



ttp consulting

transport planning specialists

Elebro Ltd

140-146 Camden Street
Camden

Transport Statement

May 2014

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1 INTRODUCTION

- 1.1 TTP Consulting is retained by Elebro Ltd to provide traffic and transport advice in relation to their development proposals for proposed redevelopment of 140 to 146 Camden Street, Camden. The site location is shown at **Figure 1**.
- 1.2 This Transport Statement has been prepared for submission to the London Borough of Camden (LBC) to accompany a planning application for an office and residential scheme on the site.
- 1.3 This Transport Statement considers the effects of the planning application proposal in terms of its effects in traffic and transport terms (in particular, in relation to car / cycle parking, servicing and access). It also considers the suitability of the site in terms of its accessibility and in light of local, regional and national planning policy.
- 1.4 This report and development layout take account of the pre-application comments provided by LBC in April 2013.
- 1.5 This report concludes that the proposed development will not result in any material impact in traffic and transport terms and that, if anything, it will result in a reduction in vehicular movements to/from the site resulting in local environmental benefits.
- 1.6 The remainder of this report is set out as follows:
- Section 2 - describes the application site and existing conditions;
 - Section 3 - describes the accessibility of the site by non-car modes;
 - Section 4 - describes the development proposals;
 - Section 5 - sets out relevant transport policies;
 - Section 6 - considers the potential transport effects of the proposals; and
 - Section 7 - summarises and concludes.

2 EXISTING SITUATION

- 2.1 The application site comprises 140 to 146 Camden Street; the site location is shown at **Figure 1**.
- 2.2 The site is bounded by Bonny Street to the north, Camden Street to the west and the Regent's Canal to the south.
- 2.3 The site is located within central Camden Town, in the London Borough of Camden. The local area is predominantly residential with mixed-use retail with residential above and commercial buildings along Camden Road.
- 2.4 Located within the wider area and within walking distance of the site are numerous small shops and restaurants and the Sainsbury's food store on Camden Road is within 50m of the site.

Site Description

- 2.5 The existing building is of two parts. The northern part is a 1950s single storey warehouse building on the corner of Camden Street and Bonny Street with entrances on both streets.
- 2.6 The southern part is a 3 storey office building with frontages to Camden Street and the Regent's Canal.
- 2.7 The Camden Street site frontage has single yellow line controls in place and the Bonny Street frontage double yellow lines and a loading bay (loading only 08:30-18:30 Monday to Friday and 09:30-17:30 Saturday and Sunday). The site has 2 existing crossovers adjacent to the loading bay.
- 2.8 The existing commercial space has a gross internal area (GIA) of 2,581sqm. An existing site plan is at **Appendix A**.

Local Road Network

Bonny Street

- 2.9 Bonny Street is orientated between the A503 Camden Road to the east and the A400 Camden Street to the west. It measures approximately 8.5 metres in width and on-street parking is permitted on both sides in marked bays. It is located within Controlled Parking Zone CA-F with a mix of residents and pay & display bays in relation to which restrictions are in place

08:30-18:30 Monday to Friday and 09:30-17:30 Saturday and Sunday. No vehicular access is permitted between Camden Road and Bonny Street.

A503 Camden Road

- 2.10 Camden Road is part of the A503 which is routed between the A4201 at Regents Park to the south west and the A1201 at Finsbury Park in the north east. It also links with the A1 Holloway Road, which is orientated in a north-south direction and is a key route to and from Central London.
- 2.11 Camden Road is approximately 2.5 kilometres in length and lies between the junction with the A1 Holloway Road / Tollington Road in the north east and the junction with Kentish Town Road / Camden High Street and Parkway to the south west at Camden Town. Adjacent to the site, it has a carriageway width of 12.5 metres with two lanes in each direction and is a Red Route with no stopping Monday to Saturday from 07:00-19:00.

A400 Camden Street

- 2.12 Camden Street is part of the A400, which lies between the A1 at Archway in the north and the A501 Euston Road to the south. It provides a road connection between the site and Mornington Crescent, Kentish Town and Tufnell Park.
- 2.13 Camden Street forms a section of the A400 between Crowndale Road in the south and Hawley Road in the north. It is approximately 950 metres in length and 12.5 metres in width close to the site. It is one-way southbound along its full length and has a minimum of 2 lanes.

Car Club

- 2.14 The nearest car club spaces to the site are located on Castlehaven Road, Rochester Place and Pratt Street.

Barclays Cycle Hire

- 2.15 A 45 space docking station is available on Bonny Street, within 100m of the site. The next closest docking station is a 36 space unit on Greenland Street.

3 ACCESSIBILITY

- 3.1 The site is a town centre site and is accessible by all modes with an excellent network of footpaths, cycle facilities and public transport services in the immediate vicinity.

Walking

- 3.2 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey. The Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.3 The site is situated close to the centre of Camden Town and, thus is within 2 kilometres of a significant array of commercial and leisure destinations, including a Sainsbury's store on Camden Road (350 metres walk distance to/from the site) and a plethora of smaller A1 and A3 units within Camden Town.
- 3.4 Footways are found on both sides of the roads in the vicinity of the site, providing a safe environment for pedestrians. Since the local area is used by a significant number of pedestrians, footway widths are a minimum of 2 metres and often wider.
- 3.5 Camden Road and Camden Street, which connect with either end of Bonny Street are characterised by significant flows of traffic. However, there are frequent opportunities for pedestrians to cross safely close to the site.
- 3.6 In addition to the existing pedestrian links at street level, a Canal towpath is available for pedestrians / cyclists, which provides an attractive leisure route for a central London location of this nature.

Cycling

- 3.7 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car.
- 3.8 The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles.
- 3.9 The site is located in proximity to a number of signed cycle routes. This includes a signed on-road cycle route along the Royal College Street / St Pancras Way one-way system. The route

then continues south along Royal College Street towards King's Cross. This also forms part of London Cycle Network (LCN) route 27.

3.10 In addition, LCN route 28 is orientated in a north-south direction between Tufnell Park and King's Cross, passing along a route parallel with Camden Road. LCN route 29 lies between Camden Road in the west and Angel in the east.

3.11 This demonstrates that the site is well served by local cycle routes, providing links to other parts of Central and North London.

Public Transport Accessibility

Bus Services

3.12 The TfL PTAL calculation indicates that 13 bus routes are available within the PTAL cut off walk distance of 640m, which provide a total of 122 buses per hour in either direction. The area is also served by a total of 7 night buses.

3.13 The TfL bus spider map is at **Appendix B**.

Rail Services

3.14 Camden Road rail station lies to the north east of the site, less than a 170m walking distance and forms part of the London Overground network on the Clapham Junction/Richmond to Stratford route.

Underground Services

3.15 The nearest London Underground station to the site is Camden Town, which is approximately a 320m walk distance to the south of the site. Camden Town is served by the Northern Line and is located at the intersection between Edgware and High Barnet / Mill Hill East branches to the north and Charing Cross / Bank branches to the south.

3.16 The Northern Line provides a connection between Morden to the south, through the City and West End to terminate at High Barnet, Mill Hill East or Edgware in the north. Trains operate on each of the branches at frequent intervals during the daytime, 7 days a week.

Public Transport Accessibility Level (PTAL) Rating

3.17 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service

availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

- 3.18 Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations, underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail etc) are then added to give a single value.
- 3.19 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 3.20 The measure, therefore, reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and,
 - The level of service at the public transport access points – i.e. average waiting time.
- 3.21 According to TfL's planning information database the site has a PTAL Level of 6B, demonstrating an excellent level of accessibility to public transport. The details of the calculation are at **Appendix C**.

4 DEVELOPMENT PROPOSALS

4.1 It is proposed to develop the site to provide:

Commercial:

- 1,773sqm GIA of B1 office floor space

Residential:

- 62 (48 private, 9 intermediate and 5 social rented) residential units (21 x 1 bed, 31 x 2 bed and 10 x 3 bed)

4.2 The proposed floor plans are at **Appendix A**.

Site Access

4.3 The main access to the offices is adjacent to the centre of the site's Camden Street frontage with an emergency exit provided to Bonny Street.

4.4 The residential entrances are spread across both Bonny Street and Camden Street.

Servicing / Refuse

4.5 There is an existing loading bay on the Bonny Street site frontage, which is loading only 08:30-18:30 Monday to Friday and 09:30-17:30 Saturday and Sunday. It is proposed that a similar loading bay facility will be used to service the site.

4.6 The site has two existing crossovers on Bonny Street, which will be removed and reinstated as part of the redevelopment of the site.

4.7 This offers the opportunity for the existing loading bay to be reconfigured and a potential option which includes a disabled car parking space and a charging point is indicated on the proposed ground floor plan.

4.8 Residential refuse stores are located to provide one on the Camden Street frontage and another on the Bonny Street frontage. A commercial refuse store is provided adjacent to Bonny Street.

Parking

Car Parking

- 4.9 The planning application proposal envisages a car free scheme, reflecting the excellent accessibility of the site. A Section 106 planning obligation would be used to ensure that the new residents were not able to apply for resident parking permits, ensuring that the ability of existing residents to park was not impacted upon.

Cycle Parking

- 4.10 A total of 74 cycle parking spaces are required for the residential units and 12 for the office use, to accord with London Plan standards.
- 4.11 A total of 3 cycle stores are provided for the residential units, allowing for 94 cycling parking spaces, in excess of the required standard. Commercial cycle parking facilities include a store area providing for a total of 12 spaces, adjacent shower facilities are also provided.
- 4.12 It is expected that a Josta or similar 2-tier cycle rack system will be utilised.

Travel Plan

- 4.13 This development proposal offers an opportunity to introduce a Staff Travel Plan for the office space and a Residential Travel Plan Statement for the residential units. The aims of the Travel Plans are to remove the barriers to sustainable transport by encouraging the use of public transport, walking and cycling.
- 4.14 The Travel Plans have been prepared in accordance with travel plan guidance issued by Transport for London. The Residential Travel Plan Statement is provided at **Appendix D** and the Interim Office Travel Plan is provided at **Appendix E**.

5 POLICY

5.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the development of the site and how it complies with those policies.

National Planning Policy Framework

5.2 Paragraph 32 sets out that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

5.3 The site has excellent accessibility to bus, underground and rail services, and the layout of the development ensures that safe access is provided.

5.4 The development will not give rise to transport related impacts and so there are no transport grounds that should prevent the development of the site as proposed.

London Plan

5.5 The London Plan provides policies and advice on matters that are of strategic importance to Greater London.

5.6 The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

5.7 Policy 6.1 Strategic Approach states that:

"The Mayor will work with all relevant partners to encourage the closer integration of transport and development ... encouraging patterns and nodes of development that reduce the need to travel, especially by car."

5.8 Policy 6.13 Parking states that:

"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use"

5.9 No car parking is to be provided on site and the site has excellent accessibility to public transport so sustainable modes of transport will be adopted by residents, visitors and employees.

Local Planning Policy

5.10 The Camden Core Strategy (2010) sets out the key elements of the Council's planning vision and strategy. The Council's Development Policies document was also adopted in 2010.

5.11 The introductory text for Policy CS11 *"promoting sustainable and efficient travel"* contained in the Core Strategy states that *"Policy CS11 promotes a range of sustainable transport measures and the delivery of additional infrastructure to support growth and relieve existing pressures on the transport system."*

5.12 The Council's Development Policies includes six associated transport policies, covering:

- The transport implications of development (DP16)
- Walking, cycling and public transport (DP17)
- Parking standards and limiting the availability of car parking (DP18)
- Managing the impact of parking (DP19)
- The movement of goods (DP20)
- Development connecting to the highway network (DP21)

5.13 Policy DP16 states that *"The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and*

public transport links." The planning application site has excellent links with the local walking, cycling and public transport networks and so will be in accordance with Development Policy DP16 in our view.

- 5.14 Policy DP17 of the Development Policies states that "*The Council will promote walking, cycling and public transport use.*" Given the car free nature of the development, walking, cycling and public transport will be the preferred mode of transport for the majority of journeys undertaken by residents and employees.
- 5.15 Policy DP18 states that "*The Council will seek to ensure that developments provide the minimum necessary car parking provision.*" The planning application proposal will be car free so no car parking is to be provided on site and a car free agreement will be used to ensure that the residents of the site are not eligible for permits to park on street.
- 5.16 Policy DP19 states that "*The Council will seek to ensure that the creation of additional parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces.*" No parking is proposed on site so the proposal is in accordance with this policy.
- 5.17 Policy DP20 seeks to minimise the impacts of the movement of goods and materials by road. Allowing for the existing commercial use of the site, the 62 residential units proposed and the retained commercial use will not generate a demand for servicing / deliveries materially in excess of the former use of the site, which can/will be catered for on-street via the loading bay on Bonny Street.
- 5.18 Policy DP21 sets out the Council's expectations for development linking directly to the highway network, and also to the Council's own highway management works. A development of the scale and nature proposed will generate very little traffic and, therefore, will have a negligible impact on the surrounding highway network.

Section Summary

- 5.19 This section has shown that the proposed scheme is consistent with national, regional and local policy guidance.

6 EFFECT OF PROPOSALS

6.1 A development proposal of the scale and nature proposed will generate little/no car based traffic and, therefore, we have confined our assessment of the effects of the proposal to the following: trip generation, parking, servicing and S106 obligations.

Trip Generation

6.2 It is envisaged that the vast majority of weekday trips made by residents / employees / visitors will be journeys on foot, cycle or by public transport. Given that there is an extant industrial / commercial use on the site, the increase in the number of person trips would largely be limited to those associated with the residential units.

6.3 In addition to the site's excellent accessibility to public transport, it is also accessible to a range of local amenities located within Camden Town. This would encourage residents to make short journeys from the site on foot, as opposed to by car or public transport.

6.4 Traffic generation associated with the proposed development of the site would be minimal low, in light of the fact that no on-site car parking is proposed to be provided.

Parking

6.5 No on-site car parking is proposed.

6.6 Since the proposed development is located within a Controlled Parking Zone, the Applicant is prepared to commit to a permit free legal agreement, which will prevent future residents and/or employees from applying for parking permits.

6.7 Sites with a high level of accessibility to public transport and local services are generally deemed to be most suitable for car-capped and car-free developments. This is supported by policies at national, regional and local levels.

6.8 The site is highly accessible to public transport, with a high PTAL rating of 6B with both Camden Town Station (served by London Underground services) and Camden Road Station (served by London Overground services) both within easy walking distance.

6.9 Furthermore, the site is accessible to a full range of local amenities and community facilities in Camden Town within a short walk of the site, including health centres, schools, shops, cafes/restaurants, a food store, a library, a post office etc.

