

PROPOSED REDEVELOPMENT

of

10-12 Kentish Town Road

Camden

London

NW1 9NX

TRANSPORT STATEMENT

Report prepared on behalf of:

Guildford Management Limited

Basement Office

1 Princes Square

London

W2 4NP

July 2017 (version 1.0)

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1 INTRODUCTION

- 1.1 This short Transport Statement provides the transport related information requested by Camden Council in connection with application number 2017/2852/P. The application relates to the proposed redevelopment of 10-12 Kentish Town Road. The site is currently a restaurant. It is proposed to reduce the size of the restaurant by approximately 50% and to extend the building to provide a 25 bedroom boutique hotel.
- 1.2 The Council has confirmed that a full transport assessment is not required, but has requested information regarding the transport impacts likely to arise as a result the redevelopment proposals and how any impacts that may arise can be accommodated on the local transport network.
- 1.3 The Council has also confirmed that the following documents are not required:
- a construction management plan
 - a delivery and servicing management plan
 - travel plan

2 THE SITE AND LOCAL TRANSPORT NETWORK

Site Location and Description

- 2.1 The site is located on the eastern side of Kentish Town Road (A400) in Camden Town centre. The site is opposite Camden Town underground station. The site and immediate surrounding area is shown in the site location plan submitted with the planning application. A copy of this drawing is attached as Appendix 1 to this report for convenience.
- 2.2 The site comprises a terrace of three buildings, numbers 10-12 Kentish Town Road. The ground floor is a restaurant and the upper floors provide additional restaurant space and function rooms.
- 2.3 The other buildings near the site comprise a mix of town centre uses including retail, food & drink, residential and offices.
- 2.4 In common with most of the properties in the area the application site does not have any dedicated off-street parking or servicing facilities.

Local Transport Network

- 2.5 The A400 (Kentish Town Road) provides a north-south link between Charing Cross/Victoria Embankment (A3211) in the south, and Archway Road (A1) in the North. In the vicinity of the site it is a one way, northbound, single carriageway road subject to a 20-mph speed limit. Street lighting is provided.
- 2.6 There are wide footways along both sides of the road. There is a pedestrian crossing immediately to the south of the site near the access to the underground station.
- 2.7 There is a bus stop directly opposite the site. Bus routes 88, 134, 214, C2 and N20 pass along Kentish Town Road.
- 2.8 There are designated, on street, loading bays on each side of the road immediately to the south of the site. Parking is permitted for 20 minutes.
- 2.9 There are marked out on-street parking spaces on the eastern side of Kentish Town Road starting in front of the site and extending along much of the length of Kentish Town Road to the north of the site. During the daytime, the spaces are pay-and-display and subject to a two-hour maximum stay. They are unrestricted outside these times.

2.10 There is a Santander cycle hire location on Hawley Crescent to the north of the site.

3 ACCESSIBILITY AND PTAL ASSESSMENT

- 3.1 The application site represents one of the most sustainable locations in London.
- 3.2 The site has a Public Transport Access Level (PTAL) rating of 6b. This is the highest (i.e. best) of the 9 possible ratings. The PTAL assessment is attached at Appendix 2.
- 3.3 The travel time mapping (TIM) output for all public transport modes between peak times is presented at Appendix 3. This analysis shows that all of Camden and surrounding area is accessible within a 15-minute travel time and that most of central London is accessible within 30 minutes.
- 3.4 The business, retail and leisure attractions of Camden Town centre are all within easy walking distance of the site. Pedestrian routes throughout the area are of a high standard and there are numerous pedestrian crossings on the highway network.
- 3.5 In addition to the bus stop directly in front of the site there are numerous other bus stops near the site.
- 3.6 There are cycle lanes within the carriageway on sections of Kentish Town Road and on many of the roads on the surrounding highway network. The standard 5 km cycle distance encompasses large parts of central and north London.
- 3.7 Camden Town underground station is located close to the site and Mornington Crescent (underground) station and Camden Road (over ground) station are both located within approximately half a kilometre of the site.
- 3.8 It is clear therefore that the site enjoys excellent transport provision with easy access within Camden and to the rest of London.

4 THE REDEVELOPMENT PROPOSALS

- 4.1 The redevelopment proposals involve the erection of part two storey, and part single storey, extensions to the roof and rear of the buildings, and the change of use of the upper floor from ancillary accommodation associated with the ground floor restaurant (Class A3) to hotel (Class C1).
- 4.2 The proposed hotel will provide 25 double bedrooms. The hotel use will occupy 718 m² (gross internal).
- 4.3 Because of the redevelopment proposals the existing restaurant use will be reduced in size from 473 m² to 228 m².
- 4.4 As at present no on-site car parking or servicing facilities are proposed.

Operational Procedures and Characteristics

- 4.5 The hotel and restaurant will be operated by the applicants who already operate other establishments in London.
- 4.6 The boutique hotel will be supported by the restaurant on the ground floor which will be a healthy all brunch establishment based on a successful model currently running in South Africa.
- 4.7 The boutique hotel will be aimed at both the leisure and business markets. The intention is to focus on longer stays, with an average of 5-12 days and with a pricing structure to encourage longer stays. The company will implement a minimum stay of 4 days on all advance bookings.
- 4.8 The company's other operations in London achieve average occupancy of 90% and it is hoped to achieve a similar figure at this location by encouraging long stays.
- 4.9 It is intended that there will be no more than 5 check-in and checkouts on any one day.
- 4.10 Staffing levels at the hotel will be kept low given the boutique nature of the hotel. Given the size and nature of the hotel no concierge, gym or in-house room service staff will be required. There will be 1 member of staff available 24-hour a day to check people in and out. In addition, a team of 2 cleaners will work at the hotel from 10 AM-4 PM each day.

- 4.11 To reduce the number of deliveries to the restaurant a new, larger, refrigerator unit will be installed. This change, together with a change in the type of food being served, will reduce the number of deliveries to 2-3 per week. These deliveries will be undertaken by a 3.5t transit van type of vehicle.
- 4.12 Linen deliveries to the hotel will be undertaken by the company's existing supplier. This will involve only 1 delivery per week. The delivery will take place between 10AM and 4PM so that 2 members of staff will be available to help with the delivery so as to minimise the length of time a vehicle will be parked on the highway.

5 TRIP GENERATION AND MODAL SPLIT

Trip Generation

- 5.1 There is no relevant multimodal information on the TRICS trip generation database relating to small, boutique, hotels in central London with no on-site car parking, no meeting or conference facilities no gym and in an area with the highest PTAL rating of 6b. However, based upon the applicants' knowledge of the likely operating characteristics of the proposals it is possible to produce robust estimates of the number of trips like to be made by guests and staff and to establish the number of service/delivery trips. It is also possible to establish the likely modal choice based upon the travel characteristics documented in the 2011 Census and in the Borough Local Implementation Plan (LIP) performance indicators published by Transport for London.

