

# Coram Campus

## Transport Assessment

Report

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# 1 Introduction

## Background

- 1.1 Steer Davies Gleave has been commissioned by Coram Foundation to prepare a Transport Assessment to support a planning application for the New East Building (NEB) at Coram Campus. This new application follows the previous permission granted in 2007 for a new building on this site designed by Collett and Farmer. The new application will be for flexible B1 (Office) and D1 (Non-Residential Institutions) land use classes. Whilst the split between B1 and D1 land use is still to be confirmed, to allow an assessment to be undertaken of the transportation impacts of the proposals, the worst case in terms of trip generation has been assessed which is that all floor area is D1 use.
- 1.2 Coram Campus is situated in Bloomsbury, within the London Borough of Camden.

## Coram Campus Development Proposals

- 1.3 The development is for the NEB, which will be constructed on the site of the existing Gregory House and Old Swimming Pool and Mortuary. The existing buildings will be demolished.
- 1.4 The NEB comprises three floors with a Gross Floor Area (GFA) of 3,670m<sup>2</sup>. The proposed number of occupiers at the new building is currently unknown, however it is likely that the NEB will have more than one occupier associated with Coram and will include an area for the Coram Foundation's own offices. The proposed opening year is 2012.
- 1.5 One of the integral aims of the proposals is to provide an accessible environment for all users. The development will promote walking and cycling through information, through the provision of cycle parking and through the nature of on-site activities (i.e. nursery and children's play areas). It will aim to provide convenience and safety to pedestrian users of the site paying particular attention to the needs of the disabled.

## Background to Coram Foundation

- 1.6 Coram works with vulnerable children, young people and their families, transforming their lives through practical help and support. The Foundation aims to build self-esteem and well-being, preparing children and young people for a fulfilling adult life<sup>1</sup>.

## Report Structure

- 1.7 This report is divided into the following chapters:
  - Chapter 2 contains the **Site Assessment** of Coram Campus.
  - A **Policy Review** is provided in Chapter 3.

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<sup>1</sup> <http://www.coram.org.uk/>

## Transport Assessment

- Chapter 4 sets out the **Development Proposals**;
- Chapter 5 details the **Trip Generation** that is estimated to be produced from the NEB; and.
- The **Development Impacts** and the assignment of the trips generated onto the local road and public transport networks are provided in Chapter 6;
- Chapter 7 details the proposed **Servicing and Waste** arrangements;
- Chapter 8 discusses the **Construction** of the proposed NEB; and
- The **Conclusions and Recommendations** are summarised in Chapter 9.



## 2 Site Assessment

### Site Description and Location

- 2.1 Coram Campus is located at Mecklenburgh Square, within close proximity of Russell Square underground station and within the King's Cross ward, of the London Borough of Camden. The site is part of the wider area known as 'Coram's Fields'.
- 2.2 Figure 2.1 presents the regional location of the Coram Campus site. Figure 2.2 presents a more detailed location of the Campus. The existing site layout drawing is included in Appendix D and the proposed site layout is presented in Appendix E.
- 2.3 The existing buildings of Gregory House, the Old Swimming Pool building and the Mortuary will be demolished to make way for the proposed NEB. In total these existing buildings comprise 1,210m<sup>2</sup> GFA. The current uses of the buildings include a nursery, storage and archive facilities and also a classroom that is currently used by Westminster College.

### Site Access

- 2.4 The main entrance to Coram Campus is through Mecklenburgh Square, to the east of the site. However, the site can also be accessed from the west via Brunswick Square.

### Pedestrian Access

- 2.5 Pedestrians can access the site through the main entrance at Mecklenburgh Square, in the east and also from the west via Brunswick Square. Pedestrian access is also provided to the north and south of the site (as shown in Appendix D) providing links through the site and a connection between the east and west.
- 2.6 Figure 2.3 illustrates a 5, 10, 15 and 20 minute walk catchment map of the site. The map shows that Russell Square underground station is within five minutes walk of the site. King's Cross and St. Pancras stations are approximately ten minutes walk from Coram Campus and Euston station is approximately fifteen minutes walk.

### Cycle Facilities and Routes

- 2.7 Coram Campus can be accessed from Mecklenburgh Square (to the east) and Brunswick Square (to the west).
- 2.8 There are currently twelve sheltered cycle parking spaces provided in the main square of the campus, outside the Old Swimming Pool and Mortuary building.
- 2.9 There are several cycle routes within the vicinity of Coram Campus providing connections with the local rail and underground stations including Russell Square, Euston, Kings Cross, St. Pancras and Farringdon.
- 2.10 Advisory cycle routes to the north and west of Coram Campus are along Regent Square and Woburn Place, which provide links to Russell Square, King's Cross, St. Pancras and Euston stations in the north. There are also cycle routes to the east of the site on Cubitt Street, Pakenham Street, Pheonix Place and Warner Street and

advisory cycle routes to the south of the site on the B502 Guilford Street. The locations of the local cycle routes are shown in Figure 2.4.

- 2.11 Figure 2.5 illustrates a 5, 10, 15 and 20 minute cycle catchment map of the site. The map shows that much of central London is accessible within a twenty minute cycle catchment of the site.
- 2.12 There are currently no dedicated motorcycle parking spaces at Coram Campus. However, there is sufficient space for motorcycles to park in the car parking areas at the eastern and western accesses to Coram Campus. There is also space for approximately seven motorcycles to park in Brunswick Square near the western entrance of the site.

### **Public Transport Serving Coram Campus**

- 2.13 The Coram Campus site is well served by the National Rail and Underground networks and a large number of bus routes.

#### ***PTAL Assessment***

- 2.14 A 'Public Transport Accessibility Level' (PTAL) assessment has been carried out for the site. PTAL is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability.
- 2.15 The PTAL index combines the number of public transport services with walk times to stops or stations. Rail and bus frequencies are taken from current timetables. Walk times were calculated from the site to all bus stops and light rail stations. PTAL is categorized in 6 levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.
- 2.16 The NEB site is calculated to have a current PTAL level of 6a in the AM and PM peak hours, which is categorised as 'Excellent'. The PTAL level calculated for the off-peak daytime hours is 5 which is categorised as 'Very Good'. The PTAL analysis is included at Appendix A.

#### ***Local Bus Services***

- 2.17 Coram Campus can be accessed by 19 bus services (routes 7, 10, 17, 19, 30, 38, 45, 46, 55, 59, 63, 68, 73, 91, 168, 205, 243, 341 and 476) all of which are within 15 minutes walk of the Coram Campus and connect to most of the local rail and underground stations. Some services have a night-time equivalent or run 24 hours (such as N7, N10 and N19 etc).
- 2.18 The local bus routes and bus stops are illustrated in Figure 2.6. The nearest bus stops are on A4200 Russell Square, Southampton Row, a few minutes' walk from the Coram Campus. Bus routes 7, 59, 68, 91, 168 and 188 (38-44 buses per hour) operate along A4200 Southampton Row/Woburn Place linking Coram Campus with Euston Station to the north and Holborn Station to the south.
- 2.19 There are also bus stops situated on A401 Theobald's Road, which are within 5 minutes walk of Coram Campus. Bus routes 19, 38, 55 and 243 (39-46 buses per hour) can also be accessed from A401 Theobald's Road, south of Coram Campus.
- 2.20 Bus routes 17, 45 and 46 (20-22 buses per hour) operate along A5200 Gray's Inn Road connecting Kings Cross St Pancras Station in the north and Chancery Lane in the south.

- 2.21 Table 2.1 provides a summary of the existing bus routes serving Coram Campus and the associated frequencies of services.

