

LabTech
Buck Street Market
Transport Statement

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

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

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Contents

	Page
Executive Summary	1
1 Introduction	2
1.1 Background	2
1.2 Current Market	2
1.3 Proposed Development Vision	3
1.4 Proposed Camden Town Station Improvements	3
1.5 Report Structure	4
2 Site Description	6
2.1 Site location	6
3 Planning Policy Context	7
3.1 National Planning Policy	7
3.2 Regional Policy	7
3.3 Local Policy	10
4 Transport Networks	12
4.1 Walking and Cycling	12
4.2 Public Transport	13
4.3 Highway Network	15
4.4 Car Parking and Car Clubs	16
5 Proposed Development	18
5.1 Development Overview	18
5.2 Access and Parking	19
6 Servicing and Waste Management Strategy	20
6.1 Servicing Location	20
6.2 Existing Service Vehicle Trips	20
6.3 Forecast Service Vehicle Trips	21
6.4 Waste Generation and Storage	21
7 Trip Generation and Development Impact	23
7.1 Methodology	23
7.2 Existing Trip Generation	23
7.3 Proposed Trip Generation	25
7.4 Net Development Impact	26
8 Interim Travel Plan	29
9 Summary and Conclusions	30

Executive Summary

This Transport Statement (TS) and accompanying Interim Travel Plan (TP) have been prepared to assess and mitigate any transport related impact of the proposed redevelopment of the Buck Street Market in Camden. Located between Camden High Street and Kentish Town Road, the existing market will be redeveloped as a container market.

The document forecasts trips associated with the redeveloped market and identifies measures that are best suited to manage this.

This report has identified key local, regional and national policy in order to inform the transport strategy and travel planning measures. These measures are underpinned by site-specific transport aims and objectives, which will help the market excel in its ability to showcase sustainable and active modes of travel.

An analysis of existing transport networks has shown that the development benefits from excellent links to public transport and is well positioned to influence travel choices for its businesses and visitors. The area that the market occupies has a PTAL rating of 6b, which confirms the excellent transport links that the market has access to.

By not providing car parking, the site continues to discourage vehicle use. Whilst limiting access via car, the site still ensures it is accessible to all, including disabled users. Restricting vehicle trips accords with wider sustainability and air quality objectives, particularly in relation to the Camden Borough Air Quality Management Area. A robust servicing and waste management strategy demonstrates there is minimal change from existing vehicle movements.

No adverse impacts on the wider transport network are expected to arise from the market redevelopment. The development is a unique opportunity to enhance the quality of the existing market and enrich the local area in conjunction with other recent developments within the Camden area.

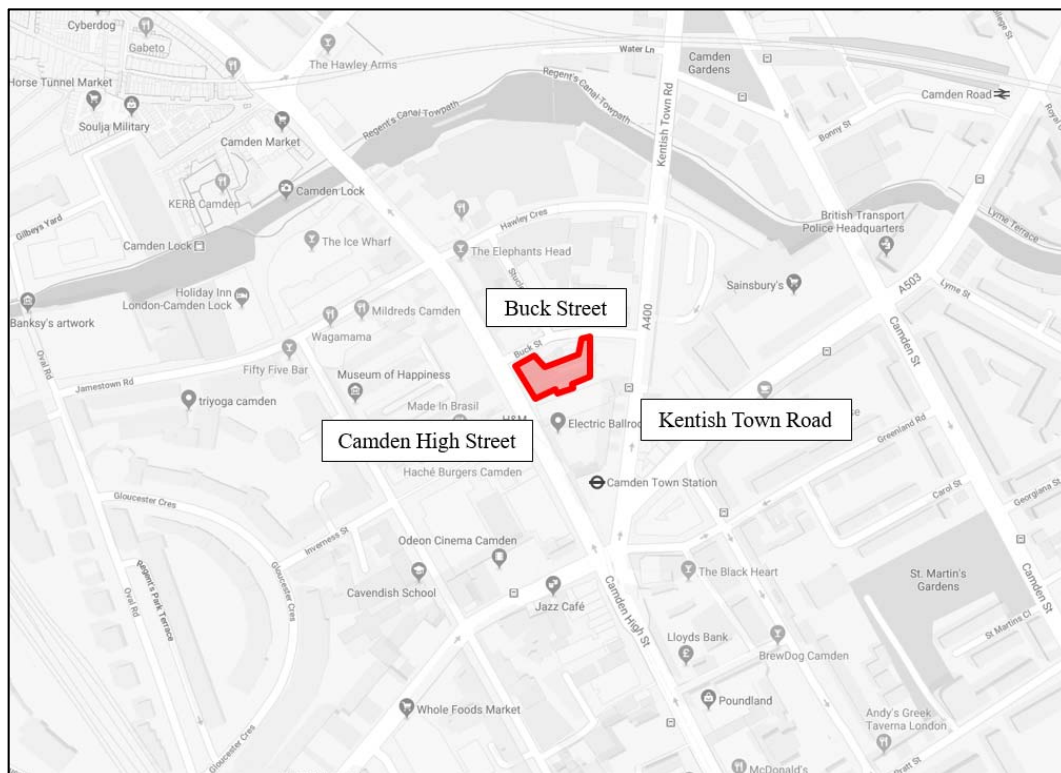
1 Introduction

1.1 Background

Arup has been commissioned by LabTech to prepare a Transport Statement (TS) in support of a planning application for a Container Market scheme on the site of the existing Buck Street Market in the London Borough of Camden (LBC).

The market is situated in a prominent location on Camden High Street. The location of the site is shown in **Figure 1**.

Figure 1: Site Location



(Image: Google Maps)

The existing market is located at the junction of Camden High Street and Buck Street and is signed as the Camden Market. Prior to the Second World War, Union Terrace formed part of the site (the former name of Dewsbury Terrace). This name has been retained for historical purposes and the market is often also referred to as 'Union Street Market'.

1.2 Current Market

The existing market provides 1,020m² floor area of flexible market space. The market currently benefits from a 5-year temporary planning permission (application reference number 2017/3343/P), which expires in September 2022. The development proposal is for a temporary scheme to activate the site prior to a permanent scheme being considered.

The layout of the existing market, whilst profitable, is not designed in a manner that enhances the Camden Town Conservation Area. The market has stalls across a cramped open-air site, and disabled access is problematic.

There are 95 tenants that currently sell goods such as t-shirts, jewellery, bags and mobile phone covers.

A photo of the current frontage is shown in **Photograph 1**.