Guests

- 5.2 Guests staying at the boutique hotel are likely to leave the hotel in the morning after breakfast, and not return until sometime in the evening. The time of peak movement by guests will be in the morning. Guests are likely to leave the hotel between 7 AM and 11 AM in the morning. Guests staying on business are likely to leave earlier than leisure guests.
- 5.3 The hotel has a maximum capacity of 50, assuming a 90% occupancy rate this means that a maximum of 45 guests are likely to leave the hotel each day over this 4-hour period. This equates to approximately 11-12 people per hour on average, assuming that each room has 2 occupants. In practice, it is very common for there to only be 1 guest per bedroom. In that case the number of guest trips would be even lower.
- 5.4 Some guests may return to the hotel during the day, but the number likely to do so is low.

Staff

- 5.5 Given the nature of the proposed hotel staffing levels will be low as explained previously with just 1 member of staff on duty 24 hours a day, and with 2 cleaners employed between 10 AM and 4 PM each day. Assuming that the reception function is covered by 3 members of staff each working an 8-hour shift then the total number of staff movements each day will be 10 (i.e. 5 different members of staff working each day).

-
- 5.6 With only 10 staff movements per day, and with staggered shift changeover times, the maximum number of staff movements in any 1 hour will only be 2 movements.

Guest and Staff Combined

- 5.7 The maximum number of person trips to/from the site is likely to take place at around 10 AM when the 2 cleaners arrive and guests are leaving for the day. Assuming the “worst case” guest forecasts of 11-12 person trips per hour, and the 2-person trips associated with the cleaners, then the maximum person trip rate is only 14-person trips per hour.

Restaurant

- 5.8 The existing restaurant will be reduced in size by approximately 50% from 473 m² to 228 m². The restaurant will also serve to support the new hotel.
- 5.9 These factors mean that the extant restaurant use is likely to generate fewer person trips because of the redevelopment proposals than it otherwise could do.
- 5.10 There will therefore be a compensating effect in that the additional person trips arising from the new hotel use will be offset by the reduction in person trips associated with the extant restaurant use.

Service/deliveries

- 5.11 As explained previously it is expected that the changes to the way in which the restaurant operates, including the provision of additional refrigerator storage, will result in an overall reduction in the number of service and delivery vehicles to just 2 or 3 per week. These deliveries will be undertaken by transit van type vehicles.
- 5.12 In addition, there will be 1 delivery per week of linen.
- 5.13 Overall therefore there will only be 3 or 4 deliveries per week to the combined hotel and restaurant and these deliveries will be undertaken by 3.5t vans.

Modal Split

- 5.14 It is clear that the application site is in a highly sustainable location with easy access by sustainable modes of travel to a wide geographical area.

- 5.15 Information on the “Method of Travel to Work” was collected in the 2011 Census. This information would apply directly to people working at the hotel, but also provides very useful information as to the likely modal choice of hotel guests.
- 5.16 The Census data is presented in its entirety at Appendix 4. The data relates to the following geographical areas:
- London as a whole
 - Camden Borough Council area
 - Super Output Area-middle layer
 - Super Output Area-lower layer
- 5.17 In this way, we have “drilled down” through the data. The geographical area covered by the Super Output Area-lower layer is shown at Appendix 5.
- 5.18 The Census data is summarised and analysed in Table 1 below. This analysis has excluded those people who work at home or who were not in employment.

| Mode of travel | London | | Camden Borough | | SOA-middle layer | | SOA-lower layer | |
|----------------------|------------------|------------|----------------|------------|------------------|------------|-----------------|------------|
| | No. | % | No. | % | No. | % | No. | % |
| Underground | 902,263 | 24 | 37,305 | 37 | 1003 | 31 | 279 | 35 |
| Train | 532,720 | 14 | 7089 | 7 | 180 | 6 | 46 | 6 |
| Bus | 561,605 | 15 | 16,076 | 16 | 580 | 18 | 141 | 18 |
| Taxi | 20,314 | 1 | 770 | 1 | 33 | 1 | 6 | 1 |
| Motorcycle | 45,976 | 1 | 1237 | 1 | 22 | 1 | 6 | 1 |
| Driving car/van | 1,120,826 | 30 | 10,904 | 11 | 266 | 8 | 54 | 7 |
| Passenger in car/van | 69,659 | 2 | 793 | 1 | 35 | 1 | 4 | 0 |
| Bicycle | 161,705 | 4 | 7072 | 7 | 253 | 8 | 60 | 7 |
| On foot | 352,612 | 9 | 17641 | 18 | 857 | 26 | 196 | 24 |
| Other | 28,538 | 1 | 1095 | 1 | 34 | 1 | 11 | 1 |
| Total | 3,796,218 | 100 | 99982 | 100 | 3263 | 100 | 803 | 100 |

Table 1 Census 2011: method of travel to work

- 5.19 It is interesting to note from this analysis that the area in the immediate vicinity of the application site has a greater proportion of workers using sustainable modes of travel when compared to both Camden Borough as a whole, and London as a whole. In particular the proportion of workers using the underground is lower than in Camden as a whole whereas the number travelling by bus or walking is higher.
- 5.20 An interesting comparison can be made with the latest Borough Local Implementation Plan (LIP) performance indicators published by Transport for London. Three-year average data showing the mode share for all trips originating in Camden on an average day (7-day week) 2013/14 to 2015/16 is presented in Table 2 below.

| Mode of travel | Percentage of Trips by Main Mode (%) |
|------------------------|---|
| Underground/DLR | 18% |
| Rail | 7% |
| Bus/tram | 14% |
| Taxi/other | 2% |
| Car/motorcycle | 13% |
| Cycle | 4% |
| Walk | 42% |

Table 2 Percentage of Trips by Main Mode of Travel
Average Day (7 Day Week) 2013/14 to 2015/16
Camden Borough

(Source: Travel in London 9 supplementary information, Borough Local Implementation Plan performance indicators Table 1)

- 5.21 It will be noted that whilst 37% of trips to/from work were undertaken by the underground only 18% of all trips use this mode. Also, whilst walking only accounts for 18% of trips to/from work it accounts for 42% of all trips. The data would seem to suggest that the majority of all trips are undertaken in the local area whereas trips to/from work are longer.
- 5.22 For the purposes of this assessment we have used the Census data because it relates specifically to the area near the application site. The forecast trip generation of the proposed hotel in the busiest hour of the day is presented in Table 3 below.

| Mode of travel | Number of Person Trips by Mode |
|------------------------------|---------------------------------------|
| Underground/DLR | 5 |
| Rail | 1 |
| Bus/tram | 3 |
| Taxi/other | 0 |
| Car/motorcycle | 1 |
| Cycle | 1 |
| Walk | 3 |
| Total Number of Trips | 14 |

Table 3 Forecast person trips, by mode, in the busiest hour of the day

5.23 In the context of the very small numbers of trips involved using the data relating to Camden as a whole as presented in Table 2 above, whilst altering the modal share slightly, doesn't alter the main overall conclusion; this being that the number of new trips will be very low and can easily and safely be accommodated on the existing transport infrastructure.

