CAMDEN TOWN HALL ANNEX, ARGYLE STREET, WC1H 8NJ

Proposed Change of Use to provide a 270 Bedroom Boutique Hotel with Ancillary Facilities

Transport Assessment

Volume 1

Prepared on behalf of Crosstree Real Estate Management Ltd

PJB/TWR8/14/2096/TA01

December 2014

Vat Registration No. 771 9821 04 • Registered in England No. 4237910.
Registered office: The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey GU7 1HP

DOCUMENT CONTROL

Project: Camden Town Hall Annex, Argyle Street, WC1H 8NJ
Proposed Change of Use to provide a 270 Bedroom Boutique Hotel with Ancillary Facilities

Document: Transport Assessment

Client: Crosstree Real Estate Management Ltd

Reference: PJB/TWR8/14/2096/TA01

Document Checking:

Author:	PJB		Date:	17/12/2014
Checked by:	CMB		Date:	17/12/2014
Approved by:	NDR		Date:	17/12/2014

Status:

Issue	Date	Status	Issued by
1.	05/12/2014	1st Draft	NDR
2.	16/12/2014	2nd Draft	NDR
3.	17/12/2014	Planning	NDR
4.			
5.			
6.			
7.			

CONTENTS

PLANS

Plan 01	**Site Location and Accessibility Plan**
Plan 02	**Public Transport Accessibility Plan**
Plan 03	**Pedestrian Accessibility Plan**
Plan 04	**Existing One-way Arrangement**

DRAWINGS

2014/2096/004	**Existing Road Markings**
2014/2096/005	**Delivery Swept Paths**
2014/2096/007	**Swept Path Analysis – Disabled Bays**
2014/2096/008	**Swept Path Analysis – Airport Coach**

APPENDICES

Appendix A	**Site Location Plan**
Appendix B	**Existing Site Layout**
Appendix C	**Proposed Site Layout**
Appendix D	**TfL Pre-Application Advice**
Appendix E	**Euston Road Improvements Plan**
Appendix F	**ORMS Architectural Plans**
Appendix G	**PIA Accident Data**
Appendix H	**Pedestrian Improvements for Kings Cross**
Appendix I	**Local Bus Routes**
Appendix J	**PTAL Summary**
Appendix K	**PERS Audit**
Appendix L	**Pedestrian Count Survey Results**
Appendix M	**Pedestrian Comfort Assessment**
Appendix N	**Survey of Existing Site**
Appendix O	**TfL Correspondence**
Appendix P	**Survey of Hoxton Hotel**
Appendix Q	**Premier Inn Euston Survey Results**

1 EXECUTIVE SUMMARY

Camden Town Hall Annexe has recently been vacated by London Borough of Camden (LBC) as their long-established council offices. The proposals are for a change of use from council offices and library (sui generis use class) to hotel (C1 use class), and alterations to the building including removal of roof top plant, an extension at roof level and alterations to the façade.

To establish the impact the proposed development would have on the local highway network and pedestrian infrastructure, extensive discussions have been entered into with both LBC and Transport for London (TfL), who act as highway authority for Euston Road which bounds the site to the north.

Extensive survey data has been collated relating to the previous site use, the proposed site use and the existing pedestrian flows locally, in order to robustly assess the development's anticipated impact in comparison to that of the site's previous use. The development proposals would represent a significant decrease in total person trips when compared to the site's previous use, albeit there would be a slight increase in total vehicle movements, relating primarily to taxi visits, which would have a negligible impact on highway capacity.

Deliveries to the hotel would be accommodated within the basement level service yard, able to accommodate two delivery vehicles simultaneously, ensuring all delivery activity would take place off-street. Minor alterations would be made to Argyle Street to provide a drop-off / pick-up lay-by in place of the two existing disabled bays. This arrangement would ensure deliveries and drop-off activity do not impact detrimentally on local highway safety and without impeding the through-flow of traffic on Argyle Street.

The development proposals include the Stopping Up of 107sqm of footway along the site's Euston Road frontage; whilst providing public realm improvements to the south (a pedestrian route to the rear of the site connecting Argyle Street and Tonbridge Walk) and west (removal of the stair core to increase the width of Tonbridge Walk) which would total 332sqm of new public realm space. The development proposals would therefore represent a net gain of 225sqm of public realm space and would hence result in an improved pedestrian environment.

A number of supplementary documents have been produced by RGP to support this Transport Assessment, including a Travel Plan and Delivery and Service Management Plan. These documents are closely linked and should be read in conjunction. While this Transport Assessment determines the impact of the development proposals, the supplementary documents detail measures that would be implemented to minimise and mitigate any potential adverse impacts of the hotel and its ancillary uses.

2 INTRODUCTION

2.1 Background

2.1.1 RGP is instructed by Crosstree Real Estate Management Ltd to provide transport planning advice relating to a proposed development at Camden Town Hall Annex, Argyle Street, WC1H 8NJ. The site is located at the junction of Argyle Street and Euston Road within the London Borough of Camden (LBC). A site location plan is attached hereto at **Appendix A**.

2.1.2 The existing site is now vacated by LBC as their long established council offices (sui generis use class) which have since relocated to Pancras Square. The site comprises an 8 storey building and includes a basement level car park and ground floor library use. Principal pedestrian and vehicular access is provided from Argyle Street at the site's eastern frontage, whilst a staff entrance is accessible from Euston Road. **Appendix B**, attached hereto, provides an illustration of the existing site layout.

2.1.3 The proposal is for the change of use from council offices and library (sui generis use class) to hotel (C1 use class), and alterations to the building including removal of roof top plant, an extension at roof level and alterations to the façade.

2.1.4 The development would provide a 270 bedroom (17,277sqm GIA) boutique hotel with ancillary restaurant, bar and retail uses at ground floor level. The hotel is proposed to be operated by The Standard and would be the operator's first in the UK. **Appendix C**, attached hereto, provides an illustration of the proposed site layout.

2.1.5 As background to this Transport Assessment, extensive pre-application discussions have taken place with LBC, as local planning and highway authority, with regards to the proposed development. Additionally, pre-application consultation has been undertaken with Transport for London (TfL) to inform the preparation of this Transport Assessment, owing to Euston Road's status as part of TfL Road Network (TLRN). TfL's initial pre-application response is attached hereto at **Appendix D**, however, it is worthy of note that at the time of preparing this Transport Assessment, further discussions are ongoing with respect to the proposed ground floor Euston Road retail kiosk extension and the resultant Stopping Up Order. Full details are provided within this report, including details to address the comments raised by TfL.

2.1.6 To inform discussions with TfL, and to agree an approach for this Transport Assessment, a Scoping Note was prepared by RGP and submitted to TfL.

2.1.7 In highways terms, the key proposals relating to the development comprise:

(i) The retention of the basement ramp to provide delivery and service vehicle access;

(ii) Relocation of the two disabled parking spaces from Argyle Street to the basement level to facilitate a guest drop off / pick up area outside the hotel;

(iii) Creation of public realm improvements to facilitate a pedestrian through-route connecting Argyle Street and Tonbridge Street;

(iv) Building extension to the Euston Road ground floor and reduction to Euston Road footway to circa. 6.2m;

(v) Removal of the western stair case to open up footway width and improve pedestrian connectivity and public realm.

2.1.8 Detailed consideration has been given to the site's impact on a Euston Road concept scheme, which TfL have advised is in the early stages of development. Preliminary drawings relating to the scheme have been obtained from TfL and these are attached hereto at **Appendix E**. The main implications would be an increase to the width of the Euston Road footway bounding the northern edge of the development site. It is understood that, subject to detailed consideration and modelling analysis, the scheme would go out to consultation in the summer of 2015.

2.1.9 In order to inform TfL of the likely implications the proposed retail kiosk extension would have, the details at **Appendix F**, prepared by ORMS Architects, provide a summary of the net increase in public realm. The details also show the proposed extent of the retail extension, with and without TfL's concept scheme. In order to further demonstrate that the reduced footway width would have negligible impact on pedestrian provision this TA is supported by a Pedestrian Comfort analysis and also a Pedestrian Environment Review System (PERS) Audit, as requested by TfL.

2.1.10 Additional documents have been prepared to support this Transport Assessment which are closely linked and hence should be read in conjunction. This includes a Travel Plan which details measures which would be implemented to encourage sustainable travel to and from the site, as well as a Delivery and Servicing Management Plan which details the proposed delivery management measures which would be implemented to reduce the potential servicing impact of the site from a highways perspective.

2.2 Report Structure

2.2.1 This report has been prepared with reference to relevant national, regional and local transport policy, including TfL's guidance on Transport Assessments.

2.2.2 The principal focus of this report is to consider the operation of the boutique hotel proposals, with particular focus as regards the anticipated trip generation and the operation of the site in terms of servicing and deliveries, disabled guest access and parking. The remainder of this Transport Assessment comprises the following sections:

(i) Section 2: Transport Policy Review;

(ii) Section 3: Site Description

(iii) Section 4: Accessibility Credentials;

(iv) Section 5: Proposed Highway Design Implications;

(v) Section 6: Assessment of Pedestrian Facilities;

(vi) Section 7: Existing / Previous Site Operation;

(vii) Section 8: Proposed Site Operation;

(viii) Section 9: Car Park Layout and Servicing Arrangements;

(ix) Section 10: Summary and Conclusions.

3 TRANSPORT POLICY REVIEW

3.1 Background

3.1.1 This section summarises the key national, regional and local transport policies pertaining to the proposed development. These policies are assessed in relation to the scale and type of development, as well as the site's location.

3.1.2 The site is located in a Central London location in close proximity to numerous residential and commercial areas, as well as numerous tourist attractions. The site is located within the immediate vicinity of major rail termini at King's Cross and St Pancras rail stations, which provide access to the London Underground Network, National Rail services and Eurostar services to mainland Europe. These services provide extensive national, regional and international rail links, and hence the proposed hotel would be attractive to visitors arriving on these services.

3.1.3 Owing to the site's excellent public transport facilities, it is considered that the majority of guests would arrive at the site using public transport. Whilst staying at the hotel, the ultimate destination of guests would be accessed within either a short walk, or short trip on the public transport network considering the Central London location.

3.1.4 Therefore it is considered that the relevant national, regional and local transport policies should be considered in the context of the site's Central London location, the excellent public transport network, and the ultimate destination of guest staying at the hotel.

3.2 The National Planning Policy Framework (March 2012)

3.2.1 The National Planning Policy Framework (NPPF) came into effect in March 2012 and replaces all previous Government Planning Policy Guidance. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

3.2.2 Paragraph 32 outlines the basic transport requirements for developments to provide, and states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

(i) *"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"*;

(ii) *"safe and suitable access to the site can be achieved for all people"*; and

(iii) *"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****"*.

3.2.3 The development complies with the above in that a Transport Assessment has been provided which fully assesses the impact of the proposed development.

3.2.4 Furthermore the NPPF recommends that planning policies aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

3.2.5 The development site is situated within a vibrant area, close to many attractions and transport hubs enabling guests to reach their ultimate destination by way of walking, cycling or public transport, as well as enabling staff to conveniently travel to and from the site as part of their daily commute.

3.3 The London Plan

3.3.1 **Policy 6.1** of The London Plan states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car. **Policy 2.15** relates to town centres and details that town centre developments should enhance the vitality and viability of the centre, promote access by public transport, walking and cycling; and reduce delivery, servicing and road user conflict.

3.3.2 Policy **6.13C** 'Parking' of the London Plan states that maximum parking standards should be applied to planning applications. This goes on to state that no maximum standards are set for hotels, although for applications referred to the Mayor, in locations with a PTAL of 4-6, on-site provision should be limited to *operational needs, parking* for disabled people and that required for taxis, coaches and deliveries / servicing.

3.3.3 The London Plan also states that the Mayor will, and boroughs and relevant stakeholders should support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors and seeking to improve the range and quality of provision especially in outer London, seeking to achieve 40,000 net additional hotel bedrooms by 2031.

3.3.4 The proposed hotel meets the aims of the London Plan, being within a sustainable location, ideally located with excellent accessibility to the public transport network, providing convenient access for trips throughout London as well as nationally and internationally using national rail and Eurostar services at St Pancras, for example. As such zero on-site car parking would be provided for the development, with the exception of two disabled parking bays, as proposed.

3.4 Camden's Development Policies

3.4.1 Camden's Development Policies set out detailed planning criteria that are used to determine applications for planning permission in the borough. Development Policy DP16 considers the transport implications of development, including highway links, transport capacity and the provision of pick-up / drop off and waiting facilities. Paragraph 16.5 of this, to which particular consideration is given within this Transport Assessment, states that:

'Developments should link in well with their surrounding by allowing for movement to and through development sites, in order to contribute to improved accessibility across the borough. Some developments may need to be designed to accommodate public routes across the site, for example because they straddle an existing footpath. Designs for sites should be permeable so that linkages and public through routes are created and the development is integrated with the wider street pattern.'

3.4.2 The public realm and pedestrian enhancements proposed as part of the development are considered to fully comply with the above policy basis. Paragraph 16.18 states that:

'Wherever a Transport Assessment is needed, submission of a Travel Plan is also expected as one way of mitigating the transport impact of the development.'

3.4.3 As outlined, a separate Travel Plan document has been prepared with regards to the proposals and this demonstrates the opportunities for sustainable travel and details measures that will act to encourage the use of these travel modes for both guests and staff of the development. The Travel Plan is closely linked to this Transport Assessment and hence the two documents should be read in conjunction with each other.

3.4.4 Development Policy DP17 considers the walking, cycling and public transport provision of development and states that:

'The Council will resist development that would be dependent on travel by private motor vehicles.'