Photograph 1: Current Market Frontage



1.3 Proposed Development Vision

The development proposal is for a temporary scheme to come forward in late 2018 that will:

- Provide a more welcoming retail market environment for visitors, locals, tourists and Londoners to browse, shop, eat, relax and meet with friends, colleagues and family;
- Enhance the market offer in Camden Town in order to benefit the London Borough of Camden and London as a whole; and
- Provide a container market and retail outlets which meet the needs of the vision in the short term while London Underground improves Camden Town Underground Station.

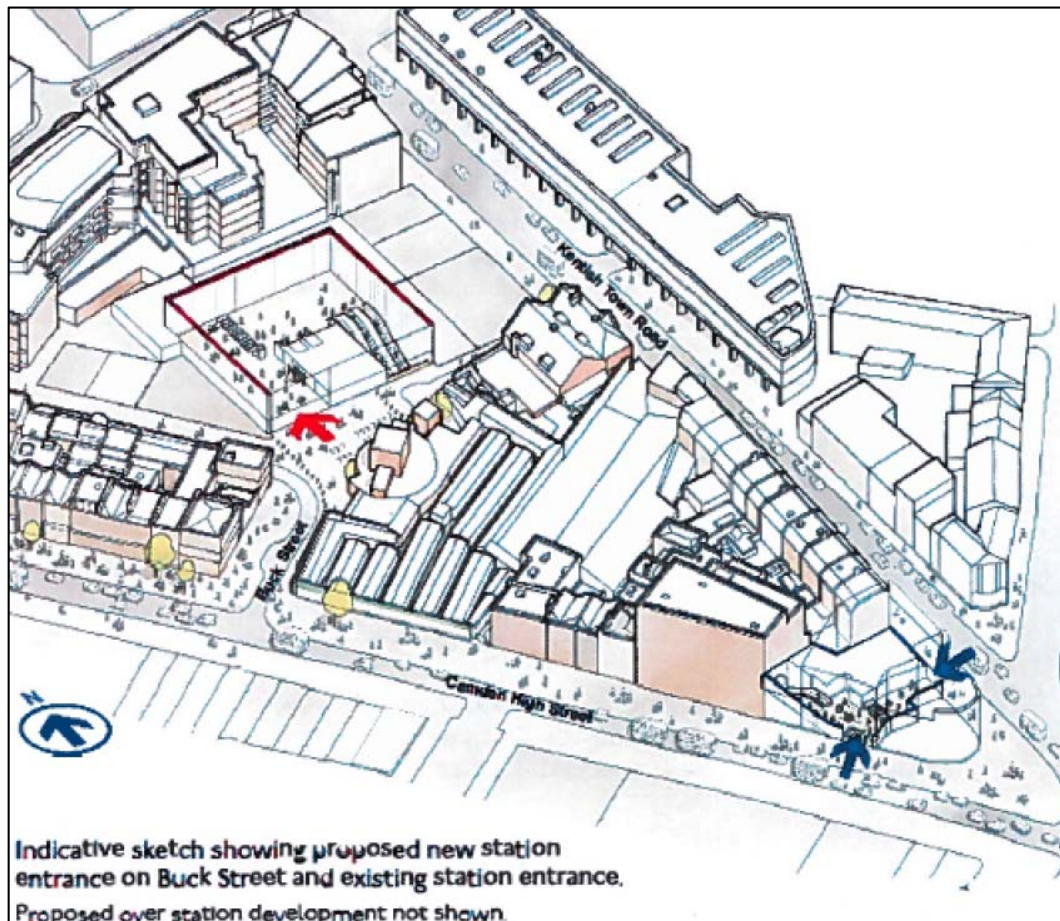
1.4 Proposed Camden Town Station Improvements

During the life span of the proposed development (i.e. within the next five years), it is expected that Transport for London (TfL) will commence works to provide a

new entrance to Camden Town London Underground station on Buck Street opposite the market.

The works include increasing capacity at the station so it can properly support the vibrant local community and economy, whilst providing a much better experience for customers using the station. The current proposals for the station, provided by TfL, are shown in **Figure 2**.

Figure 2: Camden Town LUL Improvement Scheme (source: TfL, February 2018)



The TfL proposals include a second entrance to the station on Buck Street, new escalators and lifts, and more space to change between trains. Arup met with TfL in February 2018 to discuss the emerging construction proposals and have taken the works into account when developing the transport strategy for the proposed Container Market development.

1.5 Report Structure

The purpose of this report is to demonstrate to LBC, the local planning and highway authority, and Transport for London (TfL) that the development proposals are aligned with relevant planning policy and will not have a significant impact on the surrounding transport networks or the proposals to upgrade Camden Town station.

As the proposed development will replace the existing market, and the uplift in floor area is less than the threshold (1,000m²) for a Transport Assessment (TA) in accordance with LBC guidance (see Section 3.3), a TS containing the necessary transport information has been produced. The report structure is as follows:

- Section 2: Site Description;
- Section 3: Planning Policy Context;
- Section 4: Transport Networks;
- Section 5: Proposed Development;
- Section 6: Servicing and Waste Management Strategy;
- Section 7: Trip Generation and Development Impact;
- Section 8: Interim Travel Plan; and
- Section 9: Summary and Conclusions.

2 Site Description

2.1 Site location

The Buck Street Market occupies land between Camden High Street to the west and Buck Street to the north. The Trinity United Reformed Church bounds the eastern edge of the site and the Electric Ballroom is to the south.

To the north of the market is the site of the former Hawley Infant and Nursery School which relocated in 2016 to the Hawley Wharf development. TfL has proposed that part of the land previously occupied by the school could be used to provide a new entrance to Camden Town LU station.

The site forms part of the Camden Town market experience, being in close proximity to other markets, including Camden Lock Market, and the Stables Market located to the north along Camden High Street.

3 Planning Policy Context

3.1 National Planning Policy

3.1.1 National Planning Policy Framework

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

The revised *Draft National Planning Policy Framework* is currently going through consultation. The consultation draft dated March 2018 also stresses that decision-makers should seek to approve applications for sustainable development where possible.

Development Compliance with National Policy

The proposed development is located in an area of very good public transport provision and is connected to existing walking and cycling networks. The development proposals also include the provision of 22 cycle parking spaces. No car or motorcycle parking is to be provided. The proposals therefore meet the sustainable development criteria promoted in the *NPPF*.

3.2 Regional Policy

Although the development will not be referable to the Mayor, it is useful to consider *London Plan* policies and aim to achieve higher standards where applicable.