6 TRANSPORT IMPACTS

Person Trips

- 6.1 It is clear from the analysis presented above that the small boutique hotel will generate very few person trips. It is forecast that the time of maximum impact will be around 10 AM in the morning when guests are leaving the hotel and the cleaning staff are arriving. Even assuming that each hotel bedroom has two occupants and that the hotel is operating at a 90% occupancy rate, the number of person trips will only be 14/hour in the peak hour.
- 6.2 In practice, such a small number of additional person trips on the local transport network will have no significant or even noticeable adverse impact irrespective of what mode of travel is used. Indeed, the changes in pedestrian numbers, bus passengers, underground passengers et cetera arising from the development proposals will be unnoticeable given the normal hour by hour, day by day and seasonal variations in demand that occur in any event.
- 6.3 The forecast split, by mode, of the person trips is presented in Table 3 above suggest that an additional 5 passengers per hour will use the underground during the mid-morning period. Camden Town underground station is operating at capacity at peak times and capacity improvements are planned. There are however other underground stations within walking distance of the proposed hotel and numerous bus routes.
- 6.4 The capacity of the public transport network near the site is forecast to increase over time as indicated by the future year forecasts produced Transport for London by the PTAL system.
- 6.5 It is clear from this analysis that the local transport network can safely and easily accommodate the very small number of additional personal trips that will occur because of the redevelopment proposals.
- 6.6 It should also be noted that the extant restaurant use is likely to generate fewer person trips because of the redevelopment proposals than it otherwise could do.
- 6.7 There will therefore be a compensating effect in that the additional person trips arising from the new hotel use will be offset by the reduction in person trips associated with the extant restaurant use.

Servicing & Deliveries

- 6.8 Servicing and delivery vehicles will be accommodated on street, using the existing loading bays which are located on either side of Kentish Town Road immediately to the south of the site frontage. The proposals will only generate 2 or 3 deliveries per week. These will use 3.5t vans (e.g. for transit type). In addition, there will be 1 linen delivery per week. This has been arranged with the applicants' existing supplier and will be timed to ensure that 2 members of hotel staff are available to assist with the delivery.
- 6.9 Overall the number of deliveries over the course of a week is likely to be lower in the future because of the redevelopment proposals than it would be given the extant use of the site.
- 6.10 It is clear therefore that the impact of the redevelopment proposals in terms of servicing and delivery requirements can easily and safely be accommodated on the local highway network and that the applicant has measures in place to minimise the length of time these deliveries will take.

7 TRANSPORT POLICY

7.1 The proposed development has been evaluated against the transport related policies of:

- the Camden Core Strategy Development Plan Document (2010);
- Camden Planning Guidance 7 Transport; and
- the newly adopted Local Plan (Camden Local Planning Adoption Version June 2017).

7.2 The redevelopment proposals comply with all the relevant transport related policies; in particular they comply with the following policies from the newly adopted Local Plan:

- Policy G 1 Delivery and Location of Growth
- Policy E 3 Tourism
- Policy A 1 Managing the Impact of Development
- Policy TC 4 Town Centre Uses
- Policy T 1 Prioritising Walking, Cycling and Public Transport
- Policy T 2 Parking and Car Free Development
- Policy T 4 Sustainable Movement of Goods and Materials

7.3 This being the case, and given the clear policy statement in paragraph 32 of the National Planning Policy Framework which states that *“development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”* we do not consider there to be any justification whatsoever for refusing planning permission on transport related grounds.

