

TfL Spatial Planning Reference: CMDN/20/17

Borough Reference: 2020/0728/P

Location: 70-86 Royal College Street, London NW1 0TH

Proposal: Demolition of existing buildings (Class B2); erection of 5 storey building (plus rooftop pavilions/plant and basement) to provide a healthcare facility (mixed use Class D1/C2)

Dear Kate,

Many thanks for consulting TfL, with regard to the above planning application, TfL has the following comments:

- The site is located approximately 150 metres west of the A400, Camden Street which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
- Proposals to enhance the public realm adjacent to the site along Royal College Street are welcomed in line with Intend to Publish (ItP) London Plan policies T2 and D7.
- The development is proposed to be largely car-free with the exception of one blue badge space on site which is supported in line with ItP London Plan policy T6. Proposals to provide an additional blue-badge space on-street are noted. The applicant should continue discussion with Camden as highway authority to identify the most suitable location for this space along Royal College Street. The Council is reminded that the amenity and safety of cyclists using Cycleway 6 and pedestrians utilising the footway should not be compromised by the additional blue badge provision.
- The quantum of long and short stay cycle parking complies with ItP London Plan policy T5 which is welcomed.

However, the current submission fails to provide sufficient details regarding the proposed cycle parking to assess its merits against the London Cycling Design Standards (LCDS). TfL require additional information including the exact dimensions of all cycle parking areas, aisle widths and the types of stand proposed.

The LCDS can be found in TfL's online Streets Toolkit at:

<https://tfl.gov.uk/corporate/publications-and-reports/streets-toolkit#on-this-page-2>.

Chapter 8 specifically covers cycle parking and the standards outlined within this chapter will be used to assess this proposal's cycle parking.

To accommodate all types of cycle, the lifts used to access cycle parking should have minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1000mm, and any door to a cycle parking area should be automated – push button or pressure pad operated.

The provision of 6 Sheffield type stands for larger or adapted cycles is welcomed. TfL welcomes that showers and changing facilities are proposed for use by staff and visitors.

- TfL note proposals for a new vehicular access off Royal College Street for access to servicing, delivery and blue badge parking. Swept path analysis for a 7.5 t HGV accessing and egressing the site from Royal College Street has been provided which is welcomed.

However it is proposed that this access will be shared by servicing and operational vehicles and cyclists. In addition both cycle parking and blue badge parking is located within close proximity to this vehicular access. This conflict of use raises safety concerns and TfL suggests that a Stage 1 Road Safety Audit is undertaken for the new junction and revised servicing yard arrangement and a Designer's Response provided to TfL and the Council prior to determination.

- A draft Delivery and Servicing Plan has been produced which is welcomed in line with ItP London Plan policies T4 and T7. TfL support proposals for on-site servicing and the estimated daily number of deliveries are acceptable in principle.

A vehicle booking system should be implemented to ensure that deliveries are coordinated to avoid the backing up of vehicles across Cycle Way 6.

- A draft Construction Management Plan has been produced in line with TfL guidance which is welcomed. Once a principle contractor has been appointed, a Construction Logistics Plan (CLP) in full should be secured prior to the commencement of any works on site.

TfL understands that the works are due to commence in September 2020 for a period of 20 months. TfL should be notified of any changes to that timescale.

The applicant should commit to scheduling construction related deliveries outside of peak periods (08:00 – 09:00 and 16:30 – 18:00).

It is imperative that road safety measures are considered and preventative measures delivered through the construction and operational phases of the development. TfL welcomes the use of FORS.

TfL is satisfied with the applicant's initial approach to the routing of construction related deliveries to and from the site. Once a contractor has been appointed the final routing strategy should be confirmed.

A vehicle booking system should be implemented to avoid vehicles waiting on the surrounding roads.

It is welcomed that both the footway and Cycleway will remain unobstructed by the works and that traffic marshals will be used during vehicle manoeuvres to ensure pedestrian and cyclist safety is maintained.

The applicant forecasts up to 12 vehicles a day at the peak period the construction, which is considered acceptable.

Vehicles servicing the site should include side-bars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the capital's roads. This is particularly important as HGV's will need to cross-over Cycle Superhighway 6 to access the site during construction..

- The Travel Plan produced has followed TfL guidance which is welcomed. However measures and targets for site visitors should be more ambitious and updated to take into account the 2018 Mayor's Transport Strategy and reflect the Inner London target for 90% of trips to be made by foot, cycle or public transport. The final Travel Plan should be secured and monitored via S106 agreement.

Overall, TfL requests additional information prior to determination as outlined above.

Please do not hesitate to contact me should you require any further assistance.

Kind regards,

Jack