3.4.5 In this instance, owing to the site's central London location and PTAL rating of 6b, as detailed within Section 4 of this report, a multitude of alternative transport modes would be available to end users of the site and hence the proposals are considered to conform to this policy.

3.4.6 Development Policy DP18 and DP19 relate to car parking provision and managing the impact of parking. DP18 states that:

'The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.'

3.4.7 LBC's car parking guidance for hotel developments is set out within Appendix 2 of their Development Policies document (adopted 2010).

3.4.8 In terms of staff / operational car parking, LBC's standards are for a maximum of 1 space per 1,500sqm in 'low parking provision areas' and for a maximum of 1 space per 1,000sqm in the rest of the borough.

3.4.9 In terms of disabled car parking, a minimum provision of 1 space per employee is required from a threshold of 2,500sqm, with 1 space per 20,000sqm or part thereof (whichever is greater). For guests, from a threshold of 2,500sqm, one space should be provided per 1,250sqm or part thereof.

3.4.10 Coach parking provision should be considered within the Transport Assessment, taking into account the need for space for coaches to pick-up / set-down and wait. Full justification regarding the lack of dedicated coach parking is considered within this report. Consideration is given to the likelihood of coach arrivals, and suitable locations for guest set-down are identified, in the event that coach parties were to arrive at the hotel.

3.4.11 Provision for taxi pick-up / set-down adequate for 2 vehicles is required above 2,500sqm, with any departure justified by a Transport Assessment. The proposals include provision for a dedicated taxi drop-off / pick-up area outside the site on Argyle Street and hence satisfy this criteria.

3.4.12 Other guest parking will only be considered if supported by a Transport Assessment (or supporting information as appropriate for smaller schemes) showing that existing spaces, public transport and coaches / taxis cannot cater for the expected travel demand, and a Travel Plan can be secured.

3.4.13 Cycle parking should be provided for both staff and guests. Staff parking, from a threshold of 500sqm should be provided at a minimum rate of 1 space per 500sqm or part thereof. Guest cycle parking should be provided at the same rate, in addition to the staff provision. Full consideration is given to appropriate cycle parking within this report.

3.4.14 Development Policy DP20 relates to the movement of goods and materials. This can be done by '*minimising the movement of goods and materials by road*' and '*minimising the impact of the movement of goods and materials by road*'. In terms of minimising the impact of deliveries by road, this states that:

'The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to be located close to the TfL Road Network or other Major Roads; avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas; accommodate goods vehicles on site; and seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.'

3.4.15 These matters are given particular focus within Section 9 of this report; while a separate Delivery and Servicing Management Plan (DSMP) has also been prepared tailored to the specific needs of the development, detailing measures which will control and manage the site's servicing arrangements. This Transport Assessment and the DSMP are closely linked and hence should be read in conjunction with each other.

3.5 Euston Area Plan

3.5.1 The Euston Area Plan is being prepared by LBC, the Greater London Authority (GLA) and TfL as a long term planning framework for the area around Euston Station. A proposed submission draft was published in January 2014 and consideration has been given to the aims of this document.

3.5.2 Although the document focusses on developing Euston Rail Station and the facilities in its immediate vicinity, parts of it are considered relevant to the proposals including Development Principle EAP2: Euston Road paragraph C which states that:

'*Camden and TfL will work with developers and HS2 to improve / introduce new road crossings and the overall quality of the public realm. Development and proposals should lead to improved building frontages and active uses where opportunities emerge to create a more attractive and vibrant street.*'

3.5.3 Medium term goals (2019-2024) with regards to the above are for:

(i) Greening of Euston Road, enhanced bus facilities and improved cycle facilities

(ii) New road crossings

3.5.4 Long term goals (2024 onwards) are for:

(i) Euston Square Garden reinstatement / improvements

(ii) Sub surface crossing to Euston Square Station

3.5.5 The proposed development is considered to accord with Development Principle EAP2 in that a number of pedestrian improvements would be made to the building's frontages with new footway links created improving pedestrian permeability and the attractiveness of the streetscene.

3.6 Roads Task Force

3.6.1 The Roads Task Force (RTF) has been set up by the Mayor to undertake a comprehensive review of London's major roads to identify how TfL and boroughs can improve the network. The RTF report published in July 2013 sets out a vision of how London could cope with major population growth, while a further report focussing specifically on Euston Road is anticipated to be submitted for consultation in the summer of 2015.

3.6.2 Through pre-application discussions with TfL further details with regards to possible future improvements to Euston Road have been obtained. TfL are currently in the process of preparing a concept plan which would result in the carriageway width of Euston Road being reduced to facilitate an increase to the width of the southern footway by approximately 5m.

3.6.3 The ultimate objective of the scheme would be to provide public realm improvements to the area. The development proposals are considered to accord with this objective in that they would activate the building's frontage to the benefit of pedestrians on the Euston Road footway.

3.6.4 Preliminary drawings relating to the scheme have been obtained from TfL and these are attached hereto at **Appendix E**.

3.6.5 The improvement scheme is in its preliminary stages and any public consultation on the scheme is not anticipated until May 2015.

3.7 Summary

3.7.1 The development proposals are consistent with the aims of national, London-wide and local transport policies. No dedicated car parking is provided for guests or staff owing to the excellent accessibility credentials of the site, other than two disabled parking bays located within the basement service area.

3.7.2 Servicing is provided off-street enabling delivery vehicles to access the site, turn, and egress the development in a forward gear. A further loading bay is located immediately to the east of the site on Argyle Street able to facilitate large goods vehicles. The servicing arrangements have been demonstrated to operate without causing any traffic obstruction, nuisance or safety issues, in the worst case scenarios. Full details are provided within Section 9.

4 SITE DESCRIPTION

4.1 Application Site

4.1.1 The existing building is now vacated by LBC as their long established council offices. The site comprises an 8 storey building which includes ground floor library use, and two further basement levels, providing car parking and archive space respectively.

4.1.2 In terms of pedestrian access into the building, a staff entrance is located at the site's northern frontage with Euston Road at street level, while a public entrance is located at the site's eastern frontage at Argyle Street, in the formed of a stepped access with an accompanying disabled ramp. **Photograph 4.1**, below, provides an illustration of the Argyle Street entrance.

4.1.3 Vehicular access to the basement level car park is provided via a ramp at the site's eastern frontage from Argyle Street. This ramp entrance currently offers a 2.15m height clearance and a width of approximately 5.6m which includes a dedicated cycle lane to the basement with a width of approximately 1.5m. Access to the car park is controlled by an intercom and gate arrangement as illustrated within **Photograph 4.2**, below.

Photographs 4.1 & 4.2. Argyle Street Pedestrian and Vehicular Access

4.1.4 A total of 41 car parking spaces are currently located within the basement car park, including provision for 2 disabled bays for use by LBC staff. Furthermore, secure cycle parking is provided within the basement, with access to a cycle cage controlled by an electronic gate. A plan showing the existing basement level layout is attached hereto at **Appendix B**.

4.1.5 Additionally, a refuse store is located within the basement level. Based on site observations and as recorded during a survey of the existing building, refuse vehicles reverse from Argyle Street to the base of the ramp where bins are collected.

4.1.6 The local area comprises a range of land uses, with a number of key transport interchanges in close proximity, as well as retail facilities, offices and visitor attractions. To the south of the site, Argyle Street contains a mix of residential and independent hotel / guest house facilities.

4.2 Local Highway Network

4.2.1 As detailed, the site is located at the south-western corner of the Euston Road / Argyle Street junction within the London Borough of Camden.

4.2.2 The A501 Euston Road provides a principal east to west route within central London and forms part of Transport for London's Road Network (TLRN), operated and managed by TfL.

4.2.3 To the east, the A501 Euston Road forms part of the King's Cross gyratory, a network of one-way routes around the King's Cross / St. Pancras area. Approximately 400m east of the gyratory, the A501 forms a junction with the A1, a principal north-south route which forms the A1(M) at Junction 23 of the M25; and City Road, which links into the City of London.

4.2.4 To the west, the A501 Euston Road continues past Euston rail station, Euston Circus (a signalised junction with the A400 Tottenham Court Road) and provides a link to the A40. The A40 in turn forms a principal route into / out of London to the west, forming the M40 at Junction 16 of the M25.

4.2.5 Euston Road comprises a 6 lane duelled section of road in the vicinity of the site, facilitating two-way vehicular traffic. Euston Road includes a designated bus lane in both directions and a central reservation formally separating the two carriageway approaches. Red route 'no stopping' restrictions are in place alongside both sides of the carriageway.

4.2.6 Euston Road falls outside of the Central London Congestion Charging zone, although roads to the south of this, including Argyle Street, are located within the charging zone.

4.2.7 Argyle Street is a one-way single lane road facilitating north-bound traffic only. This forms a signalised junction with Euston Road immediately to the east of the site which permits left turn manoeuvres only (i.e. westerly direction along Euston Road).

4.2.8 Argyle Street is fed from St Chad's Street and Argyle Square to the south and east, which in turn are fed from Euston Road to the north and Grays Inn Road to the east. **Plan 04**, attached hereto, provides an overview of the one-way routes in place in the vicinity of the site.

4.3 Parking and Loading Restrictions

4.3.1 As outlined, Euston Road forms a Red Route comprising double red line 'no stopping' restrictions along the entirety of its length which are in operation 24 hours a day. No parking, loading or stopping is permitted unless in a designated marked bay, with the exception of pick-up / drop-off activity by persons with a valid disabled parking permit or taxi pick-up / drop-off activity.

4.3.2 The development site falls within Controlled Parking Zone (CPZ) 'CA-D Kings Cross Area' which operates between 08:30-18:30 Monday to Friday and 08:30-13:30 on Saturdays.

4.3.3 A number of parking controls are in place along Argyle Street with single yellow line parking restrictions in place, although the majority of the kerb-line comprises resident permit holder or pay and display car parking bays. Drawing **2014/2096/004**, attached hereto, provides an illustration of the existing parking controls and road markings in place in the vicinity of the site.

4.3.4 Immediately to the east of the site on Argyle Street are two disabled car parking bays, contained within a lay-by. **Photograph 4.3**, below provides an illustration of these bays.

Photograph 4.3. Disabled Parking Bays on Argyle Street

4.3.5 On the opposing side of the carriageway is a 2m by 25m loading bay, also contained within a lay-by and hence not impeding the through-flow of traffic. This loading bay is restricted to 'Loading only – Max 20 mins' as indicated within **Photograph 4.4**, below.

4.3.6 Immediately to the south of the loading bay are two car club bays operated by 'city car club', as illustrated within **Photograph 3.5**, below.

Photograph 4.4. and 4.5. Loading Restrictions and Car Club Bays

4.4 Highway Safety

4.4.1 Personal Injury Accident (PIA) data has been obtained from TfL for the most recent 5 year period (up until 31 May 2014) in the vicinity of the site to establish whether there are any existing highway safety issues that may be exacerbated as a result of the development proposals.

4.4.2 A review of this data indicates that a total of 30 collisions have been recorded in the locality of the site during this 5 year period, comprising 26 'slight' and 4 'serious' incidents. A summary of these PIAs is included below, while full details of the PIA data and collision plots, as provided by TfL, are attached hereto at **Appendix G.**

4.4.3 A total of 4 incidents were recorded at the site frontage, comprising 2 slight and 2 serious accidents. Of these, 3 were a result of pedestrians stepping out in front of oncoming traffic; while the remaining incident occurred when a bus stopped suddenly causing a passenger on board to fall.

4.4.4 It is considered that these accidents were a result of human error and that there are no deficiencies associated with the existing carriageway which would cause the additional vehicles generated by the proposals to materially increase the risk of collision at this location.

5 ACCESSIBILITY CREDENTIALS

5.1 Introduction

5.1.1 In order to establish the potential for future end users (i.e. staff and guests) of the proposed development to travel by sustainable travel modes, in accordance with relevant national (The National Planning Policy Framework), regional (The London Plan) and local (LBC's Core Strategy) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site is provided within this section of the report.

5.1.2 **Plan 01**, attached hereto provides an illustration of the site's location in relation to the local highway network and public transport facilities. As mentioned previously, the site benefits from its proximity to a large number of visitor attractions, civic amenities and retail areas which are also identified within the attached plan.

5.1.3 **Plan 02**, attached, provides an illustration of local rail and bus facilities and Barclay's Cycle Hire docking stations which would likely be of significance to guests.

5.2 Accessibility by Foot

5.2.1 Pedestrian facilities within the vicinity of the site are of a particularly high standard with wide, well lit footways throughout the locality. Footways across the site frontage on Euston road benefit from a width of approximately 9m while footways on Argyle Street are in excess of 3.5m in width.

5.2.2 Designated crossing points are located at all junctions, comprising dropped kerbs with tactile paving. Signalised pedestrian crossings are located on Argyle Street and Euston Road at the site's north-eastern corner. **Photographs 5.1** & **5.2**, below, provide an illustration of these facilities.

5.2.3 Additionally, signalised pedestrian crossings are located at all major junctions within the proximity of the site, including the St. Pancras Road / Euston Road and the Midland Road / Euston Road junctions, thus providing continuous links to Kings Cross, St Pancras and Euston rail stations.

5.2.4 A number of way finding signs are located throughout the local area and these further help to increase the ease and attractiveness of travelling by foot.

Photograph 5.1 & 5.2. Pedestrian Crossings on Argyle Street and Euston Road

5.2.5 **Plan 02**, attached hereto provides an overview of the pedestrian links available in the vicinity of the site, including footways and crossing points.