3.2.1 The London Plan 2016

The adopted *London Plan*, produced by the Greater London Authority (GLA), forms the strategic plan for London and provides a framework for the development and use of land, combining improvements in infrastructure and transport. The document includes amendments that were made to take into account the publication of the *NPPF* and more recently (March 2016), the minor alterations to the parking standards.

Chapter Six of the *London Plan* covers transport and includes car and cycle parking standards that support the wider policies of encouraging sustainable transport use. The *London Plan* cycle parking standards for A1, A3 and B1 land use are summarised in **Table 1**.

Table 1: The London Plan Cycle Parking Standards

Land Use	Long-stay	Short-stay
A1 food retail	From a threshold of 100 m ² , 1 space per 175 m²	From a threshold of 100 m ² , <750 m ² : 1 space per 40 m², thereafter 1 space per 300 m²
A1 non-food retail	From a threshold of 100 m ² , <1000m ² 1 space per 250 m²; then 1 space per 1000m²	From a threshold of 100 m ² , <1000m ² 1 space per 125m²; then 1 space per 1000m²
A2-A5	From a threshold of 100 m ² , 1 space per 175 m²	From a threshold of 100 m ² , 1 space per 40 m²

Note: Where the size threshold has been met, for all land uses in all locations a minimum of 2 short-stay and 2 long-stay spaces must be provided. Cycle parking areas should allow easy access and cater for cyclists who use adapted cycles

- *It is recommended that supporting facilities are provided at land uses where long stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, showers and changing rooms.*
- *For both long-stay and short-stay parking, consideration should be given to providing spaces accessible to less conventional bicycle types, such as tricycles, cargo bicycles and bicycles with trailers.*
- *Where it is not possible to provide suitable visitor parking within the curtilage of a development or in a suitable location in the vicinity agreed by the planning authority, the planning authority may at their discretion instead accept, in the first instance, additional long-stay provision or, as a last resort, contributions to provide cycle parking in an appropriate location in the vicinity of the site.*
- *Short-stay cycle parking should be available for shoppers, customers, messengers and other visitors to a site, and should be convenient and readily accessible. Short-stay cycle parking should have step-free access and be located with 15m of the main site entrance, where possible.*
- *All cycle parking should be consistent with the London Cycling Design Standards, or subsequent revisions.*
- *Where cyclists share surfaces with pedestrians, the safety and accessibility of the environment for disabled and older Londoners should be assured.*

3.2.2 The New London Plan (Draft, December 2017)

The updated cycle parking requirements included in the new *London Plan* draft are presented in **Table 2**.

Table 2: New London Plan (draft) Cycle Parking Requirements (for areas with higher cycle parking standards)

Land Use	Long-stay	Short-stay
A1 food retail	From a threshold of 100 m ² , 1 space per 175 m² GEA	For areas with higher cycle parking standards, from a threshold of 100 m ² <750 m ² : 1 space per 20 m², thereafter 1 space per 150 m² GEA
A1 non-food retail	From a threshold of 100 m ² , <1000m ² 1 space per 250 m²; then 1 space per 1000m² GEA	For areas with higher cycle parking standards, from a threshold of 100 m ² , <1000m ² 1 space per 60 m²; then 1 space per 500 m² GEA
A2-A5	From a threshold of 100 m ² , 1 space per 175 m² GEA	For areas with higher cycle parking standards, from a threshold of 100 m ² , 1 space per 40 m²

- Staff cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers (at least two per three long-stay spaces are recommended) and shower facilities (at least one per ten long-stay spaces is recommended). Accessible facilities for disabled cyclists should also be provided.
- Short-stay cycle parking must be available for shoppers, customers, messengers and other visitors, and must be convenient and readily accessible. It must have step-free access and be located within 15 metres of the main entrance wherever possible.
- The provision of space for folding bicycles is not an acceptable alternative to conventional cycle parking, as these cycles are only used by a minority of cycle owners, tend to be less affordable and can present difficulties for some users. Provision of cycle hire caters for a different market of cyclist and also should not be accepted in lieu of cycle parking.

With regards to car parking, the new *London Plan* indicates that new retail development in central activities zones and areas of PTAL 5-6 should be car-free.

3.2.3 Mayor's Transport Strategy (2018)

The new *Mayor's Transport Strategy (MTS)* was published by the GLA in March 2018. The policies set out in the new *MTS* aim to support mode shift across London. The target presented in the *MTS* is 80% of all trips to be made on foot, cycle or public transport by 2041.

The key objectives with regards to new development is to provide new mixed-use development in areas of good access to public transport, walking and cycling provisions, to minimise car parking in new developments in central areas, with developments in locations with good public transport connectivity expected to be car-free, and to provide appropriate cycle parking within the sites.

The *MTS* also identifies that developers will need to deliver transport solutions to promote a mode shift to active, efficient and sustainable modes, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.

Development Compliance with Regional Transport Policy

The proposed development is a mixed-use development, to be located in an area of excellent public transport, walking and cycling connectivity. Development proposals include the provision of 22 cycle parking spaces and do not include any car or motorcycle parking.

An Interim Travel Plan has also been developed, which includes a series of measures to encourage sustainable travel to and from the site.

The development therefore aligns with regional planning policy.

3.3 Local Policy

3.3.1 Camden Local Plan (July 2017)

The new *Camden Local Plan* identifies transport's key role in the health and wellbeing, air quality and sustainability of communities within Camden. The *Plan* focuses on prioritising sustainable travel and minimising the use of motor vehicles.

The *Local Plan* main transport policies include the following:

- **Policy T1 Prioritising walking, cycling and public transport.** This policy focuses on improving cycling facilities and creating conditions that will encourage further take up of cycling. The policy also aims to ensure a safe and accessible environment for pedestrians whilst improving the overall quality of the pedestrian environment.
- **Policy T2 Parking and car free development.** The *Local Plan* aims to limit the availability of parking by requiring all new developments in the borough to be car free. This will be done by not issuing on-site or on-street parking permits and limiting parking to designated spaces for disabled people and essential servicing needs.

3.3.2 Camden Planning Guidance 7: Transport

LBC is currently reviewing and updating the *Camden Planning Guidance (CPG)* documents to support the delivery of the new *Camden Local Plan*. The existing Transport document, CPG7, currently continues to apply.

Of particular relevance to this development are the guidelines in *CPG7* on the type of cycle parking that should be provided, as well as guidelines on developing Transport Assessments (or Transport Statements), Travel Plans and Delivery and Servicing Management Plans. The document additionally identifies that developments in the borough's most accessible locations need to be car-free and car-capped, as well as provide cycling facilities.