Servicing

- 6.10 As previously noted, it is expected that all servicing activity associated with the site will be undertaken on street using the existing loading bay on Bonny Street. Given the existing commercial use on the site any increase in servicing demand would be expected to be related to the proposed residential units.
- 6.11 A review of the TRICS and TRAVL databases indicates that residential uses typically generate circa 8-9 deliveries per 100 residential units per day. Therefore, it would be reasonable to assume that the proposed 62 residential units would generate circa 4-5 deliveries per day.
- 6.12 Deliveries would be spread relatively evenly throughout the day and would consist, inter alia, of the following: delivery of white goods or electrical equipment, say; TV (or other) maintenance; home shopping deliveries etc.
- 6.13 Vehicles used to undertake deliveries would vary in size from transit vans to larger rigid vehicles.
- 6.14 In addition to infrequent deliveries, there will be a regular requirement for collections of refuse (twice per week) and recycling (once per week).

Section 106 Obligations

- 6.15 The Applicant acknowledges that a planning application proposal for a development of the scale and nature proposed will generate a requirement for a number of traffic and transport related Section 106 obligations.
- 6.16 This will include the need to sign up to a permit free agreement; and the need to provide the necessary funding to make good footways in the immediate vicinity of the planning application site.

Construction Management Plan

- 6.17 The Applicant is aware that it will be necessary to manage and control the construction process effectively so as to minimise any potential adverse impact on surrounding residents and, therefore, confirms that it is willing to enter into a (S106) legal agreement with the Council to outline the proposed construction management from the initial demolition and excavation stage through to the main construction phase.
- 6.18 The key components of the Construction Management Plan will include the proposed working hours; vehicle routeing both to/from the site and, also, within the site; and, the measures to

be incorporated to ensure that highway safety is maintained throughout the construction process.

7 SUMMARY AND CONCLUSION

Summary

7.1 TTP Consulting is retained by Elebro Ltd to provide traffic and transport advice in relation to their development proposals for proposed redevelopment of 140 to 146 Camden Street, Camden. The site location is shown at **Figure 1**.

7.2 It is proposed to develop the site to provide:

Commercial:

- 1,773sqm GIA of B1 office floor space

Residential:

- 62 (48 private, 9 intermediate and 5 social rented) residential units (21 x 1 bed, 31 x 2 bed and 10 x 3 bed)

7.3 The proposed floor plans are at **Appendix A**.

7.4 The site is highly accessible to public transport, with a high PTAL rating of 6B with both Camden Town Station (served by London Underground services) and Camden Road Station (served by London Overground services) both within easy walking distance, a full range of local amenities and community facilities are available within a short walk of the site, including health centres, schools, shops, cafes/restaurants, a food store, a library and a post office.

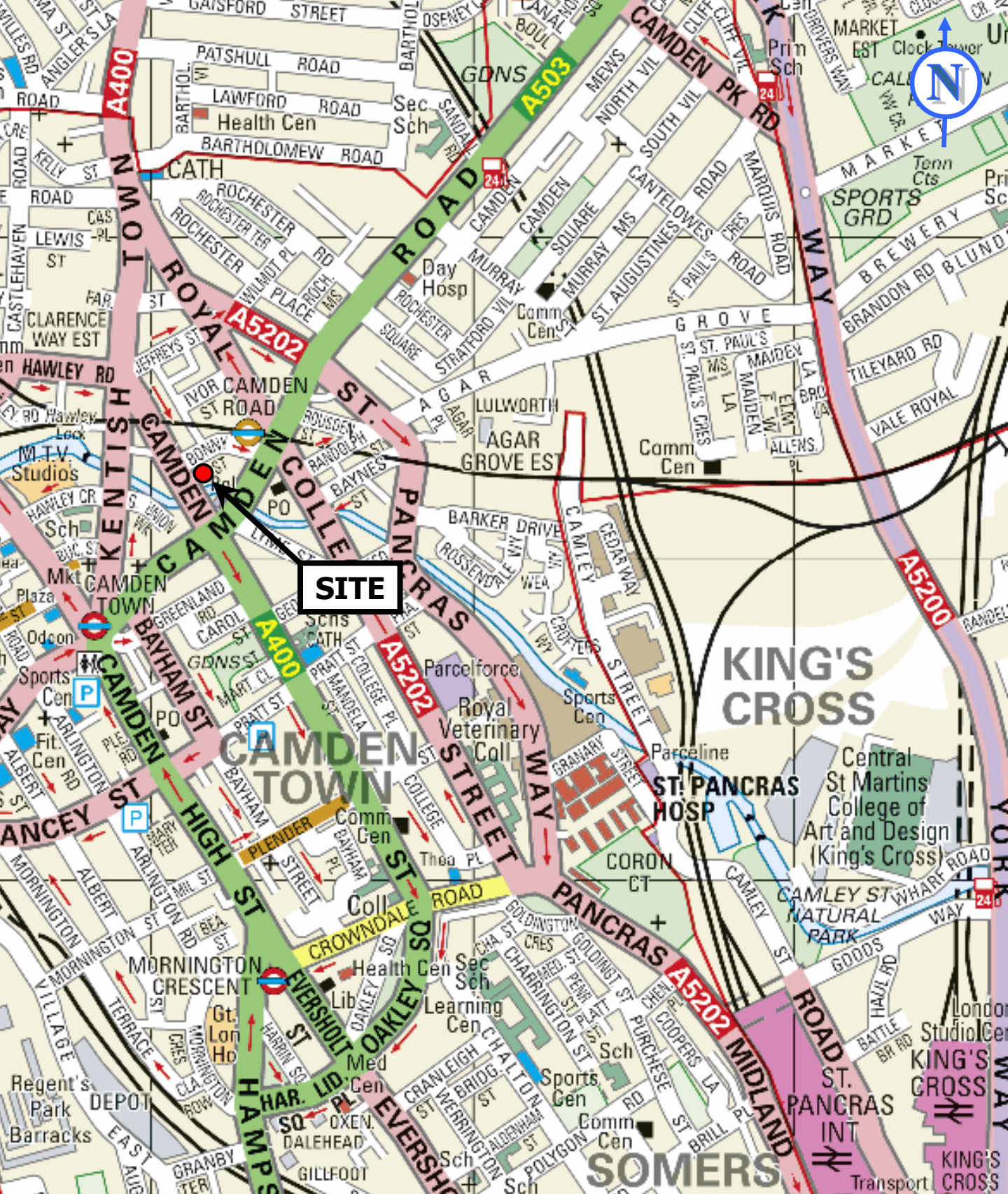
7.5 The development is a car free scheme, reflecting the excellent accessibility of the site and a Section 106 planning obligation will be used to ensure that the new residents are not able to apply for resident parking permits, ensuring that the ability of existing residents to park is not impacted upon. Cycle parking will be provided in excess of London Plan standards.

7.6 As the site is currently in commercial use and no car parking is proposed as part of the development there will be no material increase in traffic generation caused by the development and so it is considered that no material transport related impact will arise due to the proposed development.

Conclusion

- 7.7 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures



TITLE:
Site Location Plan

PROJECT:
140-146 Camden Street

CLIENT:
Elebro Ltd

DRAWN: D.F
 CHECKED: N.B
 DATE: 02.06.14
 SCALE: NTS



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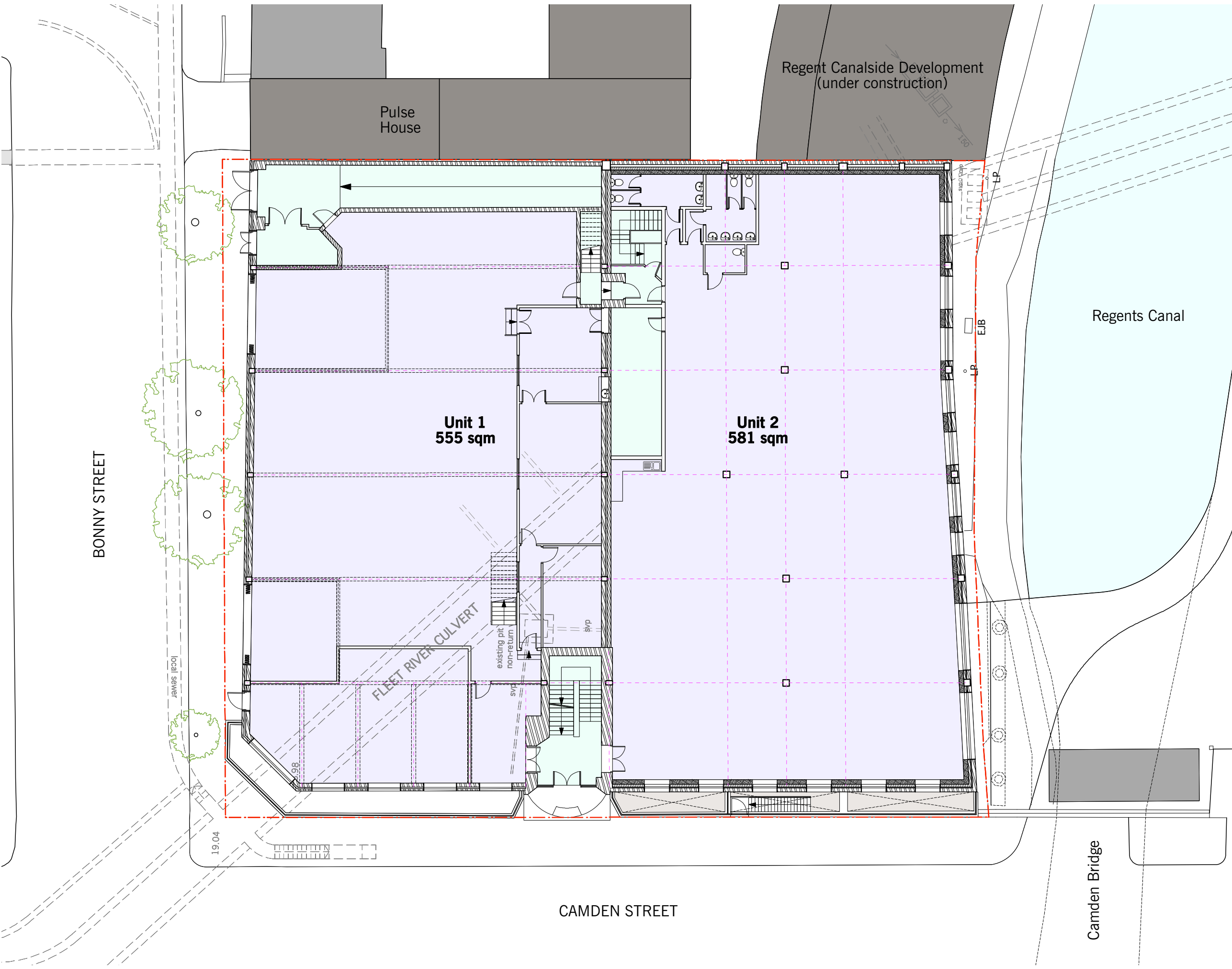
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REVISION:

DRAWN: D.F	CHECKED: N.B	DATE: 02.06.14	SCALE: NTS	DRAWING REFERENCE: Figure 1	REVISION:
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APPENDIX A

Layout Plans



Commercial & Communal Area

- Commercial Area
- Communal Areas

Site Boundary

BONNY STREET

**Unit 1
555 sqm**

**Unit 2
581 sqm**

Regent Canalside Development
(under construction)

Pulse House

Regents Canal

FLEET RIVER CULVERT

existing pit
non-return

syp

EJB

LP

LP

LP

LP

LP

LP

LP

LP

LP

LP

LP

LP

LP

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LP

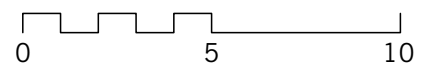
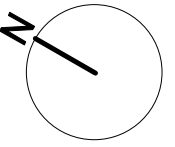
Camden Bridge

19.04

local sewer

98

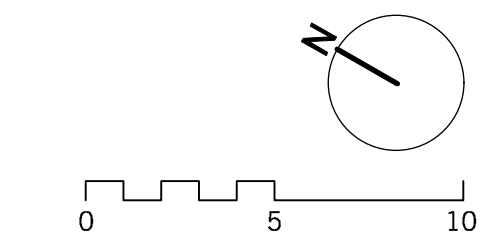
CAMDEN STREET

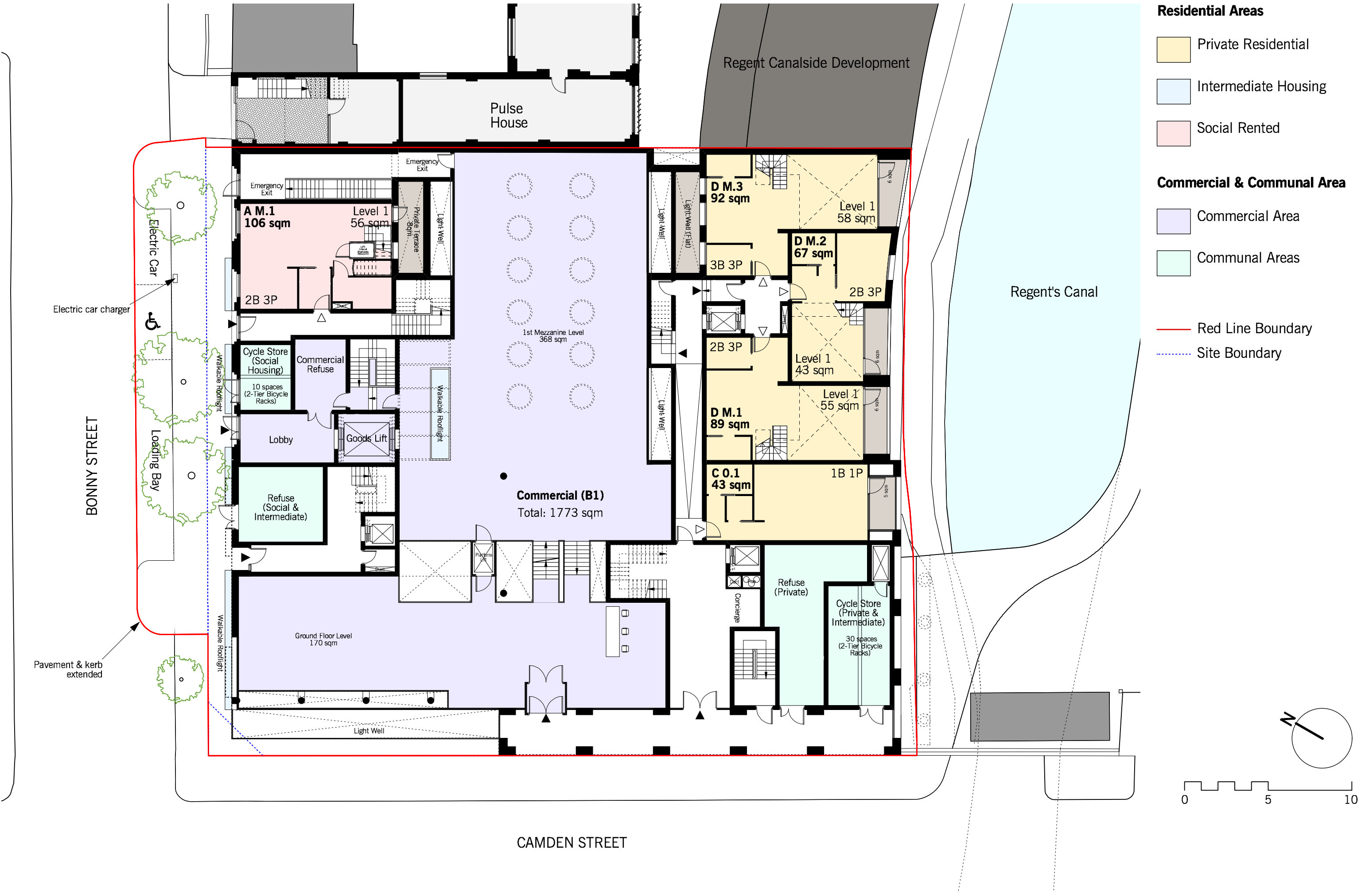


**Work in Progress
Draft: 18.11.13**



- Residential Areas**
- Private Residential
 - Intermediate Housing
 - Social Rented
- Commercial & Communal Area**
- Commercial Area
 - Communal Areas
 - Red Line Boundary
 - Site Boundary
 - Substation





