3 - 6 Spring Place

Spring Place Ltd

Transport Assessment

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Contents

Tables

TPP
transport planning practice

Figures

Appendices

A ATC survey output

B Servicing survey output

C WebCAT PTAL summary output

D Workplace Travel Plan

E Classified access counts output

F TRICS output – B1 Office

1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) has been appointed by Spring Place Limited to provide advice on transport issues associated with the proposed redevelopment of 3-6 Spring Place within the London Borough of Camden (LBC).

1.1.2 The development site is located at 3-6 Spring Place and has an area of 0.222 hectares. The site currently has a Class B2 use as a vehicle garage and maintenance depot. It is currently occupied by Addison Lee, taxi cab company. The majority of the space is used for vehicle maintenance with ancillary office space. It has very good public transport accessibility, being located within walking distance of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services. Furthermore, both stations mentioned provide mainline rail services. The site also benefits from a good pedestrian and cycling environment and connections.

1.1.3 This Transport Assessment (TA) has been prepared in support of the proposals Comprising the demolition of existing buildings and structures and erection of a new (up to) six storey building (plus basement) to provide flexible office floorspace (Use Class B1) with ground floor flexible café, restaurant (Use Class A1 / A3) and event space (Sui Generis) and other associated works. The proposals will also provide cycle storage, staff showers and lockers. The development will be car-free and cycle parking will be provided in excess of the London Plan and LBC standards. This is likely to encourage walking, cycling and public transport use.

1.1.4 The remainder of this report is set out as follows:

- **Section 2: Existing situation** – describes the site's location, existing local transport facilities and parking arrangement in the vicinity of the development.
- **Section 3: Policy context** – includes a summary of the relevant local, regional and national policies; and
- **Section 4: Proposed development** – sets out the details of the proposed scheme from a transport and highways perspective, including the proposed servicing and waste collection arrangements.
- **Section 5: Trip generation** – provides a trip generation assessment for the proposed development.

- **Section 6: Impact assessment** – includes a summary of the impact of the redevelopment on local and wider transport network; and
- **Chapter 7: Construction Traffic Management Plan**; and
- **Section 8: Summary & conclusions** – summarises the report and its conclusions.

2 EXISTING SITUATION

2.1 Existing site location and use

2.1.1 The site is located along the western side of Spring Place, to the south of the Kentish Town Industrial Estate and to the north of the Inkerman Conservation Area (which is predominantly residential in its character). The site has very good public transport accessibility being located within walking distance of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services. Furthermore, Kentish Town Station provides Thameslink mainline rail services. The pedestrian and cycling environment along the surrounding roads is of good quality. The site location plan is shown in Figure 1.

2.1.2 The site has a total area of 0.222 hectares and an existing Class B2 use as a vehicle garage and maintenance depot. It is currently occupied by Addison Lee, taxi cab company. The majority of the space is used for vehicle maintenance with ancillary office use. The building is predominantly made up of 'double height' single storey spaces, either side of a railway viaduct, and includes the space under the arches of the viaduct. There is a small area of 2-storey element providing a mezzanine office space with an electrical substation below it. There are four vehicular access points on Spring Place.

2.2 Highway network

2.2.1 The local highway network in relation to the site is shown in Figure 2. Spring Place provides vehicular access to the existing building and forms the eastern boundary of the site. It is a two way road connecting with Gillies Street to the north and Willes Road to the south. Spring Place is also accessed by Holmes Road and Arctic Street at priority junctions. The speed limit on Spring Place is 20mph.

2.2.2 There are single yellow lines along the site's frontage on Spring Place which prohibit parking whilst allowing for loading to take place. The street is located within Camden's CA-L West Kentish Town Outer Controlled Parking Zone (CPZ). The CPZ is in operation on Monday to Friday between 08:30 and 18:30 and on Saturday and Sundays between 09:30 and 17:30 over the weekend. On the east side of the carriageway, opposite the site, there are Permit Holders and Pay & Display car parking bays. Motorcycle parking bays are also provided on the east side of the carriageway near the junction of Spring Place and Holmes Road. The street has lit footways and on-street car parking spread out along the majority of

its length. The section of footway along the site's frontage on Spring Place is currently not particularly pedestrian friendly due to the quantum of vehicle crossovers accessing the existing building.

2.2.3 Grafton Road which bounds the site to the west is a mainly residential road that connects with Prince of Wales Road to the south and with Lamble Street to the north. In order to reduce through-traffic along Grafton Road, a timed road closure is in place on Grafton Road to the north of the site. The road is closed southbound (towards Prince of Wales Road) during the weekday morning peak traffic period of 07:00 to 11:00 and closed northbound (towards Mansfield Road and Gordon House Road) during the afternoon weekday peak traffic period of 15:00 to 19:00. Grafton Road connects to the Prince of Wales Road at its southern end. Prince of Wales Road provides vehicular access to the A400 Kentish Town Road to the east and the A502 Haverstock Hill to the west.

2.2.4 There is a 20mph speed limit along the entire length of the road. Grafton Road falls within Camden's CA-L West Kentish Town Inner CPZ. The CPZ is in operation on Monday to Friday between 09:00 to 11:00. As per Spring Place, there are lit footways on both sides of the road and on-street car parking spread out along its length.

2.3 Baseline traffic flows

2.3.1 Automatic Traffic Count (ATC) surveys were undertaken on Spring Place and Grafton Road in the vicinity of the site during a seven day period in July 2016. Table 2.1 presents the peak hour flows.

Table 2.1 – Peak hour traffic flows

Link	08:00 – 09:00		17:00 – 18:00		Average Weekday	
	Total Flow	Of Those HGVs*	Total Flow	Of Those HGVs*	Total Flow	Of Those HGVs*
Spring Place, Northbound	54	5	37	4	681	69
Spring Place, Southbound	61	7	53	5	865	106
Grafton Road, Northbound	129	16	163	12	2233	205
Grafton Road, Southbound	186	11	145	9	2276	179

**including Public Services Vehicles*

2.3.2 The surveys show that there were less than two vehicles per minute in the AM and PM peak hours travelling along Spring Place. The ATC surveys on Grafton Road recorded approximately five vehicles per minute in the AM and PM peak hours.

2.3.3 The ATC surveys also recorded the vehicle speeds on Spring Place and Grafton Road. Table 2.2 provides a summary of the vehicle speeds recorded.

Table 2.2 - Vehicle speed summary (average weekday)

Link	08:00 – 09:00		17:00 – 18:00		Average Weekday	
	Average (mph)	85th %ile (mph)	Average (mph)	85th %ile (mph)	Average (mph)	85th %ile (mph)
Spring Place, Northbound	15	18	16	19	15	18
Spring Place, Southbound	17	20	17	21	16	20
Grafton Road, Northbound	18	21	17	21	17	21
Grafton Road, Southbound	18	22	18	22	18	22

2.3.4 Table 2.2 shows that the average speeds recorded do not exceed the speed limits on Spring Place with them being less than 20mph. However, the 85th percentile speed recorded in southbound direction exceeds it during the PM peak by 1mph.

