



New Oxford Street

Transport Statement




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1 Introduction

Peter Brett Associates LLP (PBA) has produced this Transport Statement (TS) on behalf of Triangle Investment and Development Limited (the Applicant), in support of a detailed planning application for a mixed-use redevelopment of a site on New Oxford Street in the London Borough of Camden (LBC), WC1A 1BN.

1.1 Site Location

1.1.1 The location of the site is shown in Figure 1.1. The site is bounded by New Oxford Street to the north, Museum Street to the east and West Central Street to the south and west.

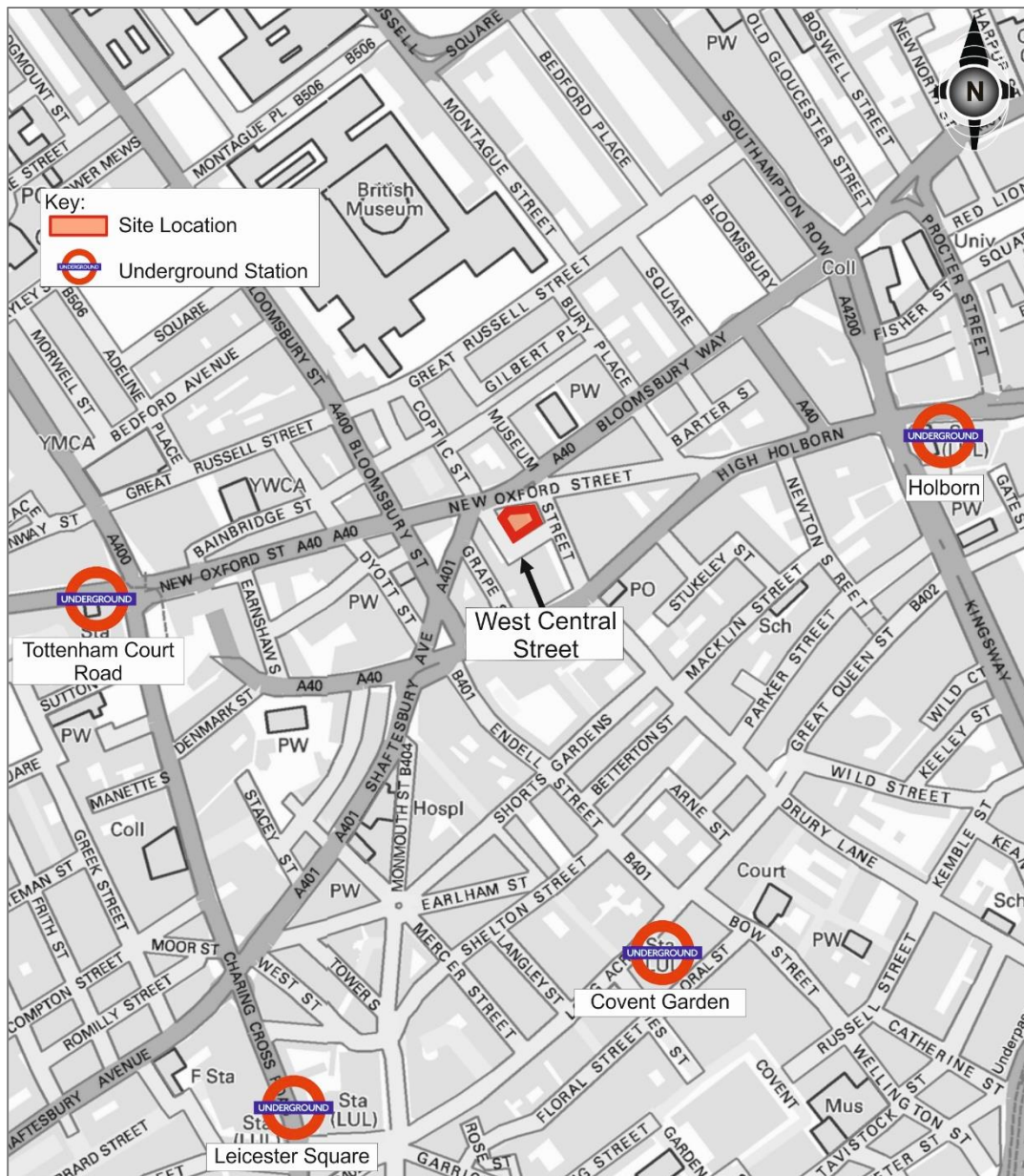


Figure 1.1: Site Location

1.2 Proposed Development

- 1.2.1 The proposed basement and ground floor plans are provided as Appendix A.
- 1.2.2 The proposals seek to provide the following, expressed as Gross Internal Area (GIA):
- A. 352 sqm GIA office use;
 - B. 21 residential units, and
 - C. 1,055 sqm GIA flexible use (A1-4 and/or B1a and / or D1/D2).
- 1.2.3 As shown, the proposed development includes a fixed residential and office provision and a range of flexible land uses (item C above). However, in order to assess the potential transport impacts of the development, it is necessary to make assumptions about what land uses may actually be provided for the flexible element without leading to an under or over estimation of the likely impacts / transport requirements of the development.
- 1.2.4 Therefore it has been assumed that, for the purposes of this assessment, the 1,055 sqm of flexible use is allocated equally between an A1 Convenience Store, A3 Restaurants and Cafés, and D2 Gym. The floor areas assumed are therefore 352 sqm for each of these three land uses.
- 1.2.5 This assumption of land uses has been applied to the trip generation estimates and transport requirements, as set out later in this report.

1.3 Transport Statement Scope

- 1.3.1 This TS has been prepared in accordance with Transport for London's (TfL) best practice guidance.
- 1.3.2 This TS is structured as follows:
- Chapter 2 describes the baseline conditions in terms of site location, existing use, access arrangements for all modes, existing parking and loading and a review of personal injury accident data;
 - Chapter 3 provides a review of the relevant national, regional and local policy in relation to the proposed development;
 - Chapter 4 presents the details of the proposed development;
 - Chapter 5 describes the net trip generation of the proposed development;
 - Chapter 6 uses the trip generation estimations from Chapter 5 to assess the potential impact of the development on the transport networks; and
 - Chapter 7 provides construction details and how this will be managed; and
 - Chapter 8 summaries and concludes the TS.

2 Baseline Conditions

2.1 Site Location

2.1.1 The site is located on New Oxford Street, bounded to the east by Museum Street and the south and west by West Central Street.

2.2 Existing Land Uses

2.2.1 The existing land uses are presented in Table 2.1. The site currently comprises a number of individual plots with predominantly ground floor retail uses (including a public house and some small independent retailers) lower ground office usage and residential above. There is also a nightclub at basement level (which is now closed) that historically generated a significant level of vehicular and pedestrian traffic in the area during evenings.

