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Consulting
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**NEW GARDEN HOUSE, HATTON GARDEN
LONDON, EC1
(T831)**
Transport Impact Statement

November 2001

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1.0 INTRODUCTION

1.1 This report has been produced on behalf of Wilmar Estates Ltd in respect of the redevelopment of New Garden House, Hatton Garden, London.

1.2 The site comprises a number of individual properties fronting Hatton Garden, St Cross Street and Leather Lane. The site is situated within Central London in the Holborn ward of the London Borough of Camden, as illustrated in Figure 1.

1.3 This report has been produced by Buchanan Consulting Engineers in support of the planning application and should be read in conjunction with the Planning Statement prepared by Slaughter & May and the architectural drawings produced by Allford Hall Monaghan Morris.

1.4 The report assesses the impact of the development in transport terms, in particular examining issues such as sustainable travel patterns, servicing and the development of an employee Green Travel Plan.

2.0 EXISTING CONDITIONS

2.1 The site is bordered to the north by St Cross Street, to the east by Hatton Garden, to the south by other commercial premises and to the west by Leather Lane. The existing site layout is shown in Figure 2. The site comprises a number of individual properties including:

- 71-73 Hatton Garden;
- 74-80 Hatton Garden;
- 5-7 St Cross Street; and
- a number of properties which back on to Leather Lane.

2.2 These properties are primarily occupied by PKF, a firm of chartered accountants, although some space is sublet to other tenants. Together the buildings form a central court yard area which is used predominantly for parking. Several of the buildings are interlinked. The offices are let on a short term basis and it is considered that they offer low standards of amenity and comfort compared to other, more modern, properties within the Holborn/Farringdon area.

2.3 The buildings have a total combined gross floor area of 17,837 sqm. At present there are 29 parking spaces provided on site and all servicing currently takes place from the public highway. Narrow vehicular accesses to the central court yard area are provided from Hatton Garden and St Cross Street, as illustrated in Figure 2. Waiting restrictions are in place at these access points and at various locations in the surrounding streets.

2.4 Pay & Display parking bays are provided along both sides of Hatton Garden and on either side of the St Cross Street access. Parking is controlled between the hours of 8:30am and 6:30pm Monday to Friday and between 8:30am and 1:30pm on Saturdays at a cost of £3 per vehicle per hour. The maximum stay is limited to just two hours – these bays are thus intended for short term use only; they are not intended for use by commuters. A motor bike parking area is provided on the south side of St Cross Street near the junction with Hatton Garden.

2.5 A general market takes place each week day on Leather Lane between the hours of 10:00 am and 2:30 pm. Market stalls line both sides of the street between St Cross Street and Greville Street. Leather Lane is generally less than 6m wide and is one way southbound from St Cross Street. A fire path has been marked out on Leather Lane between St Cross Street and Greville Street to enable the safe and swift passage of emergency vehicles.

2.6 Vehicular access from St Cross Street to the northern section of Leather Lane, and from Hatton Garden to the eastern section of St Cross Street is prohibited. Alternative access routes are available.

2.7 Traffic flows in the immediate vicinity of the site are generally low. The B521 Hatton Garden, Leather Lane, St Cross Street and Greville Street are classified within the UDP as Local Access Roads.

2.8 Further to the south, west and north of the site are the A40 Holborn, the A5200 Gray's Inn Road and the A5201 Clerkenwell Road respectively, which are classified as Borough Distributors. To the east of the site is the A201 Farringdon Road which is classified as a London Distributor, although it is understood that this road is proposed to be re-classified as being part of the Mayor's Transport for London Road Network (TLRN). Traffic flows on these roads are substantial with queues and delays experienced throughout the working day, particularly during morning and evening peak periods.

2.9 Pedestrian crossing facilities in the vicinity of the site are provided on Hatton Garden near the St Cross Street junction and near the Greville Street junction. No other pedestrian crossing facilities are provided in the surrounding area, presumably due to the low traffic and/or pedestrian flows.

2.10 Hatton Garden has long been associated with the jewellery trade, although the number of shoppers and tourists visiting the area for this purpose is generally low in comparison to other shopping areas such as Oxford Street. The Leather Lane market primarily attracts only local custom from the offices and residences in the surrounding area. Pedestrian activity in the vicinity of the site is therefore restricted to the main employment uses, with peak activity

occurring in the traditional week day morning and evening peak periods and at lunch times.

2.11 The site benefits from being within a short walking distance of both Chancery Lane and Farringdon tube stations, and a range of bus services operate in the surrounding area. Further details of these services and other sustainable modes of travel is given in Section 4.0 of this report.

3.0 PROPOSALS

3.1 It is proposed that the site will be redeveloped as indicatively shown in Figure 3. Architectural drawings of the proposed floor plans and elevations have been prepared by Allford Hall Monaghan Morris.

3.2 The proposals comprise the following elements:

- The existing office block fronting Hatton Garden and a portion of St Cross Street will be refurbished;
- The existing office block fronting parts of Leather Lane and St Cross Street will be retained in its current form;
- The existing office block fronting the remainder of the site on Leather Lane will be converted to residential use;
- The existing office block linking the Hatton Garden and Leather Lane frontages in the south of the site will be demolished; and
- A new office block will be constructed within the central court yard area.

3.3 A summary of the existing and proposed gross floor areas is given in the table below.

Element	Existing (sqm)	Proposed (sqm)	Change (sqm)
Office	17,837	22,914	+5,077
Residential	0	2,165	+2,165
Total	17,837	25,079	+7,242

3.4 It is anticipated that the proposed residential element will comprise 14 dwellings and consist of 1 studio apartment, 4 one bedroom apartments, 6 two bedroom apartments and 3 three bedroom apartments.

Parking

3.5 It is proposed that the entire development, both offices and residential, will be car free and hence no parking spaces will be provided on site.

3.6 Provision will be made for 60 secure cycle parking spaces to serve the development. These will be provided at ground floor level in the internal court yard area and will be protected from the weather. This level of provision is in accordance with Camden's cycle parking standards for office and residential development. Showers, lockers and changing room facilities will be provided to encourage office employees to cycle to work.

Servicing

3.7 It is proposed that the development will be served by means of an internal service yard at ground floor level which will be accessed via the existing vehicular access on St Cross Street. The existing access on Hatton Garden will be built over as part of the refurbishment works.

3.8 Sufficient turning space will be provided within the service yard to enable an 8m long (7.5 tonne) goods vehicle to enter and leave in a forward facing direction. The swept path of a vehicle undertaking this manoeuvre is illustrated in Figure 4. In line with the London Borough of Camden's UDP Policy TR24, this is the largest type of delivery vehicle expected to service the site, and it is therefore considered that there will be no detriment to residential amenity from service vehicle activity.

