

Briefing Note



Design and Access Statement

April 2010

Introduction

Background

This Design and Access Statement has been prepared by Indigo Planning to accompany an application for Listed Building Consent made on behalf of London Overground Rail Operations Limited (LOROL). Any impact on the listed building in relation to the proposed works is fully addressed within the Listed Building Statement accompanying the application.

The site address is: Camden Road Railway Station, Bonny Street, Camden, NW1 9LS.

The site is owned by Network Rail of which LOROL, the applicant, are the tenants. The application seeks Listed Building Consent for minor works to the listed building including the installation of CCTV cameras, installation of an induction loop system, installation of new platform lighting, upgrading of customer information system in the booking hall, moving a fence along platform 2, installation of tactile paving, installation of new double handrails to stairs and minor changes to the station's signage.

Description of the Site

The site comprises the Grade II listing which applies to all aspects of the station. Access to the station is via a single bay entrance at a front which is set on an angle to Camden Road and Bonny Street. The Camden Road elevation is characterised by a shopfront at ground floor.

The station comprises the station building, including the ticket office and has two platforms with shelters on each. The interior listing notes a triangular booking hall. The booking office was replaced in 1984 is described in the listed building description as being of no interest.

Photographs depicting the site layout and internal finishes of the building are located within the Photo Brochure which accompanies this application.

The site is bound by the residential properties located on Ivor Street and Royal College Street to the north, Bonny Street to the South, Camden Road (A503) to the east and Camden Street (A400) to the west.

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Design

CCTV

A new CCTV system is to be installed at Camden Road Station. The applicant, LOROL, are contractually obliged to provide a minimum of 90% surveillance coverage within the booking hall and platforms and 100% coverage for all entrances and exits. The installation of this system will enable LOROL to achieve this requirement. Surveillance of the station through the presence on cameras increases the perception of safety and lessens the fear of crime which will improve customers travelling experience.

Customer Information System

The Customer Information System provides passengers with up to date information regarding the station's train services. This will replace the existing small screen which does not cater for customers with visual impairments. The screen will show next train information and is capable of showing up to two services over two pages. This is a common feature of many train stations.

Induction Loop

The induction loop system will be installed within the booking hall and both platforms to provide an assistive listening facility for individuals with Inductive Loop Pick-up hearing aids. The Disability Discrimination Act 1995 requires the provision of an induction loop where reasonably possible. The loop will improve the travel experience for passengers who are deaf or hard of hearing.

New Signage

Minor changes in signage are proposed in order inform passengers of relevant information. This includes a number of different types of signs including framed posters. The external poster frames are to be new style JANSEN poster frames, with internal frames and those sheltered by platform canopies are to be TFL poster frames. Signage is typically found within station buildings and the minor addition of further signage will not detract from the traditional appearance of the station building.

Lighting

It is proposed to upgrade the lighting system at the station to improve the level of lighting. The historic lighting which is present on the booking hall ceiling is to be retained.

On platform 2 it is proposed to erect seven new light columns with a further two new light columns on platform 1. These will replace the existing columns and are to be arranged in a straight line in order to improve appearance and

usability of the platforms for passengers. In addition to the new columns on platform 1, luminaires will also be mounted on the canopy over the platform, fixed to the existing suspended trunking.

Fence

A new 2m high closeboard timber fence, stained black is to replace the existing fence on platform 2, but to reposition a further 20m along the platform. This will create an extension of the usable area of the platform for passengers in order to accommodate a new fleet of longer trains which are to be introduced.

Stair Handrail

It is proposed to retain the existing central handrail to the stairs leading to the platforms, but to replace the outer handrails will be replaced with new double handrails set at heights of 600mm and 900mm. The proposed double handrail will be in tubular form and made of orange polymer alloy so that it is warm to touch during all weather conditions.

Tactile Paving

Two types of tactile paving are proposed to be installed at the station, the Gripfast tile and Visul tile. Both tiles are used to warn the visually impaired of the presence of hazards.

The Gripfast tile is manufactured from durable glass reinforced polyester and comprises rounded bars that run transversely across the direction of pedestrian travel providing a different walking surface to alert the pedestrian to the hazard.

The Visul tile is manufactured from acrylic and has been specifically designed for use on underground and undercover railway platforms. The tiles consist of a raised surface to alert the pedestrian to the hazard.

Access

Site Access

Access to the site and the booking hall within the station building will remain as existing.

The site is within an area of mixed uses and the station serves the surrounding residents and commuters with good vehicular and pedestrian access via Camden Road (A503) and Camden Street (A400).

The site itself, as a station, provides London Overground services to Richmond (westbound) and Stratford (eastbound).

London Bus services provide further interconnectivity of the site with east and

west bounds stops located in close proximity to the site on Camden Road (A503) and Camden Street (A400). Route numbers: UL1, 29, 46, 168 and 253 provide morning, day and evening services and route numbers: C2, 134, 214 and 274 provide 24hr services. These routes provide services within the Borough of Camden as well as connecting the surrounding areas of Central and Greater London.

Internal Access

The introduction of a hearing loop, new customer information system and additional lighting will improve the inclusive access for all passengers including deaf passengers and those with visual impairments.

New signage will be used to inform customers of access to, from, and within the station.

It is proposed to retain the central handrail on the stairs leading to the platforms, but to replace the replace the outer handrails with a double handrail in order to comply with disability standards. Step free access is available to the booking hall. However, there is currently no step free access to the platforms.

The relocation of the fence on platform 2 will allow for increased access along the platform, improving the ease of boarding the train.

Two types of tactile paving are proposed. The Griplast tile is proposed at the top and bottom of the stairs with a Visul tile along the platform edge. The tiles are design to warn the visually impaired of the presence of hazards, in this case the stairs and platform edges. The installation of these tiles will allow the station to comply with DDA and Part M of Building Regulations.