

Castlehaven Row Ltd
Camden Wharf
Transport Statement

001

Rev B | 30 August 2016

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 236388-06

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Appendix A

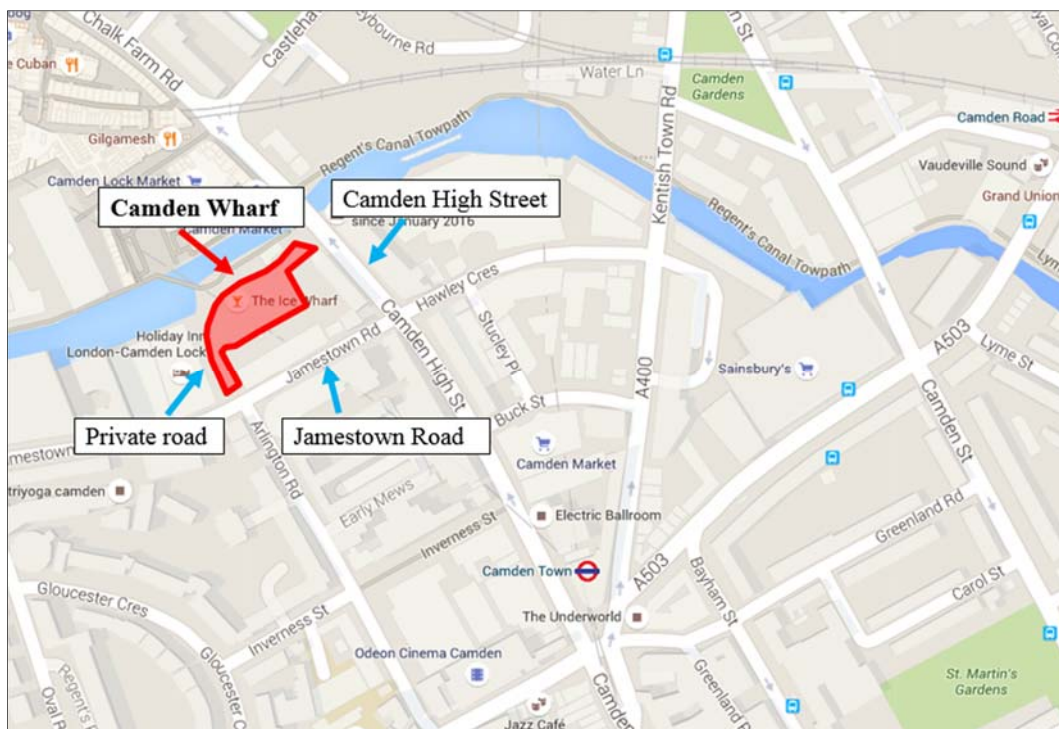
Servicing Survey Data

1 Introduction

Arup has been commissioned by Castlehaven Row Ltd. to prepare a Transport Statement (TS) in support of a planning application for the proposed redevelopment of the Camden Wharf building in the London Borough of Camden (LBC).

The Camden Wharf building currently comprises commercial units on the ground floor with the upper floors providing office space. The location of the site is shown in **Figure 1**.

Figure 1: Site location



(Image Source: Map Data © 2016 Google)

The purpose of this report is to demonstrate to LBC, the local planning and highway authority, that the redevelopment proposals are aligned with relevant planning policy and do not have a significant impact on the surrounding transport networks.

2 Site Description

2.1 Site Location

The Camden Wharf building overlooks the Regent's Canal and Camden Lock Market to the north. To the west of Camden Wharf is the Holiday Inn hotel and the buildings share a private access road that runs along the western boundary of the site. Jamestown Road borders the south of the site and there are neighbouring commercial properties to the east. The Camden Wharf building is not listed but it is located within the Regent's Canal conservation area.

The ground floor of the building currently comprises retail (A1) and restaurant (A3) use, with the upper floors providing office space. The existing retail and restaurant units are accessed from the canal side of the building and the offices are accessed from an entrance on Jamestown Road to the south. The existing floor area by each floor level within the building is provided in **Table 1**.

Table 1: Camden Wharf - Existing Floor Areas

Floor	Existing Area (sqm)		
	GEA	GIA	NIA
Basement	381	334	165
Ground	2,085	1,941	1,365
First	1,511	1,421	1,252
Second	1,140	1,059	887
Third	803	737	584
Fourth	93	84	0
Total	6,013	5,576	4,253

Cycle parking is currently provided within the ground floor of the building. There is no visitor cycle parking provided in the immediate vicinity of the building.

No car parking is currently provided at Camden Wharf. However, servicing vehicles have been noted to use the private road between Camden Wharf and the adjacent Holiday Inn hotel as a parking area.

2.2 Proposed Development

The development proposals include refurbishing the existing building to increase the amount of office space and provide an additional floor for flexible B1 / A3 use. More specifically, the proposals include:

1. The addition of a fourth floor to provide flexible A3/B1 accommodation;
2. Provision of a new A3/B1 lobby on the ground floor which will also provide ancillary spaces for the floors above;
3. Provision of additional B1 floor area; and
4. Improved public links with prioritised pedestrian use of the private access road for all users, and a link to the canal pathway, by landscaping and limiting vehicle access on the private access road.

Existing entrance points on the canal side of the building and on Jamestown Road to the south will be retained. A new entrance, including new shopfront and lobby, will be created on the ground floor. The floor areas are shown in **Table 2** with the change in floor area shown in brackets.

Table 2: Camden Wharf – Proposed Floor Areas

Floor	Proposed Area (sqm)		
	GEA	GIA	NIA
Basement	385 (+4)	337 (+2)	165 (0)
Ground	2,087 (+2)	1,994 (+3)	1,365 (0)
First	1,655 (+144)	1,557 (+136)	1,252 (0)
Second	1,290 (+150)	1,225 (+166)	1,012 (+125)
Third	893 (+90)	820 (+83)	647 (+63)
Fourth	650 (+558)	602 (+518)	400 (+400)
Total	6,959 (+946)	6,483 (+908)	4,841 (+587)

3 Planning Policy Context

3.1 National Planning Policy

3.1.1 National Planning Policy Framework

The Department for Communities and Local Government published the *National Planning Policy Framework* in March 2012. The national policy document is described as a guidance document with a focus on delivering sustainable development. It suggests that local authorities should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.

Development Compliance with National Policy

The proposed development is located in an area of very good public transport provision and is connected to existing walking and cycling networks. Additionally, the development proposals include the provision of long and short stay cycle parking spaces. Supporting facilities for cyclists will be provided. No car or motorcycle parking is to be provided. The proposals therefore meet the sustainable development criteria promoted in the *NPPF*.

3.2 Regional Policy

Although the development will not be referred to the Mayor, it is useful to consider *London Plan* policies and aim to achieve higher standards where applicable. Cycle parking provision for the proposed development in particular should accord with *London Plan* standards to ensure it meets expected future demand for cycle parking.

