Diamondpool Limited

18 & 20-28 Hatton Wall

Transport Statement

Final Report

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Job No. H080066

Report No. 1

Prepared by SE

Verified JP

Approved by LEB

Status Final

Issue No. 1

Date 2 April 2008

18 & 20-28 Hatton Wall

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Contents Amendments Record

This document has been issued and amended as follows:

Status/Revision	Revision description	Issue Number	Approved By	Date
Draft		1		17/01/2008
Draft	Reformatting	2		06/02/2008
Draft	Project team comments; revised floor areas	3		18/03/2008
Final	Project team comments; revised floor areas	1	LEB	02/04/2008

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1 Introduction

General

1.1 JMP Consultants Limited (JMP) has been commissioned by Diamondpool Limited (Diamondpool) to prepare a Transport Statement (TS) Report in support of a planning application for the redevelopment of the site at 18 & 20-28 Hatton Wall, London, EC1N 8JH (the 'Site'), in the London Borough of Camden (the 'Borough').

1.2 The Local Planning Authority and Local Transport or Highways Authority is the London Borough of Camden (LBC).

1.3 The aim of a TS Report is to provide a thorough and accurate presentation of the transport issues and conditions which surround the proposed development. The TS Report contributes to the wider process of gathering information and assessing the Site for redevelopment in submission of a planning application.

1.4 The Site at 18 & 20-28 Hatton Wall is currently comprised of an existing building at 20-24 Hatton Wall used as offices (B1a Use Class) and workshops (B1c Use Class), and numbers 26 and 28 Hatton Wall comprising a ground floor retail unit (A1 Use Class) with additional offices above (B1a Use Class).

1.5 The planning application is for the redevelopment of the Site to a mixed-use scheme comprising offices (B1a Use Class) and jewellery workshops (B1c Use Class) at 20-24 Hatton Wall; a ground floor retail unit (A1 Use Class) and three residential units (C3 Use Class) at 26-28 Hatton Wall; and a ground floor retail unit (A1 Use Class) at number 18 Hatton Wall. The retail units will be located on the ground floor for ease of access to the public realm.

1.6 It is proposed that the land uses within the development will be allocated as follows:

- Office (B1a Use Class) – 3,417m^2 Gross External Area (GEA);
- Workshop (B1c Use Class) – 646m^2 GEA;
- Residential (C3 Use Class) – Three residential units / 337m^2 GEA; and
- Retail (A1 Use Class) – 235m^2 GEA.

Planning History

1.7 It is understood that planning consent has already been granted for earlier development proposals at the Site, and that the consented office space floor area is greater than the current proposed office floor area. Planning consent was previously granted for the Site on 29 October 2003 (Application reference no.: PWX0104353/R1) and 16 February 2005 (Application reference no.: 2004/4957/P).

1.8 **Table 1.1** below summarises the GEA for the existing development, consented development and proposed development at the Site. It also shows the net change in floor area between the existing, consented and proposed developments.

Table 1.1 Existing, Consented and Proposed GEA for the Site

Land Use	1. Existing GEA (m^2)	*Net Change 1-2 (+/-) (m^2)*	2. Consented GEA (m^2)	*Net Change 2-3 (+/-) (m^2)*	3. Proposed GEA (m^2)	*Net Change 1-3 (+/-) (m^2)*
Office (B1a)	2,682	*1,474*	4,156	*-739*	3,417	*735*
Workshop (B1c)	563	*-292*	271	*375*	646	*83*
Residential (C3)	N/A	*320*	320	*17*	337	*337*
Retail (A1)	202	*103*	305	*-70*	235	*33*
Total	**3,447**	*1,605*	**5,052**	*-417*	**4,635**	*1,188*

Source: Derived from DP9 Planning Consultation Design Report, 16 April 2007, Section 9, p. 24.

Report Scope & Structure

1.9 Detailed and comprehensive pre-application discussions have taken place between LBC Planning Officers; Tate and Hindle Design Limited (Tate and Hindle), the Project Architect for the scheme; and DP9, the Project Planning Consultant for the scheme. A pre-application meeting was held at LBC offices on 19 June 2007 between LBC, Tate and Hindle and DP9 to discuss the current development proposals. It is understood that, further to this meeting, a Section 106 Agreement will be required to secure the car-free nature of the development, the preparation of a Travel Plan, and a developer contribution towards any alterations to the public realm as a result of the development. Details and a minute of this meeting are included at **Appendix A** for information.

1.10 Further pre-application scoping discussions have taken place between JMP and LBC Planning and Highways Officers to discuss the potential transport and highways issues relating to the development proposals. A pre-application scoping meeting was held at LBC offices on 15 October 2007 between JMP (Jane Powers and Stephen Evans), LBC Highways (Jonathan Morris) and LBC Planning (Stuart Minty, the Case Officer for the application). Details of these discussions are included at **Appendix B** for information.

1.11 The Department for Transport (DfT) / Department for Communities and Local Government (DCLG) *Guidance on Transport Assessment* (GTA) (Appendix B), published in March 2007, offers indicative thresholds on when a TS Report or a more detailed Transport Assessment (TA) Report might be required.

Office & Workshop Land Uses

1.12 The GTA document provides the following guidance for B1 Use Class ('Business'), including B1a Use Class ('Offices') and B1c Use Class ('Light industry'):

- Less than 1,500m^2 Gross Floor Area (GFA) – no assessment necessary;
- 1,500m^2 to 2,500m^2 GFA – TS Report may be required; and
- More than 2,500m^2 GFA – TA Report may be required.

1.13 The total proposed floor area for the B1a and B1c Use Classes is 4,063m^2 and is 4,635m^2 for all Use Classes. Therefore, according to the GTA a TA Report may be required on the basis of office / workshop floor area alone. However, there is a net decrease in floor area of 364m^2 (B1a and B1c Use Classes only) between the consented and proposed schemes, as shown in Table 1.1 above.

Residential Land Use

1.14 The GTA document provides the following guidance for C3 Use Class ('Dwelling houses'):

- Less than 50 units – no assessment necessary;
- 50 to 80 units – TS Report may be required; and
- More than 80 units – TA Report may be required.

1.15 It is noted from the above that on the basis of the number of residential units alone, no assessment would be necessary.

Retail Land Use

1.16 The GTA document provides the following guidance for A1 Use Class ('Food retail'):

- Less than 250m^2 GFA – no assessment necessary;
- 250m^2 to 800m^2 GFA – TS Report may be required; and
- More than 800m^2 GFA – TA Report may be required.

1.17 The GTA document provides the following guidance for A1 Use Class ('Non-food retail'):

- Less than 800m^2 GFA – no assessment necessary;
- 800m^2 to 1,500m^2 GFA – TS Report may be required; and
- More than 1,500m^2 GFA – TA Report may be required.

1.18 It is noted from the above that on the basis of the retail floor area alone, no assessment would be necessary.

Agreed Report Scope

1.19 Further to the initial pre-application scoping discussions between JMP, LBC Highways and LBC Planning; and given the overall net reduction in the office (B1a Use Class) and total floor areas compared with the existing consented scheme, it has been agreed that a TS Report, based upon the Transport for London (TfL) *Transport Assessment Best Practice Guidance Document*, published in May 2006, is required to support a planning application for the Site.

Report Structure

1.20 Following this introductory section, the TS Report is structured as follows:

- **Section 2** – Provides the current and emerging policy context of the development proposals;
- **Section 3** – Describes the existing conditions prevalent at the Site and in the surrounding area, which were informed by a Site audit;
- **Section 4** – Summarises the development proposals and provides a comparison between the existing, consented and proposed floor areas;
- **Section 5** – Presents the results of the trip generation exercise for the development proposals;
- **Section 6** – Presents outline draft Construction Management Plan (CMP) Heads of Terms for the development;
- **Section 7** – Presents an outline Site-specific Access & Servicing Strategy for the development;

- **Section 8** – Provides a Site-specific Transport Strategy for the development and outlines draft Travel Plan Heads of Terms; and

- **Section 9** – Summarises and concludes the issues raised by, and main findings of, this TS Report.

1.21 All technical appendices (A to M) are included at the end of this TS Report for information.

2 Policy Review

General

2.1 This section of the TS Report reviews the current and emerging integrated land use and transport planning policy context of the development proposals for the Site. It examines the relevant national (e.g. PPG13), regional (i.e. London-wide) and local (i.e. Borough-wide) policies.

National Policy

Planning Policy Guidance Note 13: Transport (PPG13)

2.2 The Government's *Planning Policy Guidance Note 13: Transport* (PPG13), published in March 2001, encourages the integration of planning and transport at all levels, from national to local, and is underpinned by three stated objectives to (4):

- *Promote more sustainable transport choices for both people and for moving 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*.

2.3 PPG13 notes that, "by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking and cycling".

2.4 PPG13 advises local authorities to, *inter alia* (6):

- *Ensure that development comprising jobs, shopping, leisure and services offers a realistic choice of access by public transport, walking and cycling, recognising that this may be less achievable in some rural areas*;
- *Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys*;
- *Give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses*; and
- *Ensure that the needs of disabled people – as pedestrians, public transport users and motorists – are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments*.

2.5 PPG13 states that TA Reports, which replace Traffic Impact Assessments (TIAs), should be prepared and submitted alongside the relevant planning application for development (23). PPG13 advises that the coverage and scale of a TA Report should reflect the scale of development and the extent of the transport implications of the proposals.

2.6 PPG13 states that for major proposals, "the assessment should illustrate accessibility to the Site by all modes and the likely modal split of journeys to and from the Site. It should also give details of proposed measures to improve access by public transport, walking and cycling, to reduce the need

for parking associated with the proposal and to mitigate the transport impacts. Where appropriate, a Travel Plan should be included" (23).

2.7 PPG13 recognises that the availability of car parking has a major influence on the means of transport people choose for their journeys (49). PPG13 states that reducing the amount of parking in new development is essential, as part of a package of planning and transport measures to promote sustainable travel choices. It also states that car free residential developments should be considered where non-car modes provide sufficient access. PPG13 also notes that the amount of good quality cycle parking in developments should be increased to promote more cycle use.

2.8 Local authorities are therefore advised to (51):

- *Ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices*;
- *Require developers to provide designated parking spaces for disabled people in accordance with current good practice*;
- *Require convenient safe and secure cycle parking in development at least at levels consistent with the cycle strategy in the local transport plan*; and
- *Consider appropriate provision for motorcycle parking*.

2.9 With respect to more sustainable alternative travel modes, PPG13 advises local authorities to (75 & 79):

- *Encourage…employers to promote walking/cycling to and from…places of work, ideally in the context of Site-specific Travel Plans*; and
- *Seek the provision of convenient, safe and secure cycle parking and changing facilities in developments…* .

2.10 PPG13 (75) recognises the importance of encouraging walking. It states that, "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car. Local authorities should use their planning and transport powers to give greater priority to walking, as set out in the Governments national guidance Encouraging Walking: Advice for Local Authorities (March 2000)".

2.11 PPG13 promotes the role of travel awareness and the use of Travel Plans (87). The role of Travel Plans in the delivery of sustainable transport objectives is noted (88), including:

- *Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling*;
- *Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists*; and
- *More environmentally friendly delivery and freight movements*.

2.12 PPG13 advises that Travel Plans should have measurable outputs and should set out the arrangements for monitoring the progress of the plan (90).

Regional Policy

Mayor of London's Spatial Development Strategy

2.13 First published in February 2004, and republished in February 2008 consolidating changes since February 2004, The *Mayor of London's Spatial Development Strategy* (hereupon referred to as the *London Plan*) provides the strategic plan for the future development of London over a 15 to 20 year timeframe.

2.14 Policy 2A.1 seeks to promote sustainable development and identifies a range of sustainability criteria, including:

- *Optimising the use of previously developed land and vacant or underdeveloped buildings*;
- *Ensuring that development occurs in locations that are currently, or are planned to be, accessible by public transport, walking and cycling*;
- *Ensuring that development occurs in locations that are accessible to town centres, employment, housing, shops and services*; and
- *Taking account of the suitability of Sites for mixed use development and the contribution that development might make to strengthening local communitie*s.

2.15 Chapter 3C of the *London Plan* concerns Objective 5 to improve London's accessibility. Policy 3C.1 concerns the integration of transport and development and it seeks to reduce the need to travel, especially by car; it states that parking provision should reflect levels of public transport accessibility. Restraint based car parking proposals conform to Policy 3C.1.

2.16 Policy 3C.21 aims to promote improved conditions for walking by ensuring that pedestrian access from new developments to public transport access points and key developments are "safe, convenient [and] accessible".

2.17 Policy 3C.22 seeks to encourage the provision of sufficient, secure cycle parking within developments.

2.18 Policy 3C.23 of the *London Plan* seeks to ensure that on-Site car parking at new developments is the minimum necessary, and that no over-provision is offered which could undermine the use of more sustainable modes. The proposed car parking provision as part of the development proposals conform to Policy 3C.22.

2.19 Table A4.2 (p. A21) of Annex 4 of the *London Plan* specifies with regard to residential car parking provision, a maximum of "1 to less than 1 space per unit", and in addition states that, "The needs of disabled residents will need to be taken into account in developments with low car parking provision, so that adequate spaces, either on site or convenient dedicated on-street spaces, are identified for occupants".

Mayor of London's Transport Strategy

2.20 The *Mayor of London's Transport Strategy* (the 'Strategy'), published in July 2001, sets out a vision of London as an exemplary sustainable world city is underpinned by five overarching objectives to make London a prosperous, accessible, fair and green city for people (3.6). Specifically, the Mayor seeks to make London an accessible city by (3.9):

- *Encouraging and enabling patterns of land use that support sustainable patterns of travel*;

- *Integrating transport, spatial development and economic development policies to ensure sustainable access for people and goods*;
- *Identifying and creating locations with good public transport access to encourage the appropriate scale, form and type of development in ways that reduce car travel*; and
- *Improving travel choice and quality*.

2.21 Proposal 4J.7 of the Strategy seeks to encourage cycling through the provision of good cycle access to the development, the installation of secure cycle parking, and showers, lockers and changing facilities.

Local Policy

LBC Replacement Unitary Development Plan (UDP)

2.22 The LBC *Replacement Unitary Development Plan* (UDP), adopted in June 2006, replaces the original UDP for Camden, published in 2000.

