Grand Union House

Transport Assessment

February 2021

Camden Mixed Developments Limited

GRAND UNION HOUSE

Transport Assessment

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PUBLIC

Camden Mixed Developments Limited

GRAND UNION HOUSE

Transport Assessment

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TRICS REPORT

1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 WSP has been appointed by Camden Mixed Developments Limited to provide transport consultancy advice to support the planning application for the adaptive re-use, alterations and extensions to Grand Union House (the Proposed Development), 16-20 Kentish Town Road, London ('the Site')", located in the London Borough of Camden (LBC).

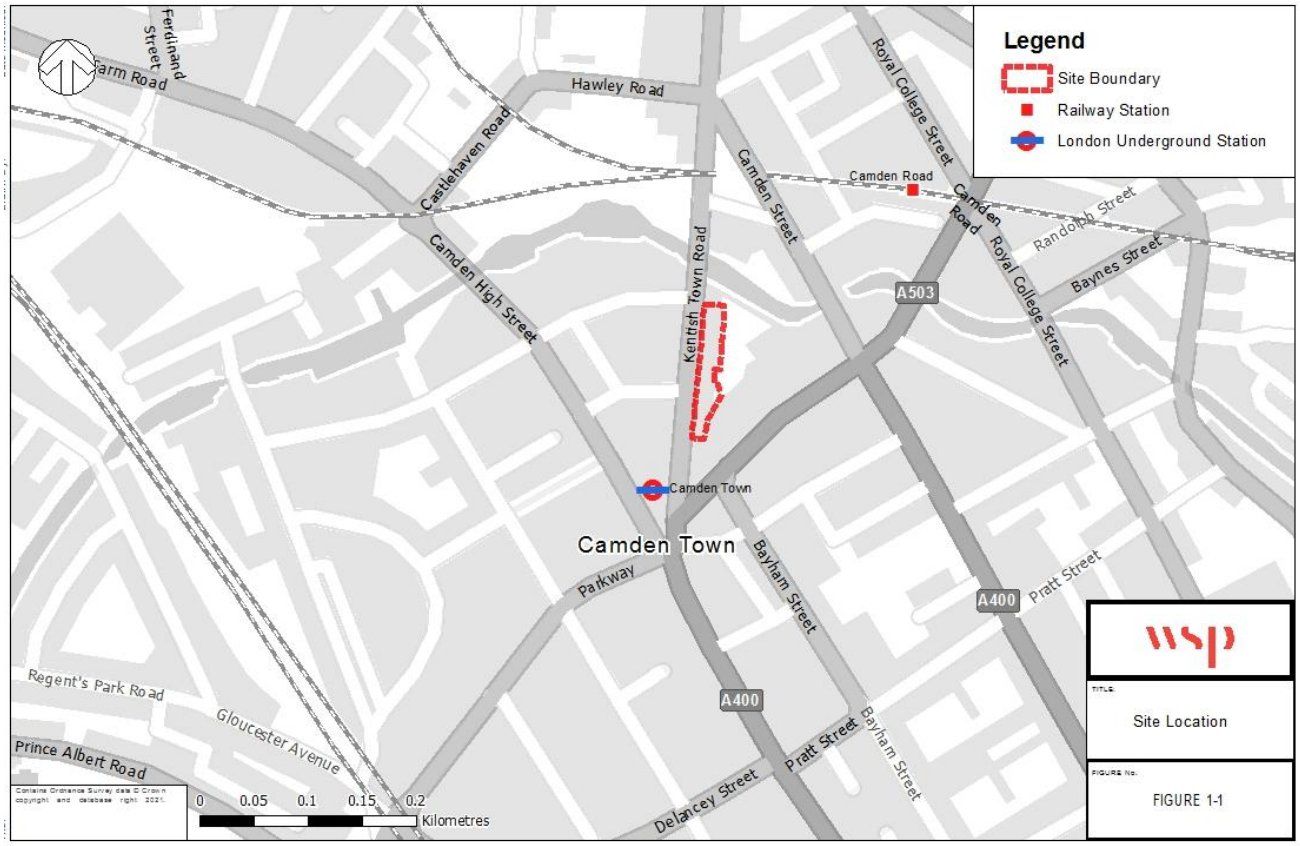
1.1.2 This Transport Assessment (TA) has been prepared to assess the transport considerations of the Proposed Development in the context of national, regional and local planning policy and guidance.

1.1.3 The TA has been written with reference to Transport for London's (TfL) Healthy Streets Best Practice Guidance (February 2019).

1.2 DEVELOPMENT SITE

1.2.1 The Site is located on Kentish Town Road, Camden Town. LBC is the local planning authority and the local highway authority. The location of the Site in shown in **Figure 1-1**.

Figure 1-1 – Site Location



1.2.2 The Site is accessed via Kentish Town Road with a further pedestrian access from Camden Road. The existing building is an office building within a retail unit and a retail bar at ground floor level, along with an existing car park also at ground level.

1.2.3 A total of six parking bays are provided on street to the northeast of the Site on Kentish Town Road (31m), and four parking bays (26m) are provided on street to the southeast of the Site, measuring 6m each on Kentish Town Road.

1.3 DEVELOPMENT PROPOSALS

1.3.1 The Proposed Development would comprise of the part-demolition, re-build and upward extension to provide additional Class E office and commercial floorspace, six residential units (Class C3), new areas of landscaping and public realm.

1.3.2 The development will be 'car-free'.

1.3.3 Cycle parking spaces will be provided in line with the minimum Publication London Plan (2020) standards.

1.4 PRE-APPLICATION DISCUSSIONS

1.4.1 A Transport Assessment Scoping Report (TASR) was issued on Monday 1st February 2021 to officers at the LBC. A pre-application meeting with the LBC highways officer was held on 5th February 2021.

1.5 FRAMEWORK OF REPORT

1.5.1 This TA has been produced in accordance with TfL guidance which aids those submitting planning applications for major developments in London where a TA is required. Following this introductory section, the remainder of this report is set out as follows:

- Transport Planning for People;
- The Surrounding Area;
- Proposed Development;
- Active Travel Zone;
- Trip Generation;
- Impact Assessment;
- Management Plans;
- Car and Cycle Parking Management Plan;
- Outline Construction Management Plan; and
- Conclusion.

1.6 POLICY COMPLIANCE

1.6.1 The Transport Assessment has been produced in accordance with the 'Guidance on Transport Assessments' (2007) document produced by the Department for Transport (DfT) and the NPPF 2019. The recently published 'Healthy Streets TA' (2019) guidance produced by TfL will be considered, and the following section outlines how the Proposed Development will support the Healthy Streets approach, the Vision Zero initiative and the Mayor's Transport Strategy.

Healthy Streets

1.6.2 The Healthy Streets approach forms the core theme of the Publication London Plan and Mayor Transport Strategy. Healthy Streets demonstrates the health benefits of more inclusive and healthier street environments which are aimed to encourage a more active lifestyle. A transport behaviour shift is advocated to reduce Londoners' dependency on the car, by creating a better and healthier approach to street design, ensuring that the street is encouraging a healthy lifestyle. According to Healthy

Streets the street environment should be a pleasant and sustainable environment in which people can walk, cycle and use public transport safely.

1.6.3 'Policy T2 Healthy Streets' of the Publication London Plan outlines that development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with TfL guidance.
- Reduce the dominance of vehicles on London's streets whether stationary or moving.
- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

1.6.4 **Figure 1-2** illustrates the ten Healthy Streets indicators outlined in the Publication London Plan.

Figure 1-2 - Healthy Streets Indicators

Source: Lucy Saunders

1.6.5 The development proposals consider the Healthy Streets indicators and will aim to achieve the following headline objectives:

- Patterns of land use that support active travel and public transport;
  The proposal is a mixed-use development, to provide a new office building with associated roof terraces, ground floor flexible retail town centre uses and six housing units. The development will be accessed by residents as well as employees and visitors. A large proportion of the trips from the development will be taken on public transport, using Camden Town underground station and Camden Road overground rail station services (situated 110 metres and 320 metres from the site respectively); which will be the most viable public transport options for many residents and employees at the site. Kentish Town Road, Camden Town and Camden Town Station bus stops operate in the local area, providing twelve different services to various location in central London.

The Site has a PTAL score of 6b, which suggests excellent level of accessibility to public transport to / from the Proposed Development. The primary pedestrian access is via Kentish Town Road and the Site is located within an efficient network of on and off-road cycle routes. This further unlocks the local area by active modes and encourages residents, and other users of the development to travel sustainably.

- Active modes are prioritised ahead of vehicular transport;
  The development will be 'car-free'. This is in line with Publication London Plan guidance, and will attract residents who do not require a car, other than those who require a blue badge bay. Improvements to pedestrian infrastructure such as separate access points for each ground floor unit and new pedestrian crossing on Kentish Town Road Cycle have been proposed. The provision of 94 long-stay, covered and secure office cycle parking, 2 retail long-stay and 12 residential long-stay cycle parking adheres to LBC and Publication London Plan cycle parking standards for all land uses provision. The 13 short-stay (visitor) cycle parking will be provided within the public realm in the form of Sheffield stands. The development proposals for pedestrian and cycle infrastructure will prioritise active travel mode over vehicular transport.

- Active frontages, appropriate ground floor uses and natural surveillance of public spaces.
  The full extent of the Kentish Town Road frontage is activated with retail facilities all situated at ground level at prominent locations within the site, to maximise exposure and encourage users from the surrounding area as well as residents of the site itself. The Proposed Development will improve the quality of the retail and community offering in the local area and will ensure that the mix of uses will keep the area 'active' through the day.

Vision Zero

1.6.6 Vision Zero is a key and ambitious element of the Mayor's Transport Strategy. With Vision Zero the Mayor aims to eliminate all deaths and serious injuries on London's street network by 2041. This is an initiative being taken in major cities across the world, and within London the following elements are the cornerstones of the Vision Zero Action Plan:

- Safe speeds – encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits;
- Safe streets – designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes;
- Safe vehicles – reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles;
- Safe behaviours – reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders; and
- Post-collision response – developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

1.6.7 The Proposed Development will assist with achieving the Vision Zero target, with appropriate measures being taken to ensure the safety of all users of the site or the nearby highway network.

Mayor's Transport Strategy (2018)

1.6.8 The Mayor's Transport Strategy was produced in 2018 and incorporates both the Healthy Streets and Vision Zero approaches, aiming to achieve:

- Active, inclusive and safe travel choices.
- A more efficient use of the street network.
- Improvements to air quality and the environment.

1.6.9 Good Growth is a key concept of the Mayor's Transport Strategy and involves ensuring that people have travel options other than driving. Indeed, Policy 21 states that:

The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:

a) Create high density, mixed-use places, and

b) Unlock growth potential in underdeveloped parts of the city.

1.6.10 There are seven key transport principles of Good growth. How the Proposed Development achieves each of these is outlined as follows:

- Good access to public transport

  The Proposed Development is located near to Camden Town Station (some 110 m north from the station), which is 2 to 3 minutes of walking/cycling and is in close proximity to a number of bus services.

- High density, mixed-use developments

  The proposals for the site will deliver residential, retail, commercial and community uses at an appropriate density for this location.

- People choose to walk and cycle

  The site's location lends in proximity to good quality pedestrian and cycle routes makes travel by active modes appealing. The on-site cycling facilities will further encourage cycling as a viable modal choice.

- Car-free and car-lite places

  The Proposed Development is car-free.

- Inclusive, accessible design

  One Blue Badge bay will be provided on street on Kentish Town Road.

- Carbon-free travel

  It is anticipated that a high proportion of trips to and from the Proposed Development will take place by sustainable modes.

- Efficient freight

  The arrival of servicing and delivery vehicles has been accounted for in the site design, and necessary infrastructure will be provided. A separate Delivery and Servicing Plan will be produced as part of the development proposal.

LONDON BOROUGH OF CAMDEN LOCAL PLAN (JULY 2017)

1.6.11 On the premise of improving health and wellbeing, air quality and sustainable communities, the Camden Local Plan seeks to prioritise sustainable transport such as walking, cycling and public transport and to minimise the use of motor vehicles to transport both people and freight. The following policy are relevant to the Grand Union House Site.

1.6.12 Policy T1 regarding 'Prioritising walking, cycling and public transport' seeks to ensure that developments:

- improve the pedestrian environment by supporting high quality public realm improvement works;
- make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;
- are easy and safe to walk through ('permeable');
- are adequately lit;
- provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate;
- contribute towards bridges and water crossings where appropriate;
- provides for and makes 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, Quietways Network, Cycle Superhighways;
- provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport;
- makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;
- is easy and safe to cycle through ('permeable'); and
- contribute towards bridges and water crossings suitable for cycle use where appropriate.