**TABLE 2.1 LOCAL BUS SERVICES**

Bus Route Number	Route Description	Peak Frequency (buses per hour)
7	East Acton - North Kensington - Paddington - Oxford Street - Russell Square	8
10	Hammersmith - Kensington High Street - Kings Cross	15
17	Archway - Holloway - King's Cross - Holborn Circus - St. Paul's - London Bridge	7-8
19	Finsbury Park - Highbury - Islington - Holborn - Green Park - Chelsea - Battersea Bridge	10
30	Marylebone - Euston - Highbury & Islington - Hackney Wick-	8
38	Clapton - Hackney - Islington - Holborn - Green Park - Victoria	30
45	Streatham Hill - Brixton - Camberwell - Walworth - Elephant - Blackfriars - Holborn Circus - King's Cross	7-8
46	Warwick Avenue Station - St. John's Wood - Hampstead - Kentish Town - St. Pancras - King's Cross - Farringdon Street	6
55	North Leyton - Clapton - Hackney - Shoreditch - Clerkenwell - Holborn - Oxford Circus	9
59	Streatham Hill - Brixton - Kennington - Waterloo - Aldwych - Holborn - Euston	11
63	Honor Oak - Farringdon Road - Kings Cross - Caledonian Road - Manor House	11
68	West Norwood - Herne Hill - Camberwell - Walworth - Elephant - Waterloo - Aldwych - Holborn - Euston	9
73	Seven Sisters - Essex Road - Euston - Marble Arch - Victoria	16
91	Crouch End - Holloway - King's Cross - Euston - Holborn - Aldwych - Trafalgar Square	8-9
168	Hampstead Heath - Haverstock Hill - Camden Town - Euston - Holborn - Aldwych - Waterloo - Elephant - Old Kent Road <i>Tesco</i>	9
205	Paddington - Marylebone - Pentonville Road - Bow Church	8
243	Wood Green Station - Tottenham - Stoke Newington - Shoreditch - Clerkenwell - Holborn - Aldwych - Waterloo	10
341	Waterloo County Hall - Theobald's Road, Grays Inn Road - Tottenham - Angel Road	7
476	Northumberland Park - Essex Road - Euston	11

### ***London Underground***

- 2.22 The nearest Underground stations to Coram Campus are:
- Russell Square;
  - Holborn; and
  - Kings Cross St. Pancras.
- 2.23 London Underground's Piccadilly Line at Russell Square Station is within five minutes walk of Coram Campus. Holborn Station, which is within fifteen minutes walk south of Coram Campus, provides access to both the Central and Piccadilly Lines. The Piccadilly Line can also be accessed from London King's Cross Station, which is approximately ten minutes walk from the Coram Campus.
- 2.24 The Piccadilly Line runs from Cockfosters to either Heathrow Terminals or Uxbridge and provides interchanges with most other underground lines. The Piccadilly Line operates a peak service of 12 trains per hour in each direction.
- 2.25 The Piccadilly and Central lines serve Holborn Station. The Central Line operates between Epping and West Ruislip via Central London.
- 2.26 The Hammersmith and City (H&C), Bakerloo, Northern, Circle, Piccadilly, and Victoria lines all serve Kings Cross Station. The H&C line operates between Hammersmith and Barking with approximately 18 services per hour in both directions. The Northern Line operates between Edgware/ High Barnet/ Mill Hill East and connects Morden in the south and has approximately 40 services per hour in the north and south directions. The Circle line operates via Central London and has a frequency of four trains per hour in each direction.

### ***Rail Services***

- 2.27 Coram Campus is highly accessible for railway services from the following stations:
- Euston;
  - London St Pancras; and
  - London Kings Cross.
- 2.28 All rail stations are within fifteen minutes walking distance of Coram Campus.
- 2.29 Table 2.2 shows local rail services from Euston, London Kings Cross and London St. Pancras Stations.

**TABLE 2.2 LOCAL RAIL SERVICES**

Station	Rail Operators	Destinations	Peak Hour Frequencies
Euston	Virgin Trains	Manchester Piccadilly	20 mins
		Birmingham New Street	20 mins
		Liverpool Lime Street	20 mins
		Wolverhampton	20 mins
		Glasgow Central	60 mins
		Llandudno	30 mins
		Lancaster	60 mins
	Silverlink Trains	Milton Keynes Central	10 - 20 mins
		Watford Junction	5 - 20 mins
		Tring	10 - 30 mins
		Northampton	10 - 30 mins
		Crewe	30 mins
London King's Cross	GNER	Leeds	20 mins
		Newcastle	5 - 25 mins
		Inverness	1 - 2 hrs (irregular)
		Glasgow Central	1 - 3hrs (irregular)
	First Capital Connect	Cambridge	10 - 30 mins
		Peterborough	10 - 20 mins
		Kings Lynn	1 hr
	Hull Trains	Hull	40 - 50 mins
St Pancras	First Capital Connect	Luton	5 - 15 mins
		Brighton	5 - 20 mins
		London Blackfriars	5 - 10 mins
		Bedford	5 - 25 mins
		Wimbledon	15 mins
		St. Albans	8 - 15 mins
		Sutton	15 mins
	Midland Mainline	Sheffield	20 mins
		Nottingham	5 - 15 mins (irregular)

Station	Rail Operators	Destinations	Peak Hour Frequencies
		Derby	20 - 30 mins

- 2.30 The locations of the London underground and mainline rail stations within the vicinity of Coram Campus can be seen in Figure 2.7

### Car Parking Provision

- 2.31 There are currently twenty car parking spaces provided to the west of the site (outside of the application boundary) and ten car parking spaces provided to the east of the site within the application boundary.
- 2.32 Two disabled parking spaces are provided outside the Gregory House building within the application boundary.

### Highway Network

- 2.33 In the local vicinity, Coram Campus is bordered by Doughty Street to the east, Guilford Street to the south, the B504 Hunter Street to the west and Sidmouth Street to the north.
- 2.34 In the wider area, the site is located within the boundaries of the A5200 Gray's Inn Road, A401 Theobald's Road to the south, A4200 Woburn Place/Southampton Row to the west and A501 Euston Road.
- 2.35 The regional and local highway network is shown in Figures 2.1 and 2.2, respectively.

### Road Traffic Accidents

- 2.36 Personal Injury Accident (PIA) data has been obtained from Transport for London (TfL) Street Management, for the main roads in the vicinity of the development site for a three year period from January 2007 to December 2009.
- 2.37 The severity of accidents is based on the following classification:
- Slight Injury (an injury requiring a visit to hospital);
  - Serious Injury (an injury requiring an overnight stay in hospital); and
  - Fatal (the injured party died within 2 months of the accident).
- 2.38 The severity of an accident refers to the injured party so that, for example, if a car collides with a cyclist and the cyclist is slightly injured this would be classified as a cycle slight injury accident.
- 2.39 The approximate location and severity of each accident is shown in Figure 2.8.
- 2.40 No accidents have been recorded in the last three years on the roads immediately surrounding the site including Mecklenburgh Square, Heathcote Road, Doughty Street, Brunswick Square, Regent Square.
- 2.41 To the south west of the site there have been three slight and one serious accidents located in proximity of the junction of Bernard Street and Grenville Street. Three of these accidents involved pedestrians whom had walked out into

## Transport Assessment

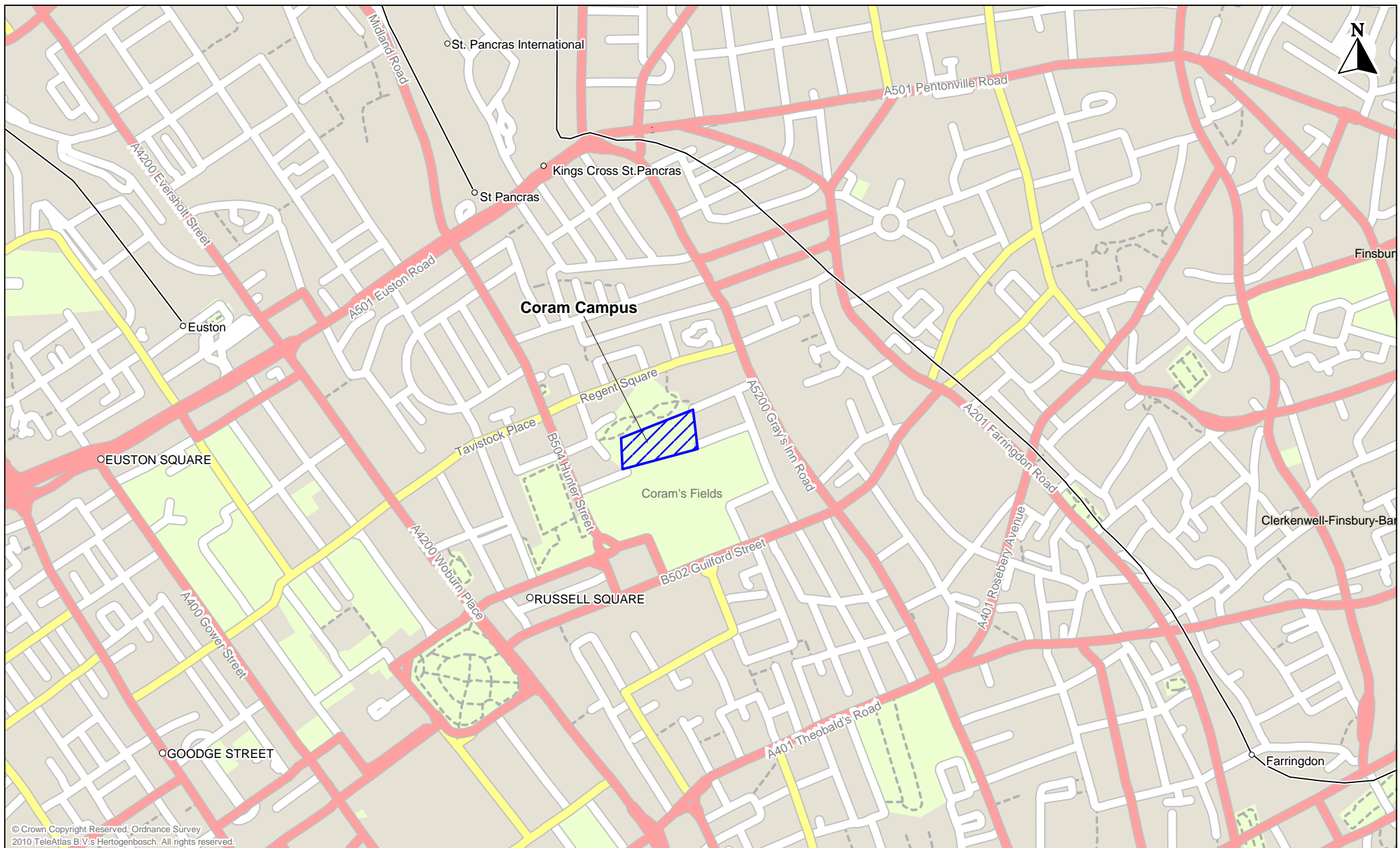
the road without looking properly or in a hurry. The other slight accident occurred during a turning movement at a roundabout.