Development Compliance with Local Policy

The Buck Street Market is located in an area of good connectivity by sustainable transport modes. The development proposals also include the provision of cycle parking (22 spaces). No car or motorcycle parking will be provided. The type and location of the cycle parking provided for the proposed development has been informed by the Planning Guidance.

The planning application is supported by this TS and an accompanying Interim Travel Plan in accordance with local policy. A series of measures proposed as part of the Travel Plan aim to encourage walking, cycling and public transport use to travel to and from the site further. A Delivery and Servicing Management Plan sets out a proposed strategy to ensure deliveries and waste collection does not significantly impact transport networks.

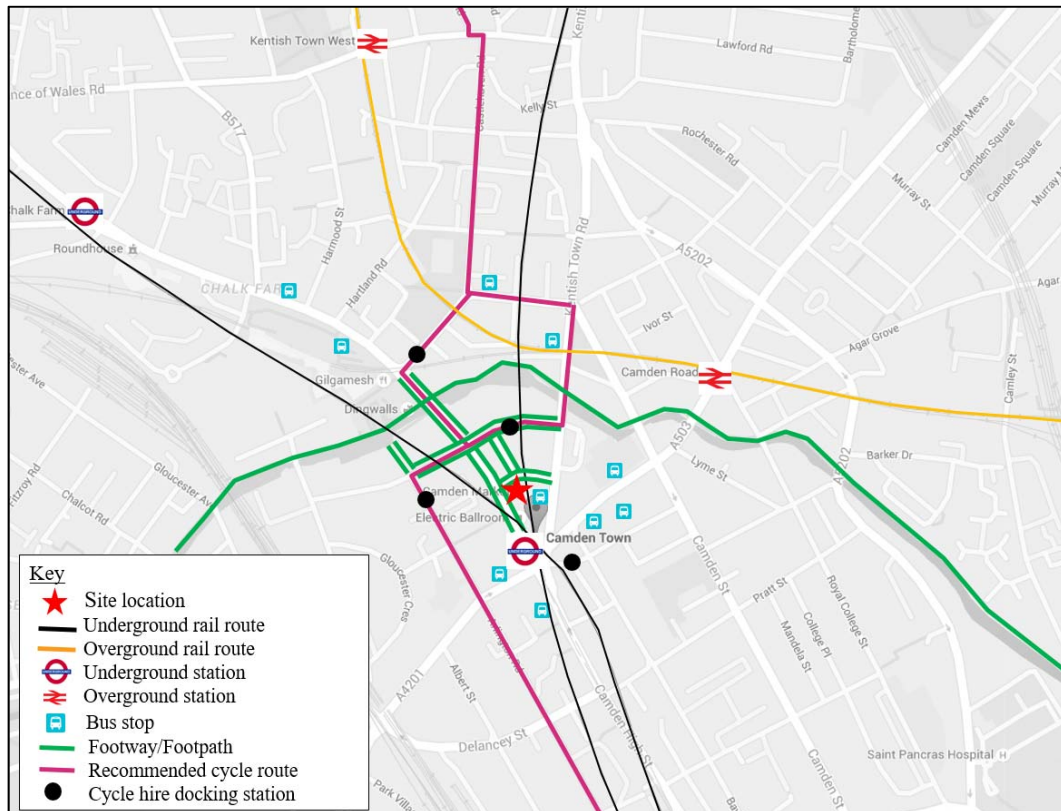
The proposed development is therefore considered to be compliant with local policy requirements.

4 Transport Networks

This section provides an overview of the transport networks in the vicinity of the site and therefore identifies the site's accessibility by the different transport modes.

Figure 3 shows the main sustainable transport facilities in the vicinity of the site.

Figure 3: Sustainable Transport Connections



(Image Source: Map Data © 2016 Google)

4.1 Walking and Cycling

The local pedestrian network provides excellent access to a range of land uses in the local area. Camden High Street has benefited from improvements to the public realm, which have sought to reduce the dominance of vehicle traffic by narrowing the carriageway and widening the footways. Footways are provided on both sides of the roads that make up the local road network surrounding the market. Footways are also provided on the north side of the market space along Buck Street between Camden High Street and Kentish Town Road.

The Jubilee Greenway walking route passes 200m north of the market and continues along the canal, providing a pleasant walking route which connects, via a pedestrian footbridge, to Camden Lock Market. The Jubilee Greenway route provides a 60km walking route around London.

Table 3 shows walking distances to the nearest public transport networks from the market.

Table 3: Walking Distances to Public Transport Services

Interchange	Distance	Estimated walking time
Bus stop Kentish Town Road (northbound)	110m	< 1 minute
Camden Town LU station	120m	1 – 2 minutes
Bus stop Camden Road (southbound)	280m	3 minutes
Camden Road Overground station	500m	6 minutes
Mornington Crescent LU station	750m	10 minutes
Chalk Farm LU station	850m	11 minutes

The market is well located with regards to cycling provision. TfL identifies Jamestown Road, Arlington Road, Hawley Crescent, Castlehaven Road, Hawley Road and Kentish Town Road as routes recommended for cyclists. Cycle parking is currently provided outside Café Nero on Jamestown Road and on Parkway (A4201) outside Café Nero.

As part of the London Cycle Hire scheme, a series of local cycle docking stations have been installed throughout central London. The nearest docking stations are located on Arlington Road, Hawley Crescent, Greenland Road and Castlehaven Road. These cycling facilities are shown in **Figure 3**.

4.2 Public Transport

The market is located in an area of good public transport provision and has a Public Transport Accessibility Level (PTAL) rating of 6b (1a being the lowest accessibility and 6b being the highest). The PTAL rating of 6b equates to an ‘excellent’ level of public transport accessibility. The excellent accessibility of the site can be attributed to the location of numerous bus stops within walking distance of the site and Camden Town LU station which is located 120m to the south of the site. An overview of existing sustainable transport facilities in the vicinity is shown in **Figure 3**.

Camden Town LU station, serviced by the Northern line, is the nearest station but visitors can also use Chalk Farm LU station which is an 850m walk to the north of the market or Mornington Crescent LU station, 750m to the south. Camden Town LU station currently has access restrictions on Sundays when the station is exit only between 13:00 and 17:30. Passengers are advised to use the nearby Mornington Crescent, Chalk Farm or Kentish Town stations for return journeys.

There are proposals to upgrade Camden Town LU station to provide additional capacity and the location of the new entrance could be on Buck Street, on part of the land previously occupied by Hawley Infants School. This would be immediately opposite the market development. This would greatly enhance the accessibility of the site however it is unlikely that construction of the new entrance will be complete during the temporary operating period of the proposed container market.