Table 2.1: Existing Land Uses

Land Use	Quantum
Retail (A1, A3)	474 sqm GIA
Office (B1)	832 sqm GIA
Residential (C3)	26 units
Nightclub (Sui Generis)	858 sqm GIA

2.3 Pedestrian Access

2.3.1 The site is easily accessible for pedestrians, with access from the footways on all sides directly into individual units.

2.3.2 Pedestrian crossings are located close to the development at the following locations:

- Junction of Museum Street and Bloomsbury Way;
- Junction of New Oxford Street, Coptic Street and Shaftesbury Avenue; and
- Junction of High Holborn, Drury Lane and Museum Street.

Future Public Realm Enhancements

2.3.3 As part of the consented 21-31 New Oxford Street development (planning reference: 2014/5946/P) currently under construction on the east side of Museum Street, there are proposals for enhancements to the public realm along Museum Street, the northern footway of High Holborn, and the southern footway of New Oxford Street. These enhancements will further improve access to the site for pedestrians

2.4 Cycling Facilities

- 2.4.1 There are a number of cycle routes available in the vicinity of the proposed development. On New Oxford Street there are shared cycle and bus lanes, whilst on High Holborn there is a short stretch of segregated cycle track travelling eastwards towards Holborn station.
- 2.4.2 Away from New Oxford Street there are cycle facilities on a number of streets and cycle flows are high in the area generally.
- 2.4.3 As part of the 21-31 New Oxford Street development, 15 Camden 'M' stands will be provided in two locations on Museum Street south.
- 2.4.4 There are a number of Santander Cycle Hire docking stations in the vicinity of the site as follows:
- High Holborn, Covent Garden (16 docks);
 - Bury Place, Holborn (19 docks);
 - Southampton Place (19 docks);
 - Earnshaw Street, Covent Garden (27 docks);
 - Drury Lane, Covent Garden (27 docks);
 - Great Russell Street, Bloomsbury (26 docks); and
 - Newton Street, Covent Garden (23 docks).
- 2.4.5 As part of the proposals at 21-31 New Oxford Street, the Santander Cycle Hire docking station at High Holborn, Covent Garden will be relocated and a further eight docking points will be provided. The proposed new location of the docking station is on the northern footway of High Holborn approximately 20 metres to the west of its junction with Museum Street and Drury Lane, though this is to be confirmed.

2.5 Public Transport Accessibility

- 2.5.1 Public Transport Accessibility Levels (PTALs) are a measure of the accessibility of a site to the public transport network, taking into account walk access times and service availability, frequency and reliability. The PTAL range is from 1a to 6b, where a score of 1 indicates a 'very poor' level of accessibility and 6b indicates 'excellent' provision.
- 2.5.2 The PTAL of the New Oxford Street site is 6b, which represents an excellent level of accessibility to public transport. The full WebCAT PTAL report is provided as Appendix B.

Bus Services

- 2.5.3 Bus services stopping in the vicinity of the site provide a high frequency of services. All bus routes and frequencies stopping in the vicinity of the site are summarised in Table 2.2.

Table 2.2: Bus Routes and Frequencies in the Vicinity of the Site

Nearest Stop	Bus Number	Route	AM Peak frequency (buses per hr)	PM Peak frequency (buses per hr)
Bloomsbury Street / Great Russell Street	10	Hammersmith – St Pancras International	8	8
	14	Putney Heath – Warren Street	12	15
	29	Trafalgar Square – Wood Green	20	20
	73	Victoria – Stoke Newington	30	30
	390	Archway – Notting Hill Gate	15	10
High Holborn / Drury Lane	1	Oxford Circus – Canada Water	10	10
	242	Oxford Circus – Homerton Hospital	12	15
New Oxford Street/ High Holborn	8	Oxford Circus – Bow Church	12	12
	25	Oxford Circus – Ilford High Road	12	12
Bloomsbury Way / Museum Street	19	Battersea Bridge – Finsbury Park Station	10	10
	38	Victoria – Clapton Pond	30	30
	55	Oxford Street – Leyton	12	12
	171	Bloomsbury Way – Bellingham	12	12
Total			195	196

London Underground

2.5.4 There are two Underground stations within 300m walking distance of the proposed development. These are:

- Tottenham Court Road to the west of the site (Northern and Central lines); and
- Holborn to the east of the site (Central and Piccadilly lines).

2.5.5 Table 2.3 shows the services and frequencies from the three lines serving the aforementioned stations.

Table 2.3: Nearby London Underground Services and Frequencies

Line	Origin – Destination	Peak frequency per direction
Central	Hainault/Epping – Ealing Broadway/West Ruislip	Every 2-3 minutes
Northern	Edgware/High Barnet – Kennington/Morden	Every 2-4 minutes
Piccadilly	Uxbridge – Cockfosters	Every 2-3 minutes

Crossrail

2.5.6 Tottenham Court Road station will also provide access to Crossrail route services, from 2018. Crossrail services will run between Maidenhead and Heathrow in the west and Shenfield and Abbey Wood in the east. It will link Heathrow Airport, the West End, the City of London and Canary Wharf.

2.5.7 Whilst the timetable for Crossrail services is to be confirmed, it is understood that 24 trains per hour will operate in each direction through Tottenham Court Road. These services will continue across the City, terminating at Paddington, Heathrow Airport, West Drayton and Maidenhead. A summary of the current and proposed journey times to select stations along the Crossrail route from Tottenham Court Road is indicated below in Table 2.4.

Table 2.4: Current and Future Journey Times from Tottenham Court Road Station

Destination	Current Journey Time (mins)	Crossrail Journey Time (mins)
Canary Wharf	21	12
Ealing Broadway	27	12
Heathrow Central (T123)	53	28
Stratford	19	13

2.6 Vehicular Access

- 2.6.1 There is currently no vehicular access into the site. There is a vehicle crossover on Museum Street though this has no known recent use as a vehicle access into the site.

2.7 Highway Network

- 2.7.1 The site is well located in terms of access to the strategic road network. From Museum Street, access can be gained onto New Oxford Street and the A40 Bloomsbury Way. Westwards, New Oxford Street is for buses and cycles only connecting to Oxford Street and Regent Street, eastwards the A40 connects to Kingsway and High Holborn.
- 2.7.2 New Oxford Street and High Holborn form part of TfL's Strategic Road Network (SRN). The nearest part of Transport for London's Road Network (TLRN) is the Victoria Embankment, 1km to the south.
- 2.7.3 Museum Street is a minor road and is managed and maintained by LBC. It is a two-lane carriageway operating one-way northbound. Its junction with New Oxford Street is signalised with two lanes enabling 'ahead' movements only to Museum Street and Bloomsbury Way. There is no parking permitted at any time on Museum Street, however loading is unrestricted.
- 2.7.4 West Central Street has two-way operation but is narrow in places. There is no parking but loading is permitted. Its junction with New Oxford Street is signalised with right-turn only onto New Oxford Street. Its junction with Museum Street is a priority junction with left-turn only. There are a number of vehicle crossovers off West Central Street into adjacent sites, though their current usage is unclear.
- 2.7.5 A significant vehicle access adjacent to the site is for the NCP car park down to half-basement level; however it appears that this is disused and the current car park access is to the south off Museum Street. There is also a vehicle access to a company called Gnewt Cargo, a last mile logistics company.