Pedestrian Audit (PERS and Comfort Assessment)

5.2.6 A full assessment of the pedestrian facilities in the vicinity of the site has been undertaken in line with TfL guidance in the form of a PERS Audit and a Pedestrian Comfort Assessment. Although it is acknowledged that pedestrian facilities are of a high standards, these assessments have been undertaken in order to evaluate the suitability of the existing pedestrian infrastructure, relative to the strategic importance of the area and the high volume of pedestrian flows typically experienced. Further details of these assessments are contained within Section 6 of this Transport Assessment.

5.3 Accessibility by Cycle

5.3.1 As detailed previously Argyle Street facilitates left-turn vehicle movements only at its junction with Euston Road; however cyclists are afforded a facility to cross the Euston Road central reservation and hence are able to turn right.

5.3.2 Additionally, a contraflow cycle lane is present on Argyle Street facilitating southbound journeys, while vehicular traffic is only permitted to travel northbound. **Photograph 5.3**, below, provides an illustration of this contraflow cycle arrangement.

Photograph 5.3. Contraflow Cycle Lane on Argyle Street

5.3.3 A range of cycle routes, both on-street and off-street are available throughout the locality and the locations of these are identified within **Plan 01**, attached hereto.

5.3.4 A number of Barclays cycle hire docking stations are situated nearby at the northern extent of Belgrove Street, less than a 50m walk to the east of the site as indicated within **Plan 02**.

5.3.5 Cycles can be hired on a half-hourly basis, with journeys exceeding this incurring a small fee. Further details regarding costs and operation are available from www.tfl.gov.uk/barclayscyclehire, while an online cycle journey planner can be accessed at cyclejourneyplanner.tfl.gov.uk.

Future Cycle Improvements

5.3.6 Various cycle improvement schemes are currently under consideration by TfL in the vicinity of the development site. These include improvements to the Euston Road / Gray's Inn Road junction to the east of the site and an extension to Cycle Superhighway 7 which would terminate at the junction of Judd Road / Euston road to the west of the site.

5.3.7 TfL's document *Safety improvements in King's Cross for cyclists*, attached hereto at **Appendix H**, provides details of the proposed improvements scheme to the east of the site. As illustrated within the consultation document, the improvements would include additional advanced cycle stop lines, providing additional cycle lanes, increasing the width of a number of existing cycle lanes and remodelling the junction of Euston Road and Birkenhead Street which would become 'no exit' except for cyclists.

5.3.8 Proposals are also under consideration for an extension to the existing north-south Cycle Superhighway 7 (CS7) which currently provides a link between Merton and the City of London. The proposals would provide an extension to the existing route in a northern direction from Elephant & Castle as far as Euston Road, approximately 100m to the west of the site. The extended route would be substantially segregated, providing a clear and convenient route to numerous key destinations. The extension of this route however would not impact on the existing condition of Argyle Street.

5.4 Accessibility by Bus

5.4.1 A number of bus stops are located in the immediate vicinity of the site as illustrated within **Figure 5.1**, below. The closest stop to the site is King's Cross, St Pancras stops A and W, located along the site frontage with Euston Road. All stops are of a high quality and including sheltered seating, with real-time / timetable information on display.

Figure 5.1. Public Transport Nodes

5.4.2 Services from these stops operate at a particularly high frequency to a range of destinations including the City of London, Camden, the West End and Islington, as summarised within **Figure 5.2** below. **Appendix I**, attached hereto, provides an overview of the bus stops available within the local area and the bus routes operating from these stops, including 24 hour services and night bus routes.

BUS SUMMARY			
Route	**Towards**	**Bus Stop**	**Frequency**
10	Hammersmith Bus Station	J / H / R / A / B	6-10 minutes (24 hour service)
17	London Bridge Archway	N / G / J H / L	6-9 minutes
30	Hackney Wick Marble Arch	B / A / R / X C / E / K	7-10 minutes
45	Clapham Park	S / D / L	5-9 minutes
46	St Bartholomew's Hospital Lancaster Gate Station	T / N S / D / L	7-11 minutes
59	Streatham Hill	J / H / R / A / B	5-8 minutes
63 / N63	Honor Oak	S / D / L	4-8 minutes (24 hour service)
73 / N73	Stoke Newton Victoria	B / A / R / X C / E / K	2-6 minutes (24 hour service)
91 / N91	Crouch End Trafalgar Square	C / M / G / J H / R / A / B	5-8 minutes (24 hour service)
205 / N205	Cleveland Terrace Bow Bus Garage	B / A / R / X C / E / K	5-8 minutes (24 hour service)
214	Highgate School Finsbury Square	X / T S / E / K	6-10 minutes (24 hour service)
259	Edmonton Green Bus Station	N / G / J	6-10 minutes
390	Notting Hill Gate Archway	B / A / R / H / J C / M / G	6-10 minutes (24 hour service)
476	Northumberland Park Euston Bus Station	C / E / K B / A / R / X	6-10 minutes

Figure 5.2. Summary of Local Bus Services

5.4.3 As summarised above, a particularly good range of bus routes are available from these locations with an extremely high frequency of approximately 120 services per hour operating throughout the day. Furthermore a number of night buses are available which would likely be of particular significance to staff working late shifts for example.

5.5 Accessibility by Rail

5.5.1 The development site is in close proximity to a number of key rail interchanges, which includes St. Pancras International immediately opposite the site on Euston Road and King's Cross immediately to the north-east, both located within 150m of the site. Additionally, Euston rail station is situated approximately 600m to the west of the site on Euston Road.

National Rail Services

5.5.2 St. Pancras, King's Cross and Euston each provide a high frequency of National Rail services to a wide range of destinations throughout the UK.

5.5.3 St. Pancras serves as the southern terminus for East Midlands rail services from London to destinations including Derby, Leicester, Nottingham and Sheffield. Additionally this station provides Thameslink services operated by First Capital Connect between Brighton, Gatwick Airport, St. Albans, Luton and Bedford.

5.5.4 King's Cross serves as the southern terminus for East Coast Mainline rail services to Yorkshire, the North-East and Scotland with principal destinations including Peterborough, Leeds, York, Durham, Newcastle and Edinburgh. Additionally, First Capital Connect services operate to areas of North London as well as Hertfordshire and Cambridgeshire.

5.5.5 Euston rail station is also located within a comfortable walking distance of the site and forms as the southern terminus of the West Coast Main Line serving the West Midlands, the North-West, North Wales and parts of Scotland; with principal destinations including Milton Keynes, Birmingham New Street, Manchester Piccadilly and Glasgow. Additionally, London Midland Services operate from Euston to Hertfordshire, Buckinghamshire, Bedfordshire and Northamptonshire.

International Rail Services

5.5.6 St. Pancras serves as a terminus for Eurostar services through the Channel Tunnel and therefore provides regular high speed cross-Channel rail link to destinations including Paris and Brussels. This would likely form an attractive travel mode for guests travelling from abroad to reach the hotel initially or when departing the hotel after checking out.

Underground Services

5.5.7 London Underground services can be access from a variety of locations locally. A number of entrance points are available to access King's Cross St. Pancras tube station which is the forms the largest interchange station on the London Underground network, providing access to the Hammersmith & City, Circle, Metropolitan, Northern (Bank branch), Piccadilly and Victoria Lines. Of particular note, the Piccadilly Line provides a direct link to Heathrow Airport, with a high frequency of approximately 6 services per hour and a 56 minute journey time.

5.5.8 Further services can be accessed from Euston station, a short 6 minute walk to the west, which provides access to the Northern Line (Charing Cross branch) and Overground.

5.5.9 The site is therefore well situated, benefitting from a number of Underground services to a comprehensive range of destinations throughout London.

5.6 Accessibility from London Airports

5.6.1 It is likely that many guests staying at the hotel would be international and hence consideration is also given to how these guests may arrive to the site from London airports. Information (such as that included below) is considered beneficial to understand journeys to and from London's principal airports. This information is incorporated into the site's Travel Plan.

Heathrow Airport

Heathrow Express

- Non-stop train to London Paddington Station.
- Journey time is: 15 minutes to Terminal 1&3; 23 minutes to Terminal 4; and 21 minutes to Terminal 5.
- Trains run every 15 minutes.
- Heathrow Express services operate from 05.10 – 23.25 daily.

London Underground

- Piccadilly line runs direct to King's Cross Station.
- Journey time is approximately 52 minutes.
- Trains run at an average daily frequency of 5 minutes.
- London Underground services operate from 5.30am – Midnight Mon – Sat and 7am – 11.30pm Sunday and public holidays.

National Express

- Buses run to London Victoria Coach station as well as a number of other locations across London.
- Journey time is approximately 45 minutes.
- Buses run at an average daily frequency of 20 minutes.
- National Express services operate from 5.20am – 9.40pm daily.

Gatwick Airport

Gatwick Express

- Non-stop train to London Victoria Station.
- Journey time is approximately 30 minutes.
- Trains run at an average daily frequency of 15 minutes.
- Gatwick Express services operate from 5.00am – 23.45pm daily.

National Express

- Buses run to London Victoria Coach station as well as a number of other locations across London.
- Journey time is approximately 1 hour 30 minutes.
- Buses run at an average daily frequency of 50 minutes.
- National Express services operate 24 hours daily.

Luton Airport

National Rail Services

- Non-stop train from St Pancras Station to Luton Airport Parkway.
- Journey time is between 20 and 45 minutes.
- Approximately 8 trains per hour.

5.7 Accessibility by Taxi

5.7.1 At present taxis could utilise the loading bay on Argyle Street which is subject to 'Loading only' restrictions for a maximum of 20 minutes and therefore permits the loading and unloading of passengers. Under the proposals a pick-up / drop-off lay-by would be located to the east of the main entrance on Argyle Street.

5.7.2 Given the one-way nature of Argyle Road all vehicles would approach from the south and pull into this lay-by, thus reducing any potential vehicle conflicts and disruption on the through-flow of traffic. The anticipated number of taxis likely to be generated by the development proposals is given detailed consideration within Section 8 of this Transport Assessment.

5.8 PTAL Rating

5.8.1 To assess the current Public Transport Accessibility Level (PTAL) of the site, a PTAL assessment has been undertaken based on TfL's online Transport Planning Information Database Tool. This assessment takes account of the distance to public transport facilities from the site and the relative frequencies of these services. A PTAL rating is defined by a score of 1a to 6b whereby a score of 1a represents a 'very poor' level of accessibility and a score of 6b represents an 'excellent' level of accessibility.

5.8.2 The PTAL assessment shows that the site currently has a PTAI (Public Transport Accessibility Index) of 100.67, with anything over 40.00 corresponding to PTAL 6b which represents an 'excellent' level of accessibility to public transport services. The development site therefore benefits from an exceptionally high level of accessibility by public transport. A summary report is attached hereto at **Appendix J**.

5.9 Summary

5.9.1 As a consequence of the site's central London location it is evident that the proposed hotel would benefit from a particularly high level of public transport accessibility as well as benefiting from a high standard of walking and cycling facilities. It is anticipated therefore that sustainable travel would form the modal choice for both staff and guests of the hotel.

6 PROPOSED HIGHWAY DESIGN IMPLICATIONS

6.1 Euston Road Reduced Footway Width

6.1.1 Under the development proposals, a number of retail kiosks would be provided at ground floor level on the site's northern frontage with Euston Road, within the existing over-sail area of the building. The addition of these units would encroach slightly into the existing footway (by 3.1m), resulting in a minimal reduction to the footway width at the site frontage. As illustrated within the plans attached at **Appendix F**, this footway would decrease from an existing width of 9.3m to approximately 6.2m.

6.1.2 It is worthy of note that the proposed width of 6.2m would be in excess of the existing footway widths either side of the site frontage. The existing footway width to the east of the site on Euston Road (east of the junction of Argyle Street and Euston Road) measures approximately 5.3m, while the pedestrian crossing linking the two measures approximately 2.8m in width. The footway fronting Camden Town Hall to the west of the site measures a maximum of 5.4m although this is further constricted by a bus stop located at its north-eastern corner. It is therefore considered that the reduced footway width along the site frontage would not impact detrimentally on pedestrian through-flow across Euston Road.

6.1.3 Notwithstanding the above, a Pedestrian Comfort Assessment has been undertaken in line with TfL's *Pedestrian Comfort Guidance for London* guidance document to establish empirically to what extent the proposals would impact on pedestrian facilities. Details of this assessment are provided within Section 6 of this report.

6.2 Tonbridge Walk (North-South Link)

6.2.1 As part of the proposals the existing stairwell at the site's north-western corner would be removed, thus increasing the footway width of the Tonbridge Walk pedestrian cut-through to Bidborough / Tonbridge Street. **Photograph 6.1**, below, provides an illustration of the existing arrangement.

Photograph 6.1. Pedestrian Cut-through and Existing Stairwell

6.2.2 As indicated above, the removal of this stairwell would provide an increased footway width and improve pedestrian permeability through the site. As illustrated within **Appendix C** and on the plan extract below (**Figure 6.1**), the pedestrian link would be significantly widened and footway provision improved.