2.3.5 On Grafton Road, the average speeds recorded were less than the 20mph speed limit of the road but the 85th percentile speeds exceeded it with 21mph Northbound and 22mph southbound during all periods. Detailed ATC survey output data is included within Appendix A.

2.4 Existing servicing arrangements

2.4.1 The site is serviced on-street from the single yellow lines along the site's frontage on Spring Place. Servicing also takes place off-street using the four vehicular access points off Spring Place.

2.4.2 Within LBC, loading/unloading can take place on single or double yellow lines, for an unlimited amount of time from the end of controlled hours or 18:30, (whichever comes earlier) through to 11:00 the next day, provided loading and unloading is continuous. After 11:00 and until the end of controlled hours or 18:30 (whichever comes earlier), where no restrictions apply heavy goods vehicles can load or unload on single and double yellow lines for up to 40 minutes provided loading and/or unloading is continuous. The loading/unloading time for cars and light goods vehicles such as small vans, will be restricted to 20 minutes from 11:00 until the end of controlled hours or 18:30 (whichever comes earlier).

Servicing survey

2.4.3 Surveys were commissioned by TPP to establish the servicing trips associated with the site on Spring Place. The number and classification of vehicles, arrival and departure times, duration and activity observed were recorded. The survey period was from 06:00 Thursday 7th July to 06:00 Saturday 9th July. Detailed servicing survey output data is included within Appendix B.

2.4.4 Table 2.3 provides an hourly summary of the number of servicing vehicles observed on Thursday 7th July 2016. The vehicles recorded include delivery, servicing and refuse collection vehicles. July 2016.

Table 2.3 – Servicing trips - Thursday 7th July 2016

Time	M/B	LGVs	HGVs	Total
06:00 to 07:00	-	-	-	-
07:00 to 08:00	-	-	-	-
08:00 to 09:00	-	-	-	-
09:00 to 10:00	-	3	-	3
10:00 to 11:00	-	2	1	3
11:00 to 12:00	-	-	-	-
12:00 to 13:00	-	1	-	1
13:00 to 14:00	-	-	-	-
14:00 to 15:00	-	-	-	-
15:00 to 16:00	-	2	1	3
16:00 to 17:00	-	-	1	1
17:00 to 18:00	-	-	-	-
18:00 to 19:00	-	-	-	-
19:00 to 20:00	-	-	1	1
20:00 to 21:00	-	-	-	-
21:00 to 22:00	-	-	-	-
22:00 to 23:00	-	-	-	-
23:00 to 24:00	-	-	-	-
Total	**0**	**8**	**4**	**12**

2.4.5 As it can be seen from Table 2.3, during the Thursday surveyed, 12 servicing vehicles were observed along the site's frontage; including 8 LGVs and 4 HGVs. The busiest servicing periods occurred between 09:00 and 11:00 and between 15:00 and 16:00, with three deliveries in each hour. There were no deliveries during the typical AM and PM peak hours. Average duration of a delivery was seven to eight minutes.

2.4.6 The hourly number of delivery, servicing and waste collection vehicles serving the site on Friday 8th July 2016 are shown in Table 2.4.

Table 2.4 – Servicing trips – Friday 8th July 2016

Time	M/B	LGVs	HGVs	Total
00:00 to 01:00	-	-	1	1
01:00 to 02:00	-	-	-	0
02:00 to 03:00	-	-	-	0
03:00 to 04:00	-	-	-	0
04:00 to 05:00	-	-	-	0
05:00 to 06:00	-	-	-	0
06:00 to 07:00	-	-	-	0
07:00 to 08:00	-	-	-	0
08:00 to 09:00	-	-	-	0
09:00 to 10:00	-	1	1	2
10:00 to 11:00	-	2	-	2
11:00 to 12:00	-	1	-	1
12:00 to 13:00	-	2	-	2
13:00 to 14:00	-	-	-	0
14:00 to 15:00	-	-	-	0
15:00 to 16:00	-	1	-	1
16:00 to 17:00	-	-	-	0
17:00 to 18:00	-	-	1	1
18:00 to 19:00	-	-	-	0
19:00 to 20:00	-	-	-	0
20:00 to 21:00	-	-	-	0
21:00 to 22:00	-	-	-	0
22:00 to 23:00	-	-	-	0
23:00 to 24:00	-	-	1	1
Total	**0**	**7**	**4**	**11**

2.4.7 As can be seen from Table 2.4, during the Friday, 11 servicing vehicles were observed along the site's frontage; including 7 LGVs and 4 HGVs. The busiest servicing periods occurred between 09:00 and 11:00 and between 12:00 and 13:00, with two deliveries in each hour. Average duration of a delivery was six to seven minutes.

2.5 Public Transport Accessibility

2.5.1 The site is within walking distance of a wide range of public transport services including buses, London Underground, London Overground and mainline rail stations. Due to this the site has a PTAL of 5 which is classed as "very good"

accessibility to public transport. Th WebCAT PTAL output summary is included within Appendix C.

2.5.2 The key aspects of each mode of public transport accessible are described below.

Bus services

2.5.3 The nearest bus stops to the site are located on Prince of Wales Road. They serve routes 46 and 393. Westbound services are available from Bus Stop KN which is 400m walk from the site and Bus Stop KR which is 550m away, serve eastbound services. In addition to these, a further four bus routes are accessible from the bus stops on Kentish Town Road and Malden Road. The nearest bus stops on Kentish Town Road are located 550m (Stop KE) and 600m (Stop KC) walk from the site, providing northbound and southbound services respectively. These stops are served by routes 134, 214, 393, C2 as well as N20 night bus services.

2.5.4 The bus stops on Malden Road, located circa 600m walk from the site, are served by routes 24 and 46. Bus Stop KV provides eastbound services and Bus Stop KZ are served by westbound and northbound routes. The local bus network is shown in Figure 3. The bus routes along with their destinations and AM peak are frequencies shown in Table 2.5.

Table 2.5 – Summary of local bus services – AM peak

Route	Destination	Nearest Bus Stop	AM peak Frequency (No. Buses per hour)
C2	Parliament Hill	Bus Stop KE (550m)	8
	Victoria Station	Bus Stop KC (600m)	8
24	Hampstead	Bus Stop KZ	7
	Pimlico	Bus Stop KV	10
46	City of London	Bus Stop KR	8
	Lancaster Gate	Bus Stop KN	8
134	North Finchley	Bus Stop KE (550m)	10
	Tottenham Court Road	Bus Stop KC (600m	10
214	Highgate	Bus Stop KE (550m)	8
	Old Street	Bus Stop KC (600m)	8
393	Lower Clapton	Bus Stop KR	5
	Primrose Hill	Bus Stop KN	5
Total			95

2.5.5 The six bus routes provide up to 95 bus services (two-way) in the weekday AM peak hour (08:00-09:00).

London Underground

2.5.6 The nearest Underground Station to the site is Kentish Town, located approximately 650m (6-8 minutes) walk to the north east of the site. The station is served by High Barnet and Mill Hill East branch of the Northern Line and it is located in London fare Zone 2. The station's entrance is located along the eastern side of Kentish Town Road. Table 2.6 shows the peak hour London Underground frequencies at Kentish Town Station.