1.6.13 With regards to 'Public Transport', Policy T1 also states:

- "The borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.
- Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

1.6.14 Policy T2 addresses 'Parking and Car-free Development'. The council intends to limit the availability of parking and require all new developments in the borough to be car free. On-site parking will be limited to spaces designated for disabled parking and/or essential operational or servicing needs.

1.6.15 In relation to the 'Sustainable movement of goods and materials', Policy T4 seeks to reduce the movement of goods and materials by road. Instead, the council will:

- "Encourage the movement of goods and materials by canal, rail and bicycle where possible;
- Protect existing facilities for waterborne and rail freight traffic and;
- Promote the provision and use of freight consolidation facilities.
- Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:
  - Minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
  - Accommodate goods vehicles on site; and
  - Provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate."

Camden Planning Guidance (January 2021)

1.6.16 Camden Planning Guidance (CPG) on Transport was prepared to support the policies in the Camden Local Plan 2017. The guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions. This document was adopted in 15th January 2021 following public consultation and replaced the Transport CPG (March 2019) which replaced Camden Planning Guidance 7: Transport (September 2011).

1.6.17 The document provides transport advice, with a focus on mitigating transport related issues such as poor air quality and congestion in the borough.

1.6.18 The guidance states that Transport Assessments should enable the council to consider whether:

- The development is acceptable in its proposed form without any alterations to existing transport arrangements.
- Some alterations would be needed to the development or to the transport network in order to accommodate the travel it would generate in an acceptable way; or
- The development could not proceed without unacceptable harm to travel or the transport network, in which case the proposal would be contrary to Policy A1.

2 TRANSPORT PLANNING FOR PEOPLE

2.1 PEOPLE FIRST

Residents

2.1.1 The Proposed Development will consist of office building with associated roof terraces, ground floor flexible town center uses, and six housing units, along with associated landscaping works. It is envisaged that a proportion of the trips from the development will be taken on public transport, using Camden Town station and Camden Road overground rail station services (situated 110 metres and 320 metres from the site respectively), or Kentish Town Road Camden Town and Camden Town Station bus stops operating in the local area, or healthier modes such as cycling or walking. During the week, these trips will be tidal in nature and will typically be inbound in the morning, with outbound trips in the PM peak. There will also be linked trips during the evening given nearby leisure uses.

2.1.2 Based upon the Site's access to a selection of underground and rail services, the size and mix of units and the target demographic, the development is envisaged as car-free.

2.1.3 There are numerous amenities within a short distance from the Proposed Development site such as:

- Retail:
  - Sainsbury's;
  - Camden Town Market; and
  - Camden Christmas Market.
- Leisure:
  - Primrose Hill;
  - The Regent's Park;
  - St Martin's Garden; and
  - Castlehaven Community Park;
- Education:
  - Cavendish Preparatory School;
  - Hawley Primary School; and
  - London Academy Business School;
- Transport:
  - Camden Town (underground station);
  - Camden Road (overground Station);
  - Kentish Town Road Camden Town (Bus Stop);
  - Camden Street (Bus Stop);
  - Hawley Road (Bus Stop); and
  - Camden Gardens (Stop D).

2.1.4 As such, it is targeted that a high proportion of these trips are taken by sustainable and active travel modes.

Visitors

2.1.5 Visitors to the development will include local residents using the amenities on Site or residents' guests, together with visitors to the office and retail uses.

Employees

2.1.6 Office employees will arrive in the morning and depart in the evening. A single blue badge parking bay is provided for the commercial uses in line with the Publication London Plan.

3 THE SURROUNDING AREA

3.1 INTRODUCTION

3.1.1 This section describes the Proposed Development in the context of the existing Site, and the existing and future transport networks.

3.2 BASELINE

3.2.1 The site is bounded by Kentish Town Road towards the west, Hawley Crescent to the north and to the south and east by retail buildings.

3.2.2 There is currently one vehicle egress access point to the Kentish Town Road for the north moving vehicles and through Hawley Crescent for the south moving vehicles.

3.3 LOCAL HIGHWAY NETWORK

3.3.1 The local highway network surrounding the Site is shown in **Figure 3-1**. The Proposed Development is located on Kentish Town Road linking to the B518 to the north and Camden High Street to the south. The local road network has a one-way network in operation, see **Figure 3-2**.

Figure 3-1 – Local Highway Network Plan

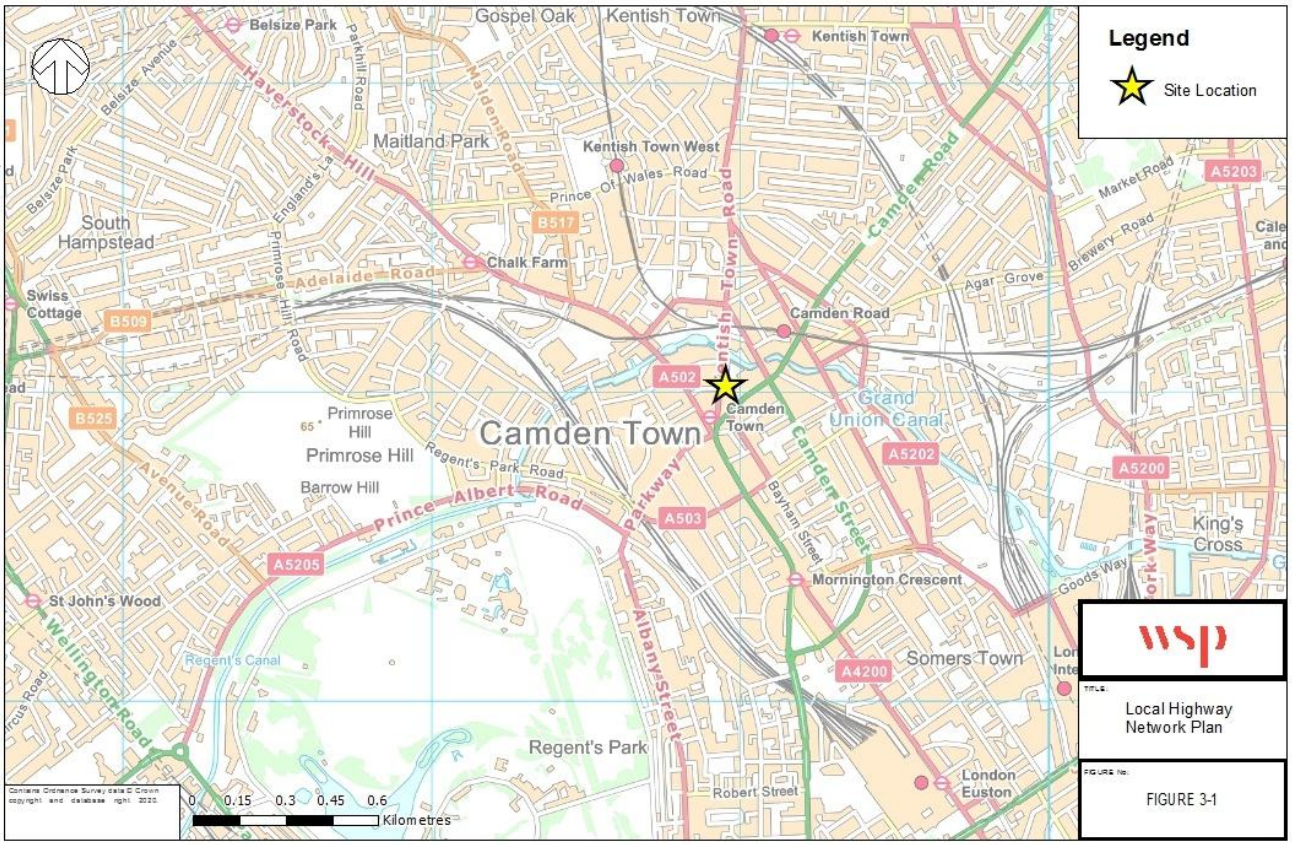
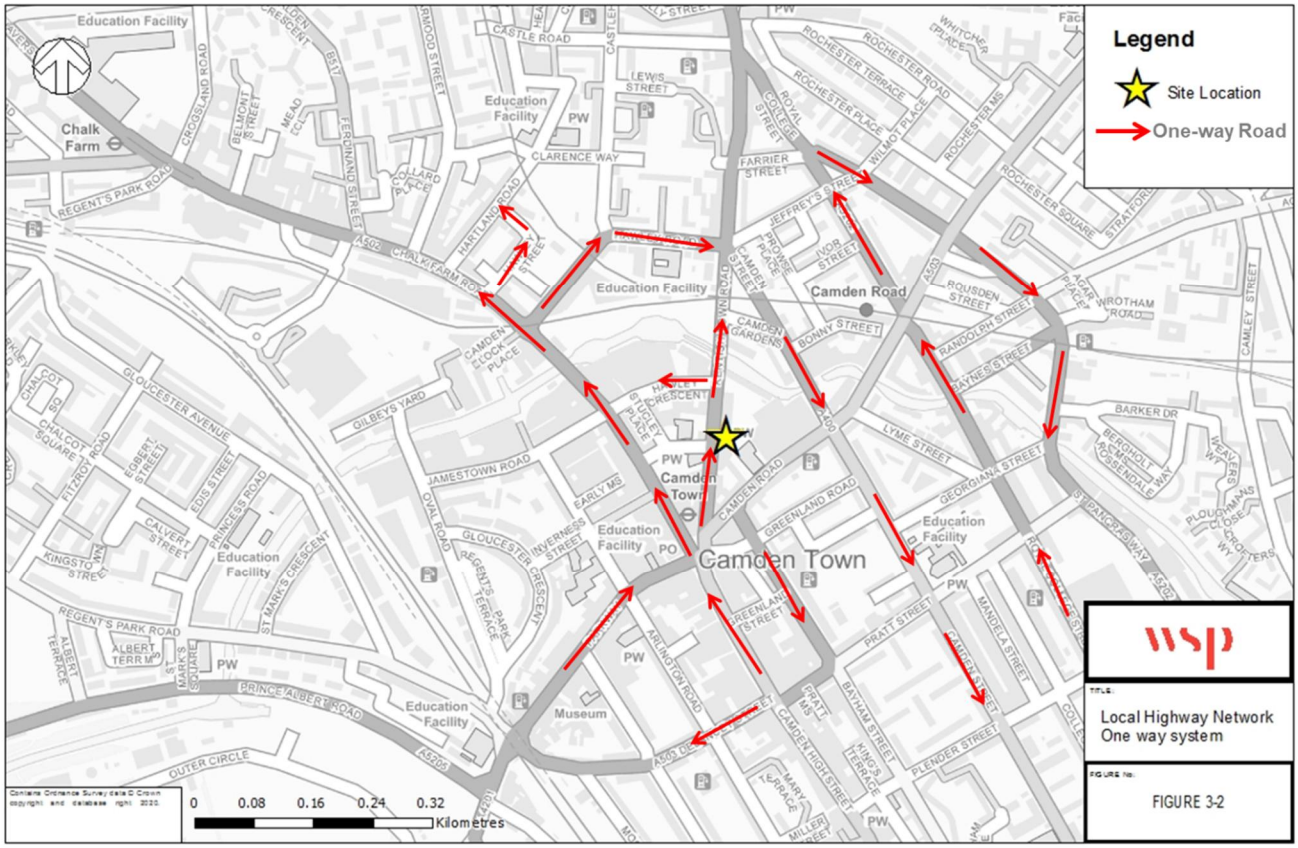


