on a regular basis. Further initiatives and measures will be investigated and pursued should the development fail to meet these targets.
 - **Achievable** – Measures will be implemented, and their effectiveness monitored in order to ensure they are achievable by all site users.
 - **Realistic** – Realistic targets have been based upon a reduction in SOV trips as shown later in this FTP.
 - **Time-bound** – The targets will be reviewed at least biennially in order to clarify whether they are being achieved.
- 6.3 The post-occupation Travel Plan will evolve over time, and the targets for travel will be monitored and reviewed on a regular basis. The initiatives and measures included in this FTP may also be subject to change, if they are found to be impractical, or if the identified targets are not met.

Baseline Survey

- 6.4 The actual baseline mode share and target mode share will be reviewed following the baseline travel survey that will be undertaken six months after first occupancy or at 75% occupancy, whichever is first. The target set out in this report will be revised in light of this survey and agreed with the Travel Planning Officer at Camden Borough Council

Monitoring

- 6.5 The TPC will conduct biennial travel surveys to monitor progress and function as an indicator of whether the site is achieving the targets and whether adjustment is necessary. Chapter 8 outlines the monitoring strategy.

7 Measures

- 7.1 This section of the FTP sets out the proposed measures and initiatives which could be implemented as part of the future post-occupation Travel Plan. It sets out a series of measures aimed to promote the use of sustainable travel modes when travelling to and from the site.
- 7.2 These measures are to be introduced in line with the Action Plan included within this document.

Initiatives

Travel Information Pack

- 7.3 A Travel Information Pack is a useful implement in providing information on local sustainable transport links. A Travel Information Pack will include information on sustainable travel options, with particular attention paid to the range of public transport services available locally. Information will also be provided on local and internal car share schemes and cycle routes. Local maps will be provided to show the location of local services and bus stops.
- 7.4 More specifically this Travel Information Pack will provide information on:
- **Walking:** information regarding pedestrian safety, information on local footpaths;
 - **Cycling:** details of cycle routes in the area, details of the onsite facilities for those who cycle (i.e. cycle parking), and information about national cycling events (i.e. Cycle to Work Week);
 - **Public Transport:** information will be outlining local bus and rail services and frequency patterns. Including information on local park and ride facilities; and

Initiative 1: Develop a Travel Information Pack and distribute to all staff at the development.

Walking

- 7.5 To promote the uptake of walking, there should be advertisement of local walking routes and local facilities together with information to raise awareness of the health benefits that walking can offer.

Initiative 2: The Travel Information Pack will be used to promote the health benefits of walking, provide information on public health campaigns that encourage walking as well as to advertise local walking routes and pedestrian network within the vicinity of the site.

Initiative 3: Provide plans showing the location of, and routes of the local pedestrian network and any key services along the routes. The plans should be located in the Travel Information Packs.

Cycling

7.6 Cycling is one of the most sustainable modes of transport to use and studies have shown that it can offer many health benefits, such as improving the immune system, reducing the risk of heart attacks, and improving weight loss.

7.7 Good quality facilities and secure parking are often cited as most persuasive to cycling. Therefore, in a bid to encourage people to cycle to and from the site, secure cycle parking spaces will be provided on site.

Initiative 4: Provide details of local cycle routes, safe cycling corridors and local events such as 'bike week' through information provided in the Travel Information Packs.

Initiative 5: Provision and maintenance of secure cycle parking spaces within the site.

Public Transport

7.8 The use of public transport will be encouraged by providing:

- information on service frequency;
- service operating times;
- details of where to catch the services and interchange if needed.

7.9 The TPC will regularly check public transport services and inform staff if any changes have been made.

Initiative 6: Provide plans showing the location of, and distance to the nearest bus stops and railway stations in relation to the site and the services that are provided by each. The plans would be provided within the Travel Information Packs.

Initiative 7: Promote the use of public transport and in the Travel Information Packs.

