

Planning, Design and Access Statement

In support of a planning application for the installation of a Santander Cycles docking station to:

Footway adjacent to the southern side of Euston Square Gardens in the London Borough of Camden

Date: May 2018

TfL reference: CA187



Executive Summary



Transport for London (TfL) has coordinated the implementation of comprehensive cycle hire scheme in London on behalf of the Mayor of London. Cycle Hire was launched by the Mayor in July 2010 and to date almost 40 million journeys have been made.

The Scheme provides safe and convenient public access to cycles for short trips, especially for those who do not usually cycle or own a bicycle. It promotes the Mayor's vision for a sustainable and low emission transport system within London by actively encouraging cycling. Cycle Hire is set out in the Mayor's cycling strategy (Cycling Revolution London, 2010), along with other TfL initiatives, which will bring significant social, environmental, health and financial benefits to the Capital.

There are now more than 11,500 bicycles operating from approximately 750 docking stations, following the expansion of the scheme westwards, to cover the London Borough of Hammersmith and Fulham and the London Borough of Wandsworth. TfL is currently intensifying the number of docking points in the existing zone. This will improve the scheme by augmenting bike availability and making its network more robust, which will increase customer satisfaction. It will also guarantee that the Cycle Hire network is adaptable and reacts to the changes in population density and in demographics.

This Statement incorporates a Design and Access Statement as well as providing an appraisal of relevant planning policy. It demonstrates how TfL, along with its partners, has had special regard for the design and location of the docking stations. The design of the street furniture, in particular the terminal design, evolved through consultation with the host boroughs, the Royal Parks, and access groups. This collaborative process has led to a high quality docking station design which is adaptable to and visually appropriate in a variety of locations across London.

This Statement is provided in support of a full planning application for the installation of a standard docking station on the footway adjacent to Euston Square Gardens in the London Borough of Camden.

This Statement concludes that the proposal is supported by, and is consistent with, the relevant planning policy and guidance within national and local development plans and strategies. The docking station will be appropriate within the existing local environment and as part of the wider cycle hire scheme will contribute to an innovative and sustainable transport system in London.



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Cycle Hire docking stations (clockwise from top left):

- on a footway build out in London Borough of Southwark;
- on the carriageway in City of London;
- in Hyde Park, in City of Westminster.



1. Cycle Hire

1.1 Overview

In February 2015 Santander replaced Barclays as the official sponsor of the London Cycle Hire Scheme.

As stated in the Executive Summary, TfL has secured funding for intensification of the Cycle Hire Scheme. The addition of docking points in key hotspot areas will contribute directly to the TfL and Mayoral goals of ensuring more and safer cycling, by further reducing barriers to cycling. With improved availability on and near Quietways and Cycle Superhighways there is great potential to increase the levels of commuting using the bicycle to and from central London. Cycle Hire intensification will also reduce the number of redistribution vehicles on the road and reduce the frequency of visit to areas which are difficult to maintain.

This Statement is provided in support of an application for the installation of a Santander Cycles docking station on the footway in the London Borough of Camden.

Figure 1.1 shows an existing site before and after the installation of a cycle hire docking station.

Part 1 of this Statement provides background to the scheme, details of the docking stations and information regarding the implementation of the proposal. Part 2 explains the design principles for the scheme. Part 3 is an access statement which explains how mobility and access issues have been addressed. Part 4 provides a review of planning policy and guidance. Part 5 describes the planning application at this location.



Figure 1.1: An existing site before and after installation of a cycle hire docking station



1.2 Cycle Hire Scheme

Cycling within London is experiencing rapid growth. It is estimated that there has been an 173 percent increase in the number of cycling trips on London's major roads since the year 2001 with around half a million cycle trips currently taking place in London every day. The Mayor has set a target to increase the number of cycling trips within London by 400 percent by 2026, and more generally, improve conditions for cyclists.

To help achieve this growth TfL was tasked with implementing a cycle hire scheme within London. The scheme allows people to hire a cycle from a docking station, and return it to either the same or another docking station. To ensure the adequate availability of docking points and cycles for those hiring and returning cycles, docking points outnumber bicycles by 70-80%.

The scheme was developed in collaboration with the Royal Parks and the following nine London Boroughs:

- London Borough of Camden;
- London Borough of Hackney;
- London Borough of Islington;
- Royal Borough of Kensington and Chelsea;
- London Borough of Lambeth;
- City of London;
- London Borough of Southwark;
- London Borough of Tower Hamlets; and
- City of Westminster.

The scheme was launched in July 2010, and, following the success of the first two phases, the Mayor announced a commitment to expand the zone westwards to include the London Borough of Hammersmith and Fulham and the London borough of Wandsworth. In addition to expanding the scheme area, the Cycle Hire Expansion and Intensification (CHEI) phase also increased the number of docking points in the existing zone to meet the additional demand generated by the expansion.

There are now more than 11,500 cycles across approximately 750 docking stations and to date almost 40 million cycle journeys have been made.

A survey of the scheme conducted in 2013 (*Cycle Hire Casual Users Profile*, TfL, 2013. Base 1,109 respondents) indicates high levels of customer satisfaction, in which 72% rated the scheme as 8 or more out of 10, and most would recommend it to a friend. Most journeys have been under 30 minutes in duration and are typically for leisure use. Most users carry out a journey at least once a week. Cycle Hire prompted almost 70% of people to start cycling in London, indicating that the scheme has been successful in spreading the benefits of cycling to a new group of people and increasing the number of cycling trips in London.

The cycle hire scheme covers the area shown in Figure 1.2.

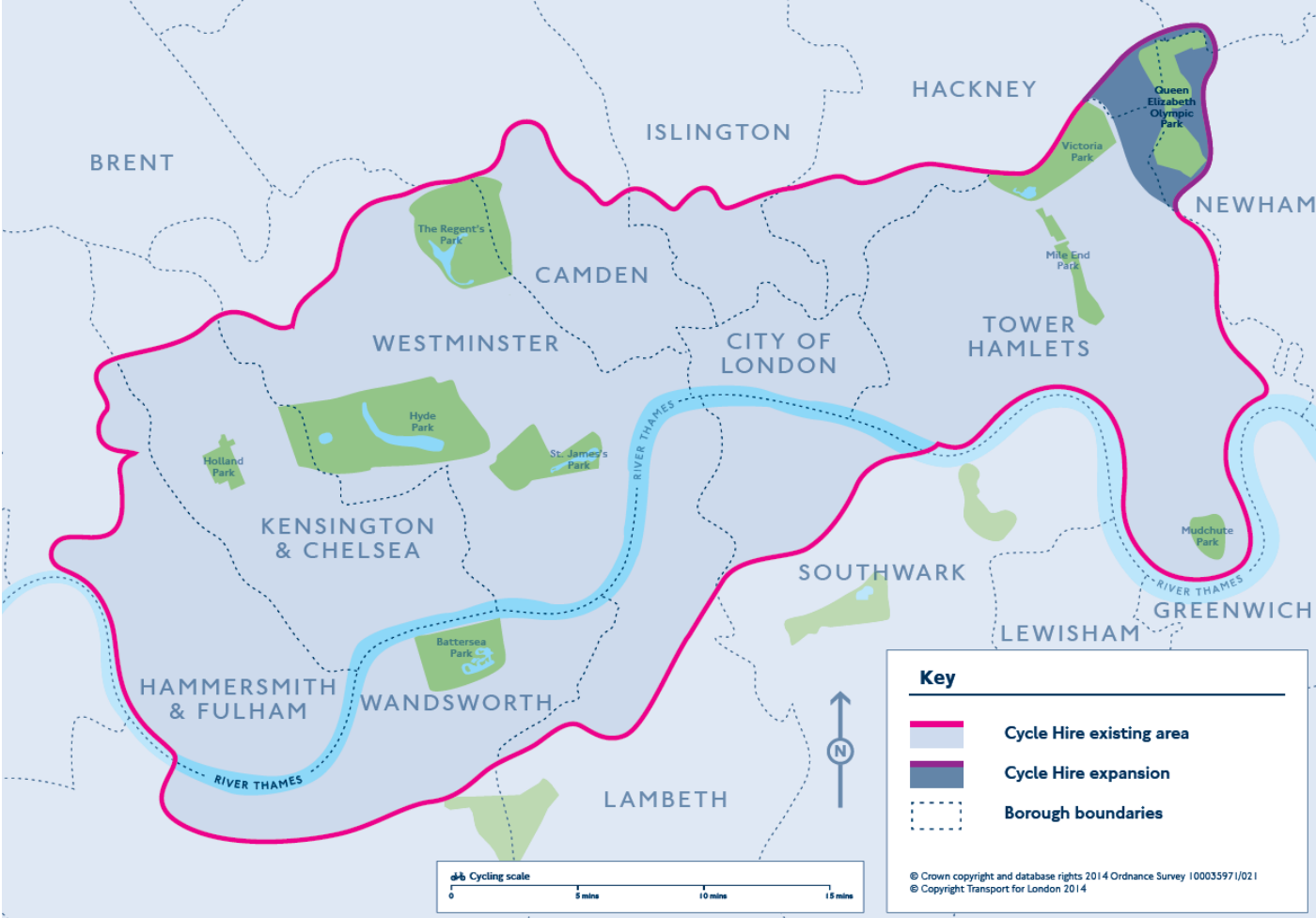


Figure 1.2: Cycle Hire scheme area



Although the cycle hire scheme is already established in Camden, it is important to consider the existing arrangements and to add docking stations in key hotspot areas in order to ensure there is growth in usage of the scheme and to improve customer satisfaction. This is important as although customer satisfaction is at it's highest point yet, one of the biggest sources of dissatisfaction is bike/space availability. Users want docking points and cycles to be available when and where they are required.