Figure 3-2 – Local Highway Network One Way System



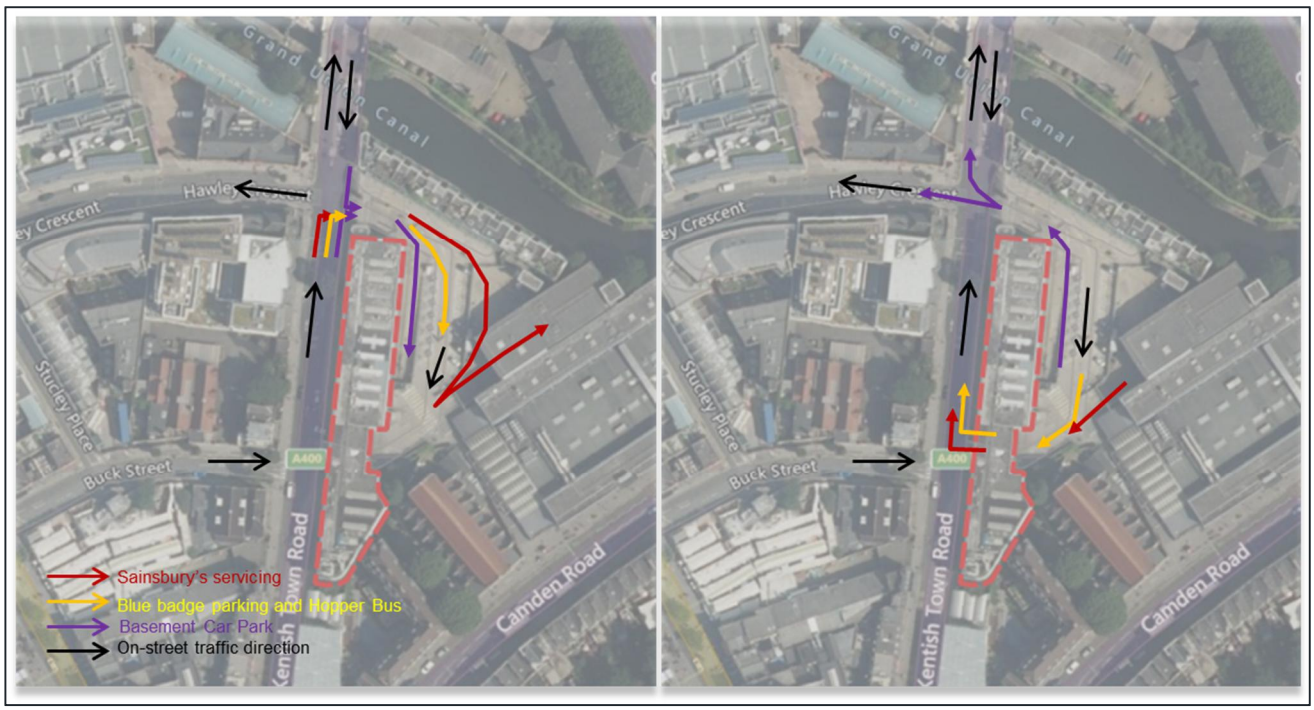
Vehicle Access

3.3.2 There are two vehicle access junctions to the existing Site from Kentish Town Road:

- A North Access Junction at the signalised junction of Kentish Town Road and Hawley Crescent, which serves as an access for all vehicles (basement car park, surface level wheelchair car parking, and Sainsbury's servicing including articulated HGVs). It also serves as an egress for cars from the basement car park; and
- A South Access Junction is an egress only for the surface level Blue Badge car parking and Sainsbury's servicing. The egress route passes underneath Grand Union House at ground floor level.

3.3.3 The existing street network and vehicle access arrangements are summarised in the below **Figure 3-3**.

Figure 3-3 – Street Network and Vehicle Arrangement Plan

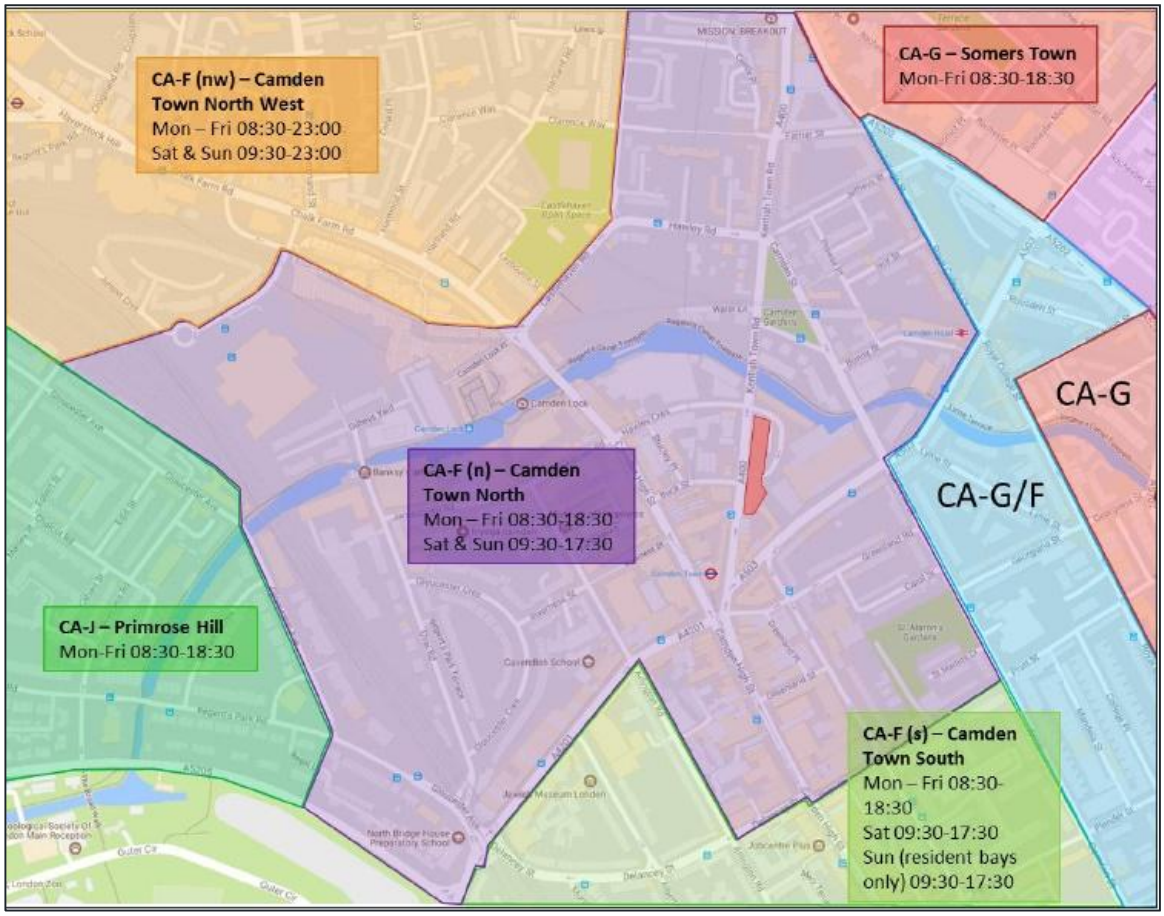


On-street parking and loading restrictions

3.3.4 The Site is within Camden Controlled Parking Zone CA-F (n) – Camden Town North. Permit holders of CA-F can park within all CA-F Controlled Parking Zones (CPZs), regardless of the sub-area their permit is specific too. The CPZ around the Site provides a mixture of parking conditions which are operational within the hours of 08:30-18:30 Monday to Friday and between 09:30-17:30 on Saturdays and Sundays.

3.3.5 A map of the CPZs is illustrated in **Figure 3-4**.

Figure 3-4 – Camden Controlled Parking Zones



3.3.6 There are currently six 6m parking bays located at the northern end of the Site on Kentish Town Road and four 6m parking bays located on the southern end of the Site on Kentish Town Road as shown in **Figure 3-5**. These parking bays are subject to CA-f (n) parking restrictions from 8:30 am to 6.30 pm during weekdays and from 9:30 am to 5:30 pm on weekends as given in **Table 3-1**.

Table 3-1 – Parking Restrictions

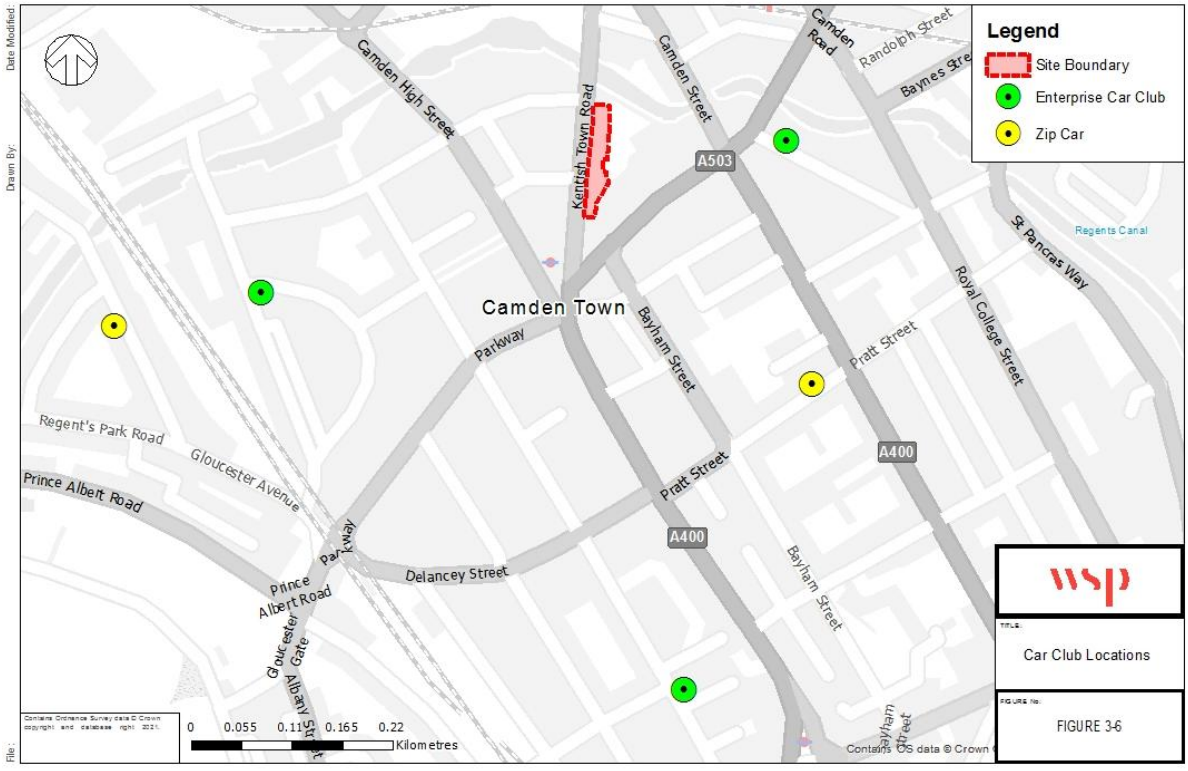
Item Number	Street	Length of Highway	Controlled Hours	Tariff	Maximum Stay
10562	Kentish Town Road	east side: from a point 11.7 metres south of the southern kerb-line of Buck Street, southwards for a distance of 22.3 metres	Monday - Friday: 8.30AM - 6.30PM Saturday, Sunday: 9.30AM - 5.30PM	£2.45 per hour	2 hours
10560	Kentish Town Road	east side: from a point 28.6 metres south of a point opposite the southern kerb-line of Hawley Crescent, southwards for a distance of 32.8 metres	Monday - Friday: 8.30AM - 6.30PM Saturday, Sunday: 9.30AM - 5.30PM	£2.45 per hour	2 hours

Figure 3-5 – Parking Bays on Kentish Town Road

Car Clubs

3.3.10 There are five car clubs located within a 10-minute walking distance from the Site, provided by Enterprise Car Club and Zipcar. The closest is on Arlington Road, 600m away or at a 5-minute walk from the Site. Other nearby locations include Camden Road, 450m away or a 5-minute walk from the Site, and Gloucester Crescent, 600m away or an 8-minute walk from the Site. The existing car clubs within the vicinity of the Site are illustrated in **Figure 3-6**.