Future Highway Network

- 2.7.6 The highway network in the Tottenham Court Road area is proposed to change significantly through LBC's West End Project, which seeks to; "Transform the Tottenham Court Road area, making it safer and more attractive for residents, boosting business and creating new public spaces". Figures presenting the proposals local to the development are presented overleaf, sourced from LBC's website.
- 2.7.7 The proposals, due to be completed in 2018 with the completion of Crossrail, will have a direct impact on access to the proposed development.
- 2.7.8 West Central Street's current vehicular connection with New Oxford Street will cease and a new connection to an extended Grape Street will be created with one-way traffic westbound from Museum Street only.
- 2.7.9 Shaftesbury Avenue's junction with New Oxford Street will also be removed and the portion of carriageway currently connecting it with Grape Street will be pedestrianised. The two aforementioned changes will create a continuous footway provision along the southern side of New Oxford Street from the west of the site.



Figure 2.1: Changes to West Central Street and Grape Street

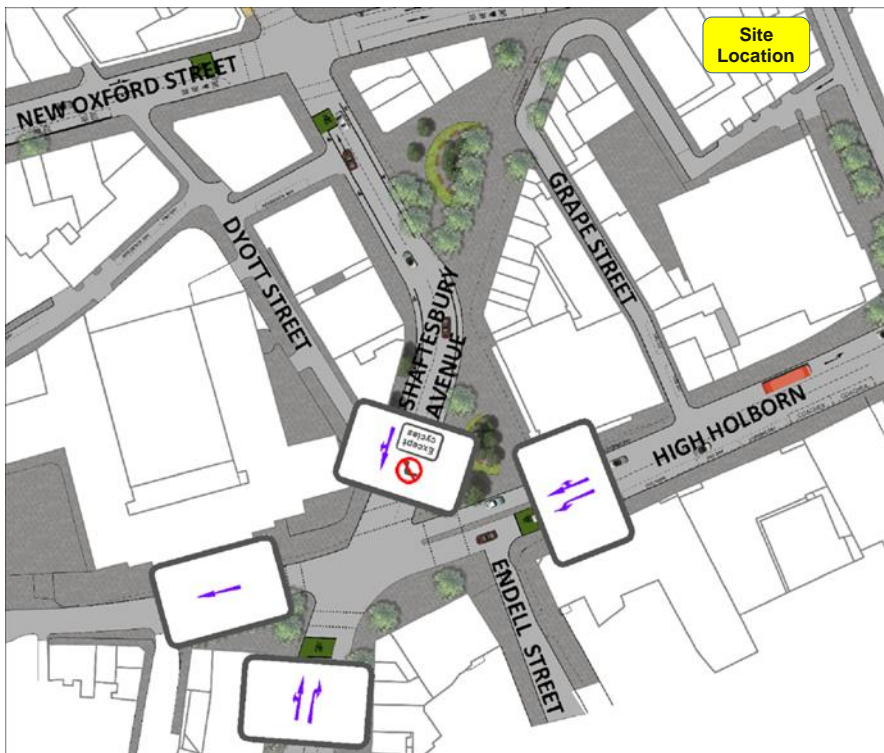


Figure 2.2: Changes to Shaftesbury Avenue Junction with New Oxford Street

2.8 Car Parking

On-Street Parking

2.8.1 Parking is not permitted on any of the streets in direct vicinity of the site. However there are pay and display bays on High Holborn adjacent to Bloomsbury Court. The maximum stay is two hours, Monday-Saturday between 08:30 and 18:30.

Off-Street Parking

2.8.2 Shaftesbury NCP car park is adjacent to the site and open 24 hours a day and has capacity for 228 vehicles. It is accessed from Museum Street.

2.9 Car Clubs

2.9.1 There are four Zipcar and City Car Club spaces situated within 400 metres of the site; a 5-minute walk. The locations are as follows:

Zipcar

- Parker Street – 1 vehicle

City Car Club

- Bury Place – 1 vehicle
- Great Queen Street – 1 vehicle
- Shaftesbury Avenue – 1 vehicle

2.10 Servicing

2.10.1 The servicing of the existing land uses on site is from the streets surrounding the site – i.e. there is no off-street loading bay. Loading is permitted on Museum Street and West Central Street, and there is also an inset loading area on West Central Street near its junction with New Oxford Street.

2.11 Personal Injury Collision Analysis

2.11.1 Personal Injury Accident data for the three-year period up to 31st March 2015 has been obtained from TfL. Full details are provided in Appendix C.

2.11.2 Accidents are categorised based on the severity of the resultant injuries: slight, serious and fatal, definitions for which are provided below taken from the 2004 DfT document entitled 'Stats 20: Instructions for the completion of Road Accident Reports'.

- **Slight:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as slight);
- **Serious:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. The serious category, therefore, covers a very broad range of injuries; and
- **Fatal:** Injuries which cause death either immediately or any time up to 30 days after the collision.

2.11.3 A summary of the accidents occurring within the area of the site is provided in Table 2.5.

Table 2.5: Summary of Collisions

Casualty	Injury Severity	Year			Total
		1	2	3	
Total	Fatal	0	2	0	2
	Serious	4	7	4	15
	Slight	38	47	40	125
	Total	42	56	44	142
Pedestrian	Fatal	0	0	0	0
	Serious	3	2	1	6
	Slight	8	14	15	37
	Total	11	16	16	43
Cyclist	Fatal	0	1	0	1
	Serious	1	2	1	4
	Slight	21	17	8	46
	Total	22	19	9	51

2.11.4 The data shows that within the study area, there were 142 collisions during the three-year period, of which 15 were serious and two fatal.

2.11.5 Of the 15 serious accidents, six involved pedestrians. All but one of these were the result of pedestrian errors such as stepping out into the path of a vehicle. The other was the result of a vehicle mounting the pavement and hitting the pedestrian, which occurred on Bury Place at the junction with Bloomsbury Way.

- 2.11.6 Of all the accidents in the study period, 51 (36%) were injuries to cyclists. The majority of these were slight injuries caused by minor collisions between cyclists and cars or pedestrians as vehicles changed lanes or turned corners. Cyclist errors such as failing to slow down or losing control were also a common cause of collisions.
- 2.11.7 There were four serious cyclist casualties which occurred as a result of various reasons including cyclist error. The collision involving a cyclist fatality occurred on High Holborn, 40 metres west of its junction with Procter Street. This collision was due to the driver failing to look and colliding with the cyclist.
- 2.11.8 The other fatality was a car driver when masonry from a nearby building collapsed onto the vehicle's roof. This occurred on High Holborn, 47 metres east of the junction with Southampton Row.
- 2.11.9 Two contributory factors linked to two collisions were the result of the road environment itself. These were poor or defective road surface and slippery road due to weather. There were no collision contributory factors related to road layout.
- 2.11.10 It has been concluded from this review that there are no integral highway safety issues within the study area, in particular the area directly outside the development.