3.2.1 The London Plan March 2015

The London Plan, produced by the Greater London Authority (GLA), forms the strategic plan for London and provides a framework for the development and use of land, linking in improvements to infrastructure and especially transport. The document is now available via an online resource to improve access to the document and the online version is kept most up to date. It therefore includes amendments that were made to take into account the publication of the *NPPF* and more recently (March 2016), the minor alterations to the parking standards.

Chapter Six of the *London Plan* covers transport and includes car and cycle parking standards that support the wider policies of encouraging sustainable transport use. The *London Plan* cycle parking standards for A1, A3 and B1 land use are summarised in **Table 3**.

Table 3: London Plan Cycle Parking Standards

Land Use	Long-stay*	Short-stay**
Shops (A1 – non-food)	From a threshold of 100m ² : first 1000m ² : 1 space per 250m ² thereafter: 1 space per 1000m ²	from a threshold of 100m ² : first 1000m ² : 1 space per 125m ² thereafter: 1 space per 1000m ²
Restaurants (A3)	From a threshold of 100m ² : 1 space per 175m ²	From a threshold of 100m ² : 1 space per 40m ²
Office (B1)	Inner/ central London – 1:90m ²	First 5,000m ² 1:500m ² , thereafter 1:5,000m ²

Note: Where the size threshold has been met, for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided.

** It is recommended that supporting facilities are provided at land uses where long stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, showers and changing rooms.*

*** Short-stay cycle parking should be available for shoppers, customers, messengers and other visitors to a site, and should be convenient and readily accessible. Short-stay cycle parking should have step-free access and be located with 15m of the main site entrance, where possible.*

Development Compliance with Regional Policy

The proposed development accords with the *London Plan* as Camden Wharf is located in a highly accessible location and will provide cycle parking for the development in accordance with *London Plan* standards (see Section 5.2). The proposed development will also include improvements to the public realm that will enhance pedestrian accessibility to the site.

3.2.2 Mayor's Transport Strategy (2010)

The *Mayor's Transport Strategy (MTS)* was published by the GLA in 2010. The policies set out in the *MTS* cover transport policy for London, support *The London Plan* and promote investment in London's infrastructure and public services to accommodate the growth in London's population and employment in a sustainable manner. The policies that are relevant to the proposed development are as follows:

Policy 9 notes that the Mayor will use the local and strategic development control processes to ensure that:

- All high trip generating developments are located in areas of high public transport accessibility, connectivity and capacity;
- The design and layout of development sites maximise access on foot, cycle and to public transport facilities; and
- Access for deliveries and servicing maximise the opportunities for sustainable freight distribution where possible.

Policy 11 seeks to reduce the need to travel by encouraging the use of more sustainable, less congesting modes of transport, set appropriate parking standards, and through investment in infrastructure, service improvements, promotion of smarter travel initiatives and further demand management measures as appropriate, aims to increase public transport, walking and cycling mode share. **Policy 17** looks to promote healthy travel options such as walking and cycling.

Development Compliance with Regional Transport Policy

The development is located in an area of high public transport accessibility and access by walking and cycling is good. Development proposals include cycle parking and supporting facilities for cyclists, whilst not including car or motorcycle parking. The development therefore complies with Policies 9, 11 and 17 of the *MTS*.

3.3 Local Policy

3.3.1 Camden Local Development Framework (2010)

Camden Development Policies 2010-2025

The *Camden Development Policies* were adopted by LBC on 8 November 2010 and provide the planning criteria which are used to determine planning applications in the borough. Development Policies 16 to 21 relate to ‘promoting sustainable and efficient transport’ and are summarised as follows:

- **DP16 – the transport implications of development** refers to the need to provide assessments and Travel Plans and ensure the site is adequately connected to the wider transport network;
- **DP17 – walking, cycling and public transport** requires developments to make suitable provision for pedestrians, cyclists and connections to public transport;
- **DP18 – parking standards and limiting the availability of car parking** outlines the aspiration for car free development and refers to the Council’s cycle parking standards;
- **DP19 – managing the impact of parking** relates to requirements for developments with car parking;
- **DP20 – movement of goods and materials** specifies the measures that should be applied to minimise the impact of servicing; and
- **DP21 – development connecting to the highway network** provides advice on integrating any new development with the existing highway network.

The cycle parking standards specified under Policy DP18 for the land uses within the Camden Wharf building are shown in **Table 4**.

Table 4: LBC Cycle Parking Standards

Land Use	Standard
Shops (A1) and Restaurants (A3)	Staff - from a threshold of 500m ² , 1 space per 250m ² Customer - from a threshold of 500m ² , 1 space per 250m ²
Office (B1)	Staff - from a threshold of 500m ² , 1 space per 250m ² Visitor - from a threshold of 500m ² , minimum of 2 plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time

Development Compliance with the Development Policies

The planning application for the redevelopment of Camden Wharf is supported by this TS which includes a Travel Plan Statement. Based on the scale of the proposed redevelopment and the high accessibility of the Camden Town area, it is expected that the development complies with the requirements set out in the *Development Policies Document*.

Camden Core Strategy 2010-2025

The *Camden Core Strategy* was adopted by LBC in November 2010. The *Camden Core Strategy* document emphasises the importance of making the best use of Camden's limited land by promoting high density development with an appropriate mix of uses. The document also identifies Camden Town as a highly accessible and therefore suitable location for the provision of shops, food, drink and entertainment uses, offices and community facilities.

The *Core Strategy* also identifies the importance of reducing the environmental impact of transport and promoting sustainable and efficient travel by making Camden a better place to walk and cycle.

Development Compliance with the Core Strategy

The development proposals are aligned with the *Camden Core Strategy* objectives which relate to promoting high density mixed use development. The proposed development also promotes sustainable mobility by being car-free and providing cycling parking spaces and supporting facilities in accordance with the *London Plan* standards.

Camden Planning Guidance 7: Transport

The *Camden Planning Guidance* has been prepared to support the policies in the *LDF*. This guidance is therefore consistent with *the Core Strategy* and *Development Policies* and covers in greater detail the requirements of the transport policies contained within the *Development Policies*.

Of particular relevance to this development are the guidelines on the type of cycle parking that should be provided and also guidelines for Delivery and Servicing Management Plans.

Development Compliance with CPG7

The Planning Guidance has been used to inform the type and location of the cycle parking provided for the proposed development and to assist in the development of the Servicing and Waste Management Strategy.

3.3.2 Camden Local Plan Submission Draft (2016)

On 24 June 2016 LBC submitted the *Camden Local Plan* and supporting documents to the Secretary of State for Communities and Local Government for independent examination. Consultation on the Local Plan Submission Draft ran for eight weeks from February to April 2016.

When finalised, the *Local Plan* will replace the current *Core Strategy* and *Camden Development Policies* documents as the basis for planning decisions and future development in the borough.