- 2.42 Another two slight accidents that have occurred along Guilford Road directly south of the site were caused by a rear end shunt, whilst a vehicle was slowing and another where a driver lost control after travelling too fast and left the carriageway.
- 2.43 Further away from the site along Guilford Road, four slight accidents were caused by a poor manoeuvre by an undertaking pedal cyclist, another poor manoeuvre by overtaking cyclist, hard braking causing a rear end shunt, and a pedestrian crossing the carriageway without looking. A serious accident also occurred in this location when a car failed to stop at a designated uncontrolled pedestrian crossing.
- 2.44 To the south east of the site, towards Russell Square there were four slight accidents, which were caused by a vehicle reversing into a pedestrian that was in the carriageway waiting to cross, a car not stopping at an uncontrolled pedestrian crossing, another pedestrian hit by a car not looking properly and a vehicle opening their door without looking causing a pedal cyclist to fall off.
- 2.45 Overall, the majority of accidents were found to be due to either pedestrian or driver error. The recorded accidents are typical of urban junctions where conflicting movements occur. It is considered that there are no significant safety issues in the area that need to be addressed.

### Servicing and Waste

- 2.46 A dedicated area outside Gregory House is currently used for the existing servicing arrangements. The servicing arrangements at the site varies from day-to-day but typically involves approximately 10-12 deliveries per day. The deliveries range from small cars and vans to larger 7.5 tonne vehicles.
- 2.47 A bin store containing six non-recyclable eurobins is currently provided within the car park to the east of the site, near the Mecklenburgh Square entrance. The waste is collected three times per week by Camden Council from the entrance (refuse vehicles do not enter the site).
- 2.48 In particular, the Nursery receives approximately three deliveries per day and uses 2-3 of the six non-recyclable eurobins currently provided at the site.
- 2.49 Six recyclable 240 litre bins are also provided at the site. Two bins are provided outside Gregory House and four bins are provided outside the Nursery. Collections are undertaken on a weekly basis, whereby the bins are wheeled to the Mecklenburgh Square entrance.