Figure 3-6 – Car Club Locations



3.4 WALKING AND CYCLING ACCESS

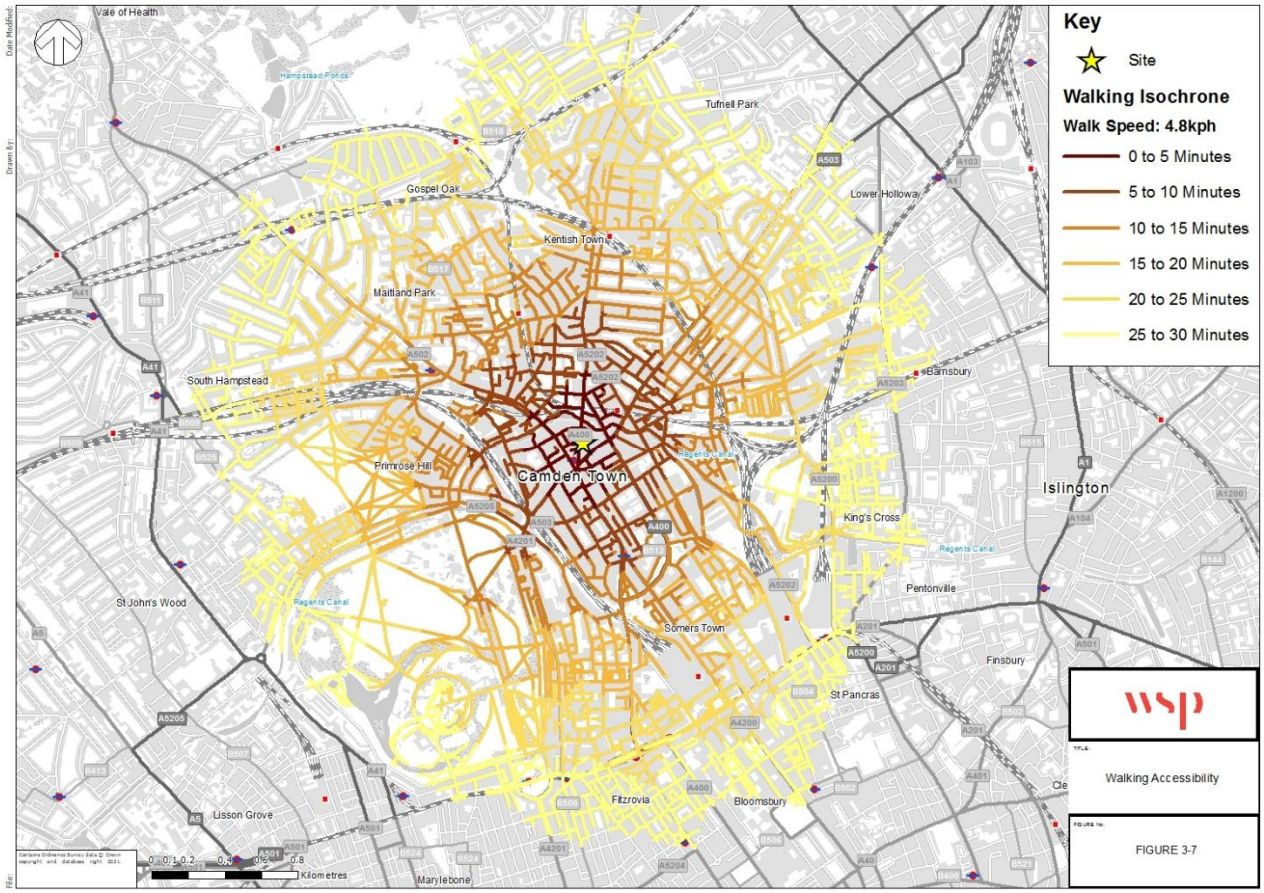
Walking

3.4.1 The NPPF notes that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometers (2km is equivalent to a 25-minute walk). This statement remains relevant and the NPPF includes a core planning principle to manage patterns of growth to make fullest possible use of walking. 2011 Census data for Greater London shows that 32% of journeys to work made by foot are over 2km in length. A walking distance of 2 kilometers, and more in some cases, is likely to be realistic for residents, staff or visitors travelling to and from the Site.

3.4.2 There is an established pedestrian network surrounding the Site. The primary pedestrian access is via Kentish Town Road, there is a secondary access via a footway between Camden Road and the car park which is gated overnight.

3.4.3 The walking isochrones displayed in **Figure 3-7** show 0-30 minutes catchment for walking access. The isochrones assume a speed of approximately 4.8km/hr and demonstrate that the Site is accessible to a large number of local facilities, amenities and public transport networks.

Figure 3-7 - Walking Isochrones

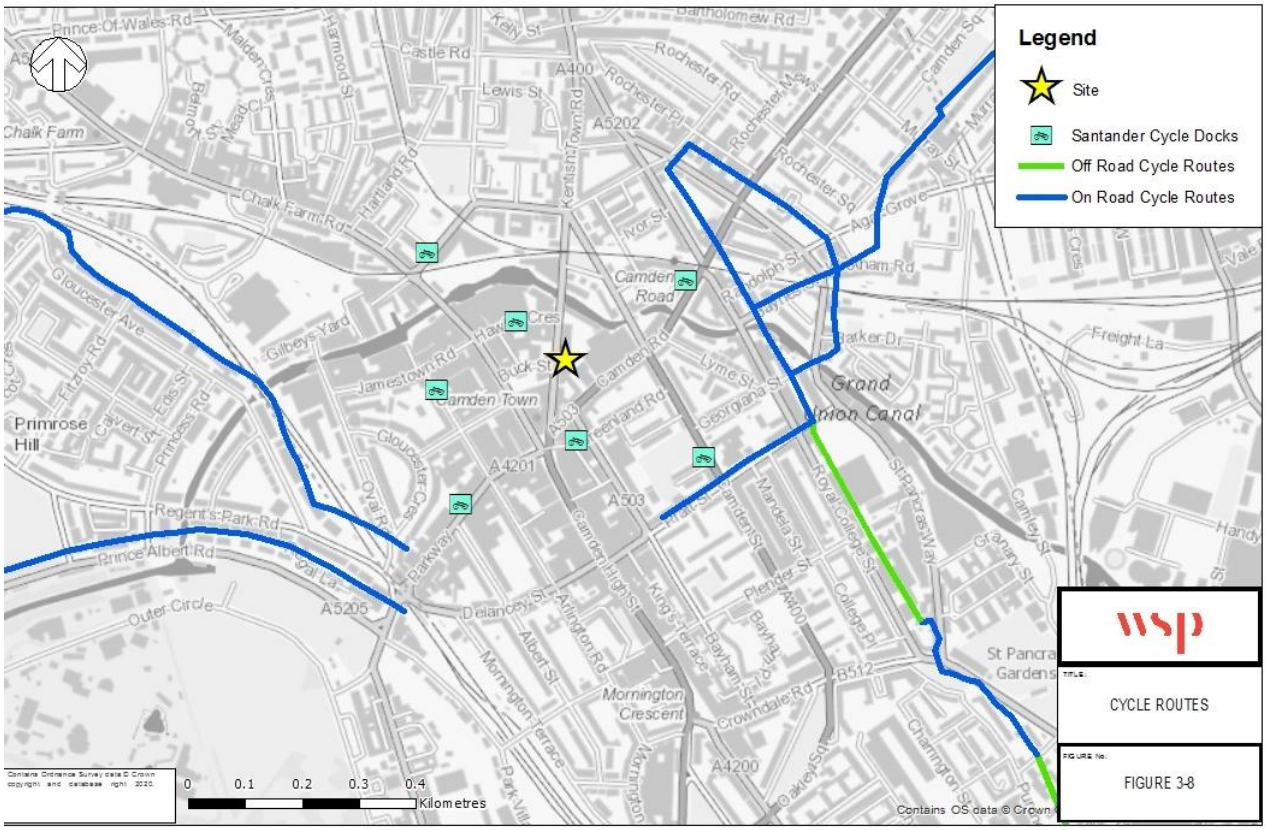


3.4.4 The figure above shows that the Site is a five-minute walk from Camden Town Underground Station.

Cycling

3.4.5 The Site is conveniently placed within an efficient network of on and off-road cycle routes. To the south west of the Site, routes lead to Regents Park and Primrose Hill, providing cyclists with a safe and scenic throughway to Central London. There are recommended roads for cycling which lead to Euston, St Pancras and Kings Cross Stations towards the south east, and various routes into the London Borough of Hackney further afield. Routes to the north of the Site provide direct access to Hampstead Heath and Finsbury Park. A plan illustrating the cycling facilities within the local area including local cycle routes is shown is **Figure 3-8**.

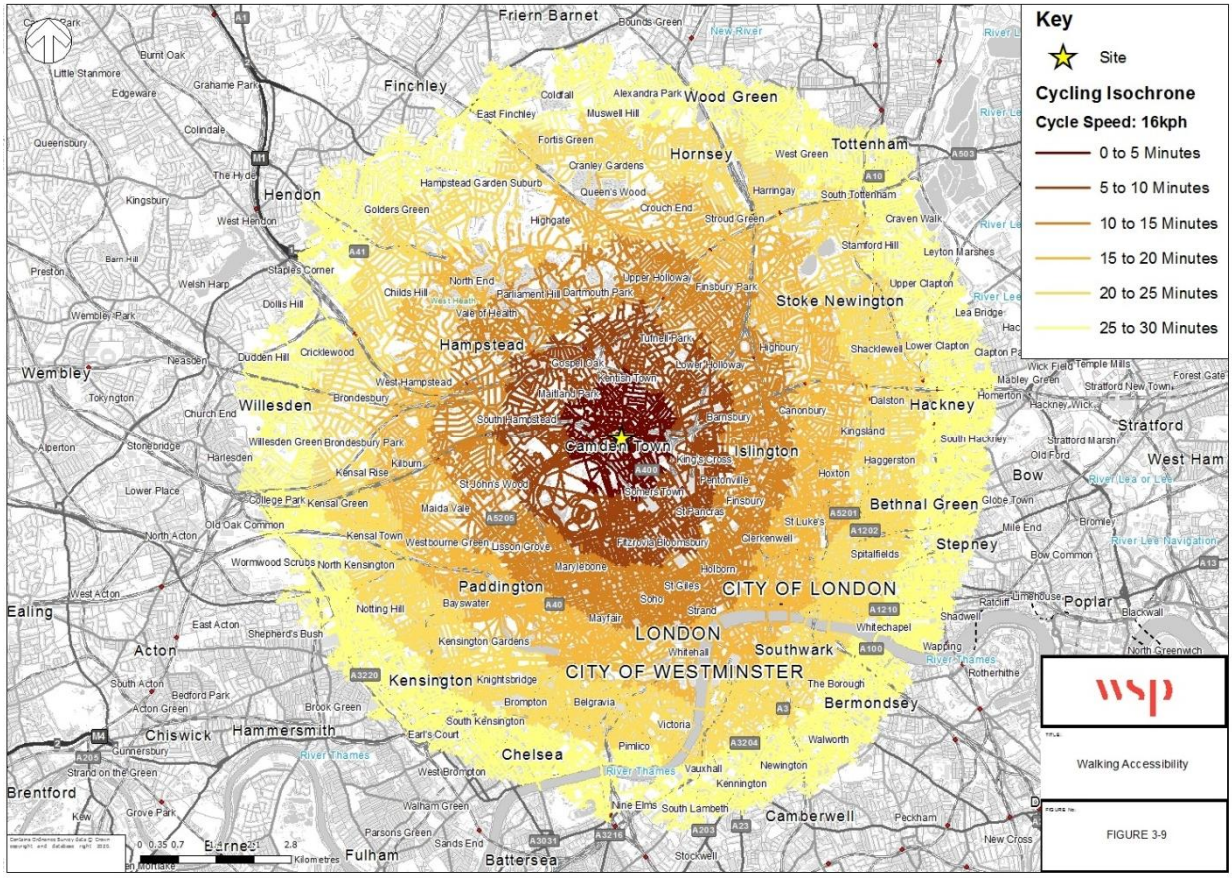
Figure 3-8 - Local Cycle Routes



3.4.6 The cycling isochrones displayed in **Figure 3-9** shows a 0-30 minutes catchment for cycle access.

3.4.7 The cycle isochrones show cycle accessibility to the surrounding area based on an average cycling speed of 16 km/h.

Figure 3-9 – Cycle Isochrones



3.4.8 The figure above shows that the Site is well connected by bicycle, particularly to and from Central London.

Santander Cycle Accessibility

3.4.9 The nearest Santander Cycle Hire Docking points are located on Hawley Crescent, Greenland Road and Arlington Road. These are shown on **Figure 3-10**, while **Table 3-2** details each docking point within 500m radius of the Site.