3 Policy Review

This section provides a review of the existing, regional and local policy where relevant to the development proposal. The policies covered within this review are:

- National Planning Policy Framework (NPPF), 2012;
- The London Plan, 2011 including Further and Draft Minor Alterations to the London Plan, 2015;
- The Mayor's Transport Strategy, 2010;
- LBC Core Strategy 2010-2015;
- LBC Development Policies 2010-2015; and
- LBC Transport Strategy, 2011.

3.1 National Policy

National Planning Policy Framework (NPPF), 2012

3.1.1 The NPPF was published on 27th March 2012 replacing all existing Planning Policy Statements and Planning Policy Guidelines, including PPG13. The new framework seeks to facilitate sustainable development. In respect of transport, the NPPF advocates that planning policies and decisions should consider whether:

- The opportunities for sustainable transport modes have been taken up depending upon 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 limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual impacts of development are severe.

3.1.2 At a more detailed level, the NPPF states that developments should be located and designed in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities; and
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

3.2 Regional Policy

The London Plan (including Further and Minor Alterations), 2015

- 3.2.1 The London Plan was published in July 2011. Since then two sets of alterations have been made to the 2011 London Plan to ensure it is as up-to-date as possible. Revised early minor alterations (REMA) were made to the Plan to ensure it reflected the NPPF and the Government's approach to affordable housing. These were formally published on 11 October 2013.
- 3.2.2 Draft further alterations to the London Plan (FALP) were published for public consultation in January 2014 to reflect Mayoral priorities set out in his 2020 Vision: The Greatest City on Earth – Ambitions for London.
- 3.2.3 The FALP, published in March 2015, consolidates with all the alterations to the London Plan since 2011. It sets out the overarching policies and principles for developments in London until 2036. Transport was noted as having a fundamental role in addressing the objectives of the Plan.
- 3.2.4 A key objective of the Plan states London should be:
- “A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling”.*
- 3.2.5 Chapter 6 of the FALP identifies policies to support integration of transport and development, connecting London and ensuring better streets. It also sets out car and cycle parking standards.
- 3.2.6 The relevant policies included within this Chapter are outlined below:

Policy 6.1 Strategic Approach

- 3.2.7 The Mayor will work with key parties to encourage integrated transport systems. This will be achieved by;
- Encouraging patterns and nodes of development that reduce the need to travel, especially by car;
 - Supporting development with a high trip generation at locations where there is good public transport accessibility and capacity;
 - Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
 - Promoting greater use of low-carbon technology to reduce carbon dioxide emissions and global warming contributions; and
 - Promoting walking by ensuring an improved public realm.

Policy 6.3 Assessing Transport Capacity

- 3.2.8 Development proposals should ensure that the impacts of the transport capacity and the transport network are considered and that Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice guidelines.

Policy 6.9 and Policy 6.10 Cycling and Walking

3.2.9 The Mayor will work to increase cycling and walking in London. Developments should:

- Provide secure, integrated and accessible cycle parking facilities in line with London Plan standards;
- Provide onsite showering and changing facilities;
- Integrate the Cycle Superhighways and facilitate the central London Cycle Hire scheme;
- Ensure high quality pedestrian environments in and around new developments that give emphasis to pedestrian and street space; and
- Promote simplified streetscapes that are de-cluttered and provide access for all.

Policy 6.13 Parking

3.2.10 New developments should ensure a balance is met between promoting new development and avoiding excessive car parking that can reduce the use of sustainable travel. When the car parking provision for new developments are being considered, maximum car parking standards (in line with London Plan policy) should be applied.

3.2.11 Within Annex Four of the London Plan, Parking Standards, it states, *“Residential development with lower car parking provision is encouraged in areas with high PTAL scores and/or close to town centres. An element of car free housing should be included where accessibility and type of housing allow”*.

3.2.12 It has been noted that the Draft MALP (2015) alters the content of Policy 6.13 by putting focus on outer London boroughs with low PTAL scores (generally PTALs 0-1). The MALP has been reviewed and adjudged to not be relevant to the proposals.

Cycle Parking

3.2.13 The FALP (March 2015) shows the required cycle parking provision for each land use. The standards are presented in the following Table.

Table 3.1: FALP (March 2015) Cycle Parking Standards

Land Use	Long-Stay	Short-Stay
A1 Food Retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
A1 Non-Food Retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A2-A5	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
B1 Office	1 space per 90 sqm	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
C3 Dwellings	1 space per studio and 1 bed unit 2 spaces per all other dwellings	1 space per 40 units
D2 Gym	1 space per 8 staff	1 space per 100 sqm

The Mayor's Transport Strategy, 2010

3.2.14 The Mayor's Transport Strategy was published in May 2010 and aims to provide a framework to inform the strategic development of London, alongside the London Plan, for the next 20 years. The strategy key aims include:

- a) Supporting economic development and population growth;
- b) Enhancing the quality of life for all Londoners;
- c) Improving the safety and security of Londoners;
- d) Improving the transport opportunities for all Londoners;
- e) Reducing transport's contribution to climate change, and improving its resilience; and
- f) Supporting the delivery of the London 2012 Olympic and Paralympic Games and its legacy.

3.2.15 Throughout the strategy, emphasis is placed on:

- a) Improving cycling and walking in London;
- b) Improving the interchange between transport modes;
- c) Putting Crossrail into place;
- d) Promoting sustainable technologies such as electric vehicles;
- e) Providing better travel information to travellers;

- f) Encouraging the use of River Thames and other waterways to transport goods and people;
- g) Promoting strategic interchange between inner and outer areas of London and improving strategies to tackle road congestion.

3.2.16 As part of Proposal 54, the cycle revolution will be supported by the increased provision of secure bicycle parking facilities, particularly at stations, workplaces, schools, retail and leisure sites.

3.3 Local Policy

LBC Core Strategy, 2010-2015

3.3.1 The LBC Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough up to 2015 and forms the central part for the LBC Local Development Framework (LDF).

3.3.2 The Core Strategy has four overarching objectives, of which the following are of relevance to this TS:

- A sustainable Camden that adapts to a growing population: To reduce the environmental impact of transport in the borough and make Camden a better place to walk and cycle.
- A connected Camden community where people lead active, healthy lives: To reduce congestion and pollution in the borough by encouraging more walking and cycling and less motor traffic, and to support and improve transport links.

3.3.3 These objectives are supported by Core Strategy policies CS11 (Promoting sustainable and efficient travel), CS16 (Improve Camden's health and well-being), CS2 (Growth areas) and CS3 (Other highly accessible areas).