With regards to transport, the *Camden Local Plan Submission Draft* focuses on the following (**Policy T3**):

- *Prioritising walking, cycling and public transport; and*
- *Limiting the availability of parking and requiring all-new developments in the borough to be car-free.*

Development Compliance with Camden Local Plan

The Camden Wharf building is located in an area of high accessibility by sustainable transport modes. The development proposals include the provision of cycle parking and supporting facilities. No car or motorcycle parking will be provided. The proposed redevelopment therefore complies with the *Local Plan Submission Draft* policies.

3.4 BREEAM Transport Standards

The proposed development will achieve 'Excellent' BREEAM (sustainability) standards and in doing so, must meet the requisite transport standards. With regards to a Transport Statement, BREEAM UK standards (*Compliance Note CN 3.1*) identify the following:

A transport statement is required where the proposed development is not likely to have a significant transport impact. A transport statement is suitable to demonstrate compliance with BREEAM when the proposed development is expected to generate relatively low numbers of trips or traffic flows, with minor transport impacts.

There are also BREEAM standards (*Tra 05 Travel Plan, criterion 2*) that apply to the Travel Plan which the development will meet.

Development Compliance with BREEAM

The provision of a Transport Statement is applicable as the proposed redevelopment of Camden Wharf will not have a significant transport impact. Furthermore, the proposals represent sustainable development as Camden Wharf is located in an area of excellent public transport accessibility and no car or motorcycle parking is provided.

With regards to pedestrian, and particularly disabled access, the proposed public realm improvements will include managing and limiting vehicular access, reducing level changes whilst enhancing visibility throughout the private road area. Ramps will additionally be provided.

All bus routes in the vicinity of the site are accessible and adequate provision is made for disabled users on the Underground and Overground stations in the vicinity of the site.

Blue badge holders are able to park in various locations in proximity to the site including at dedicated car park spaces, located on Arlington Road, approximately 55m walking distance to the south of the site.

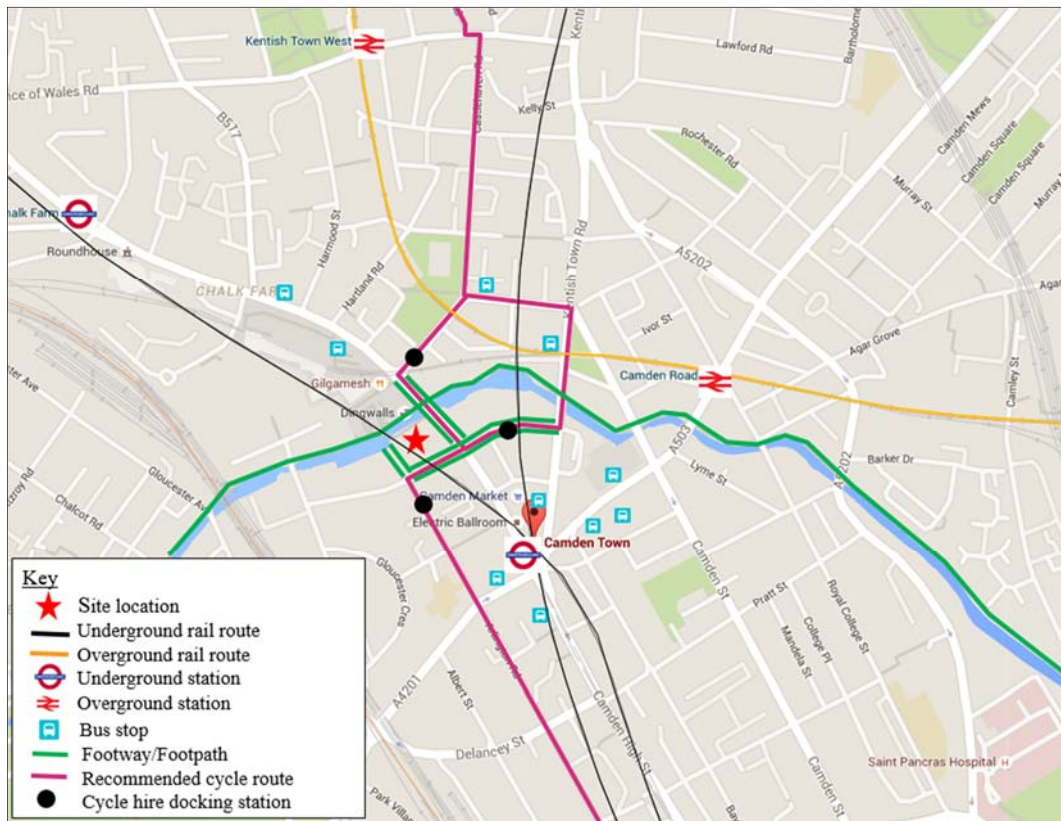
4 Transport Networks

4.1 Public Transport

The building is located in an area of good public transport service provision with a Public Transport Accessibility Level (PTAL) rating of 6a-6b (with 1a being the lowest accessibility and 6b being the highest). The PTAL rating of 6b equates to an ‘excellent’ level of public transport accessibility. The excellent accessibility of the site can be attributed to the location of numerous bus stops within walking distance of the site and Camden Town LU station which is located 320m to the south of the site.

An overview of existing sustainable transport facilities in the vicinity is shown in **Figure 2**.

Figure 2: Sustainable Transport Facilities



(Image Source: Map Data © 2016 Google)

Camden Town station, serviced by the Northern line, is the nearest station but visitors can also use Chalk Farm station which is located 800m to the north of the site. There are proposals to upgrade Camden Town station to provide additional capacity and the latest consultation documents¹ suggest that proposed improvements could be complete by 2023/24.

¹ Transport for London (2016) *Proposed Camden Town Station Capacity Upgrade Autumn 2015 Public Consultation Report*

Camden Road station, located approximately 500m walking distance to the east of the site, provides connections to the London Overground services. The location of the station is shown in **Figure 2**.

The bus stops closest to Camden Wharf are located on Kentish Town Road and Chalk Farm Road. All stops are located approximately 320m walking distance from the site and provide 24 hour services. A summary of services provided at the bus stops is shown in **Table 5**.