Increasing the density and improving the locations of Cycle Hire is essential for keeping up with the ever increasing demands put on all modes of transport in London caused by ever increasing population growth. The intensification programme will ensure that Cycle Hire docking points are made available to the greatest number of people possible by locating docking points near to new housing, leisure and office developments.

In preparing for the expansion and intensification of the scheme, TfL has worked closely with the partner boroughs.

Serco Group Plc (Serco) was appointed as the Scheme Operator in 2009. They worked with the Public Bike System Company (Montreal) to develop the cycle hire scheme in London, based upon the 'BIXI' System which successfully operates in Montreal (Figure 1.3). Serco design and build sites, and operate and maintain the scheme on TfL's behalf. Their contract includes the following:

- design and implementation of business support operations and maintenance processes;
- maintenance of assets;
- re-distribution of cycles around the scheme area; and
- customer service centre including the website and user communications.



Figure 1.3: BIXI docking station, Montreal



Scheme Benefits

Scheme benefits, both existing and anticipated long term benefits, include the following:

- a modal shift from other forms of transport to cycling. In the 2013 survey of Cycle Hire users, 41% of the journeys by scheme cycles were undertaken previously by London Underground. Other modes include 36% by walking, 28% by bus, 2% by taxi.
- encouraging additional cycle trips in London, and greater uptake of cycling in general. The 2013 survey shows the scheme is attracting those who did not previously cycle;
- reduced journey times for users. In the 2013 survey, this reason was reported by 38% of respondents;
- improved health of users. This was the reason for switching given by 30% of users;
- encourage a broader cross-section of the population to try cycling and experience the benefits of low-cost and active travel; and
- helps to remove a number of perceived and real barriers to cycling uptake, such as the expense of buying a bicycle, the fear of bicycle theft, the difficulty of storing bicycles, the lack of opportunities to try cycling for the first time or to improve cycling skills, and the difficulty of finding secure places to park bicycles.

The scheme also:

- allows a greater choice of public transport options;
- provides the fastest option for many short journeys;
- provides a transport mode that is available 24 hours a day, 365 days a year;
- encourages local trips within London by bicycle;
- offers a sustainable and low emission form of transport;
- offers a way to keep fit and lose weight;
- provides a good way to get to know one's neighbourhood better; and
- provides an inexpensive transport option.



1.3 Site Selection Criteria

A detailed site search to select appropriate sites for docking stations in London has been undertaken by TfL and the host boroughs, based on site selection criteria developed in collaboration with the scheme partners. The criteria takes into account relevant local planning policies, supplementary design guidance, and TfL's own standards and design guidance. The key criteria includes:

- no loss of trees and avoidance of grassed areas;
- minimal relocation of existing street furniture, including existing cycle stands;
- sufficient space to maintain clear pedestrian/vehicular paths/access;
- safe and secure areas with good natural surveillance, street lighting and/or where appropriate, close circuit television cameras (CCTV);
- close proximity to where people live and work, and attractors such as tourist destinations, and community and leisure facilities;
- avoidance of areas of high pedestrian congestion and areas known to be unsuitable for cyclists; and
- a presumption against sites where the docking station would have a detrimental impact on sensitive townscapes and/or the setting of heritage assets.

Each site is assessed on its merits having regard to its location and the surroundings. Not all of the above criteria are relevant to every site.



2. Design Statement

2.1 Docking Station Design

Each docking station comprises a terminal and docking points. The layout of each docking station and number of docking points is tailored to each site, depending on the available space, the proximity to buildings, the presence of street furniture and other relevant criteria listed above. Docking stations are located on footways, carriageways and other hard-standing areas.

The Terminal

The terminal (Figure 2.1) controls the locking and release of scheme cycles, enables payment of user tariffs, allows print out of journey records, provides information about the scheme and provides way-finding mapping of the local area and the location of other docking stations.

The terminal is four sided with a maximum height of 2.4m. Two faces of the terminal have a maximum width of 0.5m and the other faces have a maximum width of 0.35m. The TfL cycle hire logo (roundel) is located at the top of each face of the terminal, along with the docking station name. The 0.5m wide faces of the terminal each comprise way-finding maps and information panels (Faces A and C as shown in Figure 2.1).

Depending on the expected usage of the docking station, and whether it is located on the carriageway or footway, one (Face B) or two (Faces B and D1) of the 0.35m wide terminal faces will comprise a screen, keypad, and membership key reader. Where only one face of the terminal is used for payment, the remaining face will display additional information (Face D2). The face of the terminal that is orientated toward the carriageway (Face D1 or D2) will incorporate traffic regulations signage to avoid the need for a separate traffic sign.

The terminal colour palette comprises:

- body - dark blue (Pantone 296c);
- base, trim and cap - silver grey (RAL 9007);
- roundel circle - M: 93, Y: 100; and
- roundel bar - NCS S 0500-N (white).

The terminal is constructed from the following materials:

- top cap, housing and main panels – cast aluminium with powder coat finish and a clear graffiti resistant coating; and
- information panels - toughened glass.

The TfL roundel is not illuminated. The way-finding maps and information panel can be illuminated on demand to improve visibility for users in poor light conditions.

The top of the terminal is curved to mitigate the collection of litter. It has also been designed to enable later installation of a solar panel if solar technology improves and sufficient power could be produced to operate the docking station.

The footprint of the terminal and its associated circulation area is generally a minimum of 2.0 metres by 2.0 metres, allowing ample space for people to use the terminal without causing obstruction to pedestrians. The exact location of the terminal within the circulation area is dependent on site characteristics, access to the required connection to electricity, and the need to retain clear pedestrian paths.