2.23 The UDP provides a planning framework for the Borough and sets out the aims and policies; objectives and priorities for the Borough, as contained in the *Camden Community Strategy* and other Council strategies. The *Camden Community Strategy* seeks to promote, "improvement to economic, social and environmental well-being of their areas and contribute towards sustainable development".

2.24 The UDP has been written taking into account relevant national policy frameworks, legislation and Planning Policy Guidance Notes (PPGs) / Statements (PPSs). The UDP conforms with the requirements of the *London Plan*, which seeks to develop London as an, "exemplary, sustainable world city based on strong economic growth, social inclusivity and improvements to the environment and use of resources".

2.25 The UDP seeks to:

- *Reduce the need to travel*;
- *Manage and reduce the amount of traffic on Camden's roads*;
- *Encourage forms of travel that can cause the minimum harm to the environment*;
- *Maximise the accessibility of transport*; and
- *Integrate planning and transport by steering land uses that produce a significant demand for travel to the parts of the borough that can be most easily reached by walking, cycling and public transport*.

2.26 Section 5 of the UDP, *Transport*, outlines and discusses the development of an integrated *Green Transport Strategy* for the Borough. Its overarching aim is to reduce dependence on private motor vehicles (such as single occupancy vehicular journeys) and to maximise the potential for walking, cycling, and the utilisation of public transport modes.

2.27 Section 5 outlines the Council's aims to provide:

- *Safe, convenient and attractive routes for walking and cycling*;

- *Space for secure cycle parking and storage*;
- *High quality accessible and affordable public transport services*;
- *Sufficient car parking for those people with disabilities who are unable to travel in other ways*;
- *A limited number of car parking spaces for other road users*;
- *Measures to restrict speeds and reduce the impact of motor vehicles on residential area*; and
- *Minimise harm to community safety, health and the environment from transport*.

2.28 Policy T1 of the UDP states that the Council will, "grant planning permission for developments that would encourage and provide for travel by walking, cycling and public transport. The Council will not grant planning permission that would be dependent on travel by private motor vehicles".

2.29 Section 5 states that a TA Report may be required to provide evidence on the likely impact of a proposal on the way people travel, as well as the existing capacity of the transport system to support the development alongside the cumulative impact of other developments. It also states, however, that the need for a TA Report is dependent on the scale of the proposed development.

2.30 Paragraph 5.11 of the UDP states that, "Transport Assessments provide detailed information on a range of transport conditions both before and after a development has been built. This will generally consider all aspects of travel to, and the servicing of, the development, including the demolition and construction phases in some cases".

2.31 Paragraph 5.11 continues, stating that, "Where the existing capacity of the transport system will not support the development, the Assessment should either:

- *Demonstrate that planned transport provision will create the capacity needed; or*
- *Set out measures the developer will take to secure the necessary capacity; or*
- *Set out measures the developer will take to manage demand to remove the need for extra capacity; or*
- *Set out a combination of planned provision and developer measures that will match capacity to demand."*

2.32 Paragraph 5.13 of the UDP states that where a TA is required, a Travel Plan will generally also be required. The UDP states that:

> *"The Council encourages the introduction of Travel Plans by all employers, services and facilities that attract large numbers of staff, visitors or vehicle movements. Where a Transport Assessment is required in connection with a development proposal, a Travel Plan is also required wherever demand management measures are needed to prevent a shortfall in the planned capacity of the transport system."*

2.33 Paragraph 5.14 of the UDP states that:

> *"A Travel Plan is a site-based package of measures to encourage walking, cycling and public transport and to reduce travel by motor vehicles connected to the site. It promotes green travel by employees and visitors, and also green servicing techniques, such as cycle deliveries and electric pool and servicing vehicles.*

A Travel Plan includes targets for the proportion of trips and deliveries made by each form of transport. Travel Plans are formulated by applicants and/or occupiers, in partnership with the Council and/or public transport operators where appropriate. Implementation of Travel Plans will be through a planning obligation secured under Policy SD2. Supplementary guidance includes further information on the content of Travel Plans."

2.34 Paragraph 5.15 of the UDP states that the Central London Area has been designated as a 'Clear Zone Region'. Its objectives include:

- *Reducing the impact of traffic*;
- *Reducing the number of motor vehicles and the pollution from their exhausts*;
- *Promoting the use of vehicles (including public transport and goods vehicles) which use greener fuels and reduce the amount of pollution from exhausts*; and
- *Reducing the overall demand for transport*.

2.35 The Council seeks to meet these objectives as far as possible using planning conditions and obligations to secure 'Clear Zone' measures directly related in scale and kind to each development proposed in the Central London Area.

2.36 Policy T3 of the UDP focuses on pedestrians and cyclists and states that, "the Council will only grant planning permission for developments that it considers make satisfactory provision for pedestrians and cyclists".

2.37 Policy T5 states the importance of providing convenient interchanges to encourage people to use alternative modes of transport to the private car. It states that, "the Council will not grant planning permission for development that would prejudice the safe and efficient operation of transport interchanges.

2.38 The UDP continues, stating that, with reference to Policy T5, the Council will consider:

- *Access to the facilities for pedestrians, cyclists, public transport (including bus priority measures), taxis and picking-up / setting-down by private vehicles*;
- *Secure cycle parking*;
- *Provision for the needs of people with disabilities and mobility difficulties*;
- *Passenger circulation and waiting facilities*;
- *Co-ordination of arrival / departure of different services*;
- *Provision of timetable information*; and
- *Provision of refreshments, toilets, showers and baby changing facilities*.

2.39 With regards to car parking within the Camden Clear Zone Area, Policy T8 of the UDP states that the Council will grant planning permission for car-free housing in areas of on-street parking control. Car-free housing is defined in the UDP as housing with no parking spaces on-street or on the site

other than for people with disabilities. This is designed to, "reduce the use of the private car by encouraging people to consider car-free lifestyles and, in association with other initiatives, contribute to traffic reduction".

2.40 Policy T8 states that the Council will particularly seek car-free housing or car-capped housing in the Central London Area and areas of good public transport provision. Further to this, the Council will:

- *Not issue on-street residential parking permits*;
- *Use planning obligations to ensure that future occupants are aware that they are not entitled to on-street parking permits*;
- *Not grant planning permission for developments that incorporate car parking spaces, other than spaces designated for people with disabilities, and a limited number of spaces for car-capped housing in accordance with Council's Parking Standards*.

2.41 Paragraph 5.99 of the UDP makes reference to the movement of goods by road. It highlights that when loading and unloading, servicing vehicles can cause obstruction, especially on narrow roads; can potentially cause inconvenience or compromise safety to pedestrians; can cause damage to footways and surfaces; and can be a source of noise, vibration, pollution and visual intrusion. The Council has responded to these potential issues by supporting the operation of night-time and weekend goods vehicle restrictions within London.

2.42 The Council recommends that, with reference to paragraph 5.99 of the UDP, developers can mitigate against such impacts by incorporating loading / unloading bays into their designs. The UDP states that where developments require servicing by vehicles other than cycles or cars, space for goods vehicles should be incorporated within the site wherever it is feasible. The space required for service vehicles loading and unloading is set out in the Council's Parking Standards, Appendix 6 of the UDP.

LBC Local Development Framework (LDF)

2.43 The LBC *Local Development Framework* (LDF), published in 2007, replaces the UDP, although some policies within the UDP are 'saved' and incorporated within the new LDF.

2.44 Issue 3c of the LDF, *Promoting efficient transport with reduced environmental impact*, states that, "The choices we make about when and how we travel have implication for the environment and health and safety as well as for the ease and speed of our journeys. Cycling and walking are healthier and less polluting ways to travel than using motor vehicles which produce greenhouse gases and harm local air quality".

2.45 It continues, stating that, "Camden has been a leading council in the development of policies and initiatives reduce the impact of transport on the environment (for example in promoting car-free housing and 'Clear Zones')".

2.46 The overall strategy for reducing the environmental impact of transport is set out in the LBC *Green Transport Strategy*, which contains broad transport objectives. These objectives are incorporated into the LBC *Local Implementation Plan* (LIP).

2.47 Issue 3i of the LDF, *Residents' parking*, states that:

> *"The availability of car parking can encourage travel by car, which can increase local congestion and reduce air quality in the borough. The number of parking permits*

currently issued to Camden residents exceeds the number of on-street spaces available in a number of parts of the Borough.

The council currently encourages people to live without access to a car by negotiating household developments that have a restricted supply of car-parking (that is, with a limited or zero supply of resident spaces and permits) – these are called car-capped and car-free developments.

Just over 900 of the 1,136 dwellings permitted in the borough in 2005/6 were subject to an agreement restricting car parking."

2.48 Issue 3j of the LDF, *Impact of development works on transport*, acknowledges the potential impact of construction-related traffic on the travel and transport infrastructure. It states that, "Deliveries of cranes, prefabricated structures etc can disrupt traffic for long periods, while footpaths, bus lanes and parking places may be closed where work cannot be contained within the boundary of the site".

2.49 It also states that, "Redevelopment of sites where buildings remain on three sides can close narrow streets and a series of separate developments in the same area could close a street for an extended period. In addition, development works can damage streets through the impact of vehicles, equipment and materials on the pavement or roadway".

2.50 The LDF states that developers may be required to submit a Construction Management Plan (CMP) prior to the implementation of a scheme, which sets out how the potential impact of the construction phase of a development can be minimised. It also states that, "Some works to the street needed to accommodate a development, such as removing redundant accesses and widening pavements to an appropriate width, can be anticipated and monies set aside by the developer in advance to deal with them".

3 Baseline Conditions

General

3.1 This section of the TS Report establishes the existing, or 'baseline', transport conditions currently prevailing at the Site and in the surrounding area.

3.2 It is important that baseline conditions are accurately established so that the context of the development proposals at the Site, and its potential impact on the surrounding transport and highway network, can be fully understood.

3.3 Baseline studies have been informed by a Site audit conducted by JMP on Monday 15 October 2007 and by subsequent Site visits. A selection of photographs taken during the Site audit is included at **Appendix C** for information.

Site Location & Description

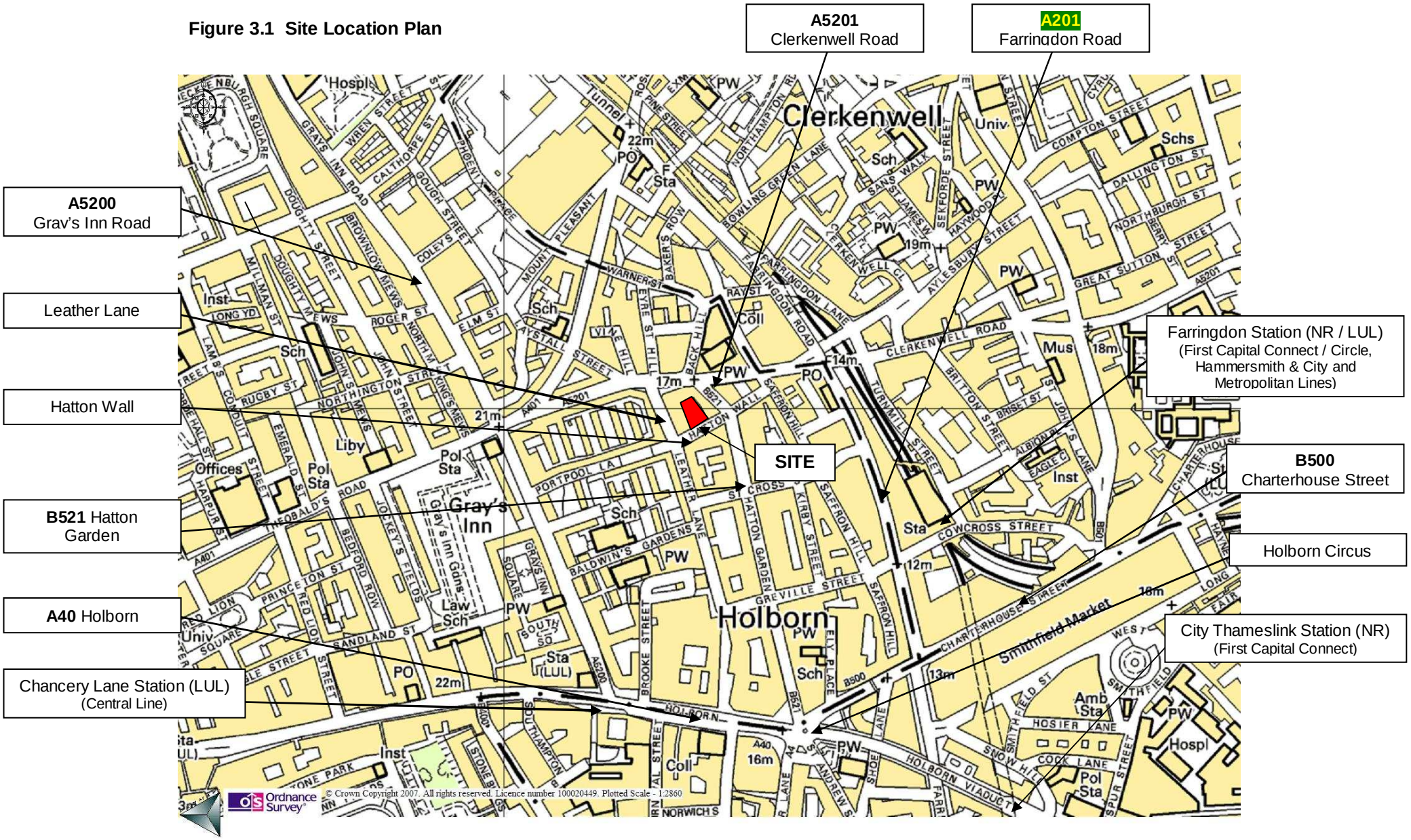
3.4 The Site is located at 18 & 20-28 Hatton Wall, London, EC1N 8JH, in the London Borough of Camden (the 'Borough'). The Site currently comprises an existing building at 20-24 Hatton Wall, which is occupied as offices and workshops; and numbers 26 and 28 Hatton Wall, which comprises a ground floor retail unit with additional offices above.

3.5 The area in the vicinity of the Site is mainly commercial in nature, characterised by the range of small-scale ground floor retail units on the surrounding streets. Floors above retail comprise commercial / office space and residential units. The Site is located within the Hatton Garden jewellery quarter and Hatton Garden Conservation Area. The majority of retail / commercial units on Hatton Garden are jewellery shops and workshops. In addition, the Leather Lane Market operates daily and is located in very close proximity to the Site.

