Transport Statement
32 Jamestown Road, Camden, London

London and Regional Properties Ltd

April 2015
PB3654

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Document title	Transport Statement 32 Jamestown Road, Camden , London
Document short title	Transport Assessment 32 Jamestown Road
Status	Draft
Date	10 April 2015
Project name	32 Jamestown Road
Project number	PB3654
Client	London and Regional Properties Ltd
Reference	PB3654/R001/LDN

Drafted by	R Cornell	
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Date/initials approval	15.04.15	A.O

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1 INTRODUCTION

1.1 Preface

1.1.1 This Transport Statement has been prepared in association with a proposed B1 Office development at 32 Jamestown Road, Camden, London. The existing site of 7,141 sqm will be refurbished and the new development will provide an increase in office space of 1,707 sqm (Gross Floor Area).

1.1.2 The development site is located on the north side of Jamestown Road and the north façade borders the Grand Union Canal, in the Borough of Camden. The site's location is detailed in plan **RH1**, provided to the rear of this document.

1.1.3 No Transport Plan is required as the consented development includes a framework Travel Plan which will form the basis of the individual Travel Plans for all future site occupiers.

1.2 Development Site Planning History

1.2.1 The development site currently accommodates class B1 Office space with a gross floor area of 7,141 sqm.

1.2.2 The development site has been the subject of recent planning submissions. In December 2013 a planning application was submitted (number PA/2013/8265/P) for the extension of the site's existing office space and the creation of 9 residential apartments within the current building. The scheme would have created a new 5th Floor and extended the existing 4th floor.

In August 2014 the proposed development was given planning permission. This permitted an increase in B1 office accommodation from 7,141 sqm to 7,716 sqm, a net increase of 314 sqm.

1.3 Proposed Development Scheme

1.3.1 The current planning application excludes the residential apartments from the scheme and increases the amount of new B1 office accommodation provided. The Gross Floor Area of the scheme increases from the existing 7,141 sqm to 8,848 sqm, a net increase of 1,707 sqm. The B1 office accommodation rises from 7,716 sqm in the consented scheme to 8,848 sqm in current application, a net increase of 1,132 sqm.

1.3.2 Table 1.1 below provides the differences Gross Floor Area between the existing building, the consented 2014 scheme and 2015 planning submission.

Development type	Existing Development	Consented Development		Current Application	
	GFA/units	GFA/units	Difference	GFA/units	Difference
B1 Office	7,141	7,716	314	8,848	1,707
C3 Residential	0	9	+9	0	0

Table 1.1: Differences between existing, consented and current application

1.3.3 The development will be provided car free with part of the existing basement car park being used for cycle parking. The site is located within a Controlled Parking Zone so the use of the car for journeys to work will be limited. Occupiers of the building will be able to join one of two car clubs with cars located in Gloucester Crescent and Arlington Road.

1.3.4 Pedestrian access to the development will be provided from Jamestown Road and the site is 375 metres walk from Camden Town tube station.

1.3.5 Cycle parking will be provided on-site in accordance with the Further Alterations to the London Plan (2015). The latest revision to the London Plan requires the following provision at B1 employment sites: 1 space for 90sqm for long stay with 1 space per 500 sqm for short stay (visitors) for the first 5,000 sqm, with one space per 5,000 sqm following that.

Gross Internal Area (sqm)	Long stay	Short stay		Total
	1sp/90sqm	First 5,000 sqm	Remaining 3,174 sqm	
8,174	90.8	10.0	0.6	
Rounded up	91 spaces	10 spaces	1 space	102 spaces

Table 1.2 Proposed Cycle Parking Provision

1.3.6 The development will therefore contain 102 cycle parking spaces, which meets the requirements of the London Plan. The cycle parking is located in the basement of the development and be accessed by lift from the ground floor reception which gives step free access. The cycle parking is provided using two level cycle parking secure units.

1.3.7 In accordance with the Borough's requirements, refuse stores will be located within the basement which is adjacent to Jamestown Road. Refuse will be collected on street. The carriageway closest to the entrance to the site has waiting restrictions preventing car parking and so enabling a waste collection vehicle to be able to load from the highway adjacent to the property.

1.4 Scope of Assessment

1.4.1 The scope of the Transport Statement is consistent with the documentation submitted in support of planning application, (PA/2013/8265/P), which was given consent in 2014.

1.4.2 This report has been prepared to consider:

- The existing highway network and car parking control;
- The site's accessibility by non-car modes of travel;
- The development scheme in comparison with the site's consented development;
- An overview of travel patterns associated with the development scheme, when occupied; and
- A review of relevant transport and land use planning development control policy.

2 LOCAL HIGHWAY NETWORK

2.1 Local Highway

2.1.1 The application site is located to the north of Jamestown Road. The site's location is detailed in plan **RH1**, to the rear of this document.

Jamestown Road

2.1.2 Jamestown Road is a two-way road of approximately 260 metres in length. The street is located within a 20 M.P.H. zone and is lit by a system of street lights. Traffic speeds in the vicinity of the site are influenced by a plateau at the junction of Jamestown Road and Arlington Road that acts as a speed reducing feature.

2.1.3 The street provides access to the development site and a number of other office, leisure uses and residential properties.

2.1.4 Jamestown Road is located within a Controlled Parking Zone which is operational throughout the week, Monday to Friday between the hours of 08.30 and 18.30 and Saturday to Sunday between the hours of 09.30 to 17.30.

Plate 1: Jamestown Road looking eastwards

2.1.5 Jamestown Road varies in width and is approximately 7.5 metres adjacent to the development site. A pedestrian footway is provided on the both sides of the street.