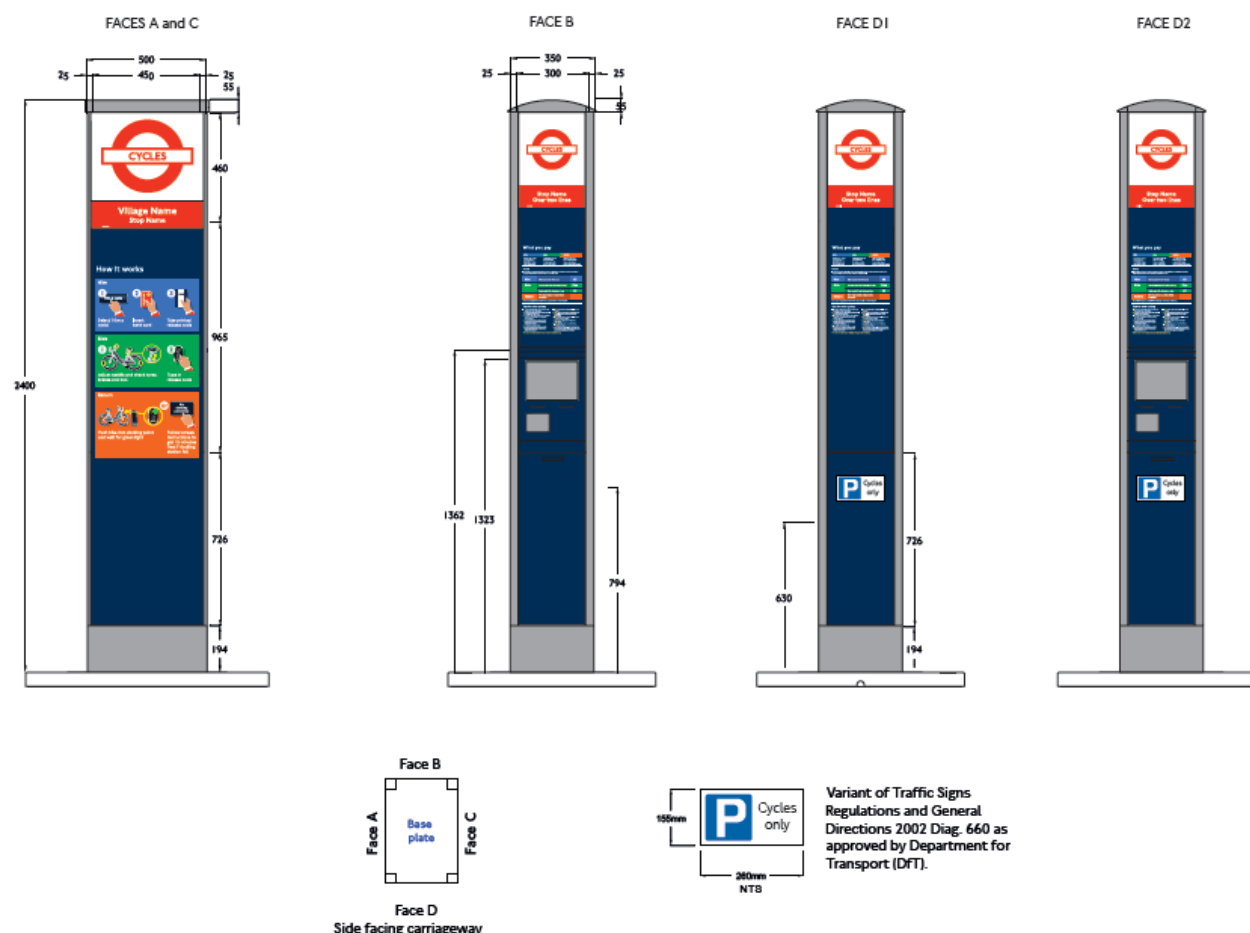


Figure 2.1: Terminal design



The Docking Points

The docking points for the docking of scheme cycles, will be contained within a defined area (or areas) adjacent to the terminal. The dimensions of the docking point area(s) will vary between docking stations depending on the number of cycle docking points, the way in which they are laid out and the site constraints and characteristics.

The docking points each secure one cycle (Figure 2.2) and are laid out to provide a minimum of 0.75 metres between the centre point of the cycles once docked. The docking points area will be designed so that the cycles will be angled at either 45 or 90 degrees within the site. The cycle will be wheeled into the docking point where it will slot firmly into a secure locking cassette. Each locking cassette has a membership key reader to allow quick release of cycles for cycle hire members.



Figure 2.2: The docking point, with one scheme cycle

Docking points each have a maximum height of 0.8 metres and maximum dimensions of 0.3 x 0.3 metres (Figure 2.3). The tops of the docking points are sloped to avoid litter accumulation and allow rain water to drain.

Docking points mirror the terminal in colour, being predominantly dark blue with silver inner panels, locking cassette and base, as outlined below:

- body – dark blue (Pantone 296c);
- inner panels, locking cassette, and base – silver grey (RAL 9007); and
- roundel – M:93, Y:100.

Docking points are constructed from cast aluminium with a powder coated finish and a clear graffiti resistant coating.

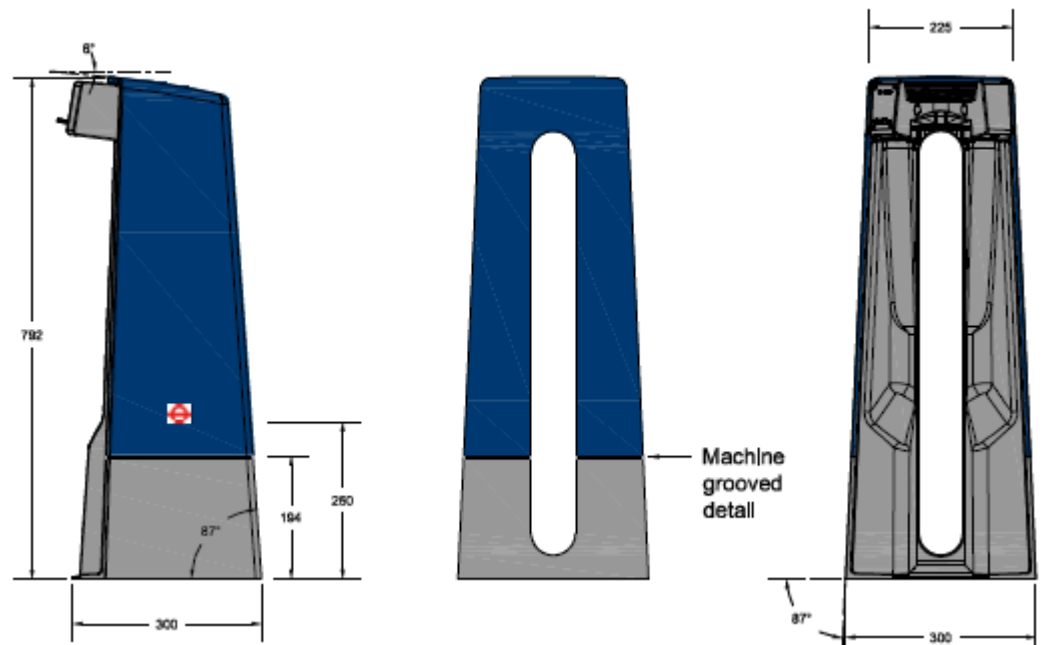


Figure 2.3: Docking point design



Foundations

Due to the presence of shallow services and the proximity of the station to a mature tree, an inset foundation will be used for the docking points and the terminal. The inset foundation has been designed to accommodate shallow obstructions and consists of a number of platforms set into the existing surface to provide a flush finish (Figures 1.9 and 1.10).

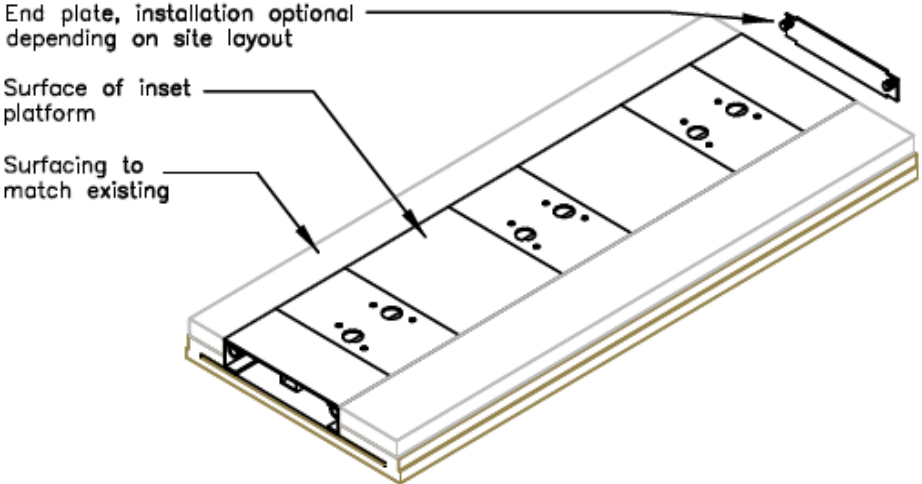


Figure 1.9: Isometric diagram showing inset platform set into pavement surface

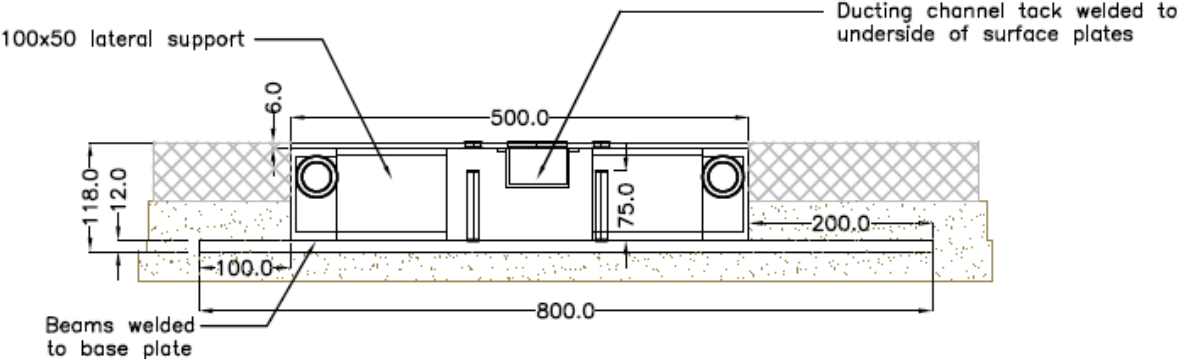


Figure 1.10: Cross-section showing inset foundation set into pavement surface

2.2 Implementation

In addition to planning permission, other consents and orders, including a Traffic Regulation Order, will be sought for all docking stations. All preparatory works, including the installation of ducting to provide power and communications, will be undertaken prior to the installation of the docking station. Where the site is not located on part of the TfL road network, the works will be undertaken with the agreement of the relevant borough or other land owner.

Construction will normally take place over approximately 8-10 working days, and a 10 day New Roads and Streetworks Act permit will be sought to allow for site set-up and appropriate reinstatement.

Since the foundation depth for the terminal and docking point structures will be a maximum of 0.45 metres (including surfacing), the duration of excavation activities will be limited.