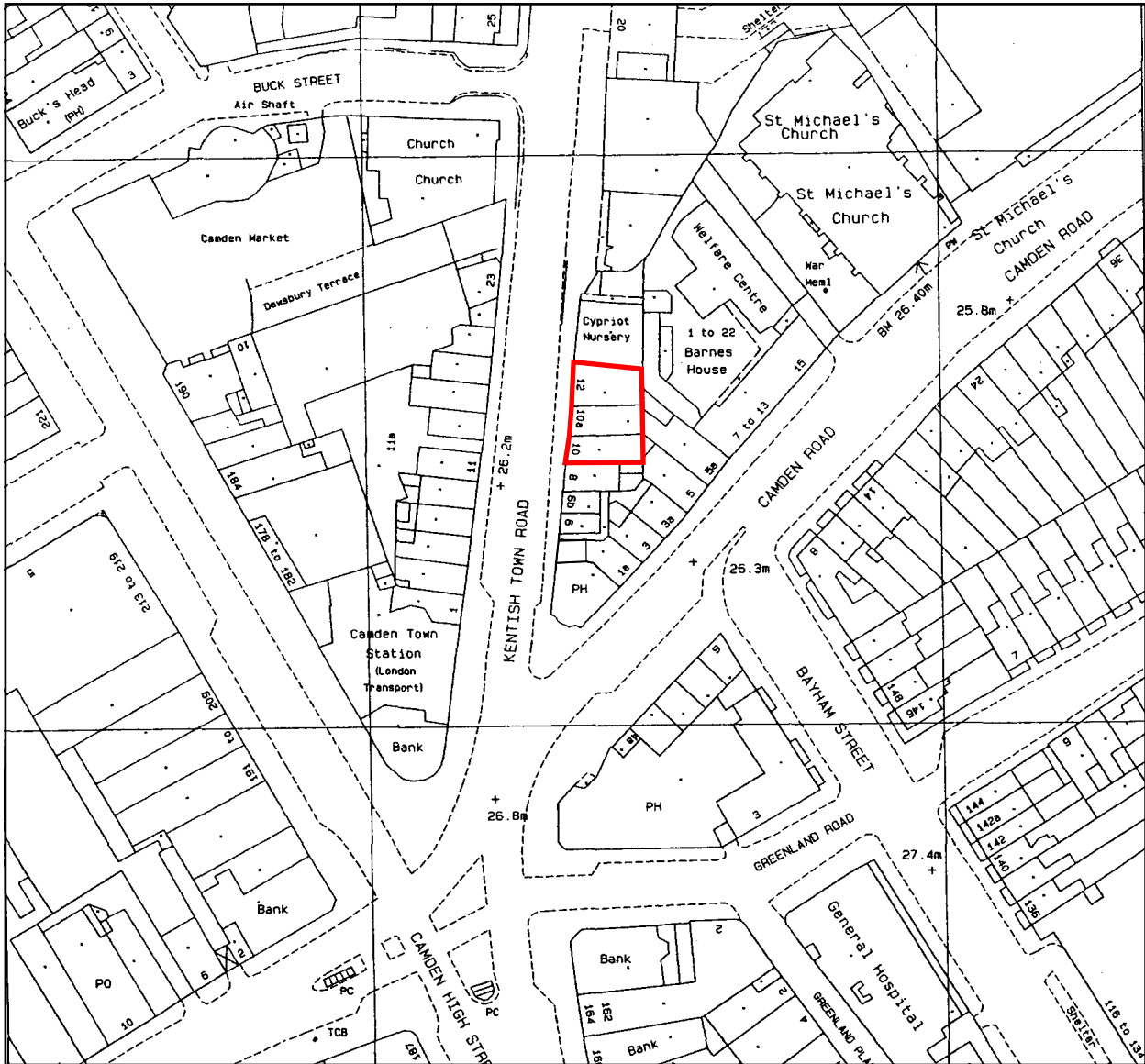
8 CONCLUSIONS

8.1 The main findings arising from our investigations are:

- the site is in one of the most sustainable locations in London.
- The site has a PTAL rating of 6b which is the highest possible. The business, retail and leisure attractions of Camden town centre are all within easy walking distance of the site. All of Camden and surrounding area is accessible by public transport within a 15-minute travel time, and most of central London is accessible within 30 minutes.
- The redevelopment proposals will generate very few person trips and their impact on the local transport network will be so small as to be unnoticeable.
- The extant restaurant use is likely to generate fewer person trips because of the redevelopment proposals than it otherwise could do. There will therefore be a compensating effect in that the additional person trips arising from the new hotel use will be offset by the reduction in person trips associated with the extant restaurant use.
- The delivery and servicing requirements of the proposed development will be low, and can safely and easily be accommodated on the local highway network utilising the on-street loading bays as at present.
- The redevelopment proposals comply with the relevant transport policy related background in all respects.

8.2 It is therefore concluded that the redevelopment proposals comply with National and Local policy requirements and guidance. This being the case we do not consider there to be any justification for refusing planning permission on transport related grounds.

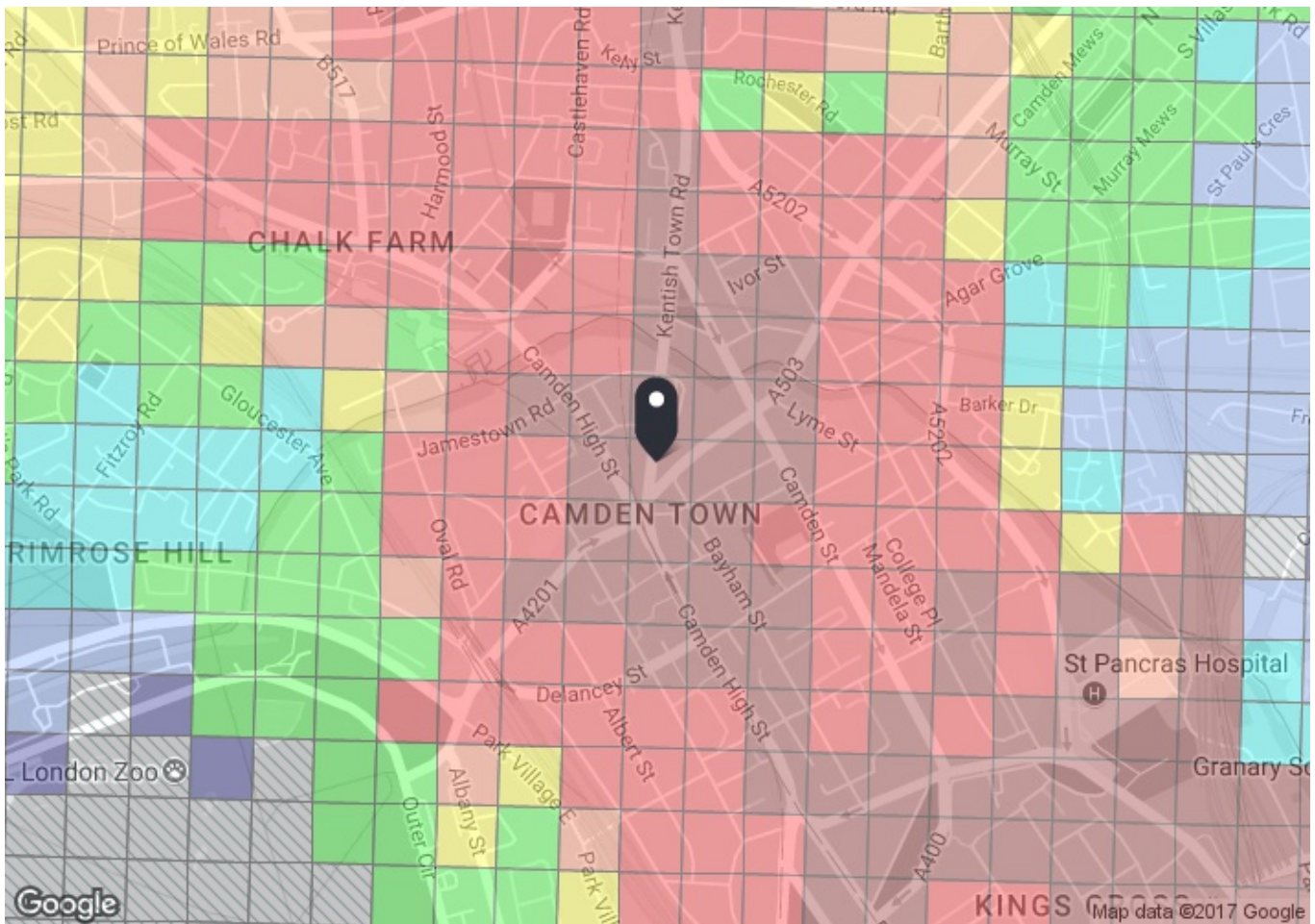
APPENDIX ONE



OS EXTRACT
1:1250

10-12 KENTISH TOWN ROAD

APPENDIX TWO



PTAL output for Base Year 6b

10 Kentish Town Rd
10 Kentish Town Rd, London NW1 9NX, UK
Easting: 528940, Northing: 183949

Grid Cell: 98235

Report generated: 21/07/2017

Calculation Parameters

| | |
|--|---------|
| Day of Week | M-F |
| Time Period | AM Peak |
| Walk Speed | 4.8 kph |
| Bus Node Max. Walk Access Time (mins) | 8 |
| Bus Reliability Factor | 2.0 |
| LU Station Max. Walk Access Time (mins) | 12 |
| LU Reliability Factor | 0.75 |
| National Rail Station Max. Walk Access Time (mins) | 12 |
| National Rail Reliability Factor | 0.75 |