Camden Road station, located approximately 500m walking distance to the north east of the market, provides connections to London Overground services. The location of the station is shown in **Figure 3**.

Bus stops closest to Buck Street Market are located on Kentish Town Road (northbound only), Camden High Street, and Camden Road. All stops are located within 350m walking distance from the site and provide 24 hour services.

A summary of services provided at the bus stops is shown in **Table 4**.

Table 4: Summary of Daytime Bus Services

Nearest Stop Location	Service	Route*	Daytime frequency per direction
Camden High Street Camden Town (EB)	C2	Parliament Hill Fields -Kentish Town Station-Great Portland Street Station-Oxford Circus Station- Conduit Street	Every 7-10 minutes
	274	Angel Islington -Camden Town Station-London Business School- Lancaster Gate	Every 11-13 minutes
Kentish Town Road Camden Town (NB)	88	Camden Town Station -Picadilly Circus-Westminster Station-Vauxhall Park- Omnibus Clapham	Every 6-9 minutes
	134	North Finchley Bus Station -Highgate Station-Archway Station-Kentish Town Station-Camden Town Station-New Oxford Street	Every 5-8 minutes
	214	Highgate School -Kentish Town Station-St Pancras International Station-Old Street Station- Finsbury Square	Every 6-10 minutes
	C2	Parliament Hill Fields -Kentish Town Station-Great Portland Street Station-Oxford Circus Station- Conduit Street	Every 7-10 minutes
Camden Town station (NB)	24	Grosvenor Road – Victoria Station – Westminster – Tottenham Court – Royal Free Hospital	Every 8 – 12 minutes
	27	Chiswick Business Park – Hammersmith Bus Station	Every 6 – 10 minutes
	31	White City bus station – Camden Town	Every 8 – 10 minutes
	168	Hampstead Heath – Camden – Elephant & Castle	Every 6-10 minutes

In addition to the daytime bus services listed in **Table 4**, there are a number of services that operate from late evening to early morning.

Table 5: Summary of Night Bus Services

Nearest Stop Location	Service	Route*	Daytime frequency per direction
Kentish Town Road Camden Town (NB)	N20	Barnet High Street-Kentish Town Station-Camden Town Station-Whitehall/Trafalgar Square	Every 30 minutes
Camden High Street (WB) Camden Road (EB)	N253	Aldgate Bus Station-Hackney Central Station-Finsbury Park Station-Camden Town Station-New Oxford Street	Every 15 minutes
Camden High Street (NB) Camden Road (SB)	N29	Little Park Gardens-Finsbury Park Station-Camden Town Station- Trafalgar Square/Charing Cross Station	Every 7-8 minutes
	N279	Waltham Cross-White Hart Lane Station-Camden Town Station-Trafalgar Square/Charing Cross Station	Every 20 minutes
	N5	Edgware Bus Station-Hampstead Station-Camden Town Station-Whitehall/Trafalgar Square	Every 15 minutes
Camden High Street (SB)	N28	Bayham Street-Camden Town Station-Kilburn Park Station-West Kensington Station-Mapleton Station	Every 30 minutes
	N31	Bayham Street-Camden Town Station-Notting Hill Gate Station-Clapham Junction Station	Every 30 minutes

Table 4 and Table 5 source: TfL 2018 *Only selected intermediate stops noted

4.3 Highway Network

The proposed development is located outside the central London Congestion Charging Zone (CCZ) and outside the Ultra Low Emission Zone (ULEZ). The streets surrounding the site can be described as follows:

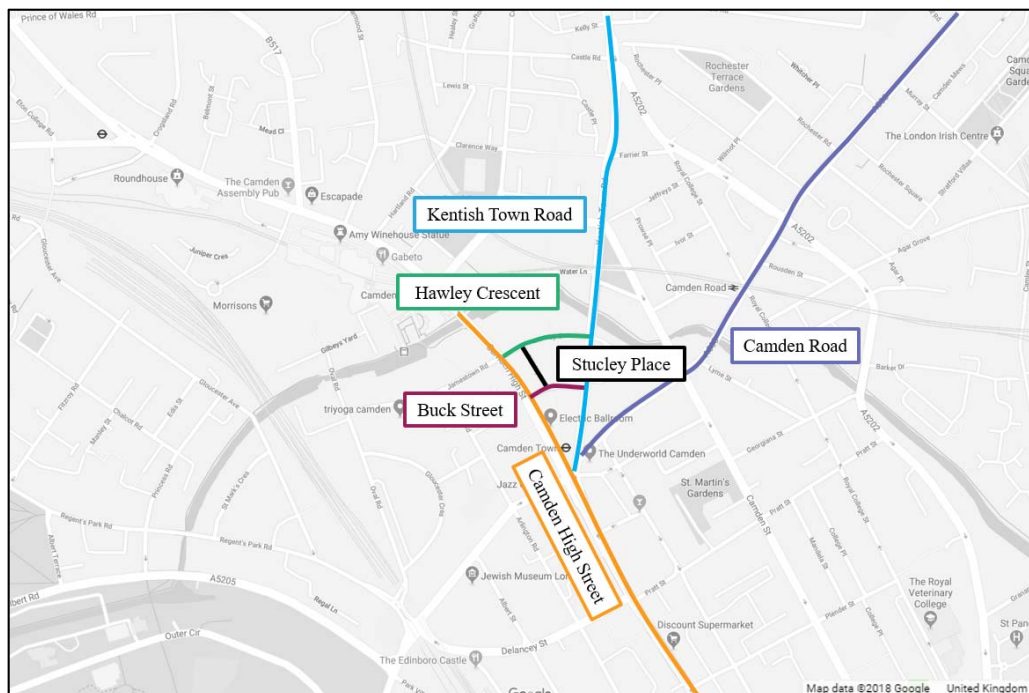
- Camden High Street, a one-way (northbound) road to the west of the site. Camden High Street is a key corridor through Camden Town and connects to Chalk Farm Road and Castlehaven Road to the north;
- Buck Street; a two-way road which borders the north side of Buck Street Market and connects Camden High Street with Kentish Town Road. The road is subject to a 20mph speed limit and has designated parking bays for cars and motorcycles;
- Stucley Place; a two-way road which runs in a north-south direction and links Buck Street with Hawley Crescent to the north of the market site. The road is subject to a 20mph speed limit and serves a mix of businesses and residential apartments;
- Hawley Crescent; a one-way road (westbound) which runs parallel with Buck Street, linking Kentish Town Road and Camden High Street. The road is

subject to 20mph speed limit and has provision for car parking, along with a cycle hire station. The road gives access to a mix of commercial property;

- Kentish Town Road; a one-way (northbound) road to the east of the market. The road is subject to a 20mph speed limit and forms junctions with Buck Street and Hawley Crescent on the west side; and
- Camden Road; a two-way road which runs in a north-south direction towards Holloway. The road passes Camden Road Overground station and is subject to a 20mph speed limit.