Within the 8-10 working days, the street furniture (terminal and docking points) is also installed and the equipment tested. This involves connecting the electrical cables and bolting the street furniture to the foundations. These are relatively quiet operations.



2.3 Operation

The docking station will be available for use 24 hours a day, seven days a week, with the main periods of use during weekday mornings and early evenings. The majority of patrons using the docking station are members who do not need to be at the station for long as they simply insert their membership key into a docking point to release a cycle. Casual users will register at the terminal and receive a cycle release code which they will enter using the touch sensitive numbered pad located above the key slot on the docking point.

The noise level associated with using the terminal is comparable to bus patrons using a ticket machine located at a bus stop, or to people viewing Legible London way-finding maps. The locking mechanism used to secure cycles to the docking points utilises innovative technology developed for the Public Bike System in Montreal. The design has been carefully optimised to ensure that the risk of cycles being stolen is minimised. The docking point has been designed to guide the user to wheel the cycle into the correct position to easily engage the locking mechanism.

The locking mechanism is contained within the docking point and the progress of locking and unlocking of cycles is indicated by discrete lights on the locking cassette. The release and re-docking of the cycles is expected to occur without any discernable noise. These design features all provide a streamlined system of releasing and locking cycles that is quick, easy, and efficient.

Contractual arrangements between TfL and the Scheme Operator regarding maintenance, repair and replacement ensure the appearance of the docking station meets appropriate standards. A key objective has been to minimise the physical depreciation of the street furniture through design by, for instance, the use of curved edges on equipment and the selection of robust materials and finishes that are easy to maintain.

2.4 Maintenance and redistribution

Each docking station is inspected by maintenance staff at least every 14 days to ensure all equipment is fully functional and a high standard of station cleanliness is maintained. Any damage identified during this visit is repaired on site where possible or reported for follow-up action if necessary. This inspection usually occurs during daytime hours when visibility is best and by a single member of staff on a scheme cycle. Docking stations are also visited when faults or damage are reported by users. The noise generated by these activities is not anticipated to cause any disturbance.

The visit is usually by a single staff member on a scheme cycle who will assess the fault and if possible resolve it on site. Where this is not possible, an operational vehicle is directed to the station to collect and remove the equipment to the maintenance depot for repair.

The success of the scheme relies on the appropriate distribution of cycles across the network and the availability of vacant docking points at the end of each hire. The scheme network has, therefore, been designed to maximise the natural redistribution of cycles. At popular docking stations, if the site is empty or full, cycles need to be replenished or removed to allow space for Cycle Hire users to continue to successfully dock and acquire bikes.

Notwithstanding the above, it is necessary to redistribute bikes across the network in some locations, particularly where bicycles are used by commuters at peak hours between 7am and 10am. An increasing number of complaints are being made to the customer service team regarding the distribution of cycles across the network. These include being unable to hire a cycle due to the docking station being empty, or being unable to return a cycle due to the docking station being full. These are both situations that occur regularly due to the popularity of the scheme.

The redistribution of cycles across the network is carried out by a van or trailer with a ramp for efficient and quiet loading and unloading of the bikes. The redistribution vehicle is only sent to the docking station when it is required.

In most cases, unlike maintenance and repair activities, bike redistribution is best carried out at night. It takes approximately 30 seconds to unload or load a bike to or from the docking station for redistribution of bicycles. For example, if 10 cycles need to be removed or docked, then the approximate time to achieve this would be 5-10 minutes. This ensures that the servicing of the docking station minimises adverse impacts on surrounding properties.



3. Access Statement

3.1 Inclusive Access

The views of key access groups, including the Royal National Institute for Blind People, the Guide Dogs for the Blind Association and the Disabled Persons Transport Advisory Committee were taken into account in the initial development of a design of the street furniture. The resulting docking station design is accessible to all anticipated user groups.

As discussed in Section 1.4 individual docking points are 0.8 metres in height, which is sufficient to ensure that the docking points are visible to passing pedestrians. Individual docking points are usually viewed in the context of a row of other docking points, and in combination with docked cycles and a terminal, which further increases their visibility. The terminal is 2.4 metres high and is easily visible above the level of the cycles and docking points (Figure 3.1).

The way-finding mapping and information on the terminal, including that likely to be of relevance to non-cyclists, is of an appropriate height for most users, including wheelchair users. The mapping has been designed to be clear and easy to read and complies with TfL's accessibility standards. The text on the information panels also meets the appropriate standards with respect to font size and type, as well as colour contrast to background. There is push button illumination of the mapping and information panels.

The terminal incorporates the TfL roundel and a station and locality name to ensure each docking station is easily identifiable and recognisable as a part of the scheme and as a transport mode.



Figure 3.1: Double row docking station on footway

3.2 Pedestrian Circulation

As discussed in Section 1.3 docking station sites have been selected where there is sufficient footway or carriageway width not to cause an obstruction to pedestrians or vehicles.

Docking stations on carriageway sites are usually located against the kerb. Sufficient space has been provided on these sites to enable users to circulate around the terminal and docking points without having to step out into traffic paths. Docking stations on the footway are usually located within the street furniture zone (see Figure 3.2), or at the back of the footway. In most cases, a minimum of 2.0 metres of clear footway is retained to ensure that the docking station does not impede pedestrian movements.

The docking station is designed to maximise pedestrian circulation within and around the docking points and terminal. There is a gap between individual docking points to allow ease of cycle docking and un-docking, and pedestrian movement between the docking points when they do not contain docked cycles. Depending on site circumstances, the terminal is generally positioned within a 2.0 by 2.0 metre area to provide space for pedestrian circulation and queuing clear of the main traffic flows.

Each docking point has a scheme membership key reader enabling registered users to hire cycles without interaction with the terminal. In busy locations the terminal may have two payment points, or the docking station may have two terminals. These measures minimise queuing and help to maintain a clear footway.

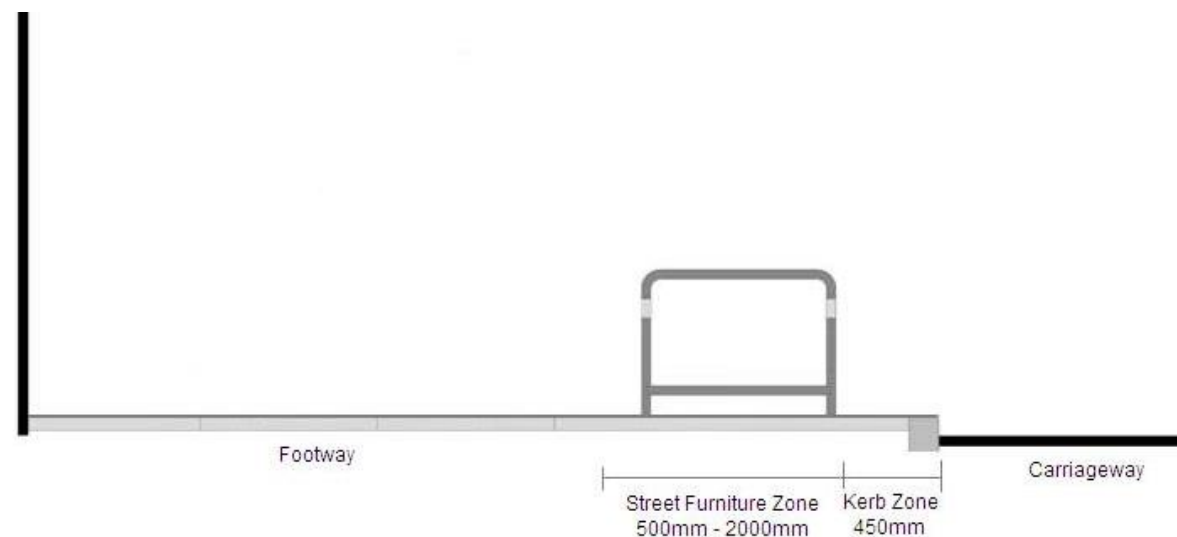


Figure 3.2: Street Furniture Zone



4. Planning Policy and Guidance

4.1 Introduction

In making a decision on whether to grant planning permission, Section 38(6) of the Planning and Compulsory Purchase Act 2004 (the 2004 Act) requires planning applications to be determined in accordance with policies of the statutory Development Plan, unless material considerations indicate otherwise.

This section first provides an assessment of the extent to which the proposal supports relevant policies within The London Plan (2016), followed by the Camden Local Plan 2017. An assessment of the proposal against other relevant planning policy including the National Planning Policy Framework (NPPF) and guidance is provided thereafter.

At the national level the assessment of policy compliance focuses on sustainability, transport and design policies. At the local level the proposal is assessed against relevant policies within the Local Plan.

4.2 The Development Plan

The London Plan

The London Plan is the overall strategic plan for London, and sets out a fully integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years.

