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London & Regional Properties Ltd

Bewlay House, 32 Jamestown Road, Camden

Addendum to Transport Statement and Framework Travel Plan

December 2013

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Document Control Sheet

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Client: London & Regional Properties Ltd
Project No: B1747900
Document title: Bewlay House, 32 Jamestown Road, Camden
Addendum to Transport Statement and Framework Travel Plan
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Contents

1 Revised Planning Submission and Impact

1.1 Introduction

This Addendum has been produced to supplement the Bewlay House, 32 Jamestown Road, Camden Transport Statement and Framework Travel Plan produced in June 2013. These documents were both produced in support of a Planning Application (2013/4867/P) submitted by London & Regional Properties Ltd on 27th August 2013 for the conversion and extension of the existing Bewlay House office building.

The current building is a purpose built/ office laboratory of 6 levels. The Gross External Area (GEA) of the B1 Office element is 7,141 sqm, with 3,754 sqm of net lettable floorspace. The development proposals submitted as part of the aforementioned planning application involved the expansion of the existing building to provide higher quality B1 Office accommodation (7,748 sqm GEA) as well as 9 C3 Residential units. The proposed development is also car free.

This Planning Application has been withdrawn with a revised proposal due to be submitted. This Addendum has been produced to outline the revised proposal and the associated impact.

1.2 Revised Proposal and Transport Impact

The revised proposal involves the same land uses as those included within the initial planning submission with the primary changes to the building involving the lowering of levels 4, 5 (and thus the overall height of the building) by 600mm and the setting back of the glazing line on level 5 by 1500mm from its location in the previous proposal.

The above revisions have resulted in the proposed size of the building reducing from 8,730 sqm GEA to 8,697 sqm GEA (a net reduction of 33 sqm GEA). This includes an overall reduction of the B1 Office land use from 7,748 sqm GEA to 7,716 sqm GEA, a net reduction of 32 sqm GEA. The size of the C3 Residential land use proposed (982 sqm GEA, 9 units) is unchanged.

Appendix AD1 contains the full Area Schedule Table and a subsequent Table comparing the land use areas proposed in the original planning submission with those included in the current proposal.

These amendments result in a small net reduction in GEA which will have a minimal impact on trip generation. There will also be no amendments in the latest application to the Delivery & Servicing arrangements, site access points and cycle facilities. As such the original Transport Statement and Framework Travel Plan produced in June 2013 still provide an accurate representation of the proposed developments' impact, and should therefore be included within the revised application. These documents are included in **Appendix AD2** and **AD3** respectively.

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Appendix AD1 Area Schedule Table and Area Schedule Comparison Table

FLOOR	AREA	EXISTING		PROPOSED		AREA LOST THROUGH CHANGE OF USE OR DEMOLITION		NEW AREA CREATED BY REFURBISHMENT OR EXTENSION		NET AREA GAINED OR LOST	
		m^2	*sq ft*	m^2	*sq ft*	m^2	*sq ft*	m^2	*sq ft*	m^2	*sq ft*
Total	GIA	6726	*72400*	8040	*86542*	628	*6760*	1314	*14142*	686	*7382*
	GIA Office B1	6726	*72400*	*7109*	*76521*	628	*6760*	383	*4120*	-245	*-2639*
	GIA Residential C3	0	*0*	926	*9967*	0	*0*	926	*9967*	926	*9967*
	GEA	*7141*	*76866*	8697	*93614*	229	*2465*	1556	*16747*	1327	*14282*
	GEA Office B1	*7141*	*76866*	*7716*	*83054*	229	*2465*	*575*	*6188*	346	*3723*
	GEA Residential C3	0	*0*	982	*10568*	0	*0*	982	*10568*	982	*10568*
Basement	GIA Office B1	1280	*13778*	1390	*14962*	36	*388*	110	*1184*		
	GIA Residential C3	0	*0*	33	*355*	0	*0*	33	*355*		
	GEA Office B1	1334	*14359*	1390	*14960*	33	*355*	56	*601*		
	GEA Residential C3	0	*0*	40	*432*	0	*0*	40	*432*		
Ground	GIA Office B1	1159	*12474*	1176	*12658*	81	*872*	17	*184*		
	GIA Residential C3	0	*0*	*73*	*786*	0	*0*	*73*	*786*		
	GEA Office B1	1201	*12927*	1227	*13211*	*74*	*797*	26	*284*		
	GEA Residential C3	0	*0*	88	*943*	0	*0*	88	*943*		
First	GIA Office B1	1334	*14359*	1272	*13692*	128	*1378*	-62	*-667*		
	GIA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*		
	GEA Office B1	1439	*15489*	1441	*15511*	0	*0*	2	*22*		
	GEA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*		
Second	GIA Office B1	1334	*14359*	1272	*13692*	128	*1378*	-62	*-667*		
	GIA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*		
	GEA Office B1	1439	*15489*	1441	*15511*	0	*0*	2	*22*		
	GEA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*		
Third	GIA Office B1	1195	*12863*	1272	*13692*	128	*1378*	*77*	*829*		
	GIA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*		
	GEA Office B1	1282	*13799*	1441	*15511*	0	*0*	159	*1711*		
	GEA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*		
Fourth	GIA Office B1	424	*4567*	*575*	*6189*	127	*1367*	151	*1622*		
	GIA Residential C3	0	*0*	329	*3541*	0	*0*	329	*3541*		
	GEA Office B1	446	*4802*	618	*6652*	122	*1313*	172	*1850*		
	GEA Residential C3	0	*0*	341	*3670*	0	*0*	341	*3670*		
Fifth	GIA Office B1	0	*0*	152	*1636*	0	*0*	152	*1636*		
	GIA Residential C3	0	*0*	491	*5285*	0	*0*	491	*5285*		
	GEA Office B1	0	*0*	158	*1701*	0	*0*	158	*1701*		
	GEA Residential C3	0	*0*	513	*5522*	0	*0*	513	*5522*		

32 JAMESTOWN ROAD

COMPARISON OF AREAS BETWEEN SEPTEMBER PLANING APPLICATION AND CURRENT PROPOSAL

AREA	PLANNING APPLICATION		CURRENT PROPOSAL		VARIANCE	
	sq.m	sq ft	sq.m	sq ft	sq.m	sq ft
GIA	8073	86897	8040	86852	-33	-355
GIA Office B1	7145	76908	7109	76521	-36	-387
GIA Residential C3	928	9989	926	9967	-2	21
GEA	8730	93969	8697	9361	-33	-335
GEA office B1	7748	83401	7716	83054	-32	344
GEA Residential C3	982	10568	982	10568	0	0
NIA office B1	4695	50537	4662	50182	-33	-355
NIA residential C3	761	8191	766	8245	5	54

Appendix AD2 Transport Statement

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London & Regional Properties Ltd

Bewlay House, 32 Jamestown Road, Camden

Transport Statement

June 2013

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Document Control Sheet

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Project: Bewlay House TA & TP
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Contents

1 Introduction

1.1 Commission

Jacobs has been commissioned by London & Regional Properties Ltd. to prepare a Transport Statement and Framework Workplace Travel Plan in support of a planning application for the conversion and extension of the existing Bewlay House office building, 32 Jamestown Road, Camden (NW1 7BY).

The current building is a purpose built/office laboratory of 6 levels. The Gross External Area (GEA) of the B1 Office element is 7,141 sqm, with 3,754 sqm of net lettable floorspace. The development proposals being submitted by London & Regional Properties Ltd comprise the refurbishment and expansion of the existing building to provide higher quality B1 Office accommodation (7,748 sqm GEA) as well as 9 C3 Residential units. The proposed development is also car free.

1.2 General Approach

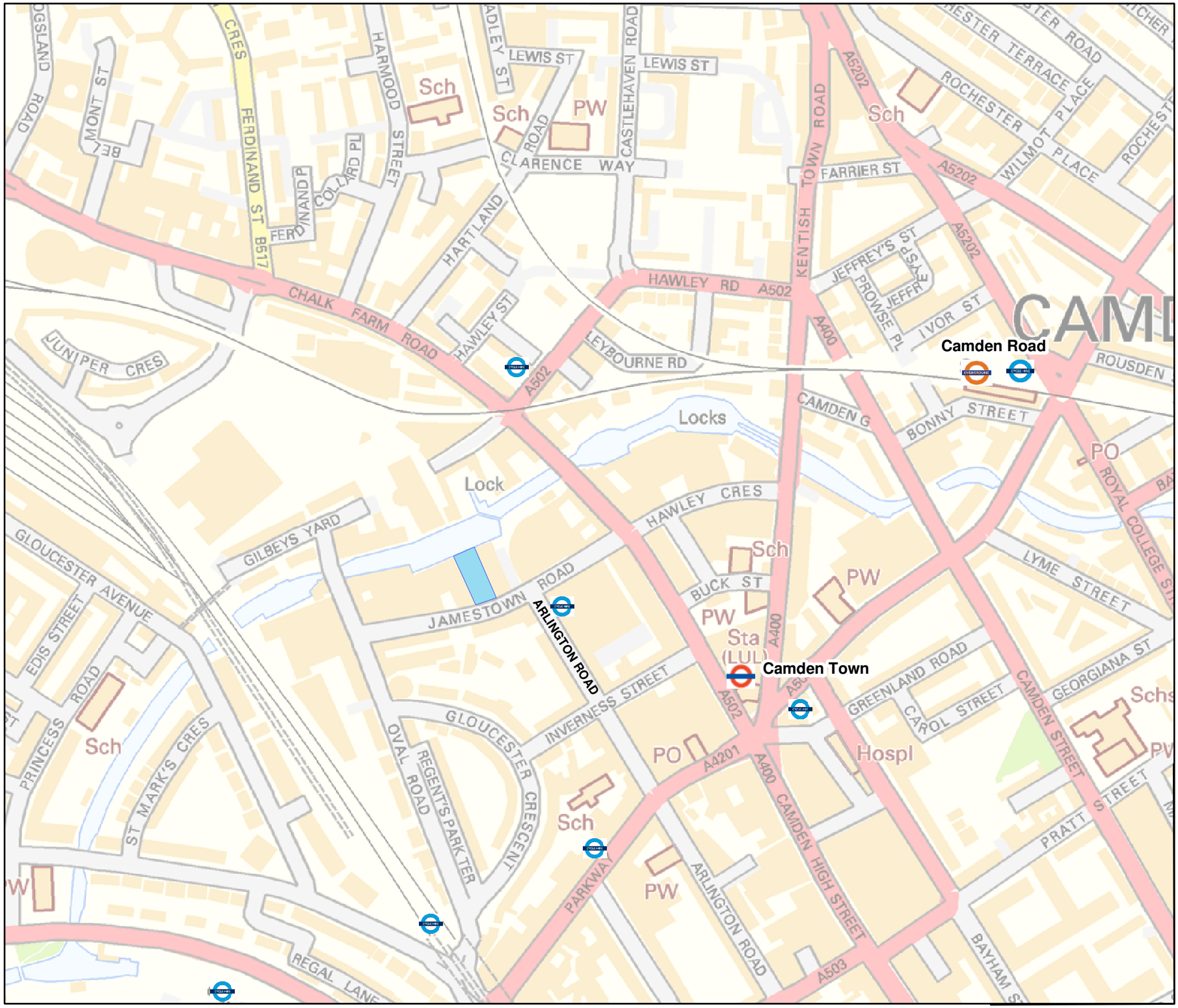
This Transport Statement considers the transport implications of the proposed Development and has been prepared in accordance with 'Transport Assessment Best Practice Guidance Document' (TfL, 2010) and 'Guidance on Transport Assessment' published by the Department for Transport.

The Transport Statement methodology has been agreed following discussions with Steve Cardno (London Borough of Camden) and the submission of a Transport Statement Scoping Note on 17th May 2013. A copy of the Scoping Note is included in **Appendix A**.

1.3 Site Location and Context

The location of the site is illustrated in **Figure 1-1**. The site is located on Jamestown Road to the south of the Regents Canal and to the west of A502 Camden High Street which forms part of the Camden Town one-way system. Jamestown Road is joined to the west by Oval Road and at its centre by Arlington Road which links to the A4201 Parkway, which is one way eastbound. The site is approximately 300m from the Camden Town London Underground station, which provides connection to both branches of the Northern line, and approximately 500m from the Camden Town Overground Station which provides an orbital route around London. The site is also in close proximity to a number of high frequency bus routes. For this reason the site enjoys a high Public Transport Accessibility Level (PTAL) of 6a, where 6b is the highest and 1 the lowest.

Jamestown Road contains a mixture of businesses, restaurants, and residences including a Holiday Inn Hotel adjacent to Bewlay House. The road is two-way and falls within a Controlled Parking Zone. The area is within walking distance of retail and tourist destinations of Camden Market and Camden High Street which contain many independent fashion and food retailers and a thriving night-time economy.



Legend

- London Overground Station
- London Underground Station
- Barclays Cycle Hire Docking Station
- Site Location

N

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	19/06/2013	Revision	DP	MH	MB	ML

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Project: Bewlay House

Drawing title: Site Location

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Drawing number	Figure 1-1	Rev 0

1.4 Report Structure

Subsequent sections of the report are as follows:

- *Section 2 sets the policy context for the development proposal, focusing on transport related considerations;*
- *Section 3 discusses the existing multi-modal transport situation, considering both on-site and off-site infrastructure and services;*
- *Section 4 provides an overview of the development proposals;*
- *Section 5 details the multi-modal trip generation anticipated to be generated by the existing site and proposed development;*
- *Section 6 details the transport related measures to mitigate the impact of the proposed development;*
- *Section 7 provides a summary of the report.*

2 Policy Context

2.1 Introduction

This section of the report summarises the key national, regional and local planning transport policies relevant to the assessment of the transport impact of the proposed development.

2.2 National Policy

National Planning Policy Framework (2012)[1]

The National Planning Policy Framework (NPPF) was adopted in March 2012 and sets out the Government's requirements for the planning system 'seeking positive improvements to the quality of the built, natural and historic environment, as well as in people's quality of life'.

The NPPF replaces Planning Policy Guidance 13: Transport and states that all developments which will generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment.

Paragraph 35 explains that 'plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.'*

It considers the importance of a Travel Plan as a tool to facilitate the above points.

2.3 Regional Policy

London Plan[2]

The London Plan (2011) sets out an integrated economic, social, environmental and transport framework for the development of London over the years to 2031, and beyond. Proposals in the plan are intended to develop a London that is more prosperous, secure, healthier, equitable and sustainable, in order to benefit all Londoners.

[1] DCLG (March 2012) National Planning Policy Framework.
[2] Greater London Authority (July 2011) The London Plan

The Plan has six detailed objectives, and whilst transport is central to the achievement of all six, of most relevance is objective 6 'A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports all the objectives of this plan'.

Chapter 6, London's Transport, sets out a number of transport policies which will affect planning decisions. The integration of transport and development to reduce the need to travel and encourage more sustainable modes of travel is a strategic focus of the Plan as stated in Policy 6.1. This states that the Mayor will work closely with partners to ensure closer integration of transport and development by:

- *Encouraging patterns and types of development that reduce the need to travel by car.*
- *Seeking to improve public transport, walking and cycling capacity and accessibility.*
- *Supporting development that generates a high level of trips and locations with high public transport accessibility.*
- *Improving interchange between different modes of transport.*
- *Seeking to increase the use of the Blue Ribbon network such as the River Thames for passenger use.*
- *Supporting measures that encourage shifts to sustainable modes and promoting use of low carbon technology.*
- *Promoting walking through an improved public realm; and*
- *Seeking to ensure all parts of the public transport network can be used safely.*

The Plan proposes to achieve this through a range of measures including the increased use or Travel Plans.

Policy 6.3 stipulates the requirement for Transport Assessments to be prepared for major developments, in accordance with TfL's Transport Assessment Best Practice Guidance, to consider the transport impacts and provide details of proposed measures to mitigate adverse impacts. It also states a requirement for the production of Workplace Travel Plans and Construction Logistics and Delivery and Servicing Plans in line with the London Freight Plan and that these should be co-ordinated with Travel Plans.

The Plan also sets out maximum car parking standards and minimum cycle parking standards as summarised in **Table 2-A** below (these are consistent with TfL's Proposed Cycle Parking Guidelines). The site falls within the Inner London Area.

Table 2-A Parking Standards (Inner London Area) (London Plan, 2011)

Parking Type	B1 Office	C3 Residential
Standard Car Bays	Maximum of 1 space per 1000 sqm GFA (20% for use by electric vehicles).	1.5-1 spaces per 3 bedroom unit; less than 1 space per 1-2 bedroom unit (20% for use by electric vehicles)
Disabled Bays	1 space for each disabled employee; 5% of total capacity for visiting disabled motorists.	Adequate parking must be provided, preferably on-site.
Cycle Parking	Minimum of 1 space per 250sqm GFA.	1 per 1 or 2 bed unit; 2 per 3 or more bed unit

Policy 6.14 relates to Freight and emphasises that development proposals which promote uptake of the Freight Operators Recognition Scheme (FORS) and Delivery & Servicing Plans (DSP) will be encouraged.

Mayor's Transport Strategy[3]

In May 2010 the Mayor of London published the revised Mayor's Transport Strategy (MTS 2010). MTS 2010 sets out the Mayor's transport vision to 2031 and how TfL and its delivery partners, including the boroughs, will deliver that vision.

The MTS seeks to respond specifically to Objective 6 of the Draft Replacement London Plan (now the Adopted London Plan), however better transport is not an 'end' in itself but also means improving broader economic, environmental and social outcomes and as such the MTS seeks to support delivery of all of the London Plan objectives. The transport vision, which is set in the context of the Mayor's vision for London provided in the London Plan, is that:

'London's transport system should excel among those of global cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21st century.'

There are six overarching goals for achievement of this overarching vision; these are to:

- *Support economic development and population growth;*
- *Enhance the quality of life for all Londoners;*
- *Improve the safety and security of all Londoners;*
- *Improve transport opportunities for all;*
- *Reduce transport's contribution to climate change and improve its resilience; and*
- *Support delivery of the London 2012 Olympic and Paralympic Games and its legacy.*

2.4 Local Policy

Camden Local Development Framework (LDF) Core Strategy[4]

Camden's Local Development Framework replaced the Unitary Development Plan in November 2010. It sets out the Council's strategy for managing growth and development in the Borough over the period to 2025, including where new homes, jobs and infrastructure will be located.

Tottenham Court Road and Holborn are recognised as growth areas where Camden will promote a concentration of development. These areas are identified within the Core Strategy (CS 2) as growth areas where redevelopment of existing sites is expected and where a substantial majority of the new business floorspace projected for the Borough over the period to 2024/25 will be located.

The Core Strategy also sets out a series of strategic policies which cover the whole of Camden and a number of these are of direct relevance to Bewlay House and the planning application.

[3] Greater London Authority (May 2010) Mayor's Transport Strategy

[4] Camden (2010) Camden Core Strategy 2010-2025 – Local Development Framework

'Policy CS11 Promoting Sustainable and Efficient Travel' states there will be improvements to encourage walking and cycling as part of transport infrastructure works and the Council will continue to improve facilities for cyclists including the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhance cycle links. Use of low emission vehicles should be promoted through the provision of electric charging points, and growth and development must have regard to Camden's road hierarchy and not cause harm to the management of the road network.

'Policy CS13 Tackling Climate Change through Promoting Higher Environmental Standards' relates to reducing the effects of, and adapting to, climate change. This should be done by ensuring there are patterns of land use that minimise the need to travel by car and help support local energy networks.

Camden Development Policies 2010 - 2025[5]

Camden Development Policies forms part of the Council's LDF and they contribute to delivering the Core Strategy by setting out detailed planning policies.

Policy 'DP16 The Transport Implications of Development' states that all development should be properly integrated with the transport network and supported by walking, cycling and public transport links. It also addresses the need for developments to assess and address likely impacts of development and the steps that will be taken to mitigate these impacts using Transport Assessments and Travel Plans.

'Policy DP17 Walking, Cycling and Public Transport' addresses the need for developments to make suitable provision for these modes of transport and, where appropriate, make provision for interchanging between different modes.

'Policy DP18 Parking Standards and Limiting the Availability of Car Parking' states that development in the town centre of Camden Town should be car free with any parking on site limited to designated disabled spaces, and operation and servicing needs.

Development should comply with the Council's car parking standards as set out in **Table 2-B**.

[5] Camden (2010) Camden Development Policies 2010-2025 Local Development Framework

Table 2-B Local Parking Standards (Camden Development Policy, DP18)

Parking Type	B1 Office	C3 Residential Development (Housing)
Standard Car Bays (Office), General Car Parking (C3 Residential).	**Low parking provision areas:** Maximum of 1 space per 1,500sqm (Other staff/operational parking)	**Low parking provision areas:** maximum of 0.5 spaces per dwelling (General Parking Purposes only).
Disabled Bays	**Staff / Operational:** 1 space per disabled employee or, from a threshold of 2,500sqm 1 space per 20,000sqm or part thereof whichever is greater. **Visitor:** from threshold of 2,500sqm, minimum of 1 if any visitors are expected, plus any additional spaces needed to bring the total number up to 5% of the visitors likely to be present at any one time	**Wheelchair housing:** 1 space per dwelling, with dimensions suitable for use by people with disabilities. **General housing:** where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units or part thereof, with dimensions suitable for use by people with disabilities.
Cycle Parking	**Staff:** from threshold of 500sqm, 1 space per 250sqm or part thereof **Visitor**: from threshold of 500sqm, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time	**Residents:** 1 storage or parking space per unit. **Visitors:** from threshold of 20 units, 1 space per 10 units or part thereof.
Service Vehicles	Required above 2,500 sq m. One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	N/A

Section 18.2 (Pg 85) of the Camden Development Policies 2011 - 2025 also states that car free development should have no parking on site and on-street car parking permits will not be issued to occupiers. People with disabilities who are Blue Badge holders are, however, permitted to park in on-street spaces without a parking permit.

In relation to cycle parking, the London Borough of Camden have advised that any cycle parking provided should be based on the London Plan Revised Early Minor Alterations document (2012) standards of:

- *B1 Office – 1 space per 150 sqm of Gross Floorspace for staff/visitors*
- *C3 Dwellings (all) - 1 space per 1 or 2 bedroom dwellings + 1 space per 40 visitors, and 2 spaces per 3 + bedroom dwellings + 1 space per 40 visitors.*

The Camden Development Policies 2011 – 2025 has a range of other policies which relate to the development context.

Policy DP19 Managing the Impact of Parking highlights the importance of ensuring that additional car parking spaces will not have negative impacts on parking, highways or the environment and will encourage the removal of surplus car parking spaces.

Policy DP20 relates to the movement of goods and materials in relation to minimising the movement by road and also minimising the impact of the movement of goods and materials by road. This policy specifies that developments need to seek opportunities to minimise disruption for local communities through effective management, including the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.

Policy DP21 states that the Council will expect developments connecting to the highway network to:

- Ensure the use of the most appropriate roads by each form of transport and purpose of journey, in accordance with Camden's road hierarchy;
- Avoid direct vehicular access to the Transport for London Road Network (TLRN) and other Major Roads; and
- Avoid the use of local roads by through traffic.

Camden Planning Guidance: CPG7 Transport[6]

This planning guidance was prepared to support the policies in the Local Development Framework (LDF) and is therefore consistent with the Core Strategy and Development Policies. It forms a Supplementary Planning Document (SPD) which is an additional 'material consideration' in planning decisions. This guidance replaces the Camden Planning Guidance 2006, updating advice where appropriate and providing new guidance on matters introduced or strengthened in the LDF.

It gives guidance on all of the information needed to determine a planning application in terms of transport conditions and transport measures that will need to be secured before a development comes into use. This includes assessment of transport conditions before and after the development has taken place, and transport measures that will need to be secured before a development comes into use.

There is guidance on designing developments to provide safe access and use by motor vehicles, ensuring that new means of access do not cause harm to the safety of other users of the development and the adjacent highway. It focuses on the Council's approach to planning applications that include new footway crossovers and new routes to enable access to properties and sites.

It also provides guidance on meeting cycle parking standards in an effective way, so that cycle parking is convenient and secure, and users of a development are more likely to use bicycles to travel to and from the site. This guidance is related to Core Strategy 'Policy CS11 – Promoting Sustainable and Efficient Travel' and policies 'DP17 – Walking, Cycling and Public Transport' and 'DP19 – Parking Standards and Limiting the Availability of Parking' (managing the impact of parking).

The guidance also discusses Car-Free and Car-Capped Development and the mechanisms for securing them. The proposed Bewlay House development will be car free.

[6] London Borough of Camden (2011) Camden Planning Guidance (CPG7) Transport

Camden Local Implementation Plan (Transport Strategy)[7]

The London Borough of Camden has produced the Camden Transport Strategy as a response to the requirement for producing a Local Implementation Plan (LIP) for the Mayor's transport Strategy. The Transport Strategy 2011 includes eight relevant transport objectives.

- *Objective 1: Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough.*
- *Objective 2: Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.*
- *Objective 3: Improve road safety and personal security for people travelling in Camden.*
- *Objective 4: Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people.*
- *Objective 5: Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.*
- *Objective 6: Ensure the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development.*
- *Objective 7: Ensure the transport system supports access to local services and facilities, reduces inequalities in transport and increases social inclusion*
- *Objective 8: Ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices.*

The transport strategy points to the planning process as a key component of the above aims (in particular Objective 6) and refers to planning policy included within the London Plan and Camden's Local Development Framework as the means of achieving this.

2.5 Summary

From the planning and transport policy context it is apparent that the Bewlay House, 32 Jamestown Road development proposals should seek to reduce the traffic impact of the site and encourage travel by more sustainable modes through parking restraints, ensuring good access for pedestrians and providing adequate cycle parking.

[7] London Borough of Camden (2011) Camden's Transport Strategy, Camden's Local Implementation Plan

3 Existing Transport Situation

3.1 Introduction

This section of the report provides a review of the existing multi-modal transport situation of the site, discussing the existing highway network within the immediate vicinity of the site, and current public transport, walking and cycling provision.

3.2 Existing Highway Network

The Bewlay House site is located between Regents Canal to the north and Jamestown Road to the south where the entrance is located. Jamestown Road is a 20mph two-way road running east-west between Oval Road and Camden High Street and traffic calming is present in the form of a raised table at the Jamestown Road/Arlington Road priority junction. Buses and lorries over 5 tonnes are banned from parking on Jamestown Road from 18:30 – Midnight and Midnight – 08:00.

Jamestown Road is a Controlled Parking Zone (CPZ) (CPZ CAF) from Monday – Friday 08:30 – 18:30 and Saturday – Sunday 09:30 – 17:30. There are 9 pay and display parking spaces along the southern side of Jamestown Road to the east of Arlington Road, which charge £2.45 per hour with a maximum duration of 4 hours.

On the southern side of Jamestown Road to the west of Arlington Road there are approximately 5-6 resident permit holder bays opposite the Holiday Inn, 2-3 opposite 34 Jamestown Road and a line of approximately 13 resident permit holder bays outside the residential properties at the western end. On the northern side of the road there are 3 resident permit holder bays outside Gilbey House.

In addition, an on-road motorcycle bay is present directly opposite 32 Jamestown Road which can accommodate approximately 5-6 motorcycles. The motorcycle parking bay and an eastwards view along Jamestown Road are shown in **Figure 3-1**.

Figure 3-1: Jamestown Road Motorcycle Parking and eastwards view along Jamestown Road

Single yellow lines are present outside the above bay locations, which are restricted in line with the CPZ hours. Loading/unloading is, however, permitted on these lines at the western section of Jamestown Road (west of Arlington Road), however, loading/unloading is not permitted from Monday - Friday 08:30 – 09:30 and 17:00 – 18:30 in the eastern section of Jamestown Road (east of Arlington Road).

Jamestown Road joins with Camden High Street at its eastern end in the form of a signalised junction. Left turns only are permitted out of this junction as the High Street is one-way northbound and Hawley Crescent is one-way westbound. Camden High Street is subject to a 30mph speed limit.

Arlington Road is a north-south running, two-way, traffic calmed 20mph route running between a signalised junction with the Parkway and Jamestown Road. Buses and lorries over 5 tonnes are banned from parking on Arlington Road from 18:30 – Midnight and Midnight – 08:00.

Like Jamestown Road Arlington Road is a CPZ from Monday – Friday 08:30 – 18:30 and Saturday – Sunday 09:30 – 17:30.

Between the Parkway and Inverness Street there are 2 pay and display parking bays on the eastern side of Arlington Road (2 hour duration), a motorcycle parking bay on the western side of the road accommodating approximately 13 motorcycles, and to the north of this 3-4 permit holders only parking bays on the eastern side, and 4 resident permit holder bays on the western side.

Between Inverness Street and Jamestown Road there are approximately 9 pay and display bays (2 hour duration) on the western side of the road immediately to the north of Inverness Street, 2 disabled badge holder bays on the western side outside 209A Arlington Road, and 2 resident permit holder bays immediately to the south of Jamestown Road.