- Residential Areas**
- Private Residential
 - Intermediate Housing
 - Social Rented
- Commercial & Communal Area**
- Commercial Area
 - Communal Areas
 - Red Line Boundary
 - Site Boundary

BONNY STREET

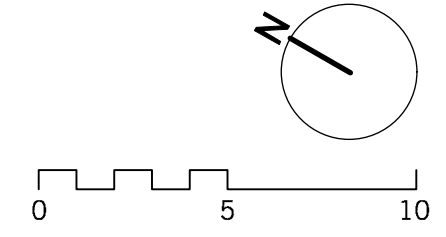
Electric car charger

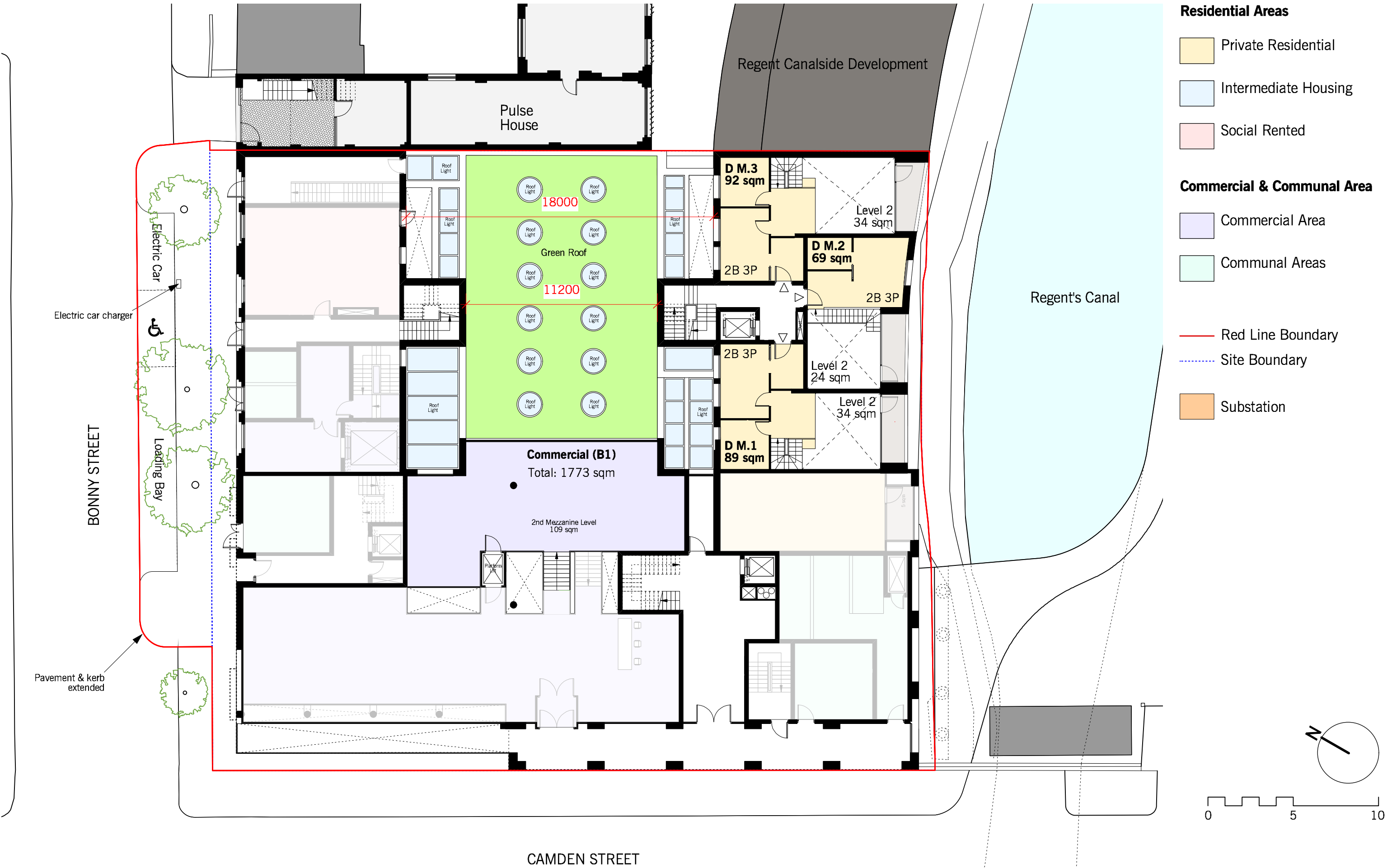
Electric Car

Loading Bay

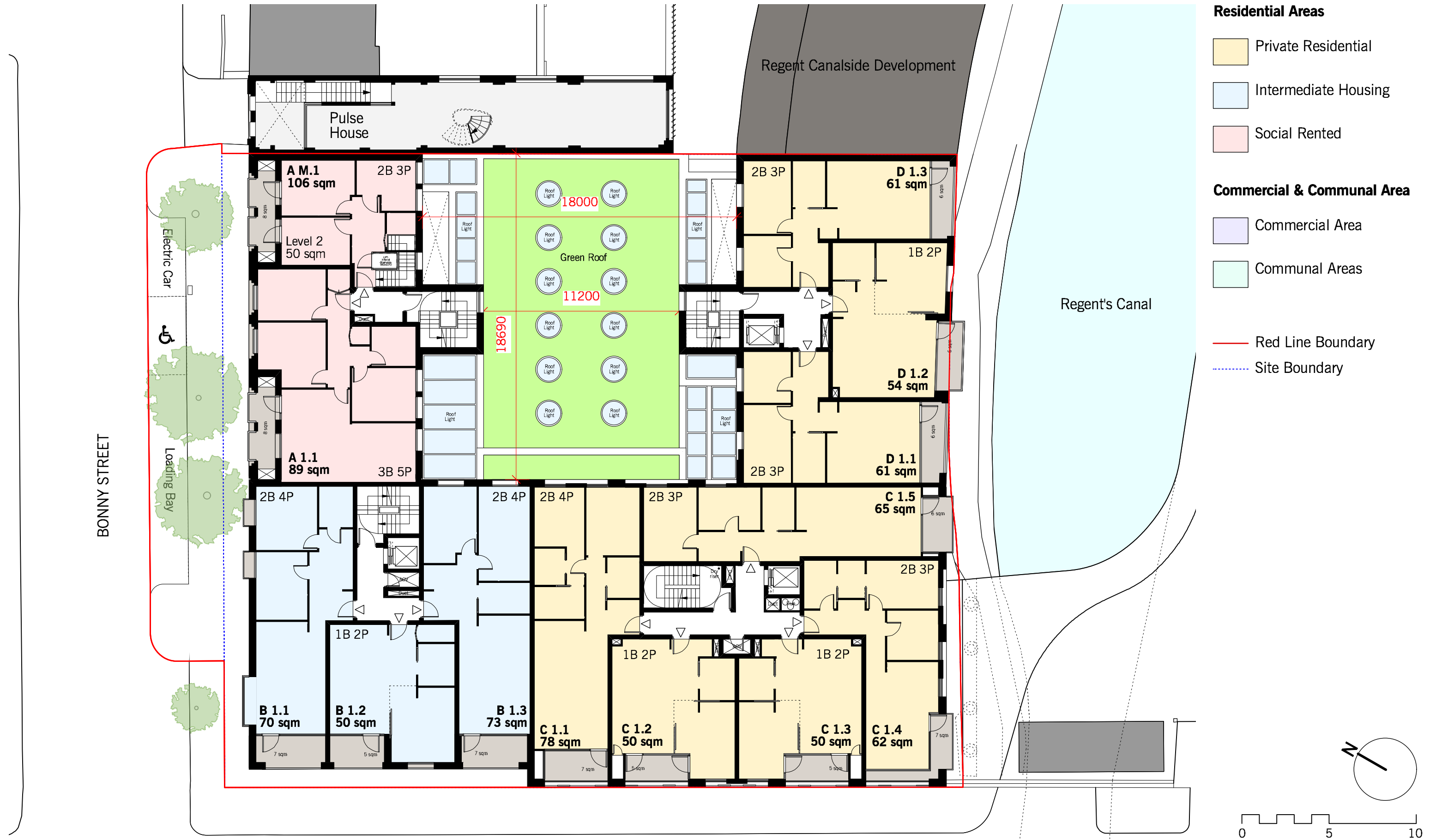
Pavement & kerb extended

CAMDEN STREET





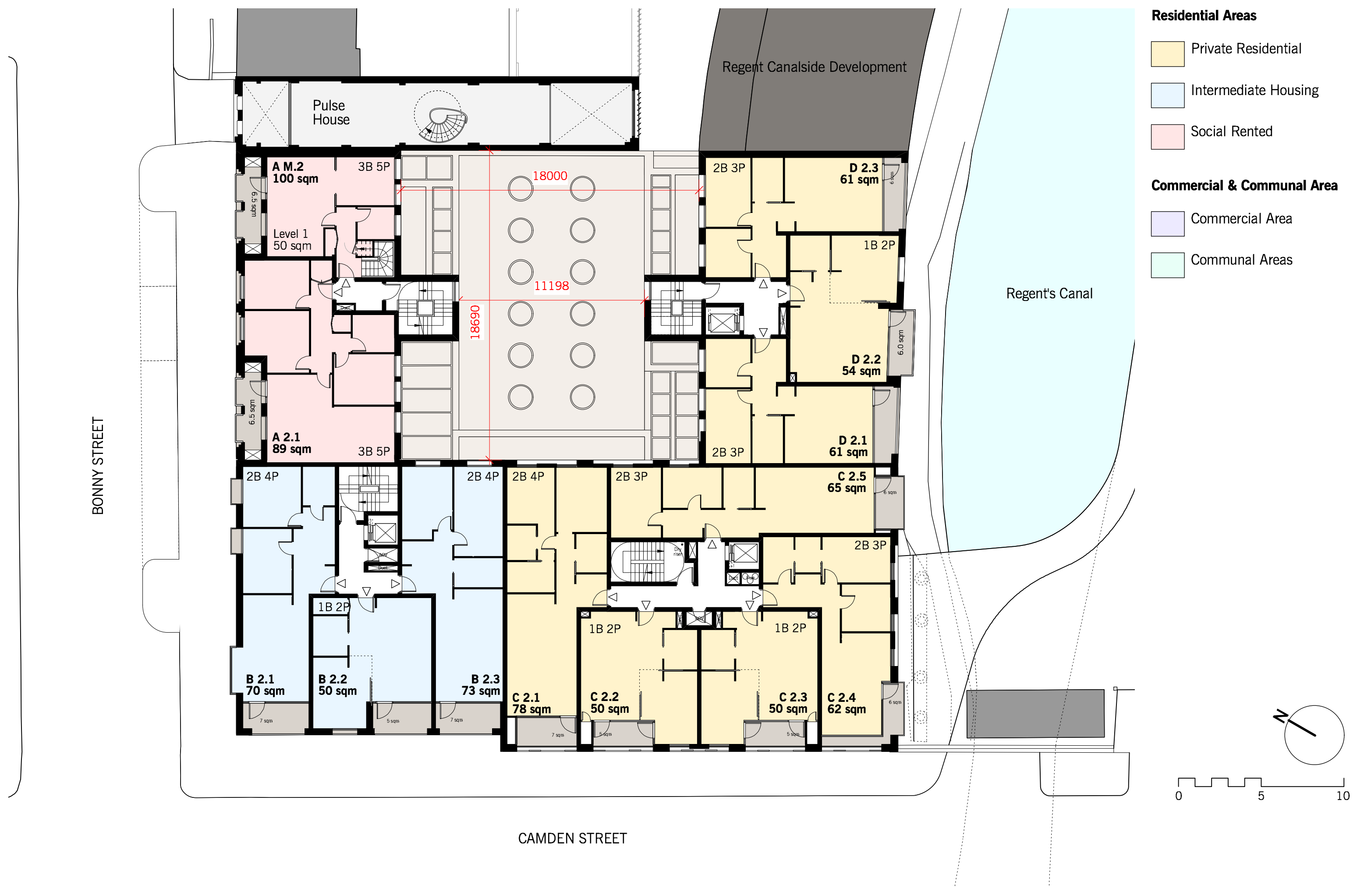
- Residential Areas**
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 - Intermediate Housing
 - Social Rented
- Commercial & Communal Area**
- Commercial Area
 - Communal Areas
 - Red Line Boundary
 - Site Boundary
 - Substation