LBC Development Policies 2010-2015

3.3.4 LBC's Development Policies contribute towards delivering the Core Strategy by setting out detailed planning policies that LBC will use when determining applications for planning permission in the borough to achieve the vision and objectives of the Core Strategy.

3.3.5 The following development policies are of relevance to this TS:

DP16: The transport implications of development

3.3.6 The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. It will resist any development that fails to assess and address any need for:

- Movements to, from and within the site, including links to existing transport networks;
- Additional transport capacity off-site (such as improved infrastructure and services) where existing capacity or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the impacts of the development and the steps taken to mitigate those impacts, for example using transport assessments and travel plans; and
- Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.

DP17: Walking, cycling and public transport

- 3.3.7 The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport.

DP18: Parking standards and limiting the availability of car parking

- 3.3.8 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. For car free and car capped developments the Council will:

- Limit on-site car parking to spaces designated to disabled people and operational or servicing needs;
- Not issue on-street parking permits; and
- Use a legal agreement to ensure that future occupants are aware that they are not entitled to on-street parking permits.

- 3.3.9 Developments are also expected to meet the Council's minimum standards for cycle parking.

DP21: Development connecting to the highway network

- 3.3.10 The Council will expect development connecting to the highway network to:

- Ensure the use of the most appropriate roads by each form of transport and purpose of journey;
- Avoid direct vehicular access to the Transport for London Road Network (TLRN) and other major roads; and
- Avoid the use of local roads by through traffic.

LBC Transport Strategy, 2011

- 3.3.11 The Camden Transport Strategy sets out the future direction for transport in Camden and describes the context of traffic and transport in the borough.

- 3.3.12 The following objectives of the Transport Strategy relate to this TS:

- Objective One: Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough'; and
- Objective Two: Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.

4 Development Proposals

This chapter provides a description of the development proposals where relevant to this TS.

4.1 Proposed Development

4.1.1 The ground floor and basement plans for the development are provided in Appendix A.

- A. 352 sqm GIA office use;
- B. 21 residential units (accommodation schedule below), and
- C. 1,055 sqm GIA flexible use (A1-4 and/or B1a and / or D1/D2).

4.1.2 As shown, the proposed development includes a fixed residential and office provision and a range of flexible land uses (item C above). However, in order to assess the potential transport impacts of the development, it is necessary to make assumptions about what land uses may actually be provided for the flexible element without leading to an under or over estimation of the likely impacts / transport requirements of the development.

4.1.3 Therefore it has been assumed that, for the purposes of this assessment, the 1,055 sqm of flexible use is allocated equally between an A1 Convenience Store, A3 Restaurants and Cafés, and D2 Gym. The floor areas assumed are therefore 352 sqm for each of these three land uses.

Table 4.1: Residential Accommodation Schedule

Unit Type	Total
1-bed	7
2-bed	13
3-bed	1
Total	21

4.2 Car Parking

4.2.1 No car parking will be provided on-site.

4.2.2 Future occupiers of the development will be prevented from obtaining a resident's / business parking permit). This will be secured through the Section 106 agreement.

4.2.3 The nearest disabled parking spaces are located at the following locations:

- Coptic Street (90 metres from the site)
- Stedham Place (110 metres from the site)
- Drury Lane (160 metres from the site)

4.2.4 Given that the above spaces are not suitably close to the development, discussions will be held with LBC post-submission of the planning application to understand appropriate locations on-street to provide disabled parking for the development.

4.3 Cycle Parking

- 4.3.1 Cycle parking is provided in line with Further Alterations to the London Plan (2015), with the relevant minimum cycle parking standards identified within Table 3.1 of this TS.
- 4.3.2 Long-stay cycle parking will be provided for the development's residents and employees of the non-residential uses within the basement. There will be a total of 44 cycle parking spaces provided by 22 two-tier cycle racks. This is the sum of 35 spaces for use by residents; four for the office and remaining five spaces for use by the flexible use assumed to be 352 sqm of each of gym, A1 Convenience Store and A3 Restaurants and Cafés.
- 4.3.3 It is proposed that the provision of short-stay visitor parking for the offices, residential and other flexible land uses will be agreed with LBC during determination of the planning application and be secured by planning condition.

4.4 Access Arrangements

- 4.4.1 The existing Museum Street access point will be retained and will provide access from the highway for pedestrians and cyclists into the central courtyard. From this courtyard, residents will be able to access the cores within which stairs and lifts enable access to basement cycle parking and residential units.
- 4.4.2 Two of the residential duplexes are accessed from West Central Street.
- 4.4.3 The basement use will be accessed by pedestrians from Museum Street and the pedestrian entrances into the ground floor uses will be from either West Central Street or New Oxford Street.
- 4.4.4 Access into the office space is from New Oxford Street; this is an existing pedestrian access for the existing office space.

Deliveries and Servicing

- 4.4.5 Loading is permitted on both West Central Street and Museum Street. Deliveries and servicing will take place from Museum Street or West Central Street. Loading would not take place from New Oxford Street.
- 4.4.6 There is also an inset layby on West Central Street near its junction with New Oxford Street which can be used for loading and servicing to avoid blocking the carriageway in that location.
- 4.4.7 The proposals for the West End Project (Figure 2.1) show that this would be removed and a formal loading bay implemented to the north of Grape Street. It appears as though this bay could accommodate up to two LGVs. It is envisaged that this loading bay, when implemented, could be used by the development units fronting onto New Oxford Street.
- 4.4.8 Refuse and recycling collection will take place from Museum Street. There is a refuse area in the basement of the development. There will be five 1,100 litre Eurobins and three 550 litre Eurobins enabling the splitting of waste into general waste and the different recyclables. Commercial and residential waste will be stored separately.
- 4.4.9 The development's facilities management team will put the bins out for collection on the relevant day.
- 4.4.10 Bins will be transferred from the basement to the ground floor via the lift and then walked from the central courtyard where they will be collected from Museum Street by refuse collectors.

Public Realm

- 4.4.11 It is proposed that enhancements will be made to the public realm along West Central Street and Museum Street in the direct vicinity of the development site. The public realm enhancements will be discussed with LBC post-submission of the planning application such that the West End Project proposals can be understood and accounted for.

5 Trip Generation

5.1.1 This chapter presents the analysis of trip generation undertaken for the proposed development. The existing and proposed land uses are shown in the following Table.

5.1.2 As described previously, for the purposes of this assessment, the 1,055 sqm of flexible use is allocated equally between an A1 Convenience Store, A3 Restaurants and Cafés, and D2 Gym. The floor areas assumed are therefore 352 sqm for each of these three land uses.