Strategic principles are fundamental to the overall London Plan. Policy 1.1 (Delivering the strategic vision and objectives for London) states that growth and change in London will be managed in order to achieve the Mayor's vision for London's sustainable development, ensuring all Londoners enjoy a good, and improving, quality of life sustainable into the future.

The cycle hire scheme is recognised as an initiative which supports London's visitor economy in a more sustainable approach (Policy 4.5 of the London Plan).



Policy 5.1 (Climate Change Mitigation) seeks a reduction in London's carbon dioxide emissions of 60% by 2025.

Delivery of an efficient and effective transport system is a key component of the London Plan. Policy 6.1 (Integrating Transport and Development) seeks to encourage integration of transport within new schemes and supports a shift to more sustainable modes of transport. It promotes a greater use of low carbon technology in order to reduce carbon dioxide and other contributors to global warming ensuring a minimal impact on the local environment. It requires Boroughs to support sustainable means of transport and reduce the need for travel by car (by imposing maximum car parking standards and minimum cycle parking standards). Table 6.1 'Indicative List of Transport Schemes' notes that the Central London Cycle Hire Scheme is to be expanded in area and/or additional bikes within central London to be completed by 2013-2020.

The Mayor will encourage a significant increase in cycling. Policy 6.9 (Cycling) states that the Mayor will identify, promote and implement a network of cycle routes across London, continue operate and improve the cycle hire scheme, and fund the transformation of outer London town centres into cycle friendly 'mini-Hollands'. This means that planning decisions should facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity. It also outlines that cycling facilities are to be integrated within new developments and that Local Development Frameworks should identify, promote, facilitate the Cycle Super Highways and identify and safeguard sites for new or expanded cycle docking stations to increase capacity of the Mayor's cycle hire scheme.

Policy 6.11 (Smoothing Traffic Flow and Tackling Congestion) outlines that a coordinated approach needs to be taken in order to smooth traffic flow and tackle congestion. It states that Development Plan Documents should improve the extent and quality of pedestrian and cycling routes, improve management of the road network and support a shift to walking and cycling to improve traffic congestion and reduce air pollution.

Policy 7.5 states that development should make the public realm comprehensible at a human scale. This means that public and private open spaces should contribute to the highest standards of comfort, security and ease of movement possible.

The London Plan seeks to encourage healthy lifestyles in order to reduce health inequalities within London. It outlines that transport (along with other developments) should incorporate health benefits.



The cycle hire scheme provides a sustainable mode of public transport which makes a significant contribution to improving London's transport system and reducing traffic congestion. It provides an active form of transport therefore promoting a healthier lifestyle. The site is also located within the Euston Opportunity Area, and the expansion of the cycle hire scheme to this area will support the development of new housing, commercial and other development in this area (Policy 2.13 (Opportunity Areas and Intensification Areas)).

Camden Local Plan, The Development Management Plan, and The Euston Area Plan

The Camden Local Plan was adopted July 2017 and sets out the Council's planning policies for which Council's decisions on planning applications. The policies must have regard to and respond to the changing circumstances and unique characteristics of the borough. The Local Plan contributes to the delivery of the Camden Plan and other local priorities including the Development Management and Euston Area Plans. These plans cover a time period from 2016-2031. The Local Plan in particular will help to deliver benefits for economic growth, reduce inequality and secure sustainable neighbourhoods.

The Camden Plan is a key document in the delivery of The Local Plan, and includes five strategic objectives which are all aimed to deliver the overarching vision of the borough. The strategic objectives which are relevant for the purposes of the cycle hire scheme include:

- Developing new solutions with partners to reduce inequalities and improve the physical and mental health and wellbeing of local residents;
- Create conditions for and harnessing the benefits of economic growth; and
- Invest in our communities to ensure sustainable neighbourhoods.

The Euston Area Plan supports the development plan and provides a single strategic vision to help shape change in the area around Euston Station up to 2031. The Area Plan was adopted by the Council in 2015, however planning policies for the holistic development of the area are still to be consulted on later in 2018.

Camden Local Plan

Policy G1 aims to deliver locations of growth within the borough including infrastructure and facilities and G1(f) promotes appropriate development in other highly accessible areas. Schemes to encourage cycling are linked to the Council's strategy to improve Central London.

Policy T1 (Prioritising walking, cycling and public transport) seeks to provide a safe and accessible environment for cyclists by providing connected, high quality, convenient and safe cycle routes including the provision of accessible and secure bi-cycle parking facilities.

Policy C1 (Health and wellbeing) promotes strong, vibrant and healthy communities through ensuring a high quality environment with local services. Development should contribute positively to the creation of high quality, active, safe and accessible places.

Policy T2 (Transport Infrastructure) seeks to protect existing and proposed transport infrastructure in particular routes for cycling and walking.

D2 (Heritage) seeks to preserve and where appropriate enhance the diverse heritage assets and their settings, including conservation areas and listed buildings. Development must maintain or enhance the significance of the designated heritage asset and its local context and character.

Camden is the lead authority in the Clear Zones Partnership with the City of London and City of Westminster. This aims to reduce congestion, air and noise pollution and improve the urban realm through partnership working, sustainable transport measures and the use of innovative technologies.

The Local Plan makes specific reference to the London Cycle Hire Scheme. London Borough of Camden state that they will seek to ensure that the scheme is extended to key destinations across the borough, including their town centres.

The Cycle Hire Scheme will promote cycling as an alternative mode of travel for short journeys contributing towards improving peoples overall health. The docking station has adopted principles of high quality design and consideration has been given to the need to preserve and enhance the built heritage in selecting a suitable site. The site is located within an area of high accessibility while its location on the footway maintains space to allow pedestrians to pass freely. The location is accessible, safe and convenient for all users. For these reasons, the proposal is considered to comply with the Local Plan.

Supplementary Planning Guidance

The Camden Planning Guidance (2011) provides additional advice and guidance for development proposals. The guidance seeks to:

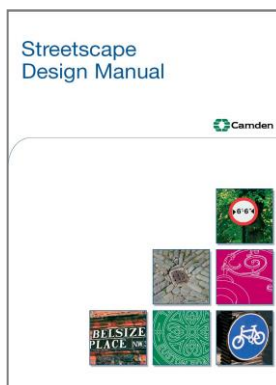
- Ensure that the Cycle Hire Scheme is extended to key destinations. Where appropriate, developments could be required to provide a financial contribution or include a docking station within the development if suitable (Paragraph 9.9 of CPG 7 Transport);
- Provide for connectivity to, from, around, and through sites for people using all modes of transport, including pedestrians, cyclists etc. (Paragraph 2.9 of CPG 1 Design);
- Respect the built form, character, history, archaeology and nature of existing buildings on the site and other buildings immediately adjacent and in the surrounding area. (Paragraph 2.9 of CPG 1 Design);
- Respect and be sensitive to natural and physical features, both on and off the site. (Paragraph 2.9 of CPG 1 Design);
- Ensure that street furniture does not obstruct pedestrian views or movement or be positioned to encourage anti social behaviour (Paragraph 9.23 of CPG 1 Design).



Streetscape Design Guidance

Camden's *Streetscape Design Manual* (2005) seeks to raise the standard of street works throughout the borough. It sets out six key design principles respecting and enhancing the local streetscape;

- using a simplified palette of quality materials;
- providing a clutter-free environment on our streets;
- enabling equal and inclusive access for all road users;
- considered, yet innovative complementary design; and
- making the street environment safer.



More specifically, the Streetscape Manual provides detailed design guidance for cycle parking. The Borough supports the provision of cycle parking in order to actively encourage cycle use. The Manual notes that cycle parking should be installed wherever demand is evident and where space allows. The guidance is relevant to the proposal in terms of influencing the design, layout and location of the docking station.

These proposed design of the docking station and the arrangement of the docking points and terminal within the site reflects these design guidelines.

4.3 Other Planning Documents

National Policy Documents

The National Planning Policy Framework (NPPF) was published on the 27 March 2012 and sets out the Government's planning policies for England. At the heart of the NPPF is a presumption in favour of Sustainable Development. Paragraph 9 states that "pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life". This includes improving the conditions in which people, live, work, travel and take leisure.



The NPPF includes 12 principles for delivering sustainable development. Principle 4 'Promoting sustainable transport' seeks to highlight the importance of sustainable transport modes, ensuring people have a choice about how they travel. Paragraph 30 states that solutions that support reductions in greenhouse gas emissions and reduce congestion should be encouraged.

Principle 7 'Requiring good design' highlights the importance of design in the built environment. Paragraph 58 outlines that planning decisions should support local transport networks and ensure that developments create safe and accessible environments. Paragraph 63 adds that, when determining applications, "great weight should be given to outstanding or innovative designs".

Principle 8 'Promoting healthy communities' highlights the important role the planning system can have in facilitating social interaction and creating healthy, inclusive communities. It identifies that planning decisions should aim to promote safe and accessible environments, and encourage the active and continual use of public areas.