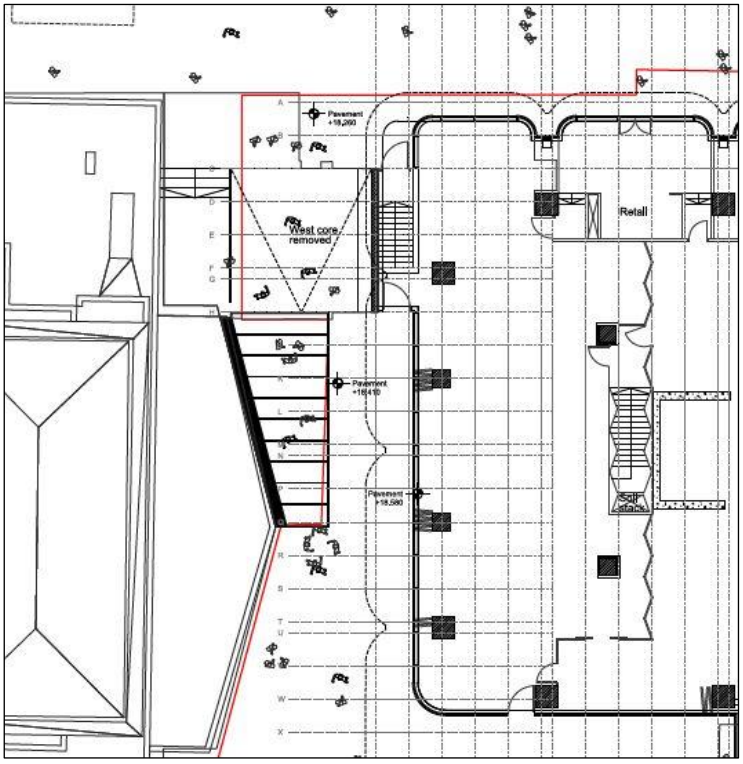


Figure 6.1. Tonbridge Walk Proposed Layout

6.2.3 Currently, the northern section of Tonbridge Walk is narrow (approximately 1.9m), not well lit and hence not conducive or particularly attractive to pedestrians. The proposed stairwell removal would therefore improve the route beyond recognition.

6.2.4 The removal of this stairwell would provide an additional 87sqm of public realm space for public enjoyment.

6.2.5 This modification has also been considered as part of the Pedestrian Comfort Assessment detailed within Section 6 of this report, which considers that the proposed alterations would be of benefit to pedestrians in the local area, reducing potential conflicts and providing increased levels of comfort.

6.3 Pedestrian Walk Through (East- West Link)

6.3.1 The proposals also include a new pedestrian link to the rear of the site between Argyle Street and Tonbridge Street as illustrated within the site plans attached at **Appendix C**, thus providing improved pedestrian facilities for the locality and improving pedestrian permeability through the development site.

6.3.2 Furthermore, the provision of this pedestrianised route is considered to mitigate any potential negative impact on pedestrian facilities which may be envisaged as a consequence of the reduced footway width on Euston Road. For example, it is likely that the proposed link would result in a diversion of pedestrian movements from the Euston Road frontage to the rear of the site, whereby pedestrians seek alternative and more attractive walking routes towards the Bloomsbury area and Russell Square, for example.

6.3.3 The provision of this route would provide an additional 245sqm of public realm space. When combined with the Tonbridge Walk pedestrian improvements, the development proposals would represent a net increase of 225sqm of public realm space. This figure takes into account the reduced footway width of Euston Road (reduction of 107sqm) and the additional public realm space created by removing the stair core (additional 87sqm) and providing a new pedestrian route to the rear of the building (additional 245sqm). This is illustrated within the attached architect's plans at **Appendix F**.

6.4 Argyle Street Lay-by

6.4.1 The existing arrangement on Argyle Street includes two disabled parking bays outside the main entrance within a lay-by along the western carriageway edge. Under the proposals these disabled bays would be relocated and replaced with a lay-by which would facilitate pick-up / drop-off activity by taxis, for example.

6.4.2 The proposed lay-by would be of sufficient dimensions to accommodate two vehicles simultaneously and would not impact on the flow of traffic on Argyle Street.

6.4.3 The survey of the existing disabled bays, included within Section 7.3 of this report, confirms that the removal of the two disabled spaces would not increase the pressure on similar facilities in the local area and hence would not impact detrimentally.

6.4.4 The use of the existing disabled parking spaces has been considered in context with the operation of the building when previously occupied by Camden Council. The results of RGP's assessment demonstrate that the disabled bays were previously used principally in connection with Camden Council; and hence following the relocation of the Council, the reliance on the use of bays is significantly diminished.

7 ASSESSMENT OF PEDESTRIAN FACILITIES

7.1 Overview

7.1.1 Detailed pedestrian counts have been undertaken at the site in order to assist in assessing the quality and adequacy of the existing pedestrian infrastructure locally. This took the form of a 12 hour CCTV survey recording all pedestrian movements across the site frontage on Euston Road, The Euston Road pedestrian crossing, Argyle Street and through Tonbridge Walk. **Figure 7.1**, below, shows graphically the extent of pedestrian movements recorded.

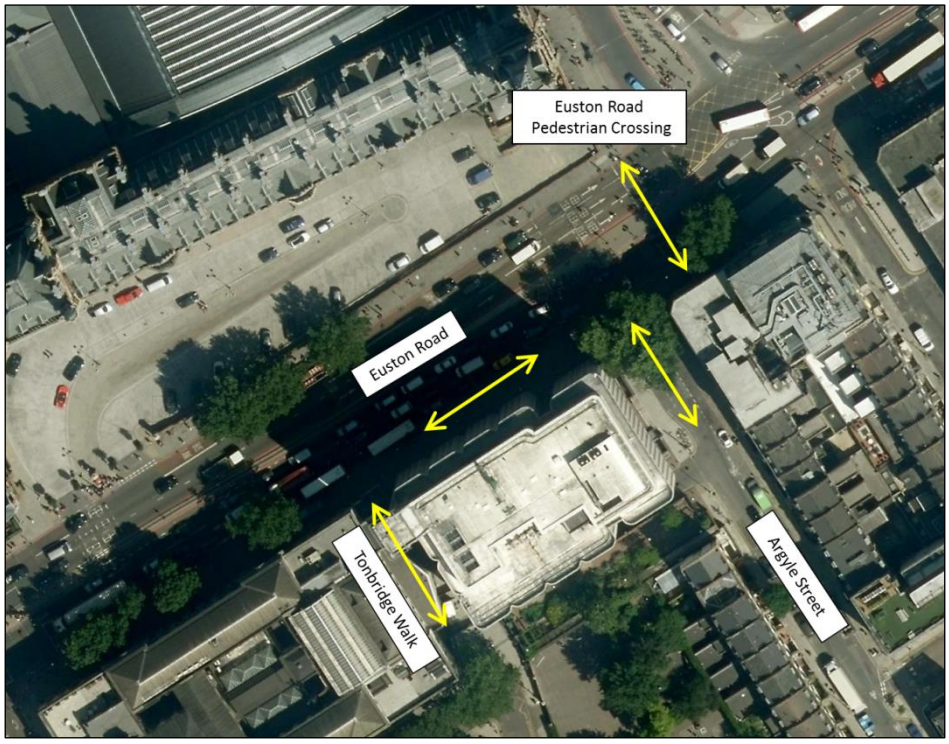


Figure 7.1. Pedestrian Movements Recorded

7.1.2 Two separate assessments have been undertaken using this data in line with TfL guidance. This assessment area comprises the footways across the north, east and west of the site frontage and the pedestrian links to the rail stations in the immediate vicinity of the site.

7.1.3 These assessments therefore review the quality and suitability of the existing pedestrian links to the major transport interchanges which would likely form the principal mode of travel for guests accessing the site as well as identifying the implications of modifying the existing pedestrian infrastructure bounding the site frontage.

7.1.4 Relevant measurements such as footway widths, street furniture dimensions, the width and depth of crossing facilities and the distance of crossings were established through a combination of existing mapping and on-site measurements.

7.2 Pedestrian Environment Review System (PERS Audit)

7.2.1 A PERS Audit is defined as '*a systematic process designed to assess the quality of the pedestrian environment within a framework that promotes objectivity'*.

7.2.2 A review of the pedestrian infrastructure has been conducted, based on the PERS methodology and this section provides a summary of the key findings. The full Audit is attached hereto at **Appendix K**.

7.2.3 The methodology of this assessment follows the guidance prepared by TRL on behalf of TfL contained within the 'streetaudit pedestrian mode on-street assessment handbook'; while the scope of this Audit was agreed with TfL Highway Officers during pre-application discussions.

7.2.4 The area audited comprises the site frontage on Euston Road, as well as Tonbridge Walk and Argyle Street to the western and eastern frontages, respectively; in addition to the pedestrian routes to both Kings Cross and St Pancras National Rail stations.

7.2.5 In summary, the Audit confirms that the pedestrian environment is of a generally high quality, with positive scores for all aspects assessed. Tonbridge Walk is the single link identified as achieving a below average score, and it is recommended that the pedestrian environment would benefit if improvements were made to the Tonbridge Walk footway.

7.2.6 Of particular note, the Audit recommends that further analysis is undertaken with regards to the capacity of the Euston Road signalised crossing which was observed to experience particularly high volumes of pedestrians crossing and waiting to cross. It is understood that TfL are aware of this constraint, whilst the Euston Road Concept Plan, as previously discussed, would seek to improve the pedestrian / cycle crossing over Euston Road in terms of its width and alignment. However, this plan is still in its early stages.

7.3 Pedestrian Comfort Assessment

7.3.1 A Pedestrian Comfort Assessment has been undertaken in line with TfL's *Pedestrian Comfort Guidance for London* document, published in 2010. A Comfort Assessment reviews a particular footway link based on the observed pedestrian flows, relative to the effective width, with adjustments made where obstacles such as street furniture are present and hence may impede pedestrian through-flow.

7.3.2 As summarised within the Pedestrian Comfort Guidance document, crowding is calculated based on the number of people per minute, per metre of clear footway width and this in turn corresponds to the Pedestrian Comfort Level (PCL). Analysis of the CCTV footage in combination with on-site measurements has provided the basis for this calculation which in turn provides the comfort score, ranging from PCL A (greatest comfort) to PCL E (least comfortable).

7.3.3 **Figure 7.2**, below, extracted from the Pedestrian Comfort Guidance document, provides a summary of which Pedestrian Comfort Level is suitable for different area types. The footways assessed are considered to fall under the 'office and retail' category.

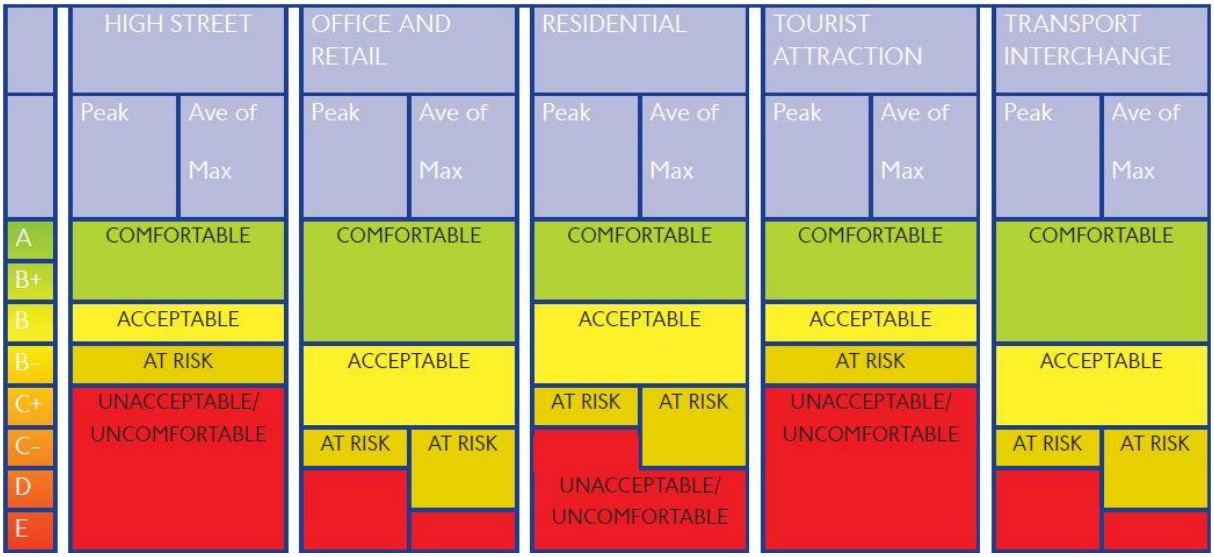


Figure 7.2. Pedestrian Comfort Suitability for Different Area Types

7.3.4 The area considered for assessment comprises the footways at the site frontage on Argyle Street, Euston Road and Tonbridge Walk as well as the pedestrian crossings over Euston Road. CCTV surveys of these locations were undertaken on 9th September 2014 in order to establish the existing pedestrian flows. The full survey results are attached hereto at **Appendix L**.

7.3.5 An analysis of the Euston Road signalised crossing satisfies one of the two recommendations made within the PERS audit detailed above.

7.3.6 Of particular significance are the PCL's along the Euston Road footway, which as TfL Officers have advised, is the subject of a potential public realm improvement plan which is in the preliminary design stages. TfL's scheme indicates that the footway width would be increased as part of their improvement plan, the details of which are incorporated into ORMS architectural drawings, attached hereto at **Appendix F**.

7.3.7 Since the Euston Road frontage is a key focus, **Figure 7.3**, below, provides a summary of the daily pedestrian movements recorded. It is evident from the figure below that Euston Road experiences a 'tidal' flow in pedestrians, whereby a peak of 1,747 westbound pedestrian movements was recorded between 08:30 and 09:30 as pedestrians access central London from King's Cross and St. Pancras rail stations. Conversely, during the PM period, a peak of 1,330 eastbound pedestrian movements was recorded between 17:15 and 18:15 as pedestrians return to the major rail termini.