Oval Road is a, two-way, traffic calmed 20mph route, running north-south from a signalised junction with Regents Park Road to a dead end at Gilbeys Yard. Oval Road north of Jamestown Road has a 5 tonne weight restriction.

Oval Road is a CPZ from Monday – Friday 08:30 – 18:30 and Saturday – Sunday 09:30 – 17:30 and has a mixture of resident permit holder, pay and display and disabled badge holder spaces. Between Jamestown Road and Gilbeys Yard there are 2 disabled badge holder bays and 4 pay and display parking bays (2 hours duration) on the eastern side of the road and 5 pay and display parking bays on the western side of the road (2 hours duration).

Between Jamestown Road and Gloucester Crescent there are 3 resident permit holder and 4 pay and display parking bays on the eastern side of the road and 1 permit holder bay and 4 pay and display parking bays on the western side of the road.

3.3 Site Motor Vehicle Access, Parking and Servicing Arrangements

Commuter access by car to Bewlay House is limited due to a high level of public transport accessibility and the surrounding roads falling within a CPZ.

Bewlay House also has an off-street car parking area in the basement with 11 car parking spaces, however, this is infrequently used. This is accessed from

Jamestown Road but the entrance into the building is subject to a 1.9 metre height restriction.

Delivery and servicing occurs on-street on single yellow lines outside the entrance. Wheelie bins are currently stored at the western edge of the entrance and are wheeled into the road for unloading.

3.4 Car Clubs

According to Car Plus website (www.carplus.org.uk) there are 47 car club locations within 1 mile of the Bewlay House nearby locations are shown in **Table 3-A**.

Table 3-A Nearby Car Club Locations

Operator	Location	Number of Spaces
City Car Club	Gloucester Crescent	1
Zip Car	Gloucester Avenue	2
Zip Car	Arlington Road	1

Car Clubs provide a pay as you go scheme designed to provide members with quick and convenient access to a vehicle for essential journeys which can be useful for businesses located where strict parking restrictions and limited on site parking exist.

3.5 Public Transport Provision

3.5.1 Public Transport Accessibility Levels

PTALs are the most widely recognised form of measuring accessibility to the public transport network in London. PTALs give an indication of the relative density of the public transport network at specific locations by measuring the distance to public transport services and the frequency of services (i.e. walking times plus waiting times). The results from these calculations (accessibility indices) are expressed on a scale of 1 to 6, with sub-divisions 1a, 1b, 6a and 6b, whereby 1a indicates poor access to the public transport network and 6b indicates excellent access.

TfL's Planning Information Database (http://www.webptals.org.uk/) has been used to determine the PTAL for this site and the reports contained in **Appendix B** demonstrate that it has a PTAL of 6a, meaning that the site is highly accessible by public transport.

3.5.2 Bus Stops and Routes

Table 3-B overleaf provides weekday bus route frequency information for the bus stops within close proximity to Bewlay House. The routes serving these stops are also illustrated in **Appendix C**. Most bus routes passing through Camden pass within walking distance of Bewlay House with stops on Camden High Street (travelling north) and Camden Road, Bayham Street (travelling south) both directions have shelters. Camden is also well provided for in terms of night buses with many services running 24 hours.

Table 3-B Bus Routes in Camden and Frequencies

No.	Towards	Bus Stop	First/last	Peak Frequency (mins)	Off Peak Frequency (mins)
24	Hampstead Heath	X	24hr	5-9	7-10
	Pimlico	D,M,S,V	24hr	5-9	7-10
27	Chalk Farm	X	24hr	6-10	11-12
	Chiswick Business Park	D, M, T. V	24hr	6-19	11-12
29	Trafalgar Square	F, S, V	0601/0047	3-7	10
	Wood Green	E, G, N, Y	0552/0052	3-7	10
31	White City	U, X	0501/0031	4-8	7-10
46	Farringdon Street	D, J	0525/0040	7-11	12-14
	Lancaster Gate	B, H Q	0539/0004	9-13	12-14
88	Clapham Common	C, T, V	24hr	5-8	10-12
134	North Finchley	A. L, Y	24hr	3-7	5-8
	Tottenham Court Road	D, S, V	24hr	3-7	5-8
168	Hampstead Heath	X	0610	4-8	6-9
	Old Kent Road	D, M, R, T,W	0511	5-8	7-11
214	Highgate Village	A, L, Y	24hr	7-10	12
	Moorgate	D, R, T, W	24hr	7-10	12
253	Euston	F, R, T, W	0538	4-8	8-11
	Hackney Central	E, G, N, Y	0530	5-8	8-10
274	Islington	B, CW, CX, G, N, P	0549	6-9	10-12
	Lancaster Gate	CS, CT, CU, D, R, T	0505	6-9	10-12
C2	Parliament Hill Fields	A, CW, CX, L	24hr	7-10	7-10
	Victoria	CS, CT, CU, D, R, T	24hr	7-10	7-10

The night bus routes serving Camden include N5, N20, N28, N29, N31, N253, N279 and provide access to Trafalgar Square Edgware, Barnet, Wandsworth, Clapham Junction, Aldgate, Tottenham Court Road and Waltham Cross.

3.5.3 London Underground and Overground Services

Nearby Stations are Camden Town London Underground of the Northern Line and Camden Road of the Overground. Camden Town station is located approximately 300m away and less than four minutes walk. Camden Road Station is slightly further afield at around 0.5 miles.

Northern Line Underground

The Northern Line provides an important north/south link and Camden Town is situated at a major junction. To the north it links to Finchley and Barnet on one branch and Hendon and Edgware on the other.

To the south, the Northern Line links Camden to National Rail Stations such as Kings Cross, St Pancras and Euston. The eastern branch runs through the City of London connecting to National Rail Stations such as Old Street, Moorgate and London Bridge, and the western branch runs through important destinations such as Tottenham Court Road and Leicester Square as well as the National Rail Station at Charing Cross. The branches rejoin at Kennington passing through Clapham, Balham and terminating in Morden.

Connections to other Underground lines can be made at King Cross St Pancras (Hammersmith & City, Circle, Metropolitan, Piccadilly and Victoria Lines), Bank (Central, Circle, District and Waterloo & City), Tottenham Court Road (Central Line), Waterloo (Bakerloo, Jubilee, Waterloo & City), London Bridge (Jubilee) and Charing Cross (Bakerloo).

The Northern Line carries 660,395 passengers on a weekday, and it is currently undergoing major upgrades to increase frequencies to 28 -32 trains per hour from around 20 per hour currently. Tubes begin at 0554 heading north and 0545 heading south during weekdays.

Overground

The Overground provides orbital services around London with direct services to Stratford via Hackney, Richmond and Clapham Junction via Willesden Junction. Connections to the East London Line can be made at Highbury Islington for journeys to New Cross, Crystal Palace and West Croydon. Connections to Barking via Tottenham can be made at Gospel Oak and to Watford via Willesden Junction. Services run at 10 minute intervals during peak times and services on the Overground begin at Camden Road at 0607.

3.5.4 National Rail Services

The nearest National Rail Station is Kentish Town which is served by first capital connect services to Luton and St Albans to the north and Sevenoaks and Sutton (via St Pancras) to the south at 30 minute intervals.

Important nearby National Rail Stations are Euston, St Pancras and Kings Cross. These stations are accessible via underground or bus and serve mainline services on the West Coast Mainline, East Coast Mainline and to the East Midlands. First Capital Connect Services also serve Bedford to the north and Brighton via East Croydon. St Pancras is the terminus for High Speed 1 services to Europe and High Speed services to Kent.

3.6 Provision for Pedestrians

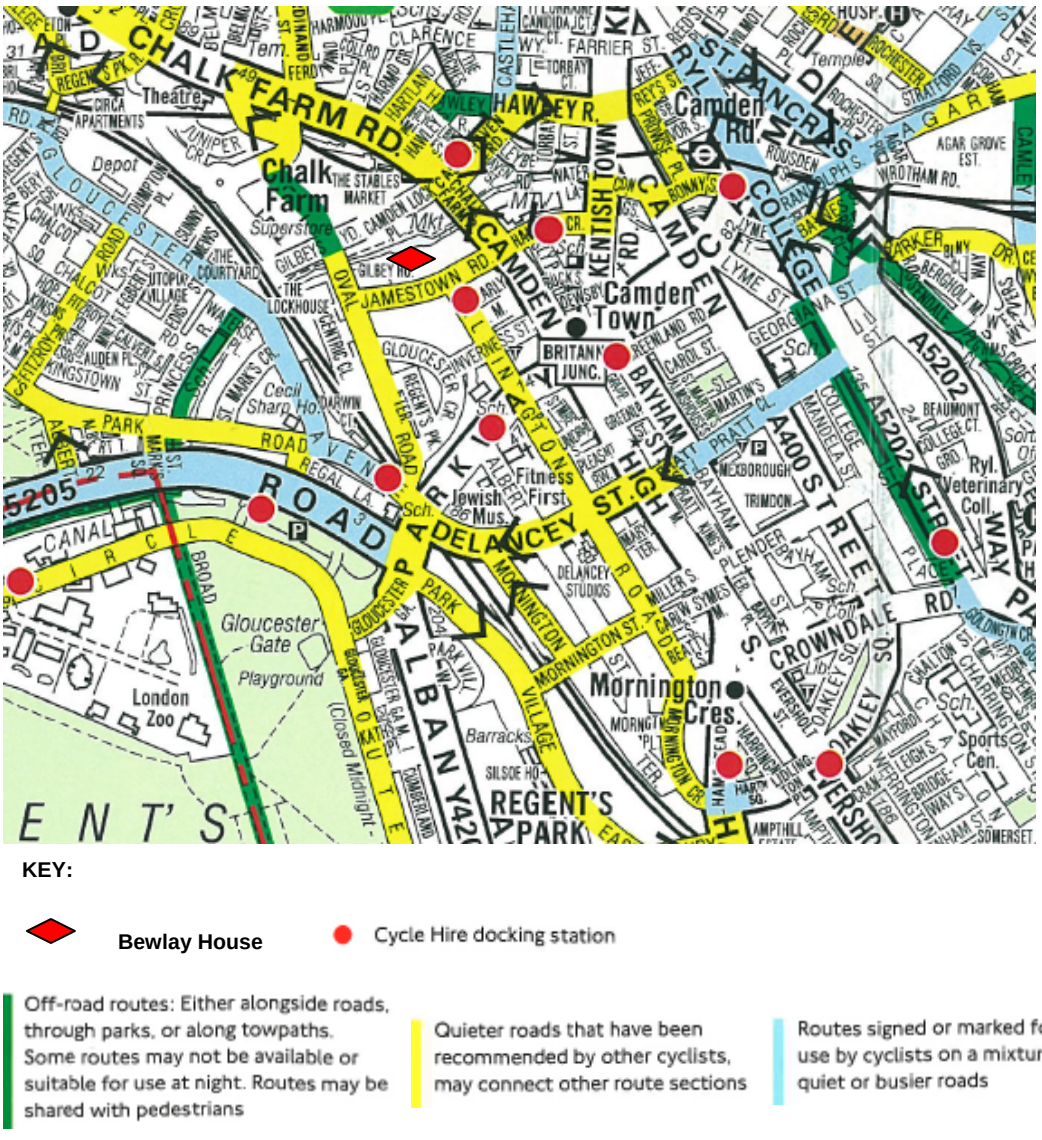
There is one main pedestrian access into Bewlay House from Jamestown Road with stepped and step free access provided. Pedestrian access to the site from surrounding streets is considered to be very good with wide, high quality footways. There are raised table junctions with tactile paving at the Jamestown Road junctions

with Arlington Road and Oval Road, and signalised pedestrian crossings, with tactile paving and dropped kerbs on all arms of the Jamestown Road/Camden High Street junction.

3.7 Provision for Cyclists

There is currently some limited cycle parking provided within the Basement of the existing site. However, the site is well connected to cycle routes as illustrated in **Figure 3-2.**

Figure 3-2: Cycle Routes in the Vicinity of Bewlay House



KEY:

Bewlay House

Cycle Hire docking station

Off-road routes: Either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night. Routes may be shared with pedestrians

Quieter roads that have been recommended by other cyclists, may connect other route sections

Routes signed or marked for use by cyclists on a mixture of quiet or busier roads

Source: Tfl Local Cycling Guide 7 (2012/12)

The nearest cycle routes are an advisory on road route which runs along the length of Arlington Road, Jamestown Road, east of Arlington Road and then northwards along Camden High Street; and the Regents Canal Route running from Lisson Grove to Islington Tunnel via Camden Lock. A further cycle route runs along Gloucester Avenue providing access to Swiss Cottage and Parkway.

A marked on road cycle route also runs northwards along the western side of Gilbeys Yard with a cycle link between properties at the northern end of the yard providing access to Morrisons.

Camden has Barclays Cycle Hire facilities at the locations identified in **Table 3-C** and in **Figure 3-3**. These docking stations allow cycle hire for a fee and can be returned to any docking station.

Table 3-C Nearby Barclays Cycle Hire Locations

Location	Approximate Distance	Number of Docking Stations
Arlington Road (north)	100m	24
Greenland Road	500m	36
Parkway	200m	33
Gloucester Avenue	250m	23

There nearest other cycle stands to the site are located on Jamestown Road at the Jamestown Road/Oval Road junction.

Figure 3-3: Barclays Cycle Hire Docking Station Locations

Source: https://web.barclayscyclehire.tfl.gov.uk/maps

3.8 Collision Data

Analysis has been undertaken of collision data provided by Transport for London for the 36 month period up to the end of December 2012. The area analysed is illustrated in **Appendix D**.

A total of 25 collisions occurred in this area during the three year period to the end of December, 2 of which were classified as serious and 23 as slight. No fatal collisions were recorded in the area during this period.

The 2 serious collisions occurred on Camden High Street and both involved a car and a pedestrian. The first of these occurred at the Jamestown Road/High Street

junction when a pedestrian stepped in front of a car and the second occurred at Camden High Street to the south of Inverness Street when a vehicle reversed into a loading bay and hit 2 pedestrians resulting in one serious and one slight injury.

There were 5 slight collisions recorded at the Camden High Street/Jamestown Road/Hawley Crescent Junction with 2 of these involving a pedestrian and 1 a cyclist.

Only 1 collision occurred on Jamestown Road in the vicinity of the proposed development. This collision took place approximately 70 metres to the west of Arlington Road and resulted in a slight collision when a vehicle reversed and made contact with a pedestrian crossing the road.

Table 3-D shows that several of the collision types exceeded the comparative percentages for all sites within the London Borough of Camden and Inner London Boroughs.

Table 3-D Local Area Collision Data

Collision type	Occurrence	Percentage of total collisions	Comparative percentage for All Sites, London Borough of Camden[2]		Comparative percentage for All Sites, Inner Boroughs [2]	
Fatal and serious	2	8.0%	15.1%		14.0%	
Slight	23	92.0%	84.9%	*	86.0%	*
Child	0	0.0%	4.5%		6.4%	
Pedestrian	9	36.0%	29.4%	*	23.9%	*
Non-pedestrian	16	64.0%	70.6%		76.1%	
Pedal cycle	7	28.0%	23.6%	*	22.2%	*
Powered two wheeler	6	24.0%	26.3%		25.8%	
Car	19	76.0%	60.0%	*	69.0%	*
Bus or coach	1	4.0%	12.1%		10.9%	
Goods vehicle	4	16.0%	13.7%	*	13.0%	*
Single vehicle[1]		0.0%	37.7%		32.4%	
Single vehicle and pedestrian	7	24.0%	28.4%		23.0%	*
Single vehicle and non-pedestrian	12	48.0%	9.3%	*	9.3%	*
Overtaking[3]	1	4.0%	14.2%		11.8%	
Parked[4]		0.0%	5.4%		5.2%	
Right turning[5]	1	4.0%	19.7%		22.3%	
Non-dry[6]	5	20.0%	19.3%	*	18.7%	*
Dark[7]	7	28.0%	29.3%		29.7%	

[1] These categories also include collisions where minibus, bus or coach was the vehicle involved and its occupants were the only casualtie
[2] Comparative percentages show statistics at all sites as included in 'Levels of collision risk in Greater London' (Issue 13) April 2012
[3] A collision involving a vehicle or vehicles going ahead overtaking
[4] A collision involving one or more parked vehicles
[5] A collision involving a vehicle or vehicles turning right or waiting to
[6] A collision where the road surface condition was either 'wet' or 'flood'
[7] Street lights lit or unlit
*Where figures exceed comparative percentages

The statistics reveal that the percentage of slight collisions (92%), pedestrian collisions (36%), pedal cycle collisions (28%), car collisions (76%), goods vehicle collisions (16%), single vehicle and non-pedestrian collisions (48%) and non-dry collisions (20%) exceeded the comparative percentages for collisions at all sites within the London Borough of Camden and the Inner London Boroughs.

4 Development Proposals

4.1 Introduction

This section provides an overview of the development proposals, providing a summary of the broad design approach and principles, together with information on the proposed land uses and floor areas. Details of specific transport related improvements and measures are discussed in **Section 6**.

4.2 Design Approach

The development proposals submitted by London & Regional Properties Ltd involve:

- *removing a dated building and replacing it with a design of the highest quality to make a positive contribution to the Regents Canal Conservation area;*
- *new apartments in a roof extension;*
- *fully refurbished studio office space;*
- *level access at Ground Floor;*
- *new atrium to improve offices;*
- *cycle parking and shower facilities;*
- *renewed elevations to Jamestown Road and the canalside;*
- *large areas of glazing, carefully framed to reflect the character of the surrounding canalside buildings.*

4.3 Development Content

The current building is a purpose built office / laboratory. It has been continuously occupied since built in 1989 and will become vacant at the end of 2013. The existing building has 6 levels; Basement, Ground and Floors 1 – 4. The 4th floor is reduced and is set back and includes some of the plant for the main building. The building also has an off-street car parking area with 11 spaces which is accessed by means of a crossover from Jamestown Road. However, this is infrequently used at present and servicing and deliveries occur on-street.

London & Regional Properties Ltd intend to submit a planning application for the conversion and extension of the current building including the addition of a new storey at 5th floor level. The size of the 4th floor will also be increased.

The revised building will comprise of B1 office space on all floors with C3 residential units provided on the 4th and 5th floors.

Table 4-A identifies the existing and proposed areas and the overall net change by land-use as Gross External Areas (GEAs), Net Lettable areas and Gross Internal Areas (GIAs). A full breakdown of these land use areas by floor are included in **Appendix E**.

Table 4-A: Existing and Proposed Land Uses and Net Change

Land Use Area	Existing Floorspace (sqm)	Proposed Floorspace (sqm)	Net Change (sqm)
GIA B1 Office	6726	7145	419
GIA C3 Residential	0	928	928
Total GIA	**6726**	**8073**	**1347**
Net Lettable B1 Office	3754	4695	941
Net Lettable C3 Residential	0	900	900
Total NET	**3754**	**5595**	**1841**
GEA B1 Office	7141	7748	607
GEA C3 Residential	0	982	982
Total GEA	**7141**	**8730**	**1589**

The existing offices are manned 24 hours a day, however, office staff are likely to be present from 0700 – 1900.

The C3 Residential use will include 9 units comprising of:

- *4 x 1 Bedroom Units*
- *3 x 2 Bedroom Units*
- *2 x 3 Bedroom Units.*

5 Trip Forecasting

5.1 Introduction

This section discusses the approach to calculating the existing multi-modal trip generation of the site, the predicted multi-modal trip generation associated with the development as outlined in **Section 4** and also the net change in trips. Likely delivery and servicing trips have also been included within this section.

This methodology has been scoped with Steve Cardno (London Borough of Camden).

5.2 General Approach

A trip rate-based approach, using information for comparative sites from the land use database TRAVL v8.18, has been adopted to determine the AM peak hour (08:30 – 09:30) and PM peak hour (17:00 -18:00)[8] and daily multi-modal trip generation associated with the existing site and proposed development. Sites were selected based on the following criteria:

- *Central or Inner London location;*
- *Public Transport Accessibility Level (PTAL) of 6;*
- *No on-site parking provision; and*
- *Similar opening profiles to the existing/proposed land use.*

Table 5-A presents the trip generation scenarios that have been assessed. A full breakdown of the trip generation calculations is included in **Appendix F**.

Table 5-A: Trip Generation Scenarios

Scenario		B1 Office (GEA sqm)	C3 Residential (No. of Units)
1	Existing Site	7,141	N/A
2	Proposed Development	7,748	9

As this is a refurbishment and extension of an existing building, as opposed to construction of a new building on an unoccupied site, this Transport Statement considers the net increase in trips generated by the proposal. The trip generation scenarios have been calculated based on the trip rates and modal splits outlined in **Section 5.3** which have been applied to the existing and proposed development GEA for the B1 Office land use and number of dwellings for the C3 Residential land use. Although the 9 residential units fall below the threshold of 10 units for the provision of minimum transport information, the trip generation of this land use has been calculated to provide a robust assessment of the developments' impact[9].

[8] It has been assumed for the B1 office development that the peak hours will be 08:30 – 09:30 (AM peak) and 17:00 – 18:00 (PM peak). However, for robustness, worse case AM and PM peak hour trip rates have been used from TRAVL, which may vary slightly from these times.

[9] Camden (2010) Camden Development Policies 2010-2025 Local Development Framework – Appendix 1 Threshold for Transport Assessments and Transport Statements.

Existing and proposed land uses were not available as Gross Floor Areas (GFA) which is the trip rate measurement used by TRAVL, however, GEA will provide a slightly more robust assessment.

In order to determine the net increase in peak hour and total daily delivery and servicing vehicle trips, trip rates for each land use element were derived based on observed data from reasonably comparable developments in London, and a 14-hour profile. These rates have been accepted by TfL for other planning applications, such as the Elizabeth House Redevelopment, Waterloo. The vehicle types and turnaround times used were based on the data for these comparable developments. **Sub-section 5.5** below presents these forecasts.

5.3 Trip Rates and Modal Splits

5.3.1 B1 Office

Comparative trip rates and percentage modal split figures were obtained from TRAVL for the B1 Office land use category.

Table 5-B below provides a summary of the office sites extracted from TRAVL which have been used to develop the trip forecasts for the existing site and proposed development B1 office land use.

Table 5-B: Sites from TRAVL – B1 Office

Site	Location	GFA (sqm)	PTAL	Parking Spaces	Survey Date
Ecclestone Place	Victoria	6323	6	0	26/03/07
Faith Lawson	Westminster	4568	6	0	26/03/07
Buckingham Palace Road	Victoria	5337	6	0	26/03/07

The above sites were selected as they have no car parking, to ensure comparison with the existing Bewlay House site which has an infrequently used 11 space car park and also for the proposed development which will be car free. The comparative sites were all in Central London, as there were no Inner London sites with no parking, and all have a PTAL rating of 6.

The average person trip rates (all modes per 100 sqm GFA) for the three sites extracted from TRAVL are presented in **Table 5-C** below. These have been used to determine the peak hour and daily trips that are generated by the existing B1 Office land use and to predict the trips that will be generated by the development B1 Office land use.

Table 5-C: Average Person Trip Rates (All Modes) – B1 Office per 100 sqm GFA

AM (08:30-09:30)			PM (17:00-18:00)			Daily		
In	Out	Total	In	Out	Total	In	Out	Total
2.42	0.32	2.75	0.32	2.20	2.52	11.82	10.94	22.76

Table 5-D provides the average modal split (main mode) figures for the above sites which have been applied to the existing and proposed development B1 Office land use.

Table 5-D: Modal Split – B1 Office

Main Mode	Percentage Share
Car Driver (All)	0%
Car Passenger	0%
Bus / Coach	8%
Underground	38%
Rail	46%
Taxi	0%
Motor Cycle	0%
Pedal Cycle	4%
Walk	3%
Other	1%

5.3.2 C3 Residential

Comparative trip rates and percentage modal split figures were obtained from TRAVL 8.18 for residential (TRAVL land use category C3 - Residential). Due to the limited number of sites within TRAVL located within Inner London only Green Dragon House, Camden was used. This site is, however, particularly relevant to the assessment as it is located within Camden and is car free, similar to the proposed Bewlay House development.

Table 5-E:Site from TRAVL – C3 Residential

Site	Location	No. of Units	PTAL	Parking Spaces	Survey Date
Green Dragon House	Camden	29	6	0	11/09/2008

The person trip rates (all modes per dwelling) for this site extracted from TRAVL are presented in **Table 5-F** below. These have been used to determine the forecasts for the proposed Bewlay House C3 Residential Land Use area for the peak trip generation periods (AM 08:30-09:30 and 17:00 – 18:00 PM) associated with the proposed development

Table 5-F: Average Person Trip Rates (All Modes) – C3 Residential

AM (08:30-09:30)			PM (17:00-18:00)			Daily		
In	Out	Total	In	Out	Total	In	Out	Total
0.17	0.86	1.03	0.76	0.31	1.07	4.72	4.76	9.48

Table 5-G provides the average modal split (main mode) figures for the above site which has been applied to the proposed development C3 Residential land use.

Table 5-G: Modal Split – C3 Residential

Mode	Percentage Share
Car Driver (All)	0%
Car Passenger	0%
Bus / Coach	32%
Underground	16%
Rail	0%
Taxi	0%
Motor Cycle	5%
Pedal Cycle	9%
Walk	38%
Other	0%

5.4 Multi-Modal Trip Generation

5.4.1 Existing Bewlay House Site – B1 Office

The total weekday multi-modal trip generation for the existing B1 Office landuse is presented in **Table 5-H**. The offices are fully occupied, and this represents the existing permitted level of use at the site.

Table 5-H: Existing Site Trip Generation – B1 Office

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	65	9	74	9	59	68	318	294	612
Rail	79	11	90	11	72	83	388	359	748
Bus; Minibus or Coach	13	2	15	2	12	14	65	60	125
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	0	0	0
Bicycle	7	1	8	1	6	7	34	31	65
Walk	6	1	7	1	5	6	28	26	54
Other	2	0	2	0	2	2	8	8	16
Total	**172**	**23**	**195**	**23**	**156**	**179**	**841**	**779**	**1620**

NB: Small rounding errors present in some totals.

These results demonstrate that the total trip generation of the existing office is 195 trips during the AM peak, 179 trips during the PM peak and 1,620 trips daily. Rail and the London Underground represent the highest modal splits.

It should be noted that data from TRAVL for sites with no car parking have been used for this calculation. On worse case days when the existing car park (11 spaces) is used 11 car trips could potentially be generated during the AM peak (arrivals to the site) with 11 car trips during the PM peak (departures from the site). However, this situation occurs infrequently.

5.4.2 Proposed Bewlay House Development

This section includes the multi-modal trip generation for the proposed Bewlay House development (7,748 sqm GEA B1 office and 9 C3 Residential units (982 sqm GEA).

(a) Proposed B1 Office Trip Generation

The total weekday multi-modal trip generation for the proposed B1 Office element is presented in **Table 5-I**. This is based on the assumption that the full office element would be fully occupied.

Table 5-I: Trip Generation – Proposed B1 Office Element

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	71	9	80	9	64	74	345	319	664
Rail	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	14	2	16	2	13	15	70	65	135
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	0	0	0
Bicycle	7	1	9	1	7	8	37	34	71
Walk	6	1	7	1	6	7	31	28	59
Other	2	0	2	0	2	2	9	8	18
Total	**187**	**25**	**212**	**25**	**170**	**195**	**913**	**845**	**1757**

NB: Small rounding errors present in some totals.

The proposed B1 Office landuse of the proposed development will be the primary generator of the proposed development and it is predicted that the total trips generated by this will be 212 trips during the AM peak, 195 trips during the PM peak and 1,757 trips daily. As with the existing B1 Office landuse, the two dominant modes of access will be Rail and the London Underground.

(b) Proposed C3 Residential Trip Generation

The total weekday multi-modal trip generation for the proposed C3 Residential element is presented in **Table 5-J**.

Table 5-J: Trip Generation – Proposed C3 Residential Element

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	0	1	1	1	0	2	7	7	14
Rail	0	0	0	0	0	0	0	0	0
Bus; Minibus or Coach	0	2	3	2	1	3	14	14	27
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	0	1	1	1	0	1	4	4	8
Walk	1	3	4	3	1	4	16	16	32
Other	0	0	0	0	0	0	0	0	0
Total	**2**	**8**	**9**	**7**	**3**	**10**	**43**	**43**	**85**

NB: Small rounding errors present in some totals.

The total trip generation of the proposed C3 Residential units will be small during the peak hours with 9 trips during the AM peak, 10 trips during the PM peak and 85 trips daily. The two main modes that will be used to access the site will be walking and bus; minibus or coach.

(c) Total Proposed Bewlay House Development Trip Generation

Table 5-K overleaf identifies the total weekday multi-modal trip generation of the proposed Bewlay House Development (B1 Office trips + C3 Residential trips).