Disabled Access

3.9 The proposed development will be designed so as to enable access by the mobility impaired, including the wheelchair bound, as required by Part M of the 1991 Building Regulations, which controls standards for access to buildings used by the public (including employment uses) and access within buildings.

3.10 The main public entrance to the site on Hatton Garden will be designed so as to enable access by independent wheelchair users, whilst lifts will be provided throughout the development.

Emergency Access

3.11 The proposed development is accessible by fire tenders and other emergency service vehicles from Hatton Garden, St Cross Street and Leather Lane. A riser will be provided close to the St Cross Street vehicular access to serve the proposed central courtyard office building. Further information on building design and fire prevention and control is available from Allford Hall Monaghan Morris and Warrington Fire and Research Consultants.

4.0 SUSTAINABLE TRAVEL

Introduction

4.1 Sustainable transport is generally defined as travelling by modes of transport other than the private car. This includes walking, cycling, and travel by bus, Underground and rail.

4.2 Figure 6.2 of the London Borough of Camden's Interim Transport Plan 2001-2002 illustrates that the Central London area has a public transport accessibility index of 90-100+, the highest level available. The site is thus considered to be one of the most accessible in the Borough.

Walk

4.3 Footways are provided on all approaches to the site and throughout the surrounding area. In the immediate vicinity of the site, footway widths in excess of 1.8m are provided on all approaches.

4.4 Although it is acknowledged that the majority of employees will travel to the site by Underground and/or National Rail, a proportion who live within reasonable walking distance may choose to travel solely on foot. Figure 5 illustrates the approximate extent of the areas within 20 minutes walking distance of the site, assuming a typical walk speed of 80 m/min (3 mph). This catchment area extends northward to Pentonville/Finsbury, eastward to Shoreditch, southward to Southwark, westward to Fitzrovia, and includes Clerkenwell, Covent Garden, Soho and Bloomsbury. The potential walk catchment area thus includes a substantial residential population.

4.5 Figure 5 also illustrates that in addition to stations in the immediate vicinity, such as Chancery Lane and Farringdon, the site is within reasonable walking distance of a number of other London Underground and National Rail stations including Barbican, Blackfriars, Cannon Street, Holborn, Kings Cross St Pancras, Old Street, Moorgate, Temple and Tottenham Court Road. These stations represent the closest within the walk catchment area for each

particular tube or national rail line. It is thus possible for a proportion of employees arriving at these stations to continue their journey to the site on foot.

Cycle

4.6 The site is accessible by bicycle and has a considerable residential catchment area within approximately 20 minutes cycling distance. This is shown in Figure 6 which also illustrates the extent of existing and proposed cycle lanes within the 20 minute catchment area, assuming an average cycling speed of 160 m/min (6 mph). This area extends northward to Camden Town and Islington, eastward to Bethnal Green, southward to Lambeth and Bermondsey and westward to Marylebone. The potential cycle catchment area thus includes a significant residential population.

4.7 In the immediate vicinity of the site, cycle lanes are provided or proposed on parts of Clerkenwell Road/Rosebury Avenue/Warner Street/Back Hill, Farringdon Road, Holborn/Charterhouse Street and Red Lion Street.

4.8 Covered, secure cycle parking spaces will be provided at ground floor level within the central court yard area for use by employees, visitors and residents. Showers, lockers and changing rooms will also be provided so as to encourage the use of this mode by employees travelling to the site.

Bus

4.9 The proposed development is located within walking distance of a number of different bus routes, as illustrated in Figure 7. Bus stops are located on Clerkenwell Road, Farringdon Road, Holborn, Charterhouse Street, and Gray's Inn Road. A summary of service routes and frequencies is provided in the table below.

Service	Route	Frequency
8	Victoria-Mayfair-Oxford Circus-Holborn-Bank-Liverpool Street-Shoreditch-Bow	7 mins
17	London Bridge-Cannon Street-Holborn Circus-Kings Cross-Holloway-Archway	10 mins
19	Finsbury Park-Islington-Bloomsbury-Piccadilly-Knightsbridge-Sloane Square -Chelsea-Battersea Bridge	8 mins
25	Oxford Circus-Holborn-Bank-Aldgate-Bow-Stratford-Illford	8 mins
38	Victoria-Piccadilly-Bloomsbury-Islington-Hackney-Clapton	3-5 mins
45	Kings Cross-Holborn Circus-Blackfriars-Elephant & Castle-Camberwell-Brixton- Streatham Hill	10 mins
46	Farringdon Street-Holborn-Kings Cross-Hampstead-Swiss Cottage-Warwick Avenue	15 mins
55	Oxford Circus-Bloomsbury-Old Street-Shoreditch-Hackney-Clapton-Leyton Green	10 mins
63	Kings Cross-Farringdon-Blackfriars-Elephant & Castle-Old Kent Road-Peckham- Honor Oak-Crystal Palace	6-15 mins
242	Tottenham Court Road-Holborn-Bank-Liverpool Street-Shoreditch-Dalston -Hackney-Clapton Park-Homerton Hospital	8 mins
243	Waterloo-Aldwych-Bloomsbury-Old Street-Shoreditch-Stoke Newington- Tottenham-Wood Green	8 mins
341	County Hall-Waterloo-Aldwych-Holborn Circus-Islington-Harringay-Tottenham- Northumberland Park	12 mins
501	Waterloo-Holborn-Bank-London Bridge	6 mins
521	Waterloo-Holborn-St Paul's-Cannon Street-London Bridge	6-8 mins

4.10 It is clear from the above that the locally available bus services serve a wide variety of destinations and residential areas across London. Each service operates at a high frequency, with the majority running at headways of ten minutes or less. Together these services offer ample opportunity for employees, visitors and residents to travel to and from the site by bus. It is important to note that in a number of cases, the bus provides a viable alternative to tube or rail travel, for example in travel to Hackney or Clapton.

Underground/Rail

4.11 The site is located approximately midway between Farringdon and Chancery Lane stations. Each station is less than 10 minutes walk away and it

is anticipated that the majority of employees will travel to the site via the Underground for either part or the whole of their journey.

4.12 Whilst it is acknowledged that the majority of employees will arrive at either Farringdon or Chancery Lane, it is anticipated that a proportion will arrive at other stations within walking distance of the site, such as Holborn or Blackfriars, and travel to the site on foot.

4.13 In addition to the existing tube and rail systems, there are a number of proposals for new and/or improved services, and other measures to reduce congestion, that are being brought forward by the Mayor, through Transport for London, in conjunction with London Underground, Railtrack, the Strategic Rail Authority and others. These are described in the paragraphs below.

