



Your ref: 2015/4774/P
Our ref: 15/3050

London Borough of Camden
Camden Town Hall
5 Pancras Square
London
N1C 4AG

Sent via email

18 September 2015

Dear Kathryn

Re: 2015/4774/P – Camden Lock Market Site – TfL Comments

Please find Transport for London's (TfL) initial comments on the above named application below.

The comments below represent my own officer level view from Transport for London and are made entirely on a "without prejudice" basis.

Site Location

The site is bounded by Chalk Farm Road and Camden High Street to the east, Regents Canal to the south, the Stables Market to the north and an office building to the east currently occupied by the Associated Press.

The nearest section of the Strategic Road Network (SRN) is Kentish Town Road (A400) approximately 275m east of the site. Camden Road (A503) forms part of the Transport for London Road Network (TLRN) and is 350m south of the site.

The site is directly connected to 4 day time bus routes, offering connections to the north, south and west. Camden Town London Underground station served by the Northern line is 350m away. Camden Town is an important interchange station for passengers travelling south via Charing Cross or Bank or north to Edgware or High Barnet. Chalk Farm station on the northern line is located 600m to the north of the site and is thus within acceptable walking distance from the site. Camden Road London Overground station is located 550m east of the site. The Public Transport Accessibility Level (PTAL) of the site is 6a (with 6 being very high and 1, very low).

Transport Impact

The proposal seeks to ensure that the Camden Lock Market remains a car-free development and this is supported by TfL. In addition, the applicant has included a detailed Delivery and Servicing Plan (DSP)/ Waste Management Strategy as part of the Transport Assessment (TA). TfL is satisfied with the proposed approach of the DSP and expects that a DSP will be secured as part of the S106 obligations.

MAYOR OF LONDON

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Underground

As with other recent developments within the area, TfL's fundamental concern is with crowding at Camden Town station which has also been identified as an issue in the applicants TA. TfL is currently undertaking a detailed review of the application in this regard.

TfL is currently working on plans to upgrade Camden Town station to support the Northern line upgrade and provide necessary station capacity enhancements. Until this upgrade is complete efforts to reduce demand at Camden Town station through effective travel planning and travel demand management will be critical for the redevelopment of the Camden Lock Market.

Cycling

To comply with London Plan (2015) standards, cycle parking should be increased to a minimum of 141 spaces in total (including short stay visitor provision). TfL expects that this is secured by condition.

Given the intensification of the site, extra demand will be created for cycling infrastructure (including cycle hire). The closest cycle hire docking station is located on Castlehaven Road with 29 docking points. This station is considered the most likely to be used for cycle hire trips to and from the site and already ranks in the top 10% for both hires and docks across London. Overall, the proposal does not accord with London Plan (2015) policy 6.13 and TfL would welcome the opportunity to discuss the increase of visitor cycle parking spaces and the provision of a cycle hire docking station within the public realm with the applicant and Camden. Expansion of cycling infrastructure as part of the proposal is considered to be critical to support the aspirations of the Travel Plan and assist in mitigating existing capacity issues at Camden Town station.

Construction Management/ Logistics

In order to mitigate any adverse impacts of construction traffic on the local road network, the submitted Construction Management Plan (CMP) should be secured by a planning condition. In addition to the CMP, a Construction Logistics Plan (CLP) will need to be prepared. This plan should look at the cumulative impacts of construction traffic for the area in terms of likely additional trips and mitigation required. Heavy Goods Vehicle movements should be optimised to avoid the AM and PM peak hours where possible in order to reduce highway impact on the TLRN and in the vicinity of the site. This plan should be secured by condition and will ensure conformity with London Plan policies 6.3 and 6.14. The CLP should include details of construction trips generated, site access arrangements, construction routes and cumulative impacts of construction traffic; any security issues should also be identified at this stage.

Travel Plan

TfL acknowledges the inclusion of a Travel Plan as part of the Transport Assessment and is of a good quality. However, we note that the baseline for the mode share targets do not correspond with the detail provided within the Transport Assessment. As such proposed

5th targets in some cases will only match the existing situation (e.g. buses at 14%). These figures should be revised accordingly.

TfL supports a number of measures that the applicant is willing to commit to in order to reduce pressure on the Camden Town station and encourage cycling such as enhanced wayfinding signage directing visitors to Chalk Farm station. On-street travel advisors would also be strongly supported by TfL. The Final Travel Plan should be secured through the Section 106 agreement for the development.

CIL

The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. The charging rate for Camden is £50 per sqm. Further details can be found at: <http://www.london.gov.uk/publication/mayoral-community-infrastructure-levy>.

The required CIL should be confirmed by the applicant and council once the components of the development or phase thereof have themselves been finalised.

Summary

In summary, TfL would currently object to the proposal subject to the following issues being addressed to ensure compliance with the transport policies of the London Plan:

- (a) Provide short-stay visitor cycle parking in accordance with London Plan (2015) standards;
- (b) Review Travel Plan baseline and target mode shares;
- (c) Secure the CMP, CLP, DSP and Travel Plan via appropriate conditions/obligations.

I trust this provides you with an understanding of TfL's current position on this application and we would welcome acknowledgement from you that these comments have been received and are being considered. Please do not hesitate to contact me if you have any queries.

Yours faithfully

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