8 Monitoring and Review

- 8.1 This Chapter of the FTP sets out the proposed monitoring strategy and review process that will be implemented as part of the post-occupation Travel Plan. It is important to retain the post-occupation Travel Plan as a live document, allowing it to evolve with staff travel behaviour and demands.
- 8.2 Monitoring surveys will be carried out biennially from year 1 (in Years 1, 3 and 5) with a link provided to staff via e-mail and QR codes.
- 8.3 A Monitoring Report will be prepared following each survey and submitted to Camden Borough Council. The Monitoring Reports will summarise survey results, measures implemented to date and measures proposed to be implemented over the following year. It may also be necessary for the monitoring reports to suggest alternative measures and initiatives, or revise targets, as appropriate.

Monitoring Procedure and Review

- 8.4 To be effective, it is recognised that the post-occupation Travel Plan will remain a living document and will therefore be subject to regular monitoring and review. Monitoring will ensure initiatives are being promoted and that resources such as cycle parking, are in line with demand.
- 8.5 The TPC will undertake monitoring surveys in close liaison with the local and borough authorities to ensure that survey results are comparable and standardised. The survey will take the form, of an online questionnaire and will be used to record items including:
- main mode of travel;
 - reason for choice of travel mode;
 - distance travelled to work and campus, alongside length of journey;
 - any travel or transport issues they have encountered; and
 - measures that encourage a switch to sustainable alternatives.
- 8.6 Once the surveys have been completed, the TPC would assess the results against the targets of the post-occupation Travel Plan in order to establish whether they have been achieved or not. The post-occupation Travel Plan would then be updated accordingly, and additional measures considered where required if targets have not been met.
- 8.7 The results of these monitoring surveys will be submitted as part of the Monitoring Reports set out above.

Migration Measures

- 8.8 As part of the monitoring process, the TPC will consider the implementation of new initiatives or measures should targets not be met. If the site does not meet the targets after the first and third year, the TPC will consult with Camden Borough Council to identify any circumstances outside of the developer's control that may have led to the mode share targets not being achieved.
- 8.9 No further measures will be sought if the site does not meet the targets after the fifth year, as by that stage, all practical initiatives and measures will have been explored and the opportunity for further changes will have been taken up.

9 Action Plan

9.1 An Action Plan to support the implementation of the post-occupation Travel Plan has been developed as set out in the following table. It will be reviewed annually by the TPC and updated as required to reflect initiatives and measures that are found following each review.