Mayor's Proposed Congestion Charging Scheme for central London

4.14 The site is located within the Mayor's proposed central London Congestion Charging Zone, and all non-exempted private vehicles visiting the site would be liable to the £5 daily charge. Transport for London anticipate that the proposed scheme will bring the following benefits:

- it would reduce congestion, not only within, but also beyond the charging zone;
- it would be more effective in reducing traffic than other measures;
- it would improve bus operations;
- it would produce substantial net revenues to be spent on transport improvements in London;
- it would benefit business efficiency;
- it would integrate with other initiatives to reduce congestion and improve public transport;
- it would make central London a more pleasant location; and
- it would be relatively quick to introduce – a scheme could be operational by early 2003.

4.15 The charging zone is bounded by the Inner Ring Road; ie Marylebone Road, Euston Road, Pentonville Road, Tower Bridge Road, Elephant & Castle, Vauxhall Bridge and Victoria. There would be a charge for the use of vehicles on roads within the charging zone, but not for using the Inner Ring Road itself.

4.16 The proposed charging scheme, together with the lack of parking facilities being provided at the proposed development, will act to severely limit the number of car borne trips to the site.

East London Line Extensions

4.17 Powers for extending the East London Line northwards to Finsbury Park and Willesden Junction have already been obtained, whilst powers for the southern extension to West Croydon and Wimbledon are currently being sought. The extension represents the first part of an attempt to link up the North, West, South and East London lines to form the core of a wider London orbital network – Orbirail. Such a network has the potential to provide for many journeys with both origins and destinations in inner and outer London and beyond, for which public transport options are currently limited. It can provide an alternative for cross-London journeys to travelling via central London, and it is anticipated that through running trains could operate on the line by 2006.

Thameslink 2000

4.18 The proposed Thameslink 2000 scheme would serve a range of destinations both within and outside London, with significantly increased capacity between Farringdon and Blackfriars, and reduced journey times to Central London from suburban areas. The proposals would provide convenient interchange with the Channel Tunnel Rail Link (CTRL) via a new station at St Pancras, and improved access to Gatwick and Luton airports. Subject to the completion of statutory consultation and approval procedures, the proposals could be completed by 2008.

Cross River Transit

4.19 The Cross River Transit is a new high quality public transport system that would connect areas north and south of the Thames, linking regeneration areas with residential areas, and bringing some relief to overcrowding on the Underground. The scheme is being promoted by Transport for London and the Cross River Partnership, and is currently in the development stage. The route would start in the railway lands north of Kings Cross and would serve Kings Cross St Pancras stations, whilst a second branch would start at Camden Town. Both branches would then merge at Euston and run southwards to Holborn and Aldwych and then onto Waterloo, where one branch would run via Elephant & Castle to Peckham and the other would run via Lambeth North, Kennington, Oval and Stockwell to Brixton. A decision has yet to be made on which type of system to use; the options being examined include a segregated busway using 'bendy' buses, a modern trolleybus system and a modern tram system. It is anticipated that the scheme could be in operation by 2008.

East-West Line (CrossRail)

4.20 CrossRail comprises a new underground tunnel running between Liverpool Street and Paddington mainline railway stations with intermediate stops at Farringdon, Tottenham Court Road and Bond Street stations. This would enable the through running of suburban rail services from the east and west, removing the current need to interchange with Underground services. This could bring significant capacity relief to the Central, Metropolitan, Hammersmith & City and Circle lines. The proposals also include a possible link to Heathrow Airport. The scheme is currently being defined and whilst funding has yet to be secured, it is anticipated that the earliest the line could open is 2011

Hackney-SouthWest Line

4.21 A proposed new semi-underground line running between Hackney and the south west via Dalston, Finsbury Park, Kings Cross, Tottenham Court Road, Piccadilly Circus, Victoria and Clapham Junction, with possible further

links to Stratford and/or the Lee Valley. The scheme will take forward, in a modified form, a previous outline proposal for a new rail line between Hackney and Chelsea, for which a route across the central area has been safeguarded. It is expected that the line will bring capacity relief to the Victoria and Northern lines. The scheme has a provisional completion date of 2015, although it is hoped that the scheme will be implemented sooner.

Public Private Partnership (PPP)

4.22 The Government's proposals to modernise the Underground system through the involvement of the private sector would see an injection of £13 billion of private finance in to the network over the next 15 years. The proposals would see major improvements being brought to stations, rolling stock, track and signals on all lines. This in turn is expected to bring capacity relief within the medium to long term.

Green Travel Plan

4.23 An essential tool in encouraging the use of more sustainable forms of transport is the implementation of an employee Green Travel Plan. As the proposed development is speculative in nature and future tenants have yet to be identified, is difficult to be too prescriptive at this point in time as to the contents of the Plan. However, a draft Green Travel Plan for the development has been produced and is included in Appendix A.

5.0 TRANSPORT IMPACT

5.1 This section of the report examines the likely transport impact of the proposed development in terms of the estimated increase in traffic and public transport loadings.

5.2 With regard to employee and resident traffic generation, the proposals do not include any on-site parking spaces. Parking in the surrounding streets is controlled and limited to a maximum stay of just two hours. It is therefore considered that the traffic impact from employees and residents will be negligible, particularly in the context of existing peak period traffic flows on Clerkenwell Road, Farringdon Road, Holborn and Gray's Inn Road.

Servicing

5.3 In terms of servicing, it is expected that the proposed internal servicing arrangements will remove the current requirement for servicing to take place from Hatton Garden. The proposed service area will be accessed from St Cross Street, where existing traffic flows are extremely low. Figure 4 illustrates the adequacy of the service area in terms of the ability of an 8m rigid (7.5 tonne) service vehicle to enter, turn around and leave the site in a forward facing direction.

Public Transport

5.4 In terms of the increase in public transport loadings, it is important to consider the likely increase in the number of employees at the proposed development and the likely modal split of those employees.

5.6 Information has been obtained from the 1991 Census Work Place Statistics in relation to the modal split of people who work in the Holborn Ward of the London Borough of Camden. This data was obtained from the London Research Centre, a division of the Greater London Authority, and is summarised in the table below.

1991 Census Modal Split of those who work in Holborn ward of Camden

Mode	Rail	Tube	Bus	Car Driver	Car Pass	Motor Cycle	Bicycle	Walk	Total
Percent	42%	33%	7%	10%	2%	1%	2%	4%	100%

5.7 It is important to note from the above figures that the proportion travelling by rail includes travel on **all** services operating to/from and via London, and provided by various Train Operating Companies such as Connex, West Anglia Great Northern, South West Trains, etc. It is not limited to just those arriving at Farringdon via Thameslink. Similarly, the proportion travelling by tube includes those who travelled by **all** available lines and stations in the area – it is not limited to either Chancery Lane or Farringdon stations.

5.8 As this data is somewhat dated, and the results of the 2001 Census will not be available until mid-2002, slight modifications have been made to the modal split in order to take into account the particular circumstances of the proposed development. For example, the lack of parking spaces being provided and the Mayor's proposals for congestion charging in Central London will act to limit the number of car journeys being made. Similarly, the Mayor's proposals for improved bus services and additional Underground services, described in Section 4.0 of this report, will act to increase the number of journeys being made by these modes. The estimated modal split of employees is given in the table below.