Figure 3-10 – Santander Cycle Docks

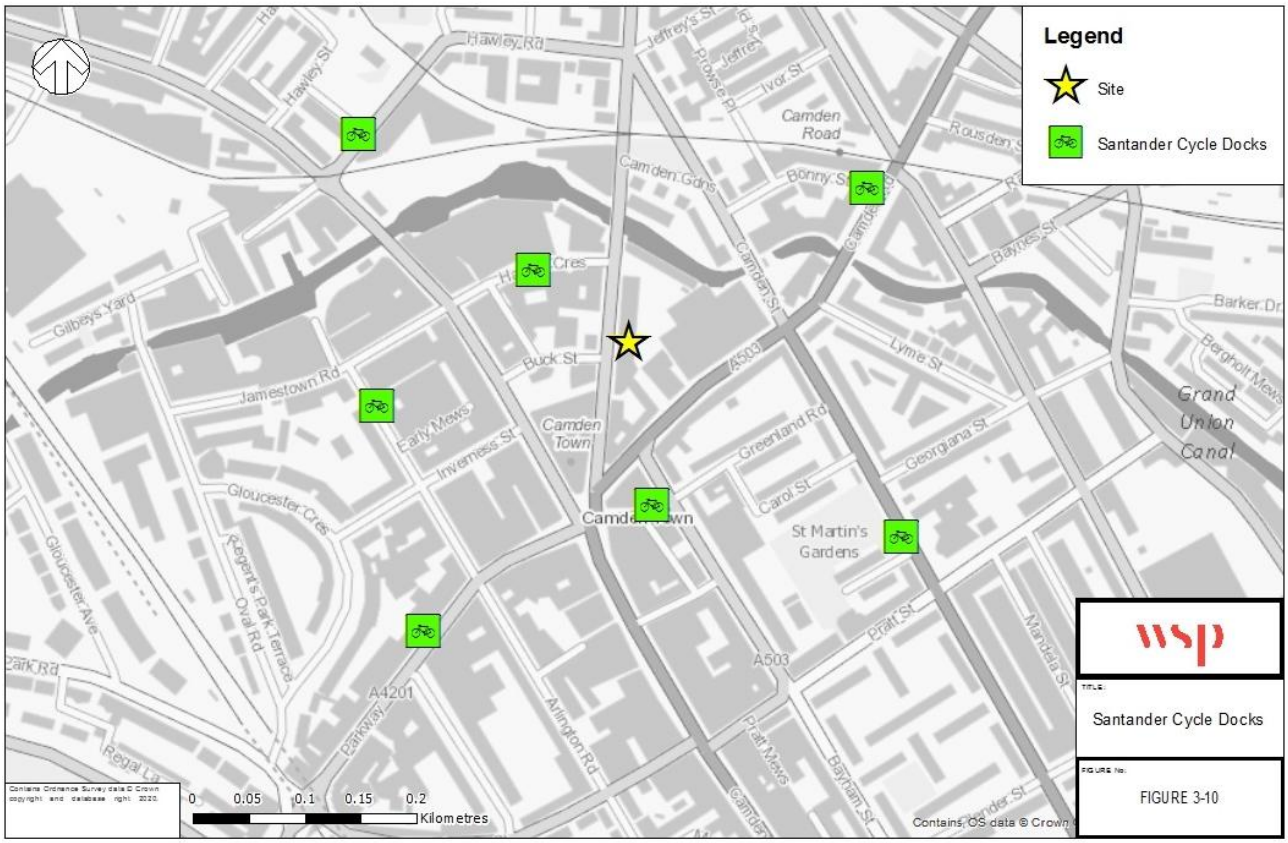


Table 3-2 - Docking Points 500m from Site

Docking point location	Number of docking points	Distance from Site	Walking time from Site
Hawley Crescent	22	130m	2 minutes
Greenland Road	36	220m	3 minutes
Arlington Road	24	350m	5 minutes
Parkway	33	350m	5 minutes
Castlehaven Road	29	500m	6 minutes
Bonny Street	44	500m	6 minutes
St Martin's Gardens	18	500m	6 minutes

Public Transport

3.4.10 The PTAL methodology has been adopted by TfL as a means by which to quantify and compare accessibility to public transport services for given sites. It takes into account the time taken to access the public transport network, including:

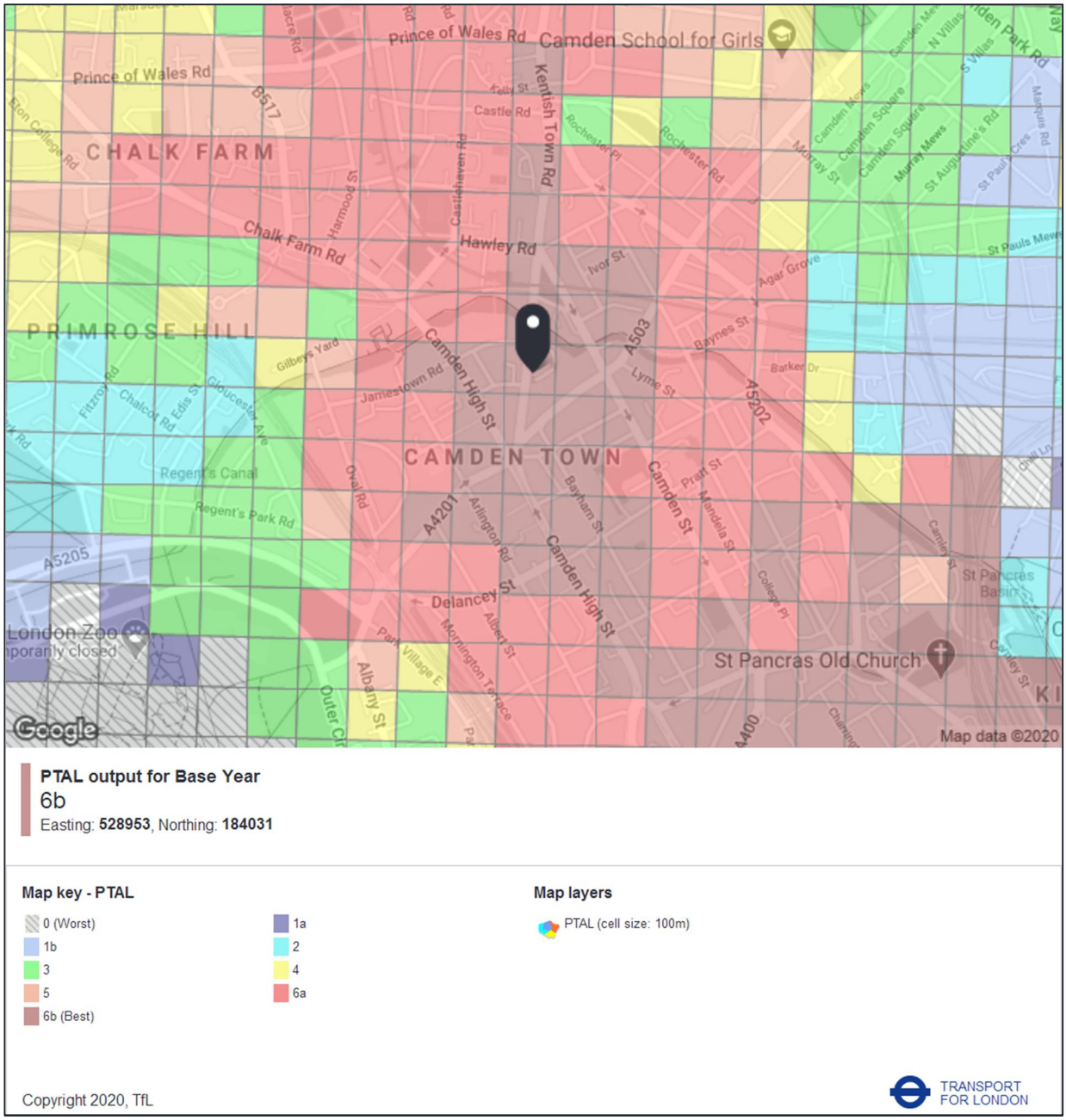
- The walk time to various public transport services.
- The average waiting time for each service.
- The reliability of each service.

3.4.11 The methodology is based on a walk speed of 4.8kph and considers railway stations within a 12 minute walk (960m) of a site and bus stops within an 8 minute walk (640m). The PTAL assessment is undertaken using the AM peak hour operating patterns of existing services.

3.4.12 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AIs for each mode are aggregated to provide a single measure of accessibility.

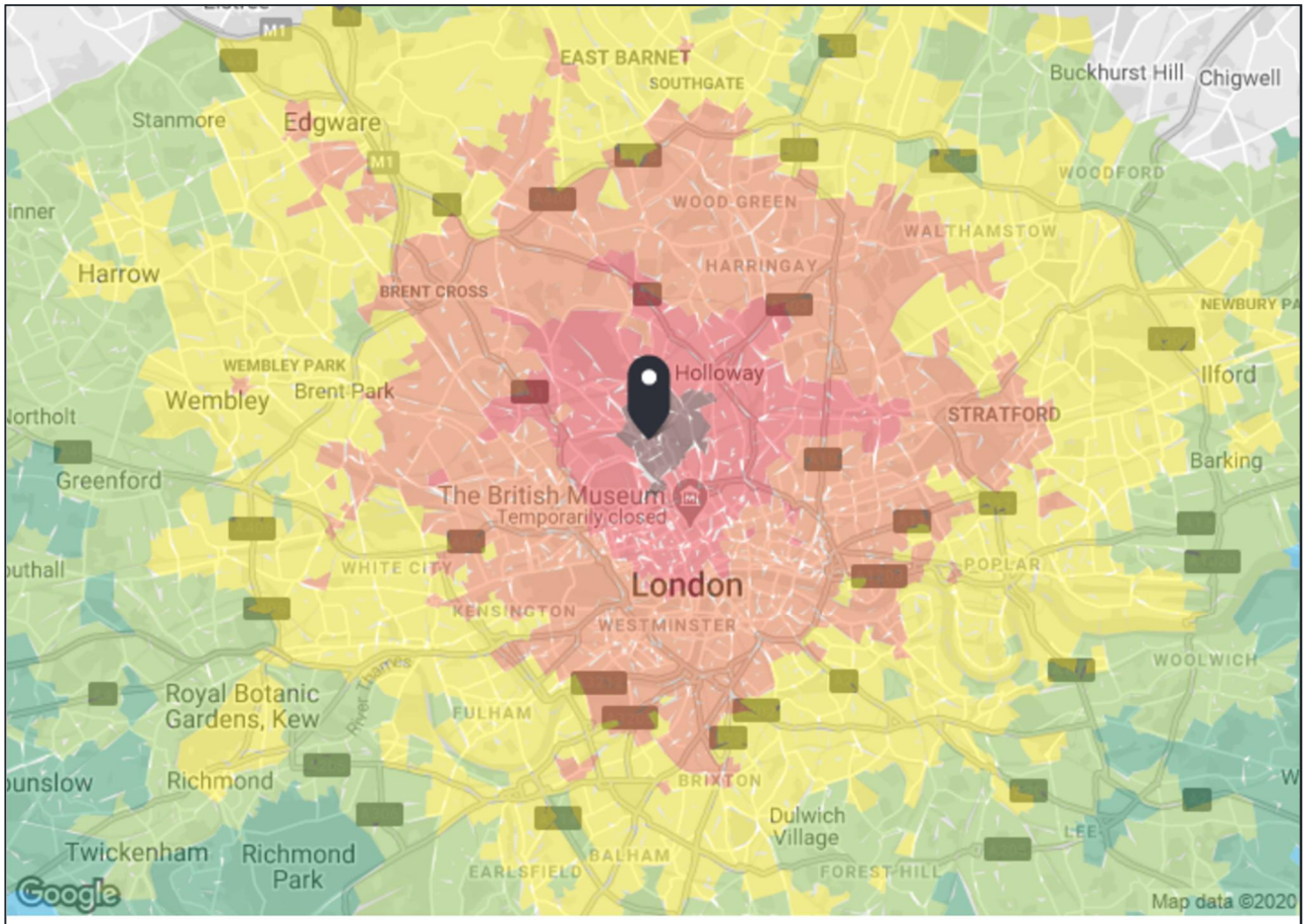
3.4.13 The site is having a PTAL score of 6b, as shown by **Figure 3-11**, indicating that there is an excellent level of accessibility to public transport to / from the Proposed Development.

Figure 3-11 – PTAL



3.4.14 The range and frequency of public transport services and existing connectivity is reflected in the TfL online time mapping calculator as shown in **Figure 3-12**. A copy of the PTAL report in contained within **Appendix A.**

Figure 3-12 – Time Mapping



TIM output for Base Year

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

22 Kentish Town Rd, Camden Town, London NW1 9NR, UK
Easting: 528953, Northing: 184031

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

TRANSPORT FOR LONDON

3.4.15 The TIM mapping shows that the Site is within 30 minutes travel time of Holloway, City of London and Whitechapel, and within 30-45 minutes travel time of Wood Green, Brent Cross and Stratford.