Table 5.1: Comparison of Existing and Proposed Land Uses

Land Use	Existing Quantum	Proposed Quantum	Net Change
Retail (A1, A3)	474 sqm	704 sqm	230 sqm
Office (B1)	832 sqm	352 sqm	- 480 sqm
Residential (C3)	26 units	21 units	- 5 units
Nightclub	858 sqm	0	- 858 sqm
Gym	0	352 sqm	352 sqm

5.1.3 As shown, there is very little change in overall development quantum, comparing the existing and proposed development, and therefore it is expected that the overall trip generation of the proposed development will be similar to the existing, with the exception of the loss of the nightclub, which will reduce trips in the evening significantly.

5.2 Existing Trip Generation

5.2.1 The trip generation of the existing residential and office land uses (in full occupation) are calculated using the same approach as will be applied to the trip generation of the proposed residential and office land uses.

5.2.2 No trip generation has been undertaken for the nightclub due to a lack of available data in the TRICS and TRAVL databases. However, it is noted that significant numbers of person trips would have been generated in the evening / early morning as well as drop-off and pick-up by taxis.

Existing Residential Trip Generation

- 5.2.3 There are 26 residential units located within the development. The residential person trip rates for these units have been obtained from the Transport Assessment produced by Arup for the consented 21-31 New Oxford Street. These trip rates were considered robust due to the similar location (adjacent to the development) and size of the two developments' residential components (21 units compared to 20).
- 5.2.4 The person trip rates and the resultant trip generation for the existing residential units are presented in Table 5.2.

Table 5.2: Residential Person Trip Rates and Existing Trip Generation (26 units)

Existing Residential	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Person Trip Rates (per dwelling)	0.093	0.370	0.204	0.065	1.549	1.733
Person Trip Generation (26 units)	2	10	5	2	40	45

- 5.2.5 Using the 2011 Census data, the mode share for journeys to work from Camden 028 middle super level output area (MSOA) in which the site is situated. Table 5.3 shows the mode splits for residential land use.

Table 5.3: Mode Share for Residential Trips (2011 Census, Camden 028 MSOA)

Mode	Mode Share (%)
Underground	20.9
Train	6.8
Bus, Minibus or Coach	15.7
Taxi	0.9
Motorcycle, Scooter or Moped	0.5
Driving a Car or Van	4.1
Passenger in a Car or Van	0.3
Bicycle	3.9
On Foot	46.5
Other	0.4
Total	100

5.2.6 As the current development is car free, with no parking on-site, it is assumed that the 'driving a car or van' is 0% and the 4.1% is reassigned proportionally to the remaining modes. This results in an adjusted mode share presented in Table 5.4.

Table 5.4: Adjusted Mode Share for Residential Trips

Mode	Mode Share (%)
Underground	21.8
Train	7.1
Bus, Minibus or Coach	16.4
Taxi	0.9
Motorcycle, Scooter or Moped	0.5
Driving a Car or Van	0.0
Passenger in a Car or Van	0.3
Bicycle	4.0
On Foot	48.5
Other	0.5
Total	100

5.2.7 By applying the adjusted mode share in Table 5.4 to the person trip generation produced in Table 5.2, it is possible to determine the multimodal trip generation of the 26 existing residential units, which is presented in Table 5.5.

Table 5.5: Existing Residential Multimodal Trip Generation (26 units)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Underground	0	2	1	0	9	10
Train	0	1	0	0	3	3
Bus, Minibus or Coach	0	2	1	0	7	7
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0
Bicycle	0	0	0	0	2	2
On Foot	1	5	2	1	19	22
Other	0	0	0	0	0	0
Total	2	10	5	2	40	45

NB: Totals may not sum due to rounding.

Existing Office Trip Generation

- 5.2.8 The existing office floor area is 832 sqm GIA. As with the residential person trip rates, the office person trip rates utilised in the 21-31 New Oxford Street Transport Assessment are applied to this site's existing office space. The person trip rates used and resultant person trip generation for the existing office are presented in Table 5.6.

Table 5.6: Office Person Trip Rates and Existing Office Trip Generation

Existing Office	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Person Trip Rates (per 100 sqm)	2.823	0.267	0.314	3.027	15.915	14.805
Person Trip Generation (832 sqm GIA)	23	2	3	25	132	123

- 5.2.9 The mode share for all journeys to work with the destination of Camden 028 MSOA from every MSOA in Great Britain was obtained with the data presented in Table 5.7.

Table 5.7: Mode Share for Office Land Use (2011 Census, Camden 028 MSOA)

Mode	Mode Share (%)
Underground	37.2
Train	34.1
Bus, Minibus or Coach	11.5
Taxi	0.2
Motorcycle, Scooter or Moped	1.2
Driving a Car or Van	4.8
Passenger in a Car or Van	0.4
Bicycle	5.5
On Foot	4.9
Other	0.2
Total	100

5.2.10 As the development is car free, with no parking on-site and limited parking available nearby, it is assumed that the 'driving a car or van' is 0% and the 4.8% is reassigned proportionally to the remaining modes. This results in an adjusted mode share presented in Table 5.8.

Table 5.8: Adjusted Mode Share for Office Trips

Mode	Mode Share (%)
Underground	39.1
Train	35.8
Bus, Minibus or Coach	12.1
Taxi	0.3
Motorcycle, Scooter or Moped	1.3
Driving a Car or Van	0.0
Passenger in a Car or Van	0.4
Bicycle	5.7
On Foot	5.1
Other	0.2
Total	100

5.2.11 By applying the adjusted mode share in Table 5.8 to the office person trip generation produced in Table 5.6, it is possible to determine the multimodal trip generation of the 832 sqm GIA office space, which is presented in Table 5.9.

Table 5.9: Existing Office Multimodal Trip Generation (832 sqm GIA)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Underground	9	1	1	10	52	48
Train	8	1	1	9	47	44
Bus, Minibus or Coach	3	0	0	3	16	15
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0	2	2
Driving a Car or Van	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	1	0
Bicycle	1	0	0	1	8	7
On Foot	1	0	0	1	7	6
Other	0	0	0	0	0	0
Total	23	2	3	25	132	123

NB: Totals may not sum due to rounding.

Existing Retail Land Uses

5.2.12 Replicating the same approach as used in the 21-31 New Oxford Street Transport Assessment, it is assumed that the existing A1 and A3 retail uses serve the local area and will not have been major destinations in their own right. Therefore, it has been assumed that all trips to these uses are 'pass-by' trips indicating that they would only be visited by people who are already circulating around or past the development and that no wholly new trips will be generated.

Existing Delivery and Servicing Vehicle Trip Generation

5.2.13 The delivery and servicing requirements for the existing development have been assessed based on a PBA database compiled based on surveys conducted at a variety of land uses across central London. This incorporates TRICS and TRAVL databases in addition to results of surveys undertaken by other third-parties.

5.2.14 The results of this assessment provide detail on the arrival time, dwell time and vehicle type of delivery and servicing vehicles which are generated by each land use across the day.

5.2.15 From this model it is anticipated that the residential element of the development would generate approximately four two-way delivery and servicing trips each day.