3.6 The Site is located within the TfL Central London Congestion Charging Zone (CCZ) and the TfL Greater London Low Emission Zone (LEZ). Currently, entering the CCZ incurs a daily charge of £8 per day between 07:00 and 18:00 hours between Mondays and Fridays (excluding public holidays and designated non-charging days) for most vehicles, although various discounts and exemptions apply.

3.7 A Site location plan showing the location of the Site in the context of the surrounding area is shown in **Figure 3.1** below.

Figure 3.1 Site Location Plan



Accessibility

3.8 Accessibility to places of employment, key services (e.g. education, health, retail and leisure) and infrastructure by sustainable modes of transport (i.e. passenger transport, walking and cycling) is a key policy objective at national, regional (i.e. London-wide) and local (i.e. Borough-wide) levels. Accessibility is also essential in ensuring quality of life and is key to the cross-cutting social inclusion agenda.

3.9 The Site is identified as being located within an area with a Public Transport Accessibility Level (PTAL) rating of 6b ('Excellent'), with 1a ('Very Poor') being the lowest level obtainable and 6b being the highest level achievable. This has been informed by the TfL PTAL map for the Borough, which is included at **Appendix D** for information.

Existing Vehicular Access / Egress

3.10 There is an existing vehicular access / egress between Hatton Wall and the Site. This access / egress is located immediately adjacent to 24 Hatton Wall, and is in the form of a gated entrance leading from the street to a courtyard to the immediate north and east of the Site. This is illustrated in the site layout plan, prepared by Tate and Hindle, the Project Architect for the scheme, and is included at **Appendix E** for information.

Public Transport Information

3.11 The Site is very well served by a number of bus services as part of the London Bus Network. In addition, the Site is well served by both London Underground (LUL) and National Rail (NR) mainline rail services.

3.12 The closest bus stops are located approximately 200m from the Site on Clerkenwell Road (for east-west services) and Farringdon Road (for north-south services). The nearest Underground stations are Farringdon Station (approximately 500m / 0.3 miles from the Site) and Chancery Lane Station (approximately 550m / 0.4 miles from the Site). Mainline rail services also operate from Farringdon Station.

Bus Services

3.13 A summary of bus services accessible from the Site is shown in **Table 3.1** below.

Table 3.1 Bus Services Accessible from the Site

Route	Destination	Approximate frequency during peak periods (minutes)		
		Mon-Fri	Sat	Sun
63	Honor Oak - Elephant & Castle - Blackfriars - Ludgate Circus - Farringdon Station - Clerkenwell Rd / Farringdon Rd - Mount Pleasant / Farringdon Rd – King's Cross Station.	8 – 12 mins	7 – 10 mins	10 – 13 mins
55	Oxford Circus - Tottenham Court Road - Gray's Inn Road - Hatton Garden - Clerkenwell Road / St John Street - Old Street - Cambridge Heath - Hackney Central - Leyton.	9 – 12 mins	7 – 10 mins	11 – 13 mins
243	Wood Green - Seven Sisters - South Tottenham - Dalston Kingsland - Old Street - Clerkenwell Road / St John Street - Holborn – Waterloo Station.	6 – 8 mins	7 – 10 mins	10 – 12 mins

3.14 The nearest point to access westbound bus services is from bus stop D on the route 55 / 243, approximately 200m from the Site.

3.15 The nearest point to access eastbound bus services is from bus stop E on the 55 / 243, approximately 200m from the Site.

3.16 The nearest point to access northbound bus services is from bus stop E on the 243 or bus stops A / C on the 63. Bus stop A is located approximately 400m from the Site and bus stop C is located approximately 300m from the Site.

3.17 The nearest point to access southbound bus services is from bus stop D on the 243 or bus stop B on the 63. Bus stop B is located approximately 400m from the Site.

3.18 The closest bus stops to the Site are located on Clerkenwell Road, approximately 200m from the Site.

3.19 A TfL bus 'spider map' detailing all bus services in the local area is included at **Appendix F** for information.

London Underground (LUL) Services

3.20 Farringdon Station is located approximately 500m / 0.3 miles from the Site, which equates to a walking time of approximately 5 to 10 minutes. It is located within Zone 1 of London's transport network. Underground services operating from this station include the Circle, Hammersmith & City and Metropolitan Lines. It provides frequent services west (approximately every 4 minutes) and east (approximately every 4 minutes).

3.21 King's Cross St Pancras Underground Station can be reached by travelling for one stop westbound / anticlockwise on the Circle, Hammersmith & City and Metropolitan Lines from Farringdon Station. King's Cross St Pancras Underground Station provides a direct interchange with National Rail services to the North and East of England (from King's Cross Station), and the Midlands (from St Pancras International Station); and with international Eurostar services from St Pancras International Station.

3.22 A summary of Underground services accessible from Farringdon Station is shown in **Table 3.2** below.

Table 3.2 Underground Services Accessible from Farringdon Station

Main Destinations from Farringdon	Approximate Frequency (minutes)		
	Mon - Fri	Sat	Sun
Hammersmith & City west	Every 5 mins	Every 5 mins	Every 5 mins
Hammersmith & City east	Every 10 mins	Every 10 mins	Every 10 mins
Circle line via Kings Cross - Baker Street - Paddington - Victoria - Embankment - Liverpool Street	Every 2 mins	Every 5 mins	5 -7 mins
Metropolitan Line north-west	2 - 5 mins	2 – 5 mins	5 – 7 mins

3.23 Chancery Lane Station is located approximately 550m / 0.4 miles from the Site, which equates to a walking time of approximately 5 to 10 minutes. It is located within Zone 1 of London's transport network. The Central Line operates from this station. It provides frequent services east-bound (approximately every 3 minutes) and west-bound (approximately every 3 minutes).

3.24 A summary of Underground services accessible from Chancery Lane Station is shown in **Table 3.3** below.

Table 3.3 Underground Services Accessible from Chancery Lane Station

Main Destinations from Chancery Lane	Approximate Frequency (minutes)		
	Mon - Fri	Sat	Sun
Chancery Lane - Holborn - Oxford Circus - Bond Street - Notting Hill Gate - Greenford - West Ruislip	Every 6 mins	6 – 10 mins	8 – 12 mins
Chancery Lane - Holborn - Oxford Circus - Bond Street - Notting Hill Gate - Ealing Broadway	Every 6 mins	6 – 10 mins	8 – 12 mins
Chancery Lane - Bank - Liverpool Street Mile End - Stratford – Epping	4 – 8 mins	6 – 10 mins	Every 10 mins
Chancery Lane - Bank - Liverpool Street Mile End - Stratford – Hainault	6 – 8 mins	6 – 10 mins	Every 10 mins

Mainline Rail Services

3.25 Mainline rail services also operate from Farringdon Station. Mainline rail services operating from this station are operated by First Capital Connect. It provides frequent services to Luton to the north and Sutton to the south (approximately every 15 minutes).

3.26 St Pancras International Station can be reached by travelling for one stop northbound via National Rail services operated by First Capital Connect from Farringdon Station. This provides a direct interchange with National Rail services to the Midlands and international Eurostar services.

3.27 A summary of mainline rail services accessible from Farringdon Station is shown in **Table 3.4** below.

Table 3.4 Mainline Rail Services Accessible from Farringdon Station

Destinations from Farringdon	Frequency (minutes)		
	Mon - Fri	Sat	Sun
Luton	4 – 17 mins	Every 15 mins	No direct service
Sutton	4 – 21 mins	Every 15 mins	No service

Pedestrians & Cyclists

Pedestrian Network

3.28 Pedestrian facilities in the vicinity of the Site are generally good. Dropped kerbs and tactile paving is present at key crossing points and junctions.

Cycling Network

3.29 On-carriageway cycle ways are present on Clerkenwell Road, a short distance to the north of the Site.

3.30 There are a number of cycle routes which go through and around the Borough. Most notably is the Route 39 on the Camden Cycling Campaign Route Map. This route runs close to the site and travels from Hyde Park-Tottenham Court Road-Theobalds Road- Roseberry Avenue and Holborn before finishing in Whitechapel. A map illustrating the extent of the London Cycle Network (LCN) 'LCN+' routes is included at **Appendix G** for information.

Local Highway Network

3.31 As illustrated in Figure 3.1 (p. 14), the Site is directly accessed from Hatton Wall, which runs east-west parallel to, and just south of, the A5201 Clerkenwell Road ('Clerkenwell Road'). Hatton Wall is a narrow, two directional two-lane single carriageway street and runs from its junction with Leather Lane / Portpool Lane to the west and its junction with Saffron Hill to the east. The Site is also located a short distance east of the A5200 Gray's Inn Road, which provides local vehicular access towards King's Cross and the A501 Euston Road / Pentonville Road (TLRN) to the north. The A40 Holborn / High Holborn is located a short distance south of the Site, providing local vehicular access between Bloomsbury and the West End to the west, and Holborn Circus and Holborn Viaduct to the east.

3.32 The Leather Lane market operates daily between the hours of 10:00 and 16:00 Monday to Friday. During these hours the entire length of Leather Lane is closed to general traffic, and therefore Hatton Wall can only be accessed via the B521 Hatton Garden ('Hatton Garden') and Saffron Hill. When open to general traffic, Leather Lane is a southbound only one-way street and provides vehicular access from Clerkenwell Road, which is to the north.

3.33 Hatton Wall is crossed by Hatton Garden at its mid-point. Hatton Garden is also a two-directional two-lane single carriageway street, and includes a large amount of on-street parking provision.

3.34 The nearest Transport for London Road Network (TLRN) road, or 'Red Route', is the A201 Farringdon Road ('Farringdon Road'), which runs north-south and crosses Clerkenwell Road a short distance north-east of the Site. Farringdon Road provides direct access to the A501 Euston

Road / Pentonville Road (TLRN) to the north; and the A3211 Victoria Embankment (TLRN), A201 New Kent Road (TLRN) and A3 Kennington Park Road (TRLN) to the south.

Parking

3.35 Hatton Wall is located within the King's Cross & Holborn ('CAD') Controlled Parking Zone (CPZ). On Hatton Wall itself, single yellow lines prohibit parking on the northern side of the carriageway whilst parking on the southern side of the carriageway is restricted to trade permit holders only. Three trade permit holder bays are located opposite the Site on the southern side of Hatton Wall, as observed during the Site audit. It was also noted that because of large vehicles parking within these bays (e.g. delivery vehicles, construction traffic operating from a site opposite), that other delivery vehicles accessing Hatton Wall had to mount the footway to the north of the carriageway to pass.

3.36 It was noted that five 'pay and display' (P&D) parking bays are located on the western side of Hatton Garden, just north of its junction with Hatton Wall. Parking bays for trade permit holders only are located on the eastern side of Hatton Garden just north of this junction.

3.37 The nearest off-street car park for visitors is the NCP London Saffron Hill secure multi-storey car park, approximately 0.2km / 0.1 miles from the Site. It has direct vehicular access / egress to / from St Cross Street. The car park is open 24 hours Monday to Sunday. The daily tariff for cars is currently £1.40 for each 20 minutes, up to a maximum of £18.50 per day. A night rate of £7 applies between 17:00 and 09:00 hours; parking on Saturdays and Sundays is £7 per day; and motorcycle parking is £4 per day.

3.38 Both the Site and Saffron Hill Car Park are situated within the TfL Central London Congestion Charging Zone (CCZ) and the TfL Greater London Low Emission Zone (LEZ). As has been discussed in **paragraph 3.6** above, currently entering the CCZ incurs a daily charge of £8 per day between 07:00 to 18:00 hours between Mondays and Fridays (excluding public holidays and designated non-charging days) for most vehicles, although various discounts and exemptions apply.

Accessible Transport

3.39 There are a number of travel / transport options for persons with mobility difficulties in the Borough. Most notably there are the Disabled Persons' Freedom Pass and the 'PlusBus Door-to-Door' scheme, both of which have particular relevance to the Site:

- **The Disabled Persons' Freedom Pass (DPFP)**: This allows residents of the Borough, with a permanent disability affecting their mobility, free travel within the Greater London area, on a number of services including: London Transport buses, London Underground, Docklands Light Railway, national railways services and the Croydon Tramlink.

- **The PlusBus Door-to-Door scheme**: This provides a minibus service for people who find it difficult to use public transport. The service provides door-to-door transport to destinations anywhere inside the London Borough of Camden. The service runs Monday to Friday from 08:30 to 16:30 hours with no limits to the amount of times an individual can use the service.

3.40 Full details of these schemes are included at **Appendix H** for information.

Car Clubs

3.41 It is noted that a number of car clubs operate within the Borough, including City Car Clubs, Streetcar and WhizzGo. LBC is part of a consortium of seven London boroughs, and as such, this enables car club members in Camden to use car from the other participating boroughs. These other boroughs are Brent, Ealing, Islington, Kensington and Chelsea, Lambeth and Merton.

3.42 The nearest car club parking bays are operated by Streetcar, and are located within the Saffron Hill NCP secure multi-storey car park on St Cross Street; approximately 0.2km / 0.1 miles from the Site. According to the Streetcar website, their parking bays are located on the third floor of the car park. Alternative Streetcar parking bays are located outside 115-121 St John Street, Clerkenwell; approximately 0.5km / 0.3 miles from the Site. Further details on Streetcar car locations near the Site, as an example, are included at **Appendix I** for information.

Road Safety

3.43 Up-to-date Personal Injury Accident (PIA) statistical data for the area in the vicinity of the Site have been obtained from the TfL Road Safety Unit, for the most recently available three year period, from April 2004 to March 2007.

3.44 The area of highway covered extends for a 300m radius from the junction of Hatton Wall / Hatton Garden and includes all side streets within this area.

3.45 The PIA data have been summarised according to accident severity, the number and types of vehicles involved in each accident, and the number and types of casualties involved in each accident. The full accident data analysis provided by the TfL Road Safety Unit, including a plan showing the location of where the accidents occurred, are included in full at **Appendix J** for information.

3.46 A summary of the severity of all accidents occurring over the three year period are shown in **Table 3.5** below.

Table 3.5 PIA Data Summary – Severity of Accidents

Severity of Accidents	Number of Accidents				Total Accidents (%)
	Apr 04 – Mar 05	Apr 05 – Mar 06	Apr 06 – Mar 07	Total	
Slight	40	29	45	114	88%
Serious	4	4	7	15	12%
Fatal	0	0	0	0	0%
Total	**44**	**33**	**52**	**129**	**100%**
Proportion (%)	34%	26%	40%	100%	

Source: TfL Road Safety Unit, October 2007.