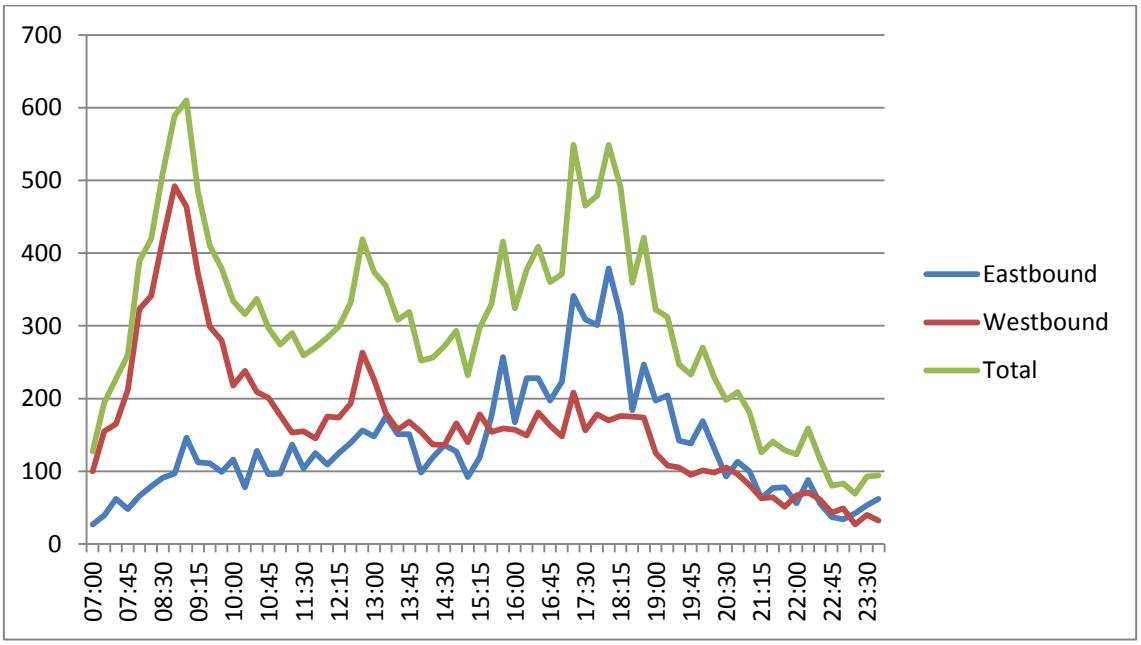


Figure 7.3. Euston Road Pedestrian Flow Profile

Euston Road Footway

7.3.8 **Figure 7.4**, **7.5** and **7.6**, below, provide a summary of the PCL's calculated on the Euston Road footway under the existing and proposed situations. The full assessment is attached hereto at **Appendix M**.

7.3.9 There is currently a minimum clear footway width of 7.4m on the Euston Road footway. This is calculated from the total width of the footway, subtracting 20cm from both kerb edges and the space occupied by street furniture.

Flow Type	Crowding (ppmm)	PCL	Suitability
Average Flows	3	A	"comfortable"
Peak Hour Flows	5	A	"comfortable"
Average of Max Activity	8	A-	"comfortable"

Figure 7.4. Euston Road (Existing)

7.3.10 As illustrated above, the suitability of the existing footway is considered to be "comfortable" in all flow conditions, representing the highest rating.

7.3.11 A 194% increase in peak hour flows could be accommodated before the PCL drops to B- and becomes "acceptable" rather than "comfortable".

7.3.12 Under the proposals there would be a minimum clear footway width of 7.4m on the Euston Road footway.

Flow Type	Crowding (ppmm)	PCL	Suitability
Average Flows	5	A	"comfortable"
Peak Hour Flows	8	A-	"comfortable"
Average of Max Activity	14	B	"comfortable"

Figure 7.5. Euston Road (Proposed - without TfL scheme)

7.3.13 As illustrated above, the suitability of footway would be "comfortable" in all flow conditions, which again represents the highest rating.

7.3.14 A 78% increase in peak hour flows could be accommodated before the PCL drops to B- and becomes "acceptable" rather than "comfortable".

7.3.15 Under the proposals, and following the proposed Euston Road public realm scheme, there would be a minimum clear footway width of 9.7m on the Euston Road footway, based on TfL's concept scheme received, which assumes a total footway width of 10.1m.

Flow Type	Crowding (ppmm)	PCL	Suitability
Average Flows	2	A+	"comfortable"
Peak Hour Flows	4	A+	"comfortable"
Average of Max Activity	6	A-	"comfortable"

Figure 7.6. Euston Road (Proposed – with TfL scheme)

7.3.16 As illustrated above, the suitability of the footway would be "comfortable" in all flow conditions.

7.3.17 A 285% increase in peak hour flows could be accommodated before the PCL drops to B- and becomes "acceptable" rather than "comfortable".

7.3.18 As summarised above, in all scenarios the suitability of the footway would remain "comfortable", with a substantial increase in footfall required before this would reduce to "acceptable". The summary sheets attached at **Appendix M** confirm that "*even when under additional stress, the footway on this site should be comfortable*".

Tonbridge Walk

7.3.19 As part of the development proposals the width of Tonbridge Walk would be increased from a minimum of 1.9m to over 5.0m, following the demolition of the existing stairwell at the western edge of the site. **Figures 7.7** and **7.8**, below, provide a summary of the Pedestrian Comfort Assessment for the existing and proposed situations.

Flow Type	Crowding (ppmm)	PCL	Suitability
Average Flows	4	A	"comfortable"
Peak Hour Flows	10	B+	"comfortable"
Average of Max Activity	13	B	"comfortable"

Figure 7.7. Tonbridge Walk (Existing)

7.3.20 As illustrated above, the suitability of the existing footway is considered to be "comfortable" in all flow conditions. A 41% increase in peak hour flows could be accommodated before the PCL drops to B- and becomes "acceptable" rather than "comfortable".

Flow Type	Crowding (ppmm)	PCL	Suitability
Average Flows	2	A+	"comfortable"
Peak Hour Flows	4	A	"comfortable"
Average of Max Activity	5	A	"comfortable"

Figure 7.8. Tonbridge Walk (Proposed)

7.3.21 As illustrated above, the suitability of the proposed footway is considered to be "comfortable" in all flow conditions. A 275% increase in peak hour flows could be accommodated before the PCL drops to B- and becomes "acceptable" rather than "comfortable".

Summary

7.3.22 Overall, the footways fronting the development site would continue to operate efficiently, with a significant level of spare capacity, and hence it is not considered that the development proposals would negatively affect pedestrian activity or comfort levels currently experienced.

7.3.23 Furthermore, the proposals would include the provision of public realm improvements to the rear of the site and it is therefore considered that there would be an overall improvement in terms of footway provision and pedestrian permeability in the vicinity of the site. The proposed public realm improvements are detailed within Section 8 of this report.

7.3.24 It is reasonable to assume that as a result of the new footway links to the rear of the site, and improved facilities through Tonbridge Walk, there would be a redistribution of pedestrians away from Euston Road. It is difficult to quantify the likely pedestrian flows, as the preferred route would be dependent on human behaviour. It is realistic to assume that pedestrians would cross Euston Road into Argyle Street and walk across the back of the site to reach Tonbridge Walk, with this public realm space having greater appeal, providing a sheltered environment away from the highly-trafficked Euston Road.

8 EXISTING / PREVIOUS SITE OPERATION

8.1 Survey Data Collection

8.1.1 When assessing the impact of the proposals from a highway and transport perspective, it is first necessary to establish the existing operation of the site against which the proposals can be compared.

8.1.2 In order to establish the baseline operation, a survey of the existing site was undertaken by an independent survey company on Wednesday 2nd July 2014 between 07:00 and 19:00. This survey was undertaken when the building was fully operated by Camden Council, however, they have since vacated the building and it now remains vacant.

8.1.3 With regards to people arriving and departing the building, this survey recorded the following information at hourly intervals:

(i) All person arrivals / departures

(ii) Bicycle arrivals / departures

(iii) Car arrivals / departures

(iv) Motorcycle arrivals / departures

(v) Goods vehicle arrivals / departures

(vi) Refuse vehicle arrivals / departures

8.1.4 Additionally, the occupancy of the on-street loading bay, car club bays and disabled bays were observed as part of this survey. A record was made detailing periods when these bays were in use / unused, whether this was legitimate use and whether this use was related to staff / visitors of Camden Town Hall Annex.

8.1.5 The accumulation of this survey data therefore gives a particularly robust and detailed overview of the existing site's highway and transportation impact. The full results of this survey are attached hereto at **Appendix N**, while **Figures 8.1**, **8.2** and **8.3**, below, provide a summary of the results.

8.2 Camden Town Hall Annexe Operation

8.2.1 **Figure 8.1**, below, provides a summary of all person movements recorded into / out of Camden Town Hall annexe and all vehicle movements into the basement car park.

	Total Person Movements								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00			Total Daily (07:00-19:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Pedestrians	199	16	215	20	212	232	2,208	2,162	4,370
Bicycles	14	0	14	0	21	21	62	53	115
Motorcycles	1	0	1	0	1	1	5	6	11
Cars	0	0	0	0	2	2	6	13	19
LGVs	0	0	0	0	1	1	2	3	5
Refuse vehicle	0	1	1	0	0	0	2	2	4
Total Movements	**214**	**16**	**231**	**20**	**237**	**257**	**2,288**	**2,239**	**4,527**

Figure 8.1. Observed Trip Generation

8.2.2 As summarised within **Figure 8.1**, above, the existing site was observed to generate a total of 231 two-way movements during the AM peak hour (08:00-09:00) and 257 two-way movements over the PM peak hour (17:00-18:00). Over the course of the entire survey day (07:00-19:00) this equated to a total of 4,527 two-way movements, with the vast majority of these comprising pedestrians (96.5%) and cycles (2.5%).

8.2.3 Pedestrian movements were split between the main staff entrance on Euston Road and the public / library entrance on Argyle Street, while all vehicle movements included above were in relation to the basement level car park, comprising 19 two-way car movements, 5 two-way Light Goods Vehicles, 4 two-way refuse vehicles and 11 two-way motorcycles.

8.2.4 The survey was based on observations only and hence identifies the final travel mode as opposed to the main travel mode. As a result, no distinction is made between those who have travelled predominantly by foot and those who have travelled predominantly by public transport. The ‘pedestrian’ figure therefore represents a combination of ‘walk’ and ‘public transport’ trips to the site by staff and visitors.

8.3 On-street Parking / Loading Operation

8.3.1 In addition to the number people recorded as entering / exiting the Camden Town Hall Annex building and the vehicles recorded as entering / exiting the basement car park, the use of on-street loading, disabled parking and car club bays were observed. **Figure 8.2**, below, provides a summary of the loading bay operation as observed throughout the survey day, while **Figure 8.3** provides a summary of the disabled bay operation. It is worth noting that the two car club cars remained parked within the car club bays throughout the entire duration of the survey.

	Loading Bay Usage – Minutes Occupied Per Hour (%)											
	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
All Vehicles Observed												
Partial Use (up to 50%)	100	100	83	52	85	77	20	17	50	0	30	0
Fully Occupied (greater than 50%)	68	0	0	0	45	12	0	0	10	0	0	0
Excluding Vehicles Associated with the Camden Council Building												
Partial Use (up to 50%)	100	100	83	37	45	37	20	0	10	0	30	0
Fully Occupied (greater than 50%)	68	0	0	0	0	0	0	0	0	0	0	0

Figure 8.2. Loading Bay – Observed Operation

8.3.2 **Figure 8.2**, above, provides an illustration of periods in which the loading bay was observed to be partially occupied and fully occupied. The figures in the table indicate the percentage of each hour for which this was the case i.e. if a vehicle was present for 30 minutes this would equate to 50% of the hour period. If the loading bay remained unused for an entire hour period then this would equate to '0' use for this time period.

8.3.3 Additionally, a record was kept as to the purpose of loading i.e. whether the vehicle was associated with the Camden Town Hall Annex or whether it was unrelated to this building.

8.3.4 As summarised within **Figure 8.2**, the loading bay experienced minimal activity throughout the majority of the late morning and afternoon period surveyed. The loading bay was partially occupied for much of the early morning however it has capacity for multiple vehicles and was rarely fully occupied. It is evident therefore that the loading bay benefits from significant spare capacity. Furthermore, when discounting loading associated with the Town Hall Annex, which under the development proposals would be removed, the loading bay would benefit from further spare capacity.

	Disabled Bay Usage – Minutes Occupied Per Hour (%)											
	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
All Vehicles Observed												
Partial Use (one space occupied)	50	5	83	100	92	77	100	60	100	100	17	0
Fully Occupied (both spaces occupied)	0	0	3	50	28	0	22	5	72	78	10	0
Excluding Vehicles Associated with the Camden Council Building												
Partial Use (one space occupied)	50	5	83	100	92	30	0	5	0	78	17	0
Fully Occupied (both spaces occupied)	0	0	3	50	0	0	0	0	0	0	0	0

Figure 8.3. Disabled Bays – Observed Operation

8.3.5 Two disabled bays are positioned at the site frontage within a lay-by on Argyle Street. **Figure 8.3**, above, provides a summary of the observed usage of these bays. As illustrated, the loading bay experienced some level of use throughout most of the day, although there was rarely demand for both bays simultaneously. As indicated, these bays were used predominantly by staff or visitors to Camden Town Hall Annex.

8.3.6 Furthermore, during the survey it was noted that a number of users were not mobility impaired and did not display disabled badges. When discounting this illegitimate use it is apparent that the requirement for these disabled spaces is minimal.

8.3.7 **Figure 8.4**, below, assesses the legitimate use of these bays, illustrating the observed parking stress when discounting vehicles associated with the existing operation of Camden Town Hall Annexe.