Table 2.6 – Kentish Town's London Underground service frequencies (per hour)

Service		0800 - 0900	1700 - 1800
Northern Line	Southbound	18	18
	Northbound	18	18
Total		**36**	**36**

Rail

2.5.7 In addition to London Underground services mentioned above, Kentish Town station also provides access to Thameslink services. The station offers northbound services to destinations such as West Hampstead Thameslink, St Albans City, Luton and Luton Airport Parkway and southbound services provide access to destinations such as London St Pancras International, City Thameslink, Elephant & Castle and Wimbledon. Journey times from Kentish Town to some key destinations and frequencies during the AM peak hour are shown in Table 2.7.

Table 2.7 – Journey times to key destinations – AM peak

Direction	Destination	Journey time	Frequency (AM peak)
Northbound	West Hampstead Thameslink	5 minutes	4
	Mill Hill Broadway	15 minutes	4
	St Albans City	30 minutes	4
	Luton	45 minutes	2
	Luton Airport Parkway	40 minutes	2
Southbound	Kings Cross St Pancras	4 minutes	4
	City Thameslink	13 minutes	4
	Elephant & Castle	20 minutes	3
	Streatham	40 minutes	2
	Wimbledon	54 minutes	1

Note: Direct train times on 12/07/2016 (Source: National Rail enquiries http://ojp.nationalrail.co.uk)

London Overground

2.5.8 Kentish Town West Station is located 500m (5-6 minutes) walk from the site. It provides access to London Overground services. These services are Richmond to Stratford North London Line services and West London Line services between Clapham Junction and Stratford. Table 2.8 shows the peak hour frequencies at Kentish Town Station.

Table 2.8 – Kentish Town West's Overground service frequencies (per hour)

Service		0800 - 0900	1700 - 1800
Richmond to Stratford	Eastbound	4	4
	Westbound	4	4
Clapham Junction to Stratford	Eastbound	4	4
	Westbound	4	5
Total		**16**	**17**

Note: Direct train times derived from London Overground Timetables on 12/07/2016

2.6 Walking

2.6.1 The site is within a 8-10 minute walking distance of a wide range of shops and amenities as well as public transport services along Kentish Town Road to the east and Prince of Wales Road to the south. These include bus stops offering six bus routes, Kentish Town London Underground and rail station as well as Kentish Town West London Overground and mainline rail stations. The walking routes and footways surrounding the site are generally satisfactory, being of standard width and well lit.

2.6.2 The key pedestrian routes are from the site's access point on Spring Place towards Kentish Town Underground Station. The route is via Holmes Road which joins Kentish Town Road at its eastern end. Another key pedestrian route is towards Kentish Town West Station, via Willes Road to the south of the site which joins Prince of Wales Road at its southern end.

2.6.3 The footways on Spring Place, Holmes Road, Willes Road, Kentish Town Road and Prince of Wales Road are well lit and generally in satisfactory condition. There is a raised table at the junction of Spring Place, Homes Road and Willes Road, immediately to the south of the site, allowing safe and convenient crossing for site users. All other junctions on streets en-route to the public transport services, shops and other facilities benefit from dropped kerbs which will aid mobility impaired residents to access these amenities.

2.6.4 There are signal controlled pedestrian crossing facilities in the immediate vicinities of Kentish Town and Kentish Town West stations, allowing pedestrians to safely cross the more heavily trafficked routes.

2.7 Cycling

2.7.1 The local cycle network is indicated in Figure 4. As can be seen, the site is well connected with the London Cycle Network (LCN). Grafton Road which runs along the site's western frontage is sign posted/marked as a TfL advisory cycle route. There are also a number of roads in the close vicinity of the site which have been described as 'quieter routes recommended for cyclists'. These include Willes Road and Holmes Road.

2.7.2 Apart from providing cycle access to local centres and amenities, the LCN routes provide access to nearby centres and Table 2.9 shows the journey times to some key destinations (20km/hr speed).

Table 2.9 – Cycling journey times to key destinations

Destination	Distance & Journey time
Chalk Farm	1.1km – 4 minutes
Gospel Oak	1.2km – 3 minutes
Camden Town	1.4km – 6 minutes
Kings Cross St Pancras	2.3km – 10 minutes
Archway	2.7km – 9 minutes
Holloway	3.1km – 12 minutes
Highgate	3.1km – 8 minutes
Angel	4.2km – 15 minutes
Kilburn	4.4km – 17 minutes
Finchley Road	4.7km – 16 minutes
Baker Street	4.9km – 21 minutes
Oxford Circus	5.1km – 20 minutes
Hampstead	5.4km – 21 minutes
Old Street	6.2km – 23 minutes
Liverpool Street	7.2km – 28 minutes

2.8 Car club

2.8.1 There are nine on-street car club bays operated either by Zipcar and Citycar Club, within a 1.0km radius of the site. Table 2.10 lists the location of these bays and distance of these bays from the site. A location plan showing the car club bays are included in Figure 5.

Table 2.10 – Car club bays

Location	Operator	Distance from the site
Inkerman Road	Citycar Club	250m
Prince of Wales Road	Zipcar	400m
Kelly Street	Citycar Club	500m
Islip Street	Citycar Club	600m
Gaisford Street	Zipcar	650m
Malden Crescent	Zipcar	700m
Bartholomew Road	Zipcar	750m
Hammond Street	Zipcar	750m
Fortress Road	Zipcar	850m

Note: Information derived from the Car Plus website on 14/07/2016

3 POLICY CONTEXT

3.1.1 This section reviews relevant transport policy to provide the context for assessing the planning application from a transport perspective. The main policy documents in this regard are:

- National Planning Policy Framework, March 2012;
- The London Plan, March 2015;
- Camden Core Strategy 2010-2025, November 2010;
- Camden Development Policies 2010-2025, November 2010; and

3.2 National policy

National Planning Policy Framework (2012)

3.2.1 The National Planning Policy Framework (NPPF) was published on the 27th March 2012. It focuses on a presumption in favour of sustainable development. One of the core planning principles relates to actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling and focusing significant development in locations which are or can be made sustainable.

3.2.2 The NPPF recognises that the transport system should be balanced in favour of sustainable transport modes so that people are given a real choice about how they travel.

3.2.3 Developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

3.2.4 A key to facilitate this will be a Travel Plan. All developments that generate significant amounts of movement should be required to provide a Travel Plan. A

Work Place Travel Plan has been prepared and submitted in support of this planning application. The Travel Plan is included within Appendix D. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

3.3 Regional policy

The London Plan (2015)

3.3.1 The London Plan provides the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The latest version of the London Plan was published in March 2015.