Principle 10 'Meeting the challenge of climate change, flooding and coastal change' outlines the importance of the planning system in helping to secure radical reductions in greenhouse gas emissions, providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and infrastructure.

Paragraph 35 states that developments should be located and designed where practical to give priority to cycle movements and have access to high quality public transport facilities.

The NPPF also states that planning decisions should aim to achieve places which promote safe and accessible environments and developments, which contain clear and legible pedestrian routes and high quality public space which encourage the active and continual use of public areas.

The Cycle Hire Scheme provides a sustainable mode of transport which is considered to support the sustainable development principles highlighted in the NPPF, by providing a green infrastructure across London. The Scheme helps to encourage healthy and sustainable communities and its design has been carefully considered to be innovative and compatible with London streetscapes.

The Mayor's Vision for Cycling in London (2013)

The Mayor's Vision for Cycling published in March 2013 sets out the Mayor's plans for substantial change in order to treat cycling as an integral part of the transport network.

The key outcomes of the plans will be a Tube network for the bike, safer streets, more people travelling by bike and better places for everyone.



The Mayor's Transport Strategy

The Mayor's Transport Strategy published in May 2010 sets policies to improve transport within Greater London. The strategy sets out the Mayor's vision, which requires a transport system with enhanced capacity and connectivity that is efficient and integrated; encourages mode shift to cycling, walking and public transport; is accessible and fair to users; offers value for money; contributes to improving quality of life and the environment; and offers improved opportunities for all Londoners.



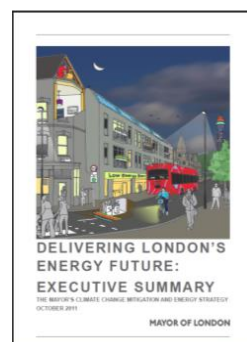
Proposals in chapter 5.13 set out to encourage more cycling. Proposal 53 seeks to raise the profile of cycling, and proposal 54 specifically seeks to deliver the Cycle Hire Scheme, along with other cycling facilities. The strategy also recognises the health benefits of cycling in Policy 17, which seeks to promote healthy travel options.

Proposal 83 seeks to use the principles of 'better streets' to improve town centres, in particular: removing clutter and improving the layout and design of streets; enhancing and protecting the built and historic environment; increasing the permeability of streets; and creating clear and easily understandable routes and spaces to make it easier for cyclists, pedestrians and disabled people to get about.

The Mayor's Climate Change Mitigation and Energy Strategy

Delivering London's energy future was adopted in October 2011.

The Strategy sets out a strategic approach to reduce carbon emissions from a range of sources, including London's transport. Action 10.5 under Policy 10 promotes the development of the London Cycle Hire Scheme as part of a shift to more carbon efficient modes of transport.



The Mayor's Air Quality Strategy

Clearing the Air was published in December 2010 following public consultation. It sets out the Mayor's plans to improve air quality in the Capital, including the reduction of air pollution from London's transport.

Cycle Hire is included in the Strategy as one way to promote a shift to cleaner forms of transport (Policy 1: encouraging smarter choices and sustainable travel). It also notes that the eastwards expansion of the scheme, combined with public transport improvements, will help to achieve behavioural change away from the car to more sustainable modes.



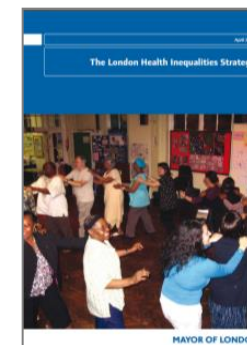
The London Health Inequalities Strategy

Sustainable Future for Cycling

The Mayor published his first ever Health Inequalities Strategy in April 2010, along with an accompanying 'action plan', *First Steps to Delivery*. The cycle hire scheme is supported by objective 5 (Healthy places), which states:

“Efficient and affordable transport systems can also help to tackle health inequalities. The Mayor's Transport Strategy emphasises the need to reduce congestion, reduce transport related carbon emissions, improve the reach and reliability of London's public transport system and increase the number of people walking and cycling which will be greatly helped by the introduction of the cycle hire scheme”.

The Scheme can help to reduce health inequalities by encouraging active travel and providing a low-cost form of transport to access employment and services, and therefore supports this strategy. The expansion of the Scheme will bring these benefits to a wider group of people.



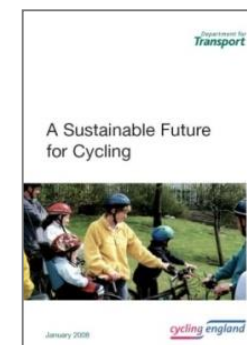
Cycling Revolution London

Within *Cycling Revolution London* (May 2010) the Mayor states that cycling has an important role to play in the future of the Capital and affirms that it is the “single most important tool for making London the best big city in the world”. The Cycle Hire Scheme is the centrepiece of the cycling programme to make London a genuine cycle-friendly city.



Sustainable Future for Cycling

Sustainable Future for Cycling published in January 2008 sets out the Government's planning policy direction regarding cycling. It recognises the important contribution of cycling as a sustainable form of transport and how cycling contributes to climate change; health, security and safety; quality of life; and equality of opportunity.



4.4 Streetscape Design Guidance

Streetscape Guidance: A guide to better London streets

Streetscape Guidance: (2017) prepared by TfL gives guidance on streetscape issues and shows how the Mayor's Healthy Streets objectives may be achieved. The document advises on key design principles including:

- consistency and clarity;
- integration and co-ordination;
- design for people;
- reduction of crime and disorder;
- function and safety;
- materials and maintenance; and
- recognition of local context and distinctiveness (including local heritage and its statutory and local designations).



The Scheme delivers a high quality design which is in line with these principles.

The London Cycling Design Standards

The London Cycling Design Standards (2014), prepared by TfL, sets out design guidance and indicative standards for all cycle schemes in London. Of particular relevance is Chapter 8 which notes the increasingly important role of cycle hire in facilitating choice in access to and onward journeys from a transport interchange. Chapter 8 also states that cycle parking should be an integral part of streetscape design and explains how cycle stand design and location can complement the existing streetscape.



5. The Application

5.1 Site Characteristics

5.1.1 Location

The site is located on the footway adjacent to the southern side of Euston Square Gardens, directly adjoining Euston Road (Figures 5.1 and 5.2). The site is situated to the west of the junction of Eversholt Street and Euston Road and to the east of Euston Square Underground station. To the north of the site directly adjoining the northern boundary of the Gardens is a large bus station with Euston Station beyond.

The surrounding area comprises of a mixture of commercial, retail and open space. Euston Square Gardens contains a number of listed buildings and structures including the War Memorial Grade II*, the two lodges Grade II and railings Grade II which form the boundary treatment of Euston Square Gardens. Euston Square Gardens is also protected by the 1931 London Squares Act. Beyond the site to the south west number 173-177 The Friends' Meeting House walls, railings and garden are Grade II listed. The built form to the south of the site is generally three to four storey buildings with long spanning facades to Euston Road. This pattern of development continues both east and west of the site along Euston Road.

The site is located within the Bloomsbury Conservation Area as designated under the Camden Local Plan 2017.

There are high volumes of traffic movement along Euston Road, the road does not benefit from a dedicated cycle way. Moderate levels of pedestrian movement are present along the footway increasing during peak times.