3.47 Table 3.5 above shows that a total of 129 accidents occurred over the defined three year period. A total of 114 accidents (88%) are classified as slight, fifteen accidents (12%) are classified as serious and no accidents (0%) were fatal.

3.48 A summary of the number of vehicles involved in each accident occurring over the three year period are summarised in **Table 3.6** below.

Table 3.6 PIA Data Summary – Number of Vehicles Involved

Number of Vehicles Involved	Number of Accidents	Total Accidents (%)
1	26	20%
2	96	74%
3	7	6%
Total	**129**	**100%**

Source: TfL Road Safety Unit, October 2007.

3.49 Table 3.6 above shows that a total of 96 accidents (74%) involved two vehicles, 26 accidents (20%) involved one vehicle and seven accidents (6%) involved three vehicles.

3.50 A summary of the types of vehicles involved in all accidents occurring over the three year period are summarised in **Table 3.7** below.

Table 3.7 PIA Data Summary – Types of Vehicles Involved

Types of Vehicles Involved	Number of Accidents	Total Accidents (%)
Car	84	65%
Taxi	12	9%
Bus / Coach	9	7%
Minibus	2	2%
LGV (<3.5t)	17	13%
MGV (3.5-7.5t)	1	1%
HGV (>7.5t)	3	2%
Motorcycle	45	35%
Pedal Cycle	42	33%
Other Motor Vehicle	1	1%

Source: TfL Road Safety Unit, October 2007.

3.51 Table 3.7 above shows that 84 accidents (65%) involved a private car; 45 accidents (35%) involved a motorcycle; 42 accidents (33%) involved a pedal cycle; seventeen accidents (13%) involved a light goods vehicle (LGV); twelve accidents (9%) involved a taxi; nine accidents (7%) involved a bus or coach; three accidents involved a heavy goods vehicle (HGV); two accidents (2%) involved a minibus; one accident (1%) involved a medium goods vehicle (MGV) and one accident (1%) involved another type of motor vehicle, as recorded at the scene of the accident.

3.52 A summary of the number of casualties involved in each accident occurring over the three year period is summarised in **Table 3.8** below.

Table 3.8 PIA Data Summary – Number of Casualties Involved

Number of Casualties Involved	Number of Accidents	Total Accidents (%)
1	115	89%
2	9	6%
3	2	2%
4	1	1%
5	2	2%
Total	**129**	**100%**

Source: TfL Road Safety Unit, October 2007.

3.53 Table 3.8 above shows that 115 accidents (89%) involved one casualty, nine accidents (6%) involved two casualties, two accidents (2%) involved three casualties, two accidents (2%) involved five casualties and one accident (1%) involved four casualties.

3.54 A summary of the types of vehicles involved in all accidents occurring over the three year period are summarised in **Table 3.9** below.

Table 3.9 PIA Data Summary – Types of Casualties Involved

Types of Casualties Involved	Number of Accidents	Total Accidents (%)
Pedestrian	19	15%
Driver / Rider	103	80%
Passenger	18	14%

Source: TfL Road Safety Unit, October 2007.

3.55 Table 3.9 above shows that 103 accidents (80%) resulted in a driver or rider becoming a casualty, nineteen accidents (29%) resulted in a pedestrian becoming a casualty and eighteen accidents (14%) resulted in a passenger of a vehicle becoming a casualty.

3.56 The plan showing the location of where each of the accidents occurred, included at Appendix J, indicates that the majority of accidents occurred on or close to Clerkenwell Road, and in particular close to or at its junctions with Gray's Inn Road and Farringdon Road.

3.57 It is noted that a number of slight accidents also occurred on Hatton Garden. It is also noted that no serious accidents occurred in close vicinity of the Site and all serious accidents occurred on Clerkenwell Road, Gray's Inn Road and Farringdon Road.

4 Development Proposals

General

4.1 This section of the TS Report introduces and outlines the development proposals for the Site. It includes a description of the existing and proposed land uses, parking arrangements and access proposals. It also provides information of proposed servicing arrangements with regards to all land uses proposed at the Site.

Land Use Proposals

4.2 The Site at 18 & 20-28 Hatton Wall is currently comprised of an existing building at 20-24 Hatton Wall used as offices (B1a Use Class) and workshops (B1c Use Class), and numbers 26 and 28 Hatton Wall currently a ground floor retail unit (A1 Use Class) with additional offices above (B1a Use Class).

4.3 The planning application is for the redevelopment of the Site to a mixed-use scheme comprising offices (B1a Use Class) and jewellery workshops (B1c Use Class) at 20-24 Hatton Wall; a ground floor retail unit (A1 Use Class) and three residential units (C3 Use Class) at 26-28 Hatton Wall; and a ground floor retail unit (A1 Use Class) at number 18 Hatton Wall. The retail units will be located on the ground floor for ease of access to the public realm.

4.4 It is proposed that the land uses within the development will be allocated as follows:

- Office (B1a Use Class) – 3,417m^2 Gross External Area (GEA);
- Workshop (B1c Use Class) – 646m^2 GEA;
- Residential (C3 Use Class) – Three residential units / 337m^2 GEA; and
- Retail (A1 Use Class) – 235m^2 GEA.

4.5 The total floor area for the B1a and B1c Use Classes is 4,063m^2 and is 4,635m^2 for all Use Classes.

4.6 As has been previously discussed, it is understood that planning consent has already been granted for earlier development proposals at the Site, and that the consented office space floor area is greater than the current proposed office floor area. Planning consent was previously granted for the Site on 29 October 2003 (Application reference no.: PWX0104353/R1) and 16 February 2005 (Application reference no.: 2004/4957/P).

4.7 **Table 4.1** below summarises the GEA for the existing development, consented development and proposed development at the Site. It also shows the net change in floor area between the existing, consented and proposed developments.

Table 4.1 Existing, Consented and Proposed GEA for the Site

Land Use	1. Existing GEA (m^2)	*Net Change 1-2 (+/-) (m^2)*	2. Consented GEA (m^2)	*Net Change 2-3 (+/-) (m^2)*	3. Proposed GEA (m^2)	*Net Change 1-3 (+/-) (m^2)*
Office (B1a)	2,682	*1,474*	4,156	*-739*	3,417	*735*
Workshop (B1c)	563	*-292*	271	*375*	646	*83*
Residential (C3)	N/A	*320*	320	*17*	337	*337*
Retail (A1)	202	*103*	305	*-70*	235	*33*
Total	**3,447**	*1,605*	**5,052**	*-417*	**4,635**	*1,188*

Source: Devised from DP9 Planning Consultation Design Report, 16 April 2007, Section 9, p. 24.

4.8 A plan showing the proposed Site layout and access arrangements are included at Appendix E for information.

Parking Proposals

Accessibility

4.9 The Site is identified as being located within an area with a Public Transport Accessibility Level (PTAL) rating of 6b ('Excellent'), with 1a ('Very Poor') being the lowest level obtainable and 6b being the highest level achievable. This is illustrated on the TfL PTAL map for the Borough, included at Appendix D for information. Given this Excellent PTAL rating; the Site's close proximity to key Underground, mainline rail and bus services; and the constrained nature of the Site, it is proposed that the development will be essentially car-free in nature.

Office / Workshop / Retail Disabled Car Parking

4.10 The development will make provision for two designated disabled only parking bays conveniently located at ground level, in the courtyard to the east of the Site, in close proximity to the pedestrian entrance to the main office building.

4.11 The LBC UDP requires one disabled staff parking bay for the office / workshop land use element and one disabled staff parking bay for the retail land use element, given the proposed floor area for these two land use elements. This disabled parking provision is therefore in accordance with the LBC UDP. This disabled parking provision is also in accordance with the *London Plan*, which specifies that, "Boroughs should take a flexible approach, but developments should have at least one accessible car parking bay designated for use by disabled people, even if no general parking is provided" (paragraph 36, p. A28). It is proposed that scheme users will not have access to on-street parking permits, and this will be secured by a Section 106 Agreement (Town and Country Planning Act, 1990).

4.12 The disabled parking bays will be designed in accordance with the Government guidance, *Parking for Disabled People*, published in September 2004.

Adjacent Properties' Car Parking

4.13 Aside from the two dedicated disabled only parking bays, three existing, additional car parking bays will be retained. They are located within the courtyard area and are as part of a lease agreement with adjacent properties. These additional parking bays are already in existence at the Site and will not be used by occupiers of the Site; one of the bays is located within the Site boundary and the remaining two bays are outside of the Site boundary but are only accessible by car via the Site.

Office / Workshop / Retail Cycle Parking

4.14 The LBC UDP sets out minimum cycle parking standards for various types of developments in the Borough. It states that for B1 office / workshop, a minimum of one space per 250m^2 from a threshold of 500m^2 for staff should be provided, and a minimum of two visitor spaces or 10% of total provision, if visitors are expected. It states that for A1 shops, a minimum of one space per 250m^2 from a threshold of 500m^2 for staff should be provided, and a minimum of one space per 250m^2 from a threshold of 500m^2 for visitors should also be provided.

4.15 The TfL *Workplace Cycle Parking Guidance*, published in October 2006, sets out recommended minimum cycle parking standards for various types of developments in Greater London. It recommends that a minimum of one secure cycle parking space per 250m^2 floor area for B1a / B1b / B1c Use Classes (Business offices / light industry / R&D land use types). It also recommends a minimum of two visitor spaces (in the form of Sheffield stands, of which one stand can typically accommodate two cycles) if visitors are expected (from the TfL *Cycle Parking Standards*, 2004).

4.16 The TfL guidance also recommends a minimum of one space per 125m^2 for A1 shops (food retail) and a minimum of one space per 300m^2 for A1 shops (non-food retail) should be provided.

4.17 A total of seventeen secure, sheltered cycle parking / storage spaces are proposed for staff of the office, workshop and retail land use elements. In addition, two visitor cycle parking spaces are proposed for visitors. These proposals are in accordance with the LBC UDP requirements and TfL guidance recommendations.

Residential Cycle Parking

4.18 The LBC UDP states that a minimum of one secure cycle parking space per residential unit for C3 Use Class 'Residential' should be provided. The TfL *Cycle Parking Standards*, published in 2004, and the TfL *Workplace Cycle Parking Guidance*, published in October 2006, also recommends that a minimum of one secure cycle parking space per residential unit (flat) for C3 Use Class 'Dwelling houses' (from the TfL *Cycle Parking Standards*, 2004).

4.19 A total of three secure, sheltered cycle storage spaces for the residential land use element will be provided, conveniently located within the courtyard and easily accessible from the nearby pedestrian entrances. This equates to a residential cycle parking / storage provision of 100% equal to one secure cycle storage space per residential unit. The residential cycle parking / storage proposals are therefore in accordance with the LBC UDP and the TfL cycle parking guidance.

Access Proposals

Vehicular Access Proposals

4.20 It is proposed that vehicular access / egress to / from the two disabled only parking bays will be via the existing gated entrance on Hatton Wall, as the spaces will be conveniently located at ground level. The parking bays will be located within the existing courtyard area, so as to not conflict with existing parking restrictions or vehicular movements on Hatton Wall.

Pedestrian Access Proposals

4.21 Pedestrian access to / from the various land use elements of the proposed development will be via the pedestrian entrances on Hatton Wall and via the pedestrian entrances leading to / from the existing courtyard area. This is illustrated in the site layout plan included at Appendix E for information.

Cycling Access Proposals

4.22 Access to / from the cycle parking / storage will be via the existing vehicular access / egress and service road between Hatton Wall and the existing courtyard area. Secure sheltered cycle parking / storage will be conveniently located within the courtyard area and in close proximity to the pedestrian entrances and vehicular access point between Hatton Wall and the courtyard area.

Servicing Arrangements

Regular Expected Vehicular Movements

4.23 Regular expected vehicular movements generated by the Site are likely to comprise refuse / recyclables collections and office, workshop and retail loading / unloading, similar to existing servicing activities at the Site.

4.24 It is proposed that residential refuse / recyclables collections will take place on-street on Hatton Wall. Refuse stores will be located within the courtyard area in close proximity to the service road leading between Hatton Wall and the gated vehicular entrance, and the courtyard area.

4.25 It is proposed that retail loading / unloading will take place within the courtyard area, where feasible.

4.26 As will be discussed further on in this section, a Swept Path Analysis shows that a 4.6t (transit-style) light van can safely access the Site in forward gear passing through the vehicular entrance and via the service road, perform a turning manoeuvre and exit the Site in forward gear.

4.27 It is proposed that larger vehicles not able to access / egress the Site in this manner will carry out loading / unloading activities from Hatton Wall.

Emergency Vehicle Access

4.28 Emergency vehicles will be able to service the Site from Hatton Wall, as required.

Refuse / Recyclables Collections

4.29 To inform the Site's servicing arrangements, information on LBC refuse / recyclables collections has been sought from LBC. LBC currently operates a weekly refuse and recycling collections service, where refuse and recyclables are collected on the same day each week. It is understood that refuse and recyclables collections on Hatton Wall currently take place on a Monday.

4.30 The nearest public recycling point to the Site is located on Elm Street, at its junction with Mount Pleasant. This is located approximately 0.4km / 0.2 miles from the Site, which equates to an approximately 5 to 10 minutes walking time from the Site.

4.31 The operators of the office, workshop and retail units will make private arrangements for their waste collection, which will take place on-street and in accordance with on-street parking and loading restrictions.

Household Removals

4.32 It is expected that household removals loading / unloading for the three residential units will take place on Hatton Wall.

Swept Path Analysis

4.33 As has already been briefly discussed in **paragraph 4.26** of this section, a Swept Path Analysis has been carried out using AutoTRACK to test a vehicle's ability to manoeuvre within the Site,

where appropriate, and to use the access / egress point safely and in compliance with current design guidance. The results of the Swept Path Analysis are included at **Appendix K**.

4.34 The results indicate that a medium-sized car can safely access / egress the designated disabled only parking bays and additional parking bay reserved for an adjacent property, located within the courtyard area to the immediate north and east of the Site, and accessible from Hatton Wall.

4.35 The results indicate that a 4.6t (transit-style) light van can safely access the Site in forward gear, perform a turning manoeuvre and exit the Site in forward gear.

4.36 In addition to a review of the accessing and servicing arrangements for the proposed development, the travel patterns expected as a result of the development are examined in **Section 5: Trip Generation**.