Estimated Modal Split

Mode	Rail	Tube	Bus	Car Driver	Car Pass	Motor Cycle	Bicycle	Walk	Total
Percent	42%	38%	10%	0%	0%	2%	4%	4%	100%

5.9 From the above it is anticipated that the majority of employees, some 80%, will travel to the site via either the Underground or National Rail, or a combination of both. However, given the prospective nature of the

development and the lack of detailed travel information available it is difficult to accurately predict the number of employees who will travel via either Farringdon or Chancery Lane stations. Nevertheless, an estimation can be made of the overall number of additional employees travelling by each mode.

5.10 The proposals comprise an increase in office gross floor area of 5,077 sqm. The client specification requires a building design based upon an office occupancy of 1 employee per 10 sqm net lettable area. As the design is at a preliminary stage, detailed figures on net lettable area are currently unavailable. However, the ratio between net lettable and gross floor area typically varies between 70% and 80%, depending upon the age and particular design of a building. It is therefore assumed that the ratio of net lettable area to gross floor area is 75%. This then gives an average office occupancy of 1 employee per $(10/75 \times 100 =)$ 13 sqm gross floor area. On this basis, the proposed development would lead to an increase of $(5077/13 =)$ 391 office employees.

5.11 The number of additional employees travelling by each mode is given in the table below.

Estimated Increase in Employees by Mode

Mode	Rail	Tube	Bus	Car Driver	Car Pass	Motor Cycle	Bicycle	Walk	Total
No.	164	149	39	0	0	8	16	15	391

5.12 The additional employees travelling by rail and tube will be split between various stations in the surrounding area, not just Farringdon and Chancery Lane, and between various tube and suburban rail lines.

5.13 Tube stations in the vicinity of the site currently handle several thousand passengers per hour arriving and departing during peak periods, whilst each tube train is capable of carrying approximately 1,000 passengers. These tube services operate at a very high frequency, for example there are

between 24 and 27 trains per hour in each direction on the Central line during peak periods.

5.14 In terms of suburban rail termini such as Moorgate, Cannon Street, and Blackfriars etc, whilst the trains have a carrying capacity similar to tube trains, the stations are capable of handling much higher volumes of passengers – typically in terms of tens of thousands of passengers per hour.

5.15 In the context of these figures, the impact on individual tube or railway stations or lines is considered to be minimal.

5.16 Similarly, the increase in bus passengers, when split between the 14 services available, is considered to be minimal.

5.17 Given the preceding, it is considered that the increase in public transport loadings associated with the proposed development does not represent a significant or unacceptable increase.

6.0 CONCLUSION

6.1 This report has considered the transport implications of redeveloping land at New Garden House, Hatton Garden for office and residential purposes. The proposals comprise the refurbishment of existing offices, the construction of a new office block, the conversion of a substandard office block to residential use, and the demolition of a small substandard office block.

6.2 The proposed development would be serviced at ground floor level from an internal court yard area that would be accessed via St Cross Street. Track plots of 8m long (7.5 tonne) service vehicle successfully manoeuvring into and out of the service yard in a forward facing direction are presented in Figure 4.

6.3 The servicing arrangement represents an improvement on the existing situation, where premises are served directly from the public highway, primarily Hatton Garden.

6.4 It is proposed that the development will be entirely car free – no parking spaces will be provided for either the office or residential use. Parking controls in the streets immediately surrounding the site are intended to promote the short stay use of Pay & Display bays by visitors and shoppers, and prevent their long stay use by commuters. This, together with the Mayor's proposed central London Congestion Charging Scheme, will act to severely limit the number of car borne journeys made to the site.

6.5 It is therefore anticipated that the traffic impact of employees and residents travelling to the site by car will be negligible, particularly given the high levels of traffic currently experienced on Clerkenwell Road, Farringdon Road, Holborn/ Charterhouse Street and Gray's Inn Road.

6.6 This report has considered the potential increase in public transport loadings as a result of the likely increase in the number of people employed at the development. It has been shown that the majority of employees would be expected to travel to and from the site via the Underground or National Rail or

a combination of the two. Given the speculative nature of the development, it is difficult to accurately assess the number of additional employees that will travel via individual tube lines or stations. Nevertheless, overall figures for travel by each mode have been estimated from the available data sources.

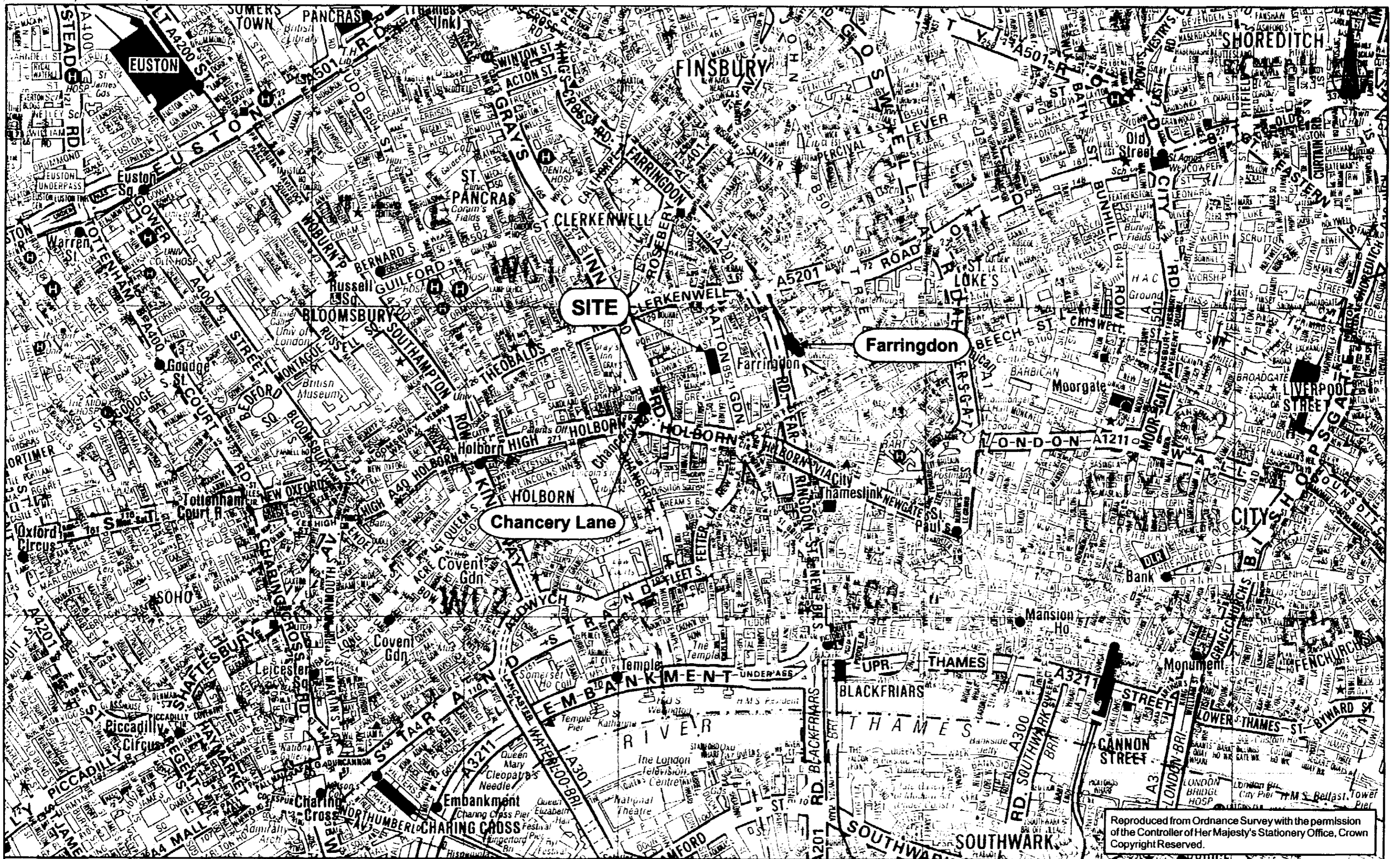
6.7 On the whole, the proposed development represents a minimal increase in public transport loadings during the traditional weekday morning and evening peak periods.

