SKM COLIN BUCHANAN

Date	27th February 2014
Project No	UN60073
Subject	79 Camden Road – Post Submission Note

1. Introduction

1.1.1 On the 5th December 2013, a planning application, with reference 2013/7646/P, was registered by the London Borough of Camden (LBC), for a residential development proposal at an application site that encompasses two existing buildings, 79 Camden Road and 86-100 St. Pancras Way.

1.1.2 The planning application was supported by a Transport Assessment and Travel Plan, prepared by SKM Colin Buchanan (SKM).

1.1.3 LBC highways development control officers have requested additional information to conclude their formal consultation, which is detailed within this Technical Note. This is supported by subsequent discussions with the design team, LBC highways development control officers and the planning case officer during a post submission meeting held on the 24th February 2015.

2. Trip Generation

2.1.1 LBC highways have requested additional information that details the net trip generation impacts outside of standard office hours, specifically the daily (weekday) trip generation and weekend trip generation.

2.1.2 In terms of the daily (weekday) trip generation therefore, the same proxy sites that were used within the original TA to detail the peak hour trip generation have been revisited, with the daily trip rates and trips detailed below as Table 2.1. The TRAVL outputs that were appended to the original TA continue therefore to remain relevant. It should be noted that the TRAVL database for the employment land use only includes survey periods of 07:00-19:00, whereas the residential land uses are for 07.00-22.00.

Table 2.1: Daily Trip Generation

Time Period	Daily Trip Rate (All Modes)			Daily Trips (All Modes)		
Trips	In	Out	Total	In	Out	Total
Permitted Office (per 100sqm / 7,108sqm)	16.51	16.14	32.65	1173	1147	2321
Proposed Residential (per unit / 166 units)	2.89	2.82	5.72	480	469	949
Net Impact	NA			-693	-679	-1372

2.1.13 It is readily apparent from Table 2.1 therefore that the change in land use from the permitted office to the proposed residential is anticipated to also result in a reduction in daily trips.

2.1.4 In terms of weekend trips, it should be noted that the TRAVL database includes no survey data for weekend time periods for either the employment or office land use.

2.1.5 Without an alternative data source, a crude assessment has instead been undertaken using the TRICS database to test the comparison between weekday and weekend trips for residential land uses. All private flat sites, located within the town centre, edge of town centre and suburban sites, irrespective of region, have been selected and a comparison of weekday and weekend trips has been made, with Table 2.2 below detailing the all person trip rates.

Table 2.2: TRICS Analysis

Time Period	Daily Trip Rate (All Modes)		
Trips	In	Out	Total
Week Day Trip Rate	3.001	2.868	5.869
Week End Day Trip Rate	2.053	2.096	4.149
Percentage Change	-32%	-27%	-29%

2.1.6 From Table 2.2 therefore, it is apparent that trips during a weekend day are in the order of 30% less than weekday trips for residential land uses. Translating this to the residential trips detailed in Table 2.1 above results in the all person weekend trips detailed below in Table 2.3.

Table 2.3: Residential Weekend (day) Trip Generation

	Daily Trips (All Modes)		
	In	Out	Total
Proposed Residential Trips (per unit / 166 units)	326	342	674

2.1.7 From Table 2.3 therefore, it is evident that the residential land use is anticipated to generate in the order of 674 two way trips during a weekend day.

2.1.7 Whilst it might be reasonable to assume these are new trips on the local transport network, given the permitted land use is an office that typically does not operate during the weekend, it is understood that the previous occupant was LB Camden. It is feasible therefore that weekend services were available to Camden residents and that the net increase in weekend trips does not necessarily amount to the total residential trips.

3. Mode of Travel

3.1.1 The TA has adopted 2011 Census Method of Journey to Work proportions for the ward in which the site is located, Cantelows, to infer the modal split of the all person trips for the proposed residential land use. This information is reproduced below as Table 3.1.

Table 3.1: Proposed Anticipated Modal Split and Multimodal Trips (166 Units)

	Modal Split	AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
All Modes	100%	28	81	110	44	25	68
Underground	25.6%	7	21	28	11	6	18
Train	6.9%	2	6	8	3	2	5
Bus, minibus or coach	25.1%	7	20	28	11	6	17
Taxi or minicab	0.6%	0	0	1	0	0	0
Driving a car or van	10.5%	3	9	11	5	3	7
Passenger in a car or van	0.7%	0	1	1	0	0	1
Motorcycle, scooter or moped	1.2%	0	1	1	1	0	1
Bicycle	12.0%	3	10	13	5	3	8
On foot	16.7%	5	14	18	7	4	11
Other	0.7%	0	1	1	0	0	0

3.1.1 LBC have however identified that, given the development is car free, the mode split for driving a car/van of 10.5% is higher than anticipated and should be revised. The modal split data has therefore been revised, adopting a proportion of

5% of trips undertaken driving a car or van, with the remaining modes of travel factored pro-rata. Table 3.2 therefore details the anticipated multimodal trips with these revised proportions, including daytime trips.