3 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

3.1 Preface

3.1.1 This section of the report considers the opportunities to access the site using sustainable modes of transport.

3.2 Public Transport

Bus Services

3.2.1 The following table summarises the key bus services from Camden Town:

Route	Towards	Monday to Friday			
		First Service	Last Service	Peak Frequency	Off-Peak frequency
24	Hampstead Heath	24 hour	24 hour	5-9	7-10
	Pimlico	24 hour	24 hour	5-9	7-10
27	Chalk Farm	24 hour	24 hour	6-10	11-12
	Chiswick Business Park	24 hour	24 hour	6-19	11-12
29	Trafalgar Square	06.01	00.47	3-7	10
	Wood Green	05.52	00.52	3-7	10
31	White City	05.01	00.31	4-8	7-10
46	Farringdon Street	05.25	00.40	7-11	7-11
	Lancaster Gate	05.39	00.04	9-13	9-13
88	Clapham Common	24 hour	24 hour	5-8	5-8
134	North Finchley	24 hour	24 hour	3-7	3-7
	Tottenham Court Road	24 hour	24 hour	3-7	3-7
168	Hampstead Heath	06.10	00.55	4-8	4-8
	Old Kent Road	05.11	00.12	5-8	5-8
214	Highgate Village	24 hour	24 hour	7-10	7-10
	Moorgate	24 hour	24 hour	7-10	7-10
253	Euston	05.38	00.43	4-8	4-8
	Hackney Central	05.30	00.35	5-8	5-8
274	Islington	05.49	00.44	6-9	6-9
	Lancaster Gate	05.05	00.12	6-9	6-9
C2	Parliament Hill Fields	24 hour	24 hour	7-10	7-10
	Victoria	24 hour	24 hour	7-10	7-10

3.2.2 The local bus network map for Camden **RH2** is included in the Appendices.

3.3 Rail Services

Camden Road (London Overground

3.3.1 The nearest mainline railway station is Camden Road which is 800 metres from the site. Camden Road is on the London Overground orbital route between Richmond and Stratford. An interchange at Highbury and Islington allows connections with the East London Line for journeys to New Cross, Crystal Palace and West Croydon. Other interchanges in Gospel Oak for Barking via Tottenham and Willesden Junction for Watford. London Overground services run at a 10 minute frequency and with the first arrival at Camden Road from Stratford at 06.06 and from Richmond at 06.31. The last departures are Richmond at 23.36, Stratford at 23.46 and Willesden Junction at 00.05.

Camden Town Northern Line

3.3.2 Camden Town is an underground station on the Northern Line and forms a junction between the Charing Cross and Bank branches. To the north it serves Edgware and High Barnet and to the south it serves Morden via West End or the City. As it serves the following mainline railway stations: Euston, Kings Cross/St Pancras, Charing Cross, Waterloo and London Bridge, Camden Town is a highly accessible site.

3.3.3 Following an upgrade to the signalling system in 2014, the Northern Line now runs up to 24 trains per hour. The first trains arriving at Camden Town are at 05.22 from Edgware and High Barnet (Monday to Saturday). The last departures are from Camden Town at 00.51 to Edgware and High Barnet. From the south journey time to Camden Town from Waterloo is 14 minutes and from London Bridge 15 minutes. From the north the journey time to Camden Town from Edgware is 24 minutes and from High Barnet 24 minutes.

Origin	First train	Last train	Peak frequency
Edgware	05.22	00.51	2 to 3 mins
High Barnet	05.22	00.51	2 to 3mins
Morden	05.53	00.25	2 to 3mins

Table 3.2: Northern Line Services from Camden Town

3.3.4 A location showing the nearest mainline railway and underground railway stations to the site is provided in appendix **RH4.**

Public Transport Accessibility Level (PTAL)

3.3.5 The PTAL rating is used by Transport for London and the Borough's to measure the accessibility of a specific location, by non-car modes of travel. PTAL ratings range from 1 to 6, with 1 representing a 'poor' level of accessibility and 6 representing an 'excellent' level of accessibility.

3.3.6 In order to establish the PTAL rating for the development site, TfL's Planning Database has been referred to. The database identifies that the site achieves a PTAL rating of 6a, and the associated TfL PTAL calculation is provided as appendix **RH5** to this document. The calculation is based on the 'point of interest' being located on Jamestown Road.

3.3.7 The PTAL methodology identifies that a rating of 6a provides the development site with an 'excellent' level of non-car site accessibility.

3.4 Pedestrians and Cyclists

3.4.1 The development site is well located close to public transport services to generate a significant number of pedestrian journeys particularly to the east along Jamestown Road.

3.4.2 Jamestown Road is an unclassified road predominantly used for local access rather than through traffic. The road is subject to a 20mph limit and a raised junction plateau at the junction of Arlington Road provides a speed reducing feature. Pedestrian footways are provided on both sides of the road. Pedestrians are likely to travel on foot from the Underground station north along Camden High Street, crossing at the signal controlled junction with Jamestown Road. The traffic signals have a pedestrian stage, dropped kerbs and tactile paving that assist pedestrians crossing the High Street. From there pedestrians will walk along Jamestown Road to the development site.

3.4.3 A Santander bike docking station is available at the junction of Jamestown Road and Arlington Street, 85 metres from the site. Arlington Road provides a very convenient cycle route south towards Kings Cross, West End and the City. It is identified as Route 6a on the LCC guidance. Arlington Road is two way and has a 20mph speed limit supported by traffic calming measures making this an attractive and useful route to the south of the site. A plan showing the local cycle network is included in appendix **RH3**.

3.4.4 Other facilities for cyclists in the area are the towpath of the Regents Canal that passes through Camden not far from the development site. This traffic free route would be attractive for more leisurely cycling due to its variable quality and its use by walkers and runners. A cycle route has been provided through Gilbey Yard which provides a link between Oval Road and the car park of Morrison's superstore. The car park has an access on to Chalk Farm Road for journeys to the north. To the west of the site a signed cycle route follows Gloucester Avenue. This can be reached from Oval Road or from the canal tow path using steps / inclined ramp.