6.8 The Mayor's proposals for improved public transport services in London, in particular those for the Cross River Transit, the East London Line extensions, Thameslink 2000, CrossRail, and the Hackney-SouthWest line, will result in significant additional capacity being provided in the central area. This in turn will bring capacity relief to a number of Underground lines, including the Central, Northern, Piccadilly and Victoria lines, and the stations that they serve. The various proposals will thus be of particular benefit to employees, visitors and residents travelling to and from the site.

6.9 The Government's proposals for a Public Private Partnership for major private sector investment in the Underground system are expected to bring significant improvements to services throughout London. Investment in stations, rolling stock, track and signals will bring capacity relief and improved services throughout the network in the medium to long term.

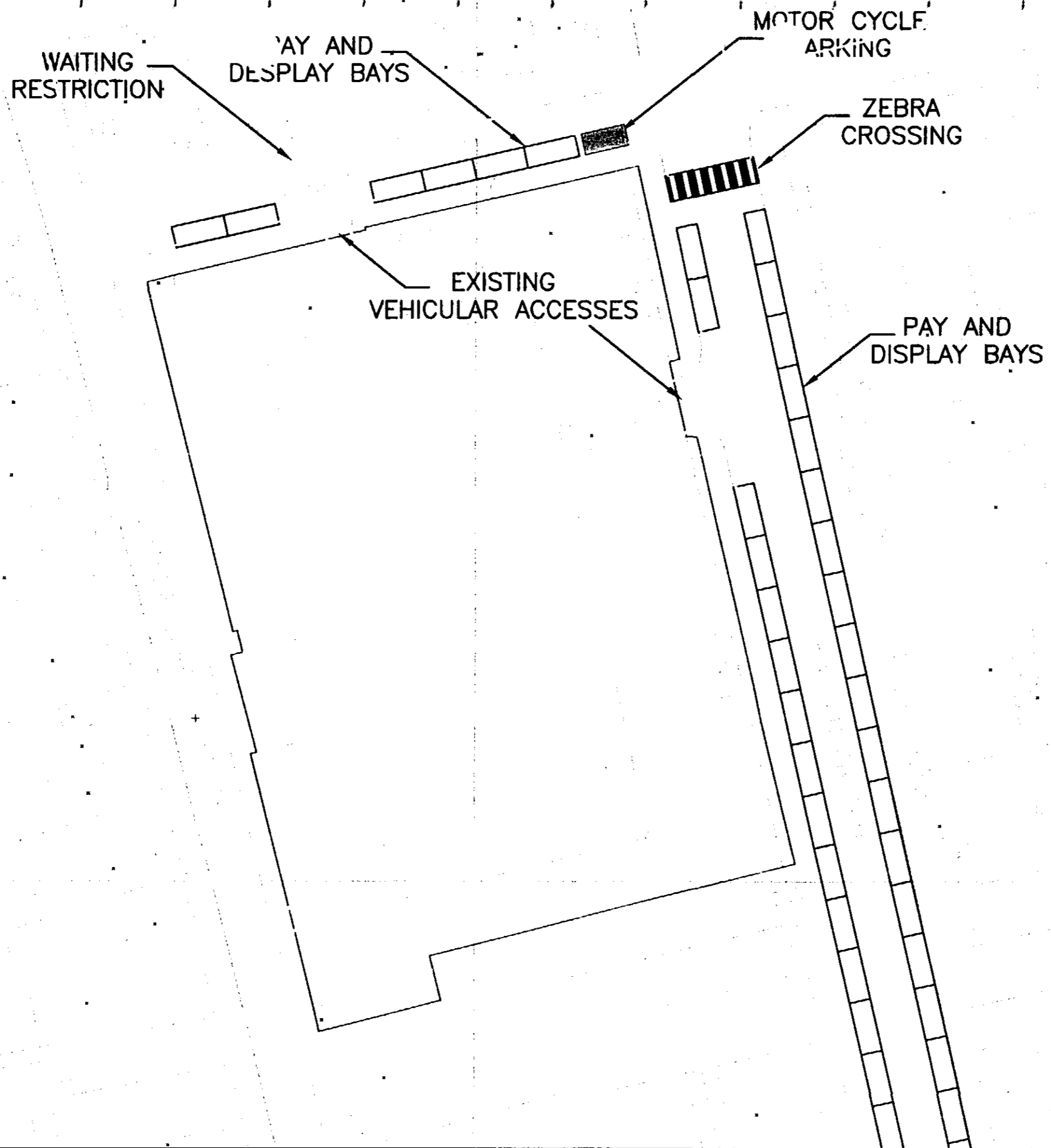
6.10 A key feature of the transport strategy for the development will be the implementation of a Green Travel Plan. Although the exact detail of the Plan has yet to be established, it is anticipated that it is likely to seek the maximum use of public transport by all employees in travel to and from the site. A Draft Green Travel Plan is included in Appendix A.