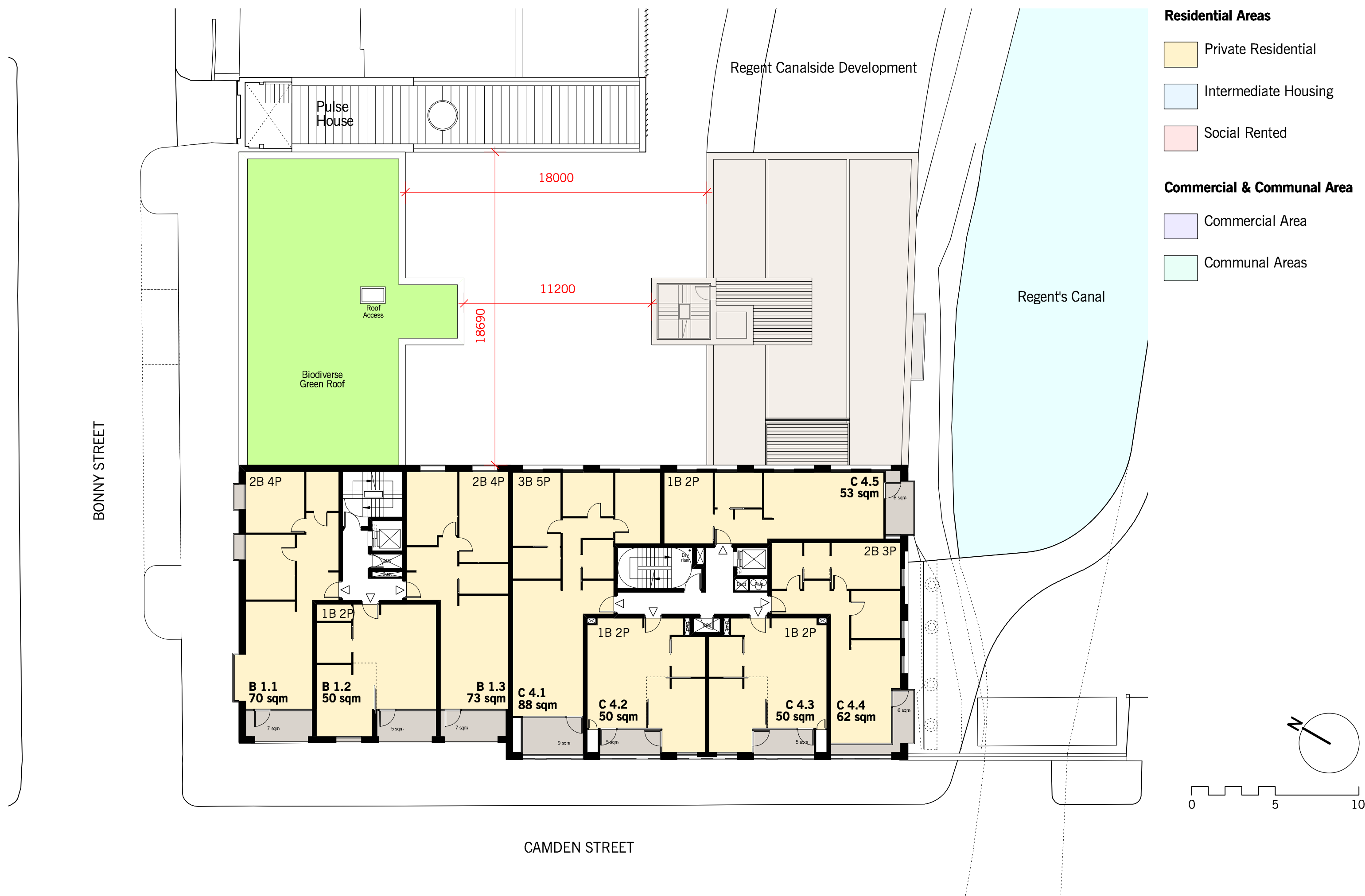


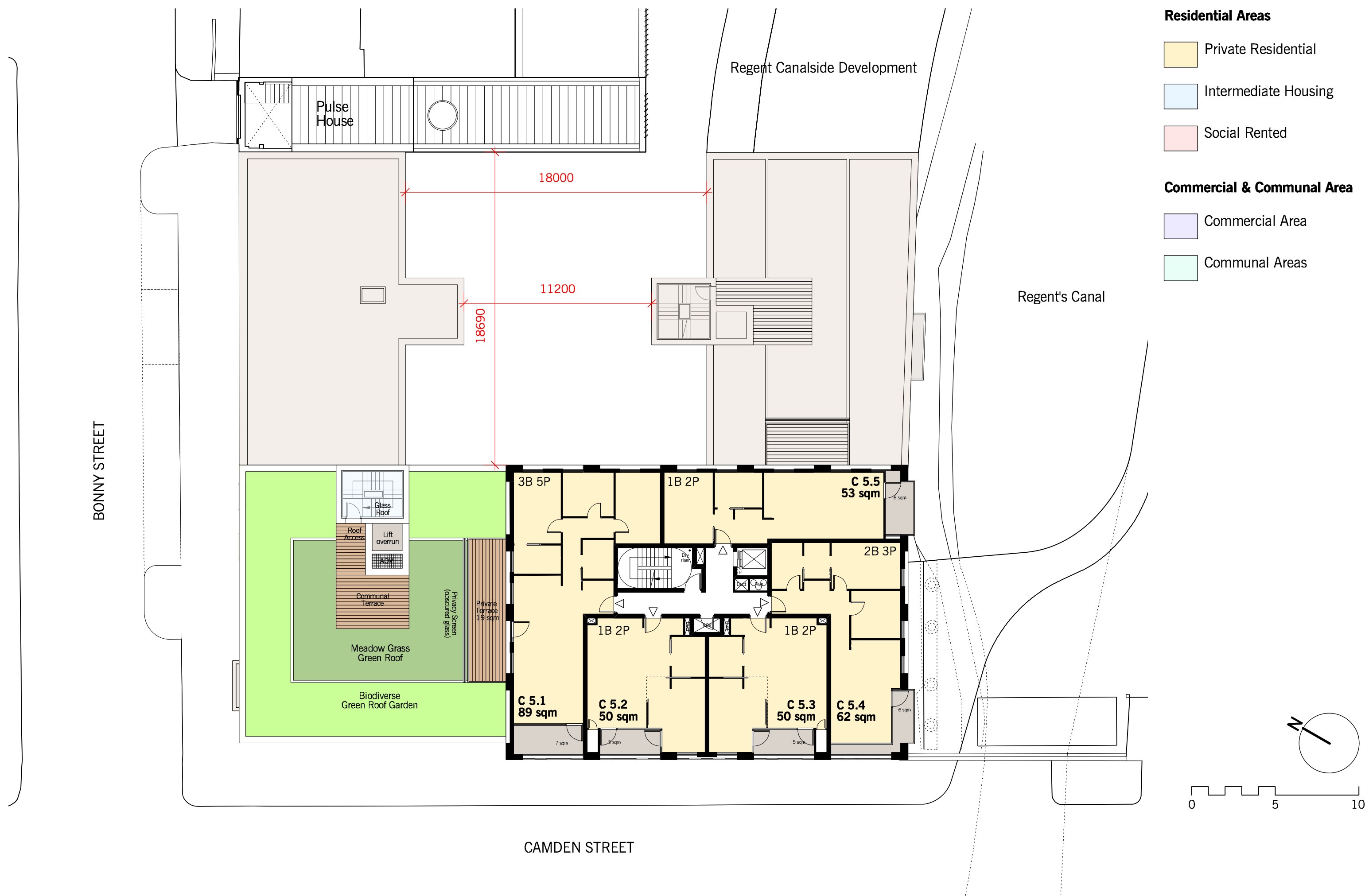
- Residential Areas**
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 - Intermediate Housing
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- Commercial & Communal Area**
- Commercial Area
 - Communal Areas
- Red Line Boundary
 - - - Site Boundary

BONNY STREET

CAMDEN STREET







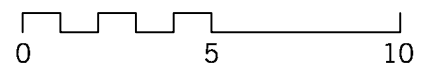
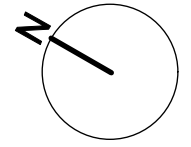
- Residential Areas**
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 - Social Rented
- Commercial & Communal Area**
- Commercial Area
 - Communal Areas

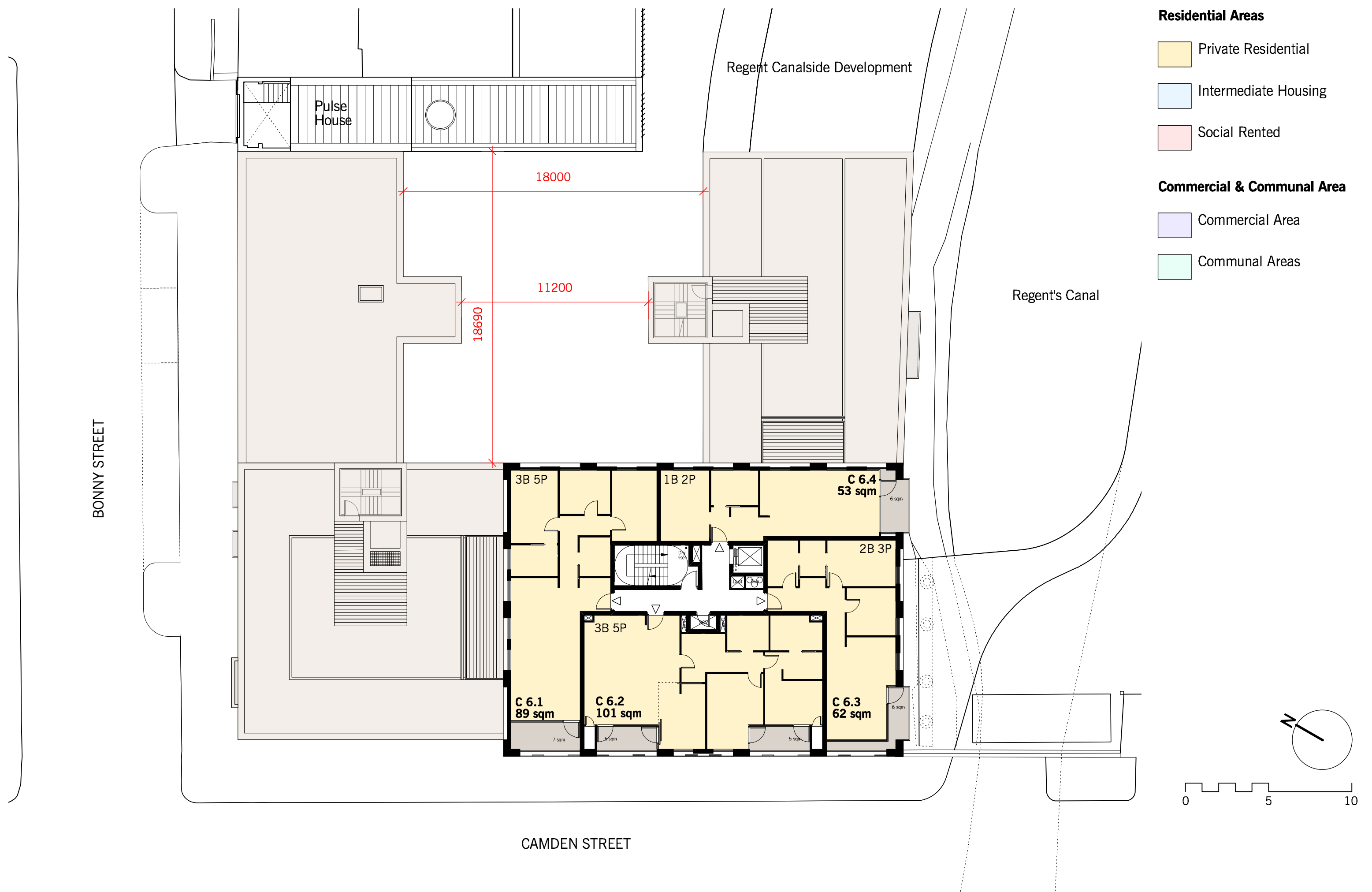
BONNY STREET

Regent Canalside Development

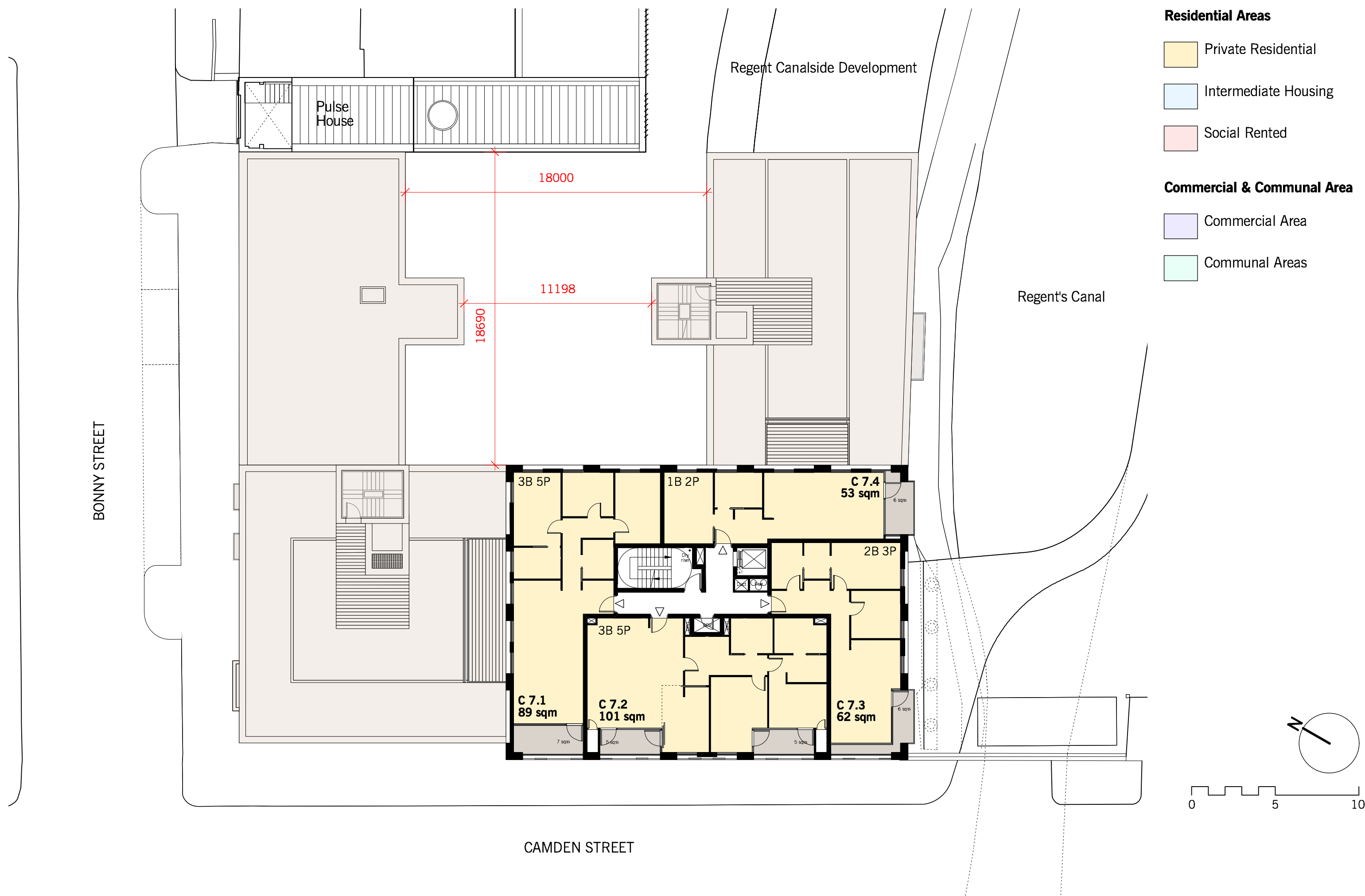
Regent's Canal

CAMDEN STREET





- Residential Areas**
- Private Residential
 - Intermediate Housing
 - Social Rented
- Commercial & Communal Area**
- Commercial Area
 - Communal Areas