Table 3.2: Proposed Anticipated Modal Split and Multimodal Trips (166 Units) With Revised Modal Splits

	Modal Split	AM Peak			PM Peak			Daily (weekday)		
		IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
All Modes	100%	28	81	110	44	25	68	480	469	949
Underground	27.5%	8	22	30	12	7	19	131	127	258
Train	7.3%	2	6	8	3	2	5	35	34	70
Bus, minibus or coach	26.6%	8	22	29	12	7	18	128	125	253
Taxi or minicab	0.6%	0	0	1	0	0	0	3	3	6
Driving a car or van	5%	1	4	5	2	1	3	24	23	47
Passenger in a car or van	0.8%	0	1	1	0	0	1	4	4	7
Motorcycle, scooter or moped	1.3%	0	1	1	1	0	1	6	6	12
Bicycle	12.7%	4	10	14	6	3	9	61	60	121
On foot	17.7%	5	14	19	8	4	12	85	83	168
Other	0.8%	0	1	1	0	0	1	4	4	7

3.1.2 Table 3.2 therefore presents the anticipated multimodal trips with the revised modal split proportions.

4. Cycle Parking

4.1.1 During the aforementioned post submission meeting, access requirements to each of the cycle cores was agreed, with 1.5m wide internal access routes accommodated within the site layout where feasible and 1.2m otherwise.

4.1.2 In terms of visitor parking, it was agreed that this is inherently included within the proposed provision for each store area and that visitor access to the stores would be achieved via residents escorting visitors to/from the store.

4.1.3 In terms of the type of cycle parking facility, this will be a two-tier stacking

arrangement, similar to Josta Racks, facilitated by there being sufficient floor to ceiling heights within the basement, with a minimum of 2.5m clearance.

4.1.4 The applicant is willing to accept a planning condition that details a minimum cycle parking quantum based on TfL parking standards.

5. Pedestrian Access

5.1.1 In terms of pedestrian access to the site and specifically access along the Rochester Place frontage, it has been acknowledged that the site has delivered an improvement above the existing situation by setting back the building line sufficiently so that a footway width of at least 900mm can be accommodated. This ensures that the minimum requirements for wheelchair users can be accommodated, with the existing minimum footway width of approximately 800mm across the Rochester Place frontage otherwise making this difficult.

5.1.2. In fact, the minimum footway width that has been achieved along the Rochester Place frontage is 1040mm, which then increases either side of the localised pinchpoint, with the site layout delivering a number of informal passing places along the building frontage to accommodate conflicting movements. This is indicated on the attached project architect drawing 4998-Sk-147. It is understood that this has been deemed acceptable by LBC.

5.1.3 Notwithstanding this, it should be reiterated that Rochester Place is a very lightly trafficked road, which has resulted in the existing practice of pedestrians using the carriageway as an informal shared surface.

6. Car Parking

6.1.1 The applicant accepts the requirement for the care free nature of the development, aside from the two disabled spaces, to be secured via a S106 obligation.

6.1.2 The TA that was submitted as part of the planning application confirmed that each of the disabled parking spaces was accessible in forward gear. Additional testing has been undertaken to assess whether reverse gear access is feasible. Whilst the south-eastern most disabled space is accessible in reverse gear, the existing on-street car club bay makes access to the western disabled space in reverse gear difficult. It is understood however that LBC will consider minor revisions to existing road markings as part of any future public highway improvement proposals in the vicinity of the site to address this, for which funding will be secured via the S106 Agreement.

6.1.3 The applicant has confirmed that they would incorporate electric car charging

facilities for each of these spaces.

6.1.4 The applicant accepts a requirement to confirm details of the gates to be installed across the access of each disabled parking space.

7. Construction Management Plan (CMP)

7.1.1 The applicant accepts the requirement for a detailed CMP, and if necessary Demolition Management Plan (DMP), to be agreed prior to commencement of demolition / construction.