3.3.2 Policy 6.1 'Strategic Approach' states that the Mayor will work with all relevant partners to encourage patterns and nodes of development that reduce the need to travel; improve the capacity and accessibility of public transport, walking and cycling; support development that generates high levels of trips at locations with high levels of public transport accessibility and / or capacity; and support measures that encourage shifts to more sustainable modes.

3.3.3 Policy 6.3 on 'Assessing Effects of Development on Transport Capacity' states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed. Transport Assessments should be provided in accordance with TfL guidance and Travel Plans should be provided for applications above the thresholds set out in TfL guidance.

3.3.4 The London Plan sets out standards for car parking (Policy 6.13) and cycle parking (Policy 6.9). Table 3.1 sets out the minimum cycle parking standards for B1 office use.

Table 3.1 – The London Plan (2015) cycle parking standards

Land use		Long-stay	Short-stay
B1	Business offices	Inner / central London: 1 space per 90m^2	First 5,000m^2: 1 space per 500m^2 Thereafter: 1 space per 5,000m^2

3.3.5 Cycle parking standards have not been subject to any changes following the publication of the 2015-16 Minor Alterations to the London Plan 2015 (MALP). The minor alterations have been prepared to bring the London Plan in like with the national housing standards and car parking policy.

3.4 Local policy

London Borough of Camden Core Strategy 2010-2025 (2010)

3.4.1 The Local Development Framework (LDF) is a series of documents issued in November 2010 that set out the strategy for managing growth and development in the borough for the 15-year period to 2025. The Core Strategy is the main document, setting out the planning vision and strategy. The Core Strategy, along with other Local Development Framework documents, replaced the Unitary Development Plan (2006) and in conjunction with the London Plan, form the statutory 'development plan' for the borough.

3.4.2 Policy CS1 of the Core Strategy document identifies most of the borough's town centres to be particularly suitable locations for uses that are likely to lead to a significant increase in travel demand. This is due to their high level of accessibility. To help promote mixed and vibrant centres, the council also encourages higher density mixed use developments to be located within these areas.

3.4.3 Policy CS11 sets out the strategy for promoting sustainable and efficient travel. This includes improving strategic infrastructure to support growth; promoting sustainable travel by improving public spaces and pedestrian links, improve facilities for cyclists including cycling parking and working with TfL to improve the bus, rail and London Underground networks; and making private transport more sustainable by expanding car pools and car clubs, minimise parking at new developments through car-free developments in the most accessible locations and car capped schemes as well as promoting low emission vehicles.

3.4.4 Policy CS13 relates to tackling climate change. In relation to transport, it states that this includes ensuring patterns of land use that minimise the need to travel by car. Uses that generate a large number of journeys will be located in the part of the borough that are most accessible.

Camden Development Policies 2010-2025 (2010)

3.4.5 More detailed development management policies are set out in "Camden Development Policies" document. The relevant policies in regards to transport are as follows:

3.4.6 Policy DP16 sets out that Camden will seek to ensure that development is properly integrated with the transport network. Where transport implications are likely to be significant, the council will require a Transport Assessment to

examine the impact of transport movements arising from the development. The Council will resist development that fails to assess and address any need for movements to, from and within the site including connections to the highway and street spaces; additional transport capacity off-site where the existing or committed capacity cannot meet the additional demand generated by the development; 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.

3.4.7 Policy DP17 sets out the Council's policy related to walking, cycling and public transport. The council will promote walking, cycling and public transport use. Developments should make suitable provision for pedestrians, cyclists and public transport. This may include convenient, safe and well signed routes; other features that may be required such as seating, cycle parking; safe road crossings where needed; and bus stops, shelters and waiting areas. The council will resist development that would be dependent on travel by private motor vehicles.

3.4.8 Policy DP18 sets out the policy on car parking. The Council will seek to ensure that developments provide the minimum necessary car parking provision and will expect car-free development in the central areas, around town centres and other areas within controlled parking zones that are easily accessible by public transport.

3.4.9 Policy DP20 set's out LBC's policy in respect of movement of goods and materials. This policy builds on Core Strategy Policy CS11 which seeks to: *"minimise the movement of goods and materials by road, encourage the use of more sustainable modes of freight movement and to minimise the impact of the movement of goods and materials on local amenity, traffic and the environment*".

3.4.10 In respect of minimising the impact of the movement of goods and material by road, Policy DP20 states the following:

"The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:

- *be located close to the Transport for London Road Network or other Major Roads;*
- *avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;*
- *accommodate goods vehicles on site; and*

- *seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries."*

3.4.11 The site is located close to the TLRN and the proposals will result in fewer servicing trips and especially HGV movements compared to the existing site use, reducing the number of large vehicles passing through the local residential areas. The assessment of servicing trips is included within Section 5.5 of the report. Due to the site constraints, servicing will be undertaken on-street rather than from within the site. However, Paragraph 20.12 of the Camden's Development Policies document notes that: "developments that will need to be serviced by vehicles other than bicycles or cars should incorporate space within the site for goods vehicles wherever it is feasible to do so". Due to the site's constraints, it is not feasible to provide an off-street loading bay and this has been discussed with LB Camden.

4 PROPOSED DEVELOPMENT

4.1 Introduction

4.1.1 The development proposals comprises the demolition of existing buildings and structures and erection of a new (up to) six storey building (plus basement) to provide flexible office floorspace (Use Class B1) with ground floor flexible café, restaurant (Use Class A1 / A3) and event space (Sui Generis) and other associated works. The proposals will also provide cycle storage, staff showers and lockers. The development will be car-free and cycle parking will be provided in excess of the London Plan and LBC standards.

4.1.2 The proposals have a total GEA of 4,996m^2 which includes circa 4,368m^2 GEA of B1 office use, circa 171m^2 GEA of Café/restaurant space and circa 457m^2 GEA event space. The event space has a sui generis planning 'use', but for the purpose of this report, it has been treated as part of the office element and therefore an office area of 4,825m^2 GEA has been used. We believe that this represents a robust and 'worst case' scenario for the purpose of this assessment.

4.2 Access

4.2.1 Pedestrian access will be provided on Spring Place and Grafton Road via dedicated entrances to the building. Cyclists will access the site via the rear courtyard from Grafton Road.

4.2.2 To improve pedestrian access to the development from Spring Place, it is proposed that the footway be widened and the existing crossovers removed. Figure 6 shows the proposed widening which would be undertaken as part of the Section 278 works.

4.3 Car Parking

4.3.1 There will be no car parking associated with the new office development. The car-free nature of the development is in line with LBC's Core Strategy Policy CS11 and Camden Development Policies 2010-2025 Policy DP18. The proposals seek to provide an on-street accessible parking bay on Spring Place to accommodate any worker who is a Blue Badge Holder as shown in Figure 6. Once agreed, these alterations will form part of the Section 278 works and will be secured through the Section 106 agreement.