Bus

3.4.16 There are a number of bus stops within close proximity to the Site served by numerous bus routes. These are located on Kentish Town Road and Camden Road, as shown in **Figure 3-13**. The nearest bus stop is located 70m (a 1-minute walk away) from the Site. The Summary of the Local Bus services are given in **Table 3-3.**

Figure 3-13 – Local Bus Routes

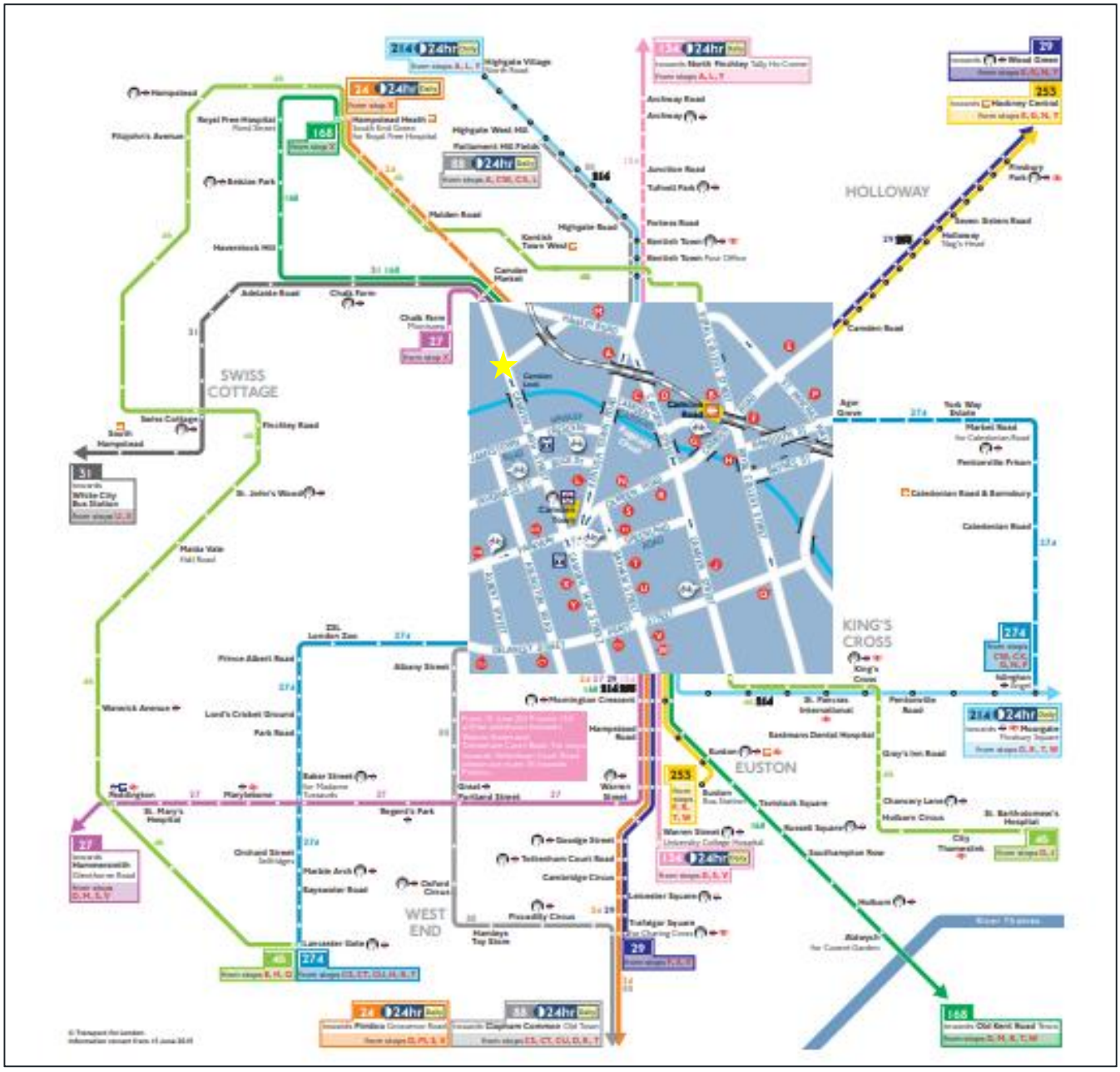


Table 3-3 – Summary of Local Bus Services

Bus Service	Bus Stop	Route	AM Peak (08:00-09:00) Frequency	PM Peak (17:00-18:00) Frequency
24	Camden Town Station (Stop S)	Hampstead Health – Pimlico	9	9
	Camden Town Station (Stop X)	Grosvenor Road (Pimlico) – Royal Free Hospital (Hampstead Heath)	7	7
27	Camden Town Station (Stop S)	Chalk Farm – Chiswick	8	8
	Camden Town Station (Stop X)	Gunnersbury – Chalk Farm	8	8
29	Camden Town Station (Stop S)	Wood Green – Trafalgar Square	10	10
	Camden Town Station (Stop Y)	Trafalgar Square – Wood Green	10	10
31	Camden Town Station (Stop X)	Camden – White City	7	7
	Camden Town Station (Stop ZI)	Bus Terminates here	-	-
46	Kentish Town Road Camden Town (Stop KK)	St Bartholomew's Hospital – Lancaster Gate Station	6	6
	Camden Gardens (Stop D)	Lancaster Gate Station – St. Bartholomew's Hospital	7	7
88	Camden Town Station (Stop S)	Camden Gardens – Clapham Common	8	8
	Kentish Town Road Camden Town (Stop L)	Wingate Square – Camden Gardens	8	8
134	Camden Town Station (Stop S)	North Finchley – Tottenham Court Road	9	9
	Kentish Town Road Camden Town (Stop L)	Tottenham Court Road – North Finchley	10	10
168	Camden Street (Stop R)	Hampstead Heath – Old Kent Road	8	8
	Camden Town Station (Stop X)	Old Kent Road – Hampstead Heath	8	8
214	Camden Street (Stop R)	Highgate – Moorgate	8	8

	Kentish Town Road Camden Town (Stop L)	Moorgate – Highgate Village	7	7
253	Camden Street (Stop R)	Hackney Central Station – Euston Bus Station	10	10
	Camden Town Station (Stop Y)	Hackney Central	10	10
274	Camden Street (Stop R)	Angel Islington – Lancaster Gate	8	8
	Camden High Street Camden Town (Stop CX)	Lancaster Gate – Angel Islington	8	8
C2	Camden Street (Stop R)	Parliament Hill Fields – Oxford Street	9	9
	Camden High Street Camden Town (Stop CX)	Regents Street – Parliament Hill	8	8

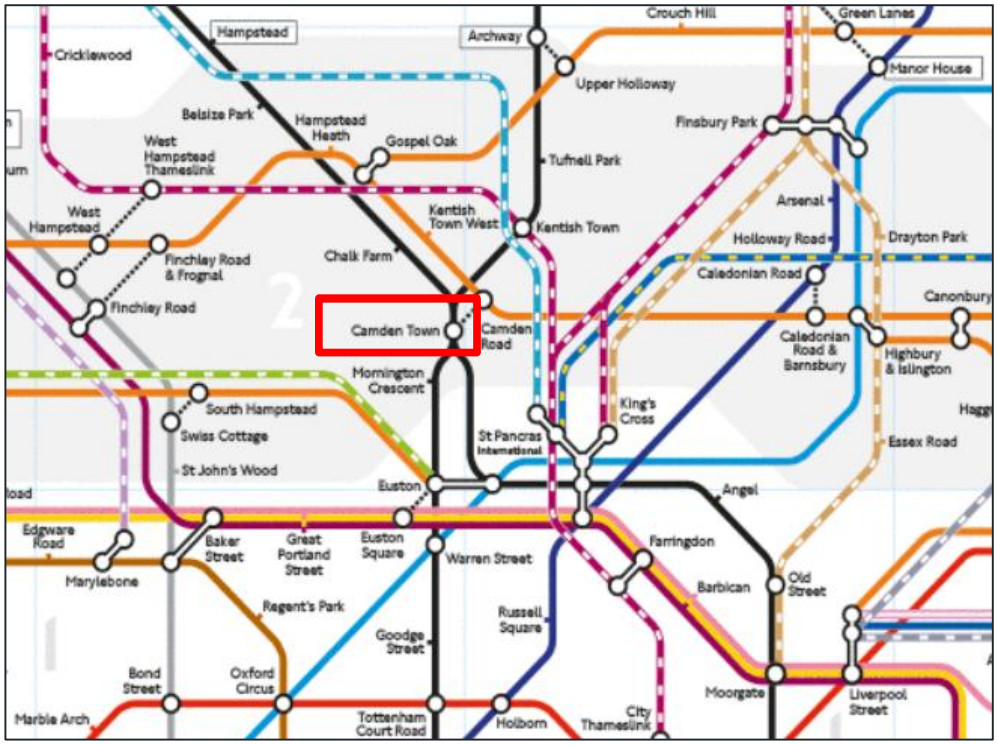
Underground

3.4.17 The nearest station is Camden Town Underground Station, which is served by both branches of the Northern Line, as shown on **Figure 3-14**. The Site is located within Zone 2 and provides frequent and fast services into Central London. **Table 3-4** summarizes the frequencies and destinations for the weekday AM and PM Peak hours.

Table 3-4 - Summary of London Underground Services at Camden Town Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Northbound	Edgware	18	20
	High Barnet/Mill Hill East	22	22
Southbound	Kennington (via Tottenham Court Road)	24	24
	Modern (via Bank)	23	23

Figure 3-14 – Local London Underground Services



3.4.18 The following section outlines the planned improvement works to ensure Camden Town Underground Station can cater for increases in future levels of demand.

PLANNED IMPROVEMENTS TO CAMDEN TOWN STATION

3.4.19 In order to upgrade the station capacity and to improve the ease of entering, exiting and changing between trains, TfL proposes the following:

- A new second entrance and exit to the station on Buck Street located between Camden High Street and Kentish Town Road (opposite the site)
- More escalators
- Step-free access from the street to the trains;
- More space to change between trains; and
- Pedestrian crossing on Kentish Town Road

London Overground

3.4.20 The nearest London Overground station is Camden Road Rail Station located approximately 400m in a north-western direction from the Site. Details of London Overground frequencies at the station are provided in **Table 3-5.**

Table 3-5 - Summary of London Underground Services at Camden Town Station

Direction	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
East Bound	Stratford	10	7
West Bound	Clapham Junction	6	7
	Richmond	3	4

Rail

3.4.21 Euston Station is accessible with a 6-minute cycling and a 20-minute walking, at a distance of 1.5 km south of the Site, with services by Virgin, West Midlands and Caledonian Sleeper Trains, in addition to a different branch of the London Overground. This provides connections to various locations, including Edinburgh, Manchester, Birmingham, Northampton and Watford Junction.

3.4.22 **Table 3-6** provides a summary of the routing and frequency of direct rail services to and from key destinations during the weekday AM and PM peak hours.

