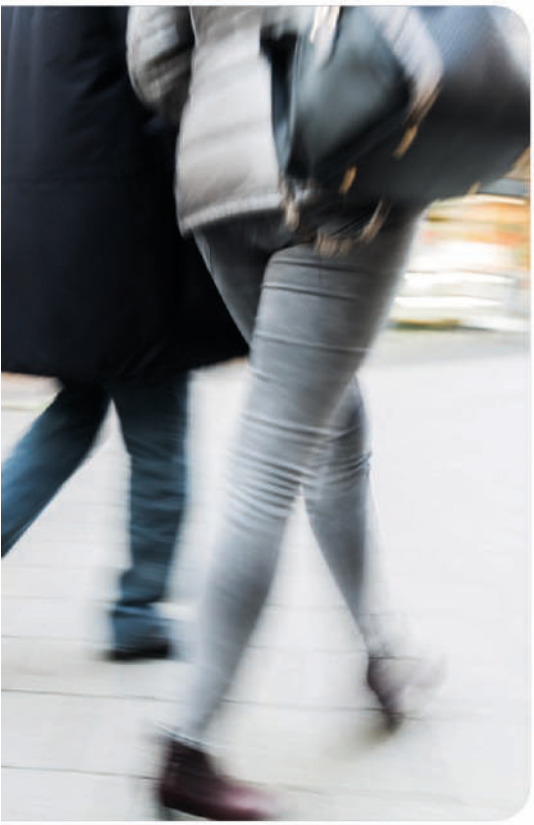

mode
transport planning

The Arch Company

30-38 Prowse Place, Camden

Transport Statement

November 2020

modetransport.co.uk

The Arch Company

30-38 Prowse Place, Camden

Transport Statement

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PROJECT NO:
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DATE:
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CONTENTS

1 Introduction

1.1 Overview

1.1.1 mode transport planning (mode) has been appointed on behalf of The Arch Company to provide highways and transport advice for the proposed change of use at Arches 30-38, located adjacent to 5v Prowse Place, formerly 3a Prowse Place, Camden.

1.1.2 The application site comprises of buildings within a row of double-height arches beneath a London Overground line, which runs east to west across the development towards Camden Road Station. The existing floor space at The Arches totals 1,355 sqm Gross Internal Area (GIA) across the ground and mezzanine levels. The site benefits from front and rear courtyard areas with gated access onto Prowse Place to the north and south of the railway line. The railway arches are linked internally at the ground floor level.

1.1.3 The proposals seek to refurbish the existing units whilst maintaining the total GIA of the development, with the site layout plan appended to this note as **Appendix A**. In addition, the proposal is seeking to keep the development as car-free in line with the existing and draft London Plan aspirations for highly sustainable Central London locations. The site in relation to the surrounding area has been included as **Figure 1.1** below:

Figure 1.1: Site Location

1.1.4 The development was previously occupied by a single tenant (Warren Evans) under its lawful use is a Sui Generis use, composed of a mixture of retail show rooms (Class A1), office space (Class B2) as well

as some storage space (Class B8); as approved under permission LPA Ref: 2008/4000/P (granted in March 2009).

1.1.5 The proposals seek to change of use from the lawful Sui Generis permission to a flexible Class E, B2 and B8 permission. Class E developments are a new class delegation which has been brought in by the government, which came into effect on the 1st of September 2020. As of this date, Class A1/2/3 and B1 developments are to be treated under Use Class E. Further breakdown of the new Class E and its impacts on the previous use classes has been detailed below, as well as other changes to the Use Class system:

- Class A1/2/3 has been replaced by Class E (a, b, c). Class A4/5 are not covered by Class E and will now be defined as 'sui generis'.
- Class B1 Business has been replaced by Class E (g). Uses B2 and B8 remain unchanged and valid.
- Class C remains the unchanged. This includes C1 Hotels, C2 Residential institutions and C3 Dwelling houses.
- Class D has been revoked as of 1st September 2020. In its place, D1 has been split out and replaced by the new Classes E (e-f) and F1. D2 has been split out and replaced by the new Classes E (d) and F2 (c-d) as well as several newly defined 'sui generis' uses.
- Class F has also been introduced as of 1st September 2020. Class F is divided into two main parts, F1 (a-g) and F2 (a-d). Class F1 covers Learning and non-residential institutions. F2 covers the Local Community, with developments such as Halls or meeting places for the principal use of the local community falling under this Use Class.

1.1.6 This Transport Statement (TS) will consider the total traffic impact associated with the change of use for the proposals, as well as consider the highways impact of the development given sustainable location of the development.

1.2 Report Structure

1.2.1 Following this introduction, the TS will be structured as follows:

- Chapter 2: describes the local planning policy in relation to the development;
- Chapter 3: describes the local highway network and existing opportunities to travel to the site by sustainable modes:
- Chapter 4: describes the proposed development including the access arrangements and parking;
- Chapter 5: describes the trip impact of the proposed development; and
- Chapter 6: provides the summary and conclusions.

2 Planning Policy

2.1 Introduction

2.1.1 This chapter considers adopted national and local transport and land use policies which relate to the proposed development. This chapter will review the following documents:

- National Planning Policy Framework (2019);
- National Planning Practice Guidance (2014);
- The London Plan, The Spatial Development Strategy for London (2016);
- The Draft New London Plan (2019); and
- Camden Local Plan (2017).

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The revised NPPF was published by the Ministry of Housing, Communities and Local Government in February 2019, in order to consolidate a series of proposals that were put forward since publication of the original NPPF in 2012. The document aims to make the planning system less complex and more accessible, whilst still protecting the environment and promoting sustainable growth.

2.2.2 The NPPF constitutes guidance for local planning authorities and decision makers, both in drawing up plans and as a material consideration in determining planning applications. The document reaffirms the status of local development plans as the starting point for decision making, and sets out the Government's planning policies for England, along with how these are expected to be applied.

2.2.3 Planning decisions should take account of whether:

- Appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.2.4 The document states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

National Planning Policy Guidance (NPPG)

2.2.5 Planning Practice Guidance (PPG) provides detailed advice to support the NPPF. PPG contains further information for planners, developers and the public on the types of assessment required to support planning applications and the approach to considering applications on their various merits.

2.2.6 The guidance states that assessment should be "proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible". The guidance goes on to state that assessments can positively contribute to:

- Improving the sustainability of transport provision;
- Enhancing the levels of accessibility;
- Create choice amongst different modes of transport;
- Improving health and well-being;
- Supporting economic vitality;
- Improving public understanding of the transport implications of development;
- Enabling other highway and transport authority's/service providers to support and deliver the transport infrastructure that conforms to the Local Plan; and
- Supporting local shops and the high street

2.3 Regional Policy

The London Plan, The Spatial Development Strategy for London (2016)

2.3.1 'The London Plan; The Spatial Development Strategy for London consolidated with alterations since 2011' was adopted by the Mayor of London in March 2016. It sets out and integrated economic, environmental, transport and social framework for the development of London over the 20-25 years.

2.3.2 One of the Mayor's six objectives for London, which is reiterated in Policy 1.1 in terms of delivering the strategic vision and objectives for London reads as follows:

- "A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this plan."

2.3.3 Policy 6.1 identifies the strategic approach to integrating transport and development and states that the Mayor will work with relevant partners to encourage the closer integration of transport and development:

- Encouraging patterns and modes of development that reduce the need to travel especially by car;
- Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;
- Supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed funded improvements including where appropriate, those provided by developments through the use of planning obligations; and
- Supporting measure that encourage shifts to more sustainable modes and appropriate demand management.