Table 5: Summary of bus services

Stop	Service	Route	Daytime frequency per direction
Kentish Town Road	24	Grosvenor Road – Victoria – Westminster – Leicester Square – Tottenham Court – Camden High Street – Hartland Road – Royal Free Hospital	Every 5-8 minutes
	27	Chiswick Business Park – Hammersmith – Kensington – Notting Hill – Paddington – Baker Street – Regent’s Park – Hartland Road – Chalk Farm Morrisons	Every 6-10 minutes
	31	Bayham Street – Hartland Road – Killburn – Westbourne Park – Holland Park – White City Bus Station	Every 4-8 minutes
	168	Royal Free Hospital – Chalk Farm – Camden – Euston – Waterloo – Dunton Road	Every 6-10 minutes
Chalk Farm Road	88	Camden Town Station-Picadilly Circus-Westminster Station-Vauxhall Park-Omnibus Clapham	Every 6-10 minutes
	134	North Finchley Bus Station-Highgate Station-Archway Station-Kentish Town Station-Camden Town Station-New Oxford Street	Every 4-7 minutes
	214	Highgate School-Kentish Town Station-St Pancras International Station-Old Street Station-Finsbury Square	Every 7-10 minutes
	C2	Parliament Hill Fields-Kentish Town Station-Great Portland Street Station-Oxford Circus Station-Victoria Station	Every 7-9 minutes
* Only key intermediate stops noted Source: Transport for London			

4.2 Walking and Cycling

The local pedestrian network provides excellent access to different land uses in the local area. Footways are provided on both sides of the roads that make up the local road network surrounding the site and the pedestrian route along the canal to the north of the building provides a pleasant walking route which connects, via a pedestrian footbridge, to Camden Lock Market opposite. The towpath past Camden Lock Market forms part of the longer Transport for London (TfL) Jubilee Greenway route which provides a 60km walking route around London.

Camden High Street to the east has benefited from improvements to the public realm, which have sought to reduce the dominance of vehicle traffic by narrowing the carriageway and widening the footways.

Footways are also provided on the private access road that runs between Camden Wharf and the Holiday Inn hotel. These footways are currently mostly used by staff for servicing purposes associated with the Camden Wharf building and the adjacent hotel.

The site is well located with regards to cycling provision. TfL identifies Jamestown Road, Arlington Road, Hawley Crescent, Castlehaven Road, Hawley Road and Kentish Town Road as routes recommended for cyclists. Cycle parking is currently provided outside Café Nero on Jamestown Road opposite the site.

As part of the London Cycle Hire scheme, a series of local cycle docking stations have been installed throughout central London. The nearest docking stations are located on Arlington Road, Hawley Crescent and Castlehaven Road. These cycling facilities in the vicinity of the site are shown in **Figure 2**.

4.3 Highway Network

The proposed development is located outside the central London Congestion Charging Zone (CCZ) and in an area subject to a 20mph speed limit. The streets surrounding the site can be described as follows:

- Jamestown Road is a two-way road which runs in an east-west direction to the south of the site and connects to Camden High Street and Hawley Crescent to the east, and to Arlington Road and Oval Road to the west;
- Camden High Street, a one way (northbound) road to the east of the site. Camden High Street is a key corridor through Camden Town and connects to Chalk Farm Road and Castlehaven Road to the north; and
- The private access road located between the Camden Wharf building and the adjacent Holiday Inn hotel which is currently used predominantly for servicing and parking purposes. Access to the road is restricted by a barrier which is currently operated by the hotel.

A TfL appointed taxi rank is located on Hawley Crescent, approximately 130m to the east of the site. The rank provides three taxi bays and operates on a Saturday and Sunday only.

The nearest on-street public parking bays (both residents and pay by phone bays) are located on the southern side of Jamestown Road, to the south-east and south-west of the site, and on Arlington Road to the south of the site. Motorcycle bays are also provided on Jamestown Road to the south-west of the site.

The nearest off-street car park is located on Pratt Street, approximately 650m to the south of the site. The car park provides 100 spaces.

Disabled parking in the vicinity of the site can be accommodated at the permit holders and paid parking spaces located on Jamestown Road and Arlington Road. Dedicated disabled parking spaces are found on Arlington Road (approximately 55m to the south of site), on Hawley Crescent (130m to the east of the site access) and on Buck Street (approximately 160m to the south east of the site access). Short-stay (maximum of three hours) parking for blue badge holders can also be accommodated on the yellow line areas in the vicinity of the site (northern side of Jamestown Road, Buck Street, parts of Arlington Road).

The Holiday Inn hotel opposite Camden Wharf has six parking bays marked underneath the hotel canopy and accessed via the private road.

Two car clubs operate locally, Zipcar and City Car Club. The nearest cars are parked approximately 320m from the site, located on Castlehaven Road, Arlington Road and Gloucester Crescent.

5 Access and Parking

5.1 Pedestrian Access and Public Realm Improvements

The existing pedestrian entrances on the canal side and Jamestown Road side of the building will be retained. To access the new restaurant on the fourth floor a new lobby is proposed on the ground floor of the building. This will be accessed from the private access road that runs along the western boundary of the building and is shared by Camden Wharf and the Holiday Inn hotel opposite.

It is proposed that as part of the redevelopment of Camden Wharf a series of public realm enhancements are provided on the private access road. The access road provides a pedestrian connection from Jamestown Road to the canal but is currently underutilised by pedestrians. To encourage use of the road as a pedestrian through route, and make it an attractive open space outside Camden Wharf and the Holiday Inn, the proposals include:

- Better management of vehicle access. Both buildings require access to the route for service vehicles and the Holiday Inn currently provides six parking bays underneath the hotel canopy and accessed off the private road. However, site visits and a servicing survey (see **Chapter 6**) confirm that the private road is frequently used for additional parking which blocks the route. New rising bollards will be installed to replace the existing vehicle barrier and management will limit access to the road to service vehicles and cars permitted access to the Holiday Inn. The Holiday Inn parking bays, which currently project at a 90 degree angle away from the hotel and into the road, will be re-marked to provide three bays parallel to the building;
- A dedicated bay will be provided for loading / unloading. There is an existing loading bay on the ground floor of Camden Wharf that has been in use as storage for many years. The servicing survey identified that vehicles servicing the building currently park on the private access road. The provision of a dedicated bay on the road will prevent vehicles from parking in undesignated areas and should assist in keeping the route clear for pedestrians. Further information is provided in **Chapter 6**;
- Changes in surface levels will be rationalised and the reduction in the number of vehicles permitted to access the road should enhance pedestrian visibility;
- New materials will be introduced which will emphasise that pedestrians have priority over vehicles;
- Outdoor public amenity space will be incorporated which will enhance the existing amenity space towards the canal; and
- Kerbs and street furniture will be rationalised to suit the new design.

5.2 Parking

The development will provide cycle parking in accordance with the *London Plan* standards (as outlined in Section 3.2.1). Cycle parking standards for A3 use are higher than standards applied for B1 space and therefore the higher standards have been applied when determining the cycle parking demand for the new B1/A3 space on the fourth floor.

Based on an increase in office (B1) floorspace of 186m² and assuming the addition of 641m² of restaurant (A3) space, **Table 6** outlines the cycle parking requirements based on the *London Plan* standards and includes the LBC requirements (see Section 3.3.1) for comparison purposes.

Table 6: Cycle Parking Requirements

Land Use	London Plan Standards		LBC Standards	
	Long-stay	Short-stay	Staff	Visitor
Office (B1)	2	0	0	0
Restaurants (A3)	4	16	3	3
Total	6	16	3	3

Table 6 shows that the *London Plan* standards require a total of six long-stay spaces and sixteen short stay spaces to be provided. The long-stay spaces will be accommodated using two-tier JOSTA bike racks on the ground floor in the space behind the new lobby.