Table 3-6 – Rail Services at Euston Station

Operator	Destination	AM Peak Frequency (08:00-09:00)	PM Peak Frequency (17:00-18:00)
Overground	Watford Junction	4	4
Virgin	Wolverhampton	3	3
	Edinburgh Waverley	1	2
	Glasgow	1	0
	Holyhead	1	1
	Liverpool Lime Street	1	1
	Manchester Piccadilly	3	2

4 PROPOSED DEVELOPMENT

4.1 INTRODUCTION

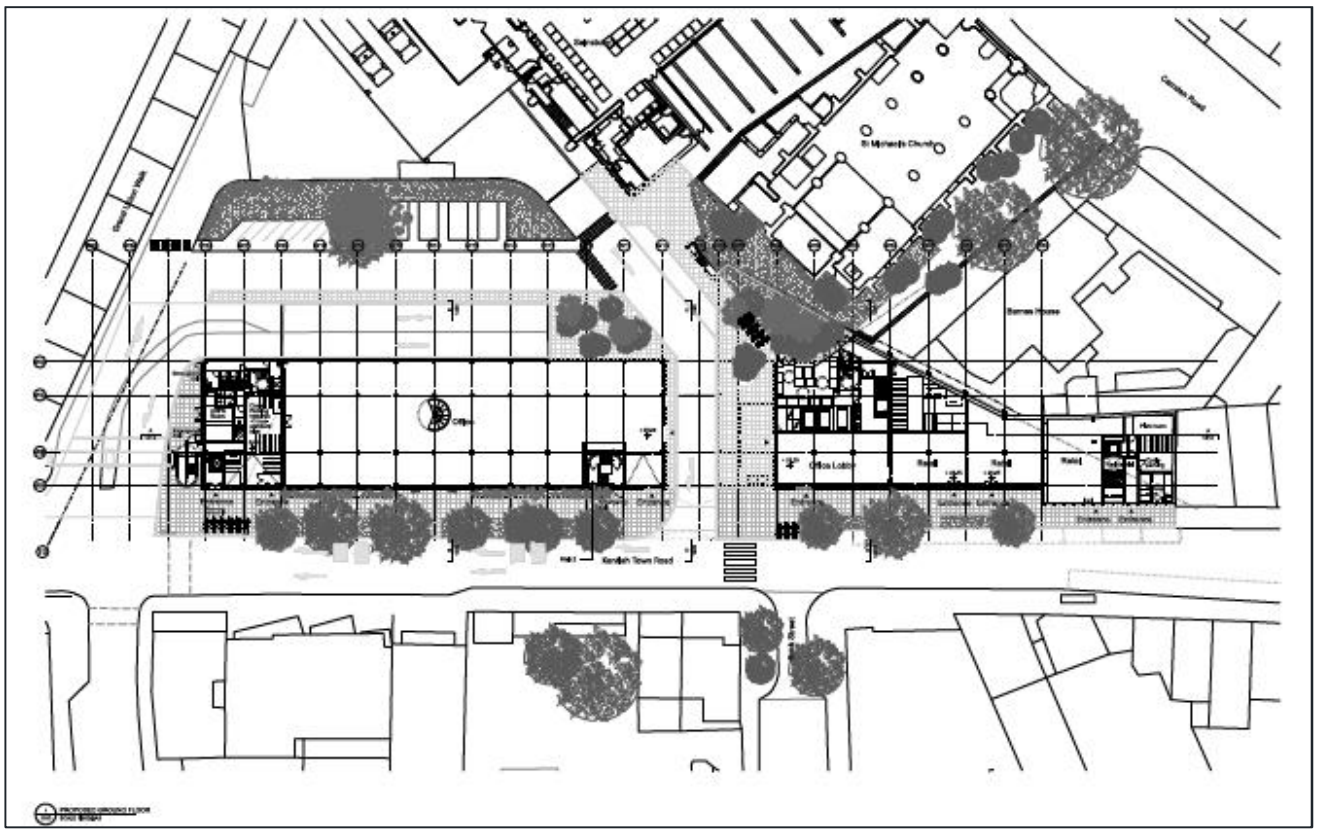
4.1.1 This chapter outlines the Proposed Development scheme in terms of land use, access strategy, servicing arrangements, and parking provision. A copy of the ground floor plan is provided in **Appendix B**.

4.2 DEVELOPMENT PROPOSALS

4.2.1 The proposals comprise of the part-demolition, re-build and upward extension to provide additional Class E office and commercial floorspace, six residential units (Class C3), new areas of landscaping and public realm.

4.2.2 The site layout for the Proposed Development is illustrated in **Figure 4-1**.

Figure 4-1 – Proposed Site Layout



4.2.3 The proposed schedule of accommodation for Grand Union House is given in **Table 4-1**.

Table 4-1 – Proposed Area Schedule

Use	Sqm (GEA)
Flexible retail/ leisure/ town centre	435 sqm
Office	8,063 sqm
Residential	6 units
Cycle Parking Spaces	122 long stay and 35 short stay

4.3 ACCESS STRATEGY

Pedestrian Access

4.3.1 The proposed pedestrian access points to the residential, office and flexible retail / leisure aspects of the Site will be provided from Kentish Town Road. There will be separate pedestrian access points for each of the ground floor units, as well separate office and residential lobbies.

4.3.2 The scheme proposes the widening of the existing footway along Kentish Town Road and provision of new surfacing, trees and planting, to provide a new high-quality pedestrian environment. The proposals focus on TfL's 'Healthy Streets' agenda, offering significant improvements to the existing pedestrian route along Kentish Town Road. Increased footway capacity will in part be achieved through partial removal of on street parking bays (this is further described below under heading 'Car Parking').

4.3.3 The local pedestrian infrastructure will also be improved with a new crossing proposed on Kentish Town Road, as part of the improvements of Camden Town Underground Station and new exit on Buck Street.

Cycle Access

4.3.4 The proposed 111 long-stay office and retail cycle parking provision will be covered and secure; located on the ground floor and therefore is secure and sheltered. A total of three of the cycle parking bays will be accessible to accommodate larger bicycles.

4.3.5 The proposed 12 residential long-stay cycle parking is located on the ground floor of the residential building and provided in the form of double stackers. The short stay cycle parking spaces will be located on the public realm in front of the residential units on Kentish Town Road.

4.3.6 The cycle parking provision adheres to the Publication London Plan. The long-stay cycle parking calculations below are based on the proposed floor areas.

Table 4-2 – Publication London Plan Long-Stay Cycle Standards and Requirements

Use	Minimum Standards	Area/Units	Long Stay
Retail (Food)	1 space per 175sqm (from a threshold of 100sqm GEA)	435	3
Office	inner/central London: 1 space per 75sqm GEA	8,063	108
Residential	1 space per studio, 1.5 spaces per 1 bedroom unit, 2 spaces per all other dwellings	6 units	11

4.3.7 Showers, changing facilities and lockers will be provided separately for the retail and office uses.

4.3.8 The 35 short-stay cycle parking calculation below is based on the proposed floor areas 8,063 sqm of office floorspace, 435 sqm of retail floorspace and six residential units. The short-stay (visitor) cycle parking will be provided within the public realm in the form of 18 Sheffield stands for 35 spaces.

Table 4-3 – Publication London Plan Short-Stay Cycle Standards and Requirements

Land Use	Minimum Standards	Units/Area	Short Stay
Retail (Food)	1 space per 20sqm (from a threshold of 100sqm GEA)	435	22
Office	1 space per 500sqm GEA	8,063	11
Residential	1 space per 40 units	6 units	2

4.3.9 With the proposals relating to only partial demolition of the existing building, with refurbishment, there is no scope to set back the existing building line, and therefore existing site constraints present limited opportunity for on-site short-stay cycle parking opportunities. With the proposals bringing opportunity for significant public realm improvements and increased footway capacity it is considered that cycle parking spaces on Kentish Town Road offer highly visible and attractive cycle parking locations for visitors to the site. Feedback from Police stated that cycle parking spaces should be provided in visible areas to deter crime, hence why the majority of visitor cycle parking spaces have been provided within the public realm.

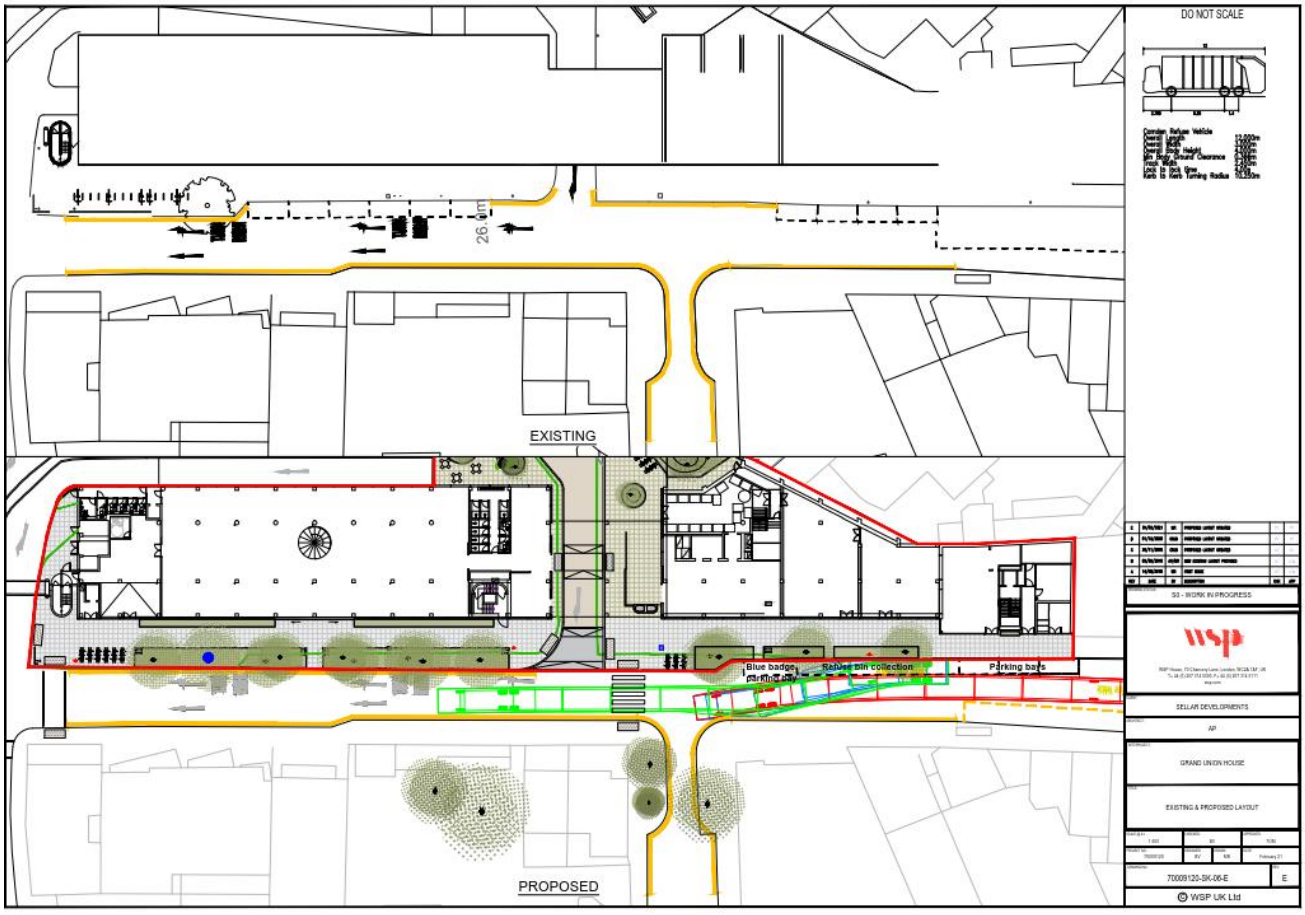
4.3.10 There will be an excess width of 2.5m along the footway outside the Site to accommodate pedestrian flow and therefore the cycle parking will not impact the existing or proposed pedestrian movements on Kentish Town Road.

4.4 CAR PARKING

4.4.1 The development will be ‘car-free’. LBC’s Local Plan states that parking for disabled people for both residential and non-residential developments should be provided where it can be demonstrated as necessary, taking into account existing availability of on-street parking for Blue Badge holders. There are on street spaces near to the site which Blue Badge holders can use for free with no time limit, which are within appropriate distance of the entrances to the residential, office and retail elements of building, however given the reduction in on-street car parking one Blue Badge bay as been proposed on Kentish Town Road.