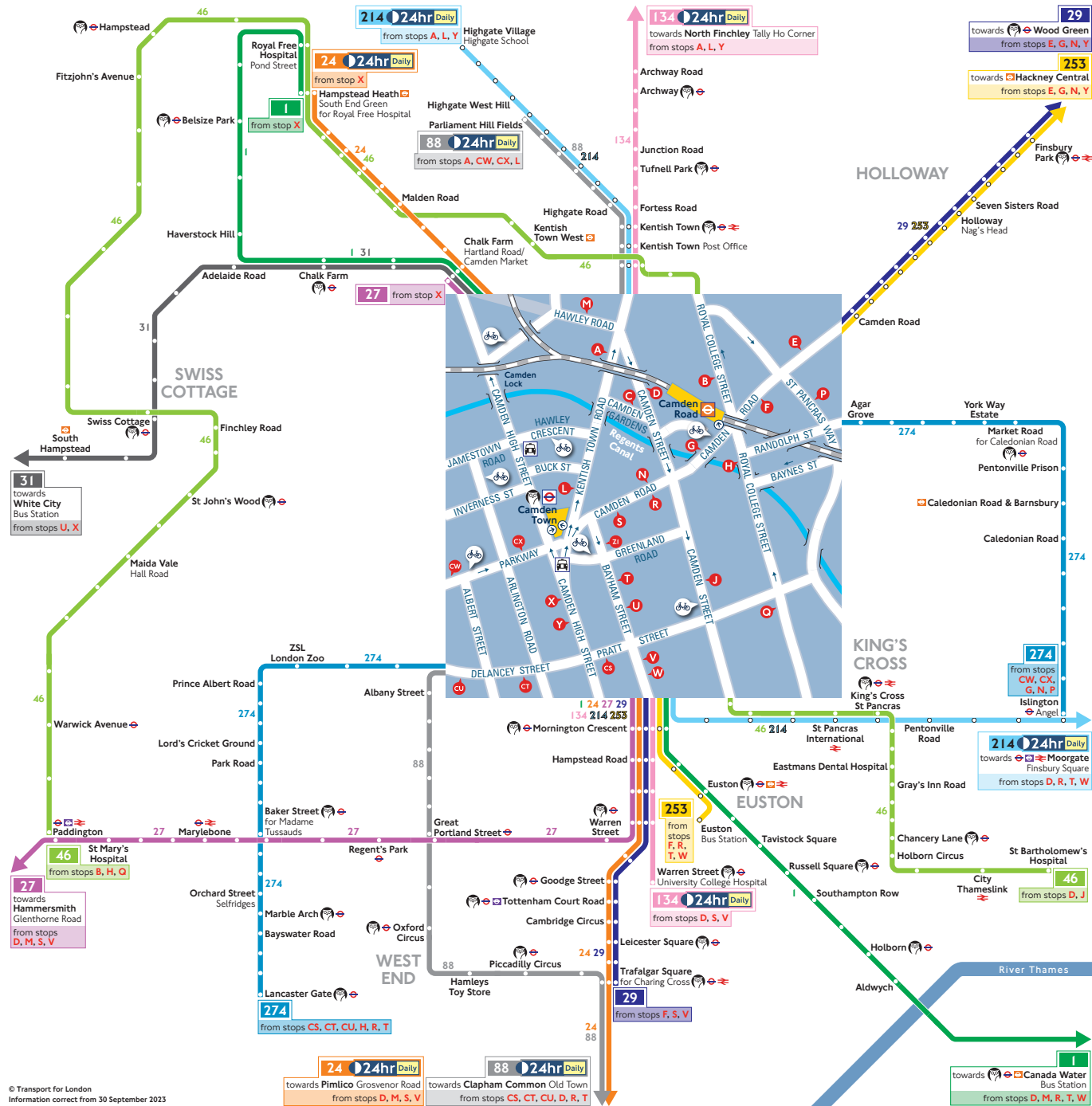
9.2 The following table sets out the anticipated actions and timescales.

Table 9.1 Timescales

Action	Timeframe
Construction commencement	TBC
Appoint TPC	Before first occupation
Travel Plan Information Pack	Before first occupation
Create an Online Travel Information Point	Before first occupation
Initial Monitoring Survey	6 months post first occupation (or 75% occupancy)
Post-occupation TP submission	3 months after initial monitoring survey
Year 1 Monitoring Survey	12 months after initial monitoring survey
TPC will complete Year 1 Review and update TP	3 months after Year 1 Monitoring Survey
Year 3 Monitoring Survey	36 months after initial monitoring survey
TPC will complete Year 3 Review and update TP	3 months after Year 3 Monitoring Survey
Year 5 Monitoring Survey	60 months after initial monitoring survey
TPC will complete Year 5 Review and update TP	3 months after Year 5 Monitoring Survey

APPENDIX A

Buses from Camden Town











How to use this map



- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)



Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

- | | |
|---|--|
|  | <p>Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up</p> |
|  | <p>Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station</p> |
| | <p>The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour.
Always use the same card or device to touch in</p> |

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

APPENDIX B



DRAWING STATUS: **PLANNING**



TITLE: Proposed Plan

SCALE @ 1":	1:200	CHECKED:	KWS	APPROVED:	KWS
CAD FILE:		DESIGN-DRAWN:	DPD	DATE:	19/04/2024
<small>4758 PROPOSED RWDA 3 REVISYD DATE 19/04/2024 AND PROJECT</small>					
PROJECT No:	4758	DRAWING No:	23-4758-PD-010	REV:	G

02 Area schedule