## Coram Campus

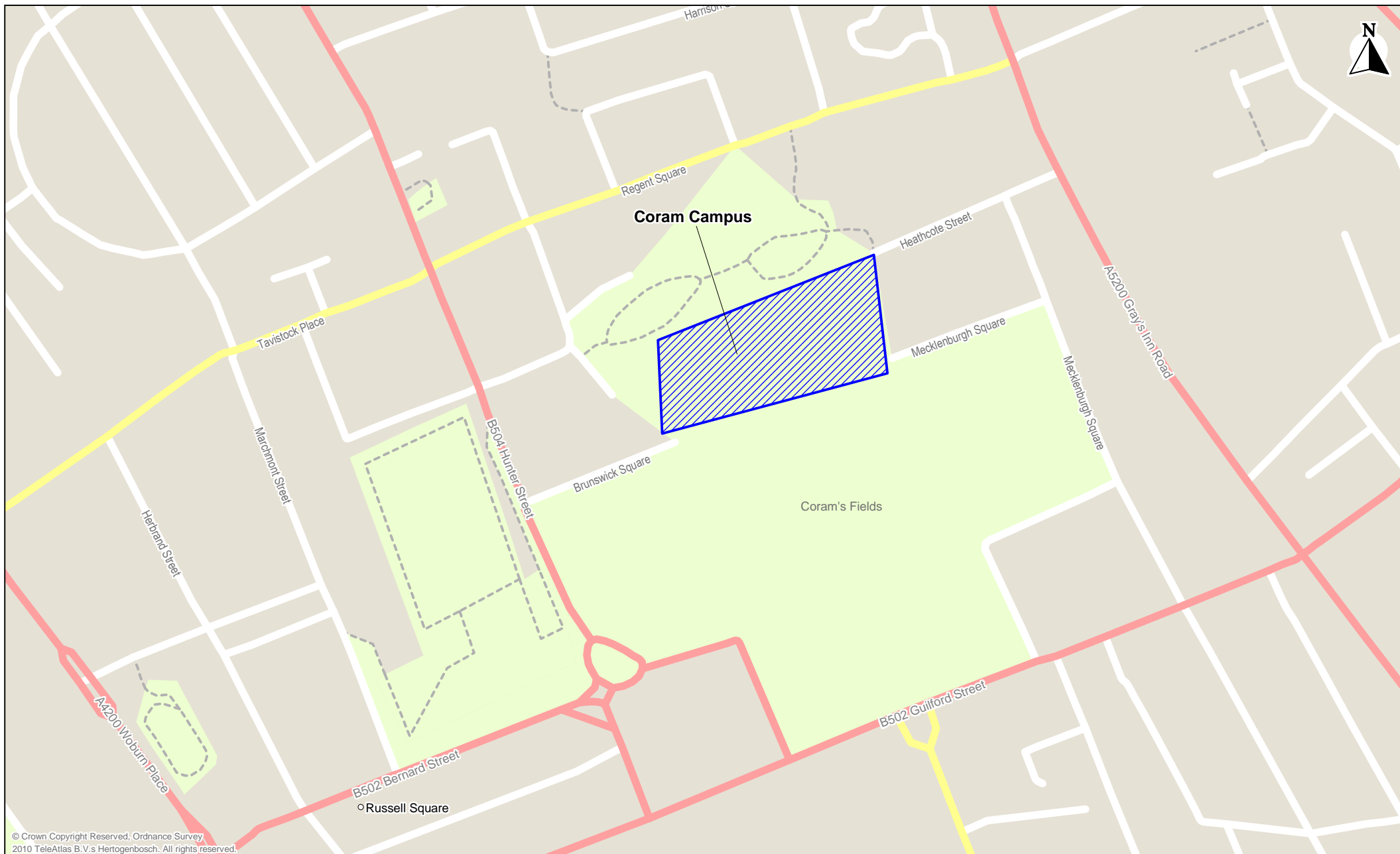
Figure 2.1: Regional Location Plan



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KWM

Last updated:  
01/06/2010

Layout title:  
Layout1



## Coram Campus

Figure 2.2: Local Location Plan

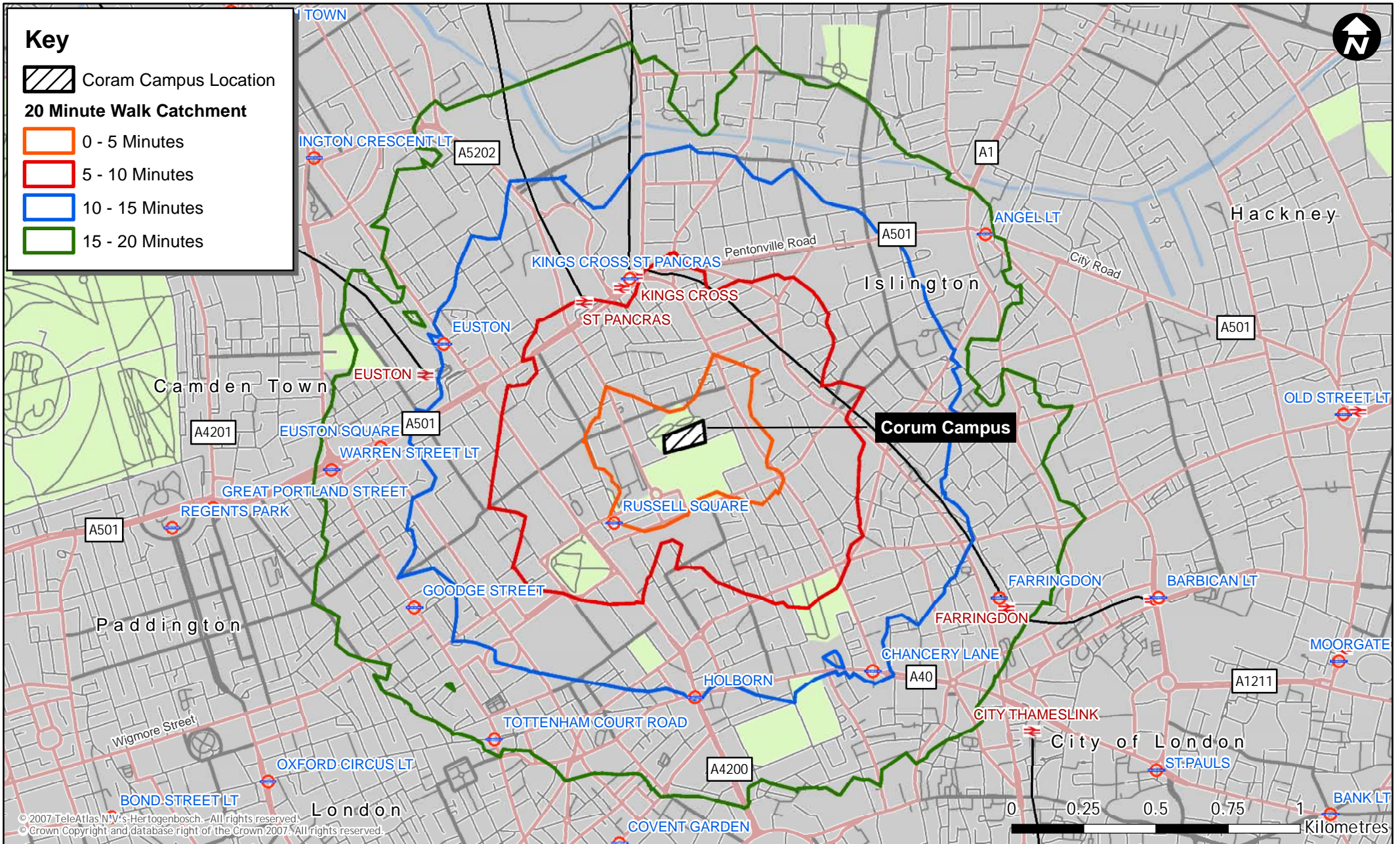


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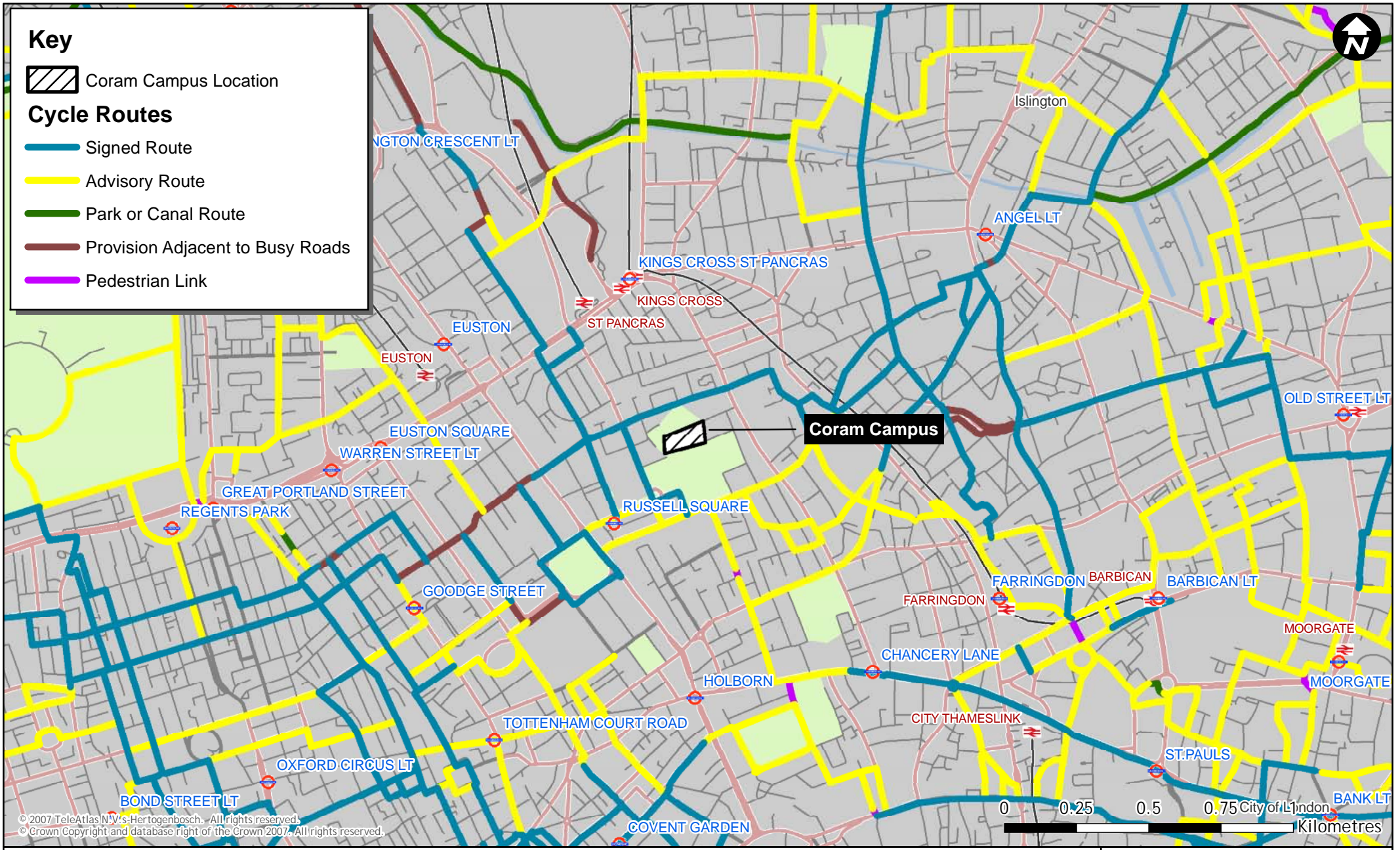