The local road network is shown in **Figure 4**.

Figure 4: Local highway network



(Image Source: Google Maps)

A TfL appointed taxi rank is located on Hawley Crescent, approximately 100m to the north of the site. The rank provides three taxi bays and operates on a Saturday and Sunday only.

4.4 Car Parking and Car Clubs

The nearest on-street public parking bays are located on the southern side of Buck Street and on Kentish Town Road to the east of the market. Motorcycle bays are also provided on Buck Street next to pay and display/pay by phone car parking spaces.

The nearest off-street car park is located on Pratt Street, approximately 550m walking distance to the market and provides 100 spaces. Car parking is also provided at Sainsbury's on Kentish Town Road, with 296 spaces available to customers.

Table 6: Public Car Parking

	Number of spaces	Free / Customers only	Distance from Site	Cost
Pratt Street	100	Public	550m	2 hours - £5 up to 24 hours - £15
Sainsbury's	296	Customers only	350m	2 hours free (customers only)
Morrison's	420	Customers only	500m	2 hours free (customers only)
London Zoo	320	Customers and public	1100m	£14.50/day (visitors) £65.00/day (public)

Dedicated disabled permit parking in the vicinity of the site is provided next to the pay and display spaces located on Buck Street. A blue badge disabled parking space can be found on Hawley Crescent (approximately 110m to the north of the market). Short-stay (maximum of three hours) parking for blue badge holders can also be accommodated on the yellow line areas in the vicinity of the market (northern side of Buck Street, Stucley Place and parts of Kentish Town Road).

Two car clubs operate locally, Zipcar and Enterprise Car Club (formerly City Car Club). The nearest cars are parked within 350m of the market, located on Arlington Road to the south-west of the site. Additional car club spaces are located on Lyme Street, Pratt Street and Gloucester Crescent.

5 Proposed Development

5.1 Development Overview

The objective of the scheme is to provide a new, exciting retail-led destination in Camden. The long-term aspiration for the applicant is to deliver a permanent development on the site of the current market; however significant construction cannot take place in advance of or during the proposed works to deliver the Camden Town LU station improvements adjacent to the site on Buck Street.

Therefore, a temporary container scheme project is proposed for a 5-year period to deliver a positive asset for the local community of Camden. The scheme seeks to transform the current market into a mixed-use scheme. The development description is for use of land for siting of a ground plus two-level container market comprising retail (Class A1), restaurant / café (Class A3), hot food takeaway (Class A5) and ancillary management / storage uses with associated stalls, partial roof canopy, landscaping, seating and servicing areas.

The scheme will allow local people and businesses to showcase their talents and grow stronger in an inspiring setting. It is anticipated the scheme will host primarily independent businesses including retailers, street food traders and restaurants.

The proposed containers can be secured at night which will reduce time spent setting up the market. The retail units along Camden High Street and Buck Street will have fitted metal and glass doors.

The proposal will also incorporate several environmental friendly and recycled materials into its landscaping. The main flooring and upper decks will be created from recycled scaffolding boards. Greenery will be incorporated around the scheme by a mixture of recycled barrels, tyres and pallets. Herbs and vegetables can be grown around the scheme and will be used in the on-site food and drink units.

The area schedule of the scheme, by floor level, is shown in **Table 7**. The total areas, by type of use, is as follows:

- Retail Class A1 – 431m²
- Open Market Stalls Class A1 - 490m²
- Restaurant Class A3 – 179m²
- Hot Food Takeaways Class A5 – 340m²
- Ancillary – 76m²
- Total – 1,516 m² (1,440m² excluding ancillary use).

Table 7: Proposed Floor Area Schedule

Proposed Area Schedule	GEA (m²)	GIA (m²)
Ground Floor		
A1	380	334
A3	103	95
A5	91	80
Open Market	490.32m²	
First Floor		
A1	51	44
A3	76	70
A5	164	134
Second Floor		
A1	0	0
A5	85	76
Ancillary	76	67
** Floor areas based on schedule dated 10/07/2018.		

5.2 Access and Parking

The current *London Plan* cycle parking standards relevant to the proposed development land uses are outlined in **Table 1** of Section 3 (policy). The relevant *new London Plan (draft)* cycle parking standards are shown in **Table 2**.

Based on the cycle parking standards and the proposed development floor area schedule, the cycle parking requirements for the site range between 21 spaces (five long stay and 16 short stay spaces) and 29 spaces (five long stay and 24 short stay spaces) based on the current *London Plan* standards. Based on the *new draft London Plan* standards, the requirements range between 25 spaces (five long stay and 20 short stay spaces), and 40 spaces (five long stay and 35 short stay spaces).

Given the layout constraints of the historic market site, the proposed development will achieve a provision between the lower scale of the current and new *London Plan* requirements and provide 22 spaces in total within the site boundary. This will comprise five long-stay spaces and 17 public spaces. As the current market has no cycle parking within the site, the provision of these spaces will provide a positive contribution towards the cycle parking provision within the market area.

The proposed development will be car free, in compliance with regional and local policy, as detailed in Policy Section 3.2 and 3.3.

6 Servicing and Waste Management Strategy

This section provides a summary of the servicing and waste management arrangements associated with the proposed market development. A detailed Servicing Management Plan (SMP) has been developed and submitted separately.

6.1 Servicing Location

Surveys commissioned in 2015 to record servicing activity associated with the existing market confirmed that servicing predominantly takes place to the north of the market on-street on Buck Street.

Servicing is also permitted within a designated on-street loading bay on Camden High Street on weekdays and some servicing activity was recorded on Kentish Town Road to the east.

The proposed development will continue to be serviced as existing. However, the proposed improvements to Camden Town station, which include a new station entrance on Buck Street, are likely to see the closure of Buck Street to vehicles and therefore remove the ability for the market, and other local businesses, to use Buck Street for servicing activity.

If Buck Street is closed to vehicles, there is no alternative location nearby for servicing operations related to the market and other local businesses on weekends (use of the Camden High Street loading bay is currently prohibited at weekends). The 2015 survey data indicated that weekend servicing activity is still present, but lower than weekday servicing. As part of the TfL works package it is therefore expected that a wider local area agreement will be sought to either amend the weekend restrictions to facilitate servicing on this section of Camden High Street, or provide an alternative suitable location.