Map key - PTAL

| | |
|-----------|----|
| 0 (Worst) | 1a |
| 1b | 2 |
| 3 | 4 |
| 5 | 6a |
| 6b (Best) | |

Map layers

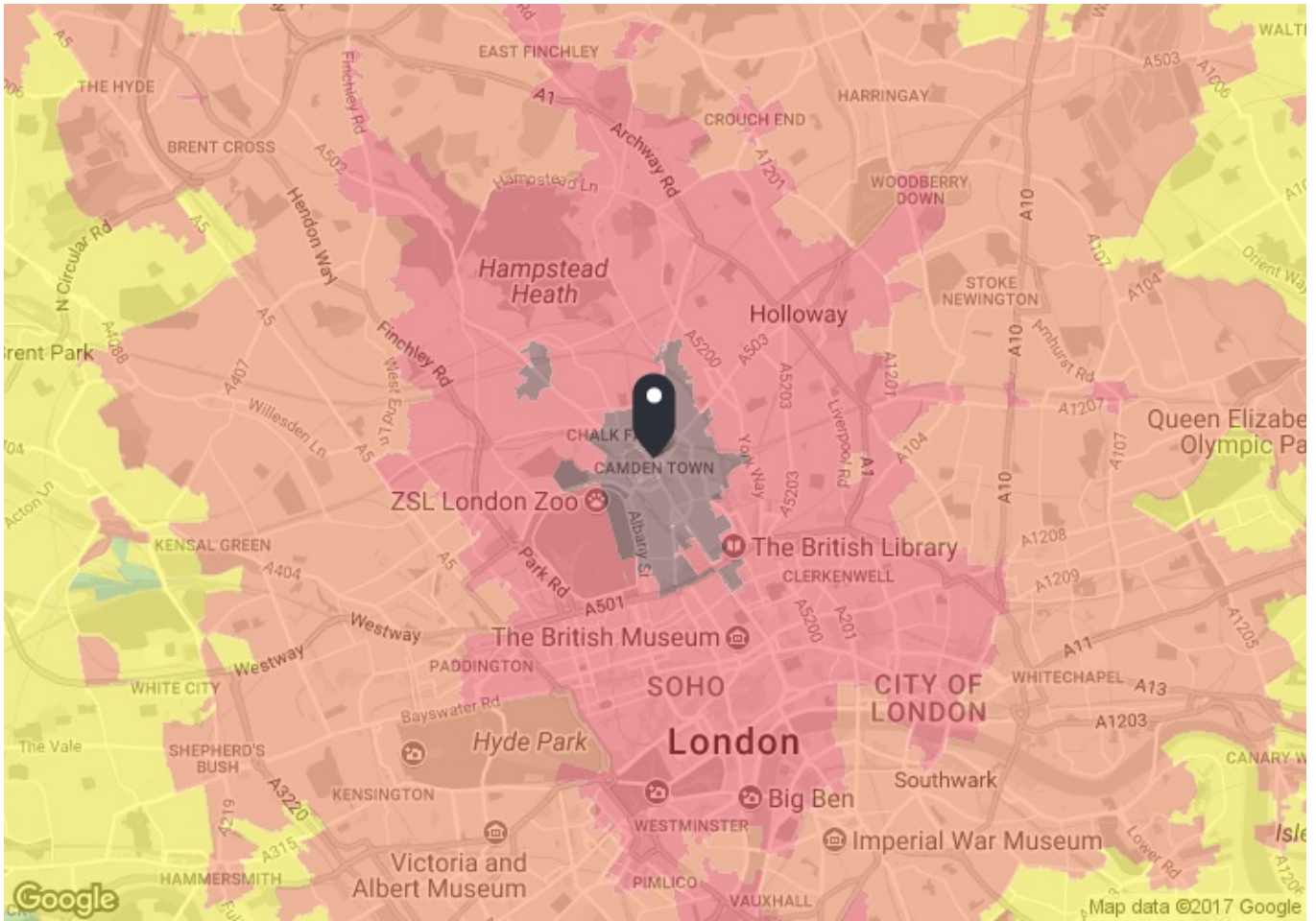
- PTAL (cell size: 100m)

Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|------|---------------------|-----------------------|-------------------|----------------|------------------|------------|------------|------|--------|------|
| Bus | CAMDEN ST | CAMDEN GARDENS 46 | 367.17 | 6 | 4.59 | 7 | 11.59 | 2.59 | 0.5 | 1.29 |
| Bus | CAMDEN TN | KENTISH TN RD C2 | 22.58 | 8 | 0.28 | 5.75 | 6.03 | 4.97 | 0.5 | 2.49 |
| Bus | CAMDEN TN | KENTISH TN RD 134 | 22.58 | 12 | 0.28 | 4.5 | 4.78 | 6.27 | 1 | 6.27 |
| Bus | CAMDEN TN | KENTISH TN RD 88 | 22.58 | 9 | 0.28 | 5.33 | 5.62 | 5.34 | 0.5 | 2.67 |
| Bus | CAMDEN TN | KENTISH TN RD 214 | 22.58 | 8 | 0.28 | 5.75 | 6.03 | 4.97 | 0.5 | 2.49 |
| Bus | CAMDEN TOWN | PARKWAY 274 | 143.65 | 7.5 | 1.8 | 6 | 7.8 | 3.85 | 0.5 | 1.92 |
| Bus | CAMDEN TOWN | STN HIGH ST 24 | 147.46 | 10 | 1.84 | 5 | 6.84 | 4.38 | 0.5 | 2.19 |
| Bus | CAMDEN TOWN | STN HIGH ST 31 | 147.46 | 10 | 1.84 | 5 | 6.84 | 4.38 | 0.5 | 2.19 |
| Bus | CAMDEN TOWN | STN HIGH ST 27 | 147.46 | 8 | 1.84 | 5.75 | 7.59 | 3.95 | 0.5 | 1.98 |
| Bus | CAMDEN TOWN | STN HIGH ST 168 | 147.46 | 9 | 1.84 | 5.33 | 7.18 | 4.18 | 0.5 | 2.09 |
| Bus | CAMDEN TOWN | BAYHAM ST 29 | 174.46 | 15 | 2.18 | 4 | 6.18 | 4.85 | 0.5 | 2.43 |
| Bus | CAMDEN TOWN | BAYHAM ST 253 | 174.46 | 12 | 2.18 | 4.5 | 6.68 | 4.49 | 0.5 | 2.25 |
| Rail | Camden Road | 'CLPHMJ2-STFD 2L50' | 466.6 | 3.67 | 5.83 | 8.92 | 14.76 | 2.03 | 1 | 2.03 |
| Rail | Camden Road | 'STFD-CLPHMJ2 2Y11' | 466.6 | 3.67 | 5.83 | 8.92 | 14.76 | 2.03 | 0.5 | 1.02 |
| LUL | Camden Town | 'Edgware-Morden' | 132.98 | 9 | 1.66 | 4.08 | 5.75 | 5.22 | 0.5 | 2.61 |
| LUL | Camden Town | 'Morden-HighBarnet' | 132.98 | 14.67 | 1.66 | 2.79 | 4.46 | 6.73 | 1 | 6.73 |
| LUL | Camden Town | 'Morden-MillHillE' | 132.98 | 4 | 1.66 | 8.25 | 9.91 | 3.03 | 0.5 | 1.51 |
| LUL | Camden Town | 'Morden-Edgware' | 132.98 | 4.67 | 1.66 | 7.17 | 8.84 | 3.4 | 0.5 | 1.7 |
| LUL | Camden Town | 'HighBarnet-Morden' | 132.98 | 0.33 | 1.66 | 91.66 | 93.32 | 0.32 | 0.5 | 0.16 |
| LUL | Camden Town | 'Kennington-Edgware' | 132.98 | 14.67 | 1.66 | 2.79 | 4.46 | 6.73 | 0.5 | 3.37 |
| LUL | Camden Town | 'HighBarnet-Kenningt' | 132.98 | 5.33 | 1.66 | 6.38 | 8.04 | 3.73 | 0.5 | 1.87 |
| LUL | Camden Town | 'MillHillE-Kenningt' | 132.98 | 1.67 | 1.66 | 18.71 | 20.38 | 1.47 | 0.5 | 0.74 |
| LUL | Mornington Crescent | 'MillHill-Morden' | 650.45 | 1.67 | 8.13 | 18.71 | 26.84 | 1.12 | 0.5 | 0.56 |

Total Grid Cell AI: 52.56

APPENDIX THREE



TIM output for Base Year

Scenario: **Base Year** Mode: **All public transport modes**, Time of day: **Between peak times**, Direction: **From location**

10 Kentish Town Rd

10 Kentish Town Rd, London NW1 9NX, UK

Easting: **528940**, Northing: **183949**

Report generated: **21/07/2017**

Population and employment: GLA forecasts 2016











Town Centres: GLA 2016

Education: EduBase 2016


Health: NHS Direct, CQC 2016

Code: **NT096105A**

Map key- Travel Time

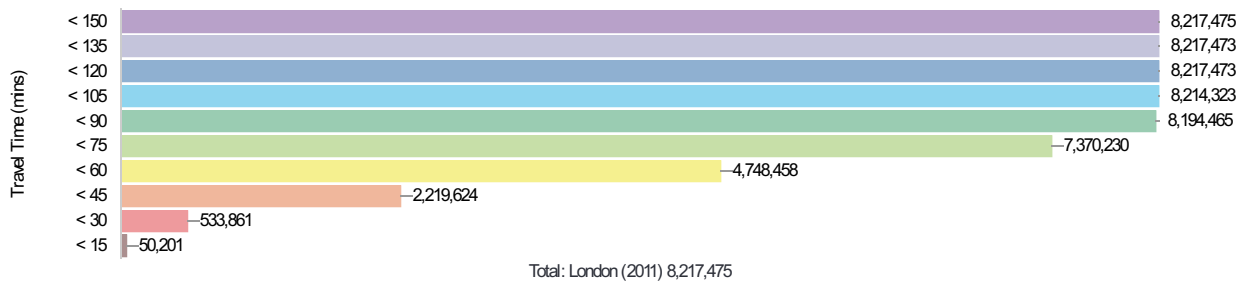
| | |
|--|--|
|  < 15 mins |  15 - 30 mins |
|  30 - 45 mins |  45 - 60 mins |
|  60 - 75 mins |  75 - 90 mins |
|  90 - 105 mins |  105 - 120 mins |
|  120 - 135 mins |  135 - 150 mins |