Table 5-K: Total Trip Generation of Proposed Bewlay House Development

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	71	11	82	11	65	75	352	326	678
Rail	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	15	4	19	4	14	18	84	79	163
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	8	2	9	2	7	9	40	38	78
Walk	7	4	11	3	7	10	47	45	91
Other	2	0	2	0	2	2	9	8	18
Total	**188**	**33**	**221**	**32**	**172**	**204**	**955**	**888**	**1843**

NB: Small rounding errors present in some totals.

This indicates that the proposed Bewlay House Development could generate in the region of 221 total trips during the weekday AM peak, 204 total trips during the weekday PM peak and 1,843 total trips daily. The two main modes of travel to the site will be by Rail and the London Underground.

(d) Net Change in Trips

The predicted net change in trips that are likely to result from the Bewlay House Development are presented in **Table 5-L**. This has been calculated by subtracting the existing site trip generation from the proposed Bewlay House Development trip generation. All of the figures in the table represent an increase in trips.

Table 5-L: Net Change in Trips resulting from the Bewlay House Development

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	6	2	8	2	5	7	34	32	66
Rail	7	1	8	1	6	7	33	31	64
Bus; Minibus or Coach	2	3	4	2	2	4	19	19	38
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	1	1	2	1	1	1	7	7	13
Walk	1	3	4	3	2	4	19	18	37
Other	0	0	0	0	0	0	1	1	1
Total	**16**	**10**	**26**	**9**	**16**	**25**	**114**	**109**	**223**

NB: Table includes small rounding errors in Totals

This demonstrates that the net impact of the proposed development will be small with an additional 26 total trips in the AM peak (08:30 – 09:30), an additional 25 trips in the PM peak (17:00 – 18:00) and an additional 223 trips daily. When broken down by mode the impact is even smaller, with the highest net change being for Underground and Rail trips, with a net increase of 8 trips in the AM peak and 7 trips in the PM peak for both modes.

However, as the trip generation modal splits for the existing development and proposed development have been based on the main mode of travel to the site from comparable TRAVL site data, the end mode of travel to the site for the majority of public transport trips such as London Underground, Bus and Rail will be walking.

5.5 Delivery and Servicing Trips

5.5.1 Trip Rates

Delivery and servicing trip rates for each land use element have been derived based on observed data for comparable developments in London, including:

- *London & Regional Properties Ltd. Offices*
- *More London*
- *TfL Palestra Offices*

B1 Office – A ratio of 0.2 vehicles per 100 sqm of GFA. This ratio covers the high volume of consumables (i.e. paper supply and stationery) and a mixture of medium to low volume deliveries (i.e. furniture equipment and technical hardware).

C3 Residential – A ratio of 0.2 trips per 100 sqm (per day) of Net Private Residential Area has been used. This trip rate is based on high specification properties with concierge service and includes furniture, couriers, appliances, internet deliveries, dry cleaning, take away deliveries, etc.

The daily delivery and servicing vehicle trip generation has been calculated for the existing building and proposed scheme to determine the net increase in such trips. This is summarised in **Table 5-M**.

Table 5-M: Net Increase in Delivery & Servicing Vehicle Trips per Day.

Land Use Class	GEA (m^2)		Trip Rate	Number of Vehicles per Day		
	Existing	Proposed		Existing	Proposed	Difference
B1	7,141	7,748	0.2	14	15	1
C3	0	982	0.2	0	2	2

The number and type of servicing and delivery vehicle trips associated with the AM peak, interpeak and PM peak hours have also been calculated for the existing site and proposed development based on the More London Data 24 hour profile, with this reduced to a 14 hour profile to reflect the likely profile at the proposed development. The 14 hour profile assumes:

- *12% of the total daily servicing and delivery trips would arrive from 09:00 – 10:00; and*
- *9% of the daily total from 12:00 – 13:00*

- *4% of the daily total from 17:00 – 18:00*

In terms of vehicle types, based on the data for the comparable sites it is assumed that the proportions of servicing and delivery trips would be:

- *33% - vans;*
- *50% - Light Goods Vehicles (LGV);*
- *17% - Heavy Goods Vehicles (HGV).*

Table 5-N below identifies the resultant trips. The full results are contained within **Appendix G**.

Table 5-N: Servicing & Delivery Trips Associated with the Existing Site, Proposed Development and Net Change.

Period	Existing Site	Proposed Development	Net Change
Daily Number of Vehicles	14	17	3
AM Peak (09:00-10:00)	2	2	0
Inter-peak (12:00-13:00)	1	2	1
PM Peak (17:00-18:00)	1	1	0

6 Mitigation

6.1 Introduction

This section sets out the transport related improvements to be delivered as part of the Bewlay House proposal.

6.2 Vehicular Access, Servicing and Delivery Arrangements

6.2.1 Disabled Parking

It is not proposed to provide car parking for people with disabilities on-site due to the car free nature of the development. However, it is proposed to use 2 on-street car parking bays for people with disabilities (1 space for B1 Office landuse and 1 space for C3 Residential landuse) as the London Borough of Camden LDF Development Policies Document 2010-2025 advises that Blue Badge Holders may park in on-street bays without a permit. This level of use was scoped with the London Borough of Camden in the Transport Statement Scoping Note.

It was also agreed with the London Borough of Camden to undertake a parking beat survey of Jamestown Road to identify the availability of on-street parking to accommodate Blue Badge holders. Parking Beat surveys were undertaken on Tuesday 11th June during from 07:00 – 10:00 and 15:00 – 19:00.

The surveys included the identification of the existing parking bay provision along the whole length of Jamestown Road, with occupancy and parking duration measured at 15 minute intervals. The full results of the surveys are contained in **Appendix H** and **Table 6-A** below provides a summary of the occupancy results within the dedicated parking bays only.

Table 6-A: Jamestown Road – Parking Bay Occupancy

Bay Type	Bays Available	% Occupancy																													
		07:00	07:15	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15	09:30	09:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45
Pay & Display	9	56%	56%	56%	67%	44%	56%	67%	56%	67%	67%	67%	67%	89%	56%	67%	44%	56%	33%	11%	11%	33%	78%	44%	22%	56%	33%	67%	67%
Permit Holder	26	73%	73%	73%	85%	77%	77%	77%	77%	73%	77%	85%	85%	85%	81%	81%	81%	81%	85%	81%	85%	85%	77%	77%	77%	77%	77%	85%	85%

All of the Pay & Display bays identified in **Table 6-A** above are located to the east of Arlington Road and would therefore, be attractive for disabled users. All of the permit holder bays are located to the west of Arlington Road and would, therefore, be attractive for use by disabled users as they are in close proximity to Bewlay House. The occupancy results indicate that there is sufficient capacity throughout the day in existing on-street bays to accommodate disabled users associated with Bewlay House.

6.2.2 Refuse and Storage Facilities

It is proposed that delivery and servicing will occur on-street on the single yellow lines outside the building, as is the case with the existing development.

Refuse associated with the C3 Residential land use will be stored in wheelie bins in a dedicated room on the Ground Floor (see Ground Floor Plan) with a door directly opening up on to Jamestown Road. This will be opened on refuse collection day to enable refuse contractors to access the area and wheel the bins out onto Jamestown Road to refuse vehicles for unloading.

Refuse associated with the B1 Office land use will be stored in wheelie bins in a dedicated room in the Basement. On collection day the building caretaker will use the lift to transfer the bins to a dedicated refuse collection holding room on the Ground Floor, which will have a door opening on to Jamestown Road. This will be opened on refuse collection day to enable refuse contractors to wheel the bins out on to Jamestown Road for unloading.

Basement and Ground Floor plans outlining these proposed arrangements are shown in **Appendix I**.

6.2.3 Delivery & Servicing Measures

Although a Delivery & Servicing Management Plan has not been requested by the London Borough of Camden for submission with the planning application the following measures have been included within the Framework Travel Plan to proactively manage delivery and servicing activities, improve efficiency and reduce the number of such vehicle trips to and from the site:

- setting up a delivery booking system;
- scheduling of deliveries to avoid peak periods;
- bulk ordering and on-site storage of supplies to reduce the number of orders made wherever possible;
- seeking, where possible, to use suppliers that have joined a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS); and
- seeking / encouraging the use of bicycle and motorcycle couriers whenever possible for delivery of light weight / small supplies, for the building.

6.3 Provision for Pedestrians and Cyclists

A new active frontage is proposed for the building onto Jamestown Road, with 6 entrances providing level access into the building. Of this number, the 2 most eastern entrances will be associated with the C3 Residential land use, with 1 serving as the main entrance for pedestrians/cyclists leading to a staircase and a lift which will provide access to the Basement and residential units. The other will serve as an access point to the residential refuse storage area.

The B1 Office land use will have 4 pedestrian entrances, comprising of 1 entrance to the main office reception area, 1 entrance to the refuse collection holding room, 1 entrance to a substation and 1 entrance for pedestrians/cyclists to access stairs and lifts leading to all floors and the Basement.

Separate cycle parking and storage facilities will be provided for both land uses in the Basement of the building which will be accessible from the Ground Floor by bicycle wheeling ramps (adjacent to staircases) and lifts, as described above.

Basement and Ground Floor plans outlining these proposed arrangements are shown in **Appendix I**.

The proposed cycle parking provision based on the London Plan – Revised Early Minor Alterations standards is presented in **Table 6-B** below.

Table 6-B: Proposed Cycle Parking Provision

Land Use	Development Size	London Plan – Revised Early Minor Alterations Standard	Proposed Cycle Spaces
B1 Office	7,748 sqm (GEA)	1 space per 150 sqm Gross Floorspace for staff/visitors	52
C3 Residential	7 x 1 or 2 Bedroom Dwellings	1 space per 1 or 2 Bedroom Dwelling	7
	2 X 3 Bedroom Dwellings	2 spaces per 3 Bedroom Dwelling	4

In total 63 cycle parking spaces will be provided with 52 in the B1 Office cycle parking facility and 11 in the C3 Residential cycle parking facility.

6.4 Construction Impact

The development proposal involves the conversion and extension of the existing Bewlay House building and will therefore, involve some vehicular trips as part of this process.

As the exact level of refurbishment work is unknown at this stage, and a contractor has yet to be appointed, the associated highway impact of this work has not been considered within this Transport Statement. It has, therefore, been agreed with the London Borough of Camden that a Construction Logistics Plan (CLP) will be produced to examine the highway impact of the conversion and extension work including the number of vehicle trips generated, proposed routes to/from the site and mitigation measures to reduce the highway impact. The CLP will schedule delivery movements to avoid peak periods and where possible contractors will be sought who have joined a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS).

It has been proposed to the London Borough of Camden that this CLP is secured through a S106 agreement, should the proposal be granted planning permission. The CLP would need to be submitted and approved prior to work commencing at the site.

6.5 Framework Workplace Travel Plan

A Framework Workplace Travel Plan has been prepared for the Bewlay House development and should be read in conjunction with this Transport Statement.

The Framework Workplace Travel Plan is a package of measures and incentives designed to allow the travel needs of all Bewlay House office users to be understood and managed in a more environmentally friendly manner. The Framework Workplace Travel Plan only covers the B1 Office land use of the proposed development as the proposed C3 Residential element of the site (9 units) falls below the 50-80 unit threshold identified in TfL's '*Travel Planning for New Development in London, Incorporating Deliveries and Servicing'* for the production of a Travel Plan.

Although a dedicated Delivery & Servicing Management Plan was not requested by the London Borough of Camden a range of measures to manage deliveries and servicing are included within the Framework Workplace Travel Plan.

The Framework Workplace Travel Plan is intended to provide an overarching strategy for the Bewlay House office users (staff and visitors), which following occupation will be supported by Travel Plans / Travel Plan Statements prepared by individual tenant companies. **Section 9** of the Framework Travel Plan includes an Action Plan identifying all of the Travel Plan measures proposed and associated timescales. This also includes associated delivery and servicing measures.

In the absence of baseline data for the site, interim Travel Plan and delivery and servicing targets have been set based on the multi-modal trip forecasts discussed in **Section 5**. The proposed targets are outlined in **Table 6-C** below.

Table 6-C: Proposed Framework Travel Plan and Delivery and Servicing Targets.

Target Type	Land Use	Indicator	Year		
			Year 1 (Baseline)	Year 3	Year 5
Travel Plan Target	B1 Office	Cycle Main Mode Share	4%	6%	8%
		Walk Main Mode Share	3%	4%	6%
Delivery and Servicing Target	B1 Office	Average daily number of delivery/servicing vehicles.	17	15	13

7 Summary

Jacobs was commissioned by London & Regional Properties to prepare a Transport Statement and Framework Workplace Travel Plan to support the planning application for the conversion and extension of the existing Bewlay House office building, 32 Jamestown Road, Camden (NW1 7BY).

The current building is a purpose built/office laboratory of 6 levels. The Gross External Area (GEA) of the B1 Office element is 7,141 sqm, with 3,754 sqm of net lettable floorspace. The development proposals involve the refurbishment and expansion of the existing building to provide higher quality B1 Office accommodation (7,748 sqm GEA) as well as 9 C3 Residential units. The proposed development will also be car free.

This Transport Statement examines the transport impact of the proposals and has been scoped with the London Borough of Camden.

A trip rate-based approach, using information for comparative sites extracted from TRAVL, has been adopted to determine the AM (08:30-09:30) and PM (17:00-18:00) peak hour **multi-modal trip generation** associated with the existing building, the completed development and the resultant net increase (each based on full occupancy). The modal-splits applied from TRAVL are based on the main mode of transport to the site.

The net impact of the proposed development will be small with an additional 26 total trips in the AM peak (08:30 – 09:30), an additional 25 trips in the PM peak (17:00 – 18:00) and an additional 223 trips daily. When broken down by mode the impact is even smaller, with the highest net change being for Underground and Rail trips, with a net increase of 8 trips in the AM peak and 7 trips in the PM peak for both modes.

As the trip generation modal splits for the existing development and proposed development have been based on the 'main mode' of travel to the site from comparable TRAVL site data the end mode of travel to the site for the majority of public transport trips such as London Underground, Bus and Rail will be walking. It is, however, anticipated that the existing pedestrian network will easily be able to accommodate the net increase in 'main mode' and 'end mode' walking trips.

As the development proposal is car-free, and owing to the sites' location within a Controlled Parking Zone, as well as; excellent public transport accessibility (PTAL 6a) and good surrounding walking and cycling infrastructure/facilities, the development is anticipated to generate no car trips.

A number of transport related improvements are proposed for the redevelopment including the provision of 63 cycle parking spaces (52 - Office and 11 - Residential) in separate areas within the Basement. These will be accessible from the Ground Floor by using bicycle wheeling ramps and lifts.

Furthermore, staff, along with other site users, will be encouraged to travel to/ from the site by sustainable modes through measures contained within the associated **Framework Workplace Travel Plan (FTP)** and the subsidiary Travel Plans / Statements that tenant companies will be required to prepare. The FTP includes targets to increase walking and cycling trips to/from the site and separate targets to reduce delivery and servicing trips.

The net increase in **servicing and delivery vehicles** generated by the development is anticipated to be minimal with an additional 3 trips daily. It is proposed that delivering and servicing will occur on Jamestown Road on single yellow lines, as is currently the case, with wheelie bins wheeled into the road for unloading.

Further information on the delivery and servicing provision and measures to manage and mitigate the impact of delivery and servicing activities is set out in the associated **Framework Workplace Travel Plan**.

In conclusion, the overall multi-modal traffic impact of the Bewlay House Development will be minimal. Nevertheless, the scheme includes the provision of on-site facilities and other improvements to minimise the highway impact of the development and encourage travel by sustainable modes.

Appendix A Transport Statement Scoping Note

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London & Regional Properties

Bewlay House, Camden

Transport Statement and Framework Travel Plan – Scoping Note

May 2013

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Document Control Sheet

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ORIGINAL	NAME **M.Hubbard**	NAME **M.Battle**	NAME **M.Battle**
Approved by	NAME **M.Livesey**	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I **approve them for issue**	INITIALS 
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Contents

1 Introduction

1.1 Overview

This Technical Note has been prepared by Jacobs to confirm with the London Borough of Camden the proposed approach to producing a Transport Statement and Framework Travel Plan in support of a future planning application for the conversion and extension of the existing Bewlay House office building, 32 Jamestown Road, Camden.

1.2 Site Location and Context

The site is bound to the east by the A502 Camden High Street which forms part of the Camden Town one-way system and Oval Road and Arlington Road which link to the A4201 Parkway, which is one-way. The site is approximately 300m away from the Camden Town London Underground station, which provides a connection to both branches of the Northern line, and is approximately 500m away from the Camden Town Overground Station which provides a circular route of London. The site is also in close proximity to a number of high frequency bus routes. For this reason the site enjoys a high Public Transport Accessibility Level (PTAL) of 6a, where 6b is the highest and 1 the lowest.

The current building is a purpose built office / laboratory with an unused basement car park. It has been continuously occupied since built in 1989 and will become vacant in 2014. The existing building has 6 levels; Basement, Ground and Floors 1 – 4. The 4th floor is reduced and is set back and includes some of the plant for the main building. The building also has an off-street car parking area which is accessed by means of a crossover from Jamestown Road. However, this not used at present and servicing and deliveries occur on-street.

London & Regional Properties intend to submit a planning application for the conversion and extension of the current building including the addition of a new storey at 5th floor level. The size of the 4th floor will also be increased.

The revised building will comprise of B1 office space on all floors with the exception of the 5th floor with C3 residential units provided on the 4th and 5th floors.

Table 1-A identifies the existing and proposed areas and the overall net change by land-use. Based on current information available these figures are presented as Gross Internal Areas for the total building and Net Lettable Areas for the landuses. However, once available, either Gross Floor Areas or Gross External Areas will be provided within the Transport Statement and used for the trip generation calculations.

Table 1-A:Existing and Proposed Land Uses (GIA) and Net Change

Land Use	Area Type	Area (m2)		
		Existing	Proposed	Net Change
Total Building	Gross Internal Area	6,286	8,282	+1,996
B1 Office	Net Lettable Area	3,763	4,626	+863
C3 Residential	Net Lettable Area	0	923	+923

The C3 Residential use will comprise of 9 units which will be a mixture of 1 bedroom, 2 bedroom and 3 bedroom units.

Owing to the size of development and change of use it is planned to submit a Transport Statement (TS) and a Framework Travel Plan (FTP) to support the application. The proposed content of these documents is described in Section 2 'Proposed Approach'.

2 Proposed Approach

2.1 General Approach

The approach adopted to prepare the TS and FTP will be consistent with the Transport for London (TfL) 'Transport Assessment Best Practice Guidance Document' (April 2010), TfL's 'Travel Planning for New Development in London – Incorporating Deliveries and Servicing' Guidance (2011) and Camden Planning Guidance 7 (2011).

2.2 Transport Statement

The TS will set out the transport issues relating to the existing and proposed development, highlighting the anticipated net increase in trips to be generated as a result of the redevelopment, the potential development impact and infrastructure proposals including vehicular access and servicing arrangements.

The TS will therefore comprise the following:

Introduction – This section will set out the purpose of the document and provide details of the site location, existing use and staff numbers.

Policy Context – This section will provide an overview of national, regional and local transport and planning policies relevant to the proposals, for example the National Planning Policy Framework 2012, the London Plan 2011 and the London Plan Revised Early Minor Alterations document (2012), Mayor's Transport Strategy 2010, and London Borough of Camden's LDF (including the Camden Development Policies Document 2010-2025) and Local Implementation Plan (Transport Strategy) 2011.

Existing Transport Situation – This section will provide details on the existing multi-modal accessibility of the site and infrastructure provision. This will discuss the existing highway network and will also outline the existing public transport stops / stations and services, and pedestrian and cycle facilities in the vicinity of the site.

Personal Injury Accident (PIA) data, obtained from Transport for London (TfL) for the latest 36-month period will be analysed to identify any potential safety issues / conflicts which need to be considered when developing the servicing arrangement proposals.

Development Content – This section will provide an overview of the expansion proposals, setting out details such as proposed uses and floor areas, proposed occupant numbers, and proposed infrastructure such as cycle parking provision and disabled parking.

As discussed previously the existing car park is not used. The proposed development will be car free and it is proposed to continue servicing and deliveries on-street. Further information is provided under the 'Servicing and Deliveries' section later in this document.

Parking Provision

People with Disabilities - It is not proposed to provide car parking for people with disabilities on-site due to the car free nature of the development. However, it is proposed to utilise 2 on-street car parking bays for people with disabilities (1 space for B1 Office landuse and 1 space for C3 Residential landuse) as the London Borough of Camden LDF Development Policies Document 2010-2025 advises that Blue Badge Holders may park in on-street bays without a permit. Clarification is required as to whether this applies to residents parking bays as well as pay and display bays. It is proposed to undertake a parking beat survey along Jamestown Road to identify the availability of parking bays in the vicinity of the site, which could be used by people with disabilities. It is initially proposed to undertake the survey of Jamestown Road between Arlington Road and Oval Road on a weekday from 0700-1000 and 1600-1800, with occupancy measured at 15 minute intervals. However, the exact specification of the survey will be confirmed at a later date.

Cycle Parking - It is proposed to provide cycle parking, storage and showering facilities in the basement of the building, which will be accessed by a cycle stairway and a lift. Cycle parking will be provided for the B1 Office landuse based on 1 space per 100 sqm for staff and visitors, which exceeds both the parking standards outlined in the London Plan Revised Early Minor Alterations document (2012) and the London Borough of Camden LDF Development Policies Document 2010-2025.

Cycle parking for the C3 Residential units will be provided based on the standards of 1 space per 1 or 2 bedroom dwellings and 2 spaces per 3 + bedroom dwellings for residents as outlined in the London Plan Revised Early Minor Alterations (2012) document. No cycle parking will be provided for visitors as the 9 dwellings proposed fall below the threshold of 1 space per 40 units.

Proposed servicing and delivery arrangements are discussed within the subsequent 'Servicing and Deliveries' section.

Trip Forecasting – This section of the Transport Statement will outline the existing and future staffing and occupancy numbers for the B1 Office landuse, based on one of the following two methods:

- Calculated based on a pro-rata increase for the future situation based on existing staffing numbers and occupancy level information provided by the client; or
- Calculated using the existing and proposed floor areas and employment densities obtained from the Homes & Community Agency 'Employment Densities Guide, 2nd Edition, 2010.

The Section will then outline the weekday AM and PM peak hour multi-modal trip generation for both the existing and proposed site, highlighting the net increase in trips.

The multi-modal trip generation for the existing building will be calculated using a trip rate based approach, using information from comparable B1 Office sites extracted from the land use database TRAVL. TRAVL will also be used to determine the likely multi-modal trip generation for the proposed B1 Office and C3 Residential uses.

It is not proposed to identify the distribution of public transport trips.

Impact on Transport Networks – Due to the absence of on-site parking provision, parking controls in the surrounding streets and excellent public transport accessibility (PTAL 6a) the associated traffic implications are anticipated to be negligible.

At this stage it is assumed that traffic surveys (other than parking surveys) and highway modelling will not be required to assess the impact of the development on the operation of the highway network. In addition, it is not anticipated that any specific pedestrian modelling or assessments will be required.

Underground / DLR / Rail / Bus/ Taxi: The assessment of the developments' impact on public transport will be limited to the provision of multi-modal trip generation figures. It is not proposed to identify the proposed distribution of trips.

Servicing and Deliveries – If information is not available on existing servicing and delivery vehicle trips for the existing building, appropriate trip rates for servicing and delivery trips will be calculated based on similar developments.

All servicing and deliveries are currently undertaken on-street and further information will be provided on the existing arrangements. The servicing and delivery arrangement for the proposed building will also be outlined.

The servicing and delivery trip forecasts will be used to review servicing capacity requirements, and unloading arrangements to ensure adequate provision and design. It is initially proposed to continue delivery and servicing activities on-street on single yellow lines as is undertaken currently. The unloading arrangements and location will be identified on plans with locations of wheelie bins and entrances to the building identified.

The FTP (see Proposed Measures in **Section 2.3** below) will include measures to manage servicing and deliveries and limit the impact of these trips.

Construction Impact – A framework Construction Logistics Plan will also be included within the TS. This will include as much information as is currently available.

It has been suggested that the Construction Logistics Plan will be secured through S106 agreement, should the development be granted planning permission, with additional information provided prior to the commencement of work at the site.

Summary – This section will summarise the content of the Transport Statement, highlighting any significant issues and key recommendations in relation to design and mitigation proposals.

2.3 Framework Travel Plan

Although the TS will focus on the net increase in trips, a Travel Plan will be required to manage the travel behaviour of all building users. Guidance published by Transport for London, *'Travel planning for new development in London – incorporating deliveries and servicing'* (TfL, 2011), provides thresholds for the preparation of Travel Plans, which apply to both new developments and extensions / redevelopments of existing sites. This document sets out minimum thresholds for the preparation of a Travel Plan, based on use class. Those of relevance to Bewlay House are provided in the table below.

Table 2-A Travel Plan Thresholds

Use	Local-Level	Strategic-Level
B1 Office	>20 staff but <2,500sqm	Equal to or >2,500sqm
C3 Residential	Between 50 and 80 units	Equal to or > 80 units

As the future site users are unknown and it is likely that the building will be occupied by multiple tenants, it is proposed to prepare a Framework Workplace Travel Plan (FTP) for the site. This will be a single document to ensure a consistent approach to managing travel behaviour of all site users. As the B1 Office element will be the predominant land use, and will exceed the strategic-level threshold, it is also proposed to ensure a TRAVL compliant monitoring approach (which is a requirement for strategic-level Travel Plans) for the site.

The FTP will be a standalone document and will comprise the following:

Context – This will provide information on the site location, current use, development proposals, and purpose and benefits of the Travel Plan.

Policy & Best Practice – This will set the policy context and discuss relevant best practice guidance.

Existing Accessibility – This will provide details of the existing accessibility and transport situation for the site (utilising information from the TS).

Travel Survey – This will provide details as to when TRAVL compliant surveys will be undertaken and will also set out baseline travel data informed by comparative data from TRAVL sites used for the trip forecasting to be undertaken for the TS. Servicing and delivery trips will also be identified separately based on the work undertaken for the TS.

Objectives – This will outline clear and relevant objectives covering a range of outcomes (e.g. environmental, health, safety) and set within the context of desired policy outcomes and the nature of the site.

Targets – This will set out SMART (Specific, Measurable, Attainable, Realistic and Time-bound) targets linked to the objectives for the FTP.

Travel Plan Management & Coordination – This will set out a commitment to appointing a Travel Plan Coordinator to undertake ongoing marketing, review and updating of the Travel Plan. This will also identify the need for future tenant companies, which exceed thresholds set out in the aforementioned TfL guidance, to develop full Travel Plans prepared in line with this FTP.

Proposed Measures – This will set out the measures proposed to encourage access and travel by sustainable modes, for example marketing and promotion measures, cycle parking, shower and changing facilities.

Delivery and Servicing Plan Measures will be included which will focus on proactively managing delivery and servicing activities to improve efficiency and reduce the number of such vehicle trips to and from the site. Measures could potentially include scheduling of deliveries outside of peak periods, use of vehicle booking systems, co-operative working between building tenants, and use of suppliers that have joined a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS).

Monitoring and Review – This will outline a commitment to ongoing review and monitoring of the Travel Plan to measure progress towards targets. As discussed in **Section 2.2**, it is proposed that the monitoring approach for the site will be TRAVL compliant.

Action Plan – This will outline the required actions to deliver the measures proposed within the FTP and the associated owners of these actions.

An assessment of the FTP will be undertaken using ATTrBuTE prior to submission.