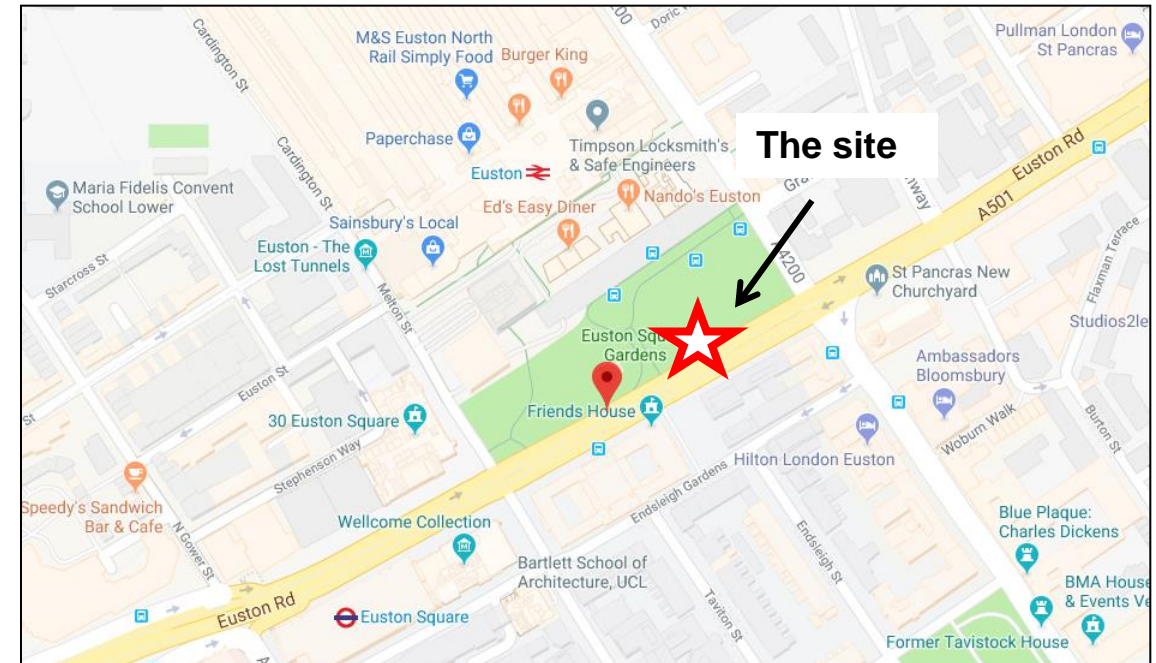


Figure 5.1: Map showing general location of site

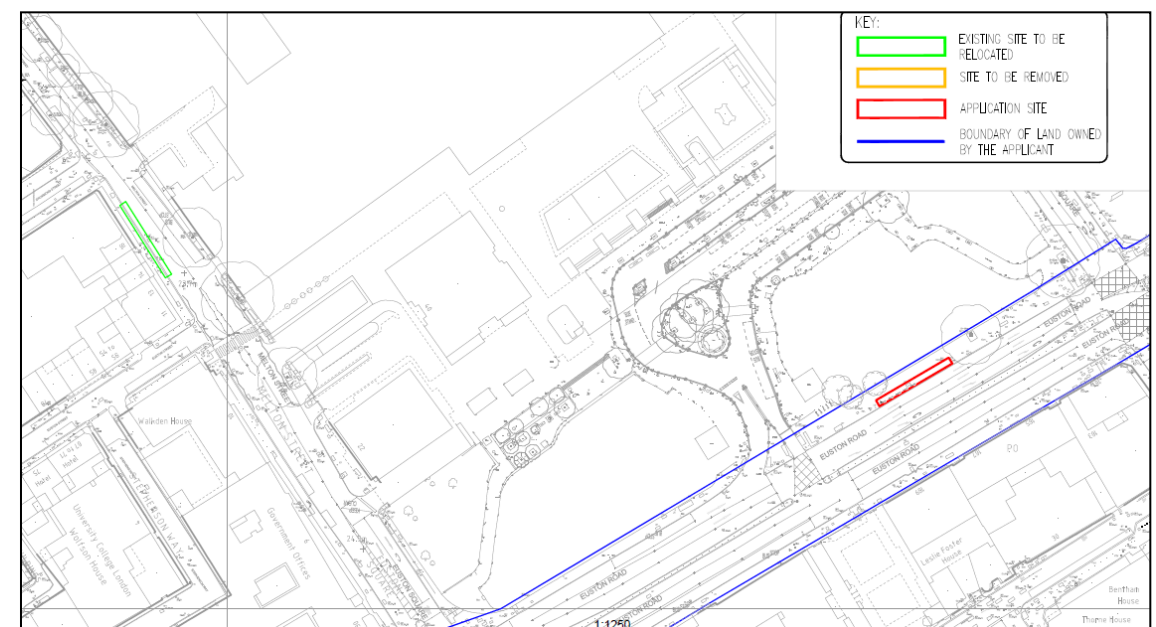


Figure 5.2: Location Plan



5.1.2 Transport Links

Euston rail and underground stations are located within 300m, Kings Cross/ St Pancras and Euston Square Rail and Underground are located within a 900m radius of the site. These stations provide access to a number of lines including the Victoria, Circle, Metropolitan, Piccadilly, and Hammersmith and City.

Euston bus station adjoins the northern boundary of Euston Square Gardens and provides multiple bus stops servicing routes within central London and extending beyond.

The proximity of the cycle hire docking station to the multiple modes of transport will ensure accessibility to an array of users.

The site is near to London Cycle super highway proposed route 11 which serves Swiss Cottage to West End, cycle highway 6 which is under construction and provides access to Stonecutter Street to King's Cross, and Q10 Farringdon to Palmers Green via Finsbury Park (Figure 5.3).

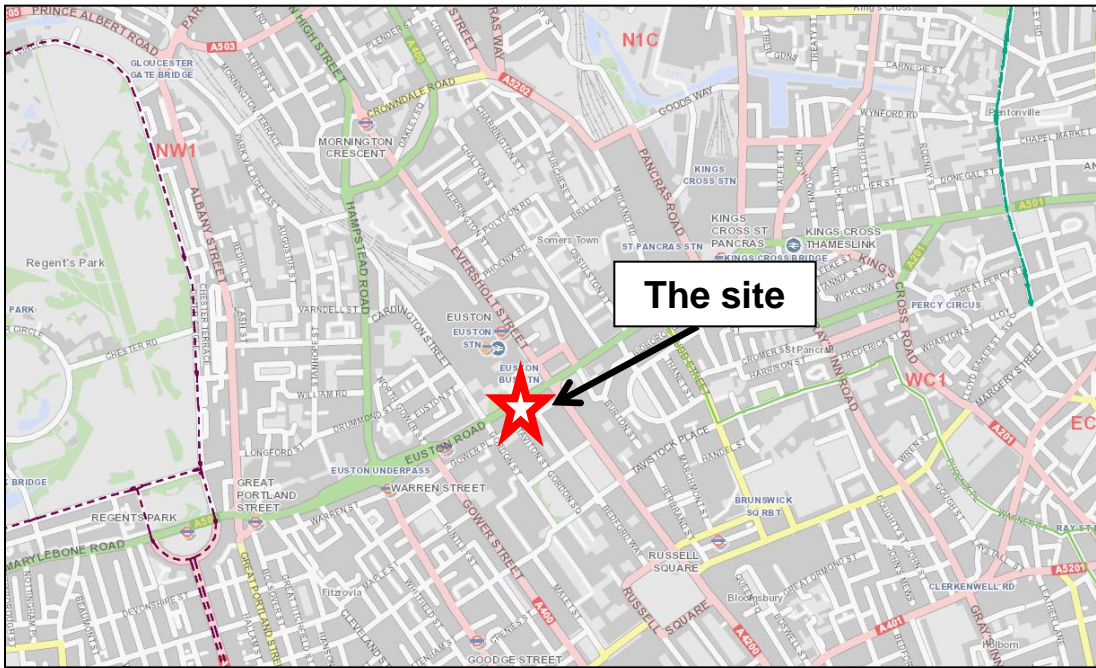


Figure 5.3: London Cycle Network, showing general location of site

5.1.3 Site Description

The docking station will be located on the footway directly outside of the central southern entrance to Euston Square Gardens (Figure 5.4). The site comprises four existing Sheffield cycle stands located alongside the carriageway of Euston Road, these stands will be removed to allow the new docking station to be installed. The existing footway is 5.5m wide and carries moderate levels of pedestrian movement, this increases during peak times. Euston Road is a six lane Transport for London Road Network (TLRN) road carrying large volumes of traffic.

A large road sign is adjacent to the eastern extent of the works, and forms the immediate environment for which the docking station will be viewed against.

A number of mature trees line the boundary of the gardens and a further tree sits within the pavement area adjacent to the proposed area of works.



Figure 5.4: View of site and listed railings.



5.2 The Proposal

The proposal is to install a docking station within the yellow shaded area line on Figure 5.5. The docking station will have a maximum length of 24.50m and will not exceed a maximum width of 2.0 metres (Figure 5.5)

The docking station will accommodate a maximum of 30 docking points with the docking points laid out in a single linear row as shown in Figure 5.6. The terminal will be positioned at the western end of the site. The docking station design will accord with the criteria outlined in Section 1.3.

The relocation of the existing Melton Road docking station is required as part of the High Speed 2 works. The new location was selected jointly by Camden Council, Cycle Hire and HS2. The existing cycle hire docking station on Melton Road will be removed in its entirety and the footway will be reinstated with concrete paving, in keeping with the existing materials.

The four Sheffield cycle stands which directly adjoin the area of works will be relocated, the position of these has been demonstrated on the attached drawings. The relocation of these stands will be undertaken separately from the works associated with this application.