5.2.16 The office use would generate four two-way delivery and servicing trip each day, assuming a single office occupier.

5.2.17 The A1 and A3 existing uses would have generated roughly three two-way trips in the AM peak, and a total of both 10 arrivals and departures across the day.

5.2.18 It is estimated that there would have been no evening peak delivery and servicing trips associated with the existing uses.

5.2.19 It is noted that this assessment does not account for the nightclub use which would have generated some delivery and servicing activity.

Table 5.10: Total Existing Delivery and Servicing Trips

Land Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Residential (26 units)	0	0	0	0	2	2
Office (832 sqm)	1	1	0	0	2	2
A1, A3 Retail (474 sqm)	2	1	0	0	10	10
Total Existing Development*	3	2	0	0	14	14

*Excluding nightclub

Total Existing Trip Generation

5.2.20 Table 5.11 shows the total trip generation for the existing development as a whole, including delivery and servicing trip generation for the different land uses, except the nightclub.

Table 5.11: Total Existing Development Trip Generation

Land Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Residential (26 units)	2	10	5	2	42	47
Office (832 sqm)	24	3	3	25	134	125
A1, A3 Retail (474 sqm)	2	1	0	0	10	10
Total	28	14	8	27	186	182

5.2.21 The following Table shows the total existing multimodal trip generation for the existing uses, including delivery and servicing trips, except for the nightclub.

Table 5.12: Total Existing Multimodal Trip Generation

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Underground	9	3	2	10	60	58
Train	8	1	1	9	50	47
Bus, Minibus or Coach	3	2	1	3	23	22
Taxi	0	0	0	0	1	1
Motorcycle, Scooter or Moped	0	0	0	0	2	2
Driving a Car or Van (LGVs)	3	2	0	0	13	13
Passenger in a Car or Van	0	0	0	0	1	1
Bicycle	1	1	0	2	9	9
On Foot	2	5	3	2	26	28
Other Goods Vehicle (1)	0	0	0	0	1	1
Other	0	0	0	0	0	0
Total	28	14	8	27	186	182

NB: Totals may not sum due to rounding.

5.3 Future Trip Generation

5.3.1 The current development schedule allocates 704 sqm of flexible use, though likely to be retail uses. To calculate loading and servicing trips, this TS assumes that there is up to 354 sqm of A1 Convenience Store and 354 sqm of A3 Restaurants and Cafés. There will be no person trip generation for the retail uses as these are expected to be pass-by trips.

Future Residential Trip Generation

5.3.2 The same trip rates applied to the existing residential units are applied to the proposed units. Again, these rates are taken from the 21-31 New Oxford Street Transport Assessment. The person trip rates and equivalent person trips are shown in the following Table.

Table 5.13: Total Person Trip Rates and Person Trip Generation (21 units)

Proposed Residential	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Person Trip Rates (per dwelling)	0.093	0.370	0.204	0.065	1.549	1.733
Person Trip Generation (21 units)	2	8	4	1	33	36

5.3.3 By applying the adjusted mode share in Table 5.4 to the person trip generation in Table 5.13, it is possible to determine the multimodal trip generation of the 21 residential units, which is presented in the following Table.

Table 5.14: Residential Multimodal Trip Generation (21 units)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Underground	0	2	1	0	7	8
Train	0	1	0	0	2	3
Bus, Minibus or Coach	0	1	1	0	5	6
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0	0	0
Driving a Car or Van	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0
Bicycle	0	0	0	0	1	1
On Foot	1	4	2	1	16	18
Other	0	0	0	0	0	0
Total	2	8	4	1	33	36

NB: Totals may not sum due to rounding.

Future Office Trip Generation

- 5.3.4 The same person trip rates applied to the existing office area are also be applied to the future proposed office area. These were the rates utilised in the 21-31 New Oxford Street Transport Assessment. The person trip rates and trip generation for the 352 sqm GIA office are presented below in the following Table.

Table 5.15: Total Person Trip Rates and Trip Generation for Office Land Use (352 sqm GIA)

Proposed Office	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Total Person Trip Rates (per 100 sqm)	2.823	0.267	0.314	3.027	15.915	14.805
Person Trip Generation (352 sqm GIA)	10	1	1	11	56	52

- 5.3.5 By applying the adjusted mode share to the expected office person trip generation, it is possible to determine the multimodal trip generation of the office space, which is presented in the following Table.

Table 5.16: Office Multimodal Trip Generation (352 sqm GIA)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Underground	4	0	0	4	22	20
Train	4	0	0	4	20	19
Bus, Minibus or Coach	1	0	0	1	7	6
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0	1	1
Driving a Car or Van	0	0	0	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0
Bicycle	1	0	0	1	3	3
On Foot	1	0	0	1	3	3
Other	0	0	0	0	0	0
Total	10	1	1	11	56	52

NB: Totals may not sum due to rounding.

Future Retail and Gym Trip Generation

- 5.3.6 As with the existing retail uses, it is assumed that the flexible uses, assumed to be retail and gym facilities, will serve the development and the local area, and will not be destinations in their own right. It has therefore been assumed that all trips to these facilities will be 'pass-by' trips.

Future Delivery and Servicing Vehicle Trip Generation

- 5.3.7 The delivery and servicing requirements for the development have been also been assessed using the PBA database
- 5.3.8 The proposed residential element of the development would generate four two-way delivery and servicing trips each day.
- 5.3.9 It has been assumed that the gym element of the development would generate only a few servicing trips across the period of a week and there may be days when no servicing takes place at all. It has therefore been excluded from the following trip generation assessment.
- 5.3.10 The PBA assessment shows that the remaining 704 sqm of A1 and A3 flexible use (excluding the 352 sqm gym) could generate up to 15 delivery and servicing trips each day, or 30 two-way trips. The exact number would be dependent on the type of retailers occupying the space, but this is considered a robust estimate for assessment purposes.
- 5.3.11 The office use would generate a single two-way delivery and servicing trip each day. This would assume a single office occupier though, which is to be determined.
- 5.3.12 It is estimated that there would be no PM peak delivery and servicing trips associated with the future uses.

Table 5.17: Total Future Worst-Case Delivery and Servicing Trips

Land Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Residential (21 units)	0	0	0	0	2	2
Office (352 sqm)	1	1	0	0	1	1
Retail (704 sqm flexible)	2	3	0	0	15	15
Total Development	3	4	0	0	18	18

Total Future Trip Generation

5.3.13 Table 5.18 shows the total trip generation for the development as a whole. This includes the worst-case delivery and servicing trip generation for the different land uses; assuming 352 sqm of A1 Convenience Store and 352 sqm of A3 Restaurants and Cafés to represent the flexible uses.