**Coram Campus**  
 Fig 2.' : Walk Catchment Map

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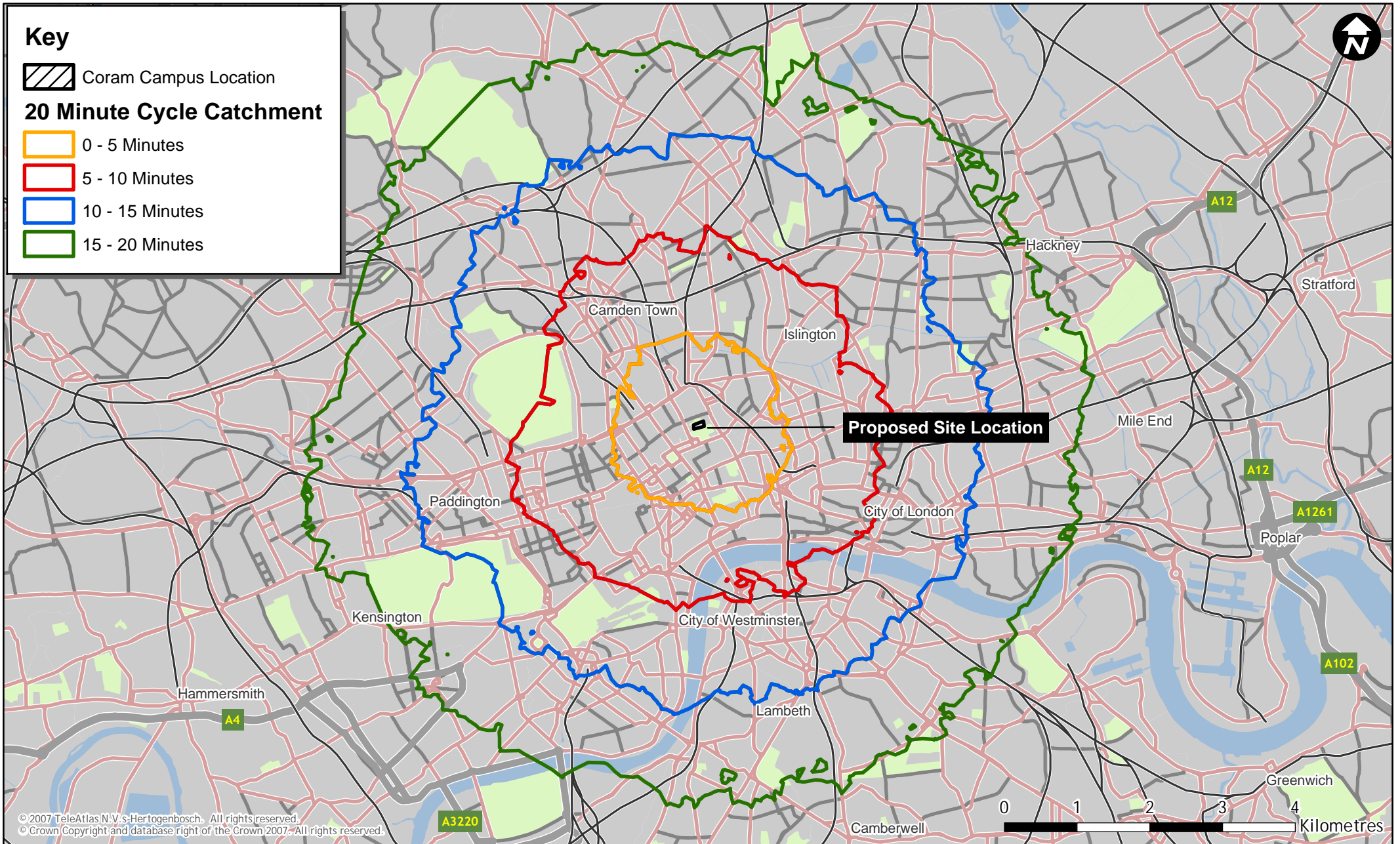




**Coram Campus**  
 Figure 2. (: Local Cycle Routes

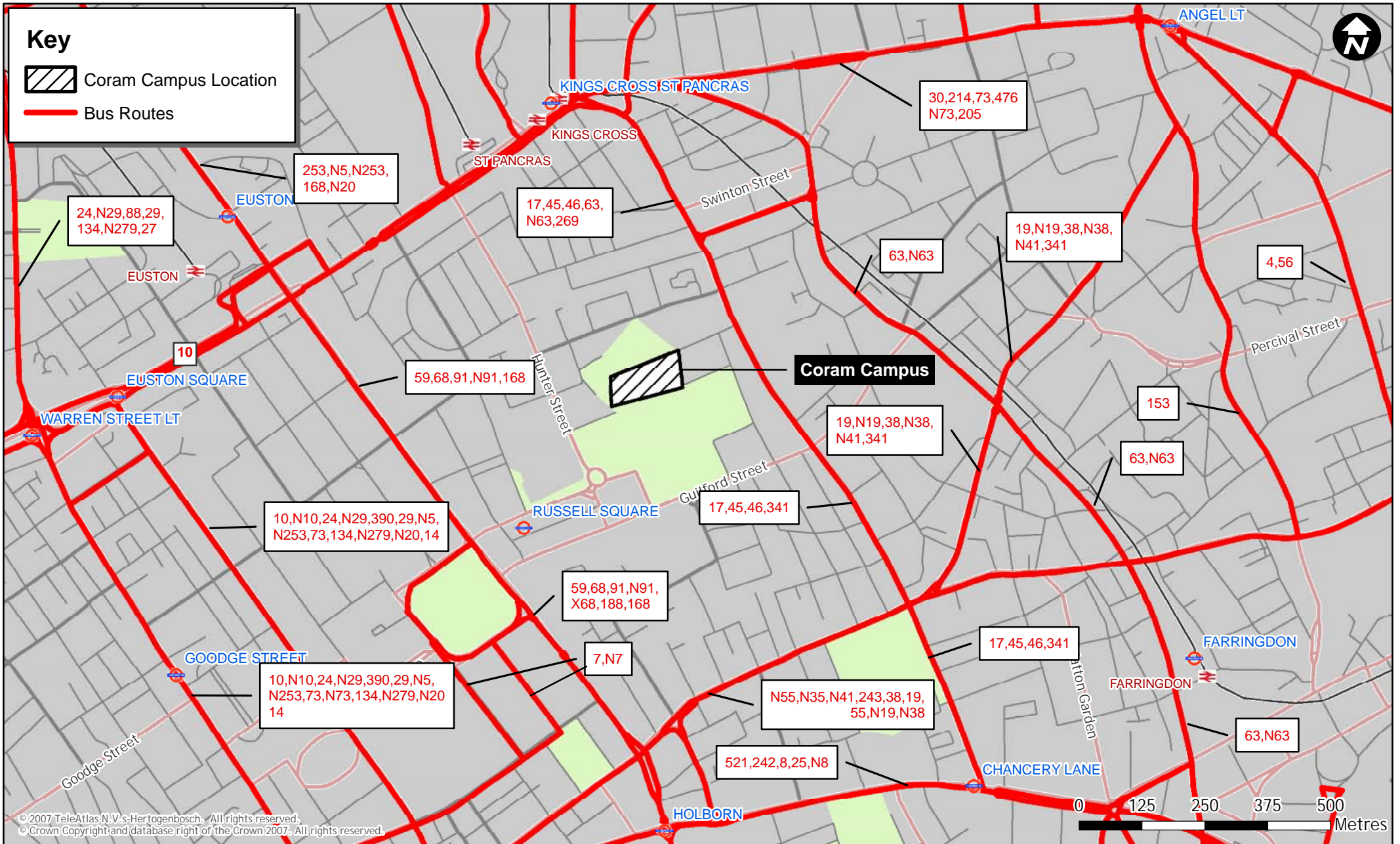
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**Corum Campus**  
 Figure 2.) Cycle Catchment Map