4.4 Cycle Parking

4.4.1 It is proposed to provide 67 secure and covered staff cycle parking spaces, in excess of the London Plan standards for B1 Office use which requires a minimum of 54 (for 4,825m^2 of office use). In addition, the proposals are to provide 16 cycle parking spaces (eight Sheffield stands) to accommodate visitors as required by the London Plan standards.

4.4.2 The basement cycle provision will utilise the Spacepods system by Cyclepods which is a semi vertical bike storage solution. They are convenient to use and provide two locking points for both wheels and frames. The Spacepods are BREEAM and Code for Sustainable Homes compliant. The space allocated to cycle parking at basement level has a clear headroom of 2.7m which will allow cycle parking to also be provided using alternative systems such as Josta two-tier cycle racks if desired by LBC.

4.4.3 The cycle parking provision will be located at basement level. Access is provided via a dedicated route off Grafton Road and via a staircase with channels alongside both sides of it to facilitate walking a bicycle up or down it. Cyclists can also access the basement level cycle parking spaces via the goods lift provided. The lift has a minimum width of 1.2m and a depth of 2.1m, providing convenient access for cyclists.

4.4.4 Showers and changing facilities will also be provided in the basement, adjacent to the cycle parking provision. Five separate shower cubicles will be provided which will include one accessible shower. Lockers will also be provided for cyclists at a ratio of 1 per cycle parking space.

4.4.5 The basement layout showing the cycle parking provision, shower rooms and lockers as well as stairway and lift access provisions is shown in Figure 7.

4.4.6 With regard to short-stay visitor cycle parking, the London Plan requires 10 visitor spaces for the office element and a further five spaces for the Café/restaurant use.

4.4.7 Visitors to the office will be able to make use of the cycle parking in the basement. It is also proposed that additional Sheffield stands are provided on the footway adjacent to the site, as it is not possible to incorporate the visitor stands at ground level within the development footprint.

4.4.8 Whilst it would be possible to incorporate the additional cycle parking within the widened footway on Spring Place, we are of the opinion that a better solution is

to maintain this clear footway width by locating the required number of Sheffield stands on Grafton Road, adjacent to the cycle entrance. The footway in this location, particularly under the railway arch is adequately wide to ensure that any cycle stands would not hinder the passage of pedestrians. The proposed location of the cycle stands, subject to further discussions with LBC is indicated in Figure 8. If agreed, these alterations will form part of the Section 278 works and will be secured through the Section 106 agreement.

4.5 Deliveries and servicing

4.5.1 Deliveries and servicing will continue to take place from the single yellow lines along Spring Place, in front of the development, as per the existing situation. To assist the delivery and servicing operation, a loading bay is proposed on Spring Place adjacent to the site. The loading bay is shown in Figure 6 and straddles an existing parking bay and single yellow lines. These alterations will form part of the Section 278 works and will be secured through the Section 106 agreement.

4.5.2 The impact of the proposals on the servicing/delivery demand has been discussed in more details in Section 5.7.

4.6 Waste collection

4.6.1 The proposals will provide two waste storage rooms at ground level with convenient access routes for on-street collection off Spring Place and Grafton Road are shown in Figure 9. The waste stores are situated within 10m distance of possible on-street collection points.

4.7 Compliance with policy

4.7.1 The proposals are consistent with local, regional (London Plan) and national policy on sustainable transport provision. The development is car-free in line with LBC and London Plan policies and given the site's very good access to public transport services, is considered represent an appropriate for the development. Cycle parking will be provided in excess of LBC and London Plan requirements to encourage the occupiers to travel sustainably.

5 TRIP GENERATION ASSESSMENT

5.1.1 This section assesses the trip generation of the existing and the proposed developments based on a review of available trip generation data for similar sites as well as information gathered via surveys commissioned by TPP.

5.2 Existing site

Classified access counts

5.2.1 Classified access counts were carried out to determine the number of vehicular movements associated with the Addison Lee depot currently on-site. Detailed survey results are included within Appendix E.

5.2.2 Surveys were carried out between 06:00 on the Thursday 7th July 2016 and 06:00 Saturday 8th July 2016. Tables 5.1 and 5.2, summarise the number of vehicles recorded accessing/egressing the site during the AM and PM peak hours as well as throughout the day on the Thursday and Friday respectively.

Table 5.1 – Classified access counts – Thursday 7th July 2016

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	21	11	32	2	3	5	175	164	339
LGVs	3	2	5	0	0	0	14	12	26
HGVs	0	0	0	0	0	0	1	1	2
M/B	3	0	3	0	3	3	7	5	12
Cyclists	0	0	0	0	0	0	1	0	1
Total	**27**	**13**	**40**	**2**	**6**	**8**	**198**	**182**	**380**

Table 5.2 – Classified access counts – Friday 8th July 2016

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	6	9	15	8	10	18	137	151	288
LGVs	1	0	1	0	0	0	11	9	20
HGVs	0	0	0	1	1	2	2	2	4
M/B	2	0	2	0	2	2	9	6	15
Cyclists	0	0	0	0	0	0	0	0	0
Total	**9**	**9**	**18**	**9**	**13**	**22**	**159**	**168**	**327**

Existing trips – overall

5.2.3 Based on the vehicle trip generation set out in Table 5.1 and 5.2, the number of trips predicted to be generated by the existing site during an average day is shown in Table 5.3.

Table 5.3 – Classified access counts – Average weekday

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars	14	10	24	5	7	12	156	158	314
LGVs	2	1	3	0	0	0	13	11	23
HGVs	0	0	0	1	1	1	2	2	4
M/B	3	0	3	0	3	3	8	6	14
Cyclists	0	0	0	0	0	0	1	0	1
Total	**19**	**11**	**30**	**6**	**11**	**16**	**180**	**177**	**357**

5.2.4 Table 5.5 shows that on an average weekday, the site generates 30 vehicular two-way trips during the AM peak hour, a total of 16 two-way trips during the PM peak hour and 357 trips between 06:00 and 00:00.

5.2.5 The surveys commissioned by TPP did not record the number of person trips generated. Therefore, the trips presented in Table 5.3 do not take into account employees or visitors arriving or departing the site by other means, such as walking, cycling, public transport, car sharing, being dropped off or parking away from the development site. Given that there are limited facilities currently offered at the development site for refreshments and sustenance, it is likely that on-site employees will make additional trips throughout the day.

5.2.6 To take into account these additional trips, the method of travel to work associated with the workday population in Camden 007 Middle Layer Super Output Area (MLSOA) has been derived from the 2011 Census. The census information shows that 24% of workday population drive a car to work. However, given the nature of the existing site use and to ensure a robust assessment, it has been assumed that 50% of the employees are car drivers. Therefore, the mode share values for other modes have been adjusted on a pro-rata basis to reflect this. Given that the survey recorded the number of trips by motorcycle, this mode split has been calculated from the survey data. The adjusted mode share is shown in Table 5.4.