6.11 Given the foregoing, it is recommended that the proposed development is acceptable in terms of transport impact.

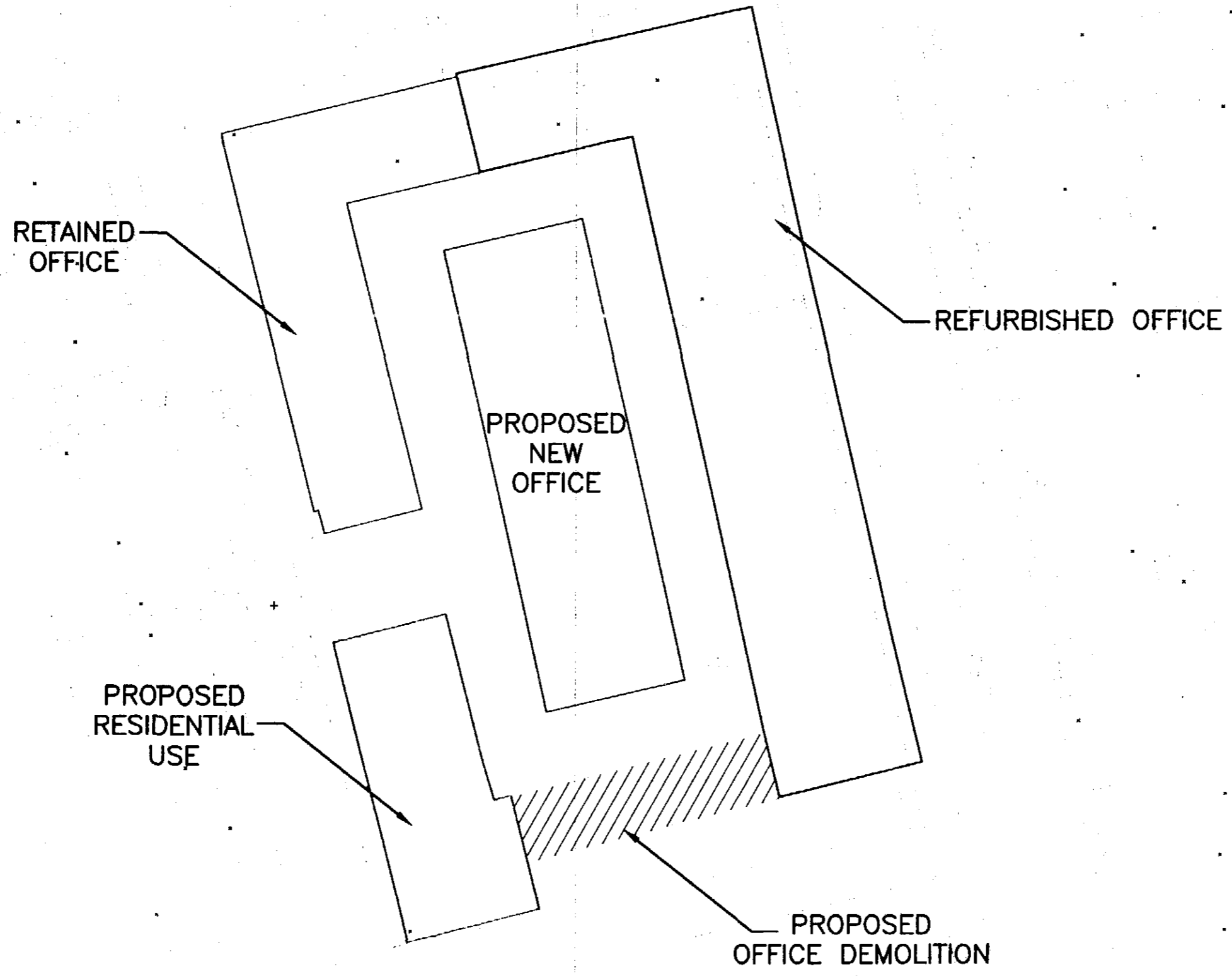


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Scale	NTS	Client :	Wilmar Estates Ltd		Job Title :	New Garden House, Hatton Garden		Buchanan Consulting Engineers	
Date	08/10/01	Drawing Title :	Site Location Plan				Newcombe House - 43-45 Notting Hill Gate - London W11 3QD		
Drawn	M.K.						Tel. 0207 309 9055 Fax. 0207 309 9056		
							Job No :	T831	Fig. 1

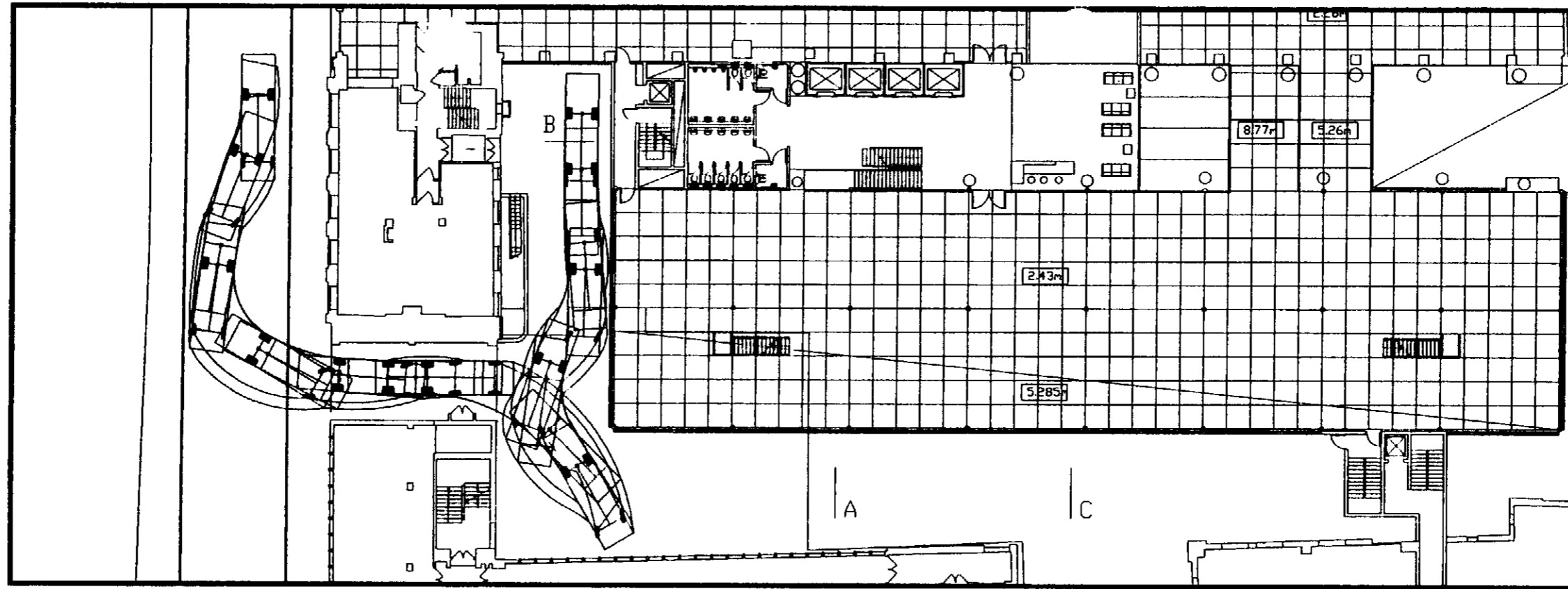


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Date 08 OCT 01	Approved JPD	Drawing Title : EXISTING SITE LAYOUT		Job No T831	Drawing No Figure 2