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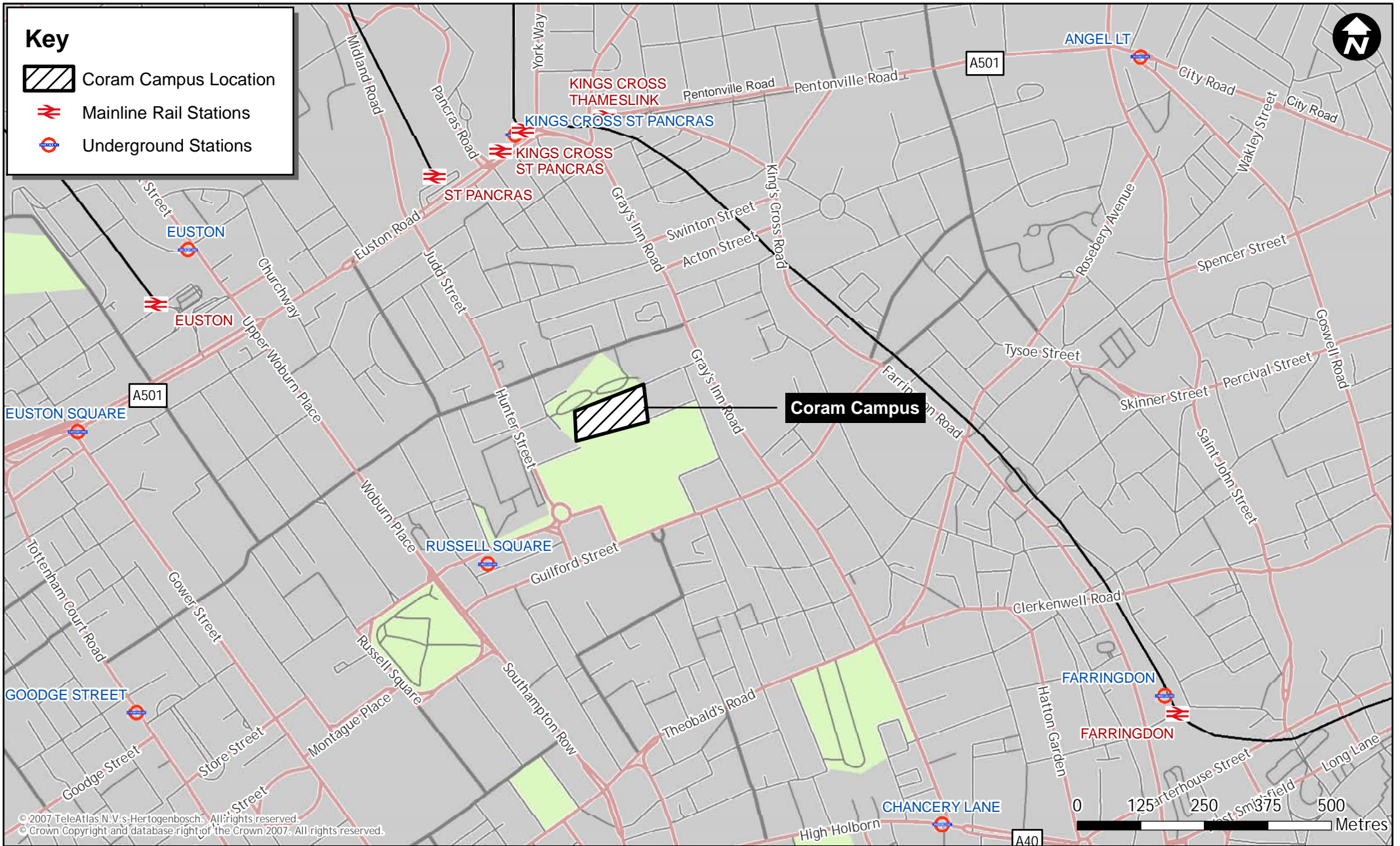
## Coram Campus

Figure 2. \*: Local Bus Services



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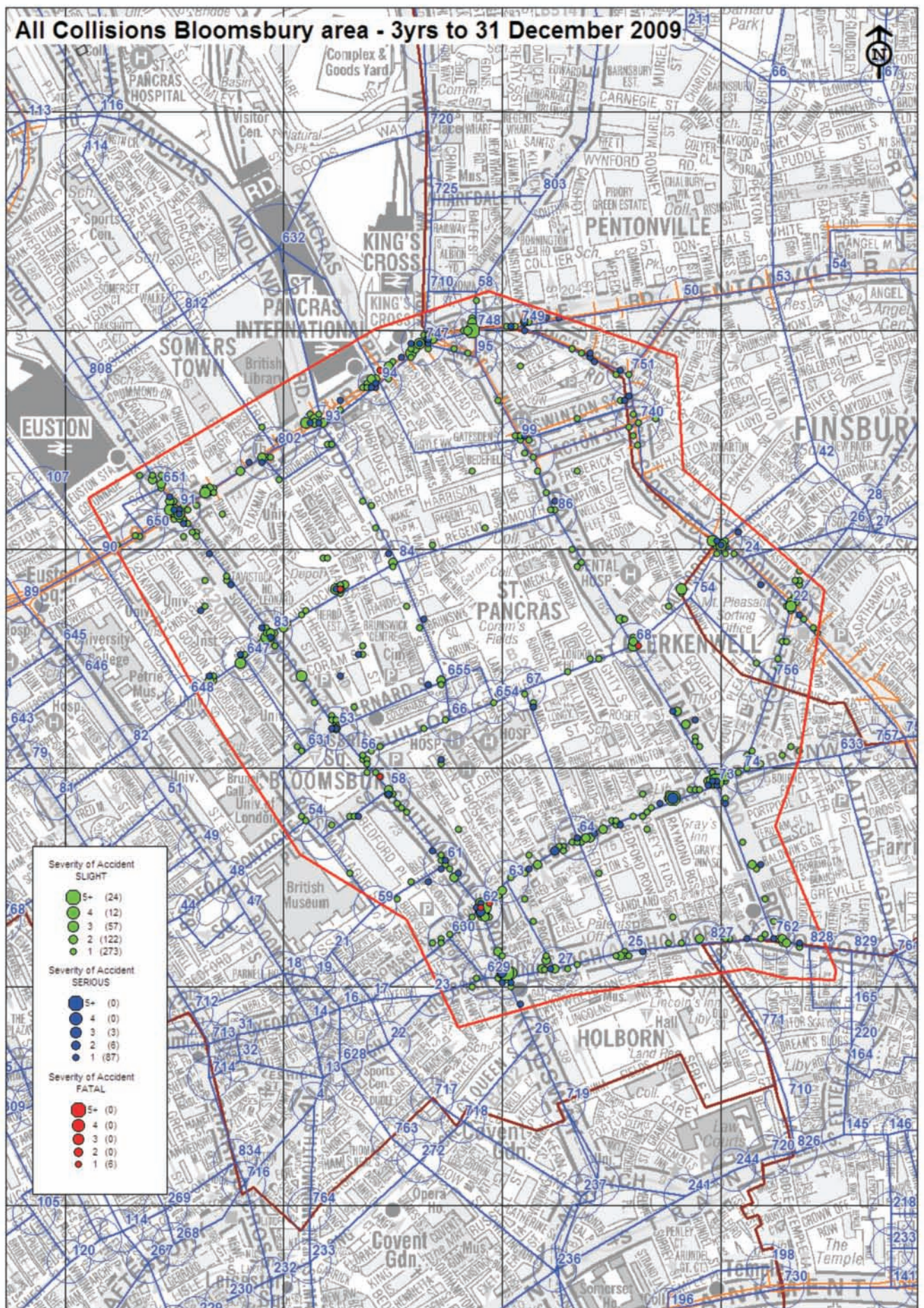
# **Coram Campus**

Figure 2. +: Locations of London Underground and Mainline Rail Stations



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## Coram Campus

Figure 2.8: Locations of Personal Injury Accidents (2007-2009)



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EJB

Last Updated:  
26/07/2010

Revision:



### 3 Policy Review

#### Introduction

- 3.1 The planning application is for the construction of the NEB on the site of the existing Gregory House Nursery, the old swimming pool and the Mortuary. We have reviewed the relevant national, regional and local transport policies for the London Borough of Camden below.

#### National Policies and Legislation

##### *Planning Policy Guidance 13 (PPG13): Transport, (2001)*

- 3.2 The objectives of Planning Policy Guidance 13 is to integrate planning and transport at the national, regional and local levels to:
- Promote sustainable transport choices for carrying people and freight;
  - Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and
  - Reduce the need to travel, especially by car.
- 3.3 PPG13 recognises that the car plays an important role for some journeys, particularly in rural areas, but there are circumstances when more sustainable modes of transport should be encouraged through widening transport choices, improving the provision and encouraging their use. People should be given priority over the ease of traffic movement and there needs to be adequate provision for the needs of disabled people. Furthermore, developments must be accessible so that jobs, leisure facilities and services are accessible by public transport, walking and cycling.
- 3.4 Section 3 Managing Travel Demand, paragraph 49 states that ‘The availability of car parking has a major influence on the means of transport people choose for their journeys...Reducing the amount of parking in the new development, and in the expansion and change of use in the existing development is essential ... in promoting sustainable travel choices’.

##### *Department for Transport Guidance on Transport Assessments (2007)*

- 3.5 DfT guidance on Transport Assessments, states that when preparing such reports due consideration should be given to factors such as environmental sustainability, managing existing networks and mitigating the residual impacts of traffic. The guidance is intended to assist stakeholders in determining whether an assessment may be required and, if so, what the level and scope of that assessment should be. It also provides guidance on the content and preparation of Transport Assessments and Transport Statements.