3.5 Car Club

3.5.1 In terms of car club parking, we are aware that there are no existing parking bays located in Jamestown Road. However, we are aware that City Car Club maintains 1 car club vehicle in Gloucester Crescent at the junction with Oval Road which is 225 metres from the site. Zipcar maintains 2 car clubs vehicles in Arlington Road which is 355 metres from the site. Car clubs provide an opportunity for businesses to have convenient access to a car for work related journeys without requiring staff to drive their own vehicle to work.

3.6 Summary

3.6.1 The development site is accessible by a range of non-car modes of transport, including bus, DLR mainline rail, on foot and by bicycle. The development is located within a short walk distance of local shops and services, and TfL's adopted PTAL methodology rates the development site as achieving a 'very good' level of non-car site accessibility.

4 TRIP GENERATION

4.1 Methodology

4.1.1 In order to establish the development's travel demand an assessment of trip generation has been undertaken with reference to data provided within the TRICS (TRAVL) database. TRAVL contains travel survey data for existing development sites and is the industry standard tool for assessing travel demand for new development within greater London.

4.2 TRAVL Site Selection

4.2.1 For the purpose of this assessment, TRAVL sites considered to be the most comparable to the development scheme have been selected. Only car free B1 office land use developments have been selected from the database in order to develop trip forecasts for the existing and proposed developments. A list of the TRAVL sites selected is provided in Table 4.1 below which is consistent with the agreed sites/trip rates used in for the previously consented scheme PA/13/8265/P:

TRAVL Site	Location	GFA (sqm)	PTAL	Parking Spaces	Date of survey
Ecclestone Place	Victoria	6,323	6	0	March 2007
Faith Lawson	Westminster	4,568	6	0	March 2007
Buckingham Palace Road	Victoria	5,337	6	0	March 2007

Table 4.1: Comparable B1 Office Land Uses from TRAVL Database

4.2.2 The average person trip rates per 100sq.m were calculated for the three office sites above are presented in the table below:

AM Peak (08.30-09.30)			PM Peak (17.00-18.00)			Daily (07.00-19.00)		
In	Out	Total	In	Out	Total	In	Out	Total
2.42	0.32	2.75	0.32	2.20	2.52	11.82	10.94	22.76

Table 4.2: Average Person Trip Rates per 100 sqm for B1 Land Use

4.2.3 The average modal split for the main modes of travel were calculated for the above sites in order to be applied in determining the trips made to the existing and proposed B1 Office development. The same methodology was followed as that for the previously consented scheme PA/13/8265/P. These are summarised in the following table:

Main mode	Percentage share
Car driver (all)	0%
Car passenger	0%
Bus / coach	8%
Underground	38%
Rail	46%
Taxi	0%
Motor cycle	0%
Pedal cycle	4%
Walk	3%
Other	1%

Table 4.3: Trip mode share for B1 Land Use

Development Trip Generation

4.2.4 The details of the TRAVL trip generation rates and associated development trip prediction are provided in the tables below. Table 4.2 and 4.3 shows the trip generation rates and modal share, based on the three development schemes as mentioned before.

Existing B1 Office Use

4.2.5 Table 4.4 provides a summary of the multi-modal trip generation for the existing B1 Office land use of 7,141 sqm:

Mode	Modal share	Weekday AM			Weekday PM			Daily total		
		In	Out	Total	In	Out	Total	In	Out	Total
Car driver (all)	0%	0	0	0	0	0	0	0	0	0
Car passenger	0%	0	0	0	0	0	0	0	0	0
Bus / coach	8%	14	2	16	2	13	14	68	62	130
Underground	38%	66	9	75	9	60	68	321	297	618
Rail	46%	79	11	90	11	72	83	388	359	748
Taxi	0%	0	0	0	0	0	0	0	0	0
Motor cycle	0%	0	0	0	0	0	0	0	0	0
Pedal cycle	4%	7	1	8	1	6	7	34	31	65
Walk	3%	5	1	6	1	5	5	25	23	49
Other	1%	2	0	2	0	2	2	8	8	16
Total	100%	173	23	196	23	157	180	844	781	1625
Trip rate		2.42	0.32	2.75	0.32	2.2	2.52	11.8	10.9	22.8

Table 4.4 Trip Generation for Existing B1 Site Use (7,141 sqm)

4.2.6 The results of this assessment show that the site could generate 196 trips in the AM peak, 180 trips in the PM peak and 1,625 trips daily. Rail and London Underground account for 84% of journeys.

Proposed B1 Use

4.2.7 Table 4.5 provides a summary of the multi-modal trip generation for the proposed B1 Office land use of 8,848 sqm:

Mode	Modal share	Weekday AM			Weekday PM			Daily total		
		In	Out	Total	In	Out	Total	In	Out	Total
Car driver (all)	0%	0	0	0	0	0	0	0	0	0
Car passenger	0%	0	0	0	0	0	0	0	0	0
Bus / coach	8%	17	2	19	2	16	18	84	77	161
Underground	38%	81	11	92	11	74	85	397	368	765
Rail	46%	98	13	112	13	90	103	481	445	926
Taxi	0%	0	0	0	0	0	0	0	0	0
Motor cycle	0%	0	0	0	0	0	0	0	0	0
Pedal cycle	4%	9	1	10	1	8	9	42	39	81
Walk	3%	6	1	7	1	6	7	31	29	60
Other	1%	2	0	2	0	2	2	10	10	20
Total	100%	214	28	243	28	195	223	1046	968	2014
Trip rate		2.42	0.32	2.75	0.32	2.2	2.52	11.8	10.9	22.8

Table 4.5 Trip Generation for Proposed B1 Site Use (8,848 sqm)

4.2.8 The results of this assessment show that the site could generate 243 trips in the AM peak, 223 trips in the PM peak and 2,014 trips daily. The following table 4.6 compares the net change between the existing office use and the proposed office use.