For short-stay, visitor parking LBC recommends the use of either ‘CaMden’ or ‘Sheffield’ type bicycle stands as they meet LBC’s requirements in terms of accessibility and security. The provision of eight Camden or Sheffield style stands (which each accommodate two bicycles) will ensure the extension to Camden Wharf meets with policy guidelines for visitor parking. These will be located outside the building to the south of the proposed restaurant seating area. They have been positioned to ensure they do not obstruct pedestrian routes or access to the building.

LBC does not provide specific guidance on the quantities of supporting facilities for cyclists (i.e. showers, lockers and changing rooms) that should be provided. On this basis, BREEAM/ LEED standards provide the most suitable guidance in regards to provision (one locker per cycle space (at least six) and one shower per 10 spaces (at least one)). Accordingly a shower and locker room are provided on the ground floor level adjacent to the bicycle parking.

Policy DP18 (Parking standards and limiting the availability of car parking) of LBC’s *Development Policies* document (see Section 3.3.1) and the new *Local Plan* state that the Council will expect development in this location to be car free. Accordingly, no car parking has been provided.

Taxis will not be permitted entry to the private access road but will be able to pick up and set down at locations around the development as at present.

5.3 Servicing

Servicing activity associated with the existing site takes place in three different locations:

1. On Camden High Street to access the canal side of the building;
2. On Jamestown Road to access the south entrance of the building; and
3. On the private access road between the Camden Wharf building and the adjacent Holiday Inn hotel to access the western side of the building.

The locations of these routes are shown in **Figure 3**.

Figure 3: Servicing Locations



(Image Source: Map Data © 2016 Google)

Camden Wharf has an existing loading bay on the ground floor which is used for storage. To determine existing servicing activity and inform the development of strategy for the redeveloped site, a servicing survey was undertaken on Thursday 26 and Saturday 28 May 2016. A summary of the survey data is attached in **Appendix A** and further details are provided in the Servicing and Waste Management Strategy, outlined in **Chapter 6**.

The strategy proposes the introduction of a loading bay on the managed private access road. Rising bollards will replace the existing vehicle barrier and sufficient space has been provided for a vehicle to wait off Jamestown Road whilst the bollards are lowered. Servicing on Camden High Street and Jamestown Road will continue as existing.

5.4 Waste Storage

Waste storage is provided at ground floor level. Two rooms are provided, one for recycling and the other for general waste. Further details are provided in **Chapter 6**.

6 Servicing and Waste Management Strategy

6.1 Existing Service Vehicle Trips

A survey of existing service vehicle trips visiting the Camden Wharf building and other properties within the vicinity of the site took place on 26 and 28 May 2016. Further details are provided in Appendix A.

Based on the servicing survey data, the total daily and AM peak hour delivery and servicing trips to the site during both surveys are shown in **Table 7**.

Table 7: Daily Delivery and Servicing Trips

Location	Weekday		Saturday	
	Daily Trips	AM Peak	Daily Trips	AM Peak
Camden High Street	3	2	1	1
Private Road	4	1	7	2
Jamestown Road	0	0	2	1
Total	7	3	10	4

It can be seen that the weekend was slightly busier than the weekday survey when a total of 10 trips visited the building. Of the 10 trips to the site on the Saturday, seven accessed the building via the private access road.

The survey recorded all trips in the vicinity of the site, including those to neighbouring properties. A summary of the total servicing activity associated with the site and with other properties within the vicinity of the site is shown in **Table 8**.

Table 8: Summary of All Servicing Activity

	Servicing Activity Associated with Camden Wharf			Total Servicing Activity in the Vicinity (including Camden Wharf)		
	Private Road	Camden High Street	Jamestown Road	Private Road	Camden High Street	Jamestown Road
Thursday	4	3	0	9	31	40
Saturday	7	1	2	13	19	97

The key conclusions made with regards to servicing activity based on the survey results were:

- The majority of servicing trips were made by Light Goods Vehicles (LGVs);
- The majority of servicing and delivery vehicle trips to Camden Wharf use the private access road between the site and the adjacent hotel. There was a total of nine trips using the access road on the Thursday and 13 on the Saturday;
- The total number of servicing trips on the access road are almost equally split between the Camden Wharf building and the adjacent Holiday Inn hotel;
- The number of total servicing events on the private access road during the day is not high, however the data suggests that some vehicles are using the private road to park (with durations of four to ten hours in some cases); and
- HGVs using the access road to service the two buildings enter the site from Jamestown Road in reverse gear.

6.2 Forecast Service Vehicle Trips

The main addition to the site is the proposed A3/B1 use on the fourth floor. It is expected that the slight increase in office floor space will not alter the existing level of servicing activity.

To forecast the likely number of daily service and delivery trips to a restaurant (as a worst case scenario), an Arup in-house vehicle generation tool developed to utilise Arup research and other survey information has been used. The generation tool uses design guidelines and local authority regulations to calculate volumes of

deliveries and materials based on the proposed building use and floor area. Using this tool there is forecast to be a maximum of eight vehicle trips per day to the new restaurant. As a total of 10 existing trips were recorded by the survey this amounts to an overall total of 18 daily trips to the site.

6.3 Loading Bay Requirements

The survey found that the majority of service and delivery vehicle trips currently use the private access road to service the development. The proposed development will maintain this arrangement but provide a designated loading bay on the south-west side of the access road.

During the busiest day, seven vehicles accessed the existing site via the access road. With the addition of eight trips expected to service the restaurant, this amounts to a total of 15 vehicles forecast to be servicing the site on a daily basis from the access road when the proposed development is complete.

Given an average turnaround time per vehicle of fifteen minutes, it is unlikely that there will ever be more than one vehicle requiring access to the loading bay on the access road at any one time. The provision of one loading bay is therefore considered to be sufficient based on the number of trips recorded by the survey.

6.4 Loading Bay Management Strategy

To access the loading bay vehicles will need to obtain permission from the Facilities Management (FM) team. The FM team will be based on the site and will be responsible for overseeing the management of the loading bay.

If a vehicle is permitted entry, the FM team will arrange to lower the bollards that will be installed to manage access into the private road. There is space for a vehicle to wait off Jamestown Road before the bollard is dropped.

In addition to installing rising bollards, the FM team will operate a booking system to enable them to actively manage arrivals to the site. It will be the responsibility of the FM team to ensure that the operation of the loading bay runs smoothly. Quick vehicle turnover will be encouraged. This will reduce the potential for vehicle conflict and ensure that deliveries do not overwhelm the loading space.

In addition to the FM team's responsibilities, the office tenants will be advised to consider the use of a centralised purchasing system to coordinate purchasing throughout the building. By eliminating duplicate ordering and/or over ordering of office supplies and services, the total number of vehicle movements to and from the site will be reduced. Similarly, it may be possible for the restaurant tenants to co-ordinate deliveries with the adjacent Holiday Inn hotel.