2.3.4 Policy 6.3 considers the assessment of effects of development on transport capacity and states:

- "a. Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level are assessed. Development should not adversely affect safety on transport network…
- c. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction Logistics Plans and Delivery and

Servicing Plans should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans."

2.3.5 Policy 6.13 sets out the expected parking standards for London, and states:

- "The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."
- In addition, developments in all parts of London must:
  a) ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
  b) provide parking for disabled people in line with (Table 6.2 London Plan)
  c) meet the minimum cycle parking standards set out in (Table 6.3 London Plan)
  d) provide for the needs of businesses for delivery and servicing."

The Draft New London Plan (2019)

2.3.6 The Intend to Publish London Plan 2019 has been published as of December 2019. Whilst not an adopted document, it does provide an indication of the direction of planning policy at the regional level in the future and is a material consideration for planning applications.

2.3.7 Draft policy T1 relates to the strategic approach to transport during the plan period, with the Mayor targeting that 80% of all trips in London be made by foot, cycle or public transport in 2041. The policy also states the following in relation to new development:

- "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.3.8 Draft policy T4 relates to assessing and mitigating transport impacts

- Development plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity;
- Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance;
- Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified; and
- Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure.

2.4 Local Policy

Camden Local Plan (CLP (2016-2031))

2.4.1 The CLP sets out Camden Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). The CPL will play an essential role in the delivery of the Camden Plan, which sets out the Council's vision for the borough, with the most relevant policies and points listed below:

- To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and improve new transport links;
- To make sure that development in Camden minimises its energy use by encouraging local efficient energy generation, achieving the highest possible environmental standards, and is designed to adapt to, and reduce the effects of, climate change;
- To promote active travel, such as walking and cycling, one of the easiest and most cost effective means for people to achieve substantial health benefits. Camden Council's transport policies priorities active travel choices and seek to improve the walking and cycling environment.
- Improve the pedestrian environment by supporting high quality public realm improvement works;
- Provide and make contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietway's Network, and Cycle Superhighways; and
- To ensure that that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information.

2.5 Summary

2.5.1 National, regional and local level transport policy encourages development to be located in areas that are readily accessible on foot, cycle or public transport; therefore, the development proposals will seek to maintain the site as extremely accessible location in the heart of Camden, London.

3 Site Audit

3.1 Overview

3.1.1 This chapter considers the existing context of the site in relation to land use, access, local highway network and accessibility by sustainable modes of transports.

3.2 Site Location and Existing Highway Network

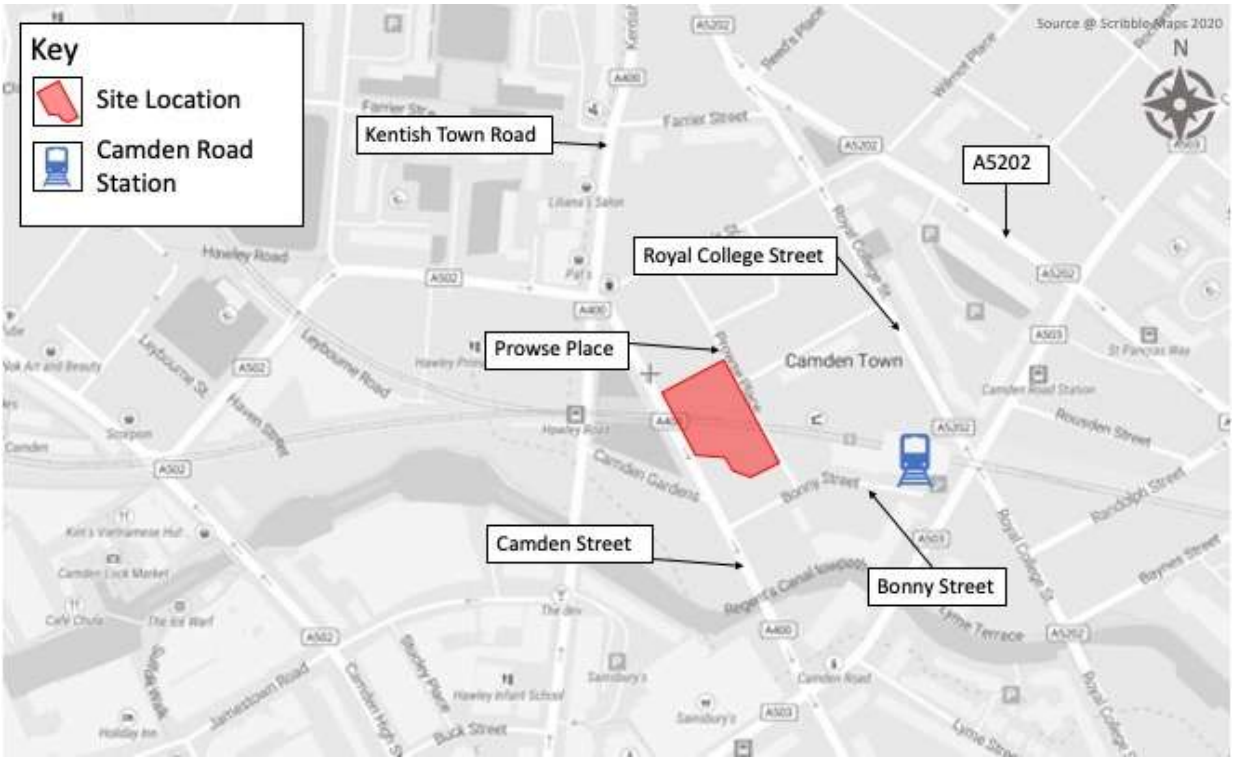
3.2.1 The site is located between Prowse Place and the A400 Camden Street, within the London Borough of Camden. The central location in Camden provides the site with an array of connections towards key transportation hubs and places of interest in the local area.

3.2.2 The main access points to the site are two sets of gates within the front and rear courtyards which provide direct access to Prowse Place. In addition, there is a gated pedestrian access that leads onto the A400 Camden Street on the southwest side of the site, however this currently provides emergency access for the site only.

3.2.3 The residential units along Prowse Place provide the northern boundary of the site, Prowse Place bounds the site to the east, commercial units to the south, and the A400 Camden Street to the west.

3.2.4 A site location plan in relation to the local highway network is provided below in **Figure 3.1**.

Figure 3.1: Site Location and Local Highway Network



3.2.5 Prowse Place is a single carriageway road, with a cobbled surface and subject a 20mph speed limit. It connects to Jefferys Street to the north and Bonny Street to the south, from which is possible to access Camden Town London Overground station to the east. Recently, bollards have been installed along

Prowse Place just south of the junction of Prowse Place / Ivor Street to limit access along Prowse Place to pedestrians and cyclists only. The location of the new bollards is shown on **Figure 3.2** below.