Appendix B PTAL Reports

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20133004140251
Description	20133004140251
Run by user	PTAL web application
Date and time	30/04/2013 14:02

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 528645, 184010

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CAMDEN TN KENTISH TN RD	88	411.05	9.0	0.5	5.14	5.33	10.47	2.86	1.43
BUS	CAMDEN TOWN BAYHAM ST	29	476.26	15.0	0.5	5.95	4.0	9.95	3.01	1.51
BUS	CAMDEN TOWN STN HIGH ST	24	339.62	12.0	1.0	4.25	4.5	8.75	3.43	3.43
BUS	CAMDEN TOWN STN HIGH ST	27	339.62	8.0	0.5	4.25	5.75	10.0	3.0	1.5
BUS	CAMDEN TOWN BAYHAM ST	253	476.26	12.0	0.5	5.95	4.5	10.45	2.87	1.43
BUS	CAMDEN TN KENTISH TN RD	214	411.05	8.0	0.5	5.14	5.75	10.89	2.76	1.38

BUS	CAMDEN TN KENTISH TN RD	134	411.05	12.0	0.5	5.14	4.5	9.64	3.11	1.56
BUS	CAMDEN TOWN STN HIGH ST	168	339.62	9.0	0.5	4.25	5.33	9.58	3.13	1.57
BUS	CAMDEN TOWN STN HIGH ST	31	339.62	10.0	0.5	4.25	5.0	9.25	3.24	1.62
BUS	CAMDEN TOWN PARKWAY	274	348.21	8.0	0.5	4.35	5.75	10.1	2.97	1.48
BUS	CAMDEN TOWN PARKWAY	C2	348.21	8.0	0.5	4.35	5.75	10.1	2.97	1.48
BUS	CAMDEN ST CAMDEN GARDENS	46	524.82	6.0	0.5	6.56	7.0	13.56	2.21	1.11
LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	417.47	4.3	0.5	5.22	7.73	12.95	2.32	1.16
LU LRT	Camden Town	Northern Line Edgware to Morden	417.47	8.3	0.5	5.22	4.36	9.58	3.13	1.57

LU LRT	Camden Town	Northern Line High Barnet to Kennington	417.47	5.4	0.5	5.22	6.31	11.52	2.6	1.3
LU LRT	Camden Town	Northern Line Kennington to Edgware	417.47	5.0	0.5	5.22	6.75	11.97	2.51	1.25
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	417.47	1.0	0.5	5.22	30.75	35.97	0.83	0.42
LU LRT	Camden Town	Northern Line Morden to High Barnet	417.47	3.7	0.5	5.22	8.86	14.08	2.13	1.07
LU LRT	Camden Town	Northern Line High Barnet to Morden	417.47	9.0	0.5	5.22	4.08	9.3	3.23	1.61
LU LRT	Camden Town	Northern Line Edgware to Morden	417.47	9.7	1.0	5.22	3.84	9.06	3.31	3.31
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	417.47	2.7	0.5	5.22	11.86	17.08	1.76	0.88
NATIONAL_RAIL	CAMDEN ROAD	CLAPHAM JUNCTION to STRATFORD	662	2.0	0.5	8.28	15.75	24.03	1.25	0.62
NATIONAL_RAIL	CAMDEN ROAD	CAMDEN ROAD to STRATFORD	662	2.0	0.5	8.28	15.75	24.03	1.25	0.62

NATIONAL_RAIL	CAMDEN ROAD	RICHMOND to STRATFORD	662	4.0	1.0	8.28	8.25	16.53	1.82	1.82

Total AI for this POI is 35.13.

PTAL Rating is 6a.

JACOBS

Appendix C Bus Routes

Figure B-1: Existing Bus Routes serving Camden (Source: http://www.tfl.gov.uk/gettingaround/maps/buses/)

Appendix D Collision Analysis Study Area

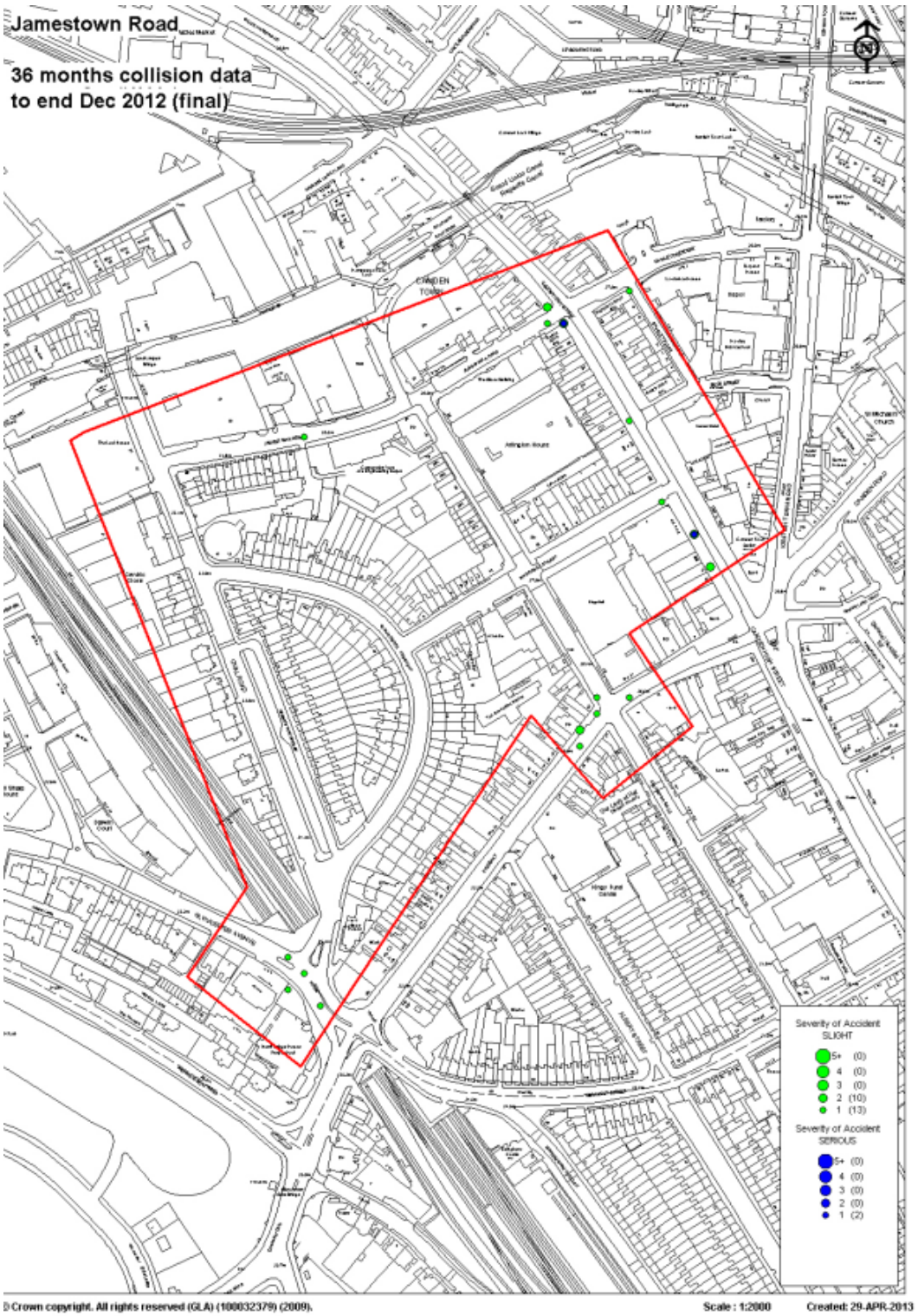


Figure C-1: Collision Analysis Study Area (Source: TfL)

Appendix E Development Floor Areas by Landuse

FLOOR	AREA	EXISTING		PROPOSED		AREA LOST		AREA GAINED	
		m^2	*sq ft*	m^2	*sq ft*	m^2	*sq ft*	m^2	*sq ft*
Total	GIA	6726	*72400*	8073	*86897*	628	*6760*	1347	*14497*
	GIA Office B1	6726	*72400*	7145	*76908*	628	*6760*	419	*4508*
	GIA Residential C3	0	*0*	928	*9989*	0	*0*	928	*9989*
	GEA	7141	*76866*	8730	*93969*	229	*2465*	1589	*17103*
	GEA Office B1	7141	*76866*	7748	*83401*	229	*2465*	607	*6535*
	GEA Residential C3	0	*0*	982	*10568*	0	*0*	982	*10568*
Basement	GIA Office B1	1280	*13778*	1390	*14962*	36	*388*	110	*1184*
	GIA Residential C3	0	*0*	33	*355*	0	*0*	33	*355*
	GEA Office B1	1334	*14359*	1390	*14960*	33	*355*	56	*601*
	GEA Residential C3	0	*0*	40	*432*	0	*0*	40	*432*
Ground	GIA Office B1	1159	*12474*	1176	*12658*	81	*872*	17	*184*
	GIA Residential C3	0	*0*	73	*786*	0	*0*	73	*786*
	GEA Office B1	1201	*12927*	1227	*13211*	74	*797*	26	*284*
	GEA Residential C3	0	*0*	88	*943*	0	*0*	88	*943*
First	GIA Office B1	1334	*14359*	1272	*13692*	128	*1378*	-62	*-667*
	GIA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*
	GEA Office B1	1439	*15489*	1441	*15511*	0	*0*	2	*22*
	GEA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*
Second	GIA Office B1	1334	*14359*	1272	*13692*	128	*1378*	-62	*-667*
	GIA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*
	GEA Office B1	1439	*15489*	1441	*15511*	0	*0*	2	*22*
	GEA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*
Third	GIA Office B1	1195	*12863*	1272	*13692*	128	*1378*	77	*829*
	GIA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*
	GEA Office B1	1282	*13799*	1441	*15511*	0	*0*	159	*1711*
	GEA Residential C3	0	*0*	0	*0*	0	*0*	0	*0*
Fourth	GIA Office B1	424	*4567*	611	*6577*	127	*1367*	187	*2010*
	GIA Residential C3	0	*0*	298	*3208*	0	*0*	298	*3208*
	GEA Office B1	446	*4802*	650	*6997*	122	*1313*	204	*2195*
	GEA Residential C3	0	*0*	308	*3315*	0	*0*	308	*3315*
Fifth	GIA Office B1	0	*0*	152	*1636*	0	*0*	152	*1636*
	GIA Residential C3	0	*0*	524	*5640*	0	*0*	524	*5640*
	GEA Office B1	0	*0*	158	*1701*	0	*0*	158	*1701*
	GEA Residential C3	0	*0*	546	5877	0	*0*	546	5877

Appendix F Trip Generation

Existing and Proposed Floor Areas and Net Change

Area Type	Existing Floorspace (sqm)	Proposed Floorspace (sqm)	Net Change (sqm)
GIA B1 Office	6726	7145	419
GIA C3 Residential	0	928	928
Total GIA	**6726**	**8073**	**1347**
NET B1 Office	3754	4695	941
NET C3 Residential	0	900	900
Total NET	**3754**	**5595**	**1841**
GEA B1 Office	7141	7748	607
GEA C3 Residential	0	982	982
Total GEA	**7141**	**8730**	**1589**

GIA - Gross Internal Area
NET - Net Lettable Area
GEA - Gross External Area

Proposed Residential Dwellings

Dwelling Type	Number
1 Bedroom	4
2 Bedroom	3
3 Bedroom	2
Total	**9**

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Eccleston Place	25 Eccleston Place, London	SW1W 9NF	26/03/2007

Number of sites considered

1

Counts By Mode:

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate
07:00-07:30	1	0.25304	0.01582	0.26886
07:30-08:00	1	0.37957	0.01582	0.39538
08:00-08:30	1	1.07544	0.11071	1.18615
08:30-09:00	1	1.88202	0.15815	2.04017
09:00-09:30	1	1.29685	0.18978	1.48664
09:30-10:00	1	0.66424	0.15815	0.82239
10:00-10:30	1	0.52190	0.18978	0.71169
10:30-11:00	1	0.44283	0.30049	0.74332
11:00-11:30	1	0.66424	0.22141	0.88566
11:30-12:00	1	0.26886	0.20560	0.47446
12:00-12:30	1	0.53772	1.45501	1.99272
12:30-13:00	1	0.80658	0.99636	1.80294
13:00-13:30	1	0.88566	1.02799	1.91365
13:30-14:00	1	0.88566	0.31631	1.20196
14:00-14:30	1	0.53772	0.52190	1.05962
14:30-15:00	1	0.18978	0.31631	0.50609
15:00-15:30	1	0.18978	0.20560	0.39538
15:30-16:00	1	0.26886	0.50609	0.77495
16:00-16:30	1	0.07908	1.34430	1.42337
16:30-17:00	1	0.06326	1.01218	1.07544
17:00-17:30	1	0.07908	0.82239	0.90147
17:30-18:00	1	0.12652	0.77495	0.90147
18:00-18:30	1	0.00000	0.39538	0.39538

Peak Period For **All Modes**

In **08:30-09:00**

Out **12:00-12:30**

Total **08:30-09:00**

TRAVL - Daily Trip Rate by Mode

Report ID 7

Surveys in Selection

Address	Eccleston Place 25 Eccleston Place, London Victoria SW1W 9NF	**Business**	TfL Offices
		Class	B1 - Office
		Location	Central
		Gross Floor Area (sq m)	6,323
SurveyCode	512	**PTAL**	6
Survey Date	26/03/2007	**Parking Total**	0
Survey Hours	07:00-18:30		

TRAVL - Daily Trip Rate by Mode

Report ID 7

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
Bus	63	1.00	8	1.00
Car Driver (alone)	13	0.21	2	0.21
Car Passenger	3	0.05	0	0.05
Motor Cycle	3	0.05	0	0.05
Pedal Cycle	48	0.76	6	0.76
Rail	7	0.11	1	0.11
Taxi	1	0.02	0	0.02
Underground	73	1.15	9	1.15
Unknown	2	0.03	0	0.03
Walk	566	8.95	73	8.95
Total	779	12.32	100.00	12.32

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips	
Bus	59	0.93	8	0.08	0.93
Car Driver (alone)	2	0.03	0	0	0.03
Car Passenger	1	0.02	0	0	0.02
Motor Cycle	2	0.03	0	0	0.03
Pedal Cycle	31	0.49	4	0.04	0.49
Rail	360	5.69	46	0.46	5.69
Underground	294	4.65	38	0.38	4.65
Unknown	6	0.09	1	0.01	0.09
Walk	24	0.38	3	0.03	0.38
Total	779	12.32	100.00	1	12.32

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination
3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Faith Lawson	TfL, Faith Lawson House, 15 Dacre Street, London	SW1H 0NR	26/03/2007

Number of sites considered

1

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate
07:00-07:30	1	0.15324	0.04378	0.19702
07:30-08:00	1	0.45972	0.04378	0.50350
08:00-08:30	1	0.98511	0.08757	1.07268
08:30-09:00	1	1.22592	0.17513	1.40105
09:00-09:30	1	1.55429	0.21891	1.77320
09:30-10:00	1	0.83187	0.37215	1.20403
10:00-10:30	1	0.61296	0.48161	1.09457
10:30-11:00	1	0.45972	0.48161	0.94133
11:00-11:30	1	0.45972	0.48161	0.94133
11:30-12:00	1	0.37215	0.78809	1.16025
12:00-12:30	1	0.89755	1.05079	1.94834
12:30-13:00	1	1.09457	0.89755	1.99212
13:00-13:30	1	1.07268	1.09457	2.16725
13:30-14:00	1	1.11646	0.76620	1.88266
14:00-14:30	1	0.83187	0.59107	1.42294
14:30-15:00	1	0.65674	0.30648	0.96322
15:00-15:30	1	0.59107	0.54729	1.13835
15:30-16:00	1	0.63485	0.35026	0.98511
16:00-16:30	1	0.24081	0.59107	0.83187
16:30-17:00	1	0.26270	1.61996	1.88266
17:00-17:30	1	0.28459	1.48862	1.77320
17:30-18:00	1	0.17513	1.09457	1.26970
18:00-18:30	1	0.04378	0.43783	0.48161

Peak Period For All Modes

In	**09:00-09:30**	**1.55**
Out	**16:30-17:00**	**1.62**
Total	**13:00-13:30**	**2.17**

TRAVL - Daily Trip Rate by Mode

Report ID 7

Surveys in Selection

Address	Faith Lawson TfL, Faith Lawson House, 15 Dacre Street, London Westminster SW1H 0NR	**Business**	TfL Offices
		Class	B1 - Office
		Location	Central
		Gross Floor Area (sq m)	4,568
SurveyCode	511	**PTAL**	6
Survey Date	26/03/2007	**Parking Total**	0
Survey Hours	07:00-18:30		

TRAVL - Daily Trip Rate by Mode

Report ID 7

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
Bus	57	1.25	8	1.25
Car Driver (alone)	12	0.26	2	0.26
Car Passenger	3	0.07	0	0.07
Motor Cycle	3	0.07	0	0.07
Pedal Cycle	43	0.94	6	0.94
Rail	6	0.13	1	0.13
Taxi	1	0.02	0	0.02
Underground	66	1.44	9	1.44
Unknown	2	0.04	0	0.04
Walk	510	11.16	73	11.16
Total	703	15.39	100.00	15.39

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips	
Bus	52	1.14	7	0.07	1.14
Car Driver (alone)	2	0.04	0	0	0.04
Car Passenger	1	0.02	0	0	0.02
Motor Cycle	2	0.04	0	0	0.04
Pedal Cycle	27	0.59	4	0.04	0.59
Rail	318	6.96	45	0.45	6.96
Underground	260	5.69	37	0.37	5.69
Unknown	5	0.11	1	0.01	0.11
Walk	36	0.79	5	0.05	0.79
Total	703	15.39	100.00		15.39

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination
3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Buckingham Palace Road	172 Buckingham Palace Road London	SW1W 9TN	26/03/2007

Number of sites considered 1

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.05621	0.01874	0.07495	0.1	0.0	0.1
07:30-08:00	1	0.18737	0.01874	0.20611	0.2	0.0	0.2
08:00-08:30	1	0.31853	0.01874	0.33727	0.3	0.0	0.3
08:30-09:00	1	0.63706	0.07495	0.71201	0.6	0.1	0.7
09:00-09:30	1	0.67454	0.14990	0.82443	0.7	0.1	0.8
09:30-10:00	1	0.37474	0.20611	0.58085	0.4	0.2	0.6
10:00-10:30	1	0.37474	0.22485	0.59959	0.4	0.2	0.6
10:30-11:00	1	0.24358	0.14990	0.39348	0.2	0.1	0.4
11:00-11:30	1	0.29979	0.22485	0.52464	0.3	0.2	0.5
11:30-12:00	1	0.46843	0.37474	0.84317	0.5	0.4	0.8
12:00-12:30	1	0.50590	0.89938	1.40528	0.5	0.9	1.4
12:30-13:00	1	0.59959	0.84317	1.44276	0.6	0.8	1.4
13:00-13:30	1	1.14296	0.78696	1.92992	1.1	0.8	1.9
13:30-14:00	1	0.84317	0.56211	1.40528	0.8	0.6	1.4
14:00-14:30	1	0.41222	0.22485	0.63706	0.4	0.2	0.6
14:30-15:00	1	0.26232	0.20611	0.46843	0.3	0.2	0.5
15:00-15:30	1	0.37474	0.24358	0.61832	0.4	0.2	0.6
15:30-16:00	1	0.14990	0.31853	0.46843	0.1	0.3	0.5
16:00-16:30	1	0.09369	0.26232	0.35601	0.1	0.3	0.4
16:30-17:00	1	0.13116	0.50590	0.63706	0.1	0.5	0.6
17:00-17:30	1	0.14990	0.61832	0.76822	0.1	0.6	0.8
17:30-18:00	1	0.00000	0.37474	0.37474	0.0	0.4	0.4
18:00-18:30	1	0.03747	0.24358	0.28106	0.0	0.2	0.3

Peak Period For All Modes

In	**13:00-13:30**	**1.14**
Out	**12:00-12:30**	**0.90**
Total	**13:00-13:30**	**1.93**

TRAVL - Daily Trip Rate by Mode

Report ID 7

Surveys in Selection

Address	Buckingham Palace Road 172 Buckingham Palace Road London Victoria SW1W 9TN	**Business**	TfL Offices
		Class	B1 - Office
		Location	Central
		Gross Floor Area (sq m)	5,337
SurveyCode	835	**PTAL**	6
Survey Date	26/03/2007	**Parking Total**	0
Survey Hours	07:00-18:30		

TRAVL - Daily Trip Rate by Mode

Report ID 7

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
Bus	37	0.69	8	0.69
Car Driver (alone)	8	0.15	2	0.15
Car Passenger	2	0.04	0	0.04
Motor Cycle	2	0.04	0	0.04
Pedal Cycle	28	0.52	6	0.52
Rail	4	0.07	1	0.07
Taxi	1	0.02	0	0.02
Underground	43	0.81	9	0.81
Unknown	1	0.02	0	0.02
Walk	331	6.20	72	6.20
Total	457	8.56	100.00	8.56

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips	
Bus	35	0.66	8	0.08	0.66
Car Driver (alone)	1	0.02	0	0	0.02
Car Passenger	1	0.02	0	0	0.02
Motor Cycle	1	0.02	0	0	0.02
Pedal Cycle	18	0.34	4	0.04	0.34
Rail	214	4.01	47	0.47	4.01
Underground	174	3.26	38	0.38	3.26
Unknown	3	0.06	1	0.01	0.06
Walk	9	0.17	2	0.02	0.17
Total	456	8.54	100.00	1	8.54

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination
3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

B1 Land Use All Mode Trip Rates
Note: Assumed Land Use from TRAVL is B1 - Office

Data from TRAVL for sites in London (central/ inner) with a PTAL of 6

Site	Location	Gross Floor Area (sqm)	PTAL	No. of Parking	Trip Rate - AM Peak Hour			Trip Rate - PM Peak Hour			Trip Rate - Daily			Date of Survey	Notes
					In	Out	Total	In	Out	Total	In	Out	Total		
Ecclestone Place	Victoria	6,323	6	0	3.18	0.35	3.53	0.14	2.36	2.50	12.10	11.26	23.36	26/03/2007	From TRAVL
Faith Lawson	Westminster	4,568	6	0	2.78	0.39	3.17	0.55	3.11	3.66	15.02	14.01	29.03	26/03/2007	From TRAVL
Buckingham Palace Road	Victoria	5,337	6	0	1.30	0.22	1.54	0.28	1.12	1.41	8.34	7.55	15.89	26/03/2007	From TRAVL
Proposed Trip Rates					**2.42**	**0.32**	**2.75**	**0.32**	**2.20**	**2.52**	**11.82**	**10.94**	**22.76**		

NB: Trip rates per 100sqm GFA

B1 Land Use Modal Split
Note: Assumed Land Use from TRAVL is B1 - Office

Data from TRAVL for sites in London (central/ inner) with a PTAL of 6 - Data for Main Mode of Travel

		Percentage Mode Split									
Site	**PTAL**	**Car Driver**	**Car Passenger**	**Bus / Coach**	**Underground**	**Walk**	**Rail**	**Motor Cycle**	**Pedal Cycle**	**Taxi**	**Other**
Ecclestone Place	6	0%	0%	8%	38%	3%	46%	0%	4%	0%	1%
Faith Lawson	6	0%	0%	7%	37%	5%	45%	0%	4%	0%	1%
Buckingham Palace Road	6	0%	0%	8%	38%	2%	47%	0%	4%	0%	1%
Average		**0%**	**0%**	**8%**	**38%**	**3%**	**46%**	**0%**	**4%**	**0%**	**1%**

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Green Dragon House	Green Dragon House,Stukeley Street,Camden	WC2H 5LQ	11/09/2008

Number of sites considered

1

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate
07:00-07:30	1	0.00000	0.13793	0.13793
07:30-08:00	1	0.00000	0.41379	0.41379
08:00-08:30	1	0.03448	0.41379	0.44828
08:30-09:00	1	0.13793	0.44828	0.58621
09:00-09:30	1	0.06897	0.24138	0.31034
09:30-10:00	1	0.13793	0.17241	0.31034
10:00-10:30	1	0.00000	0.10345	0.10345
10:30-11:00	1	0.00000	0.20690	0.20690
11:00-11:30	1	0.20690	0.10345	0.31034
11:30-12:00	1	0.06897	0.10345	0.17241
12:00-12:30	1	0.17241	0.20690	0.37931
12:30-13:00	1	0.17241	0.13793	0.31034
13:00-13:30	1	0.27586	0.10345	0.37931
13:30-14:00	1	0.06897	0.13793	0.20690
14:00-14:30	1	0.10345	0.06897	0.17241
14:30-15:00	1	0.10345	0.20690	0.31034
15:00-15:30	1	0.10345	0.24138	0.34483
15:30-16:00	1	0.20690	0.06897	0.27586
16:00-16:30	1	0.13793	0.06897	0.20690
16:30-17:00	1	0.20690	0.10345	0.31034
17:00-17:30	1	0.17241	0.17241	0.34483
17:30-18:00	1	0.41379	0.24138	0.65517
18:00-18:30	1	0.34483	0.06897	0.41379
18:30-19:00	1	0.27586	0.10345	0.37931
19:00-19:30	1	0.13793	0.06897	0.20690
19:30-20:00	1	0.24138	0.03448	0.27586
20:00-20:30	1	0.20690	0.13793	0.34483
20:30-21:00	1	0.24138	0.06897	0.31034
21:00-21:30	1	0.34483	0.10345	0.44828
21:30-22:00	1	0.13793	0.06897	0.20690

Peak Period For All Modes

In 17:30-18:00

Out 08:30-09:00

Total 17:30-18:00

TRAVL - Daily Trip Rate by Mode

Report ID 7

Surveys in Selection

Address	Green Dragon House	**Business**	Residential
	Green Dragon House, Stukeley Street, Camden	**Class**	C3 - Residential
	Holborn	**Location**	Inner
	WC2H 5LQ	**No of Dwellings**	29
SurveyCode	650	**PTAL**	6
Survey Date	11/09/2008	**Parking Total**	0
Survey Hours	0700-2200		

TRAVL - Daily Trip Rate by Mode

Report ID 7

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
Bus	22	0.76	8	0.76
Motor Cycle	4	0.14	1	0.14
Pedal Cycle	24	0.83	9	0.83
Underground	10	0.34	4	0.34
Walk	215	7.41	78	7.41
Total	275	9.48	100.00	9.48

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips	
Bus	87	3.00	32	0.32	3.00
Motor Cycle	13	0.45	5	0.05	0.45
Pedal Cycle	26	0.90	9	0.09	0.90
Underground	45	1.55	16	0.16	1.55
Walk	103	3.55	38	0.38	3.55
Total	274	9.45	100.00		9.45

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination
3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips

C3 Land Use All Modes Trip Rates
Note: Assumed Land Use from TRAVL is C3 Residential

Data from TRAVL for site in London (central/ inner) with a PTAL of 6

Site	Location	Dwellings	PTAL	No. of Parking	Trip Rate - AM Peak Hr			Trip Rate - PM Peak Hr			Trip Rate - Daily			Date of Survey	Notes
					In	Out	Total	In	Out	Total	In	Out	Total		
Green Dragon House	Camden	29	6	0	0.17	0.86	1.03	0.76	0.31	1.07	4.72	4.76	9.48	11/09/2008	From TRAVL
Proposed Trip Rates					**0.17**	**0.86**	**1.03**	**0.76**	**0.31**	**1.07**	**4.72**	**4.76**	**9.48**		

C3 Land Use All Modes Trip Rates
Note: Assumed Land Use from TRAVL is C3 Residential

Data from TRAVL for site in London (central/ inner) with a PTAL of 6

Site	Location	Dwellings	PTAL	No. of Parking	Trip Rate - AM Peak Hr			Trip Rate - PM Peak Hr			Trip Rate - Daily			Date of Survey	Notes
					In	Out	Total	In	Out	Total	In	Out	Total		
Green Dragon House	Camden	29	6	0	0.17	0.86	1.03	0.76	0.31	1.07	4.72	4.76	9.48	11/09/2008	From TRAVL
Proposed Trip Rates					**0.17**	**0.86**	**1.03**	**0.76**	**0.31**	**1.07**	**4.72**	**4.76**	**9.48**		

C3 Residential Modal Splits
Note: Assumed Land Use from TRAVL is C3 Residential

Data from TRAVL for sites in London (central/ inner) with a PTAL of 6 - Data for Main Mode of Travel

		Percentage Mode Split									
Site	**PTAL**	**Car Driver**	**Car Passenger**	**Bus / Coach**	**Underground**	**Walk**	**Rail**	**Motor Cycle**	**Pedal Cycle**	**Taxi**	**Other**
Green Dragon House	6	0%	0%	32%	16%	38%	0%	5%	9%	0%	0%
Average		**0%**	**0%**	**32%**	**16%**	**38%**	**0%**	**5%**	**9%**	**0%**	**0%**

Existing Site Trip Generation

Existing B1 Office Use - 7,141 sqm GEA

	Total Trips								
	AM Peak Hour			PM Peak Hour			Daily		
Element	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
B1 Office	173	23	196	23	157	180	844	781	1625

	Office Total Trips								
	AM Peak Hour			PM Peak Hour			Daily		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	65	9	74	9	59	68	318	294	612
Train	79	11	90	11	72	83	388	359	748
Bus; Minibus or Coach	13	2	15	2	12	14	65	60	125
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	0	0	0
Bicycle	7	1	8	1	6	7	34	31	65
Walk	6	1	7	1	5	6	28	26	54
Other	2	0	2	0	2	2	8	8	16
Total	**172**	**23**	**195**	**23**	**156**	**179**	**841**	**779**	**1620**

Assessment hours based on worse case AM and PM peak hours from TRAVL sites.