	Disabled Bay Usage – Minutes Occupied Per Hour (%)											
	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00
Legitimate Use Observed												
Partial Use (up to 50%)	0	0	3	50	42	75	100	60	100	100	17	0
Fully Occupied (greater than 50%)	0	0	0	0	0	0	0	0	63	78	10	0
Excluding Vehicles Associated with the Camden Council Building												
Partial Use (up to 50%)	0	0	3	50	15	28	0	0	0	78	15	0
Fully Occupied (greater than 50%)	0	0	0	0	0	0	0	0	0	0	0	0

Figure 8.4. Disabled Bays – Legitimate Use

8.3.8 As illustrated above, when considering legitimate use of the disabled bays only, the demand for these is further reduced. Additionally, the majority of these are currently associated with the operation of Camden Town Hall Annexe and when discounting these vehicles, the demand is minimal. Over the course of the survey day, there were 6 one-hour periods in which neither bay was in use; while at no point were both disabled spaces in use simultaneously.

8.3.9 Excluding the Town Hall Annexe, in total just 113 minutes of use was observed across the two bays.

8.3.10 The results of this survey confirm that the loss of the two disabled parking bays for relocation to the basement of the proposed development would not result in an increased pressure on other such facilities in the area.

Summary

8.3.11 As established within this section, the existing site generates a significant footfall, comprising approximately 4,527 two-way person trips daily, albeit the majority of these are pedestrian and public transport journeys. Use of the loading bay and disabled parking spaces is not significant, particularly when activity associated with the Town Hall Annex is excluded. No activity was observed in relation to the Car Club vehicles.

9 PROPOSED SITE OPERATION

9.1 Survey Data

9.1.1 Although the TRICS database is widely recognised as the industry standard tool for deriving trip generation for a variety of land uses across the UK, in RGP's experience this data is often not truly comparable for hotel developments. Many hotels within TRICS are not comparable type hotels and hence may contain conference and leisure uses on-site, for example, which makes the data unrepresentative. Furthermore, very few sites within the TRICS database are comparably located and do not reflect the proposed operator as a high end boutique hotel.

9.1.2 In order to establish the trip generation credentials of the proposed development a review of comparable hotels within central London has been undertaken in order to select appropriate sites to survey. **Figure 9.1**, below, provides an overview of the sites considered most comparable to the development proposals.

Hotel (Postcode)	Distance from Site	PTAL Rating	Hotel Type	Bedrooms	Ancillary Facilities
Development Site (WC1H 8NJ)	-	6b	Boutique	270	Restaurant/Bar and Retail
The Hoxton (EC2A 3HU)	3km	6b	Boutique	205	Restaurant/Bar
Pullman (NW1 2AJ)	250m west	6b	4 Star	312	Restaurant/Bar, Fitness Centre, Meeting Rooms, 446 Seat Auditorium / Theatre
Ambassadors Bloomsbury (WC1H 0HX)	400m west	6b	4 Star	100	Restaurant/Bar and Meeting Rooms (250 person capacity)
Premier Inn (WC1H 9PJ)	300m west	6b	Budget	266	Restaurant/Bar

Figure 9.1. Overview of Potentially Comparable Hotels

9.1.3 The Pullman, Ambassadors Bloomsbury and Premier Inn are all located on Euston Road, within approximately 400m of the development site and hence reflect the locational characteristics of the development site but not necessarily the hotel operation in terms of type (i.e. they are 4 star and budget hotels) nor the ancillary facilities available.

9.1.4 As stated, the proposed hotel would be a 'boutique' style hotel offering generous rooms and a high quality service for business and leisure guests. The proposals also include ancillary restaurant and bar facilities. A review of hotels in the vicinity of the site has been undertaken, however typically such hotels (e.g. The Pullman and Ambassadors) contain additional facilities such as conference space and meeting rooms. The results of any survey of these hotels would therefore not necessarily be representative, with the trip rate including people attending conferences who are not guests at the hotel, for example.

9.1.5 The Hoxton and Premier Inn Euston, which do not contain any such facilities, have therefore been given further consideration, as detailed below, and have been accepted by LBC and TfL as appropriate for consideration as regards the site's combined locational and boutique characteristics. Email correspondence dated 16th September 2014 confirming the hotel site selection is attached hereto at **Appendix O**.

The Hoxton, Shoreditch

9.1.6 In order to establish the traffic generation of the development proposals, a detailed survey of a comparable boutique hotel in central London has been undertaken.

9.1.7 This survey was undertaken at The Hoxton Hotel, Shoreditch which comprises a 205 bedroom boutique hotel with ancillary bar and restaurant facilities. Although not in the immediate vicinity of the development site The Hoxton is considered to be comparably located within central London, benefitting from a PTAL rating of 6b, representing an 'excellent' level of accessibility by public transport.

9.1.8 The Hoxton, as with the development site, is located on a TfL Red Route (A1202 Great Eastern Street) and does not benefit from any on-site car parking facilities. Old Street Station, providing National Rail and London Underground services, is located within 300m of The Hoxton, while a particularly high frequency of bus routes is available from the Ravey Street bus stops on Great Eastern Street, within 50m of the hotel.

9.1.9 The survey was conducted over two 17 hour periods (07:00-24:00) on both a typical weekday during school term-time (Thursday 11th September 2014) and a typical Saturday (13th September 2014). Two separate CCTV cameras were set up to observe the operation of the hotel from both the front and the rear entrances.

9.1.10 **Figure 9.2** and **9.3**, below, provide a summary of the trip rates recorded (per bedroom) during the conventional AM (08:00-09:00) and PM (17:00-18:00) highway peak hours, as well as the resulting daily trip rates for both the Thursday and Saturday surveyed. The full results are attached hereto at **Appendix P**.

	Surveyed Trip Rate - Thursday 11th September 2014								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00			Total Daily (07:00-19:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
Walk / Public Transport	0.395	0.380	0.776	0.766	0.585	1.351	7.800	8.556	16.356
Taxi	0.059	0.059	0.117	0.015	0.015	0.029	0.629	0.629	1.259
LGV	0.034	0.024	0.059	0.010	0.010	0.020	0.112	0.112	0.224
Refuse vehicle	0.000	0.000	0.000	0.000	0.000	0.000	0.015	0.015	0.029
Total Movements	**0.488**	**0.463**	**0.951**	**0.790**	**0.610**	**1.400**	**8.556**	**9.312**	**17.868**

Figure. 9.2. Weekday Trip Rate (per bedroom)

	Surveyed Trip Rate – Saturday 13th September 2014								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00			Total Daily (07:00-19:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
Walk / Public Transport	0.068	0.132	0.200	0.688	0.463	1.151	7.405	8.561	15.966
Taxi	0.029	0.029	0.059	0.054	0.054	0.107	0.776	0.776	1.551
LGV	0.020	0.020	0.039	0.005	0.005	0.010	0.088	0.088	0.176
Refuse Vehicle	0.000	0.000	0.000	0.000	0.000	0.000	0.010	0.010	0.020
Total Movements	**0.117**	**0.180**	**0.298**	**0.746**	**0.522**	**1.268**	**8.278**	**9.434**	**17.712**

Figure 9.3. Saturday Trip Rate (per bedroom)

9.1.11 The total daily trip rate was recorded as 17.868 two-way movements per bedroom on the Thursday and 17.712 two-way movements per bedroom on the Saturday. Although this appears to be particularly high it is worthy of note that a significant proportion of this activity is associated with the restaurant throughout the day, independent from the hotel use.

9.1.12 As illustrated within the above figures, the daily trip rates recorded at The Hoxton during the week and at the weekend are broadly comparable in terms of the daily person and vehicle movements. However the peak hour trip rates were recorded to be much lower on the Saturday, particularly during the AM peak hour. A slightly reduced level of servicing was recorded on the Saturday compared to the weekday surveyed.

Euston Premier Inn

9.1.13 Additionally, at the request of TfL Officers, as detailed within the Pre-Application response attached at **Appendix D**, consideration has been given to additional survey data from a hotel within the Euston / Kings Cross area in order to better reflect the hotel's locational characteristics. TfL's pre-application comments state that in addition to the survey data from The Hoxton, "*a further one to two sites in the Euston/ Kings Cross/ St Pancras area with similar quantum should be included in a trip generation exercise*". Email correspondence between RGP and TfL confirming the site selection is attached hereto at **Appendix O**.

9.1.14 Survey data from Euston Premier Inn (WC1H 9PJ) has also been given consideration in terms of the anticipated trip generation of the proposed hotel.

9.1.15 As indicated within **Figure 9.1**, this hotel is in particularly close proximity to the proposed development, fronting Euston Road, and benefitting from a PTAL rating of 6b (PTAI score of 88.73), representing an 'excellent' level of accessibility by public transport. The Premier Inn comprises 266 guest bedrooms and contains a restaurant / bar but no further ancillary facilities which would impact on its trip generation characteristics.

9.1.16 The survey of this hotel was undertaken on Thursday 16th June 2011 and recorded all vehicle, public transport, pedestrian and cycle trips to / from the hotel between 07:00 and 24:00.

9.1.17 The survey was conducted by way of guest interviews and hence recorded the main mode of travel of guests, rather than final mode of travel. The survey results are attached hereto at **Appendix Q** and summarised within **Figure 9.4**, below.

	Surveyed Trip Rate – Thursday 16th June 2011								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00			Total Daily (07:00-19:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
Walk / Public Transport	0.02	0.23	0.26	0.14	0.02	0.16	1.10	1.19	2.29
Car / Taxi	0.00	0.02	0.03	0.01	0.00	0.02	0.08	0.08	0.16
Total Movements	**0.03**	**0.25**	**0.28**	**0.15**	**0.03**	**0.18**	**1.23**	**1.33**	**2.56**

Figure 9.4. Weekday Trip Rate (per bedroom)

9.1.18 As summarised above, the overall daily trip rate at Premier Inn Euston was recorded as 2.56 two-way movements per bedroom. A minimal level of vehicle traffic was recorded, with a trip rate of 0.16 two-way vehicle movements per bedroom.

9.2 Proposed Trip Generation

9.2.1 In order to assess the trip generation impact of the development proposals, the two survey data sets outlined within Section 8.1 have been combined. It is considered that this therefore provides a valid assessment of the site's anticipated operation since the data sets reflect both the boutique hotel operation as well as the site's location and proximity to major rail termini. It is also important to note that in planning terms the proposal is for a C1 Hotel land use, which does not distinguish between the type of hotel operator proposed.

9.2.2 Premier Inns operate as budget hotels, providing overnight accommodation for guests who typically stay for one or two nights only; whilst a boutique hotel would generally provide more of a 'destination' for guests staying for an extended period of time and who would hence make numerous trips to and from the hotel during a typical day.

9.2.3 The combined survey results have been factored accordingly to reflect the 270 bedroom hotel which is proposed at Camden Town Hall Annexe, inclusive of the ancillary restaurant and bar facilities, as per the sites selected for analysis. **Figure 9.5**, below, provides a summary of the resultant trip generation.

	Proposed Trip Generation (weekday)								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00			Total Daily (07:00-19:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
Walk / Public Transport	58	82	140	125	87	212	1,256	1,355	2,611
Car / Taxi	8	11	19	3	2	6	102	101	203
LGV	5	3	8	1	1	3	16	16	32
Refuse Vehicle	0	0	0	0	0	0	2	2	4
Total Movements	**71**	**96**	**167**	**130**	**91**	**222**	**1,376**	**1,474**	**2,850**

Figure 9.5. Proposed Trip Generation (270 bedrooms)

9.2.4 As summarised within **Figure 9.5**, above, the proposed 270 bedroom hotel could generate a total of 2,850 two-movements over the course of a typical weekday. This would comprise a total of 167 two-way movements during the AM peak hour and 222 two-way movements during the PM peak hour.

9.2.5 A total of 239 two-way vehicle movements would be anticipated over the course of a typical weekday (inclusive of service and refuse vehicles), a large proportion of which would comprise taxi visits. The 203 daily two-way car / taxi movements would equate to 101 or 102 car / taxi visits.

9.2.6 A nominal proportion of the 239 two-way vehicle movements would comprise car driver trips relating to the two disabled car parking bays located within the basement.

9.2.7 **Figure 9.6**, below, provides a summary of the anticipated car / taxi visits throughout the course of a weekday, by hourly periods, based the above survey data. The movements indicated relate to drop-off and pick-up activity associated with both the hotel and restaurant / bar uses proposed, which would be dispersed throughout the day.

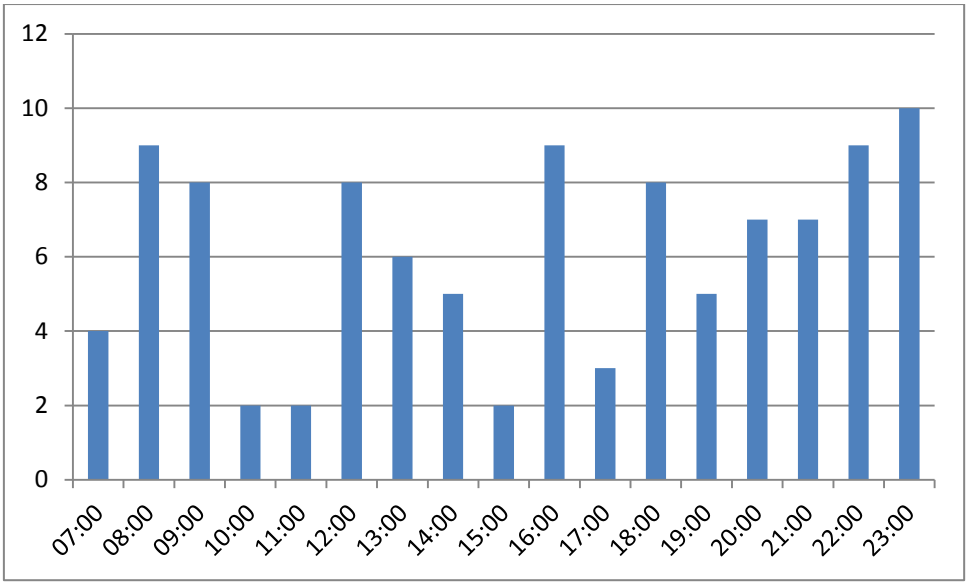


Figure 9.6. Anticipated Daily Taxi Visits

9.2.8 As illustrated above, the proposed site, inclusive of all ancillary uses, would generate a maximum of 10 car / taxi visits over a single hourly period which equates to approximately 1 taxi visit every 6 minutes, on average. These visits would occur for one or two minutes only, as a guest exits / enters the vehicle.