Figure 3.2: Bollards on Prowse Place (looking south)

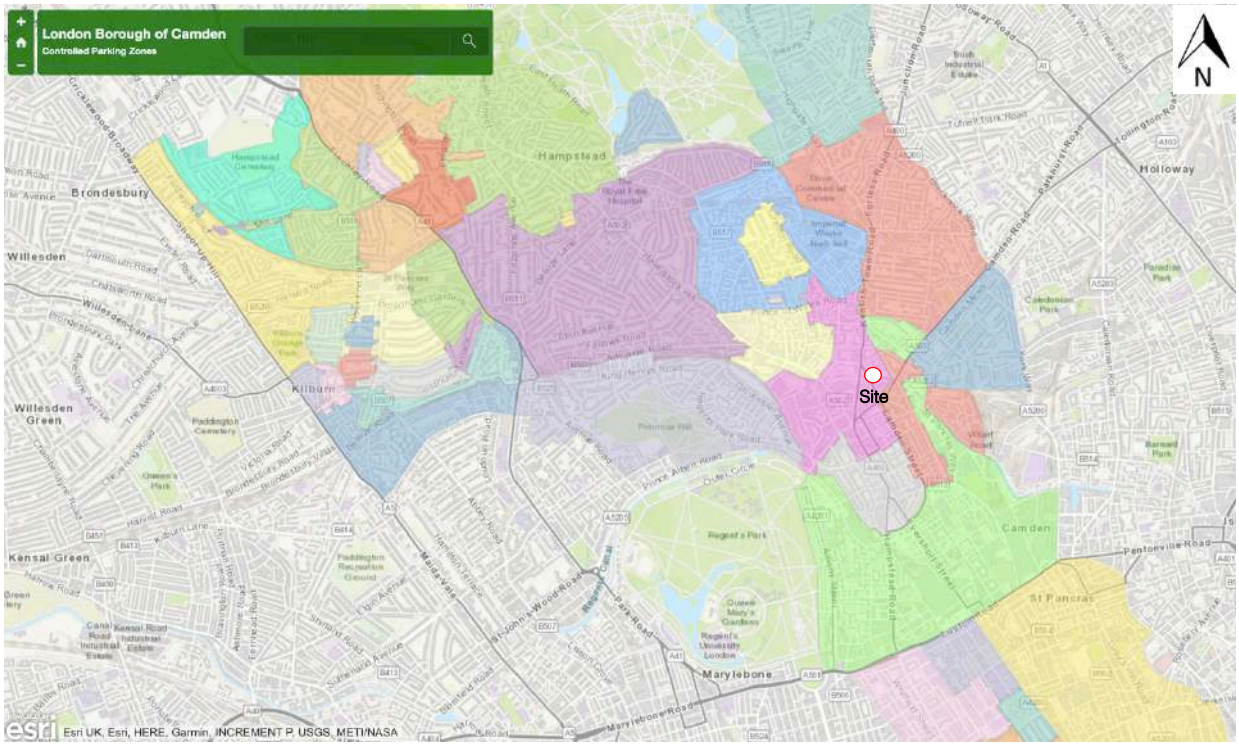
3.2.6 To the north of the site, the A400 Camden Street extends past the A400 / A5202 junction and becomes the A400 Kentish Town Road. Further north, Kentish Town Road merges with Royal College Street, which itself continues north after splitting north into Fortress Road and Highgate Road (B518).

3.2.7 To the south, the A400 continues south towards Eversholt Street, Camden High Street and A400 Hampstead Road, providing further connections to Euston, Victoria Embankment and Islington.

3.3 Parking

3.3.1 The site is located within a Controlled Parking Zone (CPZ) that restricts parking to resident permit holders on the adjacent residential roads, from Monday to Friday between 08:30 and 18:30, Saturday 09:30 – 17:30, and Sunday 09:30 – 17:30. **Figure 3.3** below shows the site in relation to the CPZ in Camden. The site is in zone CA-F(n), shaded pink below.

Figure 3.3: Map of Controlled Parking Zones in Camden



3.3.2 Bonny Street, Jeffreys Street, Ivor Street and Prowse Place (to the northeast of the arches) all benefit from on-street parking bays that are within CPZ CA-F(n).

3.4 Accessibility via Foot

3.4.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in **Table 3.1**.

Table 3.1: CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre
Desirable	200m
Acceptable	400m
Preferred Maximum	800m

3.4.2 The CIHT guidelines shown in **Table 3.1** suggest that, for commuting purposes, up to 200m is a desirable walking distance, up to 400m is considered an acceptable walking distance and 800m is the preferred maximum walking distance.

3.4.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

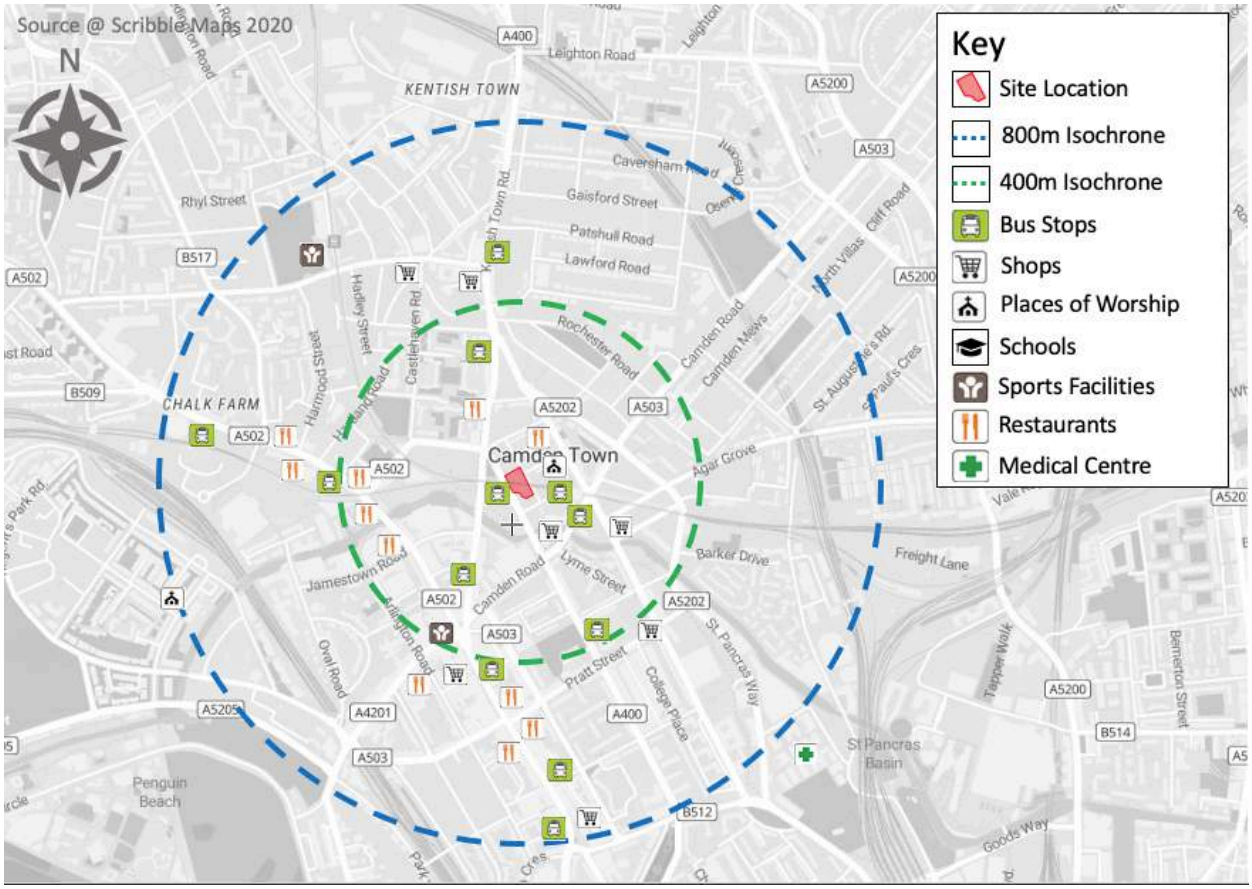
3.4.4 The main pedestrian access to the site is via Prowse Place, which provides a 1m wide footway along both sides of the carriageway, connecting Jeffreys Street and Bonny Street. However, it should be noted that Prowse Place has been pedestrianised, and bollards have recently been installed to restrict vehicles travelling towards Jeffery Street and Bonny Street (through Prowse Place).