Mode	Weekday AM (08.30-09.30)			Weekday PM (17.00-18.00)			Daily total		
	In	Out	Total	In	Out	Total	In	Out	Total
Car driver (all)	0	0	0	0	0	0	0	0	0
Car passenger	0	0	0	0	0	0	0	0	0
Bus / coach	3	0	4	0	3	3	16	15	31
Underground	16	2	18	2	14	16	77	71	148
Rail	19	3	22	3	17	20	93	86	179
Taxi	0	0	0	0	0	0	0	0	0
Motor cycle	0	0	0	0	0	0	0	0	0
Pedal cycle	2	0	2	0	2	2	8	7	16
Walk	1	0	1	0	1	1	6	6	12
Other	0	0	0	0	0	0	2	2	4
Total	41	5	47	5	38	43	202	187	389

Table 4.6 Net Change in Trips Resulting From Development

4.2.9 The difference between trips between the existing use and the proposed scheme amounts to 47 additional journeys in the AM peak and 43 additional journeys in the PM peak. Across the whole day the additional trips total 389. The assessment identifies that there is no significant increase in travel demand, in comparison to the existing development.

Delivery and Servicing Trips

4.2.10 In addition to the employment related journeys, there will also be trips associated with deliveries and servicing associated with the existing and proposed development. In a similar manner to the employment related trips these will be based on data from comparative sites in London. The same methodology was followed as that for the previously consented scheme PA/13/8265/P. The comparative sites included:

- London & Regional Properties Ltd – offices
- More London
- TfL Palestra Offices

4.2.11 For B1 Office use a trip rate ratio of 0.2 vehicles per 100 sqm of GFA was found to be representative. This ratio would cover delivery of office consumables including stationary, catering, hardware and furniture. Table 4.7 compares existing and proposed servicing and delivery requirements at the development site:

Land use class	GFA sqm		Trip rate	Number of vehicles per day		
	Existing	Proposed		Existing	Proposed	Difference
B1 Office	7,141	8,848	0.2	14	18	4

Table 4.7 Net Increase in Delivery and Servicing Vehicles per Day

4.2.12 The increase in delivery and servicing activity of up to 4 vehicles per day will not have a significant adverse impact on operation of Jamestown Road.

4.3 Disabled Parking

4.3.1 As with the previously consented scheme PA/13/8265/P, it is not proposed to provide car parking for people with disabilities on site as this site is considered a car free development. However the previous agreement with the Borough was that a parking space on street could be utilised as the advice was Blue Badge Holders may park in on-street bays without a permit. Previously parking surveys carried out in Jamestown Road indicated there was sufficient capacity throughout the day to accommodate a disabled user associated with the development at 32 Jamestown Road.

5 PREFACE

5.1.1 This section sets out national, regional and local development control and transport planning policies that are relevant to the development proposals.

5.2 National Planning Policy Framework (NPPF)

5.2.1 The National Planning Policy Framework (NPPF) was published in March 2012 by the Department for Communities and Local Government and is now the primary source of national planning guidance in England.

5.2.2 The NPPF contains the Coalition Government's strategies for economic, environmental and social planning policies in England and it is designed to be a single, tightly focused document setting out national planning priorities. It replaces previous national planning policy documents including all Planning Policy Statements (PPSs), all Planning Policy Guidance notes (PPGs) and all ministerial planning Circulars.

5.2.3 At the heart of the NPPF is a;

"Presumption in favour of sustainable development", which for decision making means:

- *approving development proposals that accord with the development plan without delay; and*
- *where the development plan is absent, silent or relevant policies are out of date, granting permission unless:*
- *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or*
- *specific policies in the NPPF indicate development should be restricted.*

5.2.4 In terms of transport, the NPPF states at paragraph 32;

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

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

5.2.5 Paragraph 35 of the NPPF states *"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people."*

5.2.6 With regard to encouraging travel by sustainable modes, paragraph 36 goes on to state *"A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan."*

5.2.7 Off-street car parking is referred to in paragraph 39, which states that in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

5.3 Regional Planning Guidance – Further Alterations to the London Plan (March 2015)

5.3.1 Policy 6.3D relates to LDF preparation and states that *"Boroughs should take the lead in exploiting opportunities for development in areas where appropriate transport accessibility and capacity exist or is being introduced."*

5.3.2 With regards to parking, Policy 6.13A states that "*the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."* Policy 6.13C states that the maximum standards set out within the Parking Addendum should be applied to planning applications.

5.3.3 Policy 6.13E(b) states that *"in locations with high public transport accessibility, car-free developments should be provided (while still providing for disabled people)."*

5.3.4 In this case the Borough has previously agreed a car free development in the context of the site's very good level of Public Transport accessibility.

5.3.5 With regard to bicycle parking, the minimum standards are:

- 1 space per 90 sqm for long term parking
- 1 space per 500 sqm (for the first 5,000 sqm) and then 1 space per 5,000 sqm beyond that for short term parking

5.3.6 This development will meet these minimum standards through provision of a high quality purpose built cycle parking facility in the basement of building accessible by lift.

5.4 Camden Local Planning Policies

Camden Local Development Framework (2010-2025)

5.4.1 The Core Strategy sets out the Council's strategy for managing growth over the period to 2025. Key relevant policies include:

5.4.2 'Policy CS11: Promoting Sustainable and Efficient Travel' states there will be improvements to encourage walking and cycling as part of transport infrastructure works and the Council will continue to improve facilities for cyclists including the availability of cycle parking, helping to deliver the London Cycle Hire Scheme and enhance cycle links.

5.4.3 'Policy CS13:Tackling Climate Change Through Promoting Higher Environmental Standards' includes ensuring that patterns of land use minimise the need to travel by car.