Map layers

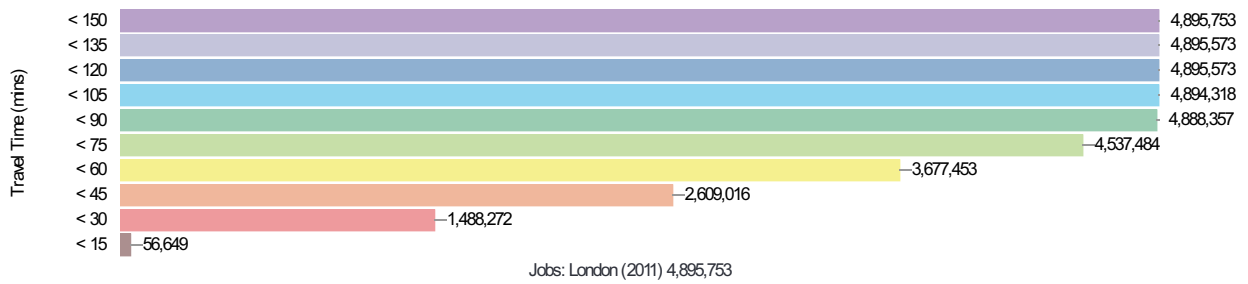
 Travel Times

Catchment data for your current selection

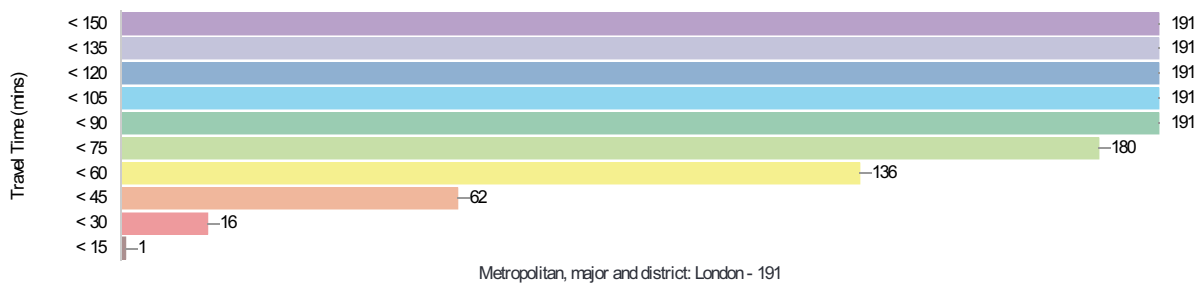
Population - Total: London 2011



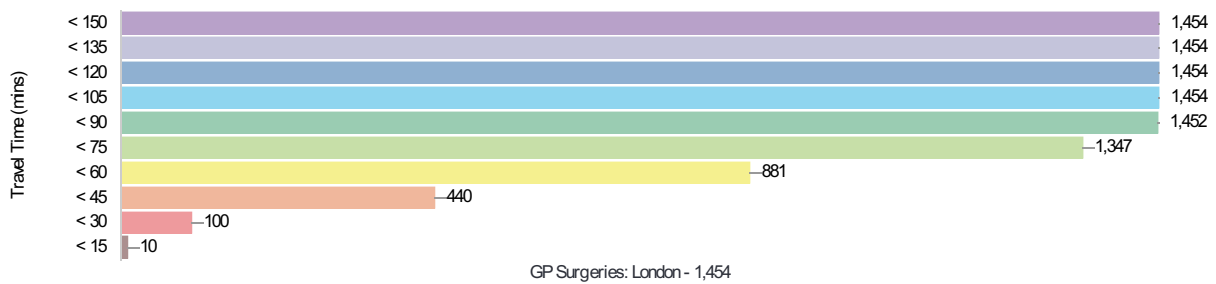
Employment - Jobs: London 2011



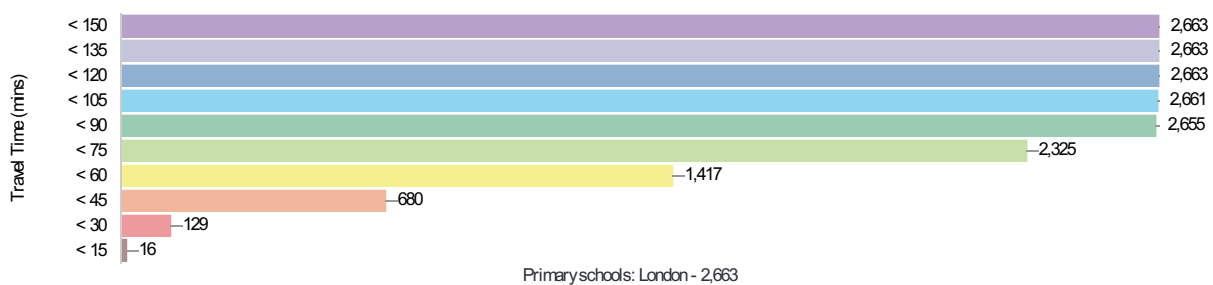
Town centres - Metropolitan, major and district: London



Health services - GP Surgeries: London



Education establishments - Primary schools: London



APPENDIX FOUR

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 21 July 2017]

population All usual residents aged 16 to 74
units Persons
date 2011
area type local authorities: district / unitary (prior to April 2015)
area name Camden

| Method of Travel to Work | Total | Urban (total) | Urban major conurbation | Urban minor conurbation | Urban city and town | Urban city and town in a sparse setting |
|--|---------|---------------|-------------------------|-------------------------|---------------------|---|
| All categories: Method of travel to work | 173,833 | 173,833 | 173,833 | 0 | 0 | 0 |
| Work mainly at or from home | 8,984 | 8,984 | 8,984 | 0 | 0 | 0 |
| Underground, metro, light rail, tram | 37,305 | 37,305 | 37,305 | 0 | 0 | 0 |
| Train | 7,089 | 7,089 | 7,089 | 0 | 0 | 0 |
| Bus, minibus or coach | 16,076 | 16,076 | 16,076 | 0 | 0 | 0 |
| Taxi | 770 | 770 | 770 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 1,237 | 1,237 | 1,237 | 0 | 0 | 0 |
| Driving a car or van | 10,904 | 10,904 | 10,904 | 0 | 0 | 0 |
| Passenger in a car or van | 793 | 793 | 793 | 0 | 0 | 0 |
| Bicycle | 7,072 | 7,072 | 7,072 | 0 | 0 | 0 |
| On foot | 17,641 | 17,641 | 17,641 | 0 | 0 | 0 |
| Other method of travel to work | 1,095 | 1,095 | 1,095 | 0 | 0 | 0 |
| Not in employment | 64,867 | 64,867 | 64,867 | 0 | 0 | 0 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 21 July 2017]

population All usual residents aged 16 to 74
units Persons
date 2011
area type 2011 super output areas - middle layer
area name E02000186 : Camden 021

| Method of Travel to Work | Total | Urban (total) | Urban major conurbation | Urban minor conurbation | Urban city and town | Urban city and town in a sparse setting |
|--|--------------|----------------------|--------------------------------|--------------------------------|----------------------------|--|
| All categories: Method of travel to work | 5,584 | 0 | 0 | 0 | 0 | 0 |
| Work mainly at or from home | 319 | 0 | 0 | 0 | 0 | 0 |
| Underground, metro, light rail, tram | 1,003 | 0 | 0 | 0 | 0 | 0 |
| Train | 180 | 0 | 0 | 0 | 0 | 0 |
| Bus, minibuss or coach | 580 | 0 | 0 | 0 | 0 | 0 |
| Taxi | 33 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 22 | 0 | 0 | 0 | 0 | 0 |
| Driving a car or van | 266 | 0 | 0 | 0 | 0 | 0 |
| Passenger in a car or van | 35 | 0 | 0 | 0 | 0 | 0 |
| Bicycle | 253 | 0 | 0 | 0 | 0 | 0 |
| On foot | 857 | 0 | 0 | 0 | 0 | 0 |
| Other method of travel to work | 34 | 0 | 0 | 0 | 0 | 0 |
| Not in employment | 2,002 | 0 | 0 | 0 | 0 | 0 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 21 July 2017]

population All usual residents aged 16 to 74
units Persons
date 2011
area type 2011 super output areas - lower layer
area name E01000863 : Camden 021A

| Method of Travel to Work | Total | Urban (total) | Urban major conurbation | Urban minor conurbation | Urban city and town | Urban city and town in a sparse setting |
|--|-------|---------------|-------------------------|-------------------------|---------------------|---|
| All categories: Method of travel to work | 1,290 | 0 | 0 | 0 | 0 | 0 |
| Work mainly at or from home | 104 | 0 | 0 | 0 | 0 | 0 |
| Underground, metro, light rail, tram | 279 | 0 | 0 | 0 | 0 | 0 |
| Train | 46 | 0 | 0 | 0 | 0 | 0 |
| Bus, minibus or coach | 141 | 0 | 0 | 0 | 0 | 0 |
| Taxi | 6 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle, scooter or moped | 6 | 0 | 0 | 0 | 0 | 0 |
| Driving a car or van | 54 | 0 | 0 | 0 | 0 | 0 |
| Passenger in a car or van | 4 | 0 | 0 | 0 | 0 | 0 |
| Bicycle | 60 | 0 | 0 | 0 | 0 | 0 |
| On foot | 196 | 0 | 0 | 0 | 0 | 0 |
| Other method of travel to work | 11 | 0 | 0 | 0 | 0 | 0 |
| Not in employment | 383 | 0 | 0 | 0 | 0 | 0 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 21 July 2017]