3.4.5 Camden Street can be accessed to the west of the site via the existing footways between Prowse Place and Bonney Street, or directly through the emergency pedestrian access along the western boundary of the site. The footways widen to approximately 2m along Bonny Street and Jeffery Street, providing an unbroken pedestrian connection to the local area.

3.4.6 Camden Road London Overground Station is approximately 130m southeast of the site and can be accessed on foot via the existing footways along Prowse Place and Bonny Street. To the west, Bonny Street provides pedestrian access to the bus stops along the A400 Camden Street, including the bus stop opposite Camden Gardens and adjacent to the site. To the north, it is possible to access the bus stops along Kentish Town Road and Prince of Wales Road via the footways along Jefferys Street and Camden Street. Furthermore, the A400 / A502 junction benefits from signalised crossings on all arms, allowing for pedestrian and cyclists to safely navigate the junction.

3.4.7 Numerous shops and residential areas are located within an acceptable walking distance from the site, with **Figure 3.4** below showing local amenities within a 400m and 800m walking catchments from the site, as specified in CIHT guidance.

Figure 3.4: Walking Catchment Area and Local Amenities



3.4.8 As shown in **Figure 3.4,** local shops, restaurants and bus stops are accessible within a 400m catchment, with a greater diversity of restaurants and sports facilities accessible within an 800m catchment from the site.

3.4.9 Based on the site's location and proximity to local amenities and transport hubs, walking can be considered to be a realistic method of travel to the site, particularly as an alternative to private car trips.

3.5 Accessibility via Cycle

3.5.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

3.5.2 In respect of acceptable cycle distances, *'Local Transport Note 2/08: Cycling Infrastructure Design'*, published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

3.5.3 Barnsbury, Kentish Town, Lower Holloway and the northern area of Marylebone are located within a 2km catchment of the site. Further afield, the majority of Central London such as Covent Garden, Leicester Square, as well as Dalston and Stoke Newington, are accessible within a 5km catchment.

3.5.4 The nearest cycle route is Cycleway 6, running along Jefferys Street and Royal College Street (A5202) to the east, which provides a link to Gospel Oak and Elephant and Castle. In addition, London Cycle Network (LCN) 6a is accessible from the site via the A400 Kentish Town Road to the west and provides a link to Highgate and Parliament.

3.5.5 The nearest Santander cycle hire docking stations to the site are situated outside Camden Road London Overground Station with 24 spaces available; providing easy access for staff or visitors to cycle to the site. In addition, there are a number of Sheffield cycle stands at the junction along the A400 Camden Street and Jeffreys Street provide additional cycle parking in the local area.

3.5.6 All of the aforementioned locations can be accessed from the site via London's internal cycle network.

3.6 Accessibility via Bus

3.6.1 The recently published CIHT guidance document 'Buses in Urban Development (2018)' recommends a maximum walking distance in urban areas of up to 400m to bus stops located on 'high-frequency routes (every 12 minutes or better)'. A walking distance of 400m is equivalent to a 5-minute walk based on a 1.4m/s walking speed.

3.6.2 **Table 3.2** provides a summary of the routes and times of local regular bus services accessible from bus stops located within 400m from the site. Full local bus timetables can be found on the TfL website (www.tfl.gov.uk).

Table 3.2: Summary of Local Bus Services

Route Number	Route	Weekday (Peak Freq. mins)	Saturday (Peak Freq. mins)	Sunday (Peak Freq. mins)
24	Grosvenor Road to Royal Free Hospital	Every 8-12 minutes	Every 9-12 minutes	Every 11-13 minutes
27	Glenthorne House to Chalk Farm	Every 6-10 minutes	Every 8-12 minutes	Every 11-13 minutes
29	Trafalgar Square	Every 4-8 minutes	Every 5-8 minutes	Every 7-8 minutes
31	Camden Town Station to White City	Every 9-11minutes	Every 8-12 minutes	Every 9-12 minutes
46	St Bartholomew's Hospital to Lancaster Gate	Every 8-12 minutes	Every 9-11 minutes	Every 15 minutes
88	Omnibus Clapham to Parliament Hill Fields	Every 6-9 minutes	Every 6-10 minutes	Every 9-13 minutes
134	University College Hospital to Tally Ho Corner	Every 6-10 minutes	Every 7-10 minutes	Every 9-11 minutes
168	Dunton Road to South End Green	Every 6-10 minutes	Every 8-12 minutes	Every 10-13 minutes
214	Finsbury Square to Highgate Village	Every 6-10 minutes	Every 6-10 minutes	Every 11-13 minutes
253	Euston Bus Station to Hackney Central	Every 5-8 minutes	Every 5-9 minutes	Every 6-10 minutes
274	Lancaster Gate Station to Islington	Every 10-13 minutes	Every 9-13 minutes	Every 9-12 minutes
393	Lea Bridge Roundabout to Chalk Farm Morrisons	Every 10-13 minutes	Every 11-13 minutes	Every 15 minutes

3.6.3 All of these bus services are within a 400-metre walking distance from the site, providing future staff/visitors the opportunity to travel via a sustainable mode of travel.

3.7 Accessibility via Rail

3.7.1 The site is located approximately 130m northwest of Camden Road London Overground station and 500m north of Camden Town London Underground station.

3.7.2 Camden Road London Overground station is on the Stratford to Clapham Junction branch of the London Overground. From here it is possible to travel to Richmond, Stratford and Clapham Junction.

3.7.3 Camden Town London Underground station is on the Northern Line, where trains serve major overground stations such as London Charing Cross, Euston, London Bridge, and Waterloo East. Trains on this line provide connections towards Morden, Mill Hill, Kennington, High Barnet and Edgeware. A table summarising the direct train services available from both stations are summarised in **Tables 3.3** and **3.4**.

Table 3.3: Rail services from Camden Road Overground Station

Destination	Approx. Frequency	Approx. Journey Time
Clapham Junction	Every 9 minutes	24 minutes
Stratford	Every 9 minutes	46 minutes

Table 3.4: Rail Services from Camden Town Underground Station

Destination	Approx. Freq	Approx. Journey Time
Morden	Every 5 minutes	42 minutes
Kennington	Every 5 minutes	15 minutes
High Barnet	Every 6 minutes	24 minutes
Mill Hill	Every 6 minutes	40 minutes
Edgeware	Every 3 minutes	30 minutes

3.7.4 **Tables 3.3** and **3.4** above demonstrates there are regular train services that connect the site to major locations in London. Both stations can be accessed via the existing footway and cycleway network, as well as via the bus services that run frequently throughout the day.

3.8 Public Transport Accessibility Level (PTAL)

3.8.1 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given area to the public transport network within London. This represents a method of measuring the density of the public transport network at a given point and can be used to inform parking standard requirements and can be used to justify car-free developments, such as the development proposed.