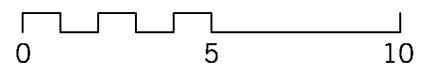
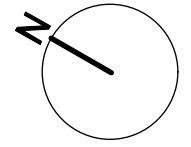
- Residential Areas**
- Private Residential
 - Intermediate Housing
 - Social Rented
- Commercial & Communal Area**
- Commercial Area
 - Communal Areas

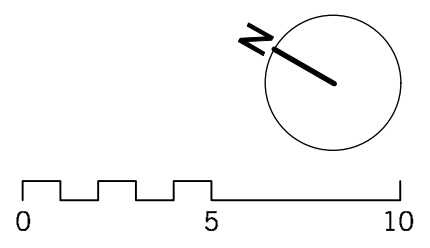
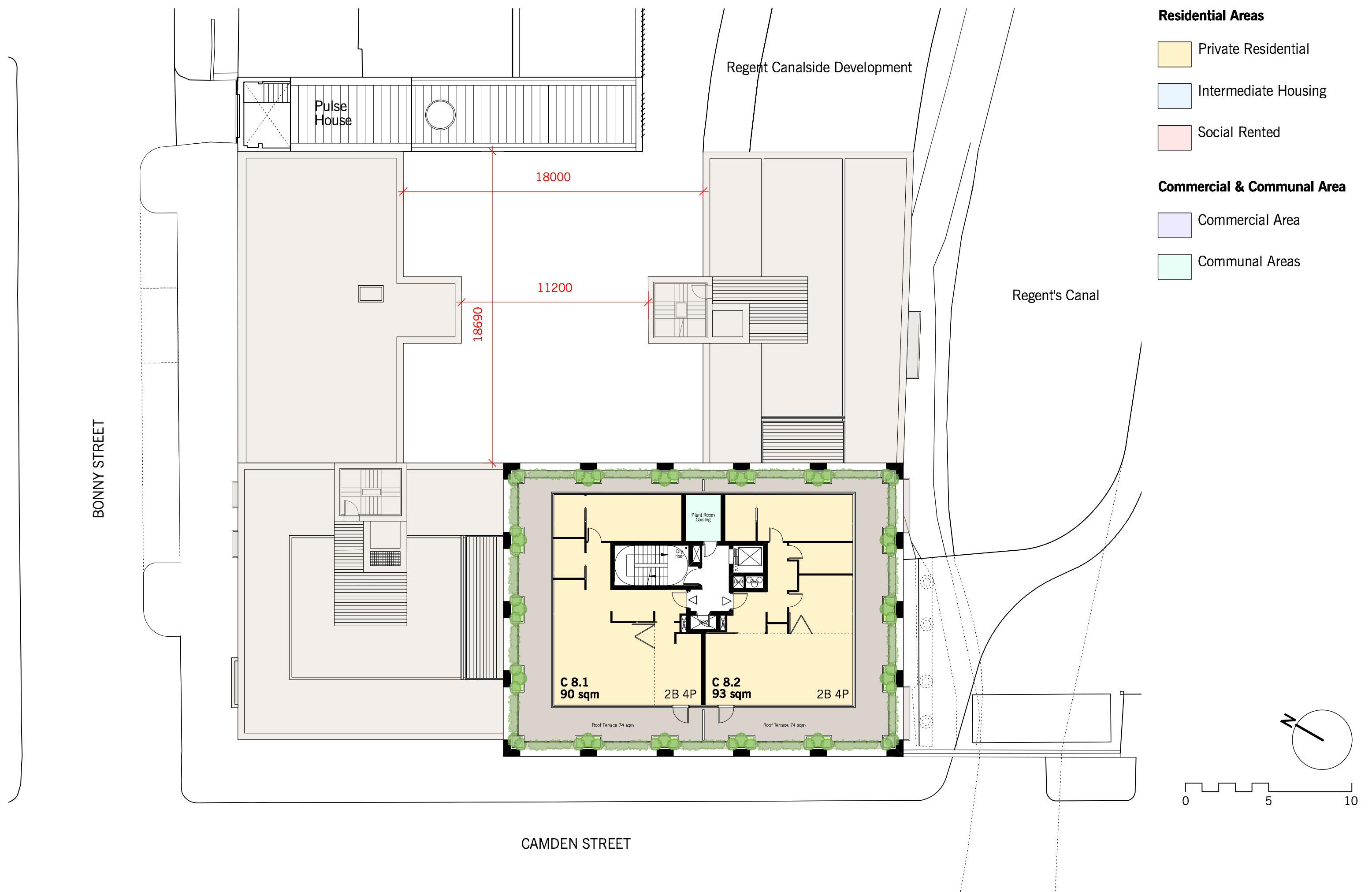
BONNY STREET

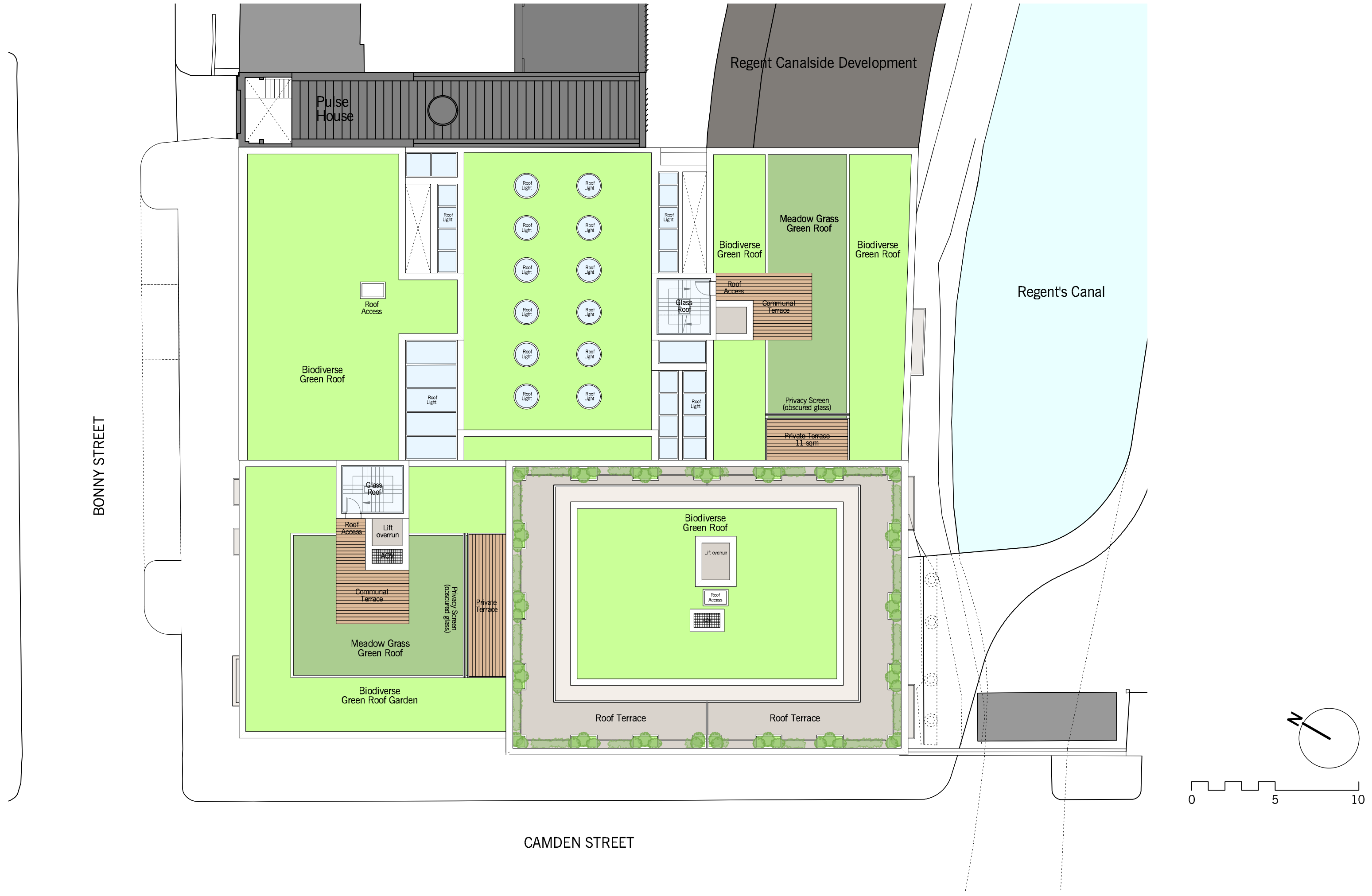
Regent Canalside Development

Regent's Canal

CAMDEN STREET







BONNY STREET

CAMDEN STREET

Regent Canalside Development

Pulse House

Regent's Canal

Biodiverse Green Roof

Meadow Grass Green Roof

Biodiverse Green Roof

Biodiverse Green Roof

Roof Access

Roof Light

Glass Roof

Roof Access

Communal Terrace

Privacy Screen (obscured glass)

Private Terrace 11 sqm

Glass Roof

Roof Access

Lift overrun

Communal Terrace

Privacy Screen (obscured glass)

Private Terrace

Meadow Grass Green Roof

Biodiverse Green Roof Garden

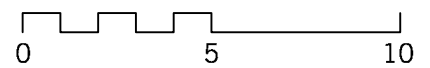
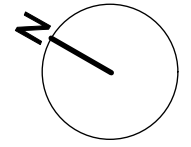
Biodiverse Green Roof

Lift overrun

Roof Access

Roof Terrace

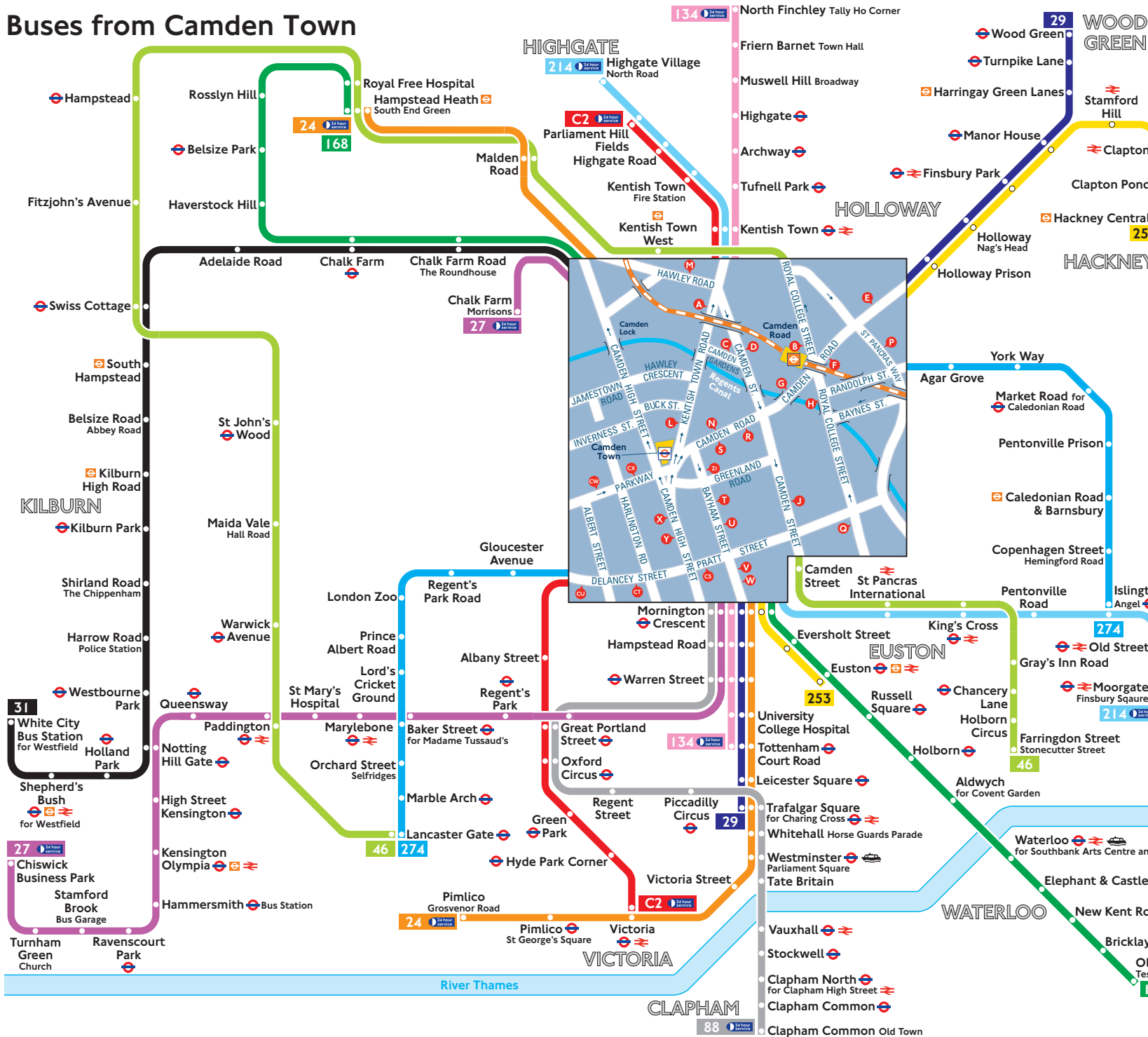
Roof Terrace



APPENDIX B

TfL Bus Spider Map

Buses from Camden Town



Route finder Day buses including 24-hour services

Bus route	Towards	Bus stops
24	Hampstead Heath Pimlico	X D, M, S, V
27	Chalk Farm Chiswick Business Park	X D, M, T, V
29	Trafalgar Square Wood Green	F, S, V E, G, N, Y
31	White City	U, X
46	Farrington Street Lancaster Gate	D, J B, H, Q
88	Clapham Common	C, T, V
134	North Finchley Tottenham Court Road	A, L, Y D, S, V
168	Hampstead Heath Old Kent Road	X D, M, R, T, W
214	Highgate Village Moorgate	A, L, Y D, R, T, W
253	Euston Hackney Central	F, R, T, W E, G, N, Y
274	Islington Lancaster Gate	B, CW, CX, G, N, P CS, CT, CU, H, R, T
C2	Parliament Hill Fields Victoria	A, CW, CX, L CS, CT, CU, D, R, T