Proposed Development Trip Generation

Existing B1 Office Use - 7,748 sqm GEA

	B1 Office Total Trips								
	AM Peak Hour			PM Peak Hour			Daily		
Element	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
B1 Office	187	25	213	25	170	195	916	848	1763

	B1 Office Trips								
	AM Peak Hour			PM Peak Hour			Daily		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground; Metro; Light Rail; Tram	71	9	80	9	64	74	345	319	664
Train	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	14	2	16	2	13	15	70	65	135
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	0	0	0
Bicycle	7	1	9	1	7	8	37	34	71
Walk	6	1	7	1	6	7	31	28	59
Other	2	0	2	0	2	2	9	8	18
Total	**187**	**25**	**212**	**25**	**170**	**195**	**913**	**845**	**1757**

Proposed C3 Residential - 9 Dwellings

	Total C3 Residential Trips								
	AM Peak Hour			PM Peak Hour			Daily		
Element	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
C3 Residential Trips	2	8	9	7	3	10	43	43	85

	C3 Residential Trips								
	AM Peak Hour			PM Peak Hour			Daily		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	0	1	1	1	0	2	7	7	14
Train	0	0	0	0	0	0	0	0	0
Bus; Minibus or Coach	0	2	3	2	1	3	14	14	27
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	0	1	1	1	0	1	4	4	8
Walk	1	3	4	3	1	4	16	16	32
Other	0	0	0	0	0	0	0	0	0
Total	**2**	**8**	**9**	**7**	**3**	**10**	**43**	**43**	**85**

Total Proposed Redevelopment Trips

	Total Proposed Development Trips								
	AM Peak Hour			PM Peak Hour			Daily		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground; Metro; Light Rail; Tram	71	11	82	11	65	75	352	326	678
Train	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	15	4	19	4	14	18	84	79	163
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	8	2	9	2	7	9	40	38	78
Walk	7	4	11	3	7	10	47	45	91
Other	2	0	2	0	2	2	9	8	18
Total	**188**	**33**	**221**	**32**	**172**	**204**	**955**	**888**	**1843**

Assessment hours based on worse case AM and PM peak hours from TRAVL sites.

Proposed Development Trip Generation

Existing B1 Office Use - 7,748 sqm GEA

	B1 Office Total Trips								
	AM Peak Hour			PM Peak Hour			Daily		
Element	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
B1 Office	187	25	213	25	170	195	916	848	1763

	B1 Office Trips								
	AM Peak Hour			PM Peak Hour			Daily		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground; Metro; Light Rail; Tram	71	9	80	9	64	74	345	319	664
Train	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	14	2	16	2	13	15	70	65	135
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	0	0	0
Bicycle	7	1	9	1	7	8	37	34	71
Walk	6	1	7	1	6	7	31	28	59
Other	2	0	2	0	2	2	9	8	18
Total	**187**	**25**	**212**	**25**	**170**	**195**	**913**	**845**	**1757**

Proposed C3 Residential - 9 Dwellings

	Total C3 Residential Trips								
	AM Peak Hour			PM Peak Hour			Daily		
Element	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
C3 Residential Trips	2	8	9	7	3	10	43	43	85

	C3 Residential Trips								
	AM Peak Hour			PM Peak Hour			Daily		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	0	1	1	1	0	2	7	7	14
Train	0	0	0	0	0	0	0	0	0
Bus; Minibus or Coach	0	2	3	2	1	3	14	14	27
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	0	1	1	1	0	1	4	4	8
Walk	1	3	4	3	1	4	16	16	32
Other	0	0	0	0	0	0	0	0	0
Total	**2**	**8**	**9**	**7**	**3**	**10**	**43**	**43**	**85**

Total Proposed Redevelopment Trips

	Total Proposed Development Trips								
	AM Peak Hour			PM Peak Hour			Daily		
	In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground; Metro; Light Rail; Tram	71	11	82	11	65	75	352	326	678
Train	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	15	4	19	4	14	18	84	79	163
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	8	2	9	2	7	9	40	38	78
Walk	7	4	11	3	7	10	47	45	91
Other	2	0	2	0	2	2	9	8	18
Total	**188**	**33**	**221**	**32**	**172**	**204**	**955**	**888**	**1843**

Assessment hours based on worse case AM and PM peak hours from TRAVL sites.

Proposed Development - Net Trip Generation

	Net Trip Generation								
	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	6	2	8	2	5	7	34	32	66
Train	7	1	8	1	6	7	33	31	64
Bus; Minibus or Coach	2	3	4	2	2	4	19	19	38
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	1	1	2	1	1	1	7	7	13
Walk	1	3	4	3	2	4	19	18	37
Other	0	0	0	0	0	0	1	1	1
Total	**16**	**10**	**26**	**9**	**16**	**25**	**114**	**109**	**223**

Assessment hours based on worse case AM and PM peak hours from TRAVL sites.

Appendix G Delivery and Servicing Trips

Existing Bewlay House Development

Jacobs

Use Class	GEA (sqm)	Trip Rate per 100 sqm	Vehicles (Daily)
B1 - Office	7,141	0.2	14
		Total	14

Assumed 14 hour Operation - More London Data (24 Hour profile) adapted to 14 Hour Profile.

Hourly Demands

Time Period	Van	LGV	HGV	Daily Total	Daily Percentage	
00:00 - 01:00	0.0	0.0	0.0	0	0.0%	
01:00 - 02:00	0.0	0.0	0.0	0	0.0%	0.0%
02:00 - 03:00	0.0	0.0	0.0	0	0.0%	
03:00 - 04:00	0.0	0.0	0.0	0	0.0%	0.0%
04:00 - 05:00	0.0	0.0	0.0	0	0.0%	
05:00 - 06:00	0.3	0.4	0.1	1	6.0%	6.0%
06:00 - 07:00	0.3	0.5	0.2	1	6.5%	
07:00 - 08:00	0.4	0.5	0.2	1	7.5%	14.0%
08:00 - 09:00	0.5	0.7	0.2	1	10.0%	
09:00 - 10:00	0.6	0.9	0.3	2	12.0%	22.0%
10:00 - 11:00	0.5	0.8	0.3	2	11.0%	
11:00 - 12:00	0.5	0.7	0.2	1	10%	21.0%
12:00 - 13:00	0.4	0.6	0.2	1	9.0%	
13:00 - 14:00	0.4	0.6	0.2	1	8.0%	17.0%
14:00 - 15:00	0.3	0.4	0.1	1	6.0%	
15:00 - 16:00	0.2	0.4	0.1	1	5.0%	11.0%
16:00 - 17:00	0.2	0.3	0.1	1	4.0%	
17:00 - 18:00	0.2	0.3	0.1	1	4.0%	8.0%
18:00 - 19:00	0.0	0.1	0.0	0	1.0%	
19:00 - 20:00	0.0	0.0	0.0	0	0.0%	1.0%
20:00 - 21:00	0.0	0.0	0.0	0	0.0%	
21:00 - 22:00	0.0	0.0	0.0	0	0.0%	0.0%
22:00 - 23:00	0.0	0.0	0.0	0	0.0%	
23:00 - 00:00	0.0	0.0	0.0	0	0.0%	0.0%
	5	7	2	14	100%	100.0%
	33%	50%	17%	100%		

More London Data Profile (24 Hours)

Time Period	Demands*	Percentage
0000 - 0200	25	1.3%
0200 - 0400	25	1.3%
0400 - 0600	110	5.5%
0600 - 0800	230	11.5%
0800 - 1000	430	21.6%
1000 - 1200	410	20.6%
1200 - 1400	340	17.0%
1400 - 1600	210	10.5%
1600 - 1800	130	6.5%
1800 - 2000	70	3.5%
2000 - 2200	10	0.5%
2200 - 0000	5	0.3%
Total	1995	

Estimated from Figure 8 Appendix 2.23 More London Estate ESDAR v2.pdf

Bewlay House

14 Hour Profile

Time Period	Percentage
0000 - 0200	0%
0200 - 0400	0%
0400 - 0600	6%
0600 - 0800	14%
0800 - 1000	22%
1000 - 1200	21%
1200 - 1400	17%
1400 - 1600	11%
1600 - 1800	9%
1800 - 2000	2%
2000 - 2200	0%
2200 - 0000	0%
	100.0%

PROPOSED REDEVELOPMENT

Proposed Bewlay House Development

Jacobs

Use Class	GEA (sqm)	Trip Rate per 100 sqm	Vehicles
B1 - Office	7,748	0.2	15
C3 - Residential	982	0.2	2
		Total	17

Assumed 14 hour Operation

Hourly Demands

Time Period	Van	LGV	HGV	Daily Total	Daily Percentage	
00:00 - 01:00	0.0	0.0	0.0	0	0.0%	
01:00 - 02:00	0.0	0.0	0.0	0	0.0%	0.0%
02:00 - 03:00	0.0	0.0	0.0	0	0.0%	
03:00 - 04:00	0.0	0.0	0.0	0	0.0%	0.0%
04:00 - 05:00	0.0	0.0	0.0	0	0.0%	
05:00 - 06:00	0.3	0.5	0.2	1	6.0%	6.0%
06:00 - 07:00	0.4	0.6	0.2	1	6.5%	
07:00 - 08:00	0.4	0.7	0.2	1	7.5%	14.0%
08:00 - 09:00	0.6	0.9	0.3	2	10.0%	
09:00 - 10:00	0.7	1.0	0.4	2	12.0%	22.0%
10:00 - 11:00	0.6	1.0	0.3	2	11.0%	
11:00 - 12:00	0.6	0.9	0.3	2	10%	21.0%
12:00 - 13:00	0.5	0.8	0.3	2	9.0%	
13:00 - 14:00	0.5	0.7	0.2	1	8.0%	17.0%
14:00 - 15:00	0.3	0.5	0.2	1	6.0%	
15:00 - 16:00	0.3	0.4	0.1	1	5.0%	11.0%
16:00 - 17:00	0.2	0.3	0.1	1	4.0%	
17:00 - 18:00	0.2	0.3	0.1	1	4.0%	8.0%
18:00 - 19:00	0.1	0.1	0.0	0	1.0%	
19:00 - 20:00	0.0	0.0	0.0	0	0.0%	1.0%
20:00 - 21:00	0.0	0.0	0.0	0	0.0%	
21:00 - 22:00	0.0	0.0	0.0	0	0.0%	0.0%
22:00 - 23:00	0.0	0.0	0.0	0	0.0%	
23:00 - 00:00	0.0	0.0	0.0	0	0.0%	0.0%
	6	9	3	17	100%	100.0%
	33%	50%	17%	100%		
	6	9	3	17		

More London Data Profile

Time Period	Demands*	Percentage
0000 - 0200	25	1.3%
0200 - 0400	25	1.3%
0400 - 0600	110	5.5%
0600 - 0800	230	11.5%
0800 - 1000	430	21.6%
1000 - 1200	410	20.6%
1200 - 1400	340	17.0%
1400 - 1600	210	10.5%
1600 - 1800	130	6.5%
1800 - 2000	70	3.5%
2000 - 2200	10	0.5%
2200 - 0000	5	0.3%
Total	1995	

Estimated from Figure 8 Appendix 2.23 More London Estate ESDAR v2.pdf

Bewlay House

14 Hour Profile

Time Period	Percentage
0000 - 0200	0%
0200 - 0400	0%
0400 - 0600	6%
0600 - 0800	14%
0800 - 1000	22%
1000 - 1200	21%
1200 - 1400	17%
1400 - 1600	11%
1600 - 1800	9%
1800 - 2000	2%
2000 - 2200	0%
2200 - 0000	0%

NET CHANGE

Bewlay House Development
Net Increase in trips

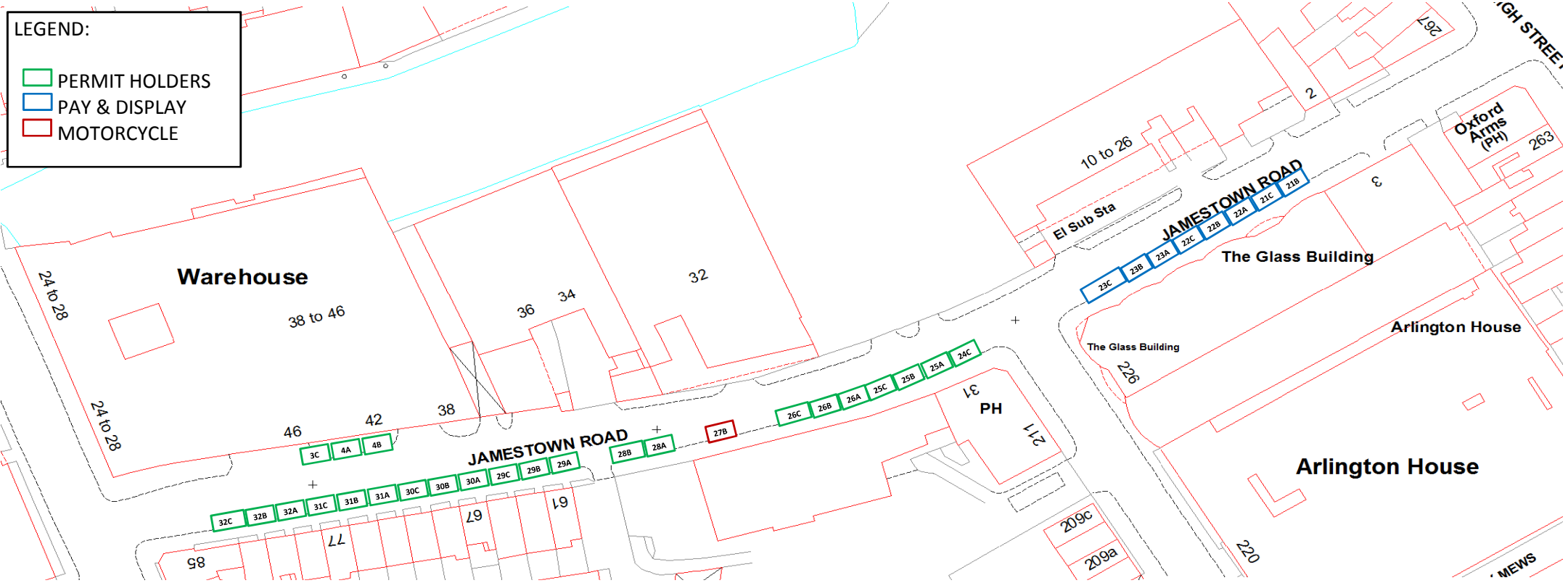
Assumed 14 hour Operation

Hourly Demands

Time Period	Van	LGV	HGV	Daily Total
00:00 - 01:00	0.0	0.0	0.0	**0**
01:00 - 02:00	0.0	0.0	0.0	**0**
02:00 - 03:00	0.0	0.0	0.0	**0**
03:00 - 04:00	0.0	0.0	0.0	**0**
04:00 - 05:00	0.0	0.0	0.0	**0**
05:00 - 06:00	0.1	0.1	0.0	**0**
06:00 - 07:00	0.1	0.1	0.0	**0**
07:00 - 08:00	0.1	0.1	0.0	**0**
08:00 - 09:00	0.1	0.2	0.1	**0**
09:00 - 10:00	0.1	0.2	0.1	**0**
10:00 - 11:00	0.1	0.2	0.1	**0**
11:00 - 12:00	0.1	0.2	0.1	**0**
12:00 - 13:00	0.1	0.1	0.0	**0**
13:00 - 14:00	0.1	0.1	0.0	**0**
14:00 - 15:00	0.1	0.1	0.0	**0**
15:00 - 16:00	0.1	0.1	0.0	**0**
16:00 - 17:00	0.0	0.1	0.0	**0**
17:00 - 18:00	0.0	0.1	0.0	**0**
18:00 - 19:00	0.0	0.0	0.0	**0**
19:00 - 20:00	0.0	0.0	0.0	**0**
20:00 - 21:00	0.0	0.0	0.0	**0**
21:00 - 22:00	0.0	0.0	0.0	**0**
22:00 - 23:00	0.0	0.0	0.0	**0**
23:00 - 00:00	0.0	0.0	0.0	**0**
	1	**2**	**1**	**3**

Appendix H Parking Survey Results

JAMESTOWN ROAD - PARKING SURVEY AREA



Client: Jacobs

Project Number: TSP11435

Project Name: Jamestown Road, Camden

Survey Type: Parking Beat Survey

Survey Date: Tuesday 11 June 2013

Survey Time: 07:00 to 10:00 and 15:00 to 19:00

Jamestown Road - Parking Availability

	DOUBLE YELLOW	DOUBLE YELLOW/PEDESTRIAN KERB	MOTORCYCLE BAY	PAY&DISPLAY(PAY BY PHONE)	PEDESTRIAN CROSSING	PEDESTRIAN KERB	PERMIT HOLDERS	SINGLE YELLOW	SINGLE YELLOW/ACCESS	SINGLE YELLOW/DROPPED KERB	SINGLE YELLOW/PEDESTRIAN KERB	TOTAL
JAMESTOWN ROAD	2	2	5	9	2	1	26	46	1	9	4	107

BAY LENGTH: 5.0 METERS

MOTORCYCLE BAY LENGTH: 0.9 METERS

AM DURATION

VEHICLE CLASS	(All)

Count of REG PLATE	Column Labels										
Row Labels	00:00 - 00:15	00:15 - 00:30	00:30 - 00:45	00:45 - 01:00	01:00 - 01:15	01:15 - 01:30	01:30 - 01:45	02:00 - 02:15	02:15 - 02:30	02:45 - 03:00	Grand Total
JAMESTOWN ROAD	**28**	**4**	**6**	**4**	**4**	**2**	**3**	**3**	**1**	**21**	**76**
MOTORCYCLE BAY	1				1		2	1		1	6
PAY&DISPLAY(PAY BY PHONE)	5		1	3	1	1			1	2	14
PERMIT HOLDERS	4	3	4		1		1	1		17	31
SINGLE YELLOW	16	1	1		1			1			20
SINGLE YELLOW/DROPPED KERB	2			1		1				1	5
Grand Total	**28**	**4**	**6**	**4**	**4**	**2**	**3**	**3**	**1**	**21**	**76**

PM DURATION

VEHICLE CLASS	(All)

Count of REG PLATE	Column Labels												
Row Labels	00:00 - 00:15	00:15 - 00:30	00:30 - 00:45	00:45 - 01:00	01:00 - 01:15	01:15 - 01:30	02:00 - 02:15	02:15 - 02:30	02:30 - 02:45	02:45 - 03:00	03:15 - 03:30	03:45 - 04:00	Grand Total
JAMESTOWN ROAD	**31**	**16**	**7**	**6**	**3**	**4**	**3**	**1**	**1**	**1**	**1**	**15**	**89**
MOTORCYCLE BAY	1	3			1		1		1				7
PAY&DISPLAY(PAY BY PHONE)	14	8	4	4	1	1							32
PERMIT HOLDERS	3	3	3	2	1	2	2	1		1	1	15	34
SINGLE YELLOW	6	2				1							9
SINGLE YELLOW/DROPPED KERB	7												7
Grand Total	**31**	**16**	**7**	**6**	**3**	**4**	**3**	**1**	**1**	**1**	**1**	**15**	**89**

OCCUPANCY SURVEY RESULTS

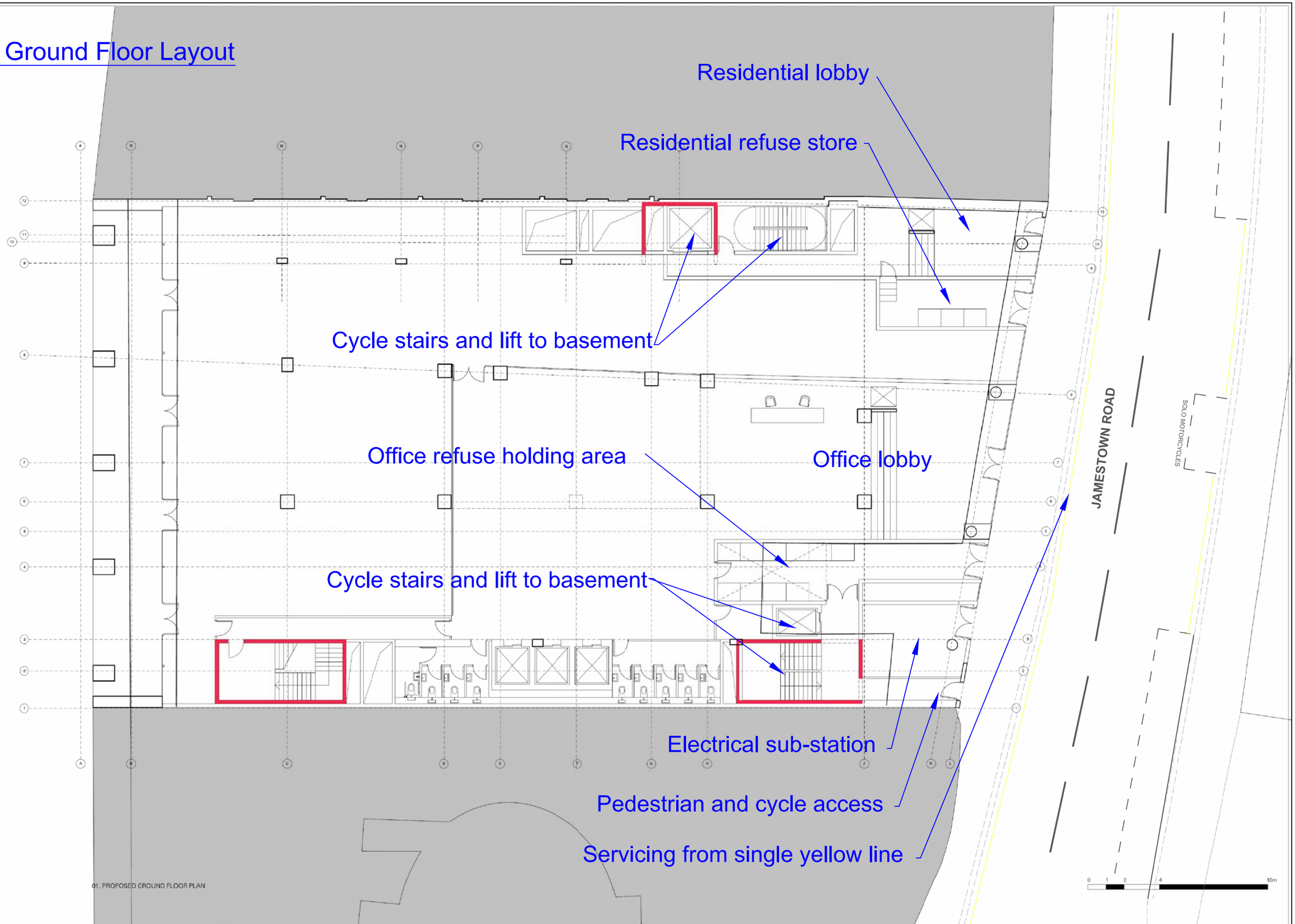
MOTORCYCLES HAVE BEEN EXCLUDED FROM THE OCCUPANCY CALCULATIONS

VEHICLE CLASS (Multiple Items)

	OCCUPANCY																													% OCCUPANCY																											
Values																																																								
Row Labels	Beat @ 07:00	Beat @ 07:15	Beat @ 07:30	Beat @ 07:45	Beat @ 08:00	Beat @ 08:15	Beat @ 08:30	Beat @ 08:45	Beat @ 09:00	Beat @ 09:15	Beat @ 09:30	Beat @ 09:45	Beat @ 15:00	Beat @ 15:15	Beat @ 15:30	Beat @ 15:45	Beat @ 16:00	Beat @ 16:15	Beat @ 16:30	Beat @ 16:45	Beat @ 17:00	Beat @ 17:15	Beat @ 17:30	Beat @ 17:45	Beat @ 18:00	Beat @ 18:15	Beat @ 18:30	Beat @ 18:45	Bays Available	Beat @ 07:00	Beat @ 07:15	Beat @ 07:30	Beat @ 07:45	Beat @ 08:00	Beat @ 08:15	Beat @ 08:30	Beat @ 08:45	Beat @ 09:00	Beat @ 09:15	Beat @ 09:30	Beat @ 09:45	Beat @ 15:00	Beat @ 15:15	Beat @ 15:30	Beat @ 15:45	Beat @ 16:00	Beat @ 16:15	Beat @ 16:30	Beat @ 16:45	Beat @ 17:00	Beat @ 17:15	Beat @ 17:30	Beat @ 17:45	Beat @ 18:00	Beat @ 18:15	Beat @ 18:30	Beat @ 18:45
JAMESTOWN ROAD	**30**	**28**	**28**	**35**	**29**	**27**	**29**	**28**	**29**	**32**	**32**	**39**	**34**	**26**	**27**	**28**	**27**	**28**	**23**	**24**	**29**	**28**	**25**	**22**	**25**	**23**	**31**	**29**																													
PAY&DISPLAY(PAY BY PHONE)	5	5	5	6	4	5	6	5	6	6	6	6	8	5	6	4	5	3	1	1	3	7	4	2	5	3	6	6	**9**	56%	56%	56%	67%	44%	56%	67%	56%	67%	67%	67%	67%	89%	56%	67%	44%	56%	33%	11%	11%	33%	78%	44%	22%	56%	33%	67%	67%
PERMIT HOLDERS	19	19	19	22	20	20	20	20	19	20	22	22	22	21	21	21	21	22	21	22	22	20	20	20	20	20	22	22	**26**	73%	73%	73%	85%	77%	77%	77%	77%	73%	77%	85%	85%	85%	81%	81%	81%	81%	85%	81%	85%	85%	77%	77%	77%	77%	77%	85%	85%
SINGLE YELLOW	4	2	2	4	4	1	1	1	2	3	2	9	4			2	1	1	1	1	2	1					2	1	**46**	9%	4%	4%	9%	9%	2%	2%	2%	4%	7%	4%	20%	9%	0%	0%	4%	2%	2%	2%	2%	4%	2%	0%	0%	0%	0%	4%	2%
SINGLE YELLOW/DROPPED KERB	2	2	2	3	1	1	2	2	2	3	2	2				1		2			2		1				1		**9**	22%	22%	22%	33%	11%	11%	22%	22%	22%	33%	22%	22%	0%	0%	0%	11%	0%	22%	0%	0%	22%	0%	11%	0%	0%	0%	11%	0%

Appendix I Basement and Ground Floor Plans (Including Delivery & Servicing Arrangements)

Proposed Ground Floor Layout



01. PROPOSED GROUND FLOOR PLAN

REV.	DATE	DESCRIPTION
-	07.05.13	FOR INFORMATION
A	14.05.13	FOR INFORMATION

REV.	DATE	DESCRIPTION

NOTES:
1. ALL DIMENSIONS IN MM
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACT DOCUMENTS
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S DRAWINGS
4. DO NOT SCALE FROM THIS DRAWING
5. REPORT ANY ERRORS, CONTRADICTIONS, AND OMISSIONS TO THE ARCHITECT AS SOON AS POSSIBLE

KEY:

WALLS OF EXISTING STABILITY CORES TO BE RETAINED

N

BenAdamsArchitects

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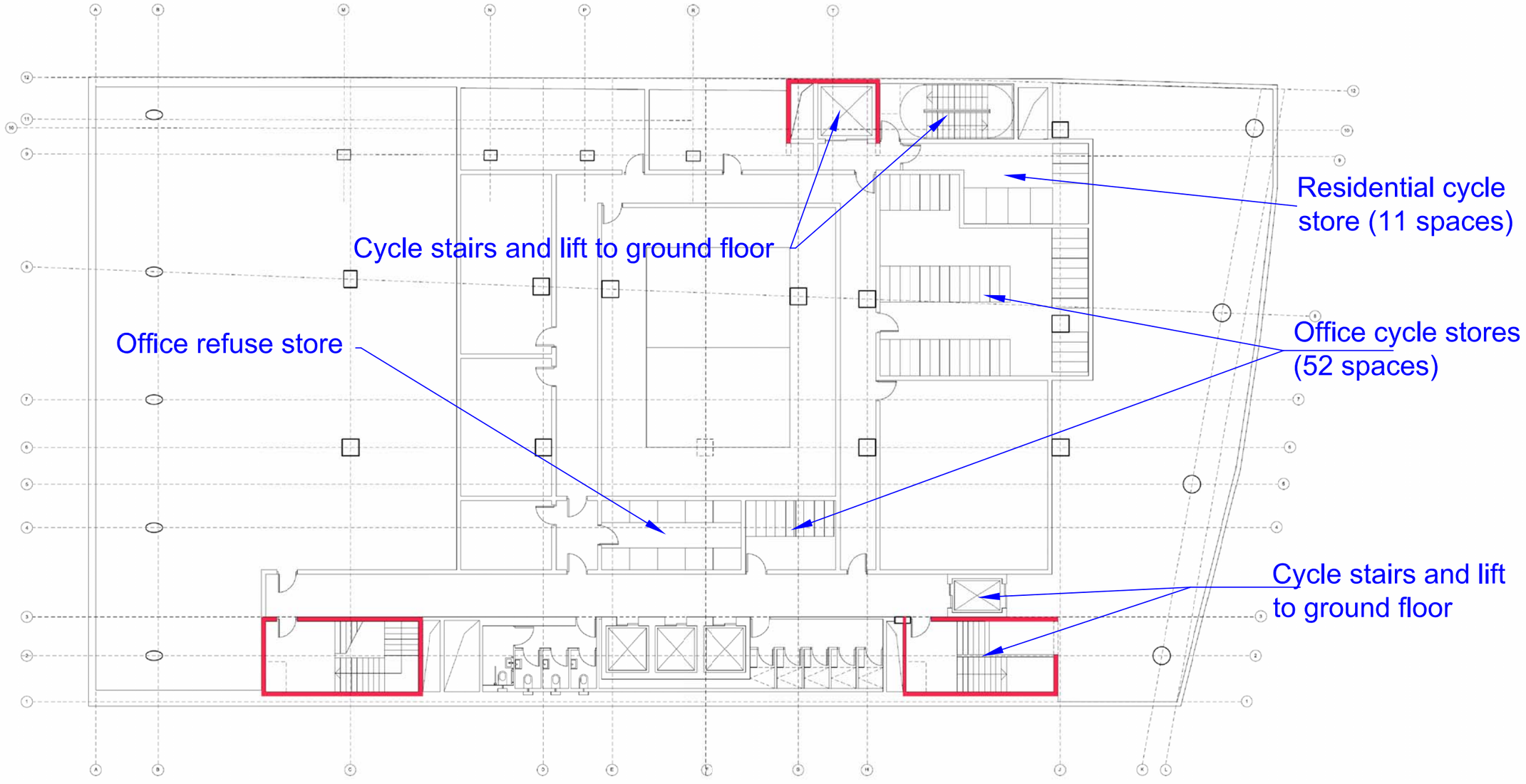
info@benadamsarchitects.co.uk

JOB NO:	A12-007
SCALE:	1:200 @ A3 1:100 @ A1
STATUS:	INFORMATION
DRAWING NAME:	PROPOSED GROUND FLOOR PLAN
PROJECT NAME:	JAMESTOWN ROAD
DRAWING NO:	A200/A

Proposed Basement Layout



01. PROPOSED BASEMENT PLAN

0 1 2 4 10m

REV.	DATE	DESCRIPTION	REV.	DATE	DESCRIPTION
-	07.05.13	FOR INFORMATION			
A	14.05.13	FOR INFORMATION			

NOTES:
1. ALL DIMENSIONS IN MM
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACT DOCUMENTS
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S DRAWINGS
4. DO NOT SCALE FROM THIS DRAWING
5. REPORT ANY ERRORS, CONTRADICTIONS, AND OMISSIONS TO THE ARCHITECT AS SOON AS POSSIBLE

KEY:
WALLS OF EXISTING STABILITY CORES TO BE RETAINED

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info@benadamsarchitects.co.uk

JOB NO:	A12-007
SCALE:	1:200 @ A3 · 1:100 @ A1
STATUS:	INFORMATION
DRAWING NAME:	PROPOSED BASEMENT PLAN
PROJECT NAME:	JAMESTOWN ROAD
DRAWING NO:	A199/A

JACOBS

Appendix AD3 Framework Travel Plan

JACOBS

London & Regional Properties Ltd.