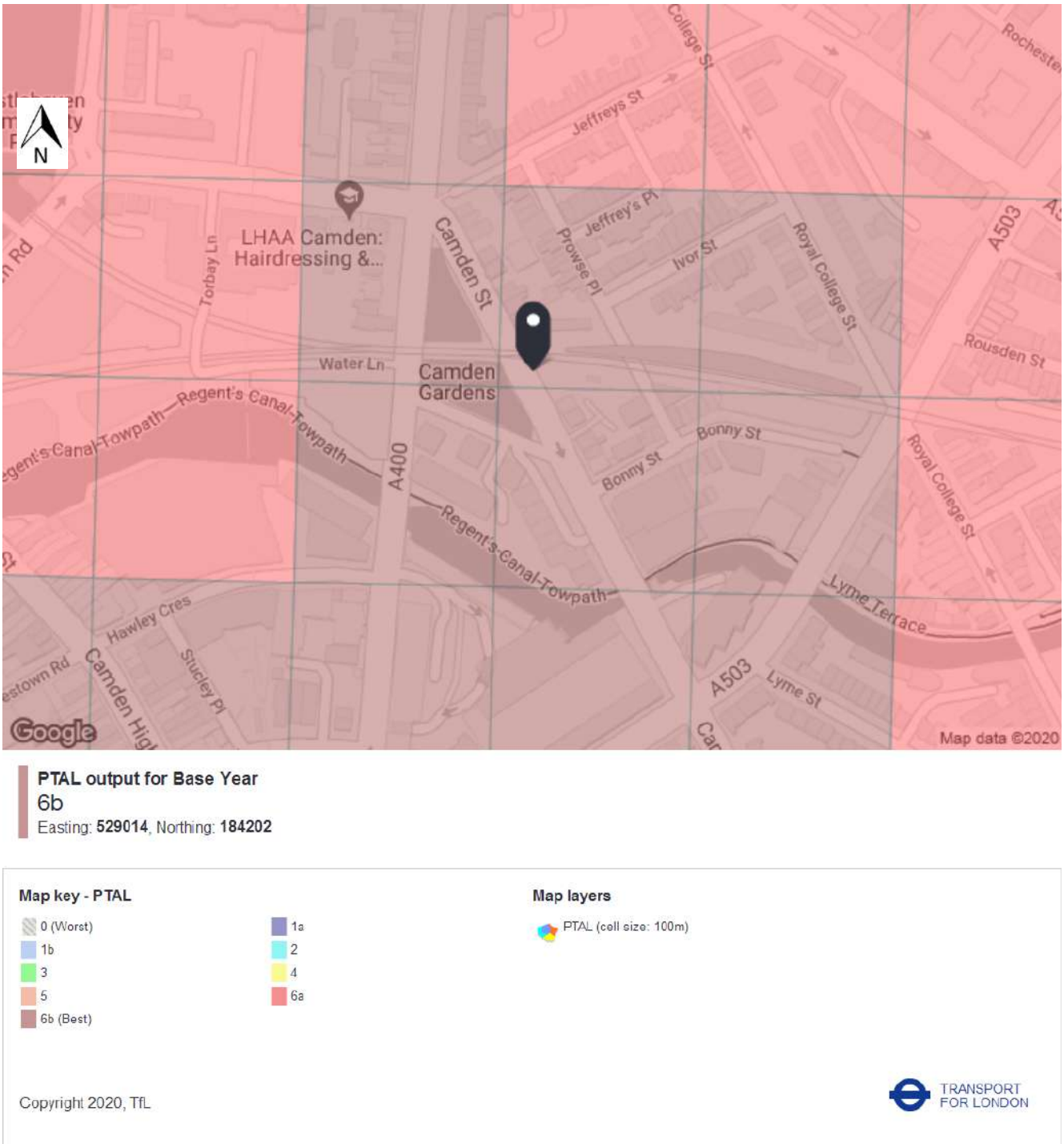
3.8.2 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give

a single value, the Accessibility Index. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.

3.8.3 The site for the proposed development is located in a zone with a PTAL rating 6b in the base year output. A PTAL rating of 6b is the highest rating achievable, with the site being situated in a location accessible via a diverse and extensive range of sustainable transport modes.

3.8.4 This indicates that the site benefits from outstanding level of access to public transport. The PTAL map in relation to the site has been included below as **Figure 3.5.**

Figure 3.5: PTAL mapping

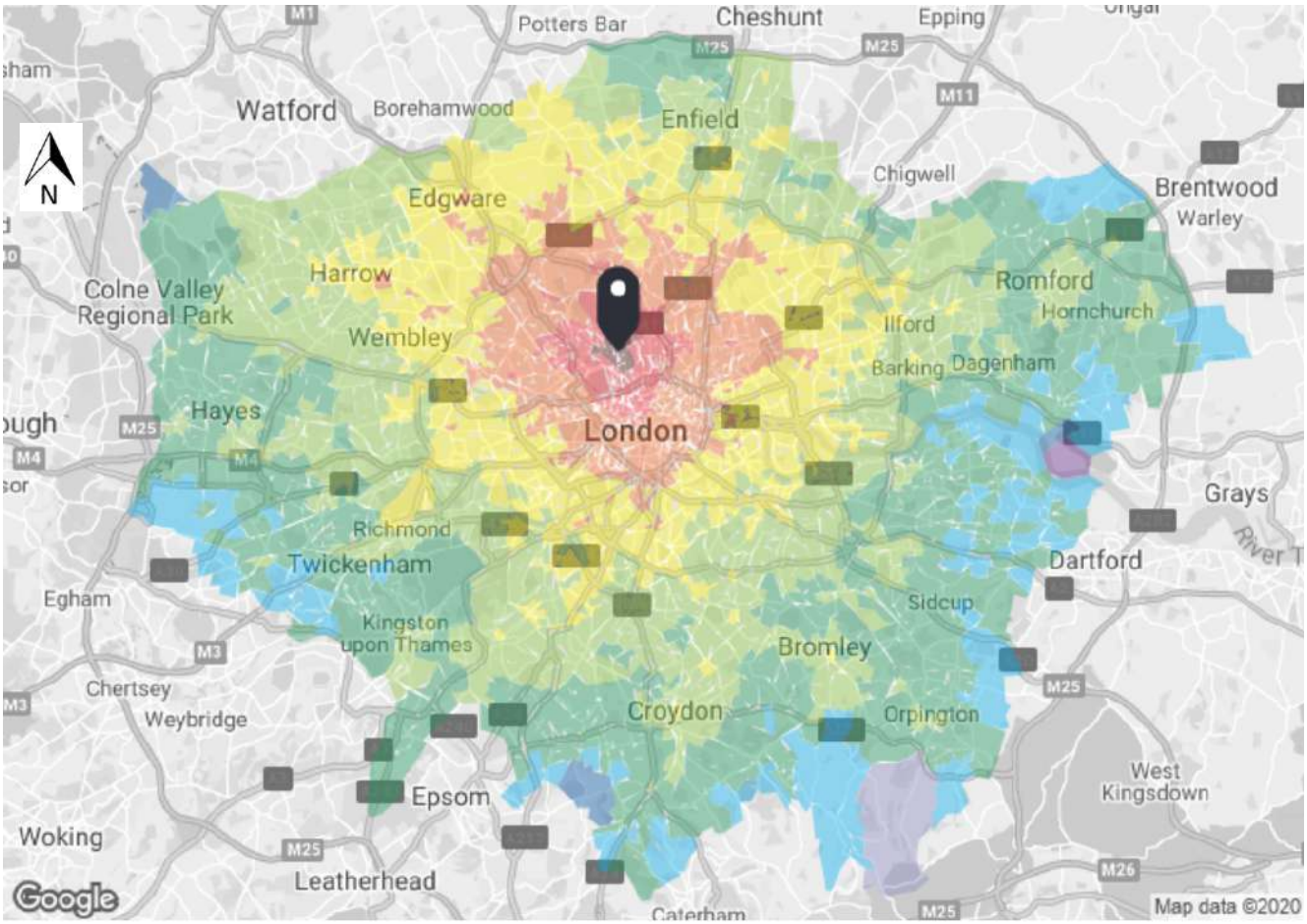


3.9 Travel Time Mapping

3.9.1 Travel time mapping (TIM) offers an opportunity to review the connectivity of a site by specific travel modes (or across all public transport modes) and is available via the WebCAT TIM online calculator.