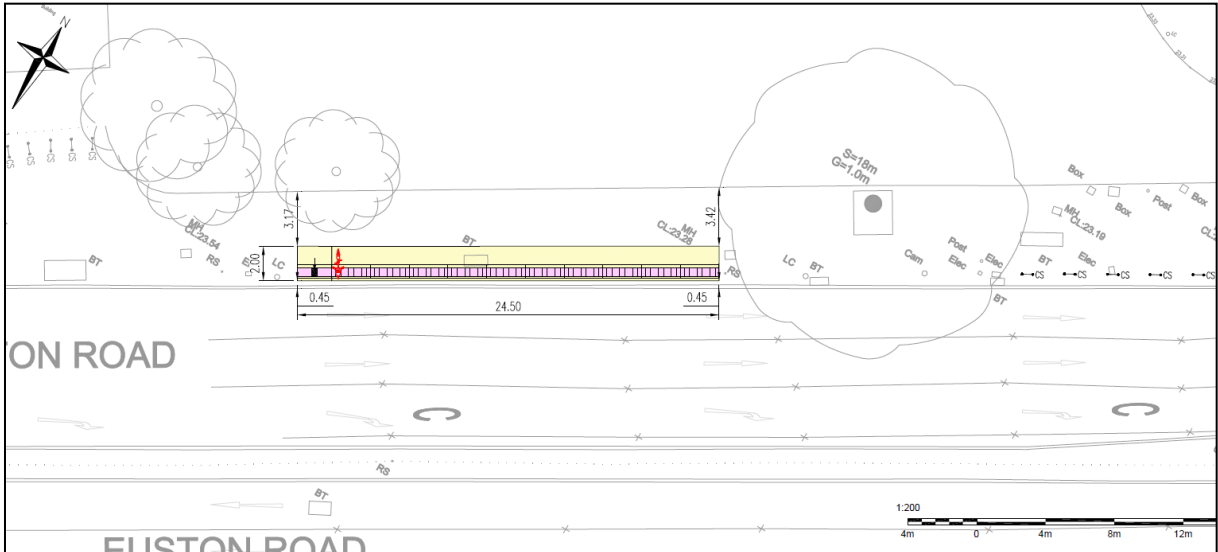


Figure 5.5: Proposed docking station arrangement extract

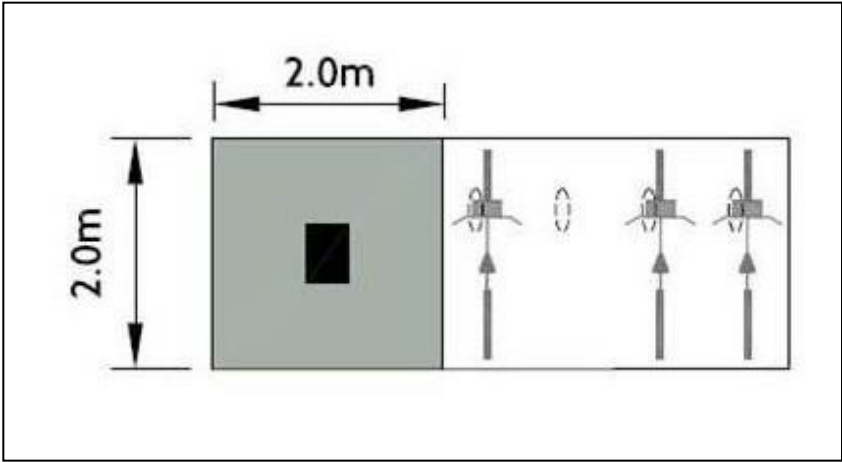


Figure 5.6: Indicative docking station layout extract



5.3 Key Issues

5.3.1 Traffic, Access and Parking

The location of the site provides access to local and national public transport and to the London Cycle Network. It is within a short distance of Euston Rail and Underground Station, Euston Square Underground Station and various bus services. This will ensure easy access to the docking station for a wide range of users.

The docking station will be located on the footway which is of a suitable width ensuring the new station would not limit pedestrian movement. A clear pedestrian path of at least 3.0m will be maintained to ensure clear pedestrian access. The docking points are also of a sufficiently low height and are set back from the edge of the footway and carriageway to ensure that it will not impede vehicle sightlines.

Furthermore due to the location on the footway this ensures there will be no loss of any car parking spaces.

Sufficient circulation area is provided around the terminal to avoid congestion, and a membership key reader will be installed at each docking point, enabling users to hire bicycles without having to queue at the terminal and thereby minimising the time required for users to be at the cycle station.

The docking station also includes a map on the terminal which will assist in the provision of way-finding of the local area and the location of other docking stations.

Overall, this is an ideal site for providing a docking station as it allows cyclists to mount and dismount in a safe area which is connected to strategic transport networks (rail, bus and cycle).

5.3.2 Townscape, Heritage and Amenity

Existing Situation

The site is within the Bloomsbury Conservation Area, which was originally designated in 1984. The conservation area has been broken down into a number of sub areas with the subject site being located within sub area 1: Euston Road. The Conservation Appraisal and Management Strategy identifies this area as a heavily trafficked area consisting of broad pavements and mature trees. This pattern of development is true of the subject site which has been described in section 5.1. Buildings were generally built in the 20th century replacing many of the 19th century buildings. The area also includes early 21st century buildings, some of which are outside the Conservation Area however form the back drop for which the buildings within the conservation area are viewed against, including the listed buildings and railings which surround the gardens. Euston square is one of the two designated open spaces within the Conservation Area. The square originally comprised of a large square which was bisected by Euston Road, with only a portion of the northern half remaining today.

Key factors identified by the strategy which are considered to harm the character of the square is the impact which the large volumes of traffic on the perimeter roads has, additionally the scale of the buildings in comparison to the space which surround the square. The two listed lodges are considered to unify the two separate parts of the open space and provide a focal element to the front of Euston Station.



Figure 5.7: View of the site and relationship to surrounding listed buildings.



Proposed Works

In selection of the site consideration has been given to the existing function of the footway and the context of the surrounding buildings. It is well away from any residential areas and does not impinge on any shop fronts or business fronts. The location does not intrude on any existing parking spaces and has very little impact on the footway's functioning. The proposed docking station will be viewed in the setting of the footway and carriageway and will strengthen transport and public function of this space (Figures 5.8 and 5.9).

The docking points will have a maximum height of 0.8 metres and the width between the centre of each docked bicycle will be 0.75 metres. This will allow a sense of visual permeability and will limit the presence of the docking station within the street scene and against the listed railings.

The proposed site has been selected for its wide footway and proximity to underground, rail and bus stations. The docking station is within the setting of Euston Square, a protected London square. As noted previously the square is bound by listed railings and a number of listed buildings. While the docking station is located within the setting of these listed buildings, it is considered that there is sufficient separation distances and obscured views so to not harm the character and appearance of these buildings. With regards to the listed railings the docking station will be sufficiently separated, maintaining important views of this feature along the park boundary. Additionally as the docks will be visually permeable and lower in height, views to the railings behind will be maintained along the southern side of the square. The footway is sufficiently sized to accommodate the docking station without impacting on the visual spatial quality of the footway as it relates to the square, listed buildings and surrounding conservation area.

The materials of the docking station will complement other street furniture within the context of the site. The size and the dark blue colour of the terminal and the layout and size of the docking points have been carefully chosen to ensure the docking station integrates with the surrounding environment. The colour also complements the existing darker hues of London signage and railings.

The docking station has been designed to enable quick and quiet use of both the terminal and docking points by users, as described in Section 2.3. Due to its distance from any residential and shop fronts as well as being located on a wide footway, the use of the docking station will have very little impact on disturbing users of the area.

Given the size, scale and location of the docking station, it is considered that it will integrate well into the existing environment while maintaining the character and appearance of the listed building setting and conservation area.



Figure 5.8: View of the site looking east, including stands for relocation.



Figure 5.9: View of the site looking south east..



5.3.3 Trees

The docking station will be located in close proximity to three mature trees situated within Euston Square Gardens and within the footway. The trees are of a mature age, and are in good physiological condition. The position of the trees and the extent of the canopy has been demonstrated on drawing no 02-615187.

As indicated the trees located within the grounds of Euston Square Gardens are sufficiently separated from the area of works by the railings and existing footway (approximately 3.3m minimum). The railings form a physical boundary between the footway and base of the tree, along with the level change from the footway to the park area which isolates the trees from the proposed area of works. For this reason no such tree protection measures will be employed during the works specifically associated with the trees within Euston Square Gardens.

Measures will be employed in order to isolate and protect the tree located within the footway to the east of the site. These measures are specified within Appendix A and provide details of techniques to be employed prior and during works, including implementing hand digging techniques. It is anticipated that if all measures are adopted the impacts on the tree will be sufficiently mitigated.

5.4 Application Summary

The application will fully support National and Local Planning Policies and Streetscape Design Guidance. In addition to the wider benefits which are outlined in Section 2 the Cycle Hire Scheme will:

- meet the Borough's site selection criteria (outlined in Section 1.3);
- ensure the delivery of the Cycle Hire Scheme network is at the required density;
- provide a well-considered design that is compatible with the activities and functions of the Euston Opportunity Area;
- provide a well-considered design that maintains the character of the Bloomsbury Conservation Area and the surrounding listed buildings;
- Provide a well-considered design that is compatible with the surrounding area and preserves residential amenity;
- provide a high quality design which ensures that the development is compatible with the function of the street while effectively mitigating against impacts on existing trees; and
- not affect the safety of highway users or affect the flow of pedestrian or vehicular traffic in the area.