Bewlay House, 32 Jamestown Road, Camden

Framework Workplace Travel Plan

June 2013

JACOBS

Document Control Sheet

BPP 04 F8
Version 15; March 2013

Project: Bewlay House TA & TP
Client: London & Regional Properties Project No: B1747900
Document title: Bewlay House Framework Workplace Travel Plan
Ref. No:

	Originated by	Checked by	Reviewed by
ORIGINAL	NAME **M.Hubbard**	NAME **M Battle**	NAME **M Livesey**
Approved by	NAME M Battle	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I **approve them for issue**	INITIALS 
DATE **20/06/2013**	**Document status**	**Final**	

REVISION	NAME	NAME	NAME
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I **approve them for issue**	INITIALS
DATE	**Document status**		

REVISION	NAME	NAME	NAME
Approved by	NAME	As Project Manager I confirm that the above document(s) have been subjected to Jacobs' Check and Review procedure and that I **approve them for issue**	INITIALS
DATE	**Document status**		

JACOBS

Contents

1 Introduction

1.1 Background

Jacobs has been commissioned by London & Regional Properties Ltd. to prepare a Framework Workplace Tavel Plan (FTP) to support the planning application for the conversion and extension of the existing Bewlay House building, 32 Jamestown Road, Camden (NW1 7BY).

The current building is a purpose built/office laboratory of 6 levels. The Gross External Area (GEA) of the B1 Office element is 7,141 sqm, with 3,754 sqm of net lettable floorspace. The development proposals being submitted by London & Regional Properties comprise the refurbishment and expansion of the existing building to provide higher quality B1 Office accommodation (7,748 sqm GEA) as well as 9 C3 Residential units. The proposed development will also be car free.

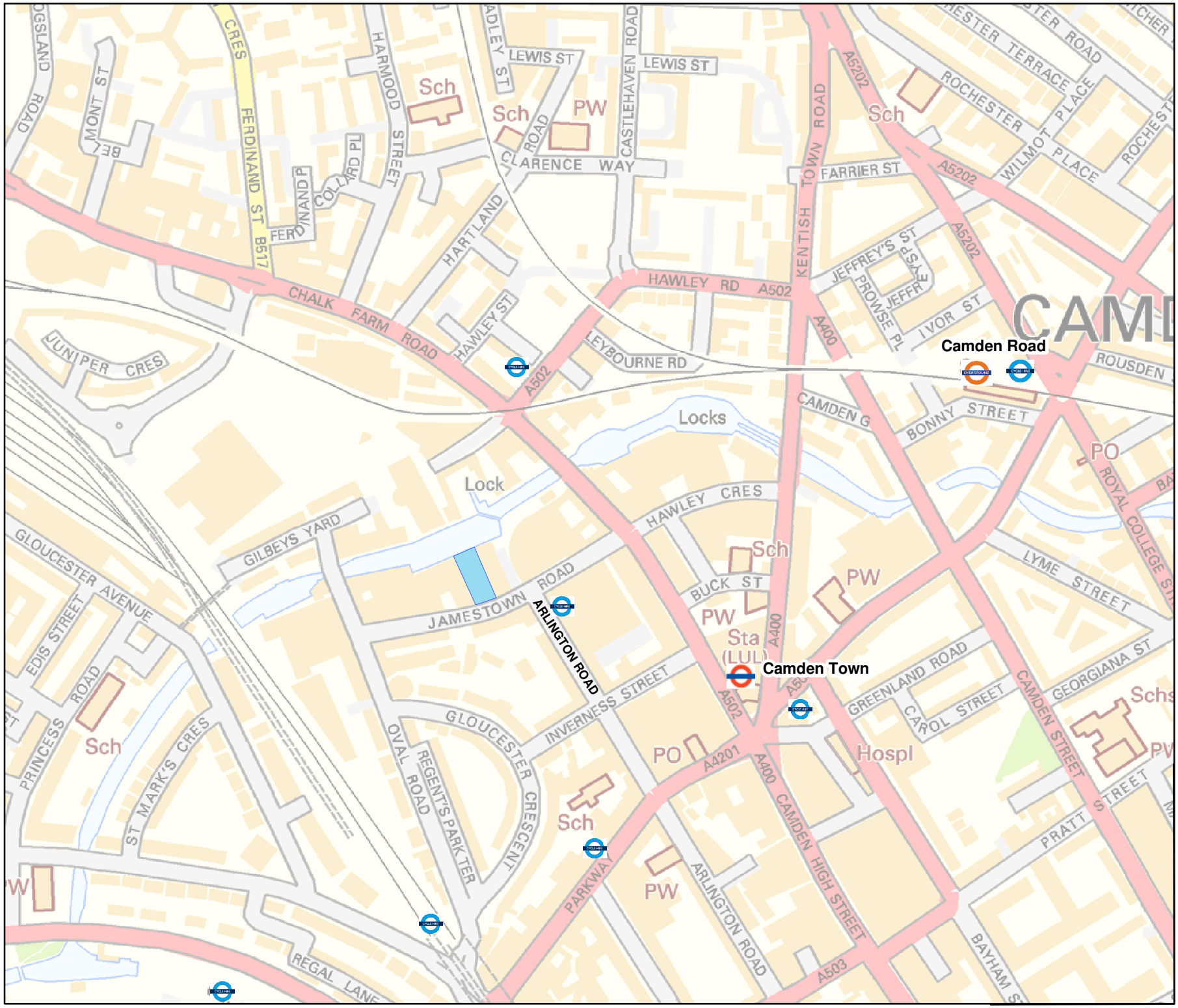
This FTP has been prepared in accordance with Transport for London's (TfL) '*Travel Planning for New Development in London, Incorporating Deliveries and Servicing*'[1] and should be read in conduction with the Transport Statement. The Transport Statement methodology has been agreed following discussions with Steve Cardno (London Borough of Camden) and the submission of a Transport Statement Scoping Note on 17th May 2013. As the proposed C3 Residential element of the site (9 units) falls below the 50-80 unit threshold identified in TfL's '*Travel Planning for New Development in London, Incorporating Deliveries and Servicing'* for the production of a Travel Plan, Travel Plan targets and measures have not been included for this land use.

It was agreed at the scoping stage that a Delivery & Servicing Plan would not be required to support the planning application, however, a range of measures have been included within this FTP to reduce delivery and servicing trips and ensure these activities operate efficiently.

1.2 Site Location

The location of the site is illustrated in **Figure 1-1**. The site is located on Jamestown Road to the south of the Regents Canal and to the west of A502 Camden High Street which forms part of the Camden Town one-way system. Jamestown Road is joined to the west by Oval Road and at its centre by Arlington Road which links to the A4201 Parkway, which is one way eastbound. The site is approximately 300m from the Camden Town London Underground station, which provides connection to both branches of the Northern line, and approximately 500m from the Camden Town Overground Station which provides an orbital route around London. The site is also in close proximity to a number of high frequency bus routes. For this reason the site enjoys a high Public Transport Accessibility Level (PTAL) of 6a, where 6b is the highest and 1 the lowest. Jamestown Road contains a mixture of businesses, restaurants, and residences including a Holiday Inn Hotel adjacent to Bewlay House. The road is two-way and falls within a Controlled Parking Zone. The area is within walking distance of retail and tourist destinations of Camden Market and Camden High Street which contain many independent fashion and food retailers and a thriving night-time economy.

[1] Transport for London (2011) Travel Planning for New Development in London, Incorporating Deliveries and Servicing



Legend

- London Overground Station
- London Underground Station
- Barclays Cycle Hire Docking Station
- Site Location

N

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved
0	19/06/2013	Revision	DP	MH	MB	ML

JACOBS

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www.jacobs.com

Client: London & Regional Properties

Project: Bewlay House

Drawing title: Site Location

Drawing status	Final	
Scale	1:4,588 @ A4	DO NOT SCALE
Jacobs No.	B1747900	
Client No.		
Drawing number	Figure 1-1	Rev 0

1.3 Development Proposals

The development proposals submitted by London and Regional Properties Ltd involve the conversion and extension of the existing Bewlay House office/laboratory building to:

- *remove a dated building and replace it with a design of the highest quality to make a positive contribution to the Regents Canal Conservation area;*
- *provide new apartments in a roof extension;*
- *deliver fully refurbished studio office space;*
- *ensure level access is provided at the Ground Floor;*
- *create a new atrium to improve offices;*
- *provide renewed elevations to Jamestown Road and the canalside;*
- *introduce large areas of glazing, carefully framed to reflect the character of the surrounding canalside buildings.*

The new development will predominantly consist of B1 Office accommodation (7,748 sqm GEA) with 9 C3 Residential units, comprising of:

- *4 x 1 Bedroom Units*
- *3 x 2 Bedroom Units*
- *2 x 3 Bedroom Units.*

The C3 residential units will be provided on an extended 4th floor and newly created 5th floor. The B1 office land use will be present on all of the floors.

A full area schedule by land use (sqm) in GEA, Net Lettable Floorspace and Gross Internal Area (GIA) is presented in **Table 1-A.**

Table 1-A: Proposed Area Schedule (sqm)

Land Use Area	Proposed Floorspace (sqm)
GIA B1 Office	7145
GIA C3 Residential	928
Total GIA	**8073**
Net Lettable B1 Office	4695
Net Lettable C3 Residential	900
Total NET	**5595**
GEA B1 Office	7748
GEA C3 Residential	982
Total GEA	**8730**

The proposed offices will be manned 24 hours a day, however, office staff are likely to be present from 0700 – 1900. The whole development will also be car free.

1.4 Purpose and Benefit of a Travel Plan

A Travel Plan is a package of measures and incentives designed to allow the travel needs of all site users to be understood and managed in a more environmental friendly manner.

This FTP is intended to provide an overarching strategy for the building and all site users. This will be supported by Travel Plans / Travel Plan Statements prepared by the tenant companies of the B1 Office space, prior to occupation.

In accordance with the aforementioned guidance published by Transport for London, this FTP also considers with deliveries and servicing activity associated with this site as well as the travel demand generated by staff and visitors to the site.

The overall aim of this Framework Travel Plan is to:

> *Minimise the vehicular trips associated with the site and encourage more active and sustainable access through a combination of management measures, provision of improved on-site facilities and promotion of the available travel options.*

It is hoped that successful implementation of the FTP will deliver the following benefits:

- *Improved awareness about the travel options available to future site users and thus wider travel choice;*
- *Improved on-site facilities to encourage site users to travel by active modes (i.e. walking and cycling);*
- *Improved health and wellbeing of site users through increased participation in active travel; and*
- *Reduced vehicle trips associated with deliveries and other servicing activities.*

The site is located in an area which offers significant potential for journeys to be made by sustainable modes of travel. London & Regional Properties Ltd recognise the benefits that an effective Travel Plan can bring and are committed to ensuring that future occupiers and site users support the efforts of this Framework Travel Plan.

1.5 Structure

Subsequent sections of this FTP are as follows:

- *Section 2 sets out the policy context and discusses the relevant best practice guidance;*
- *Section 3 discusses the existing multi modal accessibility of the site and provides information about on-site facilities and provision;*
- *Section 4 provides details of the anticipated travel demand associated with the proposed extension, based on information from the accompanying Transport Statement, and discusses when baseline travel surveys will be undertaken;*
- *Section 5 outlines the objectives of this FTP and identifies proposed targets;*
- *Section 6 discusses management and coordination of this FTP;*
- *Section 7 provides details of the proposed measures to be delivered by the developer and those to be considered by tenant companies;*
- *Section 8 sets out the monitoring and review regime for this FTP;*
- *Section 9 provides the action plan for implementation of the FTP measures and monitoring activities;*
- *Section 10 provides details of the approval and review process.*

2 Policy and Best Practice

2.1 Introduction

This section summarises the key national, regional and local planning and transport policies relevant to this FTP and also discusses relevant best practice guidance.

2.2 National Policy

National Planning Policy Framework (2012)[2]

The National Planning Policy Framework (NPPF) was adopted in March 2012 and sets out the Government's requirements for the planning system 'seeking positive improvements to the quality of the built, natural and historic environment, as well as in people's quality of life.

The NPPF replaces Planning Policy Guidance 13: Transport and states that all developments which will generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment.

Paragraph 35 explains that 'plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *Consider the needs of people with disabilities by all modes of transport.'*

It identifies the importance of a Travel Plan as a tool to facilitate the above points.

2.3 Regional Policy

London Plan[3]

The London Plan (2011) sets out an integrated economic, social, environmental and transport framework for the development of London over the years to 2031, and beyond. Proposals in the plan are intended to develop a London that is more prosperous, secure, healthier, equitable and sustainable, in order to benefit all Londoners.

The Plan has six detailed objectives, and whilst transport is central to achievement of all six, of most relevance is Objective 6 'A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient

[2] DCLG (March 2012) National Planning Policy Framework.
[3] Greater London Authority (July 2011) The London Plan

and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports all the objectives of this plan'.

Chapter 6, London's Transport, sets out a number of transport policies which will affect planning decisions. The integration of transport and development to reduce the need to travel and encouraging more sustainable modes of travel is a strategic focus of the Plan (Policy 6.1).

Policy 6.3 stipulates the requirement for Transport Assessments to be prepared for major developments, in accordance with TfL's Transport Assessment Best Practice Guidance, to consider the transport impacts and provide details of proposed measures to mitigate adverse impacts. It also states a requirement for the production of Workplace Travel Plans and Construction Logistics and Delivery and Servicing Plans in line with the London Freight Plan and that these should be co-ordinated with Travel Plans.

The Plan also sets out maximum car parking standards and minimum cycle parking standards and these are summarised in **Table 2-A** below (these are consistent with TfL's Proposed Cycle Parking Guidelines). The site falls within the Inner London Area.

Table 2-A: Parking Standards – Inner London Area (London Plan, 2011)

Parking Type	B1 Office	C3 Residential
Standard Car Bays	Maximum of 1 space per 1000 sqm GFA (20% for use by electric vehicles).	1.5-1 spaces per 3 bedroom unit; less than 1 space per 1-2 bedroom unit (20% for use by electric vehicles)
Disabled Bays	1 space for each disabled employee; 5% of total capacity for visiting disabled motorists.	Adequate parking must be provided, preferably on-site.
Cycle Parking	Minimum of 1 space per 250sqm GFA.	1 per 1 or 2 bed unit; 2 per 3 or more bed unit

Policy 6.14 relates to Freight and emphasises that development proposals which promote uptake of the Freight Operators Recognition Scheme (FORS) and Delivery & Servicing Plans (DSP) will be encouraged.

Mayor's Transport Strategy[4]

In May 2010 the Mayor of London published the revised Mayor's Transport Strategy (MTS 2010). MTS 2010 sets out the Mayor's transport vision to 2031 and how TfL and its delivery partners, including the boroughs, will deliver that vision. It contains policies for the promotion and encouragement of sustainable, safe, integrated and efficient transport facilities and services to, from and within Greater London. It also contains targets for increasing walking and cycling mode share and reducing CO_2 emissions from transport sources, amongst others.

[4] Greater London Authority (May 2010) Mayor's Transport Strategy

2.4 Local Policy

Camden Local Development Framework (LDF) Core Strategy[5]

Camden's Local Development Framework replaced the Unitary Development Plan in November 2010. It sets out the Council's strategy for managing growth and development in the Borough over the period to 2025, including where new homes, jobs and infrastructure will be located.

Tottenham Court Road and Holborn are recognised as growth areas where Camden will promote a concentration of development. These areas are identified within the Core Strategy (CS 2) as growth areas where redevelopment of existing sites is expected and where a substantial majority of the new business floorspace projected for the Borough over the period to 2024/25 will be located.

The Core Strategy also sets out a series of strategic policies which cover the whole of Camden and a number of these are of direct relevance to Bewlay House and the planning application.

'Policy CS11 Promoting Sustainable and Efficient Travel' states there will be improvements to encourage walking and cycling as part of transport infrastructure works and the Council will continue to improve facilities for cyclists including the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhance cycle links. There should be promotion of the use of low emission vehicles, including through the provision of electric charging points, and growth and development must have regard to Camden's road hierarchy and not cause harm to the management of the road network. The council also works with schools and businesses to develop Travel Plans to encourage sustainable travel.

'Policy CS13 Tackling Climate Change through Promoting Higher Environmental Standards' relates to reducing the effects of, and adapting to, climate change. This should be done by ensuring there are patterns of land use that minimise the need to travel by car and help support local energy networks.

Camden Development Policies 2010 - 2025[6]

Camden Development Policies forms part of the Council's LDF and they contribute to delivering the Core Strategy by setting out detailed planning policies.

'Policy DP16 The Transport Implications of Development' states that all development should be properly integrated with the transport network and supported by walking, cycling and public transport links. It also addresses the need for developments to assess and address likely impacts of development and the steps that will be taken to mitigate these impacts using Transport Assessments and Travel Plans.

'Policy DP17 Walking, Cycling and Public Transport' addresses the need for developments to make suitable provision for these modes of transport and, where appropriate, make provision for interchanging between different modes.

'Policy DP18 Parking Standards and Limiting the Availability of Car Parking' states that development in the town centre of Camden Town should be car free with any

[5] Camden (2010) Camden Core Strategy 2010-2025 – Local Development Framework
[6] Camden (2010) Camden Development Policies 2010-2025 Local Development Framework

parking on site limited to designated disabled spaces, and operation and servicing needs.

Development should comply with the Council's car parking standards as set out in **Table 2-B**.

Table 2-B Local Parking Standards (Camden Development Policy, DP18)

Parking Type	B1 Office	C3 Residential Development (Housing)
Standard Car Bays (Office), General Car Parking (C3 Residential).	**Low parking provision areas:** Maximum of 1 space per 1,500sqm (Other staff/operational parking)	**Low parking provision areas:** maximum of 0.5 spaces per dwelling (General Parking Purposes only).
Disabled Bays	**Staff / Operational:** 1 space per disabled employee or, from a threshold of 2,500sqm 1 space per 20,000sqm or part thereof whichever is greater. **Visitor:** from threshold of 2,500sqm, minimum of 1 if any visitors are expected, plus any additional spaces needed to bring the total number up to 5% of the visitors likely to be present at any one time	**Wheelchair housing:** 1 space per dwelling, with dimensions suitable for use by people with disabilities. **General housing:** where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units or part thereof, with dimensions suitable for use by people with disabilities.
Cycle Parking	**Staff:** from threshold of 500sqm, 1 space per 250sqm or part thereof **Visitor**: from threshold of 500sqm, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time	**Residents:** 1 storage or parking space per unit. **Visitors:** from threshold of 20 units, 1 space per 10 units or part thereof.
Service Vehicles	Required above 2,500 sq m. One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.	N/A

Section 18.2 (Pg 85) of the Camden Development Policies 2011 - 2025 also states that car free development should have no parking on site and on-street car parking permits will not be issued to occupiers. People with disabilities who are Blue Badge holders are, however, permitted to park in on-street spaces without a parking permit.

In relation to cycle parking, the London Borough of Camden have advised that any cycle parking provided should be based on the London Plan Revised Early Minor Alterations document (2012) standards of:

- *B1 Office – 1 space per 150 sqm of Gross Floorspace for staff/visitors*
- *C3 Dwellings (all) - 1 space per 1 or 2 bedroom dwellings + 1 space per 40 visitors, and 2 spaces per 3 + bedroom dwellings + 1 space per 40 visitors.*

The Camden Development Policies 2011 – 2025 also has a range of other policies which relate to the development context.

'Policy DP19 Managing the Impact of Parking' highlights the importance of ensuring that additional car parking spaces will not have negative impacts on parking, highways or the environment and will encourage the removal of surplus car parking spaces.

Policy DP20 relates to the movement of goods and materials in relation to minimising the movement by road and also minimising the impact of the movement of goods and materials by road. This policy specifies that developments need to seek opportunities to minimise disruption for local communities through effective management, including the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.

Policy DP21 states that the Council will expect developments connecting to the highway network to:

- Ensure the use of the most appropriate roads by each form of transport and purpose of journey, in accordance with Camden's road hierarchy;
- Avoid direct vehicular access to the Transport for London Road Network (TLRN) and other Major Roads; and
- Avoid the use of local roads by through traffic.

Camden Planning Guidance: CPG7 Transport[7]

This planning guidance was prepared to support the policies in the Local Development Framework (LDF) and is therefore consistent with the Core Strategy and Development Policies. It forms a Supplementary Planning Document (SPD) which is an additional 'material consideration' in planning decisions. This guidance replaces the Camden Planning Guidance 2006, updating advice where appropriate and providing new guidance on matters introduced or strengthened in the LDF.

It gives guidance on all of the information needed to determine a planning application in terms of transport conditions and transport measures that will need to be secured before a development comes into use. This includes assessment of transport conditions before and after the development has taken place, and transport measures that will need to be secured before a development comes into use.

There is guidance on designing developments to provide safe access and use by motor vehicles, ensuring that new means of access do not cause harm to the safety of other users of the development and the adjacent highway. It focuses on the Council's approach to planning applications that include new footway crossovers and new routes to enable access to properties and sites.

It also provides guidance on meeting cycle parking standards in an effective way, so that cycle parking is convenient and secure, and users of a development are more likely to use bicycles to travel to and from the site. This guidance is related to 'Core Strategy Policy CS11 – Promoting Sustainable and Efficient Travel' and policies 'DP17 – Walking, Cycling and Public Transport' and 'DP19 – Parking Standards and Limiting the Availability of Parking (managing the impact of parking)'.

[7] London Borough of Camden (2011) Camden Planning Guidance (CPG7) Transport

The guidance also discusses Car-Free and Car-Capped Development and the mechanisms for securing them. The proposed Bewlay House development will be a car free.

Camden Local Implementation Plan (Transport Strategy)[8]

The London Borough of Camden has produced the Camden Transport Strategy as a response to the requirement for producing a Local Implementation Plan (LIP) for the Mayor's transport Strategy. The Transport Strategy 2011 includes eight relevant transport objectives.

- *Objective 1: Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough.*
- *Objective 2: Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.*
- *Objective 3: Improve road safety and personal security for people travelling in Camden.*
- *Objective 4: Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people.*
- *Objective 5: Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.*
- *Objective 6: Ensure the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development.*
- *Objective 7: Ensure the transport system supports access to local services and facilities, reduces inequalities in transport and increases social inclusion*
- *Objective 8: Ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices.*

The transport strategy points to the planning process as a key component of the above aims (in particular objective 6) and refers to planning policy included within the London Plan and Camden's Local Development Framework as the means of achieving this.

2.5 Best Practice Guidance

As previously mentioned, this FTP has been prepared in accordance with 'Travel Planning for new development in London, incorporating deliveries and servicing' (TfL, 2011). This guidance document simplifies previous guidance on development related travel planning. It facilitates further progress across London in the quantity

[8] London Borough of Camden (2011) Camden's Transport Strategy, Camden's Local Implementation Plan

and quality of Travel Plans secured through the planning process. The guidance also ensures that deliveries and servicing are taken into account from the earliest stage in the planning process.

2.6 Summary

From the planning and transport policy context it is apparent that the Bewlay House development proposals should seek to reduce the traffic impact of the site and encourage travel by more sustainable modes through parking restraints, ensuring good access for pedestrians and providing adequate cycle parking. Development and implementation of a FTP, supported by subsidiary Travel Plans prepared by tenant organisations (where applicable), will be essential in reducing the traffic impact of the completed development.

3 Existing Accessibility and Site Audit

3.1 Introduction

This section of the FTP sets the scene in relation to the existing multi-modal accessibility of the site by providing an overview of the local public transport services and connections, existing provision for pedestrians and cyclists and details of the local highway network. It also provides information about on-site facilities and provision for various modes.

3.2 Public Transport Provision

3.2.1 Public Transport Accessibility Levels (PTALs)

PTALs are the most widely recognised form of measuring accessibility to the public transport network in London. PTALs give an indication of the relative density of the public transport network at specific locations by measuring the distance to public transport services and the frequency of services (i.e. walking times plus waiting times). The results from these calculations (accessibility indices) are expressed on a scale of 1 to 6, with sub-divisions 1a, 1b, 6a and 6b, whereby 1a indicates poor access to the public transport network and 6b indicates excellent access.

TfL's Planning Information Database (http://www.webptals.org.uk/) has been used to determine the PTAL for this site and the reports contained in **Appendix A** demonstrate that it has a PTAL of 6a, meaning that the site is highly accessible by public transport.

3.2.2 Bus Stops and Routes

Table 3-A overleaf provides weekday bus route frequency information for the bus stops within close proximity to Bewlay House. The routes serving these stops are also illustrated in **Appendix B**. Most bus routes passing through Camden pass within walking distance of Bewlay House with stops on Camden High Street (travelling north) and Camden Road, Bayham Street (travelling south). Both directions have shelters. Camden is also well provided for in terms of night buses with many services running 24 hours.

The night bus routes serving Camden include N5, N20, N28, N29, N31, N253, N279 and provide access to Trafalgar Square Edgware, Barnet, Wandsworth, Clapham Junction, Aldgate, Tottenham Court Road and Waltham Cross.

Table 3-A Bus Routes in Camden and Frequencies

No.	Towards	Bus Stop	First/last	Peak Frequency (mins)	Off Peak Frequency (mins)
24	Hampstead Heath	X	24hr	5-9	7-10
	Pimlico	D,M,S,V	24hr	5-9	7-10
27	Chalk Farm	X	24hr	6-10	11-12
	Chiswick Business Park	D, M, T. V	24hr	6-19	11-12
29	Trafalgar Square	F, S, V	0601/0047	3-7	10
	Wood Green	E, G, N, Y	0552/0052	3-7	10
31	White City	U, X	0501/0031	4-8	7-10
46	Farringdon Street	D, J	0525/0040	7-11	12-14
	Lancaster Gate	B, H Q	0539/0004	9-13	12-14
88	Clapham Common	C, T, V	24hr	5-8	10-12
134	North Finchley	A. L, Y	24hr	3-7	5-8
	Tottenham Court Road	D, S, V	24hr	3-7	5-8
168	Hampstead Heath	X	0610	4-8	6-9
	Old Kent Road	D, M, R, T,W	0511	5-8	7-11
214	Highgate Village	A, L, Y	24hr	7-10	12
	Moorgate	D, R, T, W	24hr	7-10	12
253	Euston	F, R, T, W	0538	4-8	8-11
	Hackney Central	E, G, N, Y	0530	5-8	8-10
274	Islington	B, CW, CX, G, N, P	0549	6-9	10-12
	Lancaster Gate	CS, CT, CU, D, R, T	0505	6-9	10-12
C2	Parliament Hill Fields	A, CW, CX, L	24hr	7-10	7-10
	Victoria	CS, CT, CU, D, R, T	24hr	7-10	7-10

3.2.3 London Underground and Overground Services

Nearby Stations are Camden Town London Underground of the Northern Line and Camden Road of the Overground. Camden Town station is located approximately 300m away and less than four minutes walk. Camden Road Station is slightly further afield at around 0.5 miles.