3.9.2 TIM plans have been produced for travel to the site via all modes in the weekday morning peak hour. The TIM plan outputs are included below in **Figure 3.6**:

Figure 3.6: TIM mapping



TIM output for Base Year

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

Camden Gardens (Stop D), London NW1 9PA, UK
Easting: 529014, Northing: 184202

Code: NT086A05A

Map key - Travel Time

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

Map layers

Travel Times

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TRANSPORT FOR LONDON

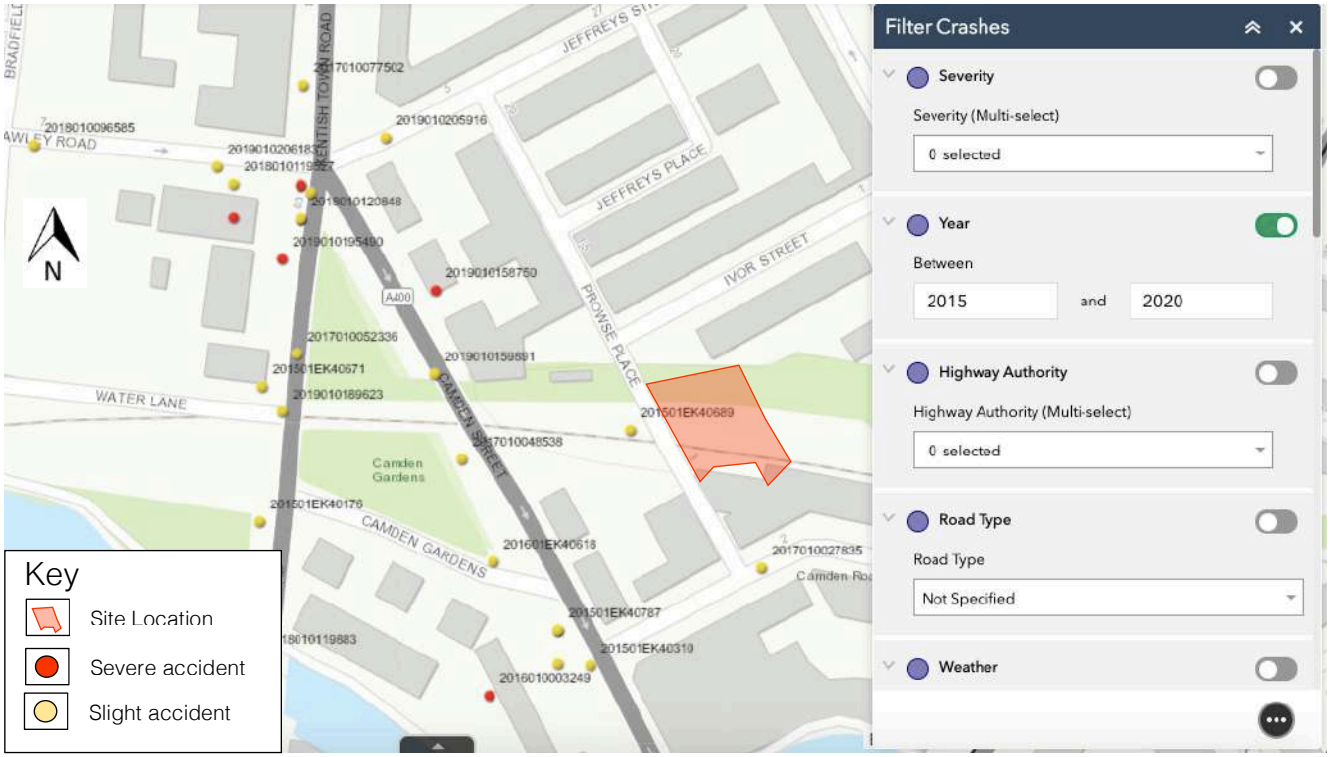
3.9.3 The outputs demonstrate that from the site, Camden Town the entirety of Central London can be reached within 30 minutes journey, from which it is possible to access key transport hubs such as Paddington, Victoria and Euston railway stations, offering the opportunity to access the site as part of a multi-modal journey.

3.9.4 The site can therefore be considered in a highly sustainable location.

3.10 Personal Injury Collision Data

3.10.1 Personal Injury Collision (PIC) has been obtained from Crashmap (Crashmap.co.uk) for the most recently available 5-year period, between 2015 and 2020; and is shown on **Figure 3.7** below.

Figure 3.7: Personal Injury Collision Data



3.10.2 A review of the data shows that there have been a number of collisions of slight severity (23), five collisions of serious severity and no incidents of fatal severity within the time period considered. It should be noted that collisions of slight severity are primarily along the A400 Camden Street, Kentish Town Road and within 50m of the Camden Street/Kentish Town Road/Jefferys Street Junction. A review of the collisions of slight severity show the key reasons attributed to them are:

- Involved pedestrians crossing the carriageway outside of designated pedestrian crossings;
- Involved cyclists/motorcyclists losing control and falling off their bikes due to wet weather conditions or at night (although streetlights are present);
- Rear shunt type collisions, particularly at the Camden Street/Kentish Town Road/Jefferys Street Junction;
- Vehicles colliding with cyclists along to the A400 Camden Street and Jefferys Street (both roads are designated cycle routes within London);
- Vehicles colliding with pedestrians at whilst they cross during the pedestrian phase at pedestrian crossing facilities.

3.10.3 A detailed review has been undertaken of the collisions of severe classification below:

- ID: 2019010158750

  - The incident occurred on 21/01/2019 at 11:30PM. The incident involved a vehicle and a cyclist who collided together upon the approach of the Camden Street/Kentish Town Road/ Jefferys Street Junction.

- ID: 2018010137188
  - The incident occurred on 06/10/2018 at 10:37PM. The incident involved a van colliding with pedestrian when crossing at the pedestrian phase of the Camden Street/Kentish Town Road/Jefferys Street Junction.

- ID: 2019010195490
  - The incident occurred on 23/07/2019 at 4:40PM. The incident involved a cyclist who fell off their bicycle when being held up from proceeding at the junction. No other vehicles were involved during the collision.

- ID: 2016010003249
  - This incident occurred on 24/11/2016, at 6:30PM. The incident involved a vehicle colliding with pedestrian at a pedestrian crossing. Conditions were dry and street lighting was present.

- ID: 2017010051589
  - This incident occurred on 01/8/2017, at 7:10PM. The incident involved a cyclist colliding with pedestrian when crossing in the pedestrian phase of the junction. Conditions were dry and street lighting was present.

3.10.4 Analysis of the PIC data has demonstrated that the existing collision record indicates that a number of the incidents occurred at junctions which benefit from pedestrian crossing facilities, and as such the key factors can be attributed to driver error. Furthermore, it should be noted there were minimal collisions along Prowse Place, Bonny Street and Jefferys Street given that the roads have been pedestrianised to favour pedestrian and cycle movements.