6.2 Existing Service Vehicle Trips

Trips that were recorded servicing or making deliveries to Buck Street Market in 2015 are shown in **Table 8**.

Table 8: Market Related Trips (2015)

Location	Saturday 10/10/2015			Tuesday 13/10/2015		
	Buck Street	Camden High Street	Stucley Place	Buck Street	Camden High Street	Kentish Town Road
Peak Periods	10:00-11:00	N/A	N/A	10:00-11:00	N/A	N/A
Peak Period Arrivals	5	-	-	5	-	-
All Daily Arrivals	15	1	1	17	1	1

The survey data indicates that:

- The majority of servicing activity in the vicinity of the site takes place on Buck Street;
- Servicing is mainly undertaken by cars, vans and LGVs;
- On both a weekday and weekend there is a peak hour of activity between 10:00 and 11:00, with 5 trips to the market recorded; and
- The total servicing events and servicing activity profiles generally appear similar between Tuesday and Saturday.

6.3 Forecast Service Vehicle Trips

The forecast number of service and delivery vehicle trips when the market is redeveloped has been estimated using an Arup in-house vehicle generation tool developed to utilise Arup research and other survey information from similar developments in the United Kingdom.

The generation tool applies a delivery and servicing vehicle trip rate for each of the proposed land-uses to the relevant gross internal area (GIA) for that use. The trip rates, which are expressed as vehicles per 100m² per day, have been derived from survey data from office, retail, and other facilities around London, as well as relevant design guidelines and local authority regulations.

It is necessary to use these trip rates, rather than the 2015 survey data, as the mix of retail use is different to the existing use.

Based on the proposed GIA, Arup has calculated that a total of 14 vehicle trips per day will on average require service access to the market. A summary is shown in **Table 9**. This estimate is relative to the servicing activity recorded in 2015 and therefore suggests that the overall delivery pattern is unlikely to change.

Table 9: Estimated Daily Deliveries for the Proposed Development

Daily Deliveries for the proposed Container Scheme					
Land Use	GIA (m ²)	Average Daily Trip Rate per 100m ²	Number of Daily Deliveries	Peak Period Trips	Servicing Peak Period
Retail (A1)	445	0.52	3	1	06:00-08:00
Retail (A3)	165	2.20	4	2	
Retail (A5)	290	2.20	7	3	
Total	900		14	6	

6.4 Waste Generation and Storage

The SMP provides details of the estimated two-day waste generation and calculates that the waste room will need to be sufficiently sized to accommodate the following waste containers:

- 3 No. 1,100 litre eurobins for residual waste;
- 2 No. 1,100 litre eurobins for dry mixed recyclables (paper, cardboard, mixed metals and plastics);
- 1 No. 360 litre wheelie bin for glass; and
- 4 No. 240 litre wheelie bins for food waste.

The refuse store will be provided on the ground floor of the proposed development. The waste will be collected from the loading bay on Camden High Street. The facilities management team will move the bins to the waste presentation area prior to collection.

7 Trip Generation and Development Impact

This section presents the trip generation associated with the existing and proposed development on the site and outlines the net impact of the proposed development on the local transport networks.

7.1 Methodology

Trip generation associated with the existing and proposed development on the site has been calculated using person trip rates and mode share data extracted from the consented Camden Lock Market (CLM) scheme (planning application reference number 2015/4774/P). The CLM scheme is a mixed-use development in the vicinity of the proposed Buck Street Market. The CLM trip rates were calculated using multimodal surveys undertaken in June / July 2015. It should be noted that the size of the proposed market space is significantly smaller than the CLM development and as a result, the assessment is considered to represent a worst-case scenario.

7.2 Existing Trip Generation

The market trip rates extracted from the CLM TA are shown in **Table 10** for a weekday and **Table 11** for the weekend.

Table 10: Existing Development Weekday Trip Rates (per 100m²)

Mode	AM (08:00-09:00)			PM (18:00-19:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Weekday total people trip rates	5.1	4.9	10	15.8	18	33.8	266.6	269.2	535.9

Table 11: Existing Development Weekend Trip Rates (per 100m²)

Mode	Midday (13:00-14:00)			Daily		
	In	Out	Total	In	Out	Total
Weekend Total people trip rates	70.6	68.8	139.4	550.9	557.5	1,108.4

The mode share extracted from the CLM TA is shown in **Table 12**.

Table 12: Existing Market Mode Share

Mode	Share
Underground	50%
Pedestrians	16%
Bus	14%
Rail	7%
Cyclists	4%

Mode	Share
Car drivers	3%
Other	3%
Taxi	2%
Motorcycles	1%
Total	100%

The existing development consists of 200 small stalls which cover an area of approximately 1,020m². The resulting trip generation by mode associated with the existing site (based on a total market area of 1,020m²) is shown in **Table 13** and **Table 14**.

Table 13: Existing Trip Generation by Mode - Weekday

Mode	AM (08:00-09:00)			PM (18:00-19:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	26	25	51	81	92	172	1,360	1,373	2,733
Pedestrians	8	8	16	26	29	55	435	439	875
Bus	7	7	14	23	26	48	381	384	765
Rail	4	3	7	11	13	24	190	192	383
Cyclists	2	2	4	6	7	14	109	110	219
Car drivers	2	1	3	5	6	10	82	82	164
Taxi	1	1	2	3	4	7	54	55	109
Motorcycles	1	0	1	2	2	3	27	27	55
Other	2	1	3	5	6	10	82	82	164
Total	52	50	102	161	184	345	2,719	2,746	5,466

Table 14: Existing Trip Generation by Mode - Weekend

Mode	Midday (13:00-14:00)			Daily		
	In	Out	Total	In	Out	Total
Underground	360	351	711	2,810	2,843	5,653
Pedestrians	115	112	228	899	910	1,809
Bus	101	98	199	787	796	1,583
Rail	50	49	100	393	398	791
Cyclists	29	28	57	225	227	452
Car drivers	22	21	43	169	171	339
Taxi	14	14	28	112	114	226
Motorcycles	7	7	14	56	57	113
Other	22	21	43	169	171	339
Total	720	702	1,422	5,619	5,687	11,306

In addition to visitor trips, a 2015 survey recorded servicing trips to the market. The survey recorded 15 service and delivery vehicle trips to the market on a weekday and 16 trips on a weekend.