5 Trip Generation

General

5.1 This section of the TS Report examines the likely travel patterns that will occur as a result of the proposed development at the Site and presents the results of the trip generation exercise.

5.2 The development proposals seek to alter the existing land uses at the Site and will therefore impact upon the Site's travel characteristics. This may be in terms of the overall number of person trips generated to and from the Site, as well as mode split travel patterns.

5.3 For the purposes of assessing the likely trip generation characteristics of the proposed development, suitable person trip rates and percentage (%) mode splits have been established and have then been applied to the proposed development as described in **Section 4: Development Proposals**, to identify the trip generation of the proposed scheme.

5.4 Person trip rates are numerical values, which are generally survey based, assigned to specific land uses, that predict the number of person trips likely to be generated within a defined time period. Trip rates may be influenced by a range of factors, such as land use type, the availability of parking, public transport accessibility and local traffic conditions.

5.5 It is proposed that all elements of the development will be car-free in nature (with the exception of two dedicated disabled only parking bays – one for the office land use element and one for the retail land use element). Scheme users will not have access to on-street parking permits. In light of this restriction, it is expected that the majority of the person trips generated will be walking, cycling and public transport based. As such, the resultant trip rates are reflective of the car-free nature of the scheme.

5.6 Given the mixed-use nature of the Site, separate trip rates have been derived to estimate the likely trip generation of each land use element of the development. Whilst it is feasible that the occupiers of the three proposed residential units will have access to the retail unit situated on the ground floor of the development, the primary purpose of these calculations is to forecast the likely external impact that the development's person trip rates will have on the public realm (as opposed to intra-scheme movements).

5.7 The approach adopted within this trip generation exercise is consistent with the DfT / DCLG *Guidance on Transport Assessment*, published in March 2007, and is in line with the TfL *Transport Assessment Best Practice Guidance Document*, published in May 2006.

TRAVL Database

Database Selection

5.8 In formulating the trip rates for the proposed development, both the TRICS® and TRAVL databases were considered. The TRICS® database holds survey trip rate data for sites nationwide whilst the TRAVL database holds survey trip rate data for sites specifically in Greater London.

5.9 The TfL *Transport Assessment Best Practice Guidance Document*, published in May 2006, as cited above, recommends the use of the TRAVL database for sites in Greater London. It states that, "The TRAVL database is recognised as the most common and often most useful source of travel survey data in London. Travel behaviour in London is very different to the rest of the UK, particularly in terms of mode of travel" (Chapter 8, paragraph 8.14, p. 57).

5.10 Given the TfL guidance recommendation, the nature and location of the Site, in the Central London Borough of Camden, and the somewhat unique travel characteristics of sites in Greater London compared to sites nationwide, the TRAVL database was used for this trip generation exercise.

5.11 The TRAVL database is managed by MVA Consultancy on behalf of the Association of London Government (ALG). The latest available version of the TRAVL database, Version 8.06, released in October 2007, was used to derive comparable trip rates for the development proposals.

TRAVL Survey Site Selection

5.12 The proposed development at the Site is for 3,417m^2 Gross External Area (GEA) of office space (B1a Use Class); 646m^2 GEA of jewellery workshop (B1c Use Class); three residential units (C3 Use Class); and 235m^2 of retail space on the ground floor.

5.13 For the purposes of trip generation, it has been assumed that the ground floor retail space will comprise a food retail outlet as a 'worst case' scenario, as food retail outlets generally produce a higher trip rate than non-food retail outlets. This has also been assumed for the existing and consented retail space at the Site.

5.14 It has therefore been assumed, for the purposes of trip generation, that the development proposals will comprise the following. These are referred to as set out below throughout the remainder of this section.

- B1 Office – 2,682m^2 existing; 4,156m^2 consented; 3,417m^2 proposed;
- B1 Light Industrial – 563m^2 existing; 271m^2 consented; 646m^2 proposed;
- C3 Residential – no units existing; three units consented; three units proposed; and
- A1 Retail – 202m^2 existing; 305m^2 consented; 235m^2 proposed.

5.15 The TRAVL database provides mode split assumptions for each land use type based upon the mode split data available for each survey site included. Given that the proposed development is essentially car-free in nature, the percentage (%) mode share assigned to the private motorised vehicle modes (i.e. car driver, car passenger and motorcycle) has been proportionally redistributed to the other modes in order to reflect this car-free nature and the lack of general car parking available on-Site.

Office Site Selection

5.16 For the office land use type, all three sites selected met the following criteria:

- Survey days: Tuesday to Thursday (neutral weekdays);
- Gross Floor Area (GFA): full dataset;
- PTAL rating: 6 ('Excellent');
- Zero car parking provision; and
- All sites located within Central London boroughs, as defined by the TRAVL database (City of London, Southwark and Westminster).

Workshop Site Selection

5.17 For the light industrial land use type, all four sites selected met the following criteria. It is note that the availability of appropriate light industrial sites in the TRAVL database is limited and a maximum of eight sites were identified in the database.

- Survey days: Tuesday and Wednesday (neutral weekdays);
- GFA: full dataset;
- PTAL rating: 2 ('Poor') to 5 ('Very Good');
- Car parking provision: maximum 700 spaces; and
- Sites located within Inner and Outer London boroughs.

5.18 It is noted that, for the workshop land use element, there was a limited number of comparable sites available in the TRAVL database. It is noted that the sites included are not, in terms of parking provision or scale, particularly representative of the development proposals. Therefore, as is discussed in more detail in this section, the car trips have been proportionally redistributed amongst the non-motorised vehicle modes.

Residential Site Selection

5.19 For the residential land use types, all three sites selected met the following criteria:

- Survey days: Tuesday and Wednesday (neutral weekdays);
- Number of dwellings / units: full dataset;
- PTAL rating: 3 ('Moderate') to 4 ('Good);
- Car parking provision: maximum 11 spaces; and
- Sites located within Inner and Outer London boroughs.

5.20 It is noted that, for the residential land use element, some of the TRAVL survey sites selected had an element of car parking. This is not representative of the development proposals, and therefore the car trips have been proportionally redistributed amongst the non-motorised vehicle modes.

Convenience Store Site Selection

5.21 For the convenience store land use types, all three sites selected met the following criteria:

- Survey days: Wednesday and Thursday (neutral weekdays);
- GFA: full dataset;
- PTAL rating: 5 ('Very Good') to 6 ('Excellent');
- Zero car parking provision; and
- All sites located within Inner and Central London Boroughs.

Mode Split

TRAVL Database

5.22 A summary of the selected TRAVL sites for each of the land use types and their mode splits (before and after redistribution) are summarised in **Tables 5.1** to **5.4** below. The TRAVL output in full is included at **Appendix L** for information. As stated in **paragraph 5.15** above, given that the proposed development is essentially car-free in nature, the percentage (%) mode share assigned to the private motorised vehicle modes (i.e. car driver, car passenger and motorcycle) has been proportionally redistributed to the other modes in order to reflect this car-free nature and the lack of general car parking available on-Site.

Table 5.1 TRAVL Sites Mode Split – B1 Office

	Modal Split (%)						
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport
Before Adjustment	1%	1%	1%	0%	1%	1%	95%
After Adjustment	N/A	N/A	N/A	0%	1%	1%	98%

Note: Figures are rounded to the nearest hundredth; Arithmetic errors are due to rounding.

5.23 Table 5.1 above shows that for the office land use sites (B1 Use Class), the majority of trips (98%), after redistribution, were made on foot and by public transport modes. It can be seen that 1% of trips were made by bicycle and 1% of trips were made by taxi. No trips were made by 'other' modes.

Table 5.2 TRAVL Sites Mode Split – B1 Light Industrial

	Modal Split (%)						
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport
Before Adjustment	71%	6%	1%	3%	1%	0%	18%
After Adjustment	N/A	N/A	N/A	16%	4%	0%	80%

Note: Figures are rounded to the nearest hundredth; Arithmetic errors are due to rounding.

5.24 Table 5.2 above shows that for the light industrial land use sites (B1 Use Class), the majority of trips (80%), after redistribution, were made on foot or by public transport modes. It can be seen that 16% of trips were made by 'other' modes and 4% were made by bicycle. No trips were made by taxi. Given the limited available of such sites in the TRAVL database, sites selected include those within areas of a relatively low PTAL rating and it is therefore expected that 'other' modes refers to an element of vehicular activity, such as goods vehicles. Given the 'Excellent' PTAL rating of the Site at 18 & 20-28 Hatton Wall, and its Central London location, it is expected that this mode share will not be replicated as a result of the development proposals.

Table 5.3 TRAVL Sites Mode Split – C3 Residential

	Modal Split (%)						
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport
Before Adjustment	24%	16%	0%	0%	2%	1%	57%
After Adjustment	N/A	N/A	N/A	0%	4%	1%	95%

Note: Figures are rounded to the nearest hundredth; Arithmetic errors are due to rounding.

5.25 Table 5.3 above shows that for the residential land use sites (C3 Use Class), the majority of trips (95%), after redistribution, were made on foot or by public transport modes. It can be seen that 4%

of trips were made by bicycle and 1% of trips were made by taxi. No trips were made by 'other' modes.

Table 5.4 TRAVL Sites Mode Split – A1 Retail

Modal Split (%)							
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport
Before Adjustment	7%	5%	0%	0%	1%	1%	86%
After Adjustment	N/A	N/A	N/A	0%	2%	1%	97%

Note: Figures are rounded to the nearest hundredth; Arithmetic errors are due to rounding.

5.26 Table 5.4 above shows that for the food retail land use sites (A1 Use Class), the majority of trips (97%), after redistribution, were made on foot or by public transport modes. It can be seen that 2% of trips were made by bicycle and 1% of trips were made by taxi. No trips were made by 'other' modes.

5.27 It is noted that the overall increase in cycling as a proportion of the modal split, as a result of the redistribution, is representative of trends in London where cycling is becoming increasingly prominent. It is also reflective of current TfL campaigns to promote increased cycling within Greater London.

National Statistics 2001 Census Data

5.28 A comparison with 2001 Census 'Method of Travel to Work' data has been carried out, for the daytime population in the Holborn and Covent Garden ward, the ward in which the Site is located. Those who work mainly at or from home and those not currently working have not been included in this summary. Given the essentially car-free nature of the development proposals, car / van driver, car / van passenger and motorcycle / scooter / moped modes have also not been included. A detailed summary of this 2001 Census output is included at **Appendix M** for information.

5.29 The resulting 2001 Census 'Method of Travel to Work' data indicates a mode split of:

- Train: 41% }
- Underground, metro, light rail or tram: 40% } Walking and public transport
- Bus, minibus or coach: 10% } modes = 96%
- Walking: 5% }
- Pedal cycle: 3%
- Taxi or minicab: 1%
- **Total: 100%**

5.30 It is noted that this is consistent with the overall TRAVL data, following the redistribution of the car driver, car passenger and motorcycle modes; and is reflective of the car-free nature of the proposed development.

Trip Rates

5.31 It is noted that the generated AM peak hour for the Site (i.e. the peak hour for the total two-way person trips generated by the Site, with all land uses combined) is the same as the network AM peak hour (08:00-09:00). It is also noted that the generated PM peak hour for the Site is the same as the network PM peak hour (17:00-18:00). Therefore, trip rates and derived two-way person trips

have been summarised for each land use element for the network AM peak hour, network PM peak hour and the daily twelve hour period (07:00-19:00).

Office Space Trip Rates (B1a Use Class)

5.32 A summary of the average two-way trip rates for each mode for the office land use element is summarised in **Table 5.5** below. This has been summarised for the network AM peak hour (08:00-09:00), network PM peak hour (17:00-18:00) and for the daily twelve hour period (07:00-19:00).

Table 5.5 TRAVL Sites Average Two-Way Trip Rates – B1 Office

Time Period	Trip Rate per 100m² Gross Floor Area (GFA)							
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport	Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	0.00	0.06	0.00	1.95	2.02
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	0.00	0.00	0.00	2.10	2.10
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	0.00	0.25	0.17	22.33	22.76

Note: Car driver, car passenger and motorcycle trips are proportionally redistributed amongst other modes.

Workshop Space Trip Rates (B1c Use Class)

5.33 A summary of the average two-way trip rates for each mode for the light industrial land use element is summarised in **Table 5.6** below. This has been summarised for the network AM and PM peak hours and the daily twelve hour period.

Table 5.6 TRAVL Sites Average Two-Way Trip Rates – B1 Light Industrial

Time Period	Trip Rate per 100m² Gross Floor Area (GFA)							
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport	Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	0.11	0.06	0.00	0.61	0.77
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	0.15	0.04	0.01	0.48	0.68
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	1.04	0.28	0.03	5.40	6.75

Note: Car driver, car passenger and motorcycle trips proportionally redistributed amongst other modes.

Residential Unit Trip Rates (C3 Use Class)

5.34 A summary of the average two-way trip rates for each mode for the residential land use element is summarised in **Table 5.7** below. This has been summarised for the network AM and PM peak hours and the daily twelve hour period.

Table 5.7 TRAVL Sites Average Two-Way Trip Rates – C3 Residential

Time Period	Trip Rate per Residential Unit							
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport	Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	0.00	0.05	0.00	1.28	1.33
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	0.00	0.05	0.01	0.57	0.63
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	0.00	0.26	0.09	7.40	7.75

Note: Car driver, car passenger and motorcycle trips proportionally redistributed amongst other modes.

Retail Unit Trip Rates (A1 Use Class)

5.35 A summary of the average two-way trip rates for each mode for the retail land use element is summarised in **Table 5.8** below. This has been summarised for the network AM and PM peak hours and the daily twelve hour period.

Table 5.8 TRAVL Sites Average Two-Way Trip Rates – A1 Retail

Time Period	Trip Rate per 100m^2 Gross Floor Area (GFA)							
	Car Driver	Car Passenger	Motor cycle	Other	Pedal Cycle	Taxi	Walk and Public Transport	Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	0.00	1.12	0.07	32.18	33.38
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	0.00	0.04	1.50	58.81	60.35
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	0.00	7.50	4.75	493.06	505.40

Note: Car driver, car passenger and motorcycle trips proportionally redistributed amongst other modes.

Trip Generation

Office Space Trip Generation (B1a Use Class)

5.36 A bespoke Excel spreadsheet has been created by JMP summarising the TRAVL outputs for each of the three land use elements. Detailed tables taken from this spreadsheet are included at Appendix L for information.