### London Policies and Guidance

#### ***The London Plan (consolidated with alterations since 2004) - Spatial Development Strategy for Greater London, 2008***

- 3.6 The London Plan was adopted in February 2004 and was updated in 2008. The London Plan is a strategic plan, which sets out the integrated social, economic and environmental framework for the future development of London for the next 15-20 years. It also looks at integrating the physical and geographic dimensions of the Mayor's other strategies including broad locations for change and providing a framework for land use management and development which is strongly linked to improvements in infrastructure especially transport.
- 3.7 Camden is located within the North London sub region along with Barnet, Enfield, Hackney, Haringey, Islington and Westminster. North London has a population of nearly 1.7 million and provides almost 1.5 million jobs. Camden is also located within the Central Activities Zone.
- 3.8 A complete review of the London Plan was announced in December 2008. A new plan for London has been proposed and it will be published at the end of 2011 or early 2012. The draft replacement Plan, dated October 2009, was out to consultation until 12 January 2010.

#### ***The Mayor's Transport Strategy (2001)***

- 3.9 The Mayor's Transport Strategy was issued in July 2001. The Mayor's vision is for London to become an exemplary world city and in doing so make London a prosperous, accessible, fair, green city as well as a city for people.
- 3.10 The following critical issues are to be tackled by the Mayor's Transport Strategy:
- Supporting London as a growing and prosperous city;
  - Promoting London as a fair city and a city for people; and
  - Making London an accessible city.
- 3.11 To make London an accessible city the Strategy suggests improvements to public transport, reducing traffic congestion and developing links to key areas of economic development. The Transport Strategy is to be progressed in conjunction with the London Plan (Spatial Development Strategy).
- 3.12 The relevant transport objectives for achieving the vision are highlighted below:
- Prosperity - Provide improved local, regional, national and international access to key employment and development locations;
  - Accessibility - Encouraging and enabling patterns of land use that support sustainable patterns of travel; and
  - Green City - Promoting the health of Londoners, including encouraging more walking and cycling.
- 3.13 The Strategy recognises that improving transport has a vital role to play in improving economic performance and the quality of life of London's residents and workers.
- 3.14 Relevant points from the Mayor's Transport Strategy include the following:

- Development should be planned and located with the aim of providing a range of attractive and convenient travel choices and promoting alternatives to car use; and
  - New high-density trip generating development should be located in areas that are, or will be made, accessible by public transport.
- 3.15 The Mayor published the 'Mayor's Transport Strategy: Statement of Intent' (MTS) in May 2009 which was open to comments until July 2009. The full draft Mayor's Transport Strategy was published for public and stakeholder consultation between 12 October 2009 and 12 January 2010 and the final MTS is due to be published in spring 2010.
- 3.16 The proposed changes identify that, without committed additional investment in transport infrastructure and services beyond 2017, the future economic, social and environment success of London could be threatened. The emerging strategy therefore aims at: changing land uses assumptions and promotes strategic Outer London Development Centres; increasing capacity to cater to the increased demand for transport of 2 million trips per day by 2031; and managing demand for transport using travel plans and congestion charging.

***Way to Go, Planning for a Better Transport, November 2008***

- 3.17 The 'Way to Go' document published in November 2008 summarises the future transport related projects and upgrades in London. It states that there will be 21 km of new Crossrail track through the heart of London, and the project will boost the overall capacity of London's public transport network by 10 per cent. Regarding the upgrades to the Underground, there will be an overall increase in capacity of the Underground systems by 30% including an increase in the capacity of the Northern Line by 20% by 2016.
- 3.18 These upgrades and capacity increases to the public transport network will benefit the new tenants in the proposed NEB through reducing overcrowding on existing transport services.

**Camden Local Planning Policies**

***Camden's Replacement Unitary Development Plan (RUDP), 2006***

- 3.19 The RUDP sets out Camden's long-term strategic goals for land use, planning policies and outlines standards used to make decisions on planning applications.
- 3.20 Section 5 deals with transport. The RUDP recognises that the links between transport and land use planning are central to achieving sustainable development in environmental, economic and social terms.
- 3.21 Within the Camden UDP (June 2006) Saved Policies version (updated June 2009) document Policy T1: A-Sustainable transport development indicates that 'The Council will grant planning permission for development that would encourage travel by walking, cycling and public transport. The council will not grant planning permission that would be dependent in travel by private motor vehicle.'
- 3.22 Policy T1: B - Transport Assessments also states that 'The Council will require applicants to provide a Transport Assessment in support of any development that

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significantly increases travel demand or would otherwise have a significant impact on travel or the transport system.'

- 3.23 The RUDP also explains policies regarding the movement of goods, such as Policy T16:B that states that 'The Council will only grant planning permission for development that involves the significant movement of goods provided that it:
- a) Is designed to accommodate goods vehicles on site;
  - b) It is located close to the Transport for London Road Network or London Distributor Roads; and
  - c) Does not involve movement of vehicles over 7.5 tonnes in predominantly residential areas.'
- 3.24 Appendix 2 of the RUDP sets out the thresholds for the requirement of Transport Assessments.
- 3.25 For B1 use the thresholds is 2,500 m<sup>2</sup>. For D1 Non-Residential institutions the document states that this is "always sought where justified by travel demand or transport conditions."
- 3.26 Appendix 6 of the RUDP outlines Camden's adopted Parking Standards. As the site is located in the Clear Zone Region, it is subject to a lower maximum level of parking provision. Table 3.1 below outlines the standards for both B1 and D1 land uses:

TABLE 3.1 B1 AND D1 LAND USE TRANSPORT POLICY STANDARDS

Vehicle Type	B1 Business Standard	D1 Non Residential Standard
Cycles	<b>Staff</b> - from threshold 500 sqm, 1 space per 250 sqm or part thereof <b>Visitor</b> - from threshold 500 sqm, minimum of 2 + additional spaces to bring total to 10% of visitors at any time	<b>Staff</b> - from threshold 500 sqm, 1 space per 250 sqm or part thereof <b>Visitor/Student</b> - from threshold 250 sqm, 1 space per 500 sqm or part thereof
Disabled Parking	<b>Staff</b> - 1 space per disabled employee or from threshold of 2,500 sqm, 1 space per 20,000 sqm <b>Visitor</b> - from threshold 2,500 sqm, minimum of 1 + additional spaces to bring total to 5% of visitors at any time	<b>Staff</b> - 1 space per disabled employee or from threshold of 2,500 sqm, 1 space per 20,000 sqm <b>Visitor/Student</b> - from threshold 2,500 sqm, 1 space per 500 sqm
Service vehicle	One bay 3.5m x 16.5m , or one 3.5m x 8m where servicing agreement secured in Travel Plan, required above 2,500 sqm	No minimum - provision in basis of negotiation supported by Transport Assessment
Coaches	N/A	
Taxis	N/A	
Other staff/operational parking	Maximum of 1 space per 1,500 sqm.	Maximum of 1 space per 1,500 sqm.

***Camden's Planning Guidance, 2006***

3.27 Section 47 of the Guidance sets out the Council requirements for Transport Assessments which includes:

- TA1 - Description of development;
- TA2 - Description of base networks;
- TA3 - Trip generation;
- TA4 - Trip assignment;
- TA5 - Vehicular access and circulation;
- TA6 - Pedestrians and cyclists;
- TA7 - Public transport;

- TA8 - Road network;
  - TA9 - People with a transport disadvantage;
  - TA10 - Environmental impact; and
  - TA11 - Conclusions and recommendations.
- 3.28 Section 48 details the information required for Workplace Travel Plans, School Travel Plans and Residential Travel Plans. This is discussed more in the Travel Plan also produced as part of this application.
- 3.29 Section 49 addresses vehicle access to sites, car parking and servicing and Section 50 of the Guidance addresses waste and recyclables - onsite storage.
- 3.30 The purpose of this guidance is to ensure that appropriate storage for waste and recyclables is provided for development in the Borough to enable and encourage recycling, and to ensure that waste and recycling facilities have minimal impacts on their environment. To meet this purpose developments should:
- accommodate both recycling and residual waste;
  - provide adequate capacity for production rate and collection frequency;
  - be safe and accessible for users and collectors, as well as passers-by, including older persons and persons with disabilities;
  - be located and designed so as to minimise nuisance to users and neighbours;
  - be in keeping with design of development; and
  - allow for reasonable changes to collection services in the future.
- 3.31 The Guidance includes dimensions for different types of bins. For non-residential development, the Guidance states that external storage should be provided for recyclable and non-recyclable waste. External waste storage areas:
- should be in an enclosed chamber that can be accessed from outside the building. They should be secured to protect them from disturbance by vermin and scavengers.
  - should not be located near ground storey windows. They should be located within 10 metres of an external access.
  - must be safe for users by being well lit and visible from public vantage points and nearby dwellings / tenancies.
  - should be unroofed unless they are fully enclosed and secured.
- 3.32 External storage areas and collection points must be as close as possible to, and preferably within 10 metres of, a place suitable for a collection vehicle to stop. Storage facilities must be at or near street level, and should be accessible via appropriately sized and graded ramps to allow bins to be wheeled to and from the collection point easily. External storage facilities and their contents should not impede pedestrian or vehicular access on public thoroughfares or to and from buildings. Waste and recyclables from residential and commercial components of a development must be stored separately, but they should be stored using the same container type to facilitate ease of collection.