7.3 Proposed Trip Generation

The trip rates and mode share associated with the site are the same as per the existing scheme (shown in **Table 10** and **Table 12**).

The total floor area of the proposed development will be approximately 1,440 m², including A1/A5/A3 land uses, and open market area in the form of stalls. An additional 76m² floor area of ancillary land use is provided but will not generate any additional trips. The resulting total trip generation associated with the proposed development is shown in **Table 15** (weekday) and **Table 16** (weekend).

Table 15: Proposed Development Trip Generation – Weekday

Mode	AM (08:00-09:00)			PM (18:00-19:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	37	35	72	114	130	243	1,920	1,939	3,859
Pedestrians	12	11	23	36	41	78	614	620	1,235
Bus	10	10	20	32	36	68	538	543	1,081
Rail	5	5	10	16	18	34	269	271	540
Cyclists	3	3	6	9	10	19	154	155	309
Car drivers	2	2	4	7	8	15	115	116	232
Taxi	1	1	3	5	5	10	77	78	154
Motorcycles	1	1	1	2	3	5	38	39	77
Other	2	2	4	7	8	15	115	116	232
Total	73	71	144	228	259	487	3,840	3,877	7,719

Table 16: Proposed Development Trip Generation – Weekend

Mode	Midday (13:00-14:00)			Daily		
	In	Out	Total	In	Out	Total
Underground	508	495	1,004	3,967	4,015	7,982
Pedestrians	163	159	321	1,270	1,285	2,554
Bus	142	139	281	1,111	1,124	2,235
Rail	71	69	141	555	562	1,118
Cyclists	41	40	80	317	321	639
Car drivers	31	30	60	238	241	479
Taxi	20	20	40	159	161	319
Motorcycles	10	10	20	79	80	160
Other	31	30	60	238	241	479
Total	1,017	991	2,008	7,935	8,030	15,965

In addition, there are expected to be approximately 14 daily service trips associated with the proposed development.

7.4 Net Development Impact

The net change in trip generation as a result of the proposed development is shown in **Table 17** (weekday) and **Table 18** (weekend).

Table 17: Proposed Development Net Impact - Weekday

Mode	AM (08:00-09:00)			PM (18:00-19:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	11	10	21	33	38	71	560	566	1,126
Pedestrians	3	3	7	11	12	23	179	181	360
Bus	3	3	6	9	11	20	157	158	315
Rail	2	1	3	5	5	10	78	79	158
Cyclists	1	1	2	3	3	6	45	45	90
Car drivers	1	1	1	2	2	4	34	34	68
Taxi	0	0	1	1	2	3	22	23	45
Motorcycles	0	0	0	1	1	1	11	11	23
Other	1	1	1	2	2	4	34	34	68
Total	21	21	42	66	76	142	1,121	1,132	2,252
* Based on floor area schedule dated 10/07/2018									

Table 18: Proposed Development Net Impact - Weekend

Mode	Midday (13:00-14:00)			Daily		
	In	Out	Total	In	Out	Total
Underground	148	145	293	1,158	1,172	2,329
Pedestrians	47	46	94	370	375	745
Bus	42	40	82	324	328	652
Rail	21	20	41	162	164	326
Cyclists	12	12	23	93	94	186
Car drivers	9	9	18	69	70	140
Taxi	6	6	12	46	47	93
Motorcycles	3	3	6	23	23	47
Other	9	9	18	69	70	140
Total	297	289	586	2,316	2,343	4,659
* Based on floor area schedule dated 10/07/2018						

The following can be concluded based on the net trips presented above:

- On a weekday, the proposed development is forecast to generate fewer than one additional two-way person trips per minute in the AM peak hour, and approximately two additional two-way person trips per minute in the PM peak hour;
- On a weekend during the midday peak (which is the highest peak of the week), the proposed development could generate up to 10 additional two-way trips per minute;
- The proposed development is in very close proximity to other Camden markets (e.g. Camden Lock Market, The Stables Market) which include primarily retail land uses. The development proposals include a significant element of hot food/restaurant/café land uses. It is therefore expected that the majority of the person trip generation presented above will be linked trips between the markets, and therefore will already be on the local transport networks;
- An increase in vehicular trips is forecast; however, due to the limited parking within the surrounding area, it is unlikely that this increase will be seen. The car mode share includes shared trips and drop-offs and additionally measures will be applied as part of the Travel Plan to reduce single car driver trips. If there are 18 additional two-way car trips during the weekend peak as forecast, they will be dispersed on the network and the impact will be negligible;
- The site has excellent walking and cycling connections and there will therefore be no discernible impact on local walking and cycling connections. The provision of cycle parking within the market will make a positive contribution to the sustainable transport facilities available in the wider market area; and

- The site is located in an area of excellent public transport provisions (PTAL 6b) and it is therefore expected that the additional trips can be accommodated on the local public transport network. With regards to underground trips, a series of measures are proposed as part of the Interim Travel Plan (accompanying this TS) to encourage the use of alternative stations to alleviate current capacity issues at Camden Town station until the station improvement works are completed.

8 Interim Travel Plan

The design and location of the development offers numerous opportunities for individuals to travel to and from the site in a sustainable manner. A review of existing travel patterns using travel surveys undertaken for the neighbouring Camden Lock Market indicates that the majority of visitors to the proposed development will travel sustainably. A Travel Plan will however further ensure that good travel patterns are established upon occupation and set in place a long-term strategy for encouraging sustainable modes of travel.

An Interim Travel Plan has been developed in support of this planning application that focuses on reducing car mode share and increasing cycling and walking trips.

9 Summary and Conclusions

Arup has been commissioned by LabTech to prepare a Transport Statement in support of a planning application for the proposed redevelopment of the Buck Street Market in the London Borough of Camden.

The proposed development will be a temporary container development, comprising a mix of retail uses.

This document has considered the transport implications of the proposed development and to summarise:

- The proposed development is located in an area of excellent public transport provision (6b PTAL rating with some nearby areas scoring 6a). This includes bus, Overground and Underground, cycling and walking facilities;
- The development will provide no car parking and will encourage travel by sustainable transport modes by providing cycle parking within the site;
- Many of the visitors to the market will already be visiting the Camden market area; the proposed development will complement the existing retail offer;
- A Servicing Management Plan has been prepared which demonstrates that servicing trips can be accommodated on the existing highway network and provides a strategy for servicing the site if construction works associated with Camden Town station commence on Buck Street; and
- An Interim Travel Plan has been prepared for the proposed development in order to build on the solid foundation of an accessible location and good public transport links.

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