Camden Development Policies 2010-2025

5.4.4 These development policies form part of the LDF and set out the more detailed planning policies necessary to deliver the Core Strategy. Relevant policies include:

5.4.5 'Policy DP16: The Transport Implications of Development', states that all development should be properly integrated with the transport network and be supported by walking, cycling and public transport links. It also addresses the need of development to assess and mitigate likely impacts of development through the use of Transport Assessment and Travel Plans.

5.4.6 'Policy DP17: Walking, Cycling and Public Transport', addresses the need for developments to make appropriate provision for these modes of transport.

5.4.7 'Policy DP18: Parking Standards and Limiting the Availability of Car Parking', states that development in Camden town centre should be car free with any parking on site limited to designated disabled spaces, and operation and servicing needs.

Camden Planning Guidance CPG7 Transport

5.4.8 This guidance is consistent with the LDF and is a Supplementary Planning Document (SPD) that is a material consideration when considering a planning application. It gives guidance on the information needed to determine a planning application, including transport conditions and potential mitigation measures to enable development to take place.

5.4.9 Amongst the guidance provided is information on options to satisfy cycle parking standards in ways that will make cycle parking safe and convenient to use.

5.4.10 The guidance also discusses Car-Free development and the mechanisms for securing such developments.

Camden Transport Strategy (Local Implementation Plan)

5.4.11 The Transport Strategy from 2011 sets out objectives to make transport measures to:

- Improve air quality
- Encourage healthy and sustainable travel choices
- Improve road safety
- Manage traffic congestion
- Improve streets
- Ensure transport supports sustainable growth
- Improves access to services
- Deliver fairer provision of parking

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 This Transport Statement has been prepared in association with a proposed employment development at 32 Jamestown Road, Camden. The development will provide an additional 1,707 sqm of B1 office development, in addition to the existing development of 7,141 sqm to give a total of 8,848 sqm. A previous planning application was granted in August 2014 for this site that created a mix use development of 7,716 sqm of employment and 9 residential units.

6.1.2 The development site is located to the north of Jamestown Road and the rear of the property borders the Regents Canal. It is a highly accessible location (PTAL 6a), enjoying close proximity to Camden High Street and Camden Town underground station.

6.1.3 The development site was subject to a previous planning permission for a mixed use scheme of B1 Office and residential units that was granted planning permission in 2014. This new application is broadly similar in scale to that but with additional office space in place of the previously planned residential units. This Transport Statement is consistent, where relevant, with the previous submission on transport and access issues agreed with the Borough.

6.1.4 The development scheme will be promoted without any on-site car parking, as previously agreed with the Borough for the previous scheme that received planning permission in 2014.

6.1.5 A total of 102 cycle parking spaces will be provided on-site which is consistent with the latest London Plan's standards revised in March 2015.

6.1.6 Refuse collection and servicing can be undertaken from Jamestown Road with refuse stores located in the basement immediately adjacent street.

6.1.7 Pedestrian access to the development will be provided from Jamestown Road and the site is within a 5 minute walk of Camden Town underground station.

6.1.8 The site enjoys excellent accessibility by a range of public transport modes, including bus, underground and mainline rail. The site achieves a PTAL rating of 6a, which is defined by the methodology as being 'excellent'.

6.1.9 The development site is within an easy walk distance of a range of shops, services and leisure uses.

6.1.10 Travel demand is likely to be dominated by trips undertaken by underground and mainline rail. TRAVL data identifies that 84% of trips are likely to be undertaken by these two modes. Over the course of a 12-hour day (07:00-19:00), the development is likely to generate in the order of 2014 trips (two-way).

6.1.11 The previously permitted scheme for the site agreed in 2014 would have been likely to generate 1843 trips (two-way) daily. Considering this modest increase of 171 trips per day, it is evident that this development will not result in a material increase in travel demand, in comparison to the site's consented development.