Northern Line Underground

The Northern Line provides an important north/south link and Camden Town is situated at a major junction. To the north it links to Finchley and Barnet on one branch and Hendon and Edgware on the other.

To the south the Northern Line links Camden to National Rail Stations such as Kings Cross, St Pancras and Euston. The eastern branch runs through the City of London connecting to National Rail Stations such as Old Street, Moorgate and London Bridge and the western section runs through important destinations such as Tottenham Court Road and Leicester Square as well as the National Rail Station at Charing Cross. The branches rejoin at Kennington passing through Clapham, Balham and terminating in Morden.

Connections to other Underground lines can be made at King Cross St Pancras (Hammersmith & City, Circle, Metropolitan, Piccadilly and Victoria Lines), Bank (Central, Circle, District and Waterloo & City), Tottenham Court Road (Central Line), Waterloo (Bakerloo, Jubilee, Waterloo & City), London Bridge (Jubilee) and Charing Cross (Bakerloo).

The Northern Line carries 660,395 passengers on a weekday, and is currently undergoing major upgrades to increase frequencies to 28 -32 trains per hour from around 20 per hour. Tubes begin at 0554 heading north and 0545 heading south during weekdays.

Overground

The Overground provides orbital services around London with direct services to Stratford via Hackney, Richmond and Clapham Junction via Willesden Junction. Connections to the East London Line can be made at Highbury Islington for Journeys to New Cross, Crystal Palace and West Croydon. Connections to Barking via Tottenham can be made at Gospel Oak and to Watford via Willesden Junction. Services run at 10 minute intervals during peak times. Services on the Overground begin at Camden Road at 0607.

3.2.4 National Rail Services

The nearest National Rail Station is Kentish Town which is served by first capital connect services to Luton and St Albans to the north and Sevenoaks and Sutton (via St Pancras) to the south at 30 minute intervals.

Important nearby National Rail Stations are Euston, St Pancras and Kings Cross. These stations are accessible via underground or bus and serve mainline services on the West Coast Mainline, East Coast Mainline and to the East Midlands. First Capital Connect Services also serve Bedford to the north and Brighton via East Croydon. St Pancras is the terminus for High Speed 1 services to Europe and High Speed services to Kent.

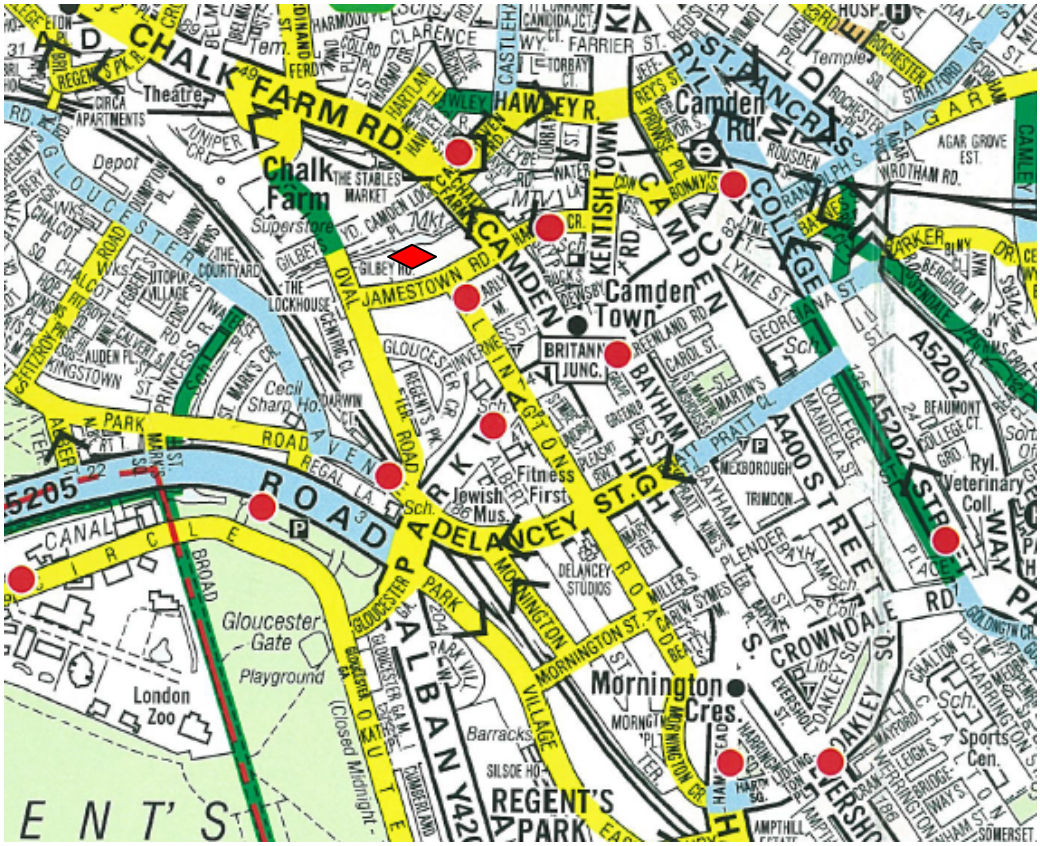
3.3 Provision for Pedestrians

Pedestrian access to the site from surrounding streets is considered to be very good with wide high quality footways. There are raised table junctions with tactile paving at the Jamestown Road junctions with Arlington Road and Oval Road and signalised pedestrian crossings, with tactile paving and dropped kerbs on all arms of the Jamestown Road/Camden High Street junction.

3.4 Provision for Cyclists

The site is well connected to cycle routes as illustrated in **Figure 3-1.**

Figure 3-1: Cycle Routes in the Vicinity of Bewlay House



Source: Tfl Local Cycling Guide 7 (2012/12)

The nearest cycle routes are an advisory on road route which runs along the length of Arlington Road, Jamestown Road, east of Arlington Road and then northwards along Camden High Street; and the Regents Canal Route running from Lisson Grove to Islington Tunnel via Camden Lock. A further cycle route runs along Gloucester Avenue providing access to Swiss Cottage and Parkway.

A marked on road cycle route also runs northwards along the western side of Gilbeys Yard with a cycle link between properties at the northern end of the yard providing access to Morrisons.

Camden has Barclays Cycle Hire facilities at the locations identified in **Table 3-B** and in **Figure 3-2**. These docking stations allow cycle hire for a fee and can be returned to any docking station.

Table 3-B Nearby Barclays Cycle Hire Locations

Location	Approximate Distance	Number of Docking Stations
Arlington Road (north)	100m	24
Greenland Road	500m	36
Parkway	200m	33
Gloucester Avenue	250m	23

The nearest other cycle stands to the site are located on Jamestown Road at the Jamestown Road/Oval Road junction.

Figure 3-2: Barclays Cycle Hire Docking Station Locations

Source: https://web.barclayscyclehire.tfl.gov.uk/maps

3.5 Existing Highway Network

The Bewlay House site is located between Regents Canal to the north and Jamestown Road to the south where the entrance is located. Jamestown Road is a 20mph two-way road running east-west between Oval Road and Camden High Street and traffic calming is present in the form of a raised table at the Jamestown Road/Arlington Road priority junction. Buses and lorries over 5 tonnes are banned from parking on Jamestown Road from 18:30 – Midnight and Midnight – 08:00.

Jamestown Road is a Controlled Parking Zone (CPZ) (CPZ CAF) from Monday – Friday 08:30 – 18:30 and Saturday – Sunday 09:30 – 17:30. There are 9 pay and display parking spaces along the southern side of Jamestown Road to the east of Arlington Road, which charge £2.45 per hour with a maximum duration of 4 hours.

On the southern side of Jamestown Road to the west of Arlington Road there are approximately 5-6 resident permit holder bays opposite the Holiday Inn, 2-3 opposite 34 Jamestown Road and a line of approximately 13 resident permit holder bays outside the residential properties at the western end. On the northern side of the road there are 3 resident permit holder bays outside Gilbey House.

In addition an on-road motorcycle bay is present directly opposite 32 Jamestown Road which can accommodate approximately 5-6 motorcycles. The motorcycle

parking bay and an eastwards view along Jamestown Road are shown in **Figure 3-3**.

Figure 3-3: Jamestown Road Motorcycle Parking and eastwards view along Jamestown Road

Single yellow lines are present outside the above bay locations, which are restricted in line with the CPZ hours. Loading/unloading is, however, permitted on these lines at the western section of Jamestown Road (west of Arlington Road), however, loading/unloading is not permitted from Monday - Friday 08:30 – 09:30 and 17:00 – 18:30 in the eastern section of Jamestown Road (east of Arlington Road).

Jamestown Road joins with Camden High Street at its eastern end in the form of a signalised junction. Left turns only are permitted out of this junction as the High Street is one-way northbound and Hawley Crescent is one-way westbound. Camden High Street is subject to a 30mph speed limit.

Arlington Road is a north-south running, two-way, traffic calmed 20mph route running between a signalised junction with the Parkway and Jamestown Road. Buses and lorries over 5 tonnes are banned from using Arlington Road from 18:30 – Midnight and Midnight – 08:00.

Like Jamestown Road, Arlington Road is a CPZ from Monday – Friday 08:30 – 18:30 and Saturday – Sunday 09:30 – 17:30.

Between the Parkway and Inverness Street there are 2 pay and display parking bays on the eastern side of the road (2 hour duration), a motorcycle parking bay on the western side of the road accommodating approximately 13 motorcycles, and to the north of this 3-4 permit holders only parking bays on the eastern side, and 4 resident permit holder bays on the western side.

Between Inverness Street and Jamestown Road there are approximately 9 pay and display bays (2 hour duration) on the western side of the road immediately to the north of Inverness Street, 2 disabled badge holder bays on the western side outside 209A Arlington Road, and 2 resident permit holder bays immediately to the south of Jamestown Road.

Oval Road is a, two-way, traffic calmed 20mph route, running north-south from a signalised junction with Regents Park Road to a dead end at Gilbeys Yard. Oval Road north of Jamestown Road has a 5 tonne weight restriction.

Oval Road is a CPZ from Monday – Friday 08:30 – 18:30 and Saturday – Sunday 09:30 – 17:30 and has a mixture of resident permit holder, pay and display and disabled badge holder spaces. Between Jamestown Road and Gilbeys Yard there are 2 disabled badge holder bays and 4 pay and display parking bays (2 hours duration) on the eastern side of the road and 5 pay and display parking bays on the western side of the road (2 hours duration).

Between Jamestown Road and Gloucester Crescent there are 3 resident permit holder and 4 pay and display parking bays on the eastern side of the road and 1 permit holder bay and 4 pay and display parking bays on the western side of the road.

3.6 Existing Site Motor Vehicle Access, Servicing and Parking

Commuter access by car to Bewlay House is limited due to a high level of public transport accessibility and the surrounding roads falling within a CPZ.

The existing Bewlay House also has an off-street car parking area in the basement with 11 car parking spaces, however, this is infrequently used. This is accessed from Jamestown Road but the entrance into the building is subject to a 1.9 metre height restriction.

Delivery and servicing occurs on-street on single yellow lines outside the entrance. Wheelie bins are currently stored at the western edge of the entrance and are wheeled into the road for unloading.

The proposed development will be car free, with deliveries and servicing continuing to occur on-street on single yellow lines.

3.7 Car Clubs

According to Car Plus website (www.carplus.org.uk) there are 47 car club locations with 1 mile of Bewlay House and nearby locations are shown in **Table 3-C**.

Table 3-C Nearby Car Club Locations

Operator	Location	Number of Spaces
City Car Club	Gloucester Crescent	1
Zip Car	Gloucester Avenue	2
Zip Car	Arlington Road	1

Car Clubs provide a pay as you go scheme designed to provide members with quick and convenient access to a vehicle for essential journeys which can be useful for businesses located where strict parking restrictions and limited on site parking exist.

4 Travel Survey

4.1 iTrace Compliant Survey

Due to the nature of the B1 Office land use of the development proposals (multiple tenant office accommodation) the future occupiers are currently unknown and as such an iTrace/TRAVL compliant travel survey will be undertaken within six months of occupation, or at 75% occupancy. Specific details of the frequency of surveys to be undertaken are provided later in **Section 8**.

In the interim, it is appropriate to use trip generation and modal split information from the associated Transport Statement, which are based on comparative data extracted from TRAVL. The information presented in the sub-sections below provides a summary of multi-modal trip generation for the existing and proposed building, as presented in the Transport Statement, for the weekday AM and PM peak hours (08:30-09:30 and 17:00-18:00).

4.2 Potential Employee Numbers

As the potential number of staff associated with the B1 Office element of the proposed development is currently unknown, employment densities for use class B1(a) – General Office, obtained from Employment Densities Guide, 2 Edition (Homes & Communities Agency, 2010), have been used to determine the potential number of Full-Time Equivalent (FTE) employees per sqm for the completed B1 office landuse. It should be noted that the Net Lettable Area of the proposed B1 office landuse has been used to calculate the number of FTE employees as the Net Internal Area (NIA) measurement was unavailable.

As shown in **Table 4-A**, the completed development could accommodate approximately 391 FTE employees. It should be noted however that this is based on the assumption of 100% occupation for the proposed development.

Table 4-A Potential Employee Numbers

Use	NIA per FTE (sqm)	Completed Development	
		Net Lettable Area(sqm)	FTE Employees
B1 Office	12	4,695	391

4.3 Development Trip Generation

The Transport Statement provides full details of the predicted trip generation associated with the development, which was based on average trip rates and 'main mode' modal splits obtained from comparable sites on the TRAVL database.

Table 4-B provides a breakdown of the predicted modal splits for the B1 Office and C3 Residential land uses.

Table 4-B: Modal Splits associated with the B1 Office and C3 Residential land uses of the proposed development.

Main Mode	Percentage Share	
	B1 Office	A3 Restaurant/Cafe
Car Driver (All)	0%	0%
Car Passenger	0%	0%
Bus / Coach	8%	32%
Underground	38%	16%
Rail	46%	0%
Taxi	0%	0%
Motor Cycle	0%	5%
Pedal Cycle	4%	9%
Walk	3%	38%
Other	1%	0%

The total multi-modal trip generation for the proposed B1 office element is presented in **Table 4-C**.

Table 4-C: Trip Generation – Proposed B1 Office Element

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	71	9	80	9	64	74	345	319	664
Rail	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	14	2	16	2	13	15	70	65	135
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	0	0	0
Bicycle	7	1	9	1	7	8	37	34	71
Walk	6	1	7	1	6	7	31	28	59
Other	2	0	2	0	2	2	9	8	18
Total	**187**	**25**	**212**	**25**	**170**	**195**	**913**	**845**	**1757**

NB: Totals contain small rounding errors

The multi-modal trip generation for the proposed C3 Residential landuse is presented in **Table 4-D**.

Table 4-D: Primary Trip Generation – C3 Residential Land Use

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	0	1	1	1	0	2	7	7	14
Rail	0	0	0	0	0	0	0	0	0
Bus; Minibus or Coach	0	2	3	2	1	3	14	14	27
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	0	1	1	1	0	1	4	4	8
Walk	1	3	4	3	1	4	16	16	32
Other	0	0	0	0	0	0	0	0	0
Total	**2**	**8**	**9**	**7**	**3**	**10**	**43**	**43**	**85**

NB: Totals include small rounding errors.

The total trip generation predicted for the proposed Bewlay House Development (B1 Office trips + C3 Residential trips, although overall totals might vary slightly due to rounding) is presented in **Table 4-E** below.

Table 4-E: Total Trip Generation of Proposed Bewlay House Development

Mode	Weekday AM (08:30-09:30)			Weekday PM (17:00-18:00)			Daily Total		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	71	11	82	11	65	75	352	326	678
Rail	86	11	98	12	78	90	421	390	811
Bus; Minibus or Coach	15	4	19	4	14	18	84	79	163
Taxi or Minicab	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Motorcycle; Scooter or Moped	0	0	0	0	0	0	2	2	4
Bicycle	8	2	9	2	7	9	40	38	78
Walk	7	4	11	3	7	10	47	45	91
Other	2	0	2	0	2	2	9	8	18
Total	**188**	**33**	**221**	**32**	**172**	**204**	**955**	**888**	**1843**

4.4 Daily Delivery and Servicing Trips

A summary of the servicing and delivery trips associated with the proposed Bewlay House Development is provided in **Table 4-F**. This is based on a 14-hour operational profile.

Table 4-F: Predicted Servicing and Delivery Trips associated with the proposed Bewlay House Development.

Period	Proposed Development
Daily Number of Vehicles (14 Hour Operation)	17
AM Peak (09:00-10:00)	2
Inter-peak (12:00-13:00)	2
PM Peak (17:00-18:00)	1

Full details of the existing and forecast daily delivery and servicing trips can be found in the Transport Statement.

5 Objectives and Targets

5.1 Travel Plan Objectives

This Framework Workplace Travel Plan (FTP) intends to set the strategy for encouraging sustainable movement of people and goods to and from the B1 office land use of the site and encouraging buy-in from future tenant companies and their staff.

The main objectives of the FTP are therefore to:

1. Ensure measures to facilitate access by sustainable modes are incorporated within the scheme at the design stage, for example the provision of improved on-site facilities for cyclists and pedestrians, satisfying BREEAM Office requirements;
2. Raise awareness of the FTP and travel options available to staff occupying the building;
3. Increase the level of walking and cycling trips to/from the Bewlay House development by:
    a. helping to increase walking and cycle trips in the area, contributing to the objectives and policies set out in the Camden LDF Core Strategy and the targets in the London Borough of Camden LIP and the MTS 2010;
    b. improving the general health and wellbeing of future site users through increased levels of physical activity;
    c. helping to relieve pressure on public transport networks.
    d. Improving the safety of travel by walking and cycling.
4. Ensure the site and internal facilities can be easily accessed by site users with mobility difficulties;
5. Minimise the number of, and potential adverse impacts associated with, delivery and servicing vehicle trips generated by the building; and ultimately
6. Reduce the carbon footprint of the building by minimising the number of single occupancy and combustion engine vehicle trips to contribute towards the CO_2 emissions targets in the MTS 2010.

5.2 Travel Plan Targets

In the absence of baseline data, interim targets have been set based on the multi-modal trip forecasts presented in **Section 4** previously.

These targets are SMART – specific, measurable, attainable, realistic and timebound, and have been linked to the overall objectives of this FTP. It is proposed to update this FTP and finalise these targets following surveys to confirm the actual baseline modal split. The baseline survey results will be shared with the London Borough of Camden Travel Plan Co-ordinator with final targets agreed.

The proposed interim targets for the B1 Office land use are presented in **Table 5-A** and are based on ‘main mode’ of travel to the site.

*Table 5-A: **Proposed Interim Travel Plan Targets.***

Land Use	Indicator	Corresponding Objective (s)	Year		
			Year 1 (Baseline)	Year 3	Year 5
B1 Office	Cycle Main Mode Share	1, 2, 3, 6	4%	6%	8%
	Walk Main Mode Share	1, 2, 3, 4, 6	3%	4%	6%

The trip forecasts for the B1 Office land use indicate that the highest proportions of trips will be made by public transport as the 'main mode' of travel. The targets for cycling and walking are therefore, aimed at reducing the impact on the public transport network for the 'main mode' of journeys. The aspiration to double the cycling modal share is considered to be ambitious but achievable given the location of the site and the measures proposed to encourage and facilitate cycling to and from the site.

In order to achieve these targets, support will be required from the tenant companies in the delivery of additional measures to encourage their staff to travel to / from work by sustainable modes. In addition to the above Targets the additional indicators proposed in **Table 5-B** will be monitored in order to gauge progress in achieving the Travel Plan objectives.

Table 5-B: Additional Indicators to Monitor Success of Travel Plan

Indicator	Corresponding Objective(s)
Level of Awareness of the FTP	2
Uptake of London Borough of Camden Cycle Training	3
Cycle Parking Occupancy	1, 3, 6
Barclays Cycle Hire Usage Levels	3, 6

5.3 Delivery and Servicing Targets

In the absence of actual baseline data, interim targets have been set based on the travel survey information presented in **Section 4** previously.

These targets are SMART – specific, measurable, attainable, realistic and time-bound, and have been linked to the overall objectives of this Travel Plan. The interim target set out in **Table 5-C** below is considered to be achievable based on the measures outlined in **Section 7** and is intended to reduce the daily number of delivery and service vehicle trips within 5 years of occupation.

Table 5-C: Interim Delivery and Service Vehicle Target

Land Use	Indicator	Corresponding Objective (s)	Year		
			Year 1 (Baseline)	Year 3	Year 5
B1 Office	Average daily number of delivery/servicing vehicles.	5, 6	17	15	13

As for the Travel Plan Targets it is proposed to finalise these targets following surveys to confirm the actual baseline modal split. The baseline survey results will be shared with the London Borough of Camden Travel Plan Co-ordinator with final targets agreed.

6 Travel Plan Management and Coordination

Although this FTP, will be supported by underlying Travel Plans/Travel Plan Statements for individual prospective tenants (produced prior to occupation), it is essential to ensure that someone has overall responsibility for the management and implementation of measures (including promotion), monitoring of performance against targets and review of progress.

London & Regional Properties Ltd. will also employ a management agent / company to oversee the day-to-day management of the building.

A permanent member of the management staff will be appointed as Travel Plan Coordinator and will be responsible for:

- organising the baseline travel survey;
- ongoing promotional activities;
- managing delivery and servicing activities associated with general maintenance of, and supplies for, the building;
- liaison with tenant companies to ensure that they are all aware of the FTP and associated objectives and aspirations. Each tenant company will be required to produce their own Travel Plan/Travel Plan Statement and it is important that these are consistent with the overarching FTP strategy and offer sufficient incentives.
- regular liaison with the London Borough of Camden Travel Plan Coordinator;
- site-wide monitoring (including organising follow-up surveys and audits, including delivery and servicing trips); and
- review and updating of the FTP.

The name and contact details of the Travel Plan Coordinator will be provided to the London Borough of Camden Travel Plan Coordinator by London & Regional Properties Ltd. prior to occupation. The contact details for London & Regional Properties Ltd. are:

London and Regional Properties Limited
55 Baker Street
London
W1U 8EW
Tel: 0207 563 9000

7 Proposed Measures

7.1 Introduction

This section sets out the range of measures proposed in order to achieve the aims and objectives of this FTP. These have been developed bearing in mind the specific opportunities associated with the site, such as location and existing accessibility and facilities, and the likely travel requirements of potential site users. A full Action Plan including these measures and delivery timescales is included in **Section 9**.

Due to the nature of the site, measures have been divided into those to be implemented by the developer and those which the developer will encourage the future tenant companies of the building to deliver.

7.2 FTP Measures to be implemented by the Developer

7.2.1 Promotion and Marketing

In order to ensure the FTP is effective it is essential that it, and the benefits it will deliver, is marketed to all site users to gain their support and encourage them to be more environmentally aware when travelling to/ from the site. In addition, in order to encourage access and travel by sustainable and active modes it is essential that site users are aware of the range of facilities available to them.

The following will therefore be promoted / marketed to site users:

- the health benefits of active travel such a walking and cycling;
- walking and cycling routes to the site and the general vicinity;
- London Borough of Camden and TfL led initiatives to promote walking and cycling as an attractive transport option and encourage safe travel;
- local public transport stops / stations, routes and frequencies, etc;
- Location of nearby Barclay's Cycle Hire scheme docking stations (https://web.barclayscyclehire.tfl.gov.uk/maps);
- TfL's online journey planning tool (which can be accessed via www.tfl.gov.uk) to allow staff and visitors to plan their journeys to and from the site by more sustainable modes;
- the purpose and benefit of Car Sharing and the London liftshare website (https://london.liftshare.com/) which provides further information, a cost calculator and a database of potential car sharers;
- Eco-driving tips, helping to lower CO_2 emissions through more efficient driving techniques;
- the purpose and benefits of Car Clubs, contact details for membership enquires and location of nearby vehicles.

The London Borough of Camden offers free cycle training to both adults and children. Staff at the Bewlay House development would be eligible to apply and given the aspiration to increase walking and cycling trips associated with the site, this will also be promoted.

Mechanisms by which the developer will promote the above include:

- Creation of a website for the Bewlay House Development, which will include a 'how to reach us section' – this will highlight the absence of parking and will provide information on how to access the site by sustainable modes. It will also contain links to other relevant websites such as TfL journey planner, London liftshare and London Borough of Camden's cycle training;
- Preparation of travel information and marketing material, such as:
  - A site access map illustrating the location of underground, overground and rail stations, bus stops, London cycle routes, cycle parking and Barclays Cycle Hire Docking Stations within the vicinity of the site. The most direct routes to public transport stops / stations will be highlighted, along with approximate walking times;
  - Creation of a one page office location sheet providing information on how to reach the site by various modes – an electronic copy would be provided to all tenant companies and they will be encouraged to forward this to visitors. They will also be encouraged to include this (or a suitable alternative) on their own websites as appropriate;
- Installation of notice boards within the communal staff areas (i.e. kitchens for office/restaurant staff and the office reception area(s)) as appropriate to provide travel information, display promotional materials, details about the FTP and Coordinator and feedback on any survey results;
- Quarterly email bulletins to raise awareness of the FTP, provide updates with regard to surveys and amendments to the FTP, promote London Borough of Camden and TfL led initiatives, and provide snappy active and sustainable travel messages;
- Provision of a copy of the FTP to tenant companies to ensure they produce Travel Plans / Travel Plan Statements in accordance with the strategy for the building; and
- Storing telephone numbers for local taxi companies at reception and allowing site users to book taxis through reception upon request.

The preparation of promotional materials and the installation of notice boards will be undertaken prior to occupation following completion of the construction works.

7.2.2 Physical Measures

The following physical measures have also been incorporated within the design of the proposed development and will replace those present at the existing site.

Pedestrians and Cyclists

A new active frontage is proposed for the building onto Jamestown Road, with 6 entrances providing level access into the building. Of this number, the 2 most eastern entrances will be associated with the C3 Residential land use, with 1 serving as the main entrance for pedestrians/cyclists leading to a staircase and a lift which will provide access to the Basement and residential units. The other will serve as an access point to the residential refuse storage area.

The B1 Office land use will have 4 pedestrian entrances, comprising of 1 entrance to the main office reception area, 1 entrance to the refuse collection holding room, 1 entrance to a substation and 1 entrance for pedestrians/cyclists to access stairs and lifts leading to all floors and the Basement.

Separate cycle parking and storage facilities will be provided for both land uses in the Basement of the building which will be accessible from the Ground Floor by cycle wheeling ramps and lifts, as described above.

Basement and Ground Floor plans outlining these proposed arrangements are shown in **Appendix C**.

The proposed cycle parking provision based on the London Plan – Revised Early Minor Alterations standards is presented in **Table 7-A** below.

Table 7-A: Proposed Cycle Parking Provision

Land Use	Development Size	London Plan – Revised Early Minor Alterations Standard	Proposed Cycle Spaces
B1 Office	7,748 sqm (GEA)	1 space per 150 sqm Gross Floorspace for staff/visitors	52
C3 Residential	7 x 1 or 2 Bedroom Dwellings	1 space per 1 or 2 Bedroom Dwelling	7
	2 X 3 Bedroom Dwellings	2 spaces per 3 Bedroom Dwelling	4

In total 63 cycle parking spaces will be provided with 52 in the B1 Office cycle parking facility and 11 in the C3 Residential cycle parking facility.

Persons with Mobility Difficulties

Access to the proposed development building, has been designed to cater for users with mobility difficulties by:

- Providing step free access to the development site at all entrances.
- Establishing the availability of on-street parking for Blue Badge Holders (see **Section 6.2** of Transport Statement).

It is not proposed to provide car parking for people with disabilities on-site due to the car free nature of the development. However, it is proposed to utilise 2 on-street car parking bays for people with disabilities (1 space for B1 Office landuse and 1 space for C3 Residential landuse) as the London Borough of Camden LDF Development Policies Document 2010-2025 advises that Blue Badge Holders may park in on-street bays without a permit. This level of use was scoped with the London Borough of Camden in the Transport Statement Scoping Note.