5.37 The total number of two-way person trips for each mode for the office land use has been derived from the two-way trip rates as summarised in Table 5.5 above. The derived results are summarised in **Table 5.9** below. This has been summarised for the network AM and PM peak hours and for the daily twelve hour period. A detailed table for each hour period throughout this twelve hour period is included at Appendix L for information.

Table 5.9 Total Two-Way Trips – B1 Office

Time Period	Number of Person Trips by Mode							
	Car Driver	Car Passenger	Motor cycle	Other	Cycle	Taxi	Walk and Public Transport	Site Specific Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	0	1	0	65	67
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	0	0	0	72	72
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	0	8	6	763	778

Notes: Trip Rate Factor = 100m^2 Gross Floor Area (GFA); Quantum = 3,417m^2;
Car Driver, Car Passenger and Motorcycle trips proportionally redistributed amongst other modes;
Figures are rounded to the nearest whole number; Arithmetic errors are due to rounding.

5.38 Table 5.9 above shows that a greater number of two-way (i.e. arrivals and departures) person trips occurred in the network PM peak hour (17:00-18:00). It can be seen that 65 walking and public transport-based trips were generated in the network AM peak hour and 72 walking and public transport-based trips were generated in the network PM peak hour. In addition, one cycling based trip was generated in the network AM peak hour with none in the network PM peak hour. Therefore, total of 67 two-way person trips were generated in the network AM peak hour and a total of 72 two-way person trips were generated in the network PM peak hour. A total of 778 two-way person trips were generated throughout the course of the day.

Workshop Space Trip Generation (B1c Use Class)

5.39 The total number of two-way person trips for each mode for the light industrial land use has been derived from the two-way trips as summarised in Table 5.6 above. The derived results are summarised in **Table 5.10** below. This has been summarised for the network AM and PM peak hours and for the daily twelve hour period. A detailed table for each hour period throughout this twelve hour period is included at Appendix L for information.

Table 5.10 Total Two-Way Trips – B1 Light Industrial

Time Period	Number of Person Trips by Mode							
	Car Driver	Car Passenger	Motor cycle	Other	Cycle	Taxi	Walk and Public Transport	Site Specific Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	1	0	0	4	5
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	1	0	0	3	4
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	7	2	0	35	44

Notes: Trip Rate Factor = 100m^2 Gross Floor Area (GFA); Quantum = 646m^2;
Car Driver, Car Passenger and Motorcycle trips proportionally redistributed amongst other modes;
Figures are rounded to the nearest whole number; Arithmetic errors are due to rounding.

5.40 **Table 5.10** above shows that a greater number of two-way person trips occurred in the network AM peak hour (08:00-09:00). It can be seen that four walking and public transport-based trips were generated in the network AM peak hour and three walking and public transport-based trips were

generated in the network PM peak hour. In addition, no cycling-based trips were generated in either the network AM or PM peak hours. Therefore, a total of five two-way person trips were generated in the network AM peak hour and a total of four two-way person trips were generated in the network PM peak hour. A total of 44 two-way person trips were generated throughout the course of the day.

Residential Unit Trip Generation (C3 Use Class)

5.41 The total number of two-way person trips for each mode for the residential land use has been derived from the two-way trips as summarised in Table 5.7 above. The derived results are summarised in **Table 5.11** below. This has been summarised for the network AM and PM peak hours and for the daily twelve hour period. A detailed table for each hour period throughout this twelve hour period is included at Appendix L for information.

Table 5.11 Total Two-Way Trips – C3 Residential

Time Period	Number of Person Trips by Mode							
	Car Driver	Car Passenger	Motor cycle	Other	Cycle	Taxi	Walk and Public Transport	Site Specific Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	0	0	0	4	4
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	0	0	0	2	2
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	0	1	1	22	23

Notes: Trip Rate Factor = 1 Residential Unit; Quantum = 3 Residential Units;
Car Driver, Car Passenger and Motorcycle trips proportionally redistributed amongst other modes;
Figures are rounded to the nearest whole number; Arithmetic errors are due to rounding.

5.42 Table 5.11 above shows that a greater number of two-way person trips occurred in the network AM peak hour (08:00-09:00). It can be seen that four walking and public transport-based trips were generated in the network AM peak hour and two walking and public transport-based trips were generated in the network PM peak hour. Therefore, a total of four two-way person trips were generated in the network AM peak hour and a total of two two-way person trips were generated in the network PM peak hour. A total of 23 two-way person trips were generated throughout the course of the day.

Retail Unit Trip Rates (A1 Use Class)

5.43 The total number of two-way person trips for each mode for the retail land use has been derived from the two-way trips as summarised in Table 5.8 above. The derived results are summarised in **Table 5.12** below. This has been summarised for the network AM and PM peak hours and for the daily twelve hour period. A detailed table for each hour period throughout this twelve hour period is included at Appendix L for information.

Table 5.12 Two-Way Trips – A1 Retail

Time Period	Number of Person Trips by Mode							
	Car Driver	Car Passenger	Motor cycle	Other	Cycle	Taxi	Walk and Public Transport	Site Specific Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	0	3	0	76	79
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	0	0	4	138	142
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	0	18	12	1,157	1,189

Notes: Trip Rate Factor = 100m^2 Gross Floor Area (GFA); Quantum = 235m^2;
Car Driver, Car Passenger and Motorcycle trips proportionally redistributed amongst other modes;
Figures are rounded to the nearest whole number; Arithmetic errors are due to rounding.

5.44 Table 5.12 above shows that a greater number of two-way person trips occurred in the network PM peak hour (17:00-18:00). It can be seen that 76 walking and public transport-based trips were generated in the network AM peak hour and 138 walking and public transport-based trips were generated in the network PM peak hour. A total of three cycling based trips were generated in the network AM peak hour and a total of four taxi-based trips were generated in the network PM peak hour. Therefore, a total of 79 two-way person trips were generated in the network AM peak hour and a total of 142 two-way person trips were generated in the network PM peak hour. A total of 1,189 two-way person trips were generated throughout the course of the day.

Total Trip Generation

5.45 The total number of two-way person trips for each mode for the residential, retail and restaurant land use elements combined is summarised in **Table 5.13** below. This has been summarised for the network AM and PM peak hours and for the daily twelve hour period. A detailed table for each hour period throughout this twelve hour period is included at Appendix L for information.

Table 5.13 Total Two-Way Trips – All Proposed Land Uses

Time Period	Number of Person Trips by Mode							
	Car Driver	Car Passenger	Motor cycle	Other	Cycle	Taxi	Walk and Public Transport	Site Specific Total
Network AM Peak (08:00 – 09:00)	N/A	N/A	N/A	1	5	0	144	149
Network PM Peak (17:00 – 18:00)	N/A	N/A	N/A	1	1	3	203	207
Daily Period (07:00 – 19:00)	N/A	N/A	N/A	7	28	17	1,874	1,926

Notes: Car Driver, Car Passenger and Motorcycle trips proportionally redistributed amongst other modes;
Figures are rounded to the nearest whole number; Arithmetic errors are due to rounding.

5.46 Table 5.13 above shows that, in total, a greater number of two-way person trips occurred in the network PM peak hour (17:00-18:00). It can be seen that a total of 144 walking and public-transport based trips were generated in the network AM peak hour and a total of 203 walking and public-transport based trips were generated in the network PM peak hour. A total of 1,874 walking and public transport-based trips were generated throughout the course of the day.

5.47 Table 5.13 shows that a total of five cycling-based trips were generated in the network AM peak hour and a total of one cycling-based trip was generated in the network PM peak hour. A total of 28 cycling-based trips were generated throughout the course of the day. Additionally, three taxi-based trips were generated in the network PM peak hour and seventeen taxi-based trips were generated throughout the course of the day.

5.48 In total, it can be seen from Table 5.13 that a total of 149 two-way person trips were generated in the network AM peak hour and a total of 207 two-way person trips were generated in the network PM peak hour. A total of 1,926 two-way person trips were generated throughout the course of the day.

Comparative Trip Generation

5.49 In order to fully assess the potential impact of the development proposals on the local transport and highway networks, a trip generation comparison has been made between the existing land uses at the Site, the consented land uses at the Site (as per the existing planning consents granted by LBC) and the proposed land uses at the Site.

5.50 **Table 5.14** below summarises the total number of two-way trips per mode (excluding private motorised transport modes i.e. car driver, car passenger and motorcycle) for the network AM and PM peak hours and the daily twelve hour period. This has been summarised for the existing, consented and proposed scenarios. Table 5.14 also includes a summary of the potential net change in total two-way person trips between each of these scenarios.

Table 5.14 Comparison of Total Two-Way Trips – All Land Uses

Scenario	Time Period	Number of Person Trips by Mode						
		Other	Cycle	Taxi	Walk and Public Transport	Site Specific Total	Site Specific Total Net Change (+/-)	
1. Existing	Network AM Peak (08:00 – 09:00)	1	4	0	124	129		N/A
	Network PM Peak (17:00 – 18:00)	1	0	3	179	183		N/A
	Daily Period (07:00 – 19:00)	6	24	15	1,598	1,643		N/A
2. Consented	Network AM Peak (08:00 – 09:00)	0	6	0	185	191	(1-2)	62
	Network PM Peak (17:00 – 18:00)	0	0	5	270	275	(1-2)	92
	Daily Period (07:00 – 19:00)	3	36	23	2,467	2,529	(1-2)	886
3. Proposed	Network AM Peak (08:00 – 09:00)	1	5	0	144	150	(2-3)	-41
	Network PM Peak (17:00 – 18:00)	1	0	3	203	207	(2-3)	-68
	Daily Period (07:00 – 19:00)	7	28	17	1,874	1,926	(2-3)	-603

5.51 **Table 5.15** below summarises the potential net change in total two-way person trips between each of the three scenarios based upon the total two-way person trip rates as included in Table 5.14 above.

Table 5.15 Comparison of Total Two Way Trips – Net Change Between Scenarios

Time Period	Site Specific Total Person Trips Net Change (+/-)		
	1. Existing to 2. Consented	2. Consented to 3. Proposed	1. Existing to 3. Proposed
Network AM Peak (08:00 – 09:00)	62	-41	21
Network PM Peak (17:00 – 18:00)	92	-68	24
Daily Period (07:00 – 19:00)	886	-603	283

5.52 Tables 5.14 and 5.15 above show that between the existing and consented scenarios, in the network AM peak period is an increase of 62 two-way person trips, in the network PM peak period there is an increase of 92 two-way person trips, and over the daily twelve hour period there is an increase of 886 two-way person trips.

5.53 Table 5.14 and 5.15 show that between the consented and proposed scenarios, in the network AM peak period there is a decrease of 41 two-way person trips, in the network PM peak period there is a decrease of 68 two-way person trips and over the daily twelve hour period there is a decrease of 603 two-way person trips.

5.54 Table 5.15 also shows that between the existing and proposed scenarios, in the network AM peak period there is an overall increase of 21 two-way person trips, in the network PM peak period there is an overall increase of 24 two-way person trips and over the daily twelve hour period there is an overall increase of 283 two-way person trips.

5.55 It can therefore be seen that, according to the outcome of the trip generation exercise, the proposed scheme at the Site will result in a net decrease in the number of two-way person trips for all modes compared to the consented scheme at the Site, as a result of the previous planning consents. There will, however, be a small net overall increase when comparing the proposed scheme with the existing land uses at the Site.

6 Construction Management Plan

General

6.1 In this section the Construction Management Plan (CMP) for the redevelopment of the Site will be outlined.

6.2 The CMP seeks to ensure that the demolition and construction phase of the development is carried out in a way which does not compromise the safety and convenience of pedestrians, cyclists, public transport users or users of the surrounding highway network.

6.3 As has been previously discussed, the Site is directly accessed from Hatton Wall, which runs east-west parallel to, and just south of, the A5201 Clerkenwell Road ('Clerkenwell Road'). Hatton Wall is a narrow, two directional two-lane single carriageway street and runs from its junction with Leather Lane / Portpool Lane to the west and its junction with Saffron Hill to the east. The Leather Lane market operates daily between the hours of 10:00 and 16:00 Monday to Friday. During these hours the entire length of Leather Lane is closed to general traffic, and access to / from Hatton Wall is via the B521 Hatton Garden ('Hatton Garden') and Saffron Hill only. When open to general traffic, Leather Lane is a southbound one-way street and provides vehicular access from Clerkenwell Road, which is located to the north.

6.4 Hatton Wall is crossed by Hatton Garden at its mid-point. Hatton Garden is also a two-lane single carriageway street, and includes a large amount of on-street parking provision.

6.5 The nearest Transport for London Road Network (TLRN) road, or 'Red Route', is the A201 Farringdon Road ('Farringdon Road'), which runs north-south and crosses Clerkenwell Road a short distance north-east of the Site. Farringdon Road provides direct access to the A501 Euston Road / Pentonville Road (TLRN) to the north; and the A3211 Victoria Embankment (TLRN), A201 New Kent Road (TLRN) and A3 Kennington Park Road (TRLN) to the south.

Outline Construction Management Plan (Heads of Terms)

Outline

6.6 As is stated above, the CMP seeks to ensure that the temporary construction phase of the development is carried out in a way which minimises disruption and inconvenience to road users (including drivers, pedestrians, cyclists and public transport users) without compromising their safety. The Site is very constrained by the surrounding highway network and, due to the close proximity of adjacent buildings and singular point of access / egress to / from Hatton Wall, access / egress to / from the Site is very limited. It is therefore important that the construction phase of the development is closely and carefully managed.

6.7 Further to pre-application scoping discussions and a pre-application scoping meeting on 15 October 2007 between JMP (Jane Powers and Stephen Evans), LBC Highways (Jonathan Morris) and LBC Planning (Stuart Minty, the Case Officer for the application), it was agreed that the preparation of CMP would be required, secured through a Section 106 Agreement (Town and Country Planning Act, 1990). Details of these discussions are included at Appendix B for information.

Issues

6.8 Further to the requirements of LBC Highways, issues which should be addressed within a CMP will include the following:

- Details of construction-related vehicles access / egress arrangements.
- Details of proposed vehicle arrival / departure rates to / from the Site.
- Details of the sizes and types of construction-related vehicles.
- A Swept Path Analysis.
- Details of any required off-Site highway works in order for the construction works to take place.
- Details of parking and loading arrangements.
- Details of any proposed parking bay suspensions or temporary traffic management orders required.
- Details of any proposed overhang onto the public highway, such as scaffolding or cranes.
- Details of any proposed hoarding against or on the public highway.
- Details of any proposed pedestrian or cyclist diversions required as a result of the construction works.
- Details of banksman arrangements.
- Details of proposed working hours and thus an indication of arrival / departure times of staff.
- Details of the proposed start and end times of construction phases.