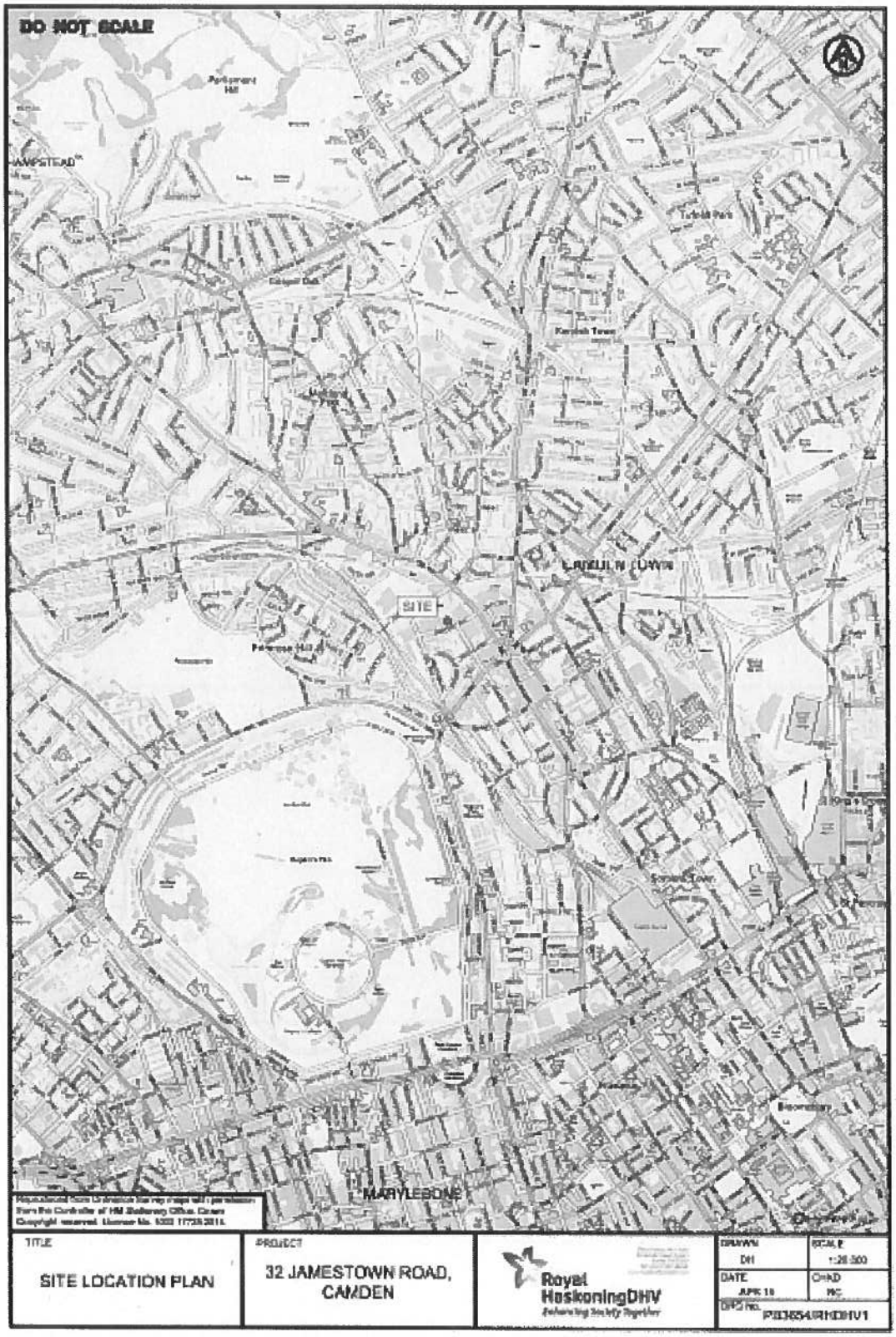
6.2 Conclusion

6.2.1 In conclusion, this revised development scheme has sought to accord with the requirements of the Borough, as defined tin association with the previously permitted scheme for the site.

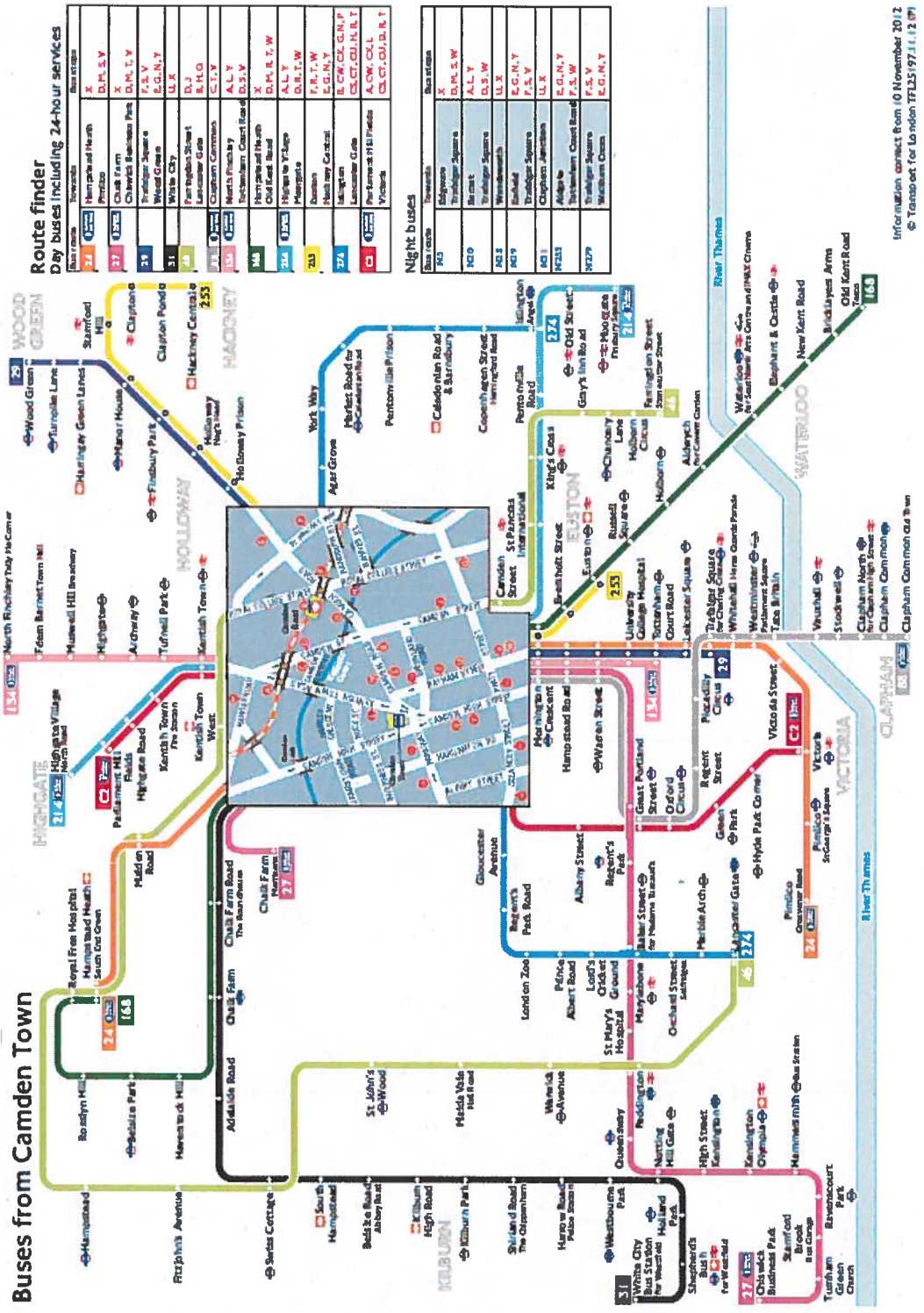
6.2.2 Overall, the development does not result in a material transport impact and it accords well with national, regional and local policy on the integration of land use planning and site accessibility.