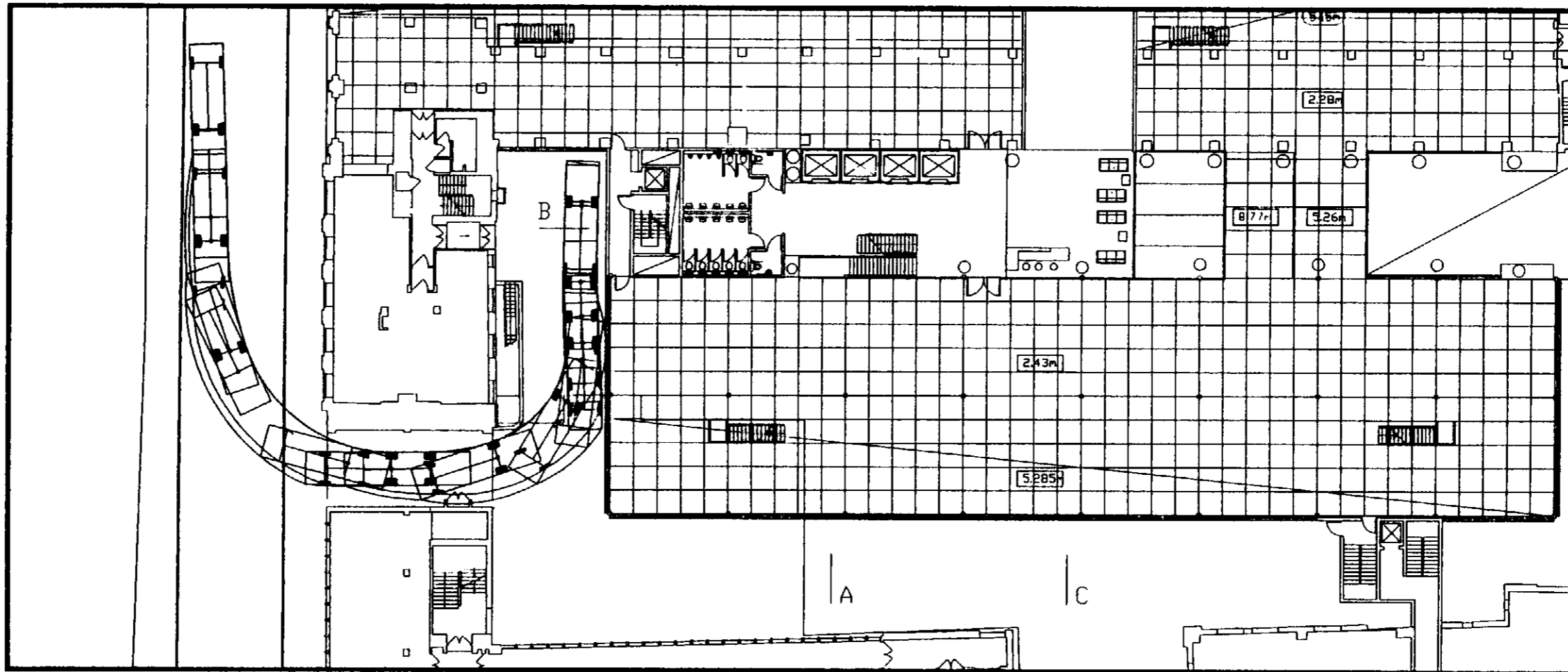


Scale 1:750	Drawn NL	Client : WILMAR ESTATES Ltd.	Job Title : NEW GARDEN HOUSE, HATTON GARDEN	Buchanan Consulting Engineers Newcombe House, 43-45 Notting Hill Gate London, W11 3QD Tel. 020 7309 9055 Fax. 020 7309 9056	
Date 08 OCT 01	Approved JPD	Drawing Title : DEVELOPMENT PROPOSALS		Job No T831	Drawing No Figure 3