Night buses

Bus route	Towards	Bus stops
N5	Edgware Trafalgar Square	X D, M, S, W
N20	Barnet Trafalgar Square	A, L, Y D, S, W
N28	Wandsworth	U, X
N29	Enfield Trafalgar Square	E, G, N, Y F, S, V
N31	Clapham Junction	U, X
N253	Aldgate Tottenham Court Road	E, G, N, Y F, S, W
N279	Trafalgar Square Waltham Cross	F, S, V E, G, N, Y

APPENDIX C

TfL PTAL Summary Output

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20131806141510
Description 20131806141510
Run by user PTAL web application
Date and time 18/06/2013 14:15

Walk File Parameters

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

Coordinates: 529075, 184129

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CAMDEN GARDENS STAND	88	94.61	9.0	0.5	1.18	5.33	6.52	4.6	2.3

BUS	CAMDEN ROAD STATION	29	195.63	15.0	0.5	2.45	4.0	6.45	4.65	2.33
BUS	CAMDEN ST CAMDEN GARDENS	24	92.82	12.0	1.0	1.16	4.5	5.66	5.3	5.3
BUS	CAMDEN ST CAMDEN GARDENS	27	92.82	8.0	0.5	1.16	5.75	6.91	4.34	2.17
BUS	CAMDEN ROAD STATION	253	195.63	12.0	0.5	2.45	4.5	6.95	4.32	2.16
BUS	CAMDEN ST CAMDEN GARDENS	214	92.82	8.0	0.5	1.16	5.75	6.91	4.34	2.17
BUS	CAMDEN ST CAMDEN GARDENS	134	92.82	12.0	0.5	1.16	4.5	5.66	5.3	2.65
BUS	CAMDEN ST CAMDEN GARDENS	168	92.82	9.0	0.5	1.16	5.33	6.49	4.62	2.31
BUS	CAMDEN ST CAMDEN GARDENS	31	92.82	10.0	0.5	1.16	5.0	6.16	4.87	2.43
BUS	CAMDEN ROAD STATION	274	195.63	8.0	0.5	2.45	5.75	8.2	3.66	1.83
BUS	CAMDEN ST CAMDEN GARDENS	C2	92.82	8.0	0.5	1.16	5.75	6.91	4.34	2.17
BUS	CAMDEN ST CAMDEN GARDENS	46	92.82	6.0	0.5	1.16	7.0	8.16	3.68	1.84
BUS	K T RD PRINCE OF WALES R	393	579.73	5.0	0.5	7.25	8.0	15.25	1.97	0.98

LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	321.92	4.3	0.5	4.02	7.73	11.75	2.55	1.28
LU LRT	Camden Town	Northern Line Edgware to Morden	321.92	8.3	0.5	4.02	4.36	8.39	3.58	1.79
LU LRT	Camden Town	Northern Line High Barnet to Kennington	321.92	5.4	0.5	4.02	6.31	10.33	2.9	1.45
LU LRT	Camden Town	Northern Line Kennington to Edgware	321.92	5.0	0.5	4.02	6.75	10.77	2.78	1.39
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	321.92	1.0	0.5	4.02	30.75	34.77	0.86	0.43
LU LRT	Camden Town	Northern Line Morden to High Barnet	321.92	3.7	0.5	4.02	8.86	12.88	2.33	1.16
LU LRT	Camden Town	Northern Line High Barnet to Morden	321.92	9.0	0.5	4.02	4.08	8.11	3.7	1.85
LU LRT	Camden Town	Northern Line Edgware to Morden	321.92	9.7	1.0	4.02	3.84	7.87	3.81	3.81
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	321.92	2.7	0.5	4.02	11.86	15.89	1.89	0.94
NATIONAL_RAIL	CAMDEN ROAD	CLAPHAM JUNCTION to STRATFORD	169.97	2.0	0.5	2.12	15.75	17.87	1.68	0.84
NATIONAL_RAIL	CAMDEN ROAD	CAMDEN ROAD to STRATFORD	169.97	2.0	0.5	2.12	15.75	17.87	1.68	0.84
NATIONAL_RAIL	CAMDEN ROAD	RICHMOND to STRATFORD	169.97	4.0	1.0	2.12	8.25	10.37	2.89	2.89

Total AI for this POI is 49.31.

PTAL Rating is 6b.

APPENDIX D

Residential Travel Plan



ttp consulting
transport planning specialists

Elebro Ltd

140-146 Camden Street
Camden

Residential Travel Plan Statement

May 2014

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 7441800

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Figures

Figure 1 - Site Location Plan

1 INTRODUCTION

- 1.1 TTP Consulting is retained by Elebro Ltd to provide traffic and transport advice in relation to their development proposals for proposed redevelopment of 140 to 146 Camden Street, Camden.
- 1.2 The scheme will develop the site to provide 62 residential units and 1,773sqm of commercial floor space.
- 1.3 The main aim of this Residential Travel Plan is to put in place the management tools deemed necessary to enable the residents of the site to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents from using sustainable modes which in effect can self-manage single-occupancy vehicle use.
- 1.4 This Travel Plan has been prepared in accordance with Travel Plan guidance issued by Transport for London (TfL) in 2011 – *Travel planning for new development in London*.
- 1.5 Given the excellent accessibility of the site to public transport no car parking spaces will be provided on-site and a permit free agreement will ensure that residents cannot readily park on-street in the vicinity of the site, it is unlikely that the residents of the site will undertake any material private car travel.
- 1.6 The site is located within central Camden Town, in the London Borough of Camden. The local area is predominantly residential with mixed-use retail with residential above and commercial buildings along Camden Road. **Figure 1** shows the location of the site.

Scope

- 1.7 This Residential Travel Plan is a strategy setting out the sustainable travel options and measures for residents of the development. A separate Travel Plan for the commercial floor space has also been produced to support the planning application.
- 1.8 The remainder of this Plan is structured as follows:
- Section 2 - Outlines the accessibility of the site;
 - Section 3 - Sets out the objectives of the Travel Plan;

- Section 4 - Outlines the Travel Plan strategy;
- Section 5 - Sets out the Measures that will be implemented; and
- Section 6 - Outlines a review programme.

2 ACCESSIBILITY AND TRAVEL PATTERNS

2.1 The application site comprises 140 to 146 Camden Street. The site is bounded by Bonny Street to the north, Camden Street to the west and the Regent's Canal to the south. The site location is shown at **Figure 1**.

2.2 Located within the wider area and within walking distance of the site are numerous small shops and restaurants and the Sainsbury's food store on Camden Road is within 50m of the site.

Site Description

2.3 The existing building is of two parts. The northern part is a 1950s single storey warehouse building on the corner of Camden Street and Bonny Street with entrances on both streets.

2.4 The southern part is a 3 storey office building with frontages to Camden Street and the Regent's Canal.

2.5 The Camden Street site frontage has single yellow line controls in place and the Bonny Street frontage double yellow lines and a loading bay (loading only 08:30-18:30 Monday to Friday and 09:30-17:30 Saturday and Sunday).

Local Road Network

Bonny Street

2.6 Bonny Street is orientated between the A503 Camden Road to the east and the A400 Camden Street to the west. It measures approximately 8.5 metres in width and on-street parking is permitted on both sides in marked bays. It is located within Controlled Parking Zone CA-F with a mix of residents and pay & display bays in relation to which restrictions are in place 08:30-18:30 Monday to Friday and 09:30-17:30 Saturday and Sunday. No vehicular access is permitted between Camden Road and Bonny Street.

Camden Road

2.7 Camden Road is part of the A503 which is routed between the A4201 at Regents Park to the south west and the A1201 at Finsbury Park in the north east. It also links with the A1 Holloway Road, which is orientated in a north-south direction and is a key route to and from Central London.

- 2.8 Camden Road is approximately 2.5 kilometres in length and lies between the junction with the A1 Holloway Road / Tollington Road in the north east and the junction with Kentish Town Road / Camden High Street and Parkway to the south west at Camden Town. Adjacent to the site, it has a carriageway width of 12.5 metres with two lanes in each direction and is a Red Route with no stopping Monday to Saturday from 07:00-19:00.

Camden Street

- 2.9 Camden Street is part of the A400, which lies between the A1 at Archway in the north and the A501 Euston Road to the south. It provides a road connection between the site and Mornington Crescent, Kentish Town and Tufnell Park.
- 2.10 Camden Street forms a section of the A400 between Crowndale Road in the south and Hawley Road in the north. It is approximately 950 metres in length and 12.5 metres in width close to the site. It is one-way southbound along its full length and has a minimum of 2 lanes.

Car Club

- 2.11 The nearest car club spaces to the site are located on Castlehaven Road, Rochester Place and Pratt Street.

Barclays Cycle Hire

- 2.12 A 45 space docking station is available on Bonny Street, within 100m of the site. The next closest docking station is a 35 space unit on Greenland Road.

Accessing the site by non-car modes

- 2.13 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey. The Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.14 The site is situated close to the centre of Camden Town and, thus is within 2 kilometres of a significant array of commercial and leisure destinations, including a Sainsbury's store on Camden Road (350 metres walk distance to/from the site) and a plethora of smaller A1 and A3 units within Camden Town.

- 2.15 Footways are found on both sides of the roads in the vicinity of the site, providing a safe environment for pedestrians. Since the local area is used by a significant number of pedestrians, footway widths are a minimum of 2 metres and often wider.
- 2.16 Camden Road and Camden Street, which connect with either end of Bonny Street are characterised by significant flows of traffic. However, there are frequent opportunities for pedestrians to cross safely close to the site.
- 2.17 In addition to the existing pedestrian links at street level, a Canal towpath is available for pedestrians / cyclists, which provides an attractive leisure route for a central London location of this nature.

Cycling

- 2.18 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car.
- 2.19 The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles.
- 2.20 The site is located in proximity to a number of signed cycle routes. This includes a signed on-road cycle route along the Royal College Street / St Pancras Way one-way system. The route then continues south along Royal College Street towards King's Cross. This also forms part of London Cycle Network (LCN) route 27.
- 2.21 In addition, LCN route 28 is orientated in a north-south direction between Tufnell Park and King's Cross, passing along a route parallel with Camden Road. LCN route 29 lies between Camden Road in the west and Angel in the east.
- 2.22 This demonstrates that the site is well served by local cycle routes, providing links to other parts of Central and North London.

Public Transport Accessibility

Bus Services

- 2.23 The TfL PTAL calculation indicates that 13 bus routes are available within the PTAL cut off walk distance of 640m, which provide a total of 122 buses per hour in either direction. The area is also served by a total of 7 night buses.

Rail Services

- 2.24 Camden Road rail station lies to the north east of the site, less than a 170m walking distance and forms part of the London Overground network on the Clapham Junction/Richmond to Stratford route.

Underground Services

- 2.25 The nearest London Underground station to the site is Camden Town, which is approximately a 320m walk distance to the south of the site. Camden Town is served by the Northern Line and is located at the intersection between Edgware and High Barnet / Mill Hill East branches to the north and Charing Cross / Bank branches to the south.
- 2.26 The Northern Line provides a connection between Morden to the south, through the City and West End to terminate at High Barnet, Mill Hill East or Edgware in the north. Trains operate on each of the branches at frequent intervals during the daytime, 7 days a week.

Public Transport Accessibility Level (PTAL)

- 2.27 According to TfL's Planning Information Database, the site has a PTAL rating of 6b, the highest score available, demonstrating excellent accessibility to public transport.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as Action Targets for the short and medium term.

- a) **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- b) **Targets** are the goals by which progress will be assessed.

Objectives

3.2 The Travel Plan's overriding objective is:

To encourage residents to use sustainable modes when travelling to / from the site, through the promotion of active modes.

3.3 The sub-objectives are:

- a) Sub-objective 1: To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- b) Sub-objective 2: To promote the health and fitness benefits of active travel to all users; and
- c) Sub-objective 3: To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes.

Targets

3.4 Targets are essential for the success of the Travel Plan. The key Action Targets are set out below:

- a) A Residential Travel Plan Co-ordinator (TPC) will be appointed at least 1 month prior to the first residential unit being occupied;
- b) Residents will be provided with a Welcome Pack, detailing the Measures set out in this document, on occupation of their unit; and
- c) A sustainable transport noticeboard will be provided and located in a prominent location. The noticeboard will be periodically updated so that it details up-to-date information.

- 3.5 Given the size of the development, it is more constructive to set Action type Targets for Measures aimed at promoting sustainable transport to residents and visitors of the residential units, rather than mode split Aim Targets.

4 TRAVEL PLAN STRATEGY

Travel Plan Management

- 4.1 A Residential Travel Plan Co-ordinator (TPC) will be appointed at least one month prior to any residential unit being occupied. The contact details of the TPC will be provided to LB Camden.
- 4.2 The TPC will be responsible for overseeing the management, development, implementation and review of this Travel Plan. The TPC will be fully funded by the service charge.
- 4.3 The primary responsibilities of this role include:
- a) The implementation of measures as set out in the Travel Plan (including reviewing the welcome packs and noticeboards every 6 months).
 - b) Promoting the objectives and benefits of the Travel Plan;
 - c) Liaison with LB Camden; and
 - d) Acting as the point of contact for information and for exchanging ideas and best practice with residents.
- 4.4 Regular updating of the Residential Travel Plan document is part of the responsibility of the nominated person.

Marketing Strategy

- 4.5 Each resident will be provided with a branded Welcome Pack on first occupation. The Welcome Pack will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network, contact details for taxi operators, and Car Club operators.
- 4.6 Residents will as a consequence be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as the cycle parking. In conjunction with the Welcome Pack, marketing activity will be undertaken during point of sale (where possible).

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

Walking

- 5.2 Initiatives to help promote walking to residents of the site will include:
- a) Residents will be provided with information and advice concerning safe pedestrian routes to the site.
 - b) Health benefits of walking to be promoted e.g. '10,000 steps a day campaign.'

Green Travel

- 5.3 Residents will be informed on the environmental benefits of green travel – www.travelfootprint.org.

Cycling

- 5.4 Cycle parking (84 spaces), in excess of standards, will be provided to cater for residents and guests at the site. Cycle parking will be secure, lit and weatherproof.
- 5.5 Residents will be provided with information and advice concerning cycle routes within the Welcome Pack.
- 5.6 The TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents of the development.
- 5.7 Other resident specific cycle promotions will include the following:
- a) Promotion of the health benefits of cycling;
 - b) Information on the Barclays Cycle Hire scheme. A 45 space Barclays Cycle Hire docking station is available on Bonny Street, within 100m of the site. The next closest docking station is a 35 space unit on Greenland Road;
 - c) Cycle routes and other cycling information provided on notice boards, and in the Welcome Pack etc; and
 - d) Organisation of cycle surgery days, including Dr Bike clinics.