APPENDICES

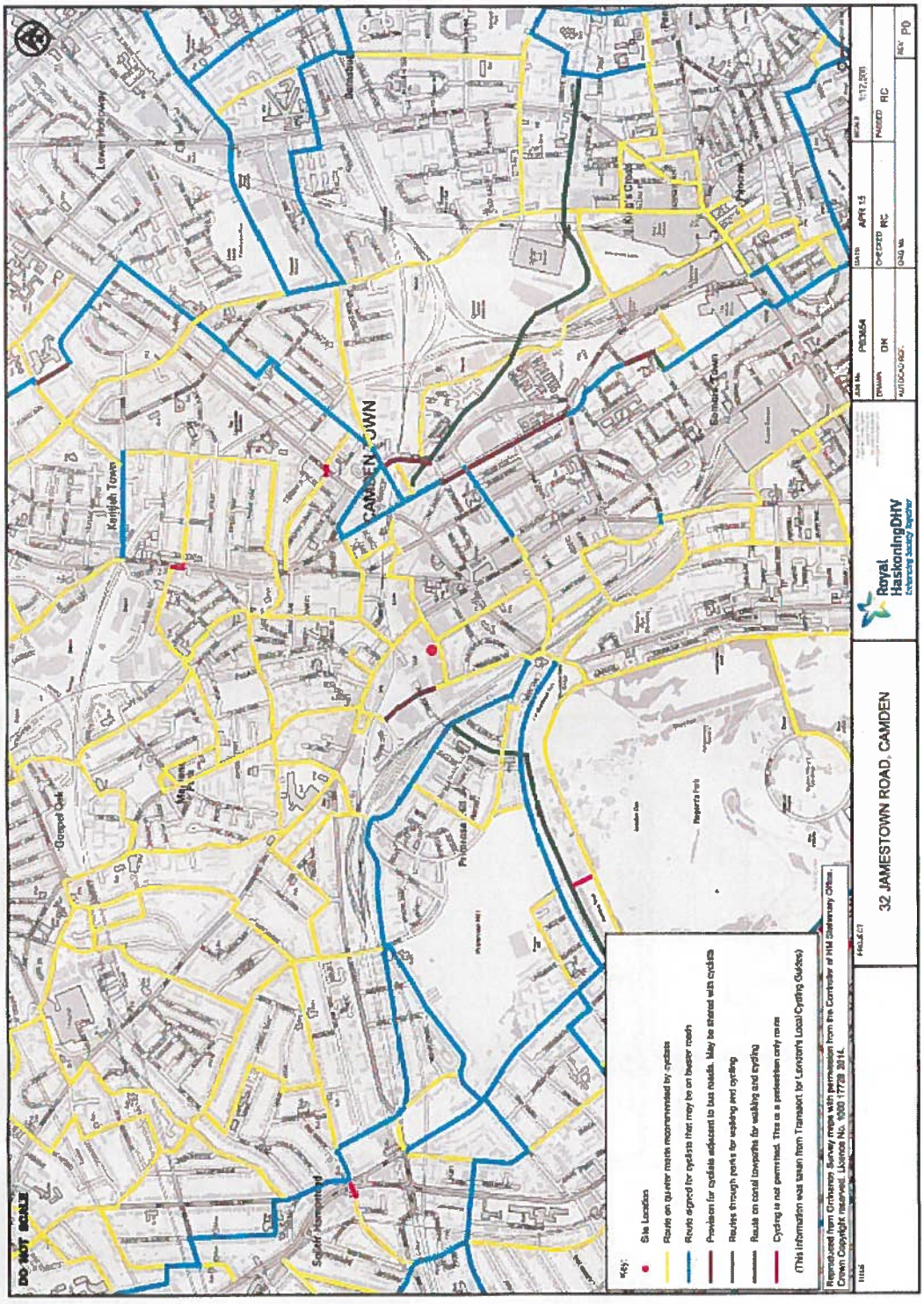
RH1 Site Location Plan



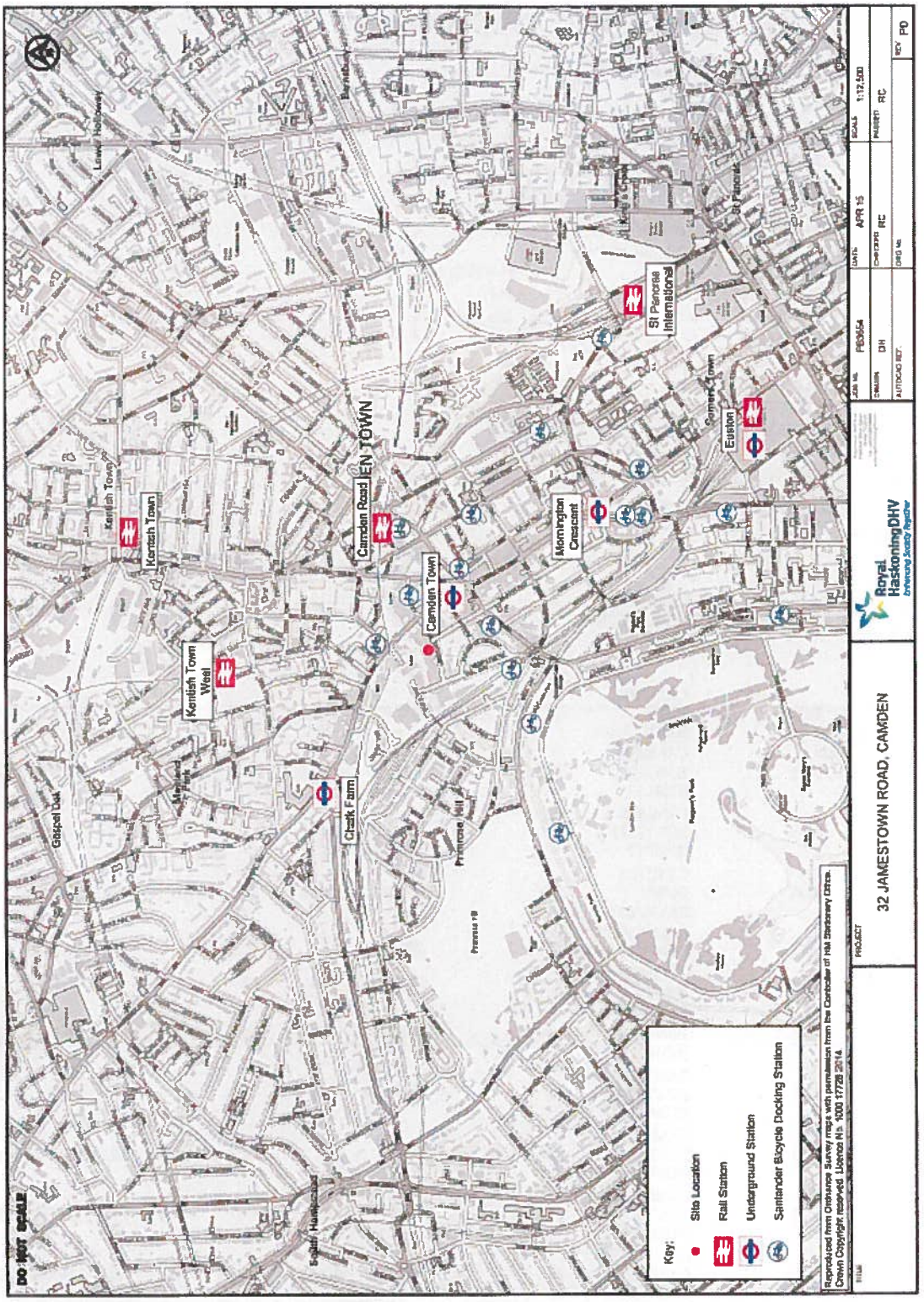
RH2 Bus Network Map



RH3 Cycle Network Plan



RH4 Railway and Cycle Hire Stations



PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20150104155337
Description 20150104155337
Run by user PTAL web application
Date and time 01/04/2015 15:53

Walk File Parameters

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

Coordinates: 528652, 183992

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CAMDEN TN KENTISH TN RD	88	407.72	9.0	0.5	5.1	5.33	10.43	2.88	1.44
BUS	CAMDEN TOWN BAYHAM ST	29	472.93	15.0	0.5	5.91	4.0	9.91	3.03	1.51
BUS	CAMDEN TOWN STN HIGH ST	24	336.29	12.0	1.0	4.2	4.5	8.7	3.45	3.45
BUS	CAMDEN TOWN STN HIGH ST	27	336.29	8.0	0.5	4.2	5.75	9.95	3.01	1.51
BUS	CAMDEN TOWN BAYHAM ST	253	472.93	12.0	0.5	5.91	4.5	10.41	2.88	1.44
BUS	CAMDEN TN KENTISH TN RD	214	407.72	8.0	0.5	5.1	5.75	10.85	2.77	1.38
BUS	CAMDEN TN KENTISH TN RD	134	407.72	12.0	0.5	5.1	4.5	9.6	3.13	1.56
BUS	CAMDEN TOWN STN HIGH ST	168	336.29	9.0	0.5	4.2	5.33	9.54	3.15	1.57
BUS	CAMDEN TOWN STN HIGH ST	31	336.29	10.0	0.5	4.2	5.0	9.2	3.26	1.63
BUS	CAMDEN TOWN PARKWAY	274	344.88	8.0	0.5	4.31	5.75	10.06	2.98	1.49
BUS	CAMDEN TOWN PARKWAY	C2	344.88	8.0	0.5	4.31	5.75	10.06	2.98	1.49