9.2.9 As demonstrated above, during the conventional AM (08:00-09:00) and PM (17:00-18:00) highway peak hours, the proposals would generate a maximum of 9 and 3 taxi visits respectively.

9.2.10 This demonstrates therefore that the proposed drop-off lay-by, able to accommodate two vehicles simultaneously, would be sufficient to cater for the anticipated demand. Furthermore, the Delivery and Service Management Plan which accompanies this Transport Assessment details measures which would be undertaken to manage taxi arrivals and ensure the safe and efficient operation of the lay-by.

9.2.11 In terms of the trip generation associated with the ground floor retail kiosks (total GIA of 127.5sqm), it is considered that the vast majority of these would form 'pass by' and 'linked trips', with customers stopping briefly during an existing trip and these would therefore these would not generate a material trip rate.

9.3 Net Impact

9.3.1 To determine the net impact, the existing level of traffic generation has been compared with the development proposals, as shown in **Figure 9.7** below. This is based on the typical weekday traffic generation.

	Net Impact								
	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00			Total Daily (07:00-19:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way	Arr	Dep	Two-way
Walk / Public Transport	-155	66	-89	105	-146	-41	-1014	-860	-1,874
Car / Taxi	7	11	18	3	-1	3	88	82	170
LGV	5	3	8	1	0	2	14	13	27
Refuse vehicle	0	-1	-1	0	0	2	0	0	0
Total Movements	-143	79	-64	110	-146	-35	-912	-765	-1,677

Figure 9.7 Net Impact of the Development Proposals

9.3.2 As summarised above, it is anticipated that the proposed development would represent a substantial decrease of 1,677 two-way person movements over the course of a typical weekday.

9.3.3 In terms of vehicular traffic, the proposals would represent an increase of approximately 170 two-way vehicle movements (equivalent to 85 vehicle visits) over the course of a typical weekday, comprising predominantly car and taxi pick-up / drop-off activity. The provision of a dedicated drop-off lay-by located close to the hotel entrance on Argyle Street would act to mitigate the potential impact of this increase, with the through-flow of traffic able to continue unimpeded.

9.3.4 The proposals would also represent an increased level of servicing activity, although these vehicles would be accommodated on-site, as opposed to the existing on-street delivery arrangement. Full delivery details are included within Section 9 of this report and also within the accompanying Delivery and Service Management Plan (DSMP).

9.3.5 Overall it is considered that the proposals would have a negligible impact on the condition of highway safety or capacity, with a slight increase of 25 two-way vehicle movements over the AM peak hour (comprising taxis and light goods vehicles), as a worst case. The proposals would therefore have no detrimental impact on the signalised junction of Argyle Street and Euston Road.

10 CAR PARK LAYOUT AND SERVICING ARRANGEMENTS

10.1 Car Parking

10.1.1 In line with the London Plan standards and Camden's Development Policies outlined within Section 2 of this Transport Assessment, and owing to the site's highly accessible location, the development would not include on-site guest car parking, with the exception of 2 disabled parking bays and provision for taxi drop-off and pick-up. The disabled bays would be contained within the basement level, accessible via the ramped access from Argyle Street, as indicated within the proposed site plan.

10.1.2 These bays would benefit from suitable dimensions and would be conveniently located close to the guest lift. Drawing **2014/2096/007**, attached hereto, demonstrates that sufficient space would be afforded for each of these bays to be safely accessed and egressed.

10.2 Cycle Parking

10.2.1 Cycle parking standards are contained within Camden's Development Policy Documents. DP18 states that for hotel developments (Use Class C1) cycle parking should be provided for both staff and guests. Staff parking, from a threshold of 500sqm should be provided at a minimum rate of 1 space per 500sqm or part thereof. Guest cycle parking should be provided at the same rate, in addition to the staff provision.

10.2.2 Further guidance on the provision of cycle parking is contained within the London Plan. At present this sets a requirement for a minimum of 1 cycle parking space per 10 members of staff in addition to a minimum of 2 spaces for visitors.

10.2.3 Consideration is also given to the Draft Further Alterations to London Plan (FALP), dated January 2014 which indicate the cycle parking requirements for hotel developments are likely to be updated. Pre-application advice from TfL, attached hereto at **Appendix D**, has recommended that the proposals adhere to the FALP standards. Under the proposed alterations, a minimum of 1 long-stay space should be provided per 20 bedrooms in addition to 1 short-stay space per 50 bedrooms.

10.2.4 In line with LBC's cycle parking standards, 64 cycle parking spaces would be located within the site (i.e. 32 for staff and 32 for guests, based on a GIA of 17,277sqm). This level of provision is in excess of the standards contained within the London Plan and Draft Further Alterations to the London Plan.

10.2.5 These facilities would be provided in the form of a secure cycle parking cage located within the basement car park. Access to this area would be via the ramp from Argyle Street. Additional short-stay cycle parking would be retained at street-level on Argyle Street outside the hotel's main entrance.

10.2.6 Staff would also be provided with shower and changing facilities as well as lockers within the site.

10.2.7 The proposals would therefore conform to Camden's and The London Plan's existing and emerging cycle parking requirements, promoting sustainable journeys to and from the hotel. Measures to increase cycle use are included within the accompanying Travel Plan document.

10.3 Servicing Arrangements

10.3.1 As illustrated within the site layout plan attached at **Appendix A**, a delivery bay would be located within the basement level car park, accessible from Argyle Street. As illustrated within drawing **2014/2096/005**, attached hereto, sufficient space would be afforded for service vehicles to access the site in a forward gear and manoeuvre, before departing in a forward gear.

10.3.2 The largest vehicle requiring access to the basement would measure 2.79m in height, while the basement would be designed with a minimum vertical clearance of 3.00m and thus sufficient space would be afforded for the proposed servicing arrangement to take place.

10.3.3 Any vehicle larger than this could utilise the existing loading bay on Argyle Street which measures 2 metres by 24 metres. As identified by the survey detailed within Section 6 of this report and attached at **Appendix O**, this bay currently benefits from significant spare capacity and hence this arrangement would not impact negatively on the operation of Argyle Street.

10.3.4 As indicated within the attached site plan, a bin store would be located alongside the ramp to the basement level. It is proposed that refuse collection vehicles would reverse onto the ramp serving the basement level car park while servicing the site, as is the existing / previous arrangement. This arrangement would ensure that the through-flow of traffic on Argyle Street would continue unimpeded.

10.3.5 Owing to the one-way arrangement in the vicinity of the site, all delivery vehicles would approach the site from the south, via Euston Road, Belgrove Street, St. Chad's Street and Argyle Street. This route is illustrated within **Figure 10.1**, below.

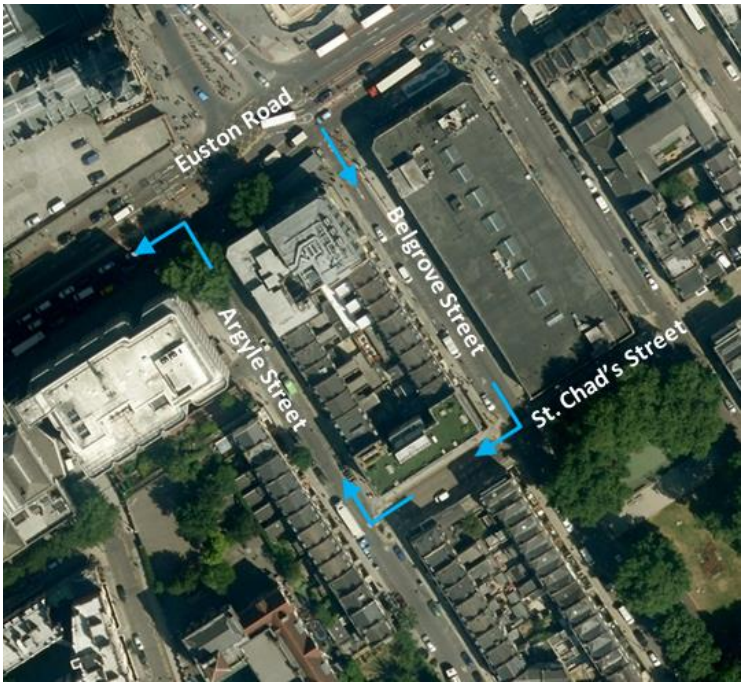


Figure 10.1. Delivery Vehicle Routing Plan

10.4 Delivery Vehicle Assessment

10.4.1 An assessment of the anticipated service vehicle movements at the site has been undertaken based on the survey data presented within Section 8 of this report. Based on the comparable survey data, the following delivery vehicle movements would be anticipated at the development site, which is confirmed as appropriate by The Standard as the proposed hotel operator:

(i) Typical weekday: 16 LGVs and 2 Refuse Collection Vehicles;

(ii) Typical Saturday: 12 LGVs and 1 Refuse Collection Vehicle;

(iii) Sunday / Bank Holiday: No Service Vehicles Movements.

10.5 Coach Drop Off

10.5.1 It is considered that coach party bookings would be unlikely at the hotel. Nonetheless, consideration is given to coaches, in the event of these infrequently arriving at the hotel.

10.5.2 Under the existing loading restrictions, coaches would be able to utilise the loading bay on the opposing side of Argyle Street, opposite the site. The restrictions state 'Loading only' and hence permit the loading and unloading of passengers as opposed to goods only.

10.5.3 A number of coach parks are available throughout central London, which could be utilised by coaches after unloading guests on Argyle Street. **Figure 10.1**, below, identifies the coach facilities available.

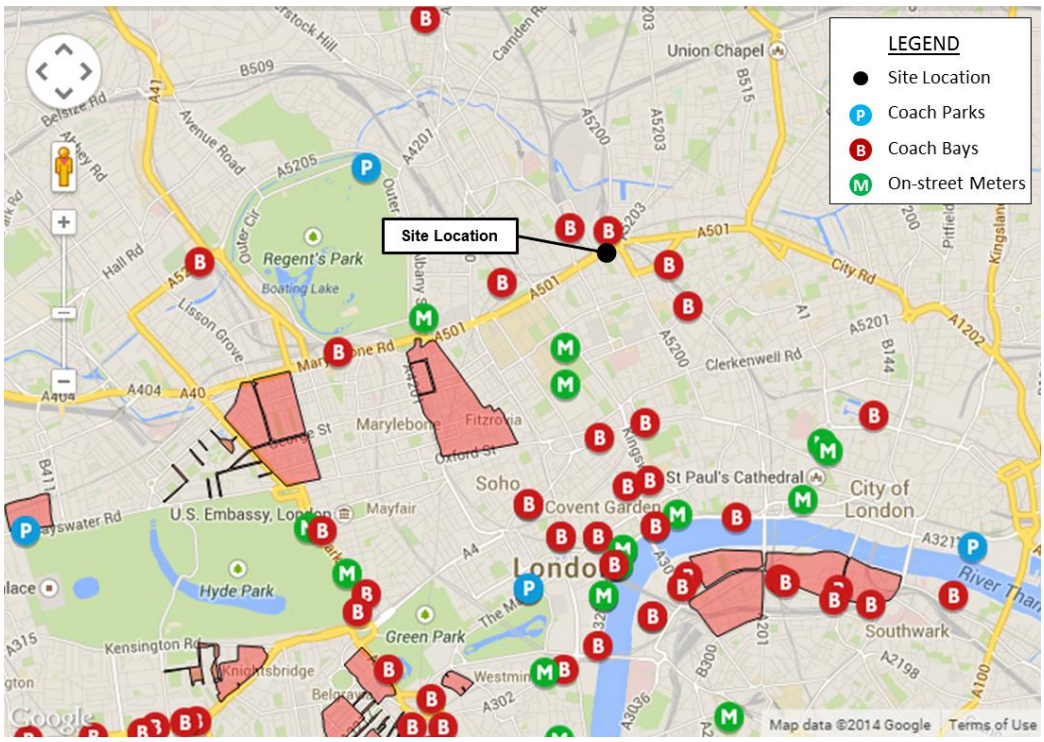


Figure 10.1. Coach Facilities

10.5.4 As illustrated above, a number of coach bays exist within close proximity to the development site, with the closest provision being located on York Way, approximately 400m from the site. The closest coach parking facilities are located at Regents Park approximately 2km to the north-west of the site. Coach parking, managed by London Zoo, is available to both visitors and non-visitors.

10.5.5 TfL have also raised concern in relation to 'airport coaches' arriving at the site. The arrival of such vehicles is considered to be particularly unlikely; however in the event that these were to arrive on-site they could be accommodated within the frontage drop-off area if required, as demonstrated within drawing **2014/2096/008**, attached hereto. Notwithstanding this point, the hotel operator has confirmed that they would accept a condition / obligation restricting coach access to the site.

10.6 Taxi Drop Off

10.6.1 As detailed within Section 5 of this report, under the proposals the existing disabled parking bays would be converted into a lay-by to facilitate pick-up / drop-off activity. This location could therefore be conveniently utilised for taxi pick-up / drop-off purposes.