***Camden's Green Transport Strategy: Climate Change and Travel in Camden, 2008-2012***

- 3.33 LBC's Integrated Green Transport Strategy sets the policy context aiming to reduce the amount of carbon dioxide emissions from transport activities to help tackle climate change, improve air quality, health, safety and mobility. Any development within Camden must be in accordance with this principle. The aims of this green transport strategy, amongst others, are to:

- Encourage greener transport alternatives; and
- Reduce the environmental impacts of new developments

- 3.34 Section 1.3 of the strategy states that in order to promote travel choice and reduce the impact of new developments, the council will promote, amongst others, the following:

- Business Travel Plans;
- Construction Management Plans;
- Servicing Management Plans;
- Transport Assessments; and
- Cycle Parking.

- 3.35 Section 1.3 details reducing the impacts of new developments and indicates that 'Developments must be located and designed in such a way as to reduce reliance on less sustainable modes of transport... and to increase the opportunity for people to use more sustainable modes'.

***Camden Emerging Core Strategy, 2009***

- 3.36 Camden's emerging Core Strategy has been submitted to the Secretary of State and is currently undergoing examination by an independent planning inspector.
- 3.37 There are a number of policies that relevant to this application including CS3 - Other highly accessible areas and CS11 - Promoting sustainable and efficient travel.
- 3.38 Policy CS3 states that the Council will promote appropriate development in the highly accessible areas of Central London (outside the growth areas of King's Cross, Euston, Tottenham Court Road and Holborn) into which this development proposal falls.
- 3.39 Policy CS11 that the council will promote the delivery of transport infrastructure and the availability of sustainable transport choices. The proposals support this by encouraging walking and cycling through the Travel Plan measures, and restricted car parking provision without affecting disabled provision.

***Camden's Development Policies, 2009***

- 3.40 Camden's Development Policies document was submitted to the Secretary of State at the same time as the core strategy and is currently undergoing examination by an independent planning inspector. This also includes a number of policies relevant to the proposals, including DP16 - the transport implications of

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development, DP17 - walking, cycling and public transport, and DP18 - parking standards and limiting the availability of car parking.

- 3.41 Policies DP16 and DP17 encourage movements to, from and within development sites that support walking, cycling and public transport links, as well as safe pick up and drop off and waiting areas, as supported by these proposals. Policy DP18 supports the need for minimising car parking provision and maximising cycle parking provision; again supported by these proposals.



## 4 Development Proposals

### Coram Campus Development Proposals

- 4.1 The development is for the NEB, which will be constructed at the site of the existing Gregory House and Old Swimming Pool and Mortuary.
- 4.2 The NEB comprises three floors with a gross floor area of 3,670m<sup>2</sup>. The new building will have more than one occupier associated with Coram which will include an area for the Coram Foundation itself. The new development is expected to house a mix of B1 office and D1 education, research and training facility flexible space. It will also include a Ancillary Caretakers flat at 85m<sup>2</sup>. The proposed opening year is 2012. Whilst the split between B1 and D1 land use is still to be confirmed, to allow an assessment to be undertaken of the transportation impacts of the proposals, the worst case in terms of trip generation has been assessed.
- 4.3 One of the integral aims of the proposals is to provide an accessible environment for all users.
- 4.4 The development will promote walking and cycling through information, through the provision of cycle parking and through the nature of on-site activities (i.e. nursery and children's play areas). It will aim to provide convenience and safety to pedestrian users of the site paying particular attention to the needs of the disabled.
- 4.5 Based on the UDP standards, Table 4.1 sets out the required number of parking spaces required. There is therefore to be 20 cycle parking spaces proposed as part of the development, with 26 car parking spaces on site, of which six (four standard and two disabled) are within the red line of the application.

**TABLE 4.1 PARKING REQUIREMENTS**

Vehicle Type	D1 Required Provision (3,670m <sup>2</sup> )	Total
Cycles	Staff: 13 + Visitor: 7 = Total: 20	20 spaces
Disabled Parking	Staff: 1 + Visitor: 1 = Total: 2	2 disabled spaces are currently provided at the Campus which can be used if required.
Service vehicle	No minimum, but one should be provided	1 for use by both land uses
Other staff/operational parking	2	2 maximum

### Car Parking

- 4.6 As part of the development proposals the number of car parking spaces within the red line boundary will be reduced to six spaces (four standard and two disabled).
- 4.7 The existing twenty spaces provided to the west of the site will remain. As part of the landscaping proposals for the NEB the two disabled spaces currently provided outside the Gregory House building will need to be relocated. These will be provided to the east of the site, and along with the construction of a new electricity sub-station would mean the removal of two existing car parking spaces. A preliminary design is shown in Appendix C. Some staff members are provided with permits as the use of cars is required for home visits.
- 4.8 The parking requirements for the NEB would be accommodated within the existing provision.

### Pedestrian Access

- 4.9 The pedestrian access to the site will be via the existing entrance at Mecklenburgh Square in the east and Brunswick Square to the west.

### Cycle Parking

- 4.10 The existing twelve cycle parking spaces outside the Old Swimming Pool and Mortuary building will be relocated as part of the development proposals.
- 4.11 According to the UDP parking standards, a total of twenty cycle parking spaces will be required. This includes 13 cycle parking spaces for staff and a further seven

cycle parking spaces for visitors, bringing the total to 20 spaces required for the D1 use.

- 4.12 It is anticipated that the locations of the proposed cycle parking spaces will be secured as part of the S106. Showers and changing facilities for cyclists will also be provided within the detailed design of the NEB.

#### **Servicing Provision**

- 4.13 A servicing/delivery bay will be provided as part of the development proposals for the NEB. One of the existing ten car parking spaces to the east of the site will be lost to provide additional bin storage required for the NEB.
- 4.14 Refer to Chapter 7 for further details on the proposed servicing/waste arrangements.

## 5 Trip Generation

- 5.1 This chapter outlines the number of trips that are estimated to be generated by the new development.

### Existing Site Trip Generation

- 5.2 The Assistant Estates Manager at Coram Campus has informed Steer Davies Gleave that a maximum of 250 staff could be on-site on any one day, with 60-80 staff typically on-site. However, the number of staff does vary from day-to-day.
- 5.3 There are also approximately 300-500 visitors to the Coram site each day. Therefore, in total, there will be a maximum of 750 people accessing the site on any one day. This information has been used to estimate the trip generation of the existing site, using a first principle's technique.
- 5.4 It has been assumed that across the whole day each person makes 1.5 trips inbound and 1.5 trips outbound, accounting for arriving, departing and lunchtime. Therefore the total number of inbound and outbound trips during the day are 1,125, with the total number of two-way trips across the day amounting to 2,250.
- 5.5 As no daily profile of the estimated trips are available, a factor has been applied to estimate the number of trips that will occur in the AM and PM peak hours. A factor of 25% of the daily trip rate has been applied to both the AM peak inbound trips and the PM peak outbound trips, whilst a factor of 5% of the daily trip rate has been applied to both the AM peak outbound trips and the PM peak inbound trips. These factors have been used to ensure a worse case assessment.
- 5.6 The estimated trip rate that has been calculated is shown in Table 5.1.

**TABLE 5.1 ALL PERSON TRIP RATE FOR EXISTING SITE (PER 100M<sup>2</sup>)**

Time Period	In	Out	Total
AM Peak Hour (0800-0900 hours)	281	56	337
PM Peak Hour (1700-1800 hours)	56	281	337
<b>Daily</b>	<b>337</b>	<b>337</b>	<b>674</b>

### Proposed Development Trip Generation

- 5.7 Trip rates have been derived from the TRAVL database to calculate the future trips for the NEB. Similar sites for both the D1 and B1 uses have been selected. Table 5.2 summarises the site selected and the associated total person trip rates.