3.10.5 Therefore, given the low number of collisions within the study area (an average of 6 per year) and that the majority of collisions were of slight severity; this does not lead to any significant concerns of the safety of the local highway network nor demonstrate any discernible pattern or trends which could require further study or mitigation measures as a result of the proposed development.

3.10.6 Therefore, there is no evidence to suggest that the proposed development should increase any risk of collisions in the area.

3.11 Summary

3.11.1 This chapter has summarised the various sustainable modes of transport present around the site, making it an ideal location for future development which wishes to be car-free and meet transport sustainability goals. Achieving a PTAL score of 6b highlights the sites current and future potential as a sustainable development.

3.11.2 Furthermore, the site is accessible by a wide range of transport modes, from buses that connect to nearby amenity centres, to trains and tubes that provide links further afield to places such as Bromley and High Barnet. The existing interconnected cycle and pedestrian networks provides links to a wide range of local amenities and opportunities for onwards travel.

4 Proposed Development

4.1 Introduction

4.1.1 This section of the report describes the development proposal including the details of the site access and parking facilities.

4.2 Proposed Development

4.2.1 The development scheme entails a change of use of three railway arches (1,355 sqm) at Arches 30-38, from a previously occupied Warren Evans (Sui generis, with a mix of A1, B2, and B8 uses) to a flexible Class E, B2 and B8 permission.

4.2.2 Class E developments are a new use class delegation which has been brought in by the Government, which came into effect on the 1st of September 2020. As of this date, Classes A1 / A2 / A3 and B1 developments are to be treated under Use Class E.

4.2.3 The existing floor space totals 1,355 sqm across the ground and mezzanine levels at Arches 30-38. No additional floor space is proposed above the existing, and minor external alterations to the unit include the provision of new plant units for air conditioning and services. The site is located within the Jefferys Street Conservation Area; but the railway arches are not listed buildings.

4.3 Access Arrangements

4.3.1 The site is proposed to retain its two main accesses off of Prowse Place to both the front and rear courtyards, which will provide access to pedestrians and cyclists. In addition, it is proposed to retain the pedestrian access at the western boundary of the site onto to the A400 Camden Street, which will provide direct access to the bus stops opposite Camden Gardens.

4.4 Car Parking

4.4.1 The scheme is proposed to be car-free; however, a disabled bay and loading delivery bay can be provided onsite (if required). Due to the site being car-free, staff and visitors will travel to the site via public transport, cycling, or walking. In accordance with Policy T2 Parking and Car-free development, a S106 legal agreement would prevent new businesses/uses applying for parking permits within the CPZ.

4.4.2 Therefore, based on the sites highly sustainable location and that no car parking will be available, it is not expected that any off-site car parking would be required for any of the future land uses proposed within this planning application. However, there are parking bays in the nearby area, providing an option for blue badge holders if required (although they are not designated disabled bays).

4.5 Cycle Parking

4.5.1 The site will seek to provide the appropriate level of cycle parking as set out in the Draft New London Plan (2019). The scheme will provide six covered and secure Sheffield bike stands (12 cycle parking spaces) for future occupants of the development and four Sheffield bike stands (8 cycle parking spaces) for visitors. Cycle parking will be provided in the rear courtyard.

4.6 Refuse Collection and Deliveries

4.6.1 It is proposed that the existing refuse collection and servicing arrangements for the site will be retained as part of any future development.

5 Traffic Impact

5.1 Introduction

5.1.1 The development comprises a change of use of three railway arches (1,355 sqm) at Arches 30-38 from a previously occupied Warren Evans (Sui generis, with a mix of A1, B2, and B8 uses) to a flexible Class E, B2 and B8 permission.

5.1.2 This chapter will consider the traffic impact of the development proposals against the previous occupants of the site, as well as considering the sustainable location of the site.

5.2 Trip Generation – B2 Industrial and B8 Commercial Warehousing

5.2.1 Previously, the site was occupied by Warren Evans (consisting of the light manufacture of mattresses, with a retail show room for the products). The typical trip generation associated with this development would be similar to small-scale B2 industrial unit / B8 commercial warehousing, which is also similar to the previous extant permission on the site (Sui generis, with a mix of A1, B2, and B8 uses).

5.2.2 Furthermore, it should be noted that Prowse Place now benefits from bollards just south of the Prowse Place / Ivor Street junction, and Bonny Street has an existing 17.5t weight restriction along its route. These restrictions would ensure that any vehicle trips to the site would be limited to those servicing the site or using the onsite blue badge space (if required).

5.2.3 Given the overall area of the site will not increase and the site has recently operated as light manufacture of mattresses, it would be considered reasonable for the site to continue to operate as a B2 Industrial Unit / B8 Warehousing Commercial Unit as part of future developments.

5.3 Trip Generation – Use Class E

5.3.1 To calculate the potential for new trips to the site under the land uses associated within Class E, an assessment has been undertaken to consider the site converted into B1 Offices. This can be considered a robust assessment in terms of new trips to the network, given that other land uses within Use Class E category (such as A1 retail) would include an element of linked trips and diverted trips within the assessment; especially given the town centre location of the site. Therefore, this dilution of trip types would reduce to assessment of new trips to the network, hence the assessment of B1 offices can be deemed a robust appraisal for the new Use Class.

5.3.2 The TRICs database (Version 7.5.2) has been interrogated under category '02 – Employment' subcategory 'A – Office' for sites that are located within the Greater London region, with sites with negligible car parking or car-free office sites selected from the results. This search query has returned 4 sites within the TRICs database.

5.3.3 The TRICs outputs are attached to this report at **Appendix B**, with the network peak hour total person trip rates included in **Table 5.1** below. The trip rates have been applied to the 1,355m² GIA of the site.

Table 5.1: Existing Total Person Trip Rates and Trips - B1 Office of 1,355m²

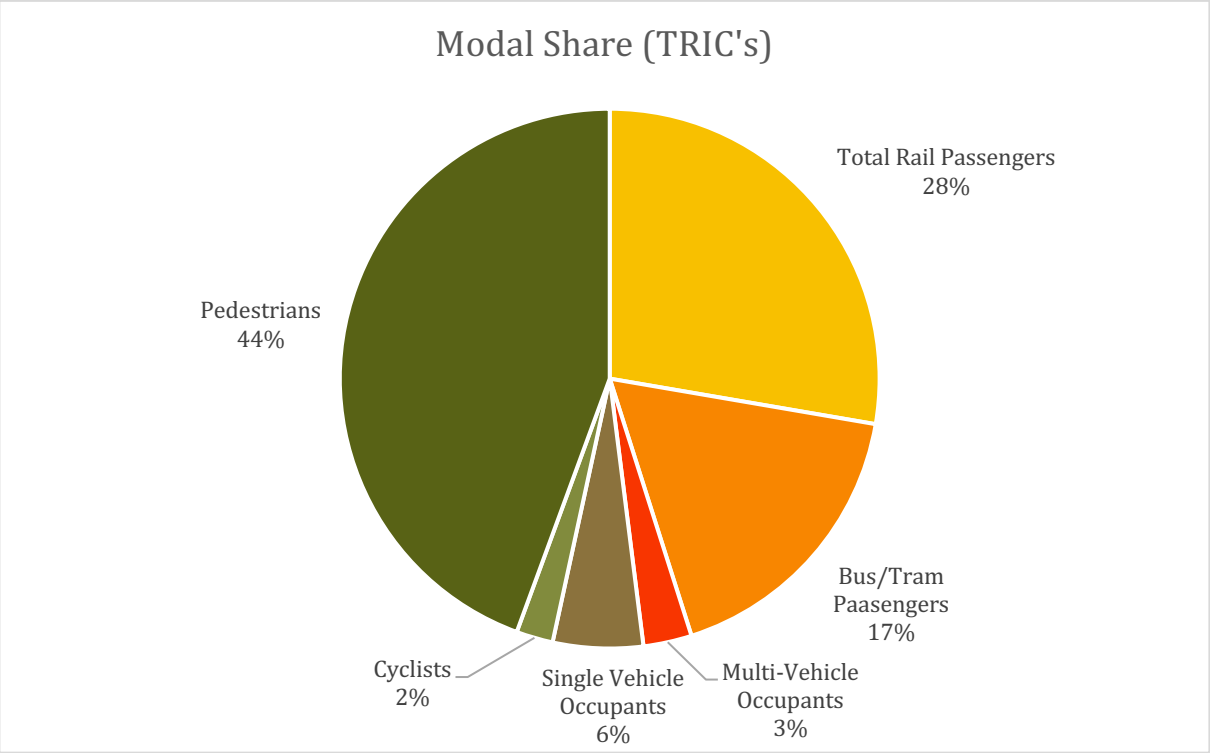
	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Total Daily Movements	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Total Person Trip Rates	2.973	0.278	0.425	2.81	14.783	14.34
Total Person Trips	40	4	6	38	200	194