7 Access & Servicing Strategy

General

7.1 In this section, the Access & Servicing Strategy (the 'Strategy') for the Site development proposals will be outlined.

7.2 The Strategy seeks to ensure that the servicing arrangements for the Site are carried out in accordance with the requirements of LBC Highways and that vehicular movements required in relation to activities at the Site are not detrimental to the safety of, or cause unnecessary inconvenience to, pedestrians or cyclists, or disabled car users, who wish to utilise the dedicated disabled only parking bays. It should also be noted that in addition to the two disabled only parking bays, three additional car spaces will be provided within the courtyard area as part of a lease agreement with adjacent properties. These three additional spaces are already in existence at the Site and will not be for use by occupiers of the Site.

Access & Servicing Strategy

Servicing

7.3 It is proposed that, as far as feasible, retail loading / unloading will take place within the enclosed courtyard area to the east of the Site. A Swept Path Analysis has shown that a transit van can safely access / egress the enclosed courtyard area via the vehicular access / egress and service road from Hatton Wall, perform a turning manoeuvre, and exit the Site in forward gear. The results of the Swept path Analysis are included at Appendix K for information.

7.4 Where a delivery vehicle cannot practically or safely access / egress the enclosed courtyard area, loading / unloading will take place directly on Hatton Wall. This activity will be carried out in accordance with existing on-street loading / parking restrictions.

Waste

7.5 As has been stated in **Section 4: Development Proposals**, LBC states that it typically provides two domestic refuse collections per week and one recyclables collection per week. For Hatton Wall, recyclables collections currently take place on a Monday. In line with existing arrangements for Hatton Wall, and given the constraints of the Site, refuse and recyclables collections will take place on-street.

7.6 The operators of the commercial units will make private arrangements for their own waste collection, which will take place on-street.

Outline Servicing Management Plan (Heads of Terms)

Outline

7.7 The Strategy outlined above will be achieved through the implementation of a Site-specific Servicing Management Plan (SMP). This SMP will be for the commercial and residential elements of the Site.

7.8 Further to pre-application scoping discussions and a pre-application scoping meeting on 15 October 2007 between JMP (Jane Powers and Stephen Evans), LBC Highways (Jonathan Morris) and LBC Planning (Stuart Minty), it was agreed that the preparation of an SMP would be required,

secured through a Section 106 Agreement (Town and Country Planning Act, 1990). Details of these discussions are included at Appendix B for information.

Issues

7.9 Further to the requirements of LBC Highways, issues which should be addressed within an SMP will include the following:

- Details of the location and layout of servicing bays – *it is proposed that, as far as possible, retail loading / unloading will take place within the enclosed courtyard area to the east of the Site*.
- Details of the frequency and duration of servicing movements – *regular expected service vehicle movements are likely to comprise retail loading / unloading*.
- Details of the size of service vehicles – *a Swept Path Analysis has shown that a transit van can safely access / egress the enclosed courtyard area. If required, larger service vehicles will be required to service the Site directly from Hatton Wall*.
- A Swept Path Analysis – *the results of a Swept Path Analysis are included at Appendix K of this TS Report for information*.
- Details of the nature of goods to be delivered.
- Details of the route to / from the on-street parking to the building access / egress points
- Details on how pedestrian safety will be ensured during deliveries.
- Details of how servicing bays are organised and managed.
- Justification for on-street servicing where necessary and its likely impact on the public highway – *due to Site constraints, it will not be possible for larger service vehicles to service from an on-Site location. It is noted that such vehicular movements will be infrequent*.
- Details of how refuse storage and servicing will be organised – *refuse stores for the commercial and residential land use elements will be conveniently located in close proximity to pedestrian access / egress points to / from the building and also in close proximity to the vehicular access / egress to / from the Site. Refuse servicing will take place from an on-street location and refuse / recyclables will be stored on-Site in accordance with current LBC requirements*.

8 Sustainable Transport Strategy

General

8.1 In this section, the Sustainable Transport Strategy (the 'Strategy'), to be achieved through the implementation of a Site-specific Travel Plan ('Travel Plan'), for the Site development proposals will be outlined.

8.2 The Strategy seeks to support safe, convenient, sustainable (i.e. low emission / low carbon / carbon free) and practical access to and from the Site. Given the essentially car-free nature of the development proposals (with the exception of two designated disabled only parking bays and a loading bay), it is important and necessary to provide information on the availability of sustainable modes of travel in place of private car usage.

8.3 As has been discussed earlier in this TS Report, the Site is located in very close proximity to a number of key bus routes and is also within a short walking distance of Farringdon and Chancery Lane Stations, for access to Underground and mainline rail services. Farringdon Station provides access to the Circle, Hammersmith & City and Metropolitan Lines and also National Rail services operated by First Capital Connect. Chancery Lane Station provides access to the Central Line. The Site is situated within Zone 1 of London's transport network and has a PTAL rating of 6b ('Excellent'), according to the TfL PTAL Map.

8.4 The Strategy recognises the opportunity and importance for all Site users to benefit from the Site's 'Excellent' (6b) PTAL location. It is important and necessary for all Site users to benefit from the close proximity to key local services, leisure facilities, the range of public transport options and the favourable local walking and cycling network.

8.5 Key points outlined within this TA Report with direct relevance to the sustainable nature of the Site include:

1. Accessible pedestrian access / egress point from Hatton Wall to the commercial units (office / workshop);

2. Accessible pedestrian access / egress point from the enclosed courtyard area to the commercial units (office / workshop);

3. Accessible pedestrian access / egress point from Hatton Wall to the ground floor retail unit;

4. Accessible pedestrian access / egress point from the enclosed courtyard area to the ground floor retail unit;

5. Accessible pedestrian access / egress point from Hatton Wall to the residential units;

6. Secure covered cycle parking / storage provision for each of the commercial units, and also for the residential units, conveniently located within the secure enclosed courtyard area;

7. With the exception of two designated disabled only parking bays (specifically one for the B1a Use Class / office land use element and one for the A1 Use Class / retail land use element), and provision for on-Site service vehicle loading / unloading, the entire development will be car-free in nature;

8. The disabled only parking bays will be conveniently located at surface level, within the secure enclosed courtyard area with direct vehicular access to / from Hatton Wall. These bays will be designed in accordance with the Government guidance *Parking for Disabled People*, published in September 2004;

9. Generally good pedestrian crossing facilities and well maintained, wide footways in the vicinity of the Site;

10. A local highway network which encourages cycling as a sustainable means of travel and provides dedicated on-carriageway cycle lanes;

11. Sheltered, well maintained bus stops with 'real time' bus arrival information located within close proximity to the Site;

12. Farringdon and Chancery Lane Stations located within very close proximity to the Site, providing direct access to mainline rail (First Capital Connect) and Underground services (Central, Circle, Hammersmith & City and Metropolitan Lines); and

13. The Strategy will need to be supported by a Site-specific Workplace Travel Plan, which is outlined below, which would be secured through a Section 106 Agreement (Town and Country Planning Act, 1990).

8.6 A Travel Plan is a package of measures typically employed to encourage the use of sustainable transport alternatives to travel by single occupancy vehicle (SOV) car travel. Given that the development proposals are for an essentially car-free scheme, the Travel Plan will be employed to encourage staff of the commercial units, and their visitors, to travel to / from the Site on foot, by bicycle, and by sustainable travel modes such as public transport. It is noted that travelling on foot or by bicycle has additional health benefits which the Strategy and Travel Plan aims to encourage.

8.7 A Travel Plan should set clear targets and identify key indicators in order to measure progress against those targets. Setting the baseline and monitoring the progress of the Travel Plan is essential to understanding the effects and impact of the Travel Plan on travel behaviour, and thus determining its overall effectiveness in managing the demand for certain sustainable modes.

Promoting & Encouraging Sustainable Travel

Car

8.8 The Strategy seeks to provide safe and convenient access to / from the Site for disabled drivers only.

8.9 As part of the development proposals, two dedicated disabled only parking bays for the commercial land use element (specifically, one for the B1a Use Class / office land use element and one for the A1 Use Class / retail land use element) will be provided. These spaces will be conveniently located to the side of the property within the enclosed courtyard area, which is accessed from Hatton Wall via a secure gate. The parking bays will be located off-street so as to not conflict with existing vehicular movements on Hatton Wall.

8.10 Aside from the two dedicated disabled only parking bays, three additional car parking bays will be located within the courtyard area as part of a lease agreement with adjacent properties. These additional parking bays are already in existence at the Site and will not be used by occupiers of the Site. The proposed development will therefore be essentially car-free in nature. No general parking provision will be provided for the development, and all other users of the Site will be expected to travel to / from the Site on foot, by bicycle, or by public transport modes.

8.11 Furthermore, to prevent 'overspill' parking onto surrounding streets, all users of the Site (both commercial and residential) will be prohibited from obtaining on-street parking permits. It is noted that 'pay and display' (P&D) parking is located on Hatton Garden a short distance east of the Site.

This would, where necessary, provide convenient short stay parking for visitors to office / workshop / retail units of the Site who are unable to arrive on foot, or by bicycle or public transport modes.

8.12 As has been discussed in **Section 3: Baseline Conditions**, it is noted that a number of car clubs operate within the Borough, including City Car Clubs, Streetcar and WhizzGo. LBC is part of a consortium of seven London boroughs, and as such, this enables car club members in Camden to use car from the other participating boroughs. These other boroughs are Brent, Ealing, Islington, Kensington and Chelsea, Lambeth and Merton.

8.13 The nearest car club parking bays are operated by Streetcar, and are located within the Saffron Hill NCP secure multi-storey car park on St Cross Street; approximately 0.2km / 0.1 miles from the Site. The Streetcar parking bays are located on the third floor of the car park. Alternative Streetcar parking bays are located outside 115-121 St John Street, Clerkenwell, approximately 0.5km / 0.3 miles from the Site. Further details on Streetcar car locations near the Site, as an example, are included at Appendix I for information.

Bus

8.14 The Strategy seeks to provide safe and convenient access to / from the Site by bus.

8.15 The Site is well served by a number of bus services that run along Clerkenwell Road (for east-west services) and Farringdon Road (for north-south services). The closest bus stops are located a short walking distance from the Site on both of these streets.

8.16 Bus Services 55 (Oxford Circus – Leyton), 63 (Honor Oak – King's Cross Station) and 243 (Wood Green – Waterloo Station) all pass along Clerkenwell Road and serve bus stops located within close proximity of the Site.

London Underground (LUL) Services

8.17 The Strategy seeks to provide safe and convenient access to / from the Site by London Underground (LUL) services.

8.18 Farringdon Station is located approximately 500m / 0.3 miles from the Site, which equates to a walking time of approximately 5 to 10 minutes. There are wide continuous footways with dropped kerbs and tactile paving at key pedestrian crossing points along the route. Signalised pedestrian crossing facilities are present on Farringdon Road, facilitating the safe crossing of pedestrians between Farringdon Station and Clerkenwell Road.

8.19 Chancery Lane Station is located approximately 550m / 0.4 miles from the Site, which equates to a walking time of approximately 5 to 10 minutes. The northern part of Leather Lane, which is between the Site and Chancery Lane Station, is closed to general traffic during the day on weekdays because of the Leather Lane Market. The southern part of Leather Lane is permanently pedestrianised between its junction with Greville Street and junction with Holborn.

Mainline Rail Services

8.20 The Strategy seeks to provide safe and convenient access to / from the Site by mainline rail services.

8.21 In addition to London Underground services, mainline rail services also operate from Farringdon Station, which is located approximately 500m / 0.3 miles from the Site, which equates to a walking time of approximately less than 10 minutes.

Walking

8.22 The Strategy seeks to provide safe and convenient pedestrian access to / from the Site.

8.23 Due to the fact that the Leather Lane Market is operational during the day on weekdays, the Site is generally only accessible by motor vehicles from Hatton Garden to the east. This therefore precludes the movement of through traffic, ensuring that Hatton Wall, although a narrow street with limited footway and carriageway width, remains a lightly trafficked street, to the benefit of pedestrians.

8.24 There are wide continuous footways with dropped kerbs and tactile paving on Hatton Garden and Clerkenwell Road. There are a number of signalised, zebra and non-signalised crossing points on Clerkenwell Road, facilitating the safe crossing of pedestrians, including those pedestrians who are visually impaired or who may suffer from mobility difficulties, in the vicinity of the Site.

Cycling

8.25 The Strategy seeks to provide safe and convenient cycle access to / from the Site.

8.26 On-carriageway cycleways are present on Clerkenwell Road, a short distance north of the Site. Secure, sheltered cycle storage will be provided for staff of both the commercial and residential units. In addition, visitor cycle parking will also be provided. Cycle stands for visitors to the retail units, and indeed residential units, will be conveniently and securely located at street level.

8.27 There are a number of cycle routes which go through and around London. Most notably is the Route 39 on the Camden Cycling Campaign Route Map. This route runs close to the site and travels from Hyde Park-Tottenham Court Road-Theobalds Road- Roseberry Avenue and Holborn before finishing in Whitechapel.

Accessible Transport

8.28 The following travel / transport options are from the LBC website. They are produced to provide more accessible travel to those persons with mobility difficulties.