Table 5.4 – Adjusted mode share, Camden 007 MLSOA

	Mode share	
	Census 2011	**Adjusted**
Underground	23.5%	15.30%
Train	18.0%	11.72%
Bus	14.1%	9.18%
Taxi	0.3%	0.20%
Motorcycle	1.5%	Survey (1.5%)
Car driver	24.0%	50.00%
Car passenger	1.3%	0.85%
Bicycle	6.1%	3.97%
On foot	10.6%	6.90%
Other	0.6%	0.39%

5.2.7 By assuming that the average day car trips shown in Table 5.3, represents 50% of the person trips generated by the existing site, the remaining person trips per mode can be derived. The resulting person trips are shown in Table 5.5.

Table 5.5 – Multi-modal person trips associated with the existing site use

Mode	**Modal split**	**AM peak (08:00 – 09:00)**			**PM peak (17:00 – 18:00)**			**Daily (06:00 – 00:00)**		
		In	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Underground	15.30%	4	3	7	2	2	4	48	48	96
Train	11.72%	3	2	5	1	2	3	37	37	74
Bus	9.18%	3	2	5	1	1	2	29	29	58
Taxi	0.20%	0	0	0	0	0	0	1	1	2
Motorcycle	Survey	3	0	3	0	3	3	8	6	14
Car driver	50.00%	14	10	24	5	7	12	156	158	314
Car passenger	0.85%	0	0	0	0	0	0	3	3	6
Bicycle	3.97%	1	1	2	0	1	1	12	13	25
On foot	6.90%	2	1	3	1	1	2	22	22	44
Other	0.39%	0	0	0	0	0	0	1	1	2
Total	**100%**	**30**	**19**	**49**	**10**	**17**	**27**	**317**	**318**	**635**

5.2.8 Table 5.5 shows that the existing site generates a total of 49 person trips during the AM peak hour, 27 person trips during the PM peak hour and a total of 635 daily person trips. TPP believes that the assumptions made in assessing the existing mode share, produces a robust assessment of existing trips.

5.3 Proposed trip generation

5.3.1 The proposals will provide circa 4,825m^2 GEA of B1 Office use. The trip rates associated with the office use have been determined from a review of the TRICS database, for sites which are comparable in terms of size and level of public

transport accessibility. The six sites selected are shown in Table 5.6. The full TRICS data is contained is provided in Appendix F.

Table 5.6 - TRICS sites used to derive total person trip rates for B1 office use

Location	Borough	GFA (m^2)	PTAL
Bank	City of London	1,386	6b
Monument	City of London	1,951	4
Holborn	LB Camden	4,062	6b
Rotherhithe	LB Southwark	2,371	5
Battersea	LB Wandsworth	1,215	5
Wembley	LB Brent	4,750	5

5.3.2 The derived trip rates, expressed as trips per 100m^2 of GEA office space, have been applied to the B1 Office, ancillary use and event space floor area to provide the estimated number of person trips generated. Table 5.7 shows the person trip rates used and the predicted trips for the AM and PM peak hours, as well as daily number of person trips.

Table 5.7 – Predicted office trips rates and number of expected trips generated

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Person trip rates	2.885	0.229	3.114	0.401	3.133	3.534	17.688	16.543	34.231
Person trips (4,825m^2)	139	11	150	19	151	170	853	798	1,651

5.3.3 Table 5.7 shows that the office development is predicted to generate a total of 150 person trips during the AM peak hour, a total of 170 person trips during the PM peak and 1,651 person trips daily.

Mode split

5.3.4 As with the existing situation, the 2011 Census Method of Travel to Work for the workday population of Camden 007 MLSOA has been used to derive the travel mode share of the proposed development. Given that the proposed development is car-free and the surrounding roads fall within CPZ areas, it is predicted that employees will access their place of work using more sustainable modes of transport. The mode share values have been adjusted on a pro-rata basis to reflect this.

Table 5.8 – Mode share, Camden 007 MLSOA

Mode	Mode share	
	Census 2011	Adjusted
Underground	23.5%	31.0%
Train	18.0%	23.7%
Bus	14.1%	18.6%
Taxi	0.3%	0.4%
Motorcycle	1.5%	1.9%
Car driver	24.0%	0.0%
Car passenger	1.3%	1.7%
Bicycle	6.1%	8.0%
On foot	10.6%	14.0%
Other	0.6%	0.7%

5.3.5 Table 5.9 shows the expected number of person trips by mode associated with the proposed development. The trip numbers have been calculated by applying the adjusted mode split from Table 5.8 to the total person trip numbers outlined in Table 5.7.

Table 5.9 – Proposed multi-modal office trips

Mode	Modal split	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground	31.0%	43	3	46	6	47	53	264	247	511
Train	23.7%	33	3	36	4	36	40	202	189	391
Bus	18.6%	26	2	28	4	28	32	158	148	306
Taxi	0.4%	1	0	1	0	1	1	4	3	7
Motorcycle	1.9%	3	0	3	0	3	3	16	16	32
Car passengers	1.7%	2	0	2	0	2	2	15	14	29
Bicycle	8.0%	11	1	12	2	12	14	69	64	133
On foot	14.0%	19	2	21	3	21	24	119	111	230
Other	0.7%	1	0	1	0	1	1	6	6	12
Total	**100%**	**139**	**11**	**150**	**19**	**151**	**170**	**853**	**798**	**1651**

5.3.6 Table 5.9 shows that the office development is predicted to generate a total of 150 person trips during the AM peak hour, a total of 170 person trips during the PM peak and 1,651 person trips daily.

5.4 Net change in trips

5.4.1 The net change in trips is shown in Table 5.10. It is based on person trip generation estimated for the existing site and outlined in Table 5.5 and the

predicted number of person trips generated for the proposed development shown in Table 5.9.

Table 5.10 – Net multi-modal trips

Mode	AM peak (0800 – 09:00)			PM peak (1700 – 18:00)			Daily (0700 – 19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	39	0	39	4	45	49	216	199	415
Train	30	1	31	3	34	37	165	152	317
Bus	23	0	23	3	27	30	129	119	248
Taxi	1	0	1	0	1	1	3	2	5
Motorcycle	0	0	0	0	0	0	8	10	18
Car driver	-14	-10	-24	-5	-7	-12	-156	-158	-314
Car passengers	2	0	2	0	2	2	12	11	23
Bicycle	10	0	10	2	11	13	57	51	108
On foot	17	1	18	2	20	22	97	89	186
Other	1	0	1	0	1	1	5	5	10
Total	**109**	**-8**	**101**	**9**	**134**	**143**	**536**	**480**	**1,016**

5.4.2 Table 5.10 shows that the proposed development is predicted to generate an additional 101 and 143 total person trips in the AM and PM peak hours respectively. It should be noted that the proposed development will result in a reduction of 314 car driver trips daily.

5.5 Comparison of servicing trips

Existing on-street servicing

5.5.1 The number of servicing trips observed along the site's Spring Place frontage during the AM and PM peak hours and throughout the day on Thursday 7th July and Friday 8th July 2016 are outlined in Tables 5.11 and 5.12 respectively.