population All usual residents aged 16 to 74
 units Persons
 date 2011
 area type regions
 area name London

| Method of Travel to Work | Total | Urban (total) | Urban major conurbation | Urban minor conurbation | Urban city and town | Urban city and town in a sparse setting |
|--|-----------|---------------|-------------------------|-------------------------|---------------------|---|
| All categories: Method of travel to work | 6,117,482 | 6,105,757 | 6,088,130 | 0 | 17,627 | 0 |
| Work mainly at or from home | 202,679 | 202,088 | 201,158 | 0 | 930 | 0 |
| Underground, metro, light rail, tram | 902,263 | 901,843 | 901,397 | 0 | 446 | 0 |
| Train | 532,720 | 532,097 | 530,756 | 0 | 1,341 | 0 |
| Bus, minibus or coach | 561,605 | 561,175 | 560,076 | 0 | 1,099 | 0 |
| Taxi | 20,314 | 20,280 | 20,231 | 0 | 49 | 0 |
| Motorcycle, scooter or moped | 45,976 | 45,890 | 45,746 | 0 | 144 | 0 |
| Driving a car or van | 1,120,826 | 1,116,293 | 1,109,599 | 0 | 6,694 | 0 |
| Passenger in a car or van | 69,659 | 69,397 | 69,075 | 0 | 322 | 0 |
| Bicycle | 161,705 | 161,586 | 161,462 | 0 | 124 | 0 |
| On foot | 352,612 | 351,998 | 351,405 | 0 | 593 | 0 |
| Other method of travel to work | 28,538 | 28,485 | 28,400 | 0 | 85 | 0 |
| Not in employment | 2,118,585 | 2,114,625 | 2,108,825 | 0 | 5,800 | 0 |

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts.

APPENDIX FIVE

Click an area on the map to select it, double-click to drill down the map into smaller areas.

[Great Britain](#) > [Greater London](#) > [Camden](#) > E02000186

List of areas on map Selected areas

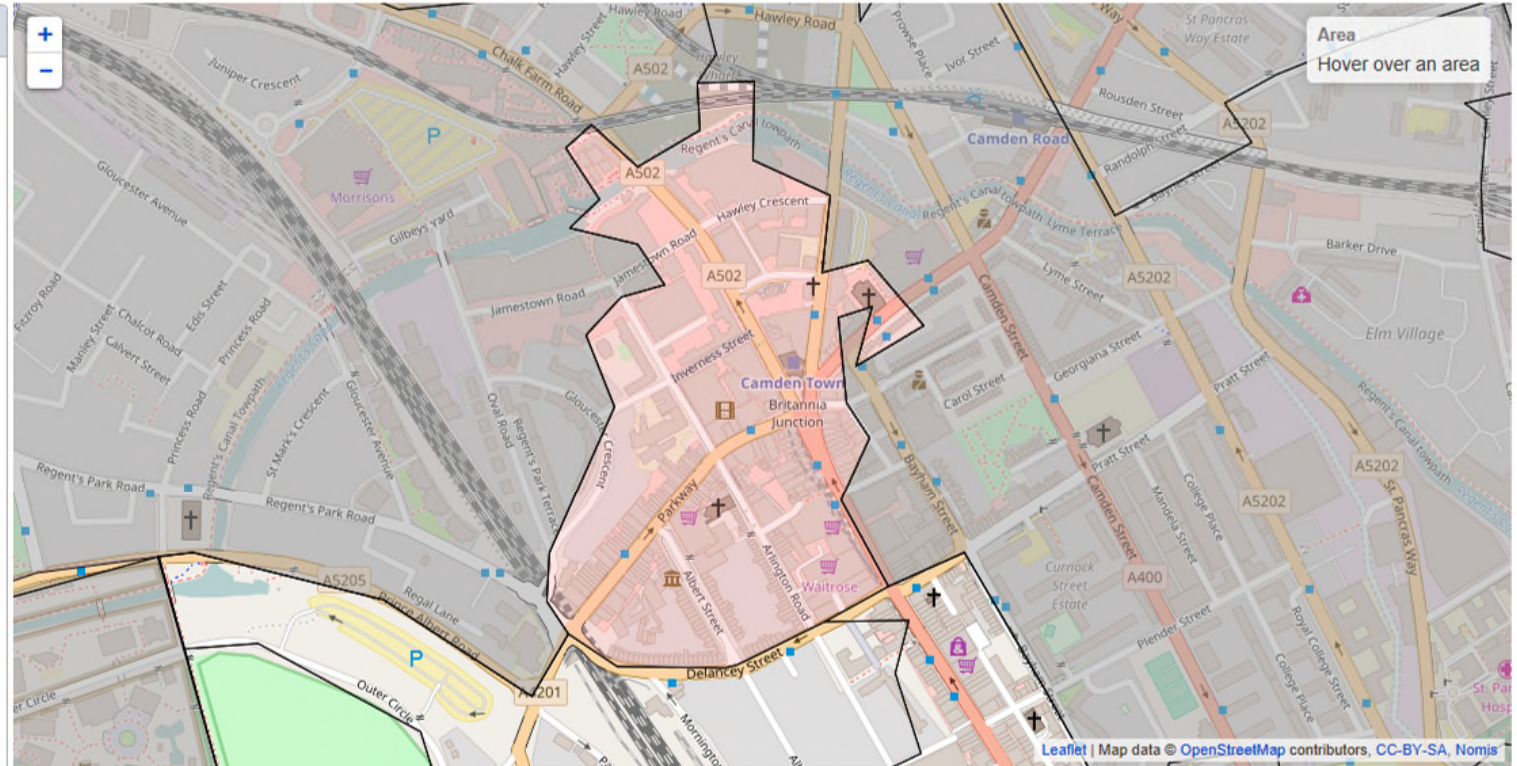
Areas on the map

Select areas using the checkboxes below or on the map.

Type of area:
 2011 Super Output Areas - lower layer

[tick all](#) [un-tick all](#) [back up a level](#)

- E01000863
- E01000946
- E01000947
- E01000948



[Tell us what you think...](#)