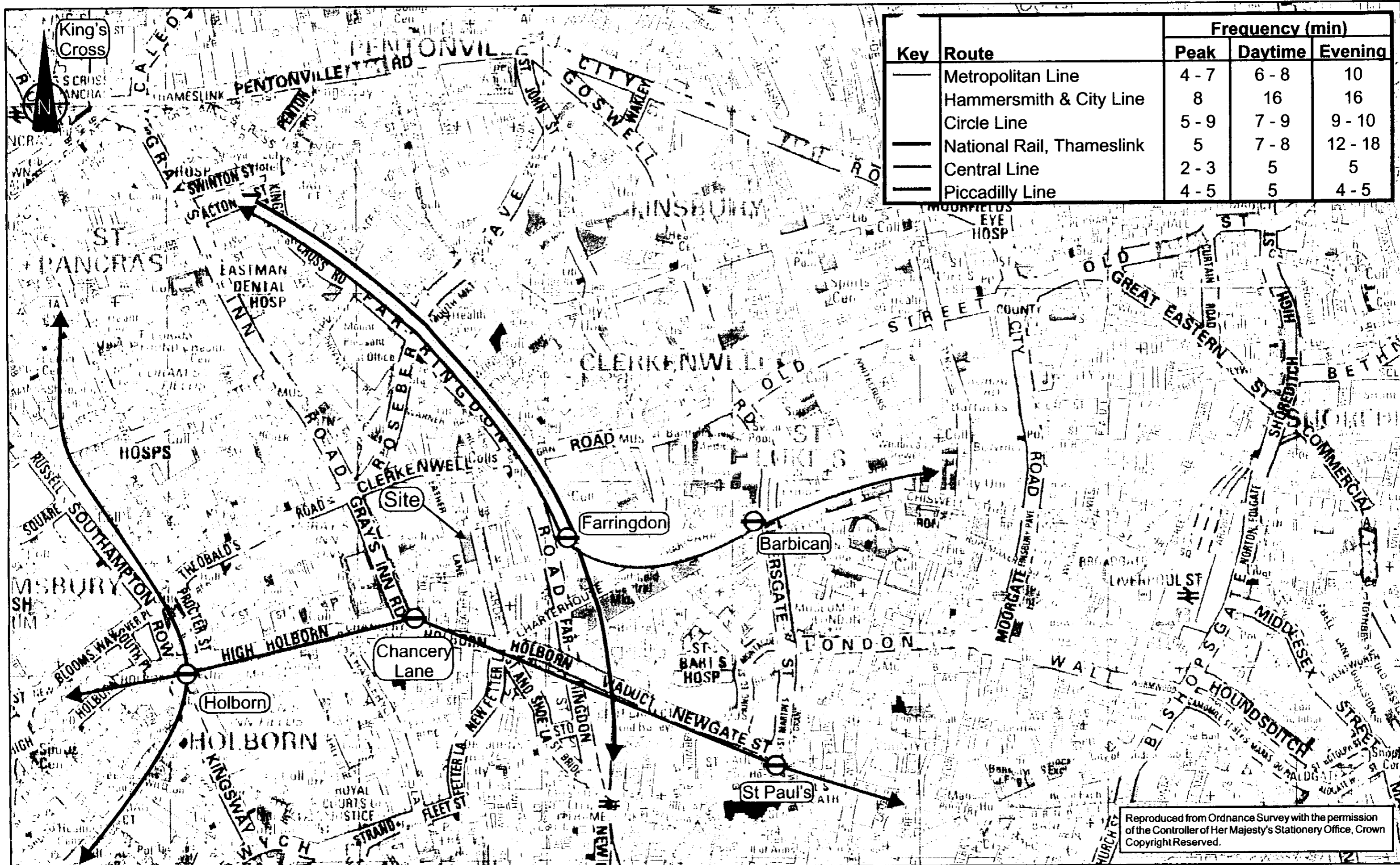
IN



OUT



Scale 1:500	Drawn NL	Client : WILMAR ESTATES Ltd.	Job Title : NEW GARDEN HOUSE, HATTON GARDEN	Buchanan Consulting Engineers Newcombe House, 43-45 Notting Hill Gate London, W11 3QD Tel. 020 7309 9055 Fax. 020 7309 9056	
Date 01 Oct 01	Approved AW	Drawing Title : AUTOTRACK MOVEMENT FOR AN 8m RIGID (7.5 TON BOX VAN)		Job No T831	Drawing No Figure 4



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Scale	NTS	Client :	Wilmar Estates Ltd	Job Title :	New Garden House, Hatton Garden	Buchanan Consulting Engineers	
Date	08/10/01	Drawing Title :			Newcombe House - 43-45 Notting Hill Gate - London W11 3QD		
Drawn	M.K.				Existing Rail Network in Vicinity of Site		
						Job No :	T831
							Fig. 8

1.0 INTRODUCTION

1.1 PPG13 and the Camden UDP require submission of a Green Travel Plan for a development of the size proposed. In general one of the main aims of company travel plans is to encourage modal shift through, for example, reduced car parking allocation. In central areas where minimal car parking is proposed, the need for a travel plan is not so apparent.

1.2 Thus, the proposed travel plan focuses on the means of ensuring that transport demand from employees and for servicing is met by the available transport systems. In summary this objective can be met by:

- ensuring that the use of walking, cycling and public transport is encouraged;
- introducing flexible working hours to regulate demand for travel by employees during peak periods; and
- appropriate delivery and servicing systems.

1.2 The next stages describe the elements of the travel plan in greater detail.

2.0 ELEMENTS OF THE GREEN TRAVEL PLAN

2.1 The Green Travel Plan proposes a range of measures and incentives that have been tailored to ensure that staff have a choice of modes of travel to the site that will be convenient alternatives to the private car.

2.2 The details of this Green Travel Plan have been prepared for discussion with the local authority and will be implemented through a co-operative partnership approach. The plan is likely to include the following elements:

- The appointment of a travel co-ordinator to ensure best practice and effect from the Plan.
- Encouragement to staff to use pedal cycles.
- Improvements to pedestrian and cycling accessibility to the site to encourage use of these modes of travel by staff and visitors, including the provision of covered, secure and convenient cycle parking.
- Provision of showers, changing rooms and lockers for cycle users.
- The production of a travel package giving site access details by all travel modes, distributed to all staff and available to visitors.
- A monitoring and review process, for at least 3 years, to ensure that the objectives of the Plan are met, and enable reaction to changing circumstances.

2.3 Given that the development is speculative and that prospective tenants have yet to be identified, it is suggested that it is premature to be too prescriptive as to what further measures will be provided at this stage. It is suggested that the provision of additional measures is dependant upon the individual operational needs of any future occupier. Nevertheless, due consideration will given to providing the following elements:

- flexible working hours to enable staff to travel to and from work during less congested periods.
- loans to staff for bicycle purchase;
- loans to staff for public transport season ticket purchase; and

3.0 REVIEW AND MONITORING

3.1 The robustness of the Plan will be increased by a co-operative partnership approach for its delivery, including the London Borough of Camden and local transport operators. The various elements of the Plan will be monitored and reviewed over time to ensure its effectiveness.

3.2 Clearly, regular monitoring of how people travel will enable any adjustment in the emphasis placed on any particular mode within the Green Travel Plan to be made at an early stage. This will ensure that the maximum efficiency of the Green Travel Plan is achieved.

3.3 It will be the key role of the travel co-ordinator to record the success of each element of the Plan, which will be monitored on an ongoing basis over a period of at least 3 years. The key parameters recorded within the monitoring process will be:

- The initiatives being undertaken within the Plan and what modifications have been made in the monitoring period.
- The success of the Plan in reducing car use by employees and visitors travelling to the site.
- Information on how individual modes of travel are being used by staff and visitors to the development.

3.4 It is proposed that monitoring should be carried out on an annual basis, with information collated into a report, which will form the basis for a joint annual review of the Green Travel Plan with the London Borough of Camden.

3.5 The data collected for the purposes of monitoring may include some or all of the following, although the list may be reviewed in consultation with the Council.

- A "snapshot" survey of a sample of those working or visiting the site on one day.

- A periodic “travel diary” for a more limited sample of staff covering a longer period.
- The surveys are to ascertain mode of travel, arrival/departure times, journey details and the effect of incentives on choice of travel mode.
- Take up of incentives

3.6 The Green Travel Plan will be judged on the implementation of the measures set out in this plan, and the success of those measures in encouraging alternative forms of travel to the single occupancy private car.

4.0 CONCLUSION

4.1 The main objective of the Green Travel Plan is to encourage travel to and from the proposed development by means of transport other than the single occupancy private car. This is to be achieved by implementing a range of travel incentives for both staff and visitors.

4.2 Given that it supports an outline planning application where no specific end users have yet been identified, this Plan is only preliminary. It does however provide sufficient detail to demonstrate the commitment to promote and encourage sustainable travel by staff and visitors.

4.3 The plan relies upon a package of measures implementable through the development to encourage both staff and visitors to travel by modes other than the private car.

4.4 The Plan commits to working in partnership with the Local Authority to develop and achieve its objectives. Much of the detail of the proposed measures has still to be worked up, and the Council's input to this process is seen as essential in order that the Plan is consistent with the local transport aims of the London Borough of Camden.