BUS	CAMDEN ST CAMDEN GARDENS	46	521.49	6.0	0.5	6.52	7.0	13.52	2.22	1.11

LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	414.13	4.3	0.5	5.18	7.73	12.9	2.32	1.16
LU LRT	Camden Town	Northern Line Edgware to Morden	414.13	8.3	0.5	5.18	4.36	9.54	3.14	1.57
LU LRT	Camden Town	Northern Line High Barnet to Kennington	414.13	5.4	0.5	5.18	6.31	11.48	2.61	1.31
LU LRT	Camden Town	Northern Line Kennington to Edgware	414.13	5.0	0.5	5.18	6.75	11.93	2.52	1.26
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	414.13	1.0	0.5	5.18	30.75	35.93	0.84	0.42
LU LRT	Camden Town	Northern Line Morden to High Barnet	414.13	3.7	0.5	5.18	8.86	14.03	2.14	1.07
LU LRT	Camden Town	Northern Line High Barnet to Morden	414.13	9.0	0.5	5.18	4.08	9.26	3.24	1.62
LU LRT	Camden Town	Northern Line Edgware to Morden	414.13	9.7	1.0	5.18	3.84	9.02	3.33	3.33
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	414.13	2.7	0.5	5.18	11.86	17.04	1.76	0.88
NATIONAL_RAIL	CAMDEN ROAD	CLAPHAM JUNCTION to STRATFORD	658.67	2.0	0.5	8.23	15.75	23.98	1.25	0.63
NATIONAL_RAIL	CAMDEN ROAD	CAMDEN ROAD to STRATFORD	658.67	2.0	0.5	8.23	15.75	23.98	1.25	0.63
NATIONAL_RAIL	CAMDEN ROAD	RICHMOND to STRATFORD	658.67	4.0	1.0	8.23	8.25	16.48	1.82	1.82

Total AI for this POI is 35.28.

PTAL Rating is 6a.