6.5 Waste Generation and Storage

Waste generation for the additional office floor space has been determined using the criteria set out in BS5906:2005. Waste generated by the addition of A3/B1 use on the fourth floor has been calculated assuming a restaurant occupies the space, as a worst case scenario, and is based on the following criteria:

- The estimated number of covers, based on the floor area, is 166;
- Food waste is collected daily (all other waste streams have two days' waste storage);
- Each cover generates 75 litres/week; and
- The restaurant is open seven days a week.

On this basis, the two day waste generation, processing (via bin press) and storage requirements for the proposed office and restaurant is shown in **Table 9**.

Table 9: Two day waste generation (m³)

Waste Stream	A3 Restaurant	B1 Office	Total Volume	Compacted Residual	No. 1100 litre bins	No. 240 litre bins
Residual	1.42	2.2	3.62	1.21	2	-
Paper	0.00	2.2	3.05	-	3	-
Cardboard	0.25					
Plastic	0.18					
Aluminium	0.14					
Glass	0.28					
Food waste	0.64	-	0.64			3
Total	2.91	4.4	7.32	1.21	5	3

The office is currently served by four 1,100 litre eurobins and it has been agreed that the waste generated from the small uplift in office space can be accommodated within these bins used by the existing office occupiers.

Two waste stores are to be provided on the ground floor on the building and provide the required five 1100 litre bins (two for non-recoverable (refuse) waste and three for dry mixed recyclables) and three 240 litre bins for food waste.

Refuse will be placed kerbside by the facilities management team for collection in line with the existing arrangements.

7 Trip Generation and Development Impact

7.1 Person Trip Estimates

The proposed office floor area extension of Camden Wharf is not forecast to generate any significant uplift in person trips, as the proposals will refurbish existing office space and will continue to be occupied by existing tenants.

The development proposals include the addition of a fourth floor for flexible A3/B1 use. For the purpose of assessing transport impact, a restaurant is anticipated to generate more person trips and has therefore been used to determine the impact of the development proposals on the local transport networks.

A total person trip approach, based on the number of covers that could be accommodated within the restaurant, has been applied. Surveys included in the TRICS and TRAVL databases for comparable sites are dated before 2012 and therefore applying a methodology based on the number of table covers is considered to be a more robust approach.

The estimated number of covers that the restaurant could accommodate, based on floor area, is 166. It is likely that the actual number will be slightly less than this with 150 currently forecast; however the final layout will be dependent upon the occupier.

Assuming there is a maximum of 166 covers and applying a high estimate of 80% occupancy during the lunchtime peak results in approximately 133 person trips. A similar pattern is assumed for the evening peak. However, it should be noted that this approach is considered to assess a worst case scenario as the 133 person trips are anticipated to be spread across the peak hours rather than all the trips arriving and departing in one hour. Additionally, it is anticipated that a significant proportion of trips to the restaurant will be existing trips who are already visiting the Camden Market area and combine their visit with a trip to the restaurant.

7.2 Person Trip Impact

As no car parking is provided within the site and given the sustainable transport credentials of the existing building, development proposals and surrounding area (as described in **Chapter 4**), the majority of trips are anticipated to arrive by public transport, taxi, walking and cycling.

Due to the very good sustainable transport facilities in the wider site area and the expectation that many person trips will be linked to the existing land uses within the local area, it is expected that the increase in person trips will not have an adverse impact on the public transport networks. A Travel Plan Statement for the restaurant has also been prepared and is included in **Chapter 8**.

No car parking is provided within the site so there will be no direct private car trips to the development. A restaurant will however attract some trips to the site by taxi. A TfL appointed taxi rank is located on Hawley Crescent, approximately 130m to the east of the site, but the rank operates on a weekend only. Taxis will not be permitted to enter the private road but will be able to pick up and set down

at locations around the development as present. It is therefore expected that the proposed redevelopment of Camden Wharf will not have an adverse effect on the local highway network. The main implication of the proposed development is managing the servicing activity associated with Camden Wharf, which is detailed in **Chapter 6**.

8 Travel Plan Statement

8.1 Introduction

This Travel Plan Statement relates to the proposed restaurant space to be provided on the fourth floor. The travel characteristics of the office tenants will continue as existing.

A Travel Plan Statement is applicable to smaller developments that fall below the thresholds for a Full Travel Plan (2500sqm for B1 use and 750sqm for A3 use). The development of a Travel Plan for the restaurant will ensure good travel patterns are established on occupation and set in place a long-term strategy for encouraging sustainable modes of transport.

8.2 Travel Plan Status

At this stage the Travel Plan only seeks agreement for the proposed framework which will be developed further with future occupiers. It is recommended that the Travel Plan be secured as part of the Section 106 agreement or planning conditions for the proposed development.

This statement sets out how the Travel Plan will deliver new transport initiatives to encourage public transport usage, walking and cycling as well as measures for the implementation of the initiatives.

8.3 Overview of Site Design

Camden Wharf will remain car free and cycle parking spaces, in accordance with *London Plan* standards, will be provided. Short-stay visitor cycle parking will be provided on the private road outside Camden Wharf, whilst long-stay cycle parking will be provided at ground floor level in the building.

Existing pedestrian access to the development will be retained from the canal side of the building for the retail and restaurant units, and from Jamestown Road for the offices. A new pedestrian access to the development will be provided on the private access road.

Whilst there is vehicular access to the site, vehicular access will only be provided to servicing vehicles and the focus of the design is towards improving the pedestrian, cyclist and public transport user environment. Servicing activity associated with the site will be managed as detailed in the Servicing Strategy developed for the site (**Chapter 6**). Improvements to the public realm will also be provided on the private access road in order to create a pedestrian friendly environment for visitors of Camden Wharf and those passing by.

8.4 Travel Plan Structure

This statement sets out the Travel Plan proposals being developed as part of the planning application for the proposed development. The Travel Plan forms a

central element of the overall transport strategy and as part of a systematic approach to influencing long term travel choice; this document:

- Articulates a series of objectives for the development;
- Identifies and describes the initiatives proposed to support the objectives; and,
- Proposes a management strategy for delivery and monitoring.

8.5 Benefits of a Travel Plan

A Travel Plan has the potential to bring real benefits to the tenants on the site, and to the wider community as a whole. There are many possible benefits of introducing a Travel Plan, some of which are noted below. A Travel Plan can:

- Assist in securing planning permission for new development;
- Act as a tool for resource, facility and site management, and bring expenditure under control;
- Help public image and external relations;
- Assist in controlling transport and travel expenditure;
- Help meet environmental goals; and
- Improve facilities for tenants.