10.6.2 This bay would be conveniently located in particularly close proximity to the hotel's main entrance; although the use of this bay would not be restricted to hotel guests. The attached site layout plans provide an illustration of this arrangement.

11 SUMMARY AND CONCLUSIONS

11.1.1 This Transport Assessment has been prepared by RGP in association with a development proposals at Camden Town Hall Annex, involving the change of use from council offices (sui generis use class) and library (D1 use class) to hotel (C1 use class), and alterations to the building including removal of the western stair core and roof top plant, an extension at roof level and alterations to the facade.

11.1.2 This Transport Statement demonstrates that:

(i) The site is located in Central London and as a consequence benefits from being accessible to a wide variety of transport modes, as reflected in its 'Excellent' PTAL rating. Furthermore, several major tourist and business related attractions are situated within short walking distance of the proposed hotel;

(ii) A review of accident data has confirmed that there are no highway safety concerns which may be exacerbated by the development proposals;

(iii) The development proposals involve the removal of the western stair core and the addition of a pedestrian through-route to the rear of the building to facilitate significant public realm improvements. As such, the development would not impact negatively on the surrounding pedestrian / public transport infrastructure;

(iv) The proposed operation of the hotel would not have a detrimental impact on the operation of Argyle Street or Euston Road;

(v) The development proposals would result in a substantial net decrease in person trips over a typical day, with a slight increase in daily vehicle movements, which would principally comprise of delivery / servicing and car / taxi related drop-off and pick-up activity;

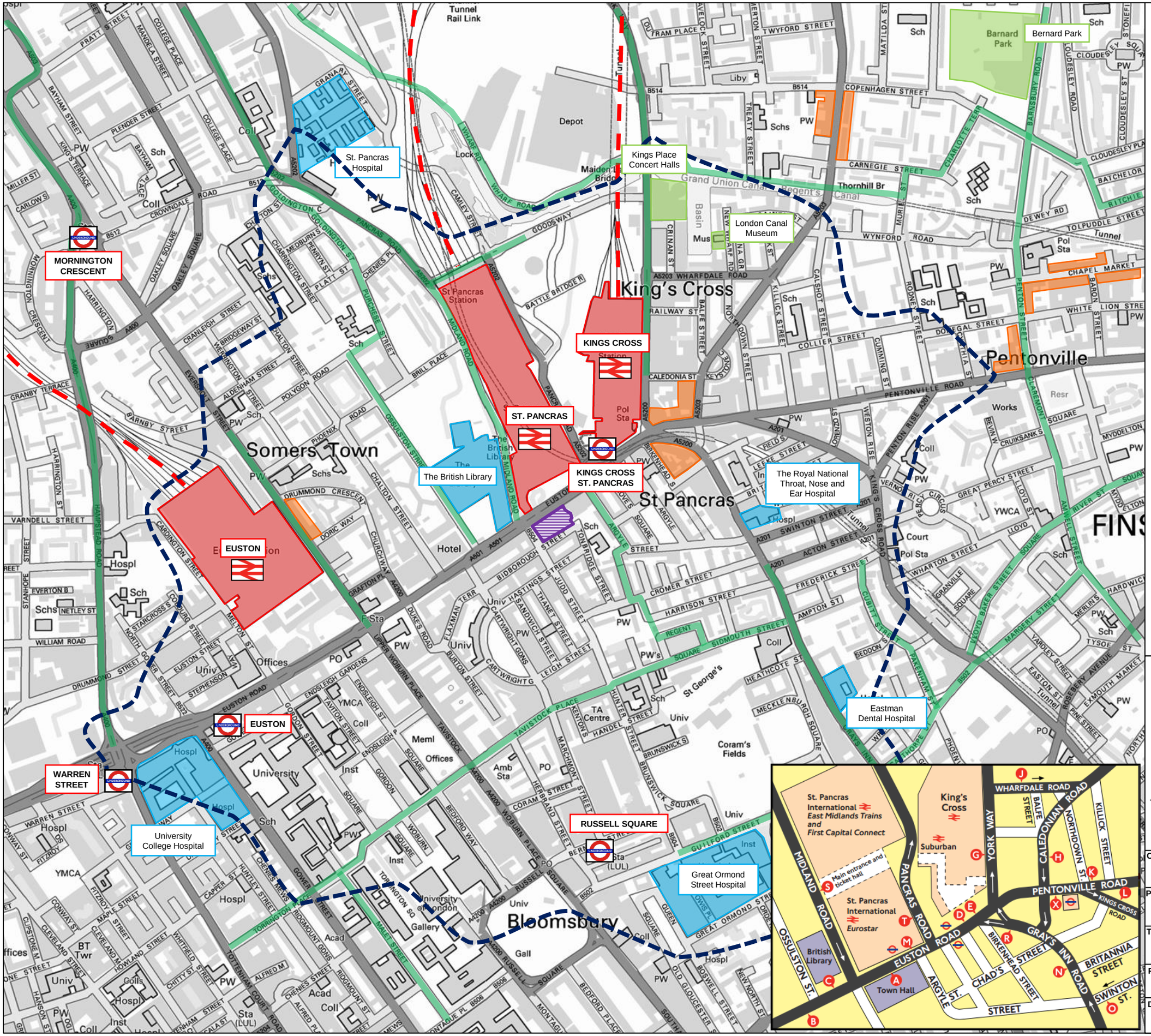
(vi) The use of alternative modes of travel will be encouraged amongst staff and guests through the implementation of measures contained within the accompanying Travel Plan;

(vii) The development proposals include the provision of 2 disabled car parking bays and secure cycle parking in accordance with LBC's and The London Plan policy; and

(viii) The majority of delivery and servicing activity for the development would be accommodated within the basement of the building, whereby deliveries would access and egress the site in a forward gear. The Delivery and Servicing Plan will ensure that deliveries by all goods vehicles are made in a safe and convenient manner, minimising the risk to other road users and also managed with a view to minimising the impact of freight traffic across Central London.

11.1.3 Against the background of extensive pre-application discussion and on the basis of the evidence provided in this report, LBC and TfL are respectfully requested to confirm that the proposals are acceptable in highway and transport planning terms.

PLANS



Transport Planning and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street,
Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client: Crosstree Real Estate Management Ltd

Project: Camden Town Hall, Euston Road

Title: Site Location Plan

Plan No:	Job No:	Date:	Scale:
Plan 01	14/2096	December 2014	NTS
Drawn By:	**Checked By:**	**Approved By:**	**Rev:**
GSE	PJB	NDR	-

BUS SUMMARY

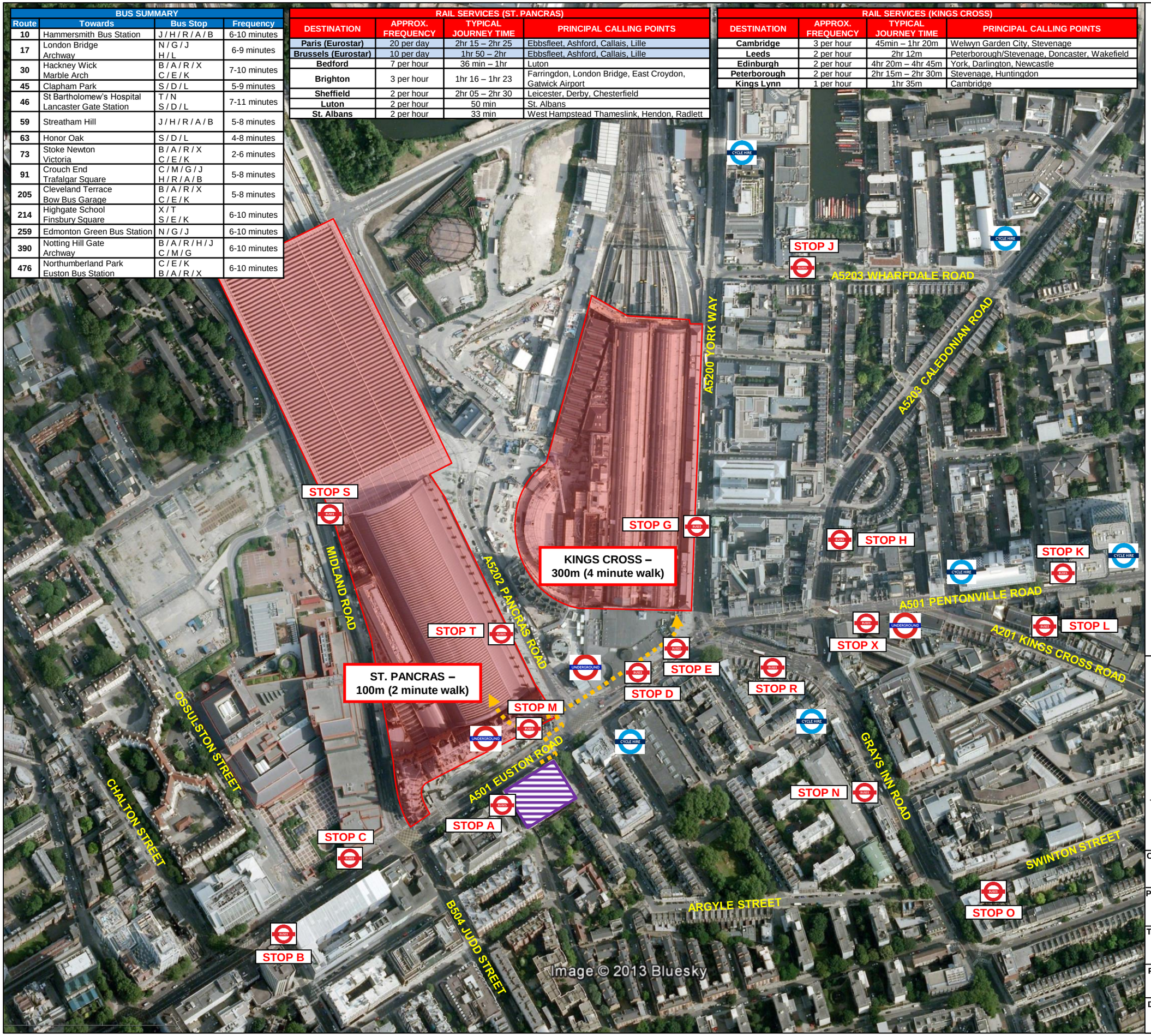
Route	Towards	Bus Stop	Frequency
10	Hammersmith Bus Station	J / H / R / A / B	6-10 minutes
17	London Bridge Archway	N / G / J H / L	6-9 minutes
30	Hackney Wick Marble Arch	B / A / R / X C / E / K	7-10 minutes
45	Clapham Park	S / D / L	5-9 minutes
46	St Bartholomew's Hospital Lancaster Gate Station	T / N S / D / L	7-11 minutes
59	Streatham Hill	J / H / R / A / B	5-8 minutes
63	Honor Oak	S / D / L	4-8 minutes
73	Stoke Newton Victoria	B / A / R / X C / E / K	2-6 minutes
91	Crouch End Trafalgar Square	C / M / G / J H / R / A / B	5-8 minutes
205	Cleveland Terrace Bow Bus Garage	B / A / R / X C / E / K	5-8 minutes
214	Highgate School Finsbury Square	X / T S / E / K	6-10 minutes
259	Edmonton Green Bus Station	N / G / J	6-10 minutes
390	Notting Hill Gate Archway	B / A / R / H / J C / M / G	6-10 minutes
476	Northumberland Park Euston Bus Station	C / E / K B / A / R / X	6-10 minutes

RAIL SERVICES (ST. PANCRAS)

DESTINATION	APPROX. FREQUENCY	TYPICAL JOURNEY TIME	PRINCIPAL CALLING POINTS
Paris (Eurostar)	20 per day	2hr 15 – 2hr 25	Ebbsfleet, Ashford, Callais, Lille
Brussels (Eurostar)	10 per day	1hr 50 – 2hr	Ebbsfleet, Ashford, Callais, Lille
Bedford	7 per hour	36 min – 1hr	Luton
Brighton	3 per hour	1hr 16 – 1hr 23	Farringdon, London Bridge, East Croydon, Gatwick Airport
Sheffield	2 per hour	2hr 05 – 2hr 30	Leicester, Derby, Chesterfield
Luton	2 per hour	50 min	St. Albans
St. Albans	2 per hour	33 min	West Hampstead Thameslink, Hendon, Radlett

RAIL SERVICES (KINGS CROSS)

DESTINATION	APPROX. FREQUENCY	TYPICAL JOURNEY TIME	PRINCIPAL CALLING POINTS
Cambridge	3 per hour	45min – 1hr 20m	Welwyn Garden City, Stevenage
Leeds	2 per hour	2hr 12m	Peterborough/Stevenage, Doncaster, Wakefield
Edinburgh	2 per hour	4hr 20m – 4hr 45m	York, Darlington, Newcastle
Peterborough	2 per hour	2hr 15m – 2hr 30m	Stevenage, Huntingdon
Kings Lynn	1 per hour	1hr 35m	Cambridge



LEGEND

- SITE LOCATION
- RAIL STATION
- UNDERGROUND STATION ENTRANCE
- WALKING ROUTE TO KINGS CROSS / ST PANCRAS
- LOCAL BUS STOPS
- CYCLE DOCKING STATION

Transport Planning and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street,
Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client: Crosstree Real Estate Management Ltd

Project: Camden Town Hall, Euston Road

Title: Public Transport Accessibility Plan

Plan No:	Job No:	Date:	Scale:
Plan 02	14/2096	December 2014	NTS
Drawn By:	**Checked By:**	**Approved By:**	**Rev:**
GSE	PJB	NDR	-