Table 5.18: Total Proposed Development Trip Generation

Land Use	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Residential (21 units)	2	8	4	1	35	38
Office (352 sqm)	11	2	1	11	57	53
Retail (704 sqm flexible)	2	3	0	0	15	15
Total Development	15	13	5	12	107	106

5.3.14 Table 5.19 provides the full multimodal trip generation of all future uses, including delivery and servicing trips.

Table 5.19: Total Development Multimodal Trip Generation

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
Underground	4	2	1	4	29	28
Train	4	1	0	4	22	22
Bus, Minibus or Coach	1	1	1	1	12	12
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0	1	1
Driving a Car or Van (LGVs)	3	4	0	0	17	17
Passenger in a Car or Van	0	0	0	0	0	0
Bicycle	1	0	0	1	4	4
On Foot	2	4	2	2	19	21
Other Goods Vehicle (1)	0	0	0	0	2	2
Other	0	0	0	0	0	0
Total	15	12	4	12	106	107

5.4 Net Trip Generation

- 5.4.1 The net multimodal trip generation is presented in Table 5.20. This indicates that following development, the site would generate 155 fewer two-way trips each day when compared with its existing use. This indicates that the impact of the development on the public transport and pedestrian networks would be a net improvement with a positive residual impact post-development. Furthermore, this assessment does not include the nightclub's trip generation, which would have generated significant trips in the evening period.

Table 5.20: Net Multimodal Trip Generation

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily (07:00-19:00)	
	Arrival	Depart	Arrival	Depart	Arrival	Depart
Underground	-5	-1	-1	-6	-31	-30
Train	-4	0	-1	-5	-28	-25
Bus, Minibus or Coach	-2	-1	0	-2	-11	-10
Taxi	0	0	0	0	-1	-1
Motorcycle, Scooter or Moped	0	0	0	0	-1	-1
Driving a Car or Van (LGVs)	0	2	0	0	4	4
Passenger in a Car or Van	0	0	0	0	-1	-1
Bicycle	0	-1	0	-1	-5	-5
On Foot	0	-1	-1	0	-7	-7
Other Goods Vehicle (1)	0	0	0	0	1	1
Other	0	0	0	0	0	0
Total	-13	-2	-4	-15	-80	-75

5.5 Conclusion

- 5.5.1 This chapter has set out the existing trips and expected future trips associated with the development site. This assessment is a worst case assessment as no trips associated with the previous nightclub use were assumed. It has indicated that the net impact of the development is beneficial in terms of trip generation.

6 Impacts on the Transport Network

This chapter assesses the likely effects of trips generated by the development proposals on the local transport networks as determined by Chapter 5's trip generation assessment.

6.1 Impact on Pedestrian and Cycle Network

- 6.1.1 The increase in cycle trips (8 two-way daily trips) is low when considered against the existing cycle flows on the network. This is a negligible increase which will be accommodated within the existing network.
- 6.1.2 The net change in pedestrian trips is expected to be negative, and therefore there is no impact in terms of footway capacity.

6.2 Impact on Public Transport Network

- 6.2.1 The proposed development would generate fewer bus, train and Underground trips compared with the existing use. Therefore there is no impact on public transport.

6.3 Impact on Highway Network

- 6.3.1 The impact on the highway network is not considered to be significant, particularly if compared with the previous use of the site and the taxi flows generated by the nightclub.

7 Construction

A separate Construction Management Plan is submitted with the planning application.

7.1 Construction Programme

- 7.1.1 The indicative construction programme identifies that the pre-construction phase will begin in June 2016 with enabling works commencing on-site in September 2016.
- 7.1.2 Demolition and alteration down to basement are scheduled to take place between November 2016 and March 2017. Construction will be completed in May 2018

7.2 Construction Access and Routing

- 7.2.1 Construction vehicles will approach the site from the south on Museum Street. A drop-off and loading bay for construction materials will be provided on Museum Street, just north of the junction with West Central Street.
- 7.2.2 The detailed arrangements of construction traffic routing will be agreed with LBC and TfL prior to commencement.

7.3 Construction Traffic Mitigation

- 7.3.1 The Applicant is aware of the challenges of the construction site and is committed to working closely with LBC, TfL and other construction site contractors to mitigate adverse impacts of the construction of the development. This is particularly relevant in terms of the 21-31 New Oxford Street development, with whom there have already been discussions on construction traffic management.
- 7.3.2 In addition to appropriate routing of construction traffic, the impact of construction will be mitigated through adoption of industry best practice wherever possible to support the construction phase of the development. This will be achieved by ensuring that through the procurement process the main and sub-contractors employed will be members of or signed up to relevant best practice schemes and initiatives including, for example:
- Considerate Constructors Scheme;
 - Fleet Operator Recognition Scheme (FORS); and
 - Construction Logistics and Cycle Safety (CLOCS).

8 Summary and Conclusion

8.1 Summary

- 8.1.1 Peter Brett Associates LLP (PBA) has produced this Transport Statement in support of a planning application for a mixed use redevelopment of a site on New Oxford Street in the London Borough of Camden (LBC), WC1A 1BN.
- 8.1.2 The development site has been shown to have excellent public transport accessibility with a PTAL of 6b.
- 8.1.3 The proposals seek to provide the following:
- A. 352 sqm GIA office use;
 - B. 21 residential units, and
 - C. 1,055 sqm GIA flexible use (A1-4 and/or B1a and / or D1/D2).
- 8.1.4 As shown, the proposed development includes a fixed residential and office provision and a range of flexible land uses (item C above). However, in order to assess the potential transport impacts of the development, it is necessary to make assumptions about what land uses may actually be provided for the flexible element without leading to an under or over estimation of the likely impacts / transport requirements of the development.
- 8.1.5 Therefore it has been assumed that, for the purposes of this assessment, the 1,055 sqm of flexible use is allocated equally between an A1 Convenience Store, A3 Restaurants and Cafés, and D2 Gym. The floor areas assumed are therefore 352 sqm for each of these three land uses.
- 8.1.6 The overall quantum of development proposed is very similar to the existing use of the site.
- 8.1.7 Access to the site will improve in future as a result of the improvements to the public realm proposed by LBC as part of the West End project.
- 8.1.8 Improvements to the public realm on West Central Street adjacent to the site will be agreed with LBC post-submission of the planning application.
- 8.1.9 Necessary short-stay cycle parking and a disabled vehicle parking space will also be discussed with LBC to determine appropriate locations for their provision within the public realm.
- 8.1.10 It has been shown that the potential delivery and servicing trips associated with the proposals could be accommodated within the existing highway network.
- 8.1.11 The net multimodal trip generation indicates that the proposed development would generate 155 fewer two-way trips each day when compared with its existing use. The impact of the development on the public transport and pedestrian networks would be a net improvement with a positive residual impact post-development.

8.2 Conclusion

- 8.2.1 It is consequently considered that this assessment of the proposed development has demonstrated that the transport impacts associated with the proposals are not significant and can be accommodated by the existing transport network. The development is also considered to be fully in accordance with transport policy at a national, regional and local level.