8.6 Aims and Objectives

In line with guiding policy, the following preliminary Travel Plan objectives have been prepared for the proposed development. As the Travel Plan is an evolving document, these will be continually reviewed. The initial objectives are as follows:

- To encourage staff and visitors to walk and cycle to the restaurant by improving their attractiveness; and
- To promote healthy lifestyles.

The site specific objectives of the Travel Plan will respond to the aims through:

- Ensuring the Travel Plan is positively promoted whilst not aspiring to dictate lifestyles;
- Providing incentives to cycle and walk including the provision of walking and cycle route information; and
- Linking the development to the surrounding area.

8.7 Baseline and Forecast Travel Patterns

Based on the location of the site and its car-free status, it is expected that the majority of trips to the site will already be made by sustainable transport modes.

8.8 Initiatives and Measures

The development is located in an area of excellent public transport, walking and cycling accessibility. Despite this, a series of initiatives will still need to be implemented to further encourage the use of non-car modes and secure and promote incentives that actively encourage sustainable travel. Some measures will be applicable to all users of the development whereas others may be targeted at specific user groups.

Walking and cycling are the most sustainable modes of transport and have many benefits not only to the environment but to the individual, including improving physical and psychological health. The location of the site will automatically result in many people walking and cycling to and from local facilities. However, the Travel Plan aspires to increase use of these modes further. Measures that will be applied to achieve the targets include:

- Providing information on walking and cycling routes within promotional material and on notice boards in areas within the building;
- Ensuring the site website contains information on how to access the development by walking or cycling; and
- Raising the awareness of the health benefits of walking and cycling through promotional material and events.

In accordance with BREEAM requirements it is also important that the Travel Plan considers the travel needs of disabled users or those accompanied by young children. The enhancements to the public realm outside Camden Wharf will improve the pedestrian footway outside the site and improvements have been made in the wider Camden Town area to widen footways and improve legibility for pedestrians. Public transport use will already be high but measures will still be applied to facilitate public transport travel to the site, including for disabled users, including:

- Highlighting the proximity of the site to local bus stops. All London bus routes are served by low-floor vehicles with a dedicated wheelchair space and an access ramp;
- Camden Road Overground station is located approximately 500m from Camden Wharf and trains are provided with a manual boarding ramp, operated by staff of the station; and
- All this information and up-to-date service information will be displayed within the building and on the website.

8.9 Travel Plan Management

It is recommended that the building management be responsible for overseeing the implementation and monitoring of the Travel Plan initiatives. The responsibilities will include:

- Development and dissemination of appropriate marketing / information materials;
- Overseeing the implementation of Travel Plan measures in a timely manner;
- Monitoring and reviewing progress and identifying targets for taking the Travel Plan forward; and
- Ensuring that the work of the Travel Plan is co-ordinated with other activities.

8.10 Marketing and Promotion

It is recognised that for the Travel Plan to be successful, it is essential that the target audience are involved and made aware of its implementation and evolution.

A strategy for on-going promotion and raising awareness of the Travel Plan will be developed by the building management. The strategy will include:

- Providing information about transport options to new staff; and
- Providing transport and travel information in areas where people congregate throughout the development.

8.11 Monitoring

Monitoring and review will help to gauge progress towards achieving the objectives of the Travel Plan and identify if any new measures are required. It is proposed that the Travel Plan be monitored for the first three years of the development. Monitoring (i.e. 'Year 1') will commence when the restaurant opens.

The monitoring will be the responsibility of the building management and will include:

- A travel survey of staff and visitors; and
- A site audit to identify any barriers that obstruct walking and cycling.

8.12 Action Plan

An action plan will be developed for the final Travel Plan which will outline the actions and specific responsibilities. The performance of all roles will be judged against the criteria contained within the action plan.

9 Summary and Conclusions

The proposed redevelopment of Camden Wharf represents a high quality proposal within a highly sustainable location. To summarise:

- The Camden Wharf building is located in an area of excellent public transport provision (6a-6b PTAL rating). This includes bus, Overground and Underground, cycling and walking facilities;
- The development will provide no car parking and will encourage travel by sustainable transport modes. Cycle parking spaces, along with supporting facilities for cyclists, will be provided on-site in accordance with *London Plan* standards;
- It is anticipated that the person trips generated by the proposed development will not have an adverse effect on the local sustainable transport and highway networks;
- Public realm improvements on the private road between Camden Wharf and the Holiday Inn will increase pedestrian permeability for all users;
- Vehicle trips will be better managed through the implementation of new rising bollards and other measures outlined in the Servicing Strategy. This will help to create a more pedestrian-friendly environment outside the site and improve the link between Jamestown Road and Regent's Canal; and
- A Travel Plan Statement has been prepared for the proposed development in order to build on the solid foundation of an accessible location and good public transport links.

The assessment therefore concludes that the proposed development is considered to be in accordance with current policy, will not adversely affect local transport networks and will have an overall positive effect on the surrounding area.

Appendix A

Servicing Survey Data

Subject Camden Wharf Servicing Survey Briefing Note

Date 29 June 2016

Job No/Ref 236388/06

1 Introduction

Arup has been commissioned to provide transport advice with regards to the proposed extension of the Camden Wharf building on Jamestown Road in the London Borough of Camden.

The purpose of this note is to provide a brief summary of the existing servicing activities associated with the site. The note utilises data from a servicing survey carried out at three sites in the immediate vicinity of the Camden Wharf building on Thursday 26 and Saturday 28 May 2016.