Table 5.11 – Servicing trips - Thursday 7th July 2016

Mode	**AM peak (08:00 – 09:00)**			**PM peak (17:00 – 18:00)**			**Daily (06:00 – 00:00)**		
	In	Out	Total	In	Out	Total	In	Out	Total
LGVs	0	0	0	0	0	0	8	8	16
HGVs	0	0	0	0	0	0	4	4	8
Total	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**24**

Table 5.12 – Servicing trips - Friday 8th July 2016

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
LGVs	0	0	0	0	0	0	7	7	14
HGVs	0	0	0	1	1	2	4	4	8
Total	**0**	**0**	**0**	**1**	**1**	**2**	**11**	**11**	**22**

5.5.2 The average number of servicing trips derived from Tables 5.11 and 5.12 is shown in Table 5.13.

Table 5.13 – Servicing trips – Average weekday

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
LGVs	0	0	0	0	0	0	8	8	16
HGVs	0	0	0	1	1	2	4	4	8
Total	**0**	**0**	**0**	**1**	**1**	**2**	**12**	**12**	**24**

5.5.3 Table 5.13 show that the existing site generates circa 24 servicing trips on an average weekday (12 vehicles).

Existing on-site servicing

5.5.4 In addition to on-street servicing trips, there were additional servicing and delivery trips, carried out off-street via the site's existing access points. Table 5.14 shows the number of LGV and HGV trips recorded by the classified access count surveys on an average weekday.

Table 5.14 – Classified access counts – Servicing trips, Average weekday

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
LGVs	2	1	3	0	0	0	13	11	24
HGVs	0	0	0	1	1	2	2	2	4
Total	**2**	**1**	**3**	**1**	**1**	**2**	**15**	**13**	**28**

Existing - total

5.5.5 The total number of servicing trips generated by the existing development during an average weekday is shown in Table 5.15

Table 5.15 – Total servicing trips – Average weekday

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
LGVs	2	1	3	0	0	0	21	19	40
HGVs	0	0	0	2	2	4	6	6	12
Total	**2**	**1**	**3**	**2**	**2**	**4**	**27**	**25**	**52**

5.5.6 Overall, the existing development generates a total of 3 servicing trips during the AM peak hour, 4 trips during the PM peak hour and 52 servicing trips throughout the day.

Proposed

5.5.7 To assess the number of service delivery movements that are expected to generated by the office element of the development, a research paper 'Business, goods and service vehicle trip generation at office developments' produced by JMP Consultants[1] has been referred to. This is the most comprehensive set of office delivery vehicle surveys undertaken. The JMP paper reported the results of surveys undertaken at a range of sites within London and the Home Counties, and recommended that a trip generation range of 0.28 goods vehicle delivery trips per 100m^2 per day (i.e. daily two-way arrival and departure trip rates of 0.58) should be used in connection with office developments in central and inner London.

5.5.8 This has been confirmed by numerous other surveys of office developments in London, with surveys showing that the majority of the servicing is undertaken by cars and vans with only 8% undertaken by HGVs.

5.5.9 Therefore, the proposed office use is expected to generate a total of 28 servicing trips (14 vehicles) per day, the majority of which will be undertaken by Light Goods Vehicles. The trip rates for key time periods and the resultant servicing movements are provided in Table 5.16. The values are based on 4,825m^2 GEA of B1 office use.

[1] Eastman. C.R. (1992). Business, goods and service vehicle trip generation at office developments, JMP Consultants Ltd.

Table 5.16 - Proposed office servicing trip generation

	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (07:00 – 19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Servicing Trip Rate	0.020	0.020	0.040	0.008	0.008	0.016	0.280	0.280	0.560
Servicing Trips	1	1	1	0	0	0	14	14	28

5.5.10 Additionally, based on TPP's experience, the café/restaurant on-site is expected to generate a total of 4-6 servicing trips per day. Overall, the proposed development is expected to generate 32-36 vehicular trips associated with servicing and deliveries.

Change in servicing trips

5.5.11 The net change in servicing trips is shown in Table 5.17. It should be noted that the proposed daily servicing trips outlined in the table below include the six servicing trips associated with the café/restaurant on-site.

Table 5.17 – Total servicing trips – Average weekday

Mode	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)			Daily (06:00 – 00:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing	2	1	3	2	2	4	27	25	52
Proposed	1	1	2	0	0	0	18	18	36
Net change	-1	0	-1	-2	-2	-4	-9	-7	-16

5.5.12 Therefore, overall, the proposals are expected to result in a reduction of 16 vehicular servicing trips per day (8 vehicles). Furthermore, it is expected that the number of servicing and delivery trips undertaken by HGVs will be reduced as most servicing trips for the proposed development will take place by LGVs. The survey recorded that the existing site generates circa 12 HGV servicing trips per day and the proposals are expected to generate 2-4 servicing trips by HGVs, reducing the number of large vehicles passing through the local residential areas.

5.6 Summary and conclusion

5.6.1 Overall, with the car-free nature of the site and cycle parking spaces provided on site in excess of the standards, it is predicted that throughout the day, there will be more trips by sustainable modes of transport.

5.6.2 In respect of vehicular trips, given that the site is currently used as a garage and maintenance depot for Addison Lee and it will be redeveloped to provide car-free

office space, a significant reduction in the number of car trips is expected. It is predicted that the proposals will result in a reduction of 24 and 12 total car trips in the AM and PM peak hours respectively. Throughout the day, there will be a reduction of 314 total vehicular trips along the local and wider highway network. Additionally, it is predicted that the proposals will result in a reduction of circa 16 vehicular servicing trips per day (8 vehicles). This results in the removal of over 330 vehicular trips on the highway network every weekday.

5.6.3 An impact assessment of the proposed development on the local transport network is set out in Chapter 6.

6 IMPACT ASSESSMENT

6.1 Introduction

6.1.1 This chapter sets out the predicted impact of the proposed development trips on walking, cycling, public transport and the local highways network.

6.2 Walking and cycling

6.2.1 The proposals are predicted to increase the total number of walking trips to the site (including those walking from public transport nodes) by circa 111 and 138 in the AM and PM peak hours respectively. This equates to around two additional people per minute and therefore, these trips are expected to have a negligible impact on the surrounding footway network. The site is well located within the local pedestrian network. The main pedestrian routes are anticipated to be towards Kentish Town Underground Station and Kentish Town West Rail Station, as well as bus stops located along Kentish Town Road and Prince of Wales Road.

6.3 Cycling

6.3.1 The total number of cycling trips is predicted to increase by circa 10 and 13 in the AM and PM peak hours respectively. These trips are expected to have a negligible impact on the surrounding road and cycle network. Due to the good links from the site to the LCN, the cycling trips are expected to dissipate across the existing network.

6.4 Public transport

6.4.1 The proposals redevelop the existing Addison Lee depot which generates a large number of car trips (314 cars per average weekday) to a car-free flexible office space is predicted to increase in the number of public transport trips to and from the site during the AM and PM peak hours.