Public Transport

- 5.8 Up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be permanently on display in prominent locations within the development. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted.
- 5.9 Taxis have an important role in providing for residents and visitors when other modes of transport may not be available. The TPC will ensure that the contact details for local taxi operators are available on site.

Car Club

- 5.10 The TPC, through the Welcome Pack and the Personalised Travel Planning sessions detailed below, will advertise the benefits of belonging to a Car Club. Car Clubs offer economic (no tax, MOT, fuel, servicing, repairs, depreciation and parking costs) and environmental benefits (less private vehicles in London) over owning and running a car, particularly if a resident rarely uses a vehicle.
- 5.11 Numerous car club bays are available in the area surrounding the site; the closest bays are operated by Zipcar and are provided on Ufford Street and Pocock Street.

Personalised Travel Planning

- 5.12 The TPC will offer a personalised Travel Planning service for all residents, if requested. The TPC will be able to draw on advice from journey planning websites such as Transport Direct www.transportdirect.org.uk and TfL's Journey Planner www.tfl.gov.uk.

6 MONITORING, REVIEW AND ACTION PLAN

6.1 Given the size of the development and as no parking will be available for residents, as previously detailed it is more constructive to set Action type Targets for Measures aimed at promoting sustainable transport to residents and visitors of the residential units, rather than a mode split Aim Targets. Therefore a specific Monitoring Regime is not required. However the following will be monitored by the TPC on a regular basis:

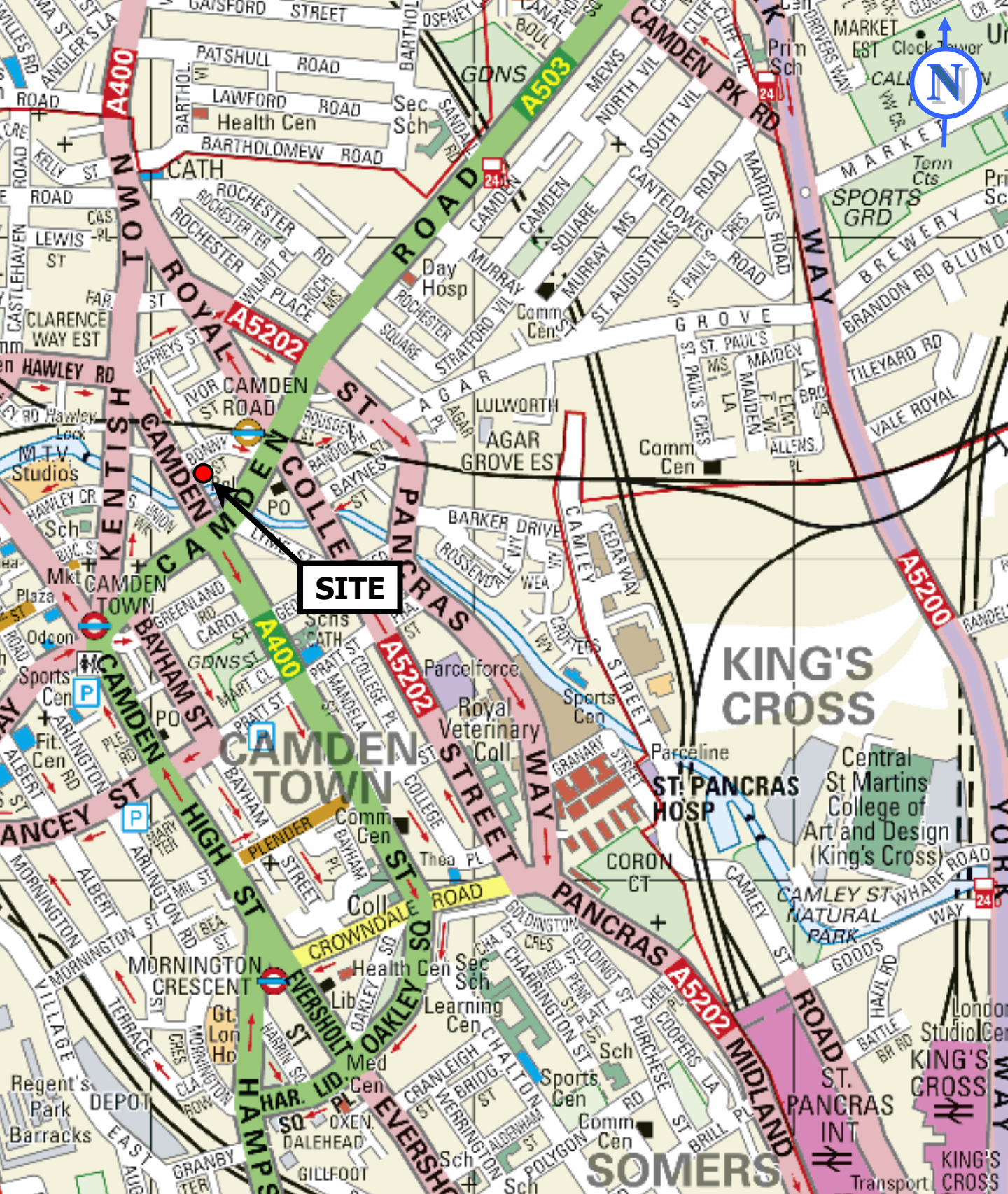
- The level of usage and condition of the cycle stands;
- The detail and information provided on the noticeboards and in the welcome packs;
- The number and which residents are utilising the personalised travel planning measure.

6.2 Nevertheless, a Travel Plan Review will occur each year over the lifetime of the Plan that will ensure the Travel Plan remains up-to-date. The Review will include updates to the Welcome Pack and Noticeboard to ensure their content remains relevant.

6.3 **Table 6.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

Table 6.1: Travel Plan Action Plan				
Action	Target	Funding	Measure	Responsibility
Appointment of Residential Unit Travel Plan Co-ordinator	To be appointed one month prior to occupation of first unit	Service Charge	Appointment of Travel Plan Co-ordinator	Developer
Provision of Cycle Parking	Before occupation	Developer	On completion of the development	Developer
Erection of Travel Noticeboards	Before occupation	Management Company	On completion of the development (in fit out)	Travel Plan Co-ordinator
Production of Welcome Pack	Before occupation	Management Company	Completed Travel Pack	Travel Plan Co-ordinator
Promote Active Modes	On-going with emphasis on summer months	Service Charge	On-going	Travel Plan Co-ordinator

Figures



TITLE:
Site Location Plan

PROJECT:
140-146 Camden Street

CLIENT:
Elebro Ltd

DRAWN: D.F
 CHECKED: N.B
 DATE: 02.06.14
 SCALE: NTS



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 transport planning specialists

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 www.ttp-consulting.co.uk
 Registered in England: 7441800

DRAWING REFERENCE: **Figure 1**

REVISION:

DRAWN: D.F	CHECKED: N.B	DATE: 02.06.14	SCALE: NTS	DRAWING REFERENCE: Figure 1	REVISION:
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APPENDIX E
Office Travel Plan



ttp consulting

transport planning specialists

Elebro Ltd

140-146 Camden Street
Camden

Interim Office Travel Plan

May 2014

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 7441800

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Figure 1 - Site Location Plan

Appendices

Appendix A - Draft Employee Questionnaire

1 INTRODUCTION

- 1.1 TTP Consulting is retained by Elebro Ltd to provide traffic and transport advice in relation to their development proposals for proposed redevelopment of 140 to 146 Camden Street, Camden. The site location is shown at **Figure 1**.
- 1.2 This Travel Plan has been prepared to be compliant with the most recent Travel Plan policy and guidance available from Transport for London (TfL).

Travel Plan Aim

- 1.3 The aim of this Travel Plan is to put in place the management tools that are necessary to enable employees and visitors of the office floor space at 140 to 146 Camden Street to make informed decisions about their travel to the site. This will in effect minimise the adverse impacts of their travel to / from the site on the environment. This aim is achieved by setting out a strategy for eliminating barriers which keep employees and visitors from making use of sustainable and in particular active modes.

Scope

- 1.4 The end occupier of the office floor space is currently unknown and so this document represents a full Travel Plan with interim Targets.
- 1.5 It will be developed further once the office space opens and an initial travel survey of employees has been undertaken. This Travel Plan is directed at encouraging sustainable travel to both employees and visitors of the office space. This includes employees at all levels, including management.
- 1.6 This Travel Plan has been developed as part of the feasibility and design stages of the development.

This Document

- 1.7 This Travel Plan has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan.
- 1.8 The remainder of this document is structured as follows:

Section 2 - Outlines the accessibility and travel patterns

- Section 3 - Sets out the objectives and targets of the Travel Plan.
- Section 4 - Outlines the Travel Plan strategy including how it will be managed, together with the marketing strategy
- Section 5 - Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan.
- Section 6 - Outlines the monitoring and review programme which will ensure the Travel Plan continues to develop.
- Section 7 - Sets out an Action Plan.

2 ACCESSIBILITY AND TRAVEL PATTERNS

- 2.1 The application site comprises 140 to 146 Camden Street. The site is bounded by Bonny Street to the north, Camden Street to the west and the Regent's Canal to the south. The site location is shown at **Figure 1**.
- 2.2 The site is located within Camden Town, in the London Borough of Camden. The local area is predominantly residential with mixed-use retail with residential above and commercial buildings along Camden Road.
- 2.3 Located within the wider area and within walking distance of the site are numerous small shops and restaurants and the Sainsbury's food store on Camden Road is within 50m of the site.

Site Description

- 2.4 The existing building is of two parts. The northern part is a 1950s single storey warehouse building on the corner of Camden Street and Bonny Street with entrances on both streets.
- 2.5 The southern part is a 3 storey office building with frontages to Camden Street and the Regent's Canal.
- 2.6 The Camden Street site frontage has single yellow line controls in place and the Bonny Street frontage double yellow lines and a loading bay (loading only 08:30-18:30 Monday to Friday and 09:30-17:30 Saturday and Sunday).

Local Road Network

Bonny Street

- 2.7 Bonny Street is orientated between the A503 Camden Road to the east and the A400 Camden Street to the west. It measures approximately 8.5 metres in width and on-street parking is permitted on both sides in marked bays. It is located within Controlled Parking Zone CA-F with a mix of residents and pay & display bays in relation to which restrictions are in place 08:30-18:30 Monday to Friday and 09:30-17:30 Saturday and Sunday. No vehicular access is permitted between Camden Road and Bonny Street.

Camden Road

- 2.8 Camden Road is part of the A503 which is routed between the A4201 at Regents Park to the south west and the A1201 at Finsbury Park in the north east. It also links with the A1

Holloway Road, which is orientated in a north-south direction and is a key route to and from Central London.

- 2.9 Camden Road is approximately 2.5 kilometres in length and lies between the junction with the A1 Holloway Road / Tollington Road in the north east and the junction with Kentish Town Road / Camden High Street and Parkway to the south west at Camden Town. Adjacent to the site, it has a carriageway width of 12.5 metres with two lanes in each direction and is a Red Route with no stopping Monday to Saturday from 07:00-19:00.

Camden Street

- 2.10 Camden Street is part of the A400, which lies between the A1 at Archway in the north and the A501 Euston Road to the south. It provides a road connection between the site and Mornington Crescent, Kentish Town and Tufnell Park.
- 2.11 Camden Street forms a section of the A400 between Crowndale Road in the south and Hawley Road in the north. It is approximately 950 metres in length and 12.5 metres in width close to the site. It is one-way southbound along its full length and has a minimum of 2 lanes.

Car Club

- 2.12 The nearest car club spaces to the site are located on Castlehaven Road, Rochester Place and Pratt Street.

Barclays Cycle Hire

- 2.13 A 45 space docking station is available on Bonny Street, within 100m of the site. The next closest docking station is a 35 space unit on Greenland Road.

Accessing the site by non-car modes

- 2.14 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey. The Institution of Highways and Transportation (IHT) Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.15 The site is situated close to the centre of Camden Town and, thus is within 2 kilometres of a significant array of commercial and leisure destinations, including a Sainsbury's store on Camden Road (350 metres walk distance to/from the site) and a plethora of smaller A1 and A3 units within Camden Town.

- 2.16 Footways are found on both sides of the roads in the vicinity of the site, providing a safe environment for pedestrians. Since the local area is used by a significant number of pedestrians, footway widths are a minimum of 2 metres and often wider.
- 2.17 Camden Road and Camden Street, which connect with either end of Bonny Street are characterised by significant flows of traffic. However, there are frequent opportunities for pedestrians to cross safely close to the site.
- 2.18 In addition to the existing pedestrian links at street level, a Canal towpath is available for pedestrians / cyclists, which provides an attractive leisure route for a central London location of this nature.

Cycling

- 2.19 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Institution of Highways and Transportation. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are by car.
- 2.20 The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles.
- 2.21 The site is located in proximity to a number of signed cycle routes. This includes a signed on-road cycle route along the Royal College Street / St Pancras Way one-way system. The route then continues south along Royal College Street towards King's Cross. This also forms part of London Cycle Network (LCN) route 27.
- 2.22 In addition, LCN route 28 is orientated in a north-south direction between Tufnell Park and King's Cross, passing along a route parallel with Camden Road. LCN route 29 lies between Camden Road in the west and Angel in the east.
- 2.23 This demonstrates that the site is well served by local cycle routes, providing links to other parts of Central and North London.

Public Transport Accessibility

Bus Services

- 2.24 The TfL PTAL calculation indicates that 13 bus routes are available within the PTAL cut off walk distance of 640m, which provide a total of 122 buses per hour in either direction. The area is also served by a total of 7 night buses.

Rail Services

- 2.25 Camden Road rail station lies to the north east of the site, less than a 170m walking distance and forms part of the London Overground network on the Clapham Junction/Richmond to Stratford route.

Underground Services

- 2.26 The nearest London Underground station to the site is Camden Town, which is approximately a 320m walk distance to the south of the site. Camden Town is served by the Northern Line and is located at the intersection between Edgware and High Barnet / Mill Hill East branches to the north and Charing Cross / Bank branches to the south.
- 2.27 The Northern Line provides a connection between Morden to the south, through the City and West End to terminate at High Barnet, Mill Hill East or Edgware in the north. Trains operate on each of the branches at frequent intervals during the daytime, 7 days a week.

Public Transport Accessibility Level (PTAL)

- 2.28 According to TfL's Planning Information Database, the site has a PTAL rating of 6b, the highest score available, demonstrating excellent accessibility to public transport.

Baseline Travel Patterns

- 2.29 A baseline mode split will be taken from a travel survey. This survey will accurately identify how employees at the office travel and the results will be known as Year 0. The survey will be undertaken no later than three months after the site is occupied. Occupation is defined as when the office is occupied.