7.2.3 Vehicular Access, Parking Provision and Management

The proposed development will be car free and no parking spaces will be provided on-site.

It is proposed that delivery and servicing will occur on-street on the single yellow lines outside the building, as is the case with the existing development.

Refuse associated with the C3 Residential land use will be stored in wheelie bins in a dedicated room on the Ground Floor with a door directly opening up on to Jamestown Road. This will be opened on refuse collection day to enable refuse

contractors to access the area and wheel the bins out onto Jamestown Road to the refuse vehicles for unloading.

Refuse associated with the B1 Office land use will be stored in wheelie bins in a dedicated room in the Basement. On collection day the building caretaker will use the lift to transfer the bins to a dedicated refuse collection holding room on the Ground Floor, which will have a door opening on to Jamestown Road. This will be opened on refuse collection day to enable refuse contractors to wheel the bins out on to Jamestown Road for unloading.

Basement and Ground Floor plans outlining these proposed arrangements are shown in **Appendix C**.

7.2.4 Additional Delivery and Servicing Measures

London & Regional Properties Ltd. will also employ a management agent / company to oversee the day to day management of the building. Staff will be responsible for managing delivery and servicing activities associated with general maintenance of, and supplies for, the building. This will include:

- setting up a delivery booking system;
- scheduling of deliveries to avoid peak periods;
- bulk ordering and on-site storage of supplies to reduce the number of orders made wherever possible;
- seeking, where possible, to use suppliers that have joined a best practice scheme such as TfL's Freight Operator Recognition Scheme (FORS); and
- seeking / encouraging the use of bicycle and motorcycle couriers whenever possible for delivery of light weight / small supplies, for the building.

7.3 Travel Plan Measures to be Considered by Tenant Companies

As previously discussed, the FTP Plan Coordinator will ensure that all prospective tenants are aware of the FTP and will encourage them to implement measures to promote and facilitate sustainable travel to the site as part of their underlying Travel Plan/ Travel Plan Statement. Potential measures that tenant companies will be encouraged to implement would include:

- All visitors (and customers where appropriate) and new employees will be advised of the absence of parking and provided with information on how to access the site (tenants will be provided with a site location sheet prepared by the developer);
- Provision of additional secure locker facilities, subject to space availability, for use by staff cycling or walking to work should demand exceed provision;
- Provision of personal security alarms to staff walking or cycling to work (upon request);
- Offering of tax free purchase of bicycles and safety equipment through the Government's Cycle to Work Scheme;
- Offering of public transport season ticket loans;
- Running of competitions / offering of incentives to encourage active and sustainable travel;

- Encouraging the use of the Barclays Cycle Hire scheme for business travel (including paying for memberships and usage fees);
- Setting up a Car Club business membership account for essential car based business travel;
- Adopting flexible working practices for staff where appropriate;
- Reducing the need to travel on business purposes through providing teleconferencing and video conferencing facilities and encouraging staff to use these as an alternative;
- Using suppliers that have joined the Fleet Operator Recognition Scheme (FORS);
- Seeking to use bicycle / motorcycle couriers whenever possible; and
- Ordering of office supplies through a nominated member of staff within each tenant company in order to minimise the number of deliveries required (if the centralised system is not feasible).

The measures and incentives to be delivered by tenant companies will be tailored to the size and nature of their specific organisation and the needs of their staff. The tenant companies will discuss and agree the package of measures and incentives to be delivered with the FTP Co-ordinator and the London Borough of Camden Travel Plan Co-ordinator.

8 Monitoring, Review and Funding

Prior to occupation, the Bewlay House FTP Coordinator will contact the London Borough of Camden Travel Plan Coordinator to set up an iTrace account and to discuss and agree the surveys to be undertaken. However, the proposed monitoring and review approach is as discussed below.

As discussed previously, iTrace/TRAVL compliant baseline travel surveys will be undertaken with employees of the office, within six months of occupation, or at 75% occupancy (whichever is sooner). The surveys will be designed to collect information about current travel habits and willingness to change and will include questions to determine:

- Current mode of travel for commuting purposes (main mode) – headline modal split data consistent with iTrace;
- Willingness to change mode of travel e.g. measures that would encourage/ facilitate increased levels of walking and cycling;
- Origin/ destination information;

A survey will also be undertaken of delivery/servicing vehicle trips to obtain information on vehicle types, frequency and duration.

The Bewlay House FTP Coordinator will analyse the survey results and will discuss and agree changes to the FTP with the London Borough of Camden Travel Plan Co-ordinator. The Bewlay House FTP Coordinator will then update this FTP accordingly, to include finalised targets based on the survey results and will submit it to the London Borough of Camden for approval within an agreed period, following completion of the surveys.

Follow-up snapshot surveys will then be undertaken in Years 3 and 5 as part of the monitoring and review process. These will also be iTrace/TRAVL compliant, gathering information on 'main mode' and 'end modes' of travel, but will also be used to gauge awareness of the FTP. These surveys will be conducted during a neutral month and at the same time of year to avoid seasonality issues. The FTP Coordinator will review the FTP in the light of the survey results and will refresh it accordingly. The updated FTP will be submitted to the London Borough of Camden within an agreed period.

To supplement the information gathered by the travel surveys annual audits will be undertaken to determine utilisation of on-site cycle parking in order to determine whether additional provision is required.

The Framework Travel Plan measures and associated surveys will be funded by London & Regional Properties Ltd. or the site owner.

9 Action Plan

Table 9-A Roman Wall House Development FTP Action Plan

Theme	Action	Related TP Objective (s)	Timescale	Responsibility of
Marketing	• Creation of a website for Bewlay House providing information on how to access the site, facilities available and useful links.	2, 3, 6	Short-term – Before Occupation	London & Regional Properties Ltd.
	• Regular updates of information on the website as required.	2, 3, 6	Ongoing – Post Occupation (annually as a minimum)	FTP Coordinator (FTPC).
	• Installation of notice board(s).	2, 3, 6	Short-term – Before Occupation	London & Regional Properties Ltd.
	• Creation of initial materials e.g. site access map, 1-page office location sheet.	2, 3, 6	Short-term – Before Occupation	London & Regional Properties Ltd.
	• Collation of useful information such as phone numbers for local taxi firms to be held at reception; information on London Borough of Camden and TfL led initiatives (to be obtained from London Borough of Camdens' Travel Plan Coordinator); information on nearby Car Clubs, Barclays Cycle Hire.	2, 3, 6	Short-term – Before Occupation	London & Regional Properties Ltd. / FTP Coordinator
	• Refreshing of the information displayed on the notice boards.	2, 3, 6	Ongoing – Post Occupation (reviewed every six months)	FTP Coordinator
	• Circulation of email bulletins to advise occupiers of FTP initiatives, provide updates with regards to surveys and amendments to the FTP, promote London Borough of Camden and TfL led initiatives, and provide snappy active and sustainable travel messages, etc.	2, 3, 6	Ongoing – Post Occupation (quarterly)	FTP Coordinator
Physical Measures - Cyclists	• Implementation of on-site cycle parking in Basement.	1, 3, 6	Short-term – Construction Phase	London & Regional Properties Ltd.
	• Provision of showering and changing facilities.	1, 3, 6	Short-term – Construction Phase	London & Regional Properties Ltd.
	• Provision of pedestrian / cyclist access points from Jamestown Road and bicycle wheeling ramps and lifts	1, 3, 4, 6	Short-term – Construction Phase	London & Regional Properties Ltd.

Theme	Action	Related TP Objective (s)	Timescale	Responsibility of
	to access cycle parking in Basement.			
Physical Measures - Pedestrians	• Provision of showering and changing facilities.	1, 3, 6	Short-term – Construction Phase	London & Regional Properties Ltd.
	• Provision of pedestrian accesses from Jamestown Road into development.	1, 3, 4, 6	Short-term – Construction Phase	London & Regional Properties Ltd.
Disabled Access	• Provision of level accesses from Jamestown Road and internal lifts. • Identification of existing on-street bay locations, where Blue Badge Holders can park.	1, 4	Short-term – Construction Phase	London & Regional Properties Ltd.
Deliveries and Servicing	• Liaison with the Management Agent / Company to explore the potential for using suppliers that are members of the FORS scheme.	5, 6	Short-term – Before Occupation	London & Regional Properties Ltd.
	• Scheduling of deliveries to avoid peak periods where possible. Site will be manned 24 hours a day enabling demand to be managed outside of the predicted 14-hour period on busy days.	5, 6	Ongoing	FTP Coordinator (Receptionist / Porter if not FTPC)
	• Bulk ordering and on-site storage of supplies.	5, 6	Ongoing	FTP Coordinator (Receptionist / Porter if not FTPC)
	• Establishment of a delivery booking system.	5, 6	Short-term – Before Occupation	FTP Coordinator (Receptionist / Porter if not FTPC)
	• Liaison with tenant companies to determine the feasibility of setting up a centralised system for ordering of standard office supplies and promote a regular review of requirements.	5, 6	Short-term – Before Occupation	London & Regional Properties Ltd. / FTP Coordinator
	• Recording of all deliveries (time, tenant company, mode).	5, 6	Ongoing – Post Occupation	FTP Coordinator (Receptionist / Porter if not FTPC)
	• Seeking / encouraging the use of bicycle and motorcycle couriers whenever possible for delivery of light weight / small supplies, etc.	5,6	Ongoing – Post Occupation	FTP Coordinator
Working with/ Measures to be progressed	• Liaison with prospective tenant companies to advise of the requirement for a Travel Plan / Statement to be prepared if they exceed TfL's specified thresholds and to ensure consistency with the Framework Travel Plan when such documents are being prepared.	2, 3, 5, 6	Short-term – Before Occupation (of each company)	London & Regional Properties Ltd. / FTP Coordinator

Theme	Action	Related TP Objective (s)	Timescale	Responsibility of
by tenant companies	• Liaison with tenant companies to encourage the implementation of measures and incentives to support the FTP such as competitions and incentives for staff that regularly walk and cycle to work, adoption of flexible working practices, offering of season ticket loans, use of cycle hire for business travel, etc.	2, 3, 5, 6	Short-term – Before Occupation (of each company)	FTP Coordinator
	• Liaison with London Borough of Camden Travel Plan Coordinator to obtain assistance with preparing Travel Plans / Statements and to gain agreement on the package of measures and incentives to be offered to staff.	2, 3, 5, 6	Short-term – Before Occupation	Tenant Companies
	• Delivery of measures and incentives to facilitate and encourage staff to travel by active and sustainable modes.	2, 3, 5, 6	Ongoing	Tenant Companies
Monitoring	• Consultation with London Borough of Camden Travel Plan Coordinator on the proposed survey approach and set up an iTrace account.	-	Short-term – Before Occupation	FTP Coordinator
	• Preparation of iTrace compliant baseline survey for agreement by London Borough of Camden.	-	Short-term – Post Occupation	FTP Coordinator
	• Organisation and undertaking of iTrace baseline survey.	-	Short-term – Post Occupation (within 6 months or at 75% occupancy.)	FTP Coordinator
	• Analysis of survey results and updating of the FTP (to finalise target section) for issue to London Borough of Camden Travel Plan Coordinator for review and agreement.	-	Short-term – within an agreed deadline of survey	FTP Coordinator
	• Finalisation of the revised FTP.	-	Short-term – following agreement from London Borough of Camden.	FTP Coordinator
	• Publication of headline findings and revised FTP via notice boards and email bulletin.	-	Short-term – following agreement from London Borough of Camden.	FTP Coordinator
	• Annual site audits to determine requirements for additional cycle parking.	-	Medium-term – Ongoing	FTP Coordinator

Theme	Action	Related TP Objective (s)	Timescale	Responsibility of
	• Preparation and implementation of follow up surveys in years 3 and 5.	-	Medium-term to Long-term	FTP Coordinator
	• Feedback survey results to London Borough of Camden and site users via notice boards and email bulletins.	-	Medium-term to Long-term	FTP Coordinator
	• Update FTP as necessary for agreement by London Borough of Camden.	-	Medium-term to Long-term	FTP Coordinator

10 Approval and Review

The content of this Framework Travel Plan will be agreed and secured with the London Borough of Camden as part of the planning process.

An initial assessment has been undertaken of this Framework Travel Plan using ATTrBuTE, which indicates that the content of this document is in accordance with Transport for London's guidance on travel planning for new development within London.

Appendix A PTAL Reports

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20133004140251
Description	20133004140251
Run by user	PTAL web application
Date and time	30/04/2013 14:02

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 528645, 184010

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CAMDEN TN KENTISH TN RD	88	411.05	9.0	0.5	5.14	5.33	10.47	2.86	1.43
BUS	CAMDEN TOWN BAYHAM ST	29	476.26	15.0	0.5	5.95	4.0	9.95	3.01	1.51
BUS	CAMDEN TOWN STN HIGH ST	24	339.62	12.0	1.0	4.25	4.5	8.75	3.43	3.43
BUS	CAMDEN TOWN STN HIGH ST	27	339.62	8.0	0.5	4.25	5.75	10.0	3.0	1.5
BUS	CAMDEN TOWN BAYHAM ST	253	476.26	12.0	0.5	5.95	4.5	10.45	2.87	1.43
BUS	CAMDEN TN KENTISH TN RD	214	411.05	8.0	0.5	5.14	5.75	10.89	2.76	1.38

BUS	CAMDEN TN KENTISH TN RD	134	411.05	12.0	0.5	5.14	4.5	9.64	3.11	1.56
BUS	CAMDEN TOWN STN HIGH ST	168	339.62	9.0	0.5	4.25	5.33	9.58	3.13	1.57
BUS	CAMDEN TOWN STN HIGH ST	31	339.62	10.0	0.5	4.25	5.0	9.25	3.24	1.62
BUS	CAMDEN TOWN PARKWAY	274	348.21	8.0	0.5	4.35	5.75	10.1	2.97	1.48
BUS	CAMDEN TOWN PARKWAY	C2	348.21	8.0	0.5	4.35	5.75	10.1	2.97	1.48
BUS	CAMDEN ST CAMDEN GARDENS	46	524.82	6.0	0.5	6.56	7.0	13.56	2.21	1.11
LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	417.47	4.3	0.5	5.22	7.73	12.95	2.32	1.16
LU LRT	Camden Town	Northern Line Edgware to Morden	417.47	8.3	0.5	5.22	4.36	9.58	3.13	1.57

LU LRT	Camden Town	Northern Line High Barnet to Kennington	417.47	5.4	0.5	5.22	6.31	11.52	2.6	1.3
LU LRT	Camden Town	Northern Line Kennington to Edgware	417.47	5.0	0.5	5.22	6.75	11.97	2.51	1.25
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	417.47	1.0	0.5	5.22	30.75	35.97	0.83	0.42
LU LRT	Camden Town	Northern Line Morden to High Barnet	417.47	3.7	0.5	5.22	8.86	14.08	2.13	1.07
LU LRT	Camden Town	Northern Line High Barnet to Morden	417.47	9.0	0.5	5.22	4.08	9.3	3.23	1.61
LU LRT	Camden Town	Northern Line Edgware to Morden	417.47	9.7	1.0	5.22	3.84	9.06	3.31	3.31
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	417.47	2.7	0.5	5.22	11.86	17.08	1.76	0.88
NATIONAL_RAIL	CAMDEN ROAD	CLAPHAM JUNCTION to STRATFORD	662	2.0	0.5	8.28	15.75	24.03	1.25	0.62
NATIONAL_RAIL	CAMDEN ROAD	CAMDEN ROAD to STRATFORD	662	2.0	0.5	8.28	15.75	24.03	1.25	0.62

NATIONAL_RAIL	CAMDEN ROAD	RICHMOND to STRATFORD	662	4.0	1.0	8.28	8.25	16.53	1.82	1.82

Total AI for this POI is 35.13.

PTAL Rating is 6a.

JACOBS

Appendix B Bus Map

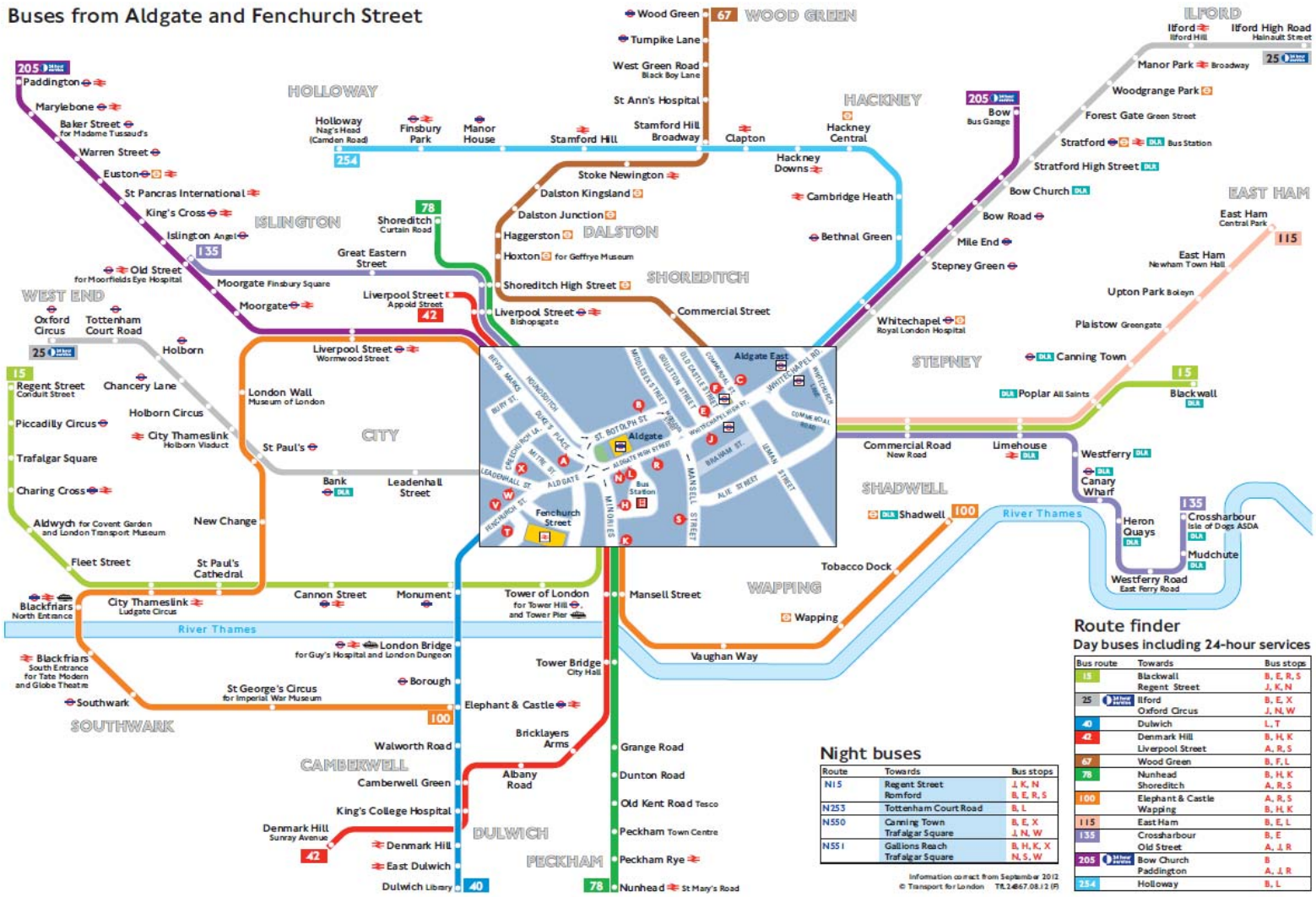
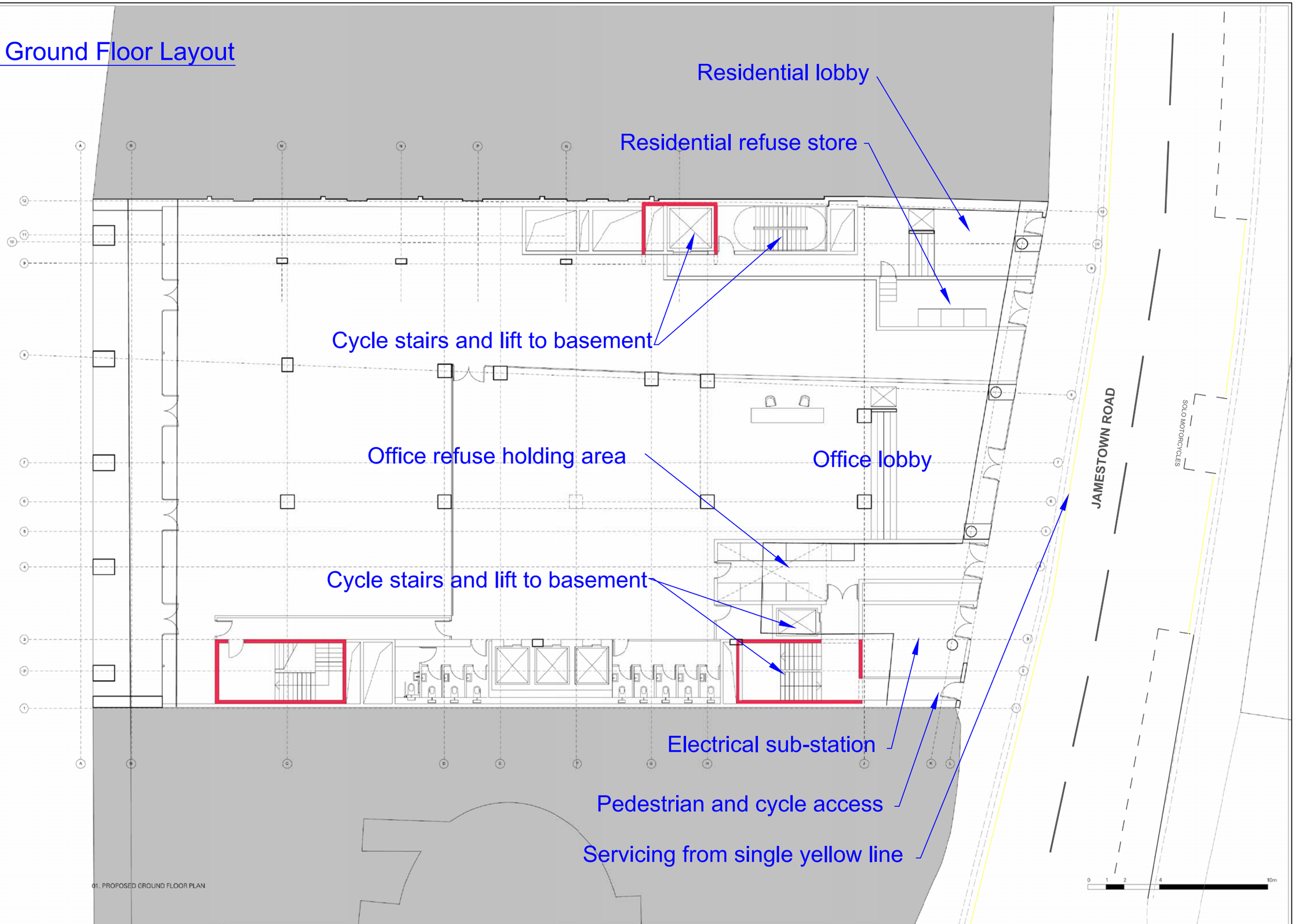


Figure B-1: Existing Bus Routes serving Camden (Source: http://www.tfl.gov.uk/gettingaround/maps/buses/)

Appendix C Proposed Basement and Ground Floor Plans

Proposed Ground Floor Layout



01. PROPOSED GROUND FLOOR PLAN

REV.	DATE	DESCRIPTION
-	07.05.13	FOR INFORMATION
A	14.05.13	FOR INFORMATION

REV.	DATE	DESCRIPTION

NOTES:
1. ALL DIMENSIONS IN MM
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACT DOCUMENTS
3. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL ENGINEER'S DRAWINGS
4. DO NOT SCALE FROM THIS DRAWING
5. REPORT ANY ERRORS, CONTRADICTIONS, AND OMISSIONS TO THE ARCHITECT AS SOON AS POSSIBLE

KEY:

WALLS OF EXISTING STABILITY CORES TO BE RETAINED

N

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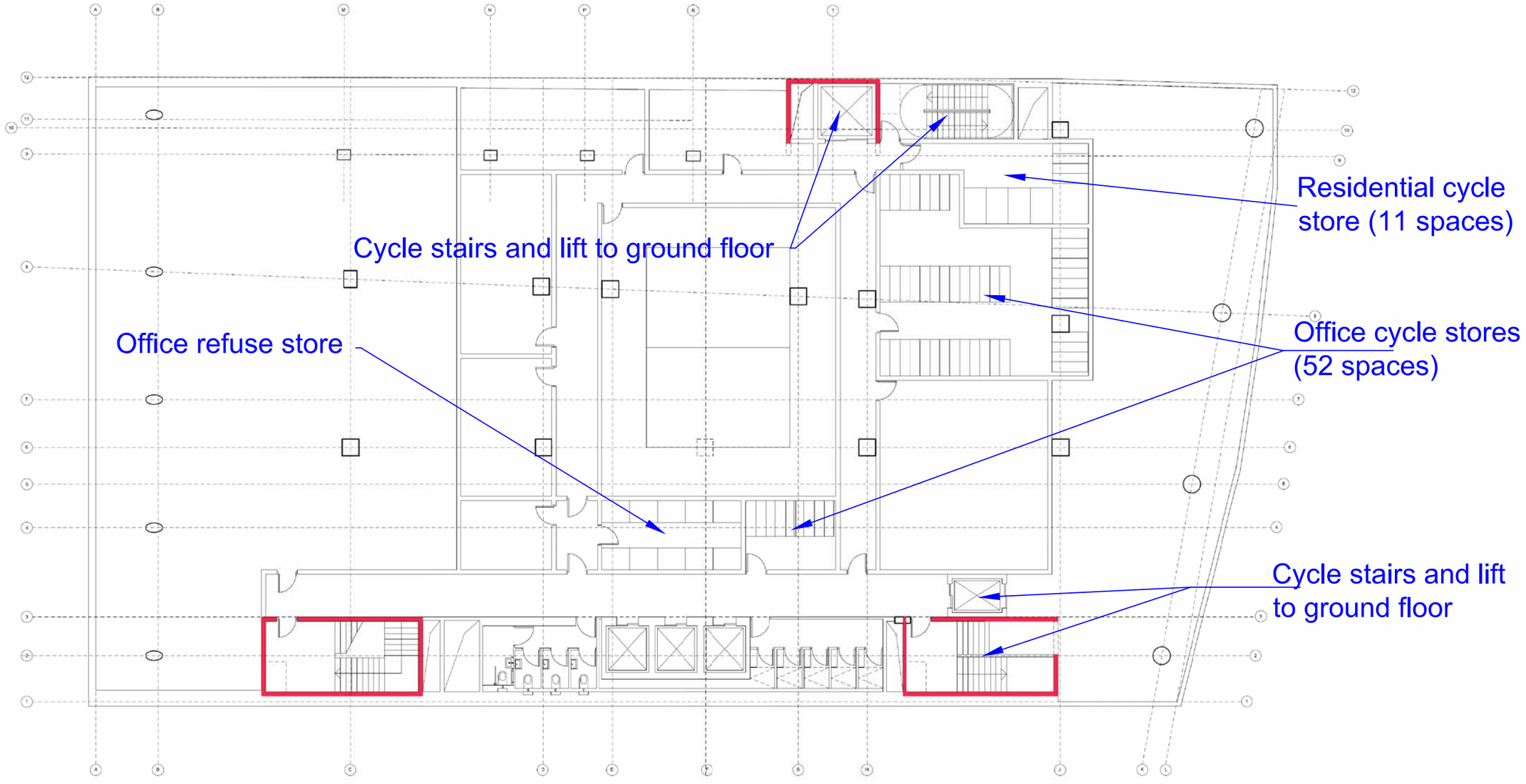
JOB NO:	A12-007
SCALE:	1:200 @ A3 1:100 @ A1
STATUS:	INFORMATION
DRAWING NAME:	PROPOSED GROUND FLOOR PLAN
PROJECT NAME:	JAMESTOWN ROAD
DRAWING NO:	A200/A

Proposed Basement Layout



01. PROPOSED BASEMENT PLAN

0 1 2 4 10m

REV.	DATE	DESCRIPTION	REV.	DATE	DESCRIPTION
-	07.05.13	FOR INFORMATION			
A	14.05.13	FOR INFORMATION			

NOTES:
1. ALL DIMENSIONS IN MM
2. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACT DOCUMENTS
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KEY:
WALLS OF EXISTING STABILITY CORES TO BE RETAINED

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JOB NO:	A12-007
SCALE:	1:200 @ A3 · 1:100 @ A1
STATUS:	INFORMATION
DRAWING NAME:	PROPOSED BASEMENT PLAN
PROJECT NAME:	JAMESTOWN ROAD
DRAWING NO:	A199/A