Bus

6.4.2 It is predicted that there will be a total of circa 23 and 30 additional trips by bus following the implementation of the proposals in the AM and PM peak hours, respectively. During the peak hours the local bus network has an approximate bus frequency of circa 95 buses per hour. This would amount to approximately an additional trip for every three buses during the AM peak hour. Therefore, the additional trips generated from the development are expected to have a negligible impact on the bus network.

Underground

6.4.3 There is expected to be an additional 39 and 49 trips on the London Underground network during the AM and PM peak hours, respectively. The site is located within 650m of Kentish Town Underground Station where there are trains approximately every 2-3 minutes (36 trains per hour) during the peak hours. The net underground trips generated from the proposed development would result in less than 2 additional passengers per train, resulting in a negligible impact on the line.

Rail

6.4.4 The proposed development is predicted to add a total of 31 and 37 additional trips on to the rail network during the AM and PM peak hours respectively. The nearest national rail stations are Kentish Town West and Kentish Town, circa 500m and 650m min walk from the site respectively.

6.4.5 Four Thameslink rail services are available in each direction from Kentish Town station during the peak hour periods and Kentish Town West provides circa eight London Overground services in each direction. Given the 24 train services (two-way) serving the nearby stations, the additional rail trips predicted following the redevelopment of site will have a negligible impact on the capacity of the lines, i.e. 2 passengers per train.

6.5 Highway network

6.5.1 The development will be car-free and the surrounding road network forms part of LBC's CA-L Inner and Outer CPZ areas. This will deter the office workers from commuting to work by private car and encourage employees to travel to work by alternative more sustainable transport modes. The proposals will also result in the removal of Addison Lee operation on Spring Place which is used as a car maintenance and garage. The trip generation assessment shows that this will result in a significant reduction of 314 car trips throughout the day. During the AM and PM peak hours, there will be a total of circa 24 and 12 fewer car trips respectively to and from the site. Additionally, it is predicted that the proposals will result in a reduction of circa 16 vehicular servicing trips per day (8 vehicles). This results in the removal of circa 330 vehicular trips on the highway network every weekday.

6.6 Summary and conclusion

6.6.1 A trip generation assessment has been undertaken for the existing and proposed uses at the site. This shows that the proposals are predicted to generate a total of 150 and 170 two-way person trips in the AM and PM peak hours (an increase of 101 and 143 person trips in the AM and PM peak hours respectively). The site has good accessibility by walking, cycling and public transport (PTAL 5) and increases in trips are predicted to dissipate across the local transport network. Therefore, the proposals will not have a detrimental impact on the local and wider transport network. In addition, the assessment shows that the proposed redevelopment of the site will result in a significant reduction of vehicular trips throughout the day, reducing congestion on the surrounding highway network, especially in the peak hours.

7 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

7.1.1 Following discussions with local residents and stakeholders, a Construction Traffic Management Plan (CTMP) has been produced and will be submitted as part of the planning application. TPP have started a dialogue with LBC in relation to the construction traffic and possible temporary suspension of on-street parking bays.

7.1.2 The developer is keen to minimise the impact of construction traffic on the local area, especially in relation to the interaction of construction vehicles and local traffic/pedestrians including people travelling to/attending the local schools. These matters are addressed in the CTMP. Construction traffic will be minimised and the construction process well managed. This will include the use of banksman and the developer will remain in regular contact with the local residents to address their concerns.

8 SUMMARY AND CONCLUSIONS

8.1 Existing Site

8.1.1 The site is located along the western side of Spring Place, to the south of the Kentish Town Industrial Estate and to the north of the Inkerman Conservation Area (which is predominantly residential in its character). The site has very good public transport accessibility being located within walking distance of Kentish Town Underground Station and Kentish Town West London Overground Station as well as six regular bus services. Furthermore, Kentish Town Station provides Thameslink mainline rail services. The pedestrian and cycling environment along the surrounding roads is of good quality.

8.1.2 The site has a total area of 0.222 hectares and an existing Class B2 use as a vehicle garage and maintenance depot. It is currently occupied by Addison Lee, taxi cab company. The majority of the space is used for vehicle maintenance with ancillary office use. The building is predominantly made up of 'double height' single storey spaces, either side of a railway viaduct, and includes the space under the arches of the viaduct. There is a small area of 2-storey element providing a mezzanine office space with an electrical substation below it. There are four vehicular access points on Spring Place.

8.2 Development Proposals

8.2.1 The development proposals comprises the demolition of existing buildings and structures and erection of a new (up to) six storey building (plus basement) to provide flexible office floorspace (Use Class B1) with ground floor flexible café, restaurant (Use Class A1 / A3) and event space (Sui Generis) and other associated works. The proposals will also provide cycle storage, staff showers and lockers. The development will be car-free and cycle parking will be provided in excess of the London Plan and LBC standards.

8.2.2 Pedestrian access will be provided on Spring Place and Grafton Road via dedicated entrances to the building. Cyclists will access the site via the rear courtyard from Grafton Road. To improve pedestrian access to the development from Spring Place, it is proposed that the footway be widened and the existing crossovers removed.

8.3 Trip generation

8.3.1 The proposed development is expected to generate a total of 148 and 166 two-way person trips in the AM and PM peak hours (an increase of 99 and 139 person trips in the AM and PM peak hours respectively). The site has good accessibility by walking, cycling and public transport (PTAL 5) and increases in trips are predicted to dissipate across the local transport network. Therefore, the proposals will not have a detrimental impact on the local and wider transport network.

8.3.2 In respect of vehicular trips, given that the site is currently used as a garage and maintenance depot for Addison Lee and it will be redeveloped to provide car-free office space, a significant reduction in the number of car trips is expected. It is predicted that the proposals will result in a reduction of 24 and 12 total car trips in the AM and PM peak hours respectively. Throughout the day, there will be a reduction of 314 total vehicular trips along the local and wider highway network. Additionally, it is predicted that the proposals will result in a reduction of circa 20 vehicular servicing trips per day (10 vehicles). This results in the removal of over 330 vehicular trips on the highway network every weekday.

8.4 Impact Assessment

8.4.1 Chapters 6 sets out the assessment of the proposed development trips by mode. The assessments show that the proposed development is not expected to have any material impact on other public transport modes or the highway network.

8.5 Conclusion

8.5.1 The proposed scheme will deliver a high quality development which will be accessible by walking, cycling, buses, London Underground and Overground as well as Thameslink Mainline Rail services. The development benefits from its location for encouraging sustainable transport choices as well as being car-free and located within a CPZ area.

8.5.2 The scheme has been designed to accommodate for the expected level of walking and cycling trips and the generated trips by each of the different modes of transport can be accommodated on the surrounding transport infrastructure.

8.5.3 Finally, the proposed development meets the transport aspirations of the London Borough of Camden and current Governmental guidance in respect of

sustainable development and will, through its design, encourage the use of sustainable modes of transport.

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