Predicted Travel Patterns

- 2.30 The predicted modal split is based upon data from the 2011 Census; specifically the Method of Travel to Work for the Camden Town with Primrose Hill Ward. The predicted modal split has been altered to reflect local circumstance including the availability of public transport access points and the level of car parking on site.

Table 2.1 – Predicted Modal Share		
Mode	Census Data	Predicted Percentage
Car Driver	11%	0%
Car Passenger	1%	0%
Taxi	2%	2%
Motorcycle / Scooter	2%	2%
Public Transport	55%	66%
Foot	20%	20%
Bicycle	10%	10%
Total	100%	100%

- 2.31 For the purpose of this Travel Plan, the mode split as shown in **Table 2.1** will be used for target setting purposes until a travel survey can be undertaken. This survey will accurately identify how employees travel and the results will be known as Year 0.
- 2.32 A draft employee questionnaire is provided at **Appendix A**.

3 OBJECTIVES AND TARGETS

Introduction

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Chapter 6**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the office space will seek to reach within the period covered by this Travel Plan.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage employees and visitors to use more sustainable ways of travelling to / from the office space through more effective promotion of active modes. This will minimise the impact of the office space on the surrounding highway and public transport network.

3.3 The sub-objectives are:

- Sub-objective 1: To increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all employees;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate employee and visitor travel by sustainable modes; and therefore,
- Sub-objective 4: To reduce unnecessary use of public transport for the journey to and from the site by employees and visitors.

Targets

- 3.4 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and success of the travel plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.
- 3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 3.6 The key action targets are set out below:
- A Travel Plan Coordinator will be appointed at least one month prior to the office space opening;
 - To launch this travel plan when the office space opens; and
 - Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (i.e. Years 1, 3 and 5).

Aim Targets

- 3.7 The aim targets of this Travel Plan are focused primarily on the employees of the office space.
- 3.8 **Table 3.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years. These targets are to be achieved within five years of the launch of the Travel Plan.
- 3.9 The baseline figures are taken from the predicted mode split, as detailed in Section 2. This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Travel Plan Targets				
Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim (Year 3)	Final (Year 5)
Employees				
Reduce Peak Hour Public Transport (PT) Trips by 5%	Modal Split monitoring surveys for PT	66%	63%	61%
Achieve a 5 % increase in the mode share for active modes	Modal Split monitoring surveys for cycling and walking	30%	33%	35%
Visitors				
Increase the awareness of cycling and walking as viable options available to access the office space	No Surveys Necessary	-	-	-

- 3.10 It is more constructive to set an Action type target for measures aimed at promoting sustainable transport to visitors to the office space, rather than a mode split Aim Target.
- 3.11 Indicators are the elements which will be measured in order to assess progress towards meeting the targets. For the most part this will be the main mode listed by employees of the office space in the monitoring surveys conducted in years 0, 1, 3 and 5.

4 TRAVEL PLAN STRATEGY

Office Space Travel Plan Coordinator

- 4.1 Upon construction, the developer or building owner will pass responsibility of the travel plan onto the office space occupier. The office space occupier will need to appoint a Travel Plan Co-ordinator (TPC) to implement and administer the Travel Plan on a part-time basis. The TPC will be appointed one month prior to the office space opening.
- 4.2 The TPC is anticipated to be a senior member of the administration team and as such will have access to the appropriate technology to communicate effectively with employees, visitors and stakeholders using a variety of mediums.
- 4.3 The duties of the Travel Plan Co-ordinator will therefore include:
- Undertake Employee Travel Surveys at years 0, 1, 3 and 5;
 - Take responsibility for data collection and review of the Travel Plan;
 - Oversee the development and implementation of the Travel Plan on a day-to-day basis;
 - Obtain and maintain commitment and support from senior managers, employees, etc.;
 - Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - Act as a point of contact for all employees requiring information; and
 - Ensure the travel information available is always up to date.

Time Allocation

- 4.4 The TPC will undertake the management of the Travel Plan in addition to their normal duties. The person undertaking the role will be allowed the time necessary to enable this Travel Plan to achieve its objectives.

Marketing Strategy

- 4.5 All employees, including new employees, will be made aware of the existence of the Travel Plan at the commencement of their employment. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained.

- 4.6 Contact details of the TPC will be advertised in the event that employees wish to discuss specific matters directly.

Introduction of an employee Induction Pack

- 4.7 This Pack will contain Travel Plan and sustainable transport information and any other relevant transport information. In addition, the Travel Plan will be added to the agenda for all employee induction sessions.

5 MEASURES AND INITIATIVES

Introduction

5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

5.2 Sustainability has been taken into account in the development of the design of the building.

Walking

5.3 Walking initiatives will include:

- Employees will be provided with information and advice concerning safe pedestrian routes to / from 140-146 Camden Street;
- Employees will be provided with changing facilities, including facilities for storage of wet clothes, umbrellas etc.;
- Organisation of social cycling and walking events, e.g. lunch time or after work walks; and
- Health benefits of walking to be promoted e.g. '10,000 steps a day campaign'.

Cycling

5.4 The offices will benefit from an internal cycle storage room for 12 bicycles. A 45 space Barclays Cycle Hire docking station is available on Bonny Street, within 100m of the site. The next closest docking station is a 35 space unit on Greenland Road. The Barclays Cycle Hire system will be explained and promoted to employees.

5.5 Specific cycle promotions will include the following:

- Promotion of the health benefits of cycling.
- Cycle routes and other cycling information provided on notice boards, and in employee induction packs etc.
- Setting up a Bicycle User Group or similar, if demand warrants.

Public Transport

- 5.6 Up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be permanently on display in prominent locations. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted to employees through all relevant means.

Personalised Travel Planning

- 5.7 The TPC will offer personalised travel planning advice to all new employees that request it. The service will be advertised as a staff benefit.
- 5.8 The TPC will be able to draw upon websites such as TfL's journey planner (www.tfl.gov.uk) for advice.

Induction Packs

- 5.9 All employees of the office space will be given information about the Travel Plan and travel options in the form of an induction pack. The pack will contain at least the following information:
- A summarised version of the Travel Plan document, that sets out the purpose and benefits etc.;
 - Timetables and route maps for public transport, particularly buses;
 - Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
 - Local taxi company details;
 - Cycling and walking maps for the local area; and
 - Any relevant employer specific company policies related to transport.

6 MONITORING AND REVIEW

- 6.1 This Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the office space. This section sets out the proposals for monitoring and review of the Travel Plan.
- 6.2 The employee monitoring programme will begin with the initial travel survey, to be undertaken after reaching the trigger point of three months after the office space opens. The surveys will be marketed by the TPC to encourage a high response rate (at least 30%) and will be carried out separately of each other.
- 6.3 Further surveys will be carried out in years 1, 3 and 5, to monitor progress towards the final targets.

Reporting

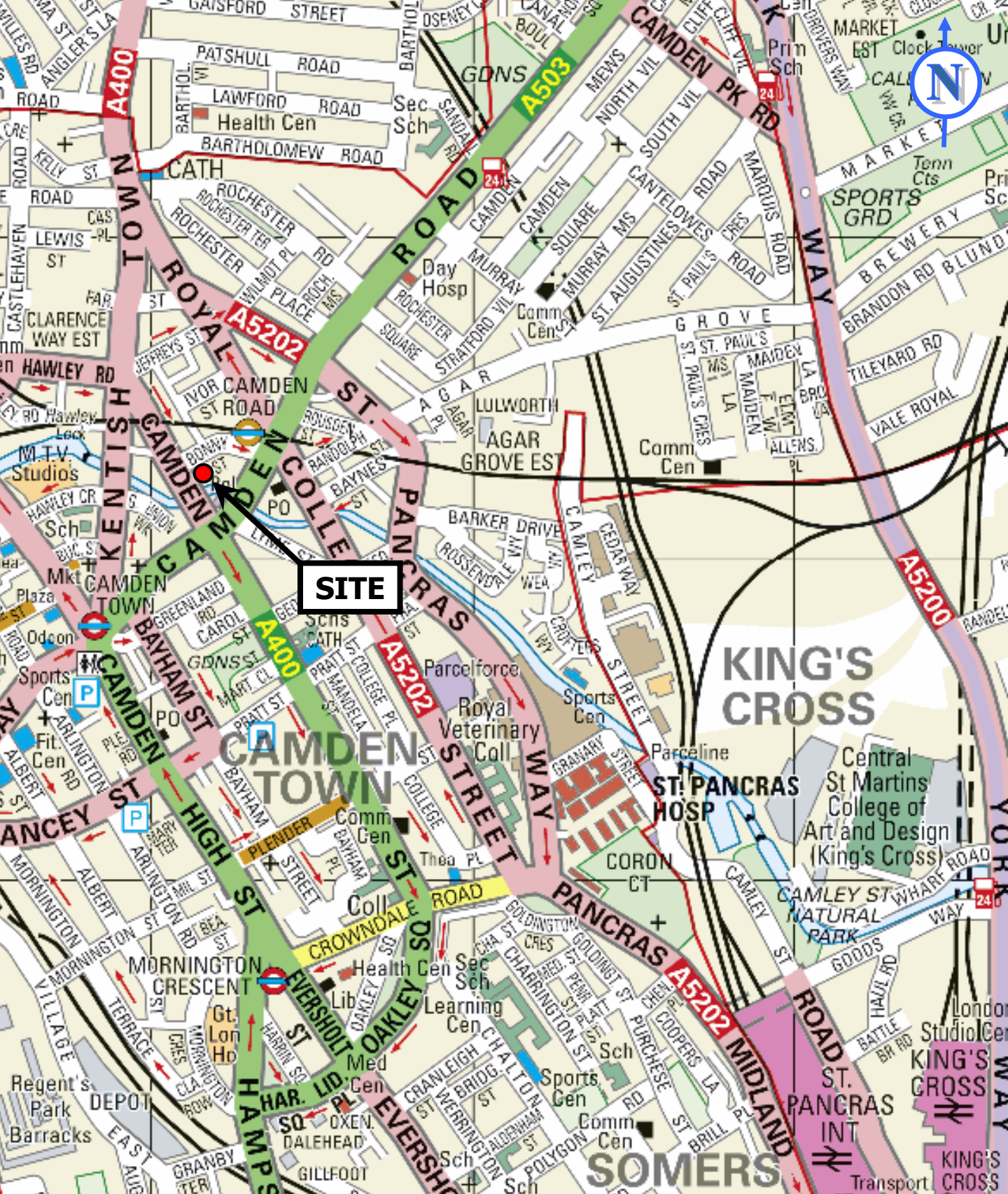
- 6.4 A Travel Plan Review will be undertaken every year, by the TPC, to assess the progress of the Plan. A Travel Plan report will be produced in Years 3 and 5 which will incorporate the results of monitoring throughout the preceding periods.

7 ACTION PLAN

7.1 The Travel Plan Action Plan outlined in **Table 7.1** below. The Action Plan will be revised every year following each Annual Travel Plan Review.

Table 7.1: Travel Plan Action Plan				
Action	Target	Funding	Measure	Responsibility
Appointment of Travel Plan Co-ordinator	To be appointed at least 1 month prior to the Office opening	Office Occupier	Appointment of Travel Plan Co-ordinator	Office Occupier
Provision of Cycle Parking	Before opening	Developer	Provision of Cycle Parking	Developer
Erection of Noticeboards	Before opening	Office Occupier	On completion of the building	Office Occupier
Production of Employee Induction Pack	Before opening	Office Occupier	Completed Travel Pack	Travel Plan Co-ordinator
Baseline Surveys	Within 3 months of the Office opening	Office Occupier	Receipt of survey results	Travel Plan Co-ordinator
Set Targets	Within 1 month of Baseline Surveys	Office Occupier	Receipt of survey results	Travel Plan Co-ordinator
Promote Active Modes	On-going with emphasis on summer months	Office Occupier	On-going	Travel Plan Co-ordinator
Interim Surveys	At Years 1,3 and 5 on the anniversary of the Baseline Survey	Office Occupier	Receipt of survey results	Travel Plan Co-ordinator
Review of Travel Plan	Annually	Office Occupier	Receipt of survey results	Travel Plan Co-ordinator
Achieve Targets	5 years after Baseline Survey	Office Occupier	Receipt of survey results	Travel Plan Co-ordinator

Figures



TITLE:
Site Location Plan

PROJECT:
140-146 Camden Street

CLIENT:
Elebro Ltd

DRAWN: D.F
 CHECKED: N.B
 DATE: 02.06.14
 SCALE: NTS



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 Registered in England: 7441800

DRAWING REFERENCE: **Figure 1**

REVISION:

DRAWN: D.F	CHECKED: N.B	DATE: 02.06.14	SCALE: NTS	DRAWING REFERENCE: Figure 1	REVISION:
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Appendix A
Draft Employee Questionnaire

Travel Survey Questionnaire

A travel survey is being undertaken so we can understand your travel patterns. We would therefore appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. Please put your completed questionnaire in the box in the reception area. Thank you in advance for your help.

1. What time do you normally arrive at Work?

00:00 – 06:00 (01) 06:00 – 12:00 (02) 12:00 – 18:00 (03) 18:00 – 24:00 (04)

2. What time do you normally leave Work?

00:00 – 06:00 (01) 06:00 – 12:00 (02) 12:00 – 18:00 (03) 18:00 – 24:00 (04)

3. On average, how long does your journey take?

0 – 15min (01) 16 – 30min (02) 31 – 45min (03) 46 – 60min (04)

61 – 75min (05) 76 – 90min (06) Over 90min (07)

4. Approximately how far is your journey?

0 – 1 mile (01) 1 – 2 miles (02) 2 – 5 miles (03) >5 miles (04)

5. What is your MAIN mode of transport (i.e. the longest part of your journey)?

Drive alone (01) Car share - driver (02) Car passenger (03) Bus (04)

Train (05) Underground (06) Walk (07) Cycle (08)

Motorbike (09) Taxi (10) Other (11)

6. What alternative mode of transport would you consider if your usual mode wasn't available?

Drive alone (01) Car share -driver (02) Car passenger (03) Bus (04)

Train (05) Underground (06) Walk (07) Cycle (08)

Motorbike (09) Taxi (10) Other (11)

7. What would encourage you to use a sustainable mode of travel?

I already walk / cycle (01) Better pedestrian / cycle routes (02)

Cycle Parking at work (03) A friend to walk / cycle with (04)

A safer and lit walking / cycling environment (05) Cycle training (06)

Better information on alternatives (07) Lockers at work (08)

More frequent bus services (09) Nothing (10)

8. In what age category do you fall?

Under 25 (01) 26 – 40 (02) 41 – 60 (03) Over 60 (04)