- *"**The Camden Shopmobility scheme** loans Personal Mobility Vehicles (PMV) and manual wheelchairs to local residents and visitors with mobility impairments. The aim of the scheme is to improve the quality of life of disabled people by making it easier for them to visit their local shops, facilities and open spaces."*

- *"**The Disabled Drivers' Assessment** Scheme aims to increase the mobility and independence of disabled people living in Camden. Thereby enabling them to take up education, employment and leisure opportunities. The scheme is designed for disabled people who may wish to explore the possibility of driving a car or require help in choosing a wheelchair or scooter."*

- *"**The Disabled Persons' Freedom Pass (DPFP)** scheme allows Camden residents, with a permanent disability affecting their mobility, free travel within the Greater London area, on the following services: London Transport buses, including low floor mobility buses and Stationlink, London Underground, Docklands Light Railway, national railways services and the Croydon Tramlink."*

- *"**The PlusBus Door-to-Door scheme** provides an accessible minibus service for people who find it difficult to use public transport. The service provides door-to-door transport to destinations anywhere within the London Borough of Camden. The service runs Monday to Friday from 8.30am to 4.30pm. Journeys are booked in advance and you may sometimes need to be flexible with the time you wish to travel. There are no limits on the amount of trips an individual can make."*

- *"**The Taxicard scheme** gives London residents with serious permanent mobility problems and those who are severely sight impaired subsidised rides in licensed black taxis and private hire vehicles. The scheme enables people who have difficulty in using public transport the ability to get out and about. Taxicard users can travel when and where they want, providing it starts and finishes in the Greater London area, thereby increasing their independence and mobility. The scheme offers a 24 hour service, 365 days a year subject to the availability of taxis. This is a membership based scheme and the number of rides assigned to an individual is dependent upon the extent of their mobility and sight impaired impairment."*

8.29 Full details of these schemes can be found at Appendix H.

Outline Travel Plan (Heads of Terms)

8.30 The Strategy outlined above will be achieved through the implementation of a Site-specific Travel Plan ('Travel Plan'). This Travel Plan will be for the commercial (B1a Use Class / office land use element; B1c Use Class / workshop land use element; and A1 Use Class / retail land use element) only – therefore being a Workplace Travel Plan (WTP). This WTP will be secured through a Section 106 Agreement (Town and Country Planning Act, 1990).

8.31 Further to pre-application scoping discussions and a pre-application scoping meeting on 15 October 2007 between JMP (Jane Powers and Stephen Evans), LBC Highways (Jonathan Morris) and LBC Planning (Stuart Minty), it was agreed that the preparation of a Residential Travel Plan would not be necessary given the quantum of development proposed – three residential units. It was agreed, however, that a 'business' or Workplace Travel Plan would be prepared. Details of these discussions are included at Appendix B for information.

Aims

8.32 Suggested aims to be included in a Workplace Travel Plan (WTP) for the Site may include the following:

- To manage on-Site car parking demand;
- To reduce the overall need to travel; and
- To encourage the take-up of healthy sustainable travel modes such as walking and cycling.

Objectives

8.33 Suggested objectives to be included in a WTP for the Site may include the following:

- To ensure only those entitled to park in disabled parking spaces are permitted to bring vehicles onto Site;
- To ensure sufficient cycle parking is provided on Site;
- To encourage the use of public transport / sustainable transport modes; and
- To create opportunities for reducing the need to travel off-Site during the day.

Targets

8.34 With reference to the TRAVL trip rate database mode split data included in **Section 5: Trip Generation** of this report, it can be assumed that from the outset, due to the essentially car-free nature of the development proposals, the combined mode split for the office, workshop and retail

land use elements is likely to replicate the following. An average mode split has been derived from the TRAVL output as presented in Section 5, taking into account the proportion of floor area allocated to each land use.

- Walking and public transport modes: 97%
- Pedal cycle: 2%
- Taxi: 1%
- **Total: 100%**

8.35 With reference to the workshop land use element (B1c Use Class), the 'other' modes percentage (%) share of 16% is based upon TRAVL survey sites with a relatively low PTAL rating (given the limited range of sites available in the TRAVL database). It is therefore expected that given the 'Excellent' PTAL rating of the Site at 18 & 20-28 Hatton Wall, and its Central London location, it is expected that this mode share will not be replicated as a result of the development proposals. This 16% has therefore been proportionally redistributed amongst the other modes.

8.36 In order to assist the breakdown of the 'walking and public transport' modes, 2001 Census 'Method of Travel to Work' data has been used, for the daytime population in the Holborn and Covent Garden ward, the ward in which the Site is located. Those who work mainly at or from home and those not currently working have not been included in this summary. Given the essentially car-free nature of the development proposals, car / van driver, car / van passenger and motorcycle / scooter / moped modes have also not been included. A detailed summary of this 2001 Census output is included at Appendix M for information.

8.37 The resulting 2001 Census 'Method of Travel to Work' data indicates a mode split of:

- Train: 41% }
- Underground, metro, light rail or tram: 40% } Walking and public transport
- Bus, minibus or coach: 10% } modes = 96%
- Walking: 5% }
- Pedal cycle: 3%
- Taxi or minicab: 1%
- **Total: 100%**

8.38 As has been discussed in **Section 5: Trip Generation**, the mode split shown above closely replicates the mode split derived from the TRAVL output and can be assumed to be a suitable 'baseline' mode split in the absence of Site-specific survey data.

8.39 The mode splits shown above would suggest scope for increasing the percentage (%) mode share of those travelling on foot and by pedal cycle, particularly given that secure covered cycle parking / storage will be provided on-Site, in accordance with LBC policy requirements.

8.40 Suggested targets to be achieved by a set future date, and subject to the outcome of an initial 'baseline' Site-specific travel survey upon occupation of the Site, might be:

- Train: 38% (-3%)
- Underground, metro, light rail or tram: 37% (-3%)
- Bus, minibus or coach: 8% (-2%)
- Walking: 10% (+5%)
- Pedal cycle: 6% (+3%)
- Taxi or minicab: 1% (+/-0%)
- **Total: 100%**

Approach

8.41 The WTP will be developed by the Site's management company, or their consultants, in consultation with the appropriate Officer at LBC. A draft WTP will be prepared and submitted to LBC, and, subject to review and comment, will be implemented upon opening of the development. It is suggested that a baseline Site-specific travel survey could be undertaken to determine the actual, rather than expected, mode split for the land use elements. The outcome of this baseline travel survey will be reported within the final version of the WTP, which will then be implemented on-Site.

8.42 It is important to note that a Travel Plan not a standalone isolated document, but should be flexible and receptive to change over time as it is continually monitored and reviewed.

Action Plan & Measures

8.43 A range of outputs will be offered to meet the targets and overarching objectives. These may include:

1. Clearly defined car parking spaces designated for disabled use only.

2. Company registration with a car club operator to enable staff to make use of car club cars should business travel by car be required during the working day.

3. Provision of cycle facilities for staff, including secure covered cycle parking / storage, showering facilities, changing rooms and secure lockers.

4. A financial contribution for staff who participate in a Borough cycle training scheme.

5. Financial / practical support for cyclists, such as cycle maintenance checks and repairs, and discounts on cycling safety equipment.

6. Subject to employer support / capabilities, the availability of interest free loans to employees for the purchasing of a bicycle, cycle safety equipment, or the purchasing of a public transport season ticket.

7. Provision of on-Site teleconferencing or teleworking facilities to reduce the need for staff to travel off-Site during the working day.

8. Where possible, allowing staff to work from home or work a compressed working week (whereby staff complete a normal working week in less than five working days).

9. Continual on-Site promotion of the WTP through posting of information in communal areas and the maintenance of a regularly updated WTP noticeboard. Informing staff of WTP developments and progress through the use of e-mail, corporate intranets or the internet, or the distribution of an on-Site WTP newsletter.

Monitoring & Review Strategy

8.44 As has been stated above, it is suggested than following initial occupation of the commercial land use elements of the Site, a baseline Site-specific travel survey could be undertaken to determine the actual, rather than expected, mode split for these land use elements.

8.45 Thereafter, it is suggested that repeat travel surveys are conducted on an annual basis, initially twelve months following the baseline travel survey, to monitor the effectiveness of the WTP measures and how the mode split is being affected.

8.46 It is suggested that a travel survey takes the form of a questionnaire to all staff.

8.47 It is then suggested that the results of the annual travel survey, along with a review of the WTP in light of these survey results, and suggested improvements to the measures being undertaken, should be submitted to LBC for review and agreement. It is anticipated that the WTP will need to be reviewed on an annual basis for a limited time only. Should the annual WTP review indicate that the WTP is being successfully implemented then it may be viewed that further monitoring is not necessary. Should issues arise then annual monitoring beyond the initially defined period may be required.

8.48 It is noted that the WTP that will be prepared will be iTrace compliant, and will be prepared in accordance with current LBC and TfL Travel Plan guidance.

Roles & Responsibilities

8.49 It is suggested that a Site Travel Plan Co-ordinator is responsible for day-to-day management and monitoring of the WTP. Given the nature and scale of the development it is likely that this could be integrated within an existing employment role. It is also suggested that a Steering Group be set up, led by the Site Travel Plan Co-ordinator. The Steering Group will comprise one representative from each business / commercial entity based at the Site. It will be the responsibility of the Site Travel Plan Co-ordinator to effectively communicate the implementation and progress of the WTP to the employers and employees based on-Site, the Site's management company and LBC.

8.50 Annual monitoring and reviewing will be the responsibility the Site Travel Plan Co-ordinator on behalf of the Site's management company, or their consultants.

9 Summary & Conclusions

Key Points

9.1 This Transport Statement (TS) Report for the proposed development of the Site at 18 & 20-28 Hatton Wall, London, EC1N 8JH (the 'Site'), concludes with a summary of the main points below:

1. JMP has been commissioned by Diamondpool Limited (Diamondpool) to prepare a TS Report in support of a planning application for the redevelopment of the Site.

2. Diamondpool is seeking to redevelop the Site, which is currently comprised of an existing building at 20-24 Hatton Wall currently used as offices (B1a Use Class) and workshops (B1c Use Class), and numbers 26 and 28 Hatton Wall currently comprising a ground floor retail unit (A1 Use Class) with additional offices above (B1a Use Class).

3. The Site is located in the London Borough of Camden (the 'Borough'). The Site is directly accessed from Hatton Wall, which runs east-west parallel to, and just south of, the A5201 Clerkenwell Road ('Clerkenwell Road'). The Site is also located a short distance east of the A5200 Gray's Inn Road, north of the A40 Holborn / High Holborn, and north-west of Holborn Circus and Holborn Viaduct.

4. The Site is identified as being located within an area with a PTAL rating of 6b ('Excellent'), as illustrated on the TfL PTAL map for the Borough.

5. The Site is well served by buses on Clerkenwell Road and Farringdon Road and is located in close proximity of both Farringdon Station (for mainline and Underground rail services) and Chancery Lane Underground Station.

6. Up-to-date Personal Injury Accident (PIA) statistical data for the area in the vicinity of the Site have been obtained from the TfL Road Safety Unit, showing that the majority of accidents that occurred were 'slight'.

7. The development will be essentially car-free in nature as it is expected that the majority of trips generated will be walking and public-transport based.

8. The development will make provision for two designated disabled only parking bays conveniently located at ground level, in the courtyard to the east of the Site, in close proximity to the pedestrian entrance to the main office building.

9. Three additional car parking bays will be located within the courtyard area as part of an existing lease agreement with adjacent properties. These additional parking bays are already in existence at the Site and will not be used by occupiers of the Site.

10. A total of seventeen secure, sheltered cycle parking storage / spaces are proposed for staff of the office, workshop and retail land use elements. In addition, two visitor cycle parking spaces are proposed for visitors.

11. A total of three secure, sheltered cycle storage spaces for the residential land use element will be provided, conveniently located within the courtyard and easily accessible from the nearby pedestrian entrances. This equates to a residential cycle parking / storage provision of 100% equal to one secure cycle storage space per residential unit.

12. Vehicular access / egress to / from the two disabled only parking bays will be via the existing gated entrance on Hatton Wall. The parking bays will be conveniently located within the existing courtyard area, so as to not conflict with existing parking restrictions or vehicular movements on Hatton Wall.

13. Pedestrian access to / from the various land use elements will be via the pedestrian entrances on Hatton Wall and via the pedestrian entrances leading to / from the existing courtyard area.

14. Access to / from the cycle parking / storage will be via the existing vehicular access / egress and service road between Hatton Wall and the existing courtyard area.

15. Regular expected vehicular movements generated by the Site are likely to comprise refuse / recyclables collections and office, workshop and retail loading / unloading. It is proposed that residential refuse / recyclables collections will take place on-street on Hatton Wall.

16. It is proposed that retail loading / unloading will take place within the courtyard area where feasible.

17. A Swept Path Analysis has been carried out using AutoTRACK to test a vehicle's ability to manoeuvre within the Site, where appropriate, and to use the access / egress point safely and in compliance with current design guidance.

18. A multi-modal trip generation exercise has been carried out using the latest available version of the TRAVL database, Version 8.06 (October 2007), in compliance with TfL guidance recommendations. This exercise indicates that compared to the previous consented land uses at the Site, there will be an expected net reduction of 41 two-way trips in the network AM peak hour (08:00-09:00), a net reduction of 68 two-way trips in the network PM peak hour (17:00-18:00) and a net reduction of 603 two-way trips over the twelve hour period (07:00-19:00).

19. The trip generation exercise also indicates that compared to the existing land uses at the Site, there will be an expected net increase of 21 two-way trips in the network AM peak hour, a net increase of 24 two-way trips in the network PM peak hour and a net increase of 283 two-way trips over the twelve hour period. It also indicates that when comparing the previous consented land uses at the Site with the existing land uses at the Site, there would be a net increase of 62 two-way trips in the network AM peak hour, a net increase of 92 two-way trips in the network PM peak hour and a net increase of 886 two-way trips over the twelve hour period.

20. This TS Report sets out an outline Construction Management Plan (Heads of Terms) which recognises the need to carefully manage and, where appropriate, restrict the arrival / departure and movements of construction vehicles.

21. This TS Report sets out an outline Servicing Management Plan (Heads of Terms) which recognises the need to carefully manage and, where appropriate, restrict the arrival / departure and movements of servicing vehicles, including private waste collection for the commercial units.

22. This TS Report also sets out a Sustainable Transport Strategy and outline Workplace Travel Plan (Heads of Terms) which recognises the need to promote a range of sustainable travel options to travel to and from the Site, including walking, cycling and the use of public transport.

23. A Construction Management Plan, Servicing Management Plan, and Workplace Travel Plan for the commercial elements of the Site, will be secured through a Section 106 Agreement (Town and Country Planning Act, 1990).

Appendix A

LBC Planning Meeting 19/06/07

Appendix B

LBC Highways Meeting 15/10/07

Appendix C

Site Audit Photographs 15/10/07

Appendix D

TfL PTAL Map

Appendix E

Site Layout Plan

Appendix F

TfL Bus Spider Map

Appendix G

LCN+ Cycle Map

Appendix H

Accessible Transport

Appendix I

Streetcar Car Locations

Appendix J

TfL PIA Data

Appendix K

Swept Path Analysis

Appendix L

TRAVL Output

Appendix M

National Statistics 2001 Census Data