5.3.4 **Table 5.1** displays that the site could currently generate in the order of 44 two-way total person trips in the morning and evening peak hours. Over the course of a 12-hour day the site could generate 394 two-way total person trips.

5.3.5 It is of note that similar to both the existing and proposed development, the selection of sites within the TRICs database do not benefit from an onsite car park and the majority trips are by sustainable modes of transport. Furthermore, the sites selected had a PTAL rating of 4 or higher.

5.3.6 Therefore, the proposed 394 weekday daily trips would comprise of sustainable modes of transport. This is demonstrated below on **Figure 5.1**, which shows the average modal share for the selected trips within the TRIC's assessment.

Figure 5.1: Modal Share for TRIC's sites



5.3.7 **Figure 5.1** demonstrates that the average modal share in London (for offices) is predominately sustainable modes of travel, with only 6% of all trips associated with single vehicle occupants.

5.3.8 To compare this to forecast traffic impact on the local highway network, a review of the of Census data (2011) has been undertaken for the 'Camden Town with Primrose Hill' ward for the "Method of Travel to Work". Table 5.2 provides a breakdown of the Census data.

Table 5.2: 2011 Census Data – Method of Travel to Work Camden Town with Primrose Hill Ward

Method of Travel	Modal Share (%)	Existing Two – Way Trip Generation (AM Peak Hour)	Existing Two – Way Trip Generation (PM Peak Hour)	Existing Two – Way Trip Generation (Daily)
Underground, metro, light rail, tram	32%	14	14	126
Train	5%	2	2	19
Bus, minibus or coach	17%	8	8	68
Taxi	2%	1	1	7
Motorcycle, scooter or moped	1%	1	1	6
Driving a car or van	11%	5	5	44
Passenger in a car or van	1%	0	0	3
Bicycle	10%	4	4	38
On foot	20%	9	9	77
Other method of travel to work	1%	1	1	5
Total	**100%**	**44**	**44**	**394**

5.3.9 Table 5.2 demonstrates that the modal split of 'Method of Travel to Work' census data within the 'Camden Town with Primrose Hill' ward shows that 89% of all trips would be undertaken by sustainable modes of transport, which is comparable to the modal share set out within Figure 5.1. Furthermore, there is only forecast to be five single occupancy vehicular trips in both the AM and PM peak hours; and 44 daily single occupancy vehicular trips.

5.3.10 Therefore, the traffic impact on the local highway network under B1 Offices within the new Use Class E can be considered minimal, with a single vehicle every 12 minutes travelling to/from the site in the typical peak traffic hours. Consequently, this level of trip generation would have a negligible impact on the operation and safety of the adjacent highway network.

5.3.11 Given the proximity of key public transport hubs to the site (including the bus stop located immediately outside the site on A400 Camden Road, Camden Road London Overground and Camden Town London Underground services), and limited car parking available, it is expected that the sustainable travel would be the key mode of transport to travel to the site. This is supported by the 2011 'Method of Travel to Work' Census data within the 'Camden Town with Primrose Hill' ward, where 89% of all trips are undertaken by sustainable modes of transport.

5.4 Summary

5.4.1 It can be demonstrated that the proposed development uses will have a negligible impact on the local highway network, with the highest forecast impact would be from B1 offices within the new Class E

category, which would produce on average one single occupancy vehicular trip every 12 minutes in the AM and PM peak hours.

5.4.2 Similarly, the trip generation associated with B2 / B8 Unit would be similar to the previous operation of the site, with the level of trips associated with these types of developments been demonstrated that it can be accommodated within the local highway network

5.4.3 Therefore, based on the above, it is concluded that the potential future land uses associated with this application will not have a severe impact on the local highway network.

6 Summary and Conclusions

6.1 Summary

6.1.1 mode transport planning (mode) has been appointed on behalf of The Arch Company to provide highways and transport advice for the proposed change of use at Arches 30-38, located adjacent to 5v Prowse Place, formerly 3a Prowse Place, Camden.

6.1.2 In summary, this TS has identified the following:

- The site benefits from strong level of access to a range of public transport modes, and is located within PTAL 6b zone, which is the highest areas of accessibility;
- Camden Road London Overground and Camden Town London Underground Stations are located within a short walking distance to the site;
- The site is also accessible by a range of active travel modes with interconnected footways provided from the site access, specifically towards the nearby bus stops along the A400 Camden Road, as well as the London Overground/Underground Stations;
- The site is proposed to retain its existing access onto Prowse Place for pedestrians and cyclists, with an additional pedestrian only access being opened along Camden Street (A400);
- The development currently benefits from a number of off-street cycle parking spaces within the 400m of the site, and there a 23 Santander cycle docking hire stations within 400m of the site;
- The development can provide 20 cycle parking spaces within the development (if required);
- There is no car parking provided within the current development, and it is not proposed to provide any as part of the proposals. This is in line with both the current and draft London Plan, which promotes sites within Central London and highly accessible locations to be car-free wherever possible;
- A review of the collision data within the vicinity of the site, where based on the low number of collisions and their spread throughout the study area over the latest five-year period, it is concluded that there is no evidence to suggest that the proposed redevelopment will have a detrimental impact on highway safety;
- The likely vehicular impact from the proposals will be minimal, with the largest peak hour increase in traffic movements forecast to be the potential B1 Office land use. Nonetheless would only produce a single occupancy vehicle trip every 12 minutes during the peak hours; and
- Given the proximity of key public transport hubs to the site, it is likely that the majority of people would travel to the site by sustainable modes of transport. This is consistent with the modal share of the 'Camden Town with Primrose Hill' ward, (in which the site is located), where 89% of all trips to work are undertaken by sustainable modes of transport.

6.2 Conclusion

6.2.1 In view of the above, the proposed redevelopment is considered to be acceptable in transport terms and meets with local, regional and national policy criteria. The assessment work undertaken has indicated that there would be no evident harm arising from the proposed scheme and there are no

identifiable severe impacts. Therefore, there are no traffic and transport reasons why the development should not be granted planning consent.

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APPENDICES

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APPENDIX A – Site Layout Plan

APPENDIX B – TRIC's Outputs

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keep up with mode:

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London
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