8. Deliveries and Servicing

8.1.1 In terms of delivery and servicing, the following summary comments are made:

- Residents will be encouraged to arrange all deliveries via St Pancras Way, particularly for any delivery that requires a long set down period. This will be marketed within the travel information leaflets that will be submitted to each household at first occupation, set out as a requirement of the Travel Plan that will be secured as part of the S106 Agreement. This will be reinforced by the appointed Travel Plan Coordinator during any subsequent steering group meeting.
- Ongoing delivery and servicing activity will be monitored as part of the Travel Plan monitoring and reporting strategy.
- Reliance on St Pancras Way is facilitated by the fact that each of the cores that front Rochester Place (Cores A,D and E) are accessible from St Pancras Way, with Core A accessible via the Core B pedestrian entrance and Core's D and E being accessible via the private concierge and internal courtyard.
- The private concierge will be able to act as a collection point for deliveries to the private units where a resident is not at home.
- For any delivery that does occur along the Rochester Place frontage, these are likely to involve short set down periods, such as post/courier deliveries. It is envisaged that these movements would be accommodated within existing areas of single yellow lines, for which there are no existing loading controls, with sufficient carriageway widths to allow cars and vans to pass any parked delivery van.
- In terms of waste collection, those cores that front St Pancras Way will have their waste collected from this site frontage, as will Core A, which shares a bin store with Core B. Only Cores D and E will therefore have their waste collected from Rochester Place.
- Rochester Place forms part of an existing waste collection route, which the site is therefore simply connecting with, rather than resulting in an increased number of refuse movements. LBC's appointed waste contractor has confirmed this proposal is acceptable.
- Rochester Place demonstrates very low traffic movements and so additional periods of refuse vehicle set down as it serves Cores D and E will not result in material traffic delay.
- Bulky waste will be collected from St Pancras Way.

- LBC will investigate the potential for the introduction of loading controls along the St Pancras Way frontage so that on-street loading cannot occur during peak hours, thereby not impacting upon the existing advisory cycle lane.

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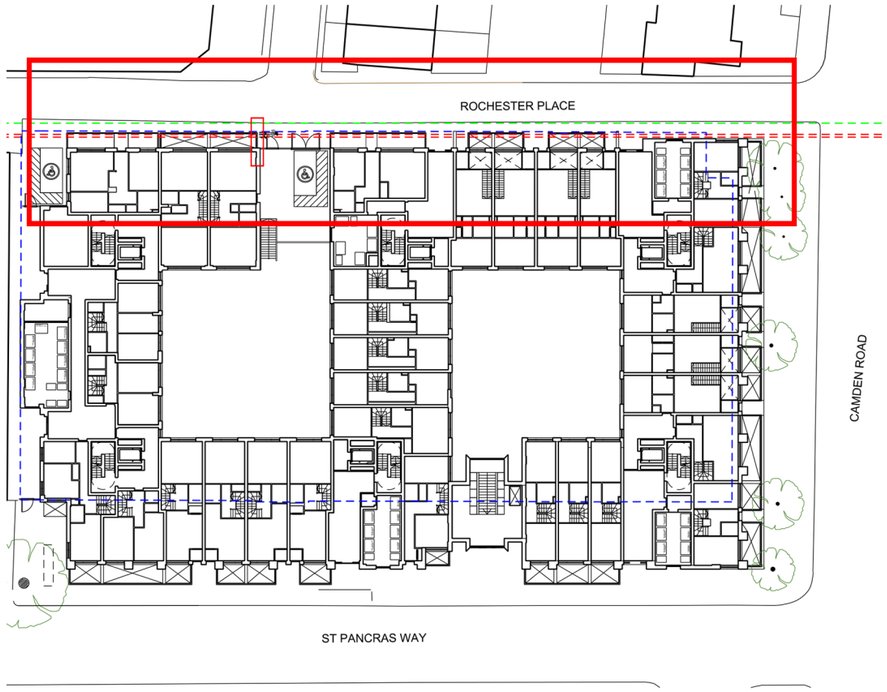
Figures and Drawings