4.4.2 To support the delivery of Healthy Streets aspirations, including increased footway capacity and high-quality landscaping along the site frontage (and to support the pedestrian crossing included as part of the Camden Station redevelopment), together with addressing site constraints and servicing requirements, it is intended to modify the existing on-street parking arrangement on the eastern side of Kentish Town Road. Specifically, it is proposed for four parking bays to be retained including one Blue Badge bay located within appropriate distance of the proposed office and residential entrances. The proposed parking arrangement is shown on the plan below. A copy of the existing and proposed parking configuration along with space for servicing activity is provided in **Appendix C.**

Figure 4-2 – Existing and Proposed On-Street Parking Configuration



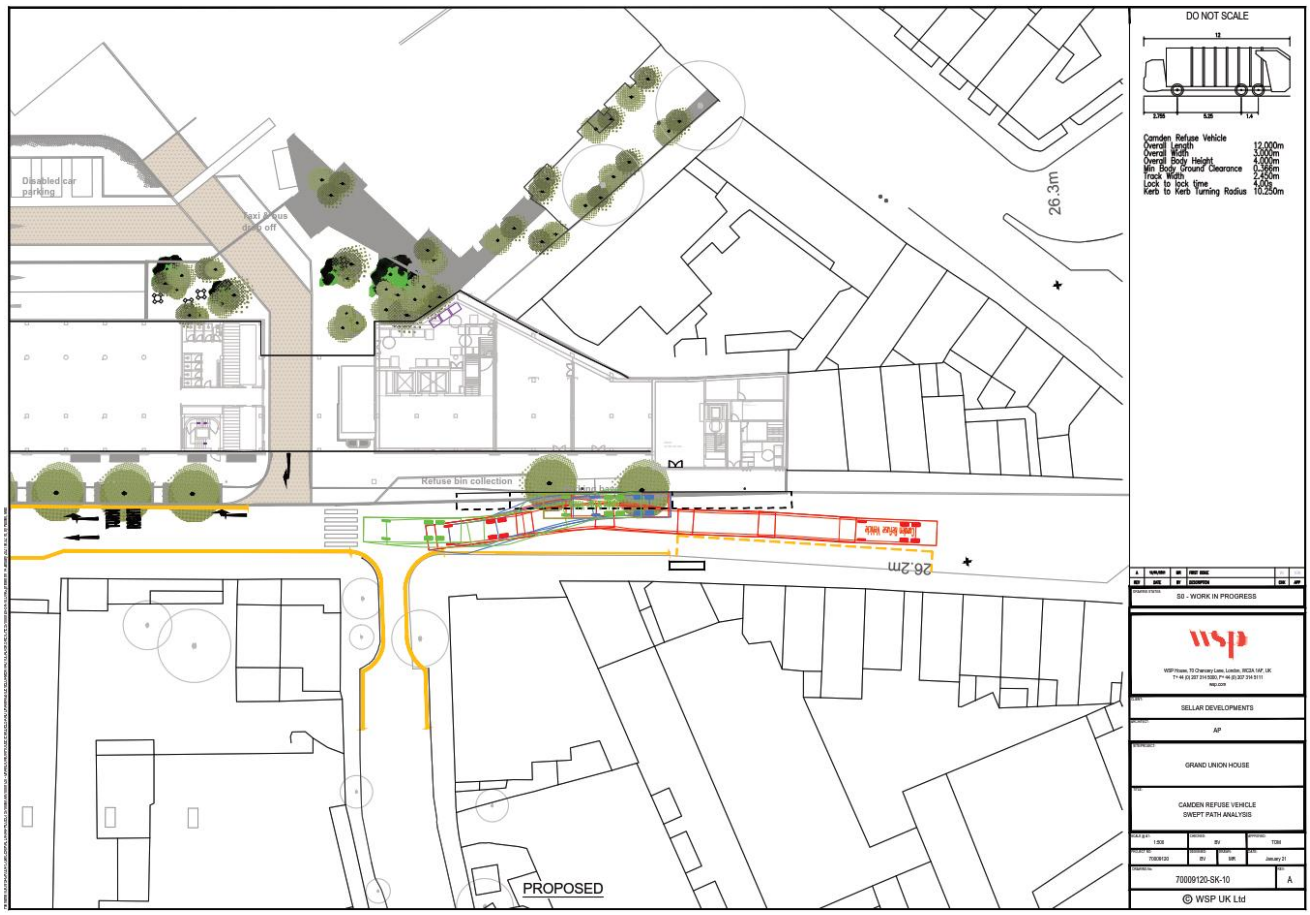
4.4.3 It is acknowledged that paragraph 6.9 of the Local Plan outlines that development should avoid creating a shortfall to existing on-street parking conditions. However, it is clear within both the Local Plan and Transport CPG that the default position is for a reduction in car parking. Paragraph 5.36 of the draft CPG confirms that that whilst existing car parking spaces can help to support the functions of town centres, development is required to be car-free except for essential provision.

4.4.4 The loss of existing car parking on Site as a result of the Proposed Development and car-free nature of the scheme aligns with TfL's Healthy Streets agenda and supports the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

4.5 REFUSE AND SERVICING ACCESS

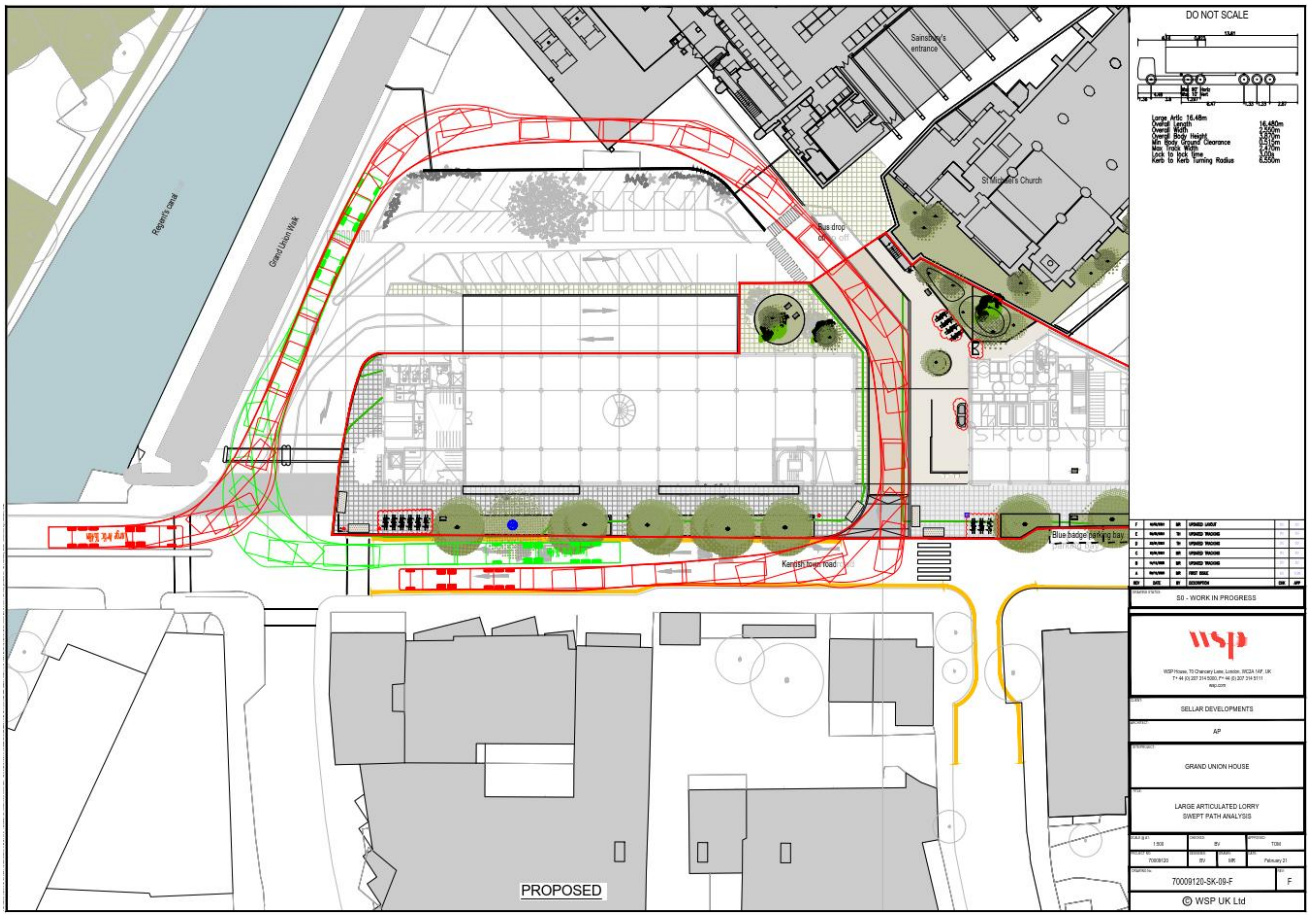
4.5.1 Refuse collection currently takes place on Kentish Town Road and it is intended for this to remain unchanged for the development proposals. It is proposed for servicing activity to also take place on street as shown in **Figure 4-4**,. A waiting vehicle will not impede the free-flow of vehicles travelling on the road network. A copy of the refuse swept path is provided in **Appendix D.**

Figure 4-3 – Refuse Swept Path



4.5.2 Deliveries to Sainsbury's would continue to take place in the Sainsbury's Delivery Yard to the rear of the Site and accessed via Hawley Crescent as illustrated in **Figure 4-4.** A copy of the artic swept path is provided in **Appendix E.**

Figure 4-4 – Sainsbury's Servicing



4.6 WASTE MANAGEMENT STRATEGY

4.6.1 A Waste Management Strategy will be produced for the development and submitted as part of the Application. It summarises relevant policy and guidance documents, forecasts the volume of household and commercial waste produced and provides details of the storage areas and the strategy for collection.

4.7 EMERGENCY ACCESS

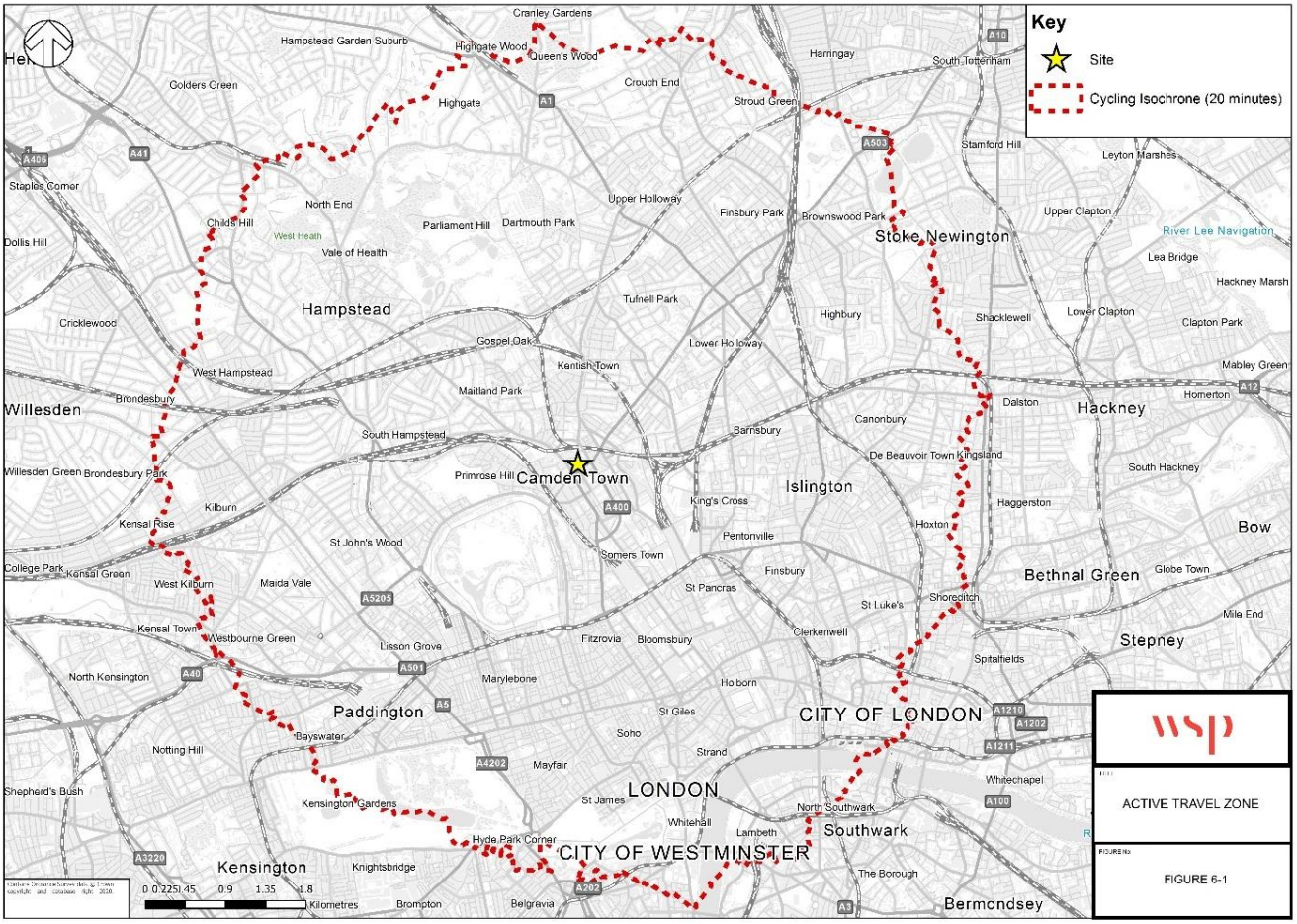
4.7.1 A fire tender will access the Site via Kentish Town Road in the event of an emergency. A fire management strategy will be produced which sets out the details of the fire strategy for the whole Site.

5 ACTIVE TRAVEL ZONE

5.1 INTRODUCTION

5.1.1 The Active Travel Zone (ATZ) assessment considers transport impact on a spatial scale, rather than by travel mode. The ATZ encompasses the area around the Site within a 20-minute cycle journey as determined by the TfL WebCAT tool, illustrated in **Figure 5-1.** All figures included in the ATZ assessment are also included at **Appendix F**.

Figure 5-1 - Active Travel Zone