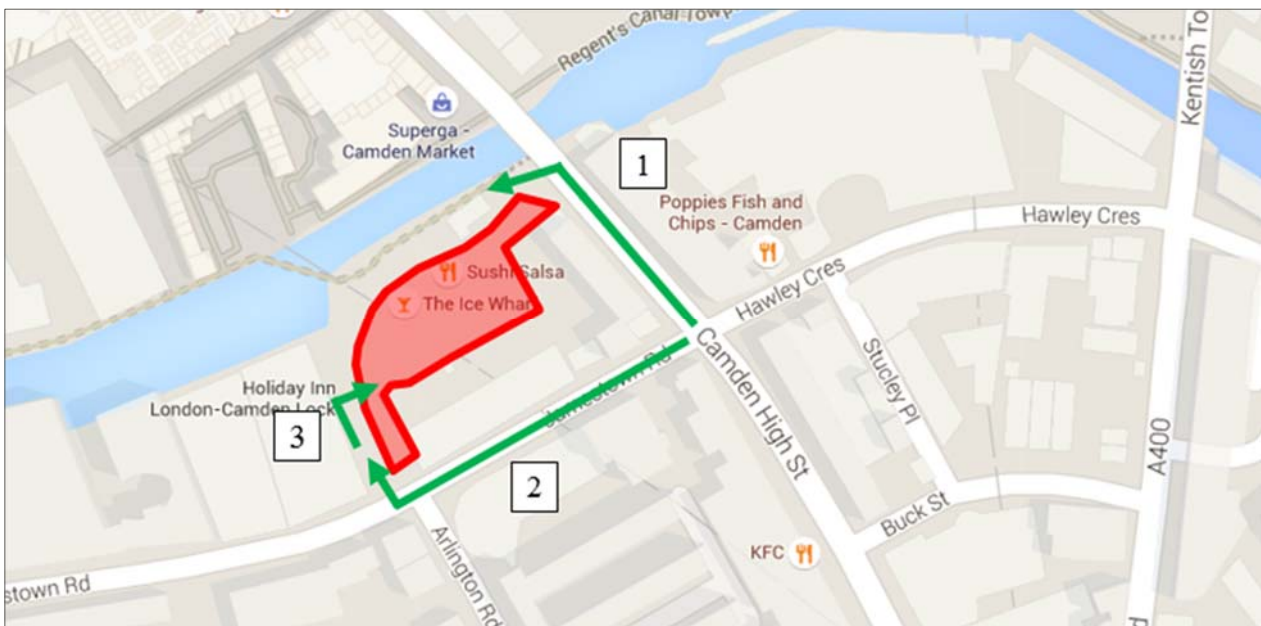
2 Servicing Activity

Servicing activity associated with the site was recorded at three locations:

1. Loading / unloading on Camden High Street to access the canal side of the building;
2. Loading / unloading on Jamestown Road to access the building; and
3. Loading / unloading on the private access road between the Camden Wharf building and the adjacent Holiday Inn hotel to access the western side access of the building.

The location of these routes is shown in **Figure 1**.

Figure 1: Servicing locations (image source: Google)



2.1 General Comments

The following were noted with regards to servicing activity based on the survey data analysis:

- There was a total of ten trips to the site on Saturday and seven during the Thursday survey;
- The highest servicing activity associated with the site is found to be on the private access road between the site and the adjacent hotel;
- Servicing activity on the private access road is almost equally split between the Camden Wharf building and the adjacent Holiday Inn hotel for both Thursday and Saturday;
- The busiest route with regards to total servicing activity is Jamestown Road, for both the weekday and Saturday, however the majority of the activity is not associated with the Camden Wharf site. Approximately 50% of the total Saturday servicing activity on Jamestown Road is by motorcycle; and
- Total servicing activity on Camden High Street is generally found to be higher on a weekday. On Jamestown Road, total servicing activity is generally higher on a Saturday. Total servicing activity patterns on the private road are generally similar between Thursday and Saturday, whilst the overall activity is noted to be higher on a Saturday.

A summary of the total servicing activity associated with the site and with other properties within in the vicinity of the site is shown in **Table 1**.

Table 1: Summary of Servicing Activity

	Servicing activity associated with the site			Total servicing activity in the vicinity (incl.site)		
	Access Road	Camden High Street	Jamestown Road	Access Road	Camden High Street	Jamestown Road
Thursday	4	3	0	9	31	40
Saturday	7	1	2	13	19	97

2.2 Vehicle Composition

The following was noted with regards to vehicle composition of servicing activities on the three locations:

- The majority of servicing activities are undertaken by Light Goods Vehicles (LGVs);
- On Camden High Street however approximately a quarter of trips (23%) on the Saturday were made by Heavy Goods Vehicles (HGVs);

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- On Jamestown Road, HGVs comprised 7% and 23% of the total servicing activity on the weekday and weekend respectively;
- Total HGVs loading/unloading on the private access road made up 22% (Thursday) and 23% (Saturday) of the total servicing activity. It was noted that HGVs reverse into the private access road from Jamestown Road in order to service the building and adjacent hotel; and
- Servicing activity by motorcycle is low on Camden High Street on both days, and on Jamestown Road on a Thursday. No motorcycle servicing activity is noted on the private access road. On Saturday, approximately 50% of the total servicing activity on Jamestown Road is by motorcycle.

2.3 Private Access Road

With regards to servicing activity specifically on the private access road, the following were noted:

- There was a total of nine trips using the access road on the Thursday and thirteen on the Saturday;
- The majority of servicing vehicles are LGVs on both Thursday and Saturday (six on the Thursday, nine LGV trips on a Saturday);
- Servicing events are almost equally split between the Camden Wharf building and the adjacent Holiday Inn hotel; and
- The data suggests vehicles are currently using the access road for parking. **Table 2** presents a summary of the data collected on the access road and includes duration of stay. It can be seen that on both days four vehicles stayed for more than an hour. **Figure 2** provides some images from the survey camera. The first image shows that cars are parked on the access road before the survey commences (at 07:00) which indicates that they are parked overnight and by mid-afternoon the access road becomes congested with vehicles.

Table 2 Servicing Activity – Private Access Road

Date	Destination	Vehicle Type	Arrival	Departure	Duration
Thursday 26 May 2016	Camden Wharf	Car	07:32	18:03	10:31
		LGV	10:57	11:04	00:07
		LGV	14:33	14:44	00:11
		HGV	14:59	15:02	00:03
	Holiday Inn	HGV	07:51	08:02	00:11
		LGV	09:51	09:58	00:07
	Unknown Destination	LGV	07:05	11:24	04:19
		LGV	07:39	10:31	02:52
		LGV	13:20	18:01	04:41
Saturday 28 May 2016	Camden Wharf	LGV	09:16	10:05	00:49
		LGV	11:35	15:06	03:31

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Date	Destination	Vehicle Type	Arrival	Departure	Duration
		LGV	11:43	11:50	00:07
		HGV	14:15	14:24	00:09
		LGV	14:36	16:40	02:04
		HGV	15:33	15:37	00:04
		LGV	16:19	17:56	01:36
	Holiday Inn	HGV	07:13	08:12	00:59
	Holiday Inn	LGV	08:29	08:31	00:02
	Holiday Inn	LGV	08:54	09:16	00:22
	Holiday Inn	LGV	10:26	10:35	00:09
	Holiday Inn	CAR	10:32	10:34	00:02
	Holiday Inn	LGV	11:33	15:49	04:16

Figure 2 Images from Survey Camera

<p>a) Time: 05:37 Date: 28/05/2016</p>	<p>b) Time: 09:02 Date: 28/05/2016</p>
<p>c) Time: 12:01 Date: 28/05/2016</p>	<p>d) Time: 15:03 Date: 28/05/2016</p>

Subject Camden Wharf Servicing Survey Briefing Note

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3 Summary and Conclusions

The main conclusions from the survey data area:

- The majority of servicing and delivery vehicle trips to Camden Wharf use the private access road between the site and the adjacent hotel;
- The number of total servicing events on the private access road during the day is not high, however the data suggests that vehicles are using the private road to park (with durations of four to ten hours in some cases);
- HGVs using the access road to service the two buildings enter the site from Jamestown Road in reverse gear; and
- The current servicing and car parking activities associated with both buildings does not form a pedestrian-friendly environment. To facilitate giving greater priority to pedestrian movement there needs to be a better management of vehicle trips to ensure only service and delivery vehicle trips use the access road.