4998 - Sk - 147

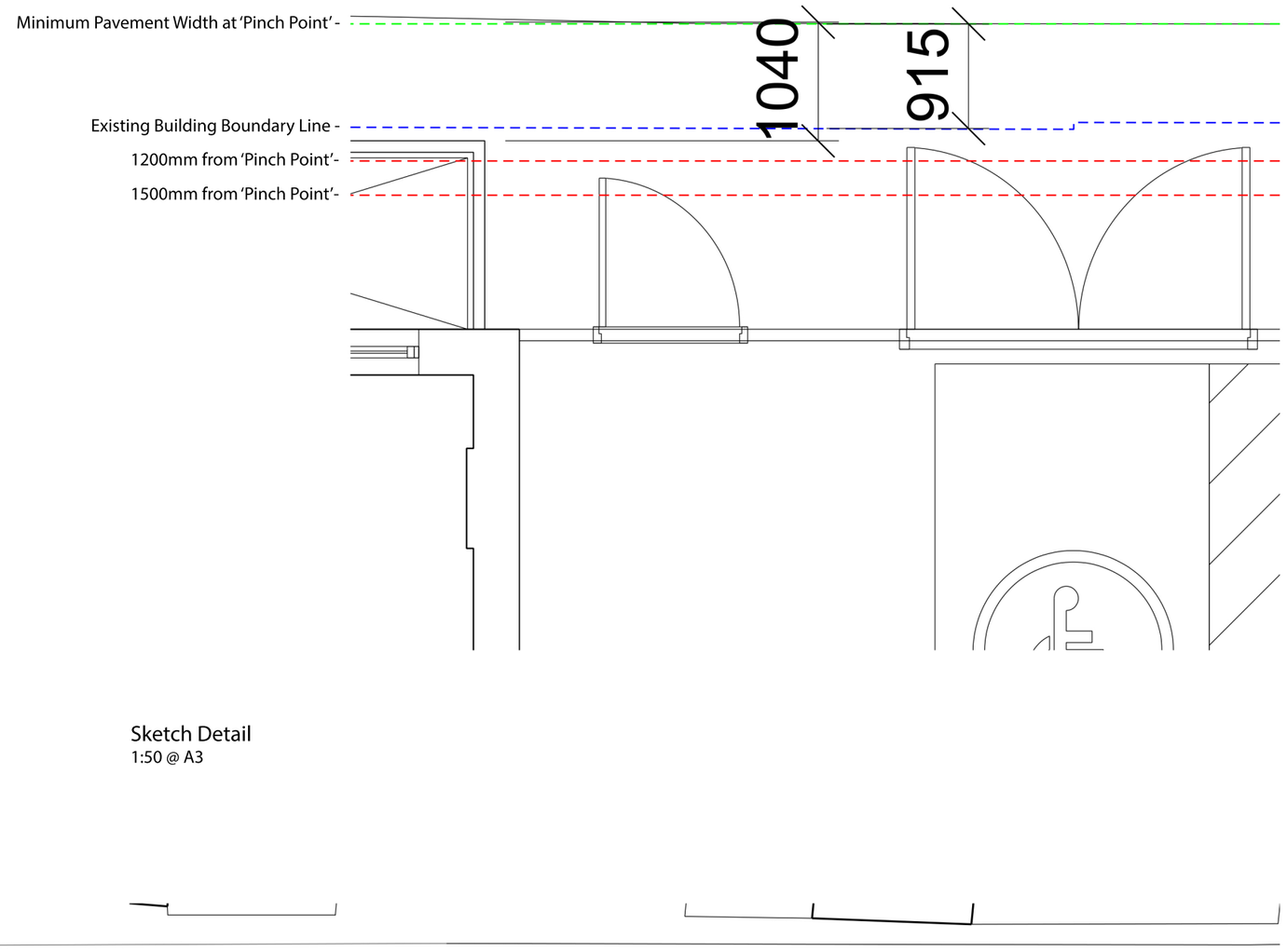
Camden Road - Accessibility along Rochester Place

Sketch drawings highlighting;

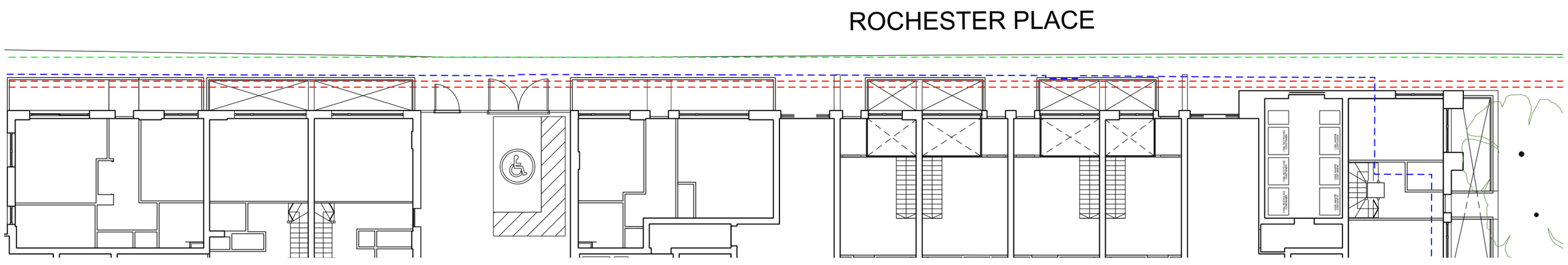
- Existing building boundary - Blue Line
- Proposed minimum pavement width 'pinch point' - Green Line
- Impact of 1200mm minimum pavement - Red Line
- Impact of 1500mm minimum pavement - Red Line.



Key Plan
nts @ A3



Sketch Detail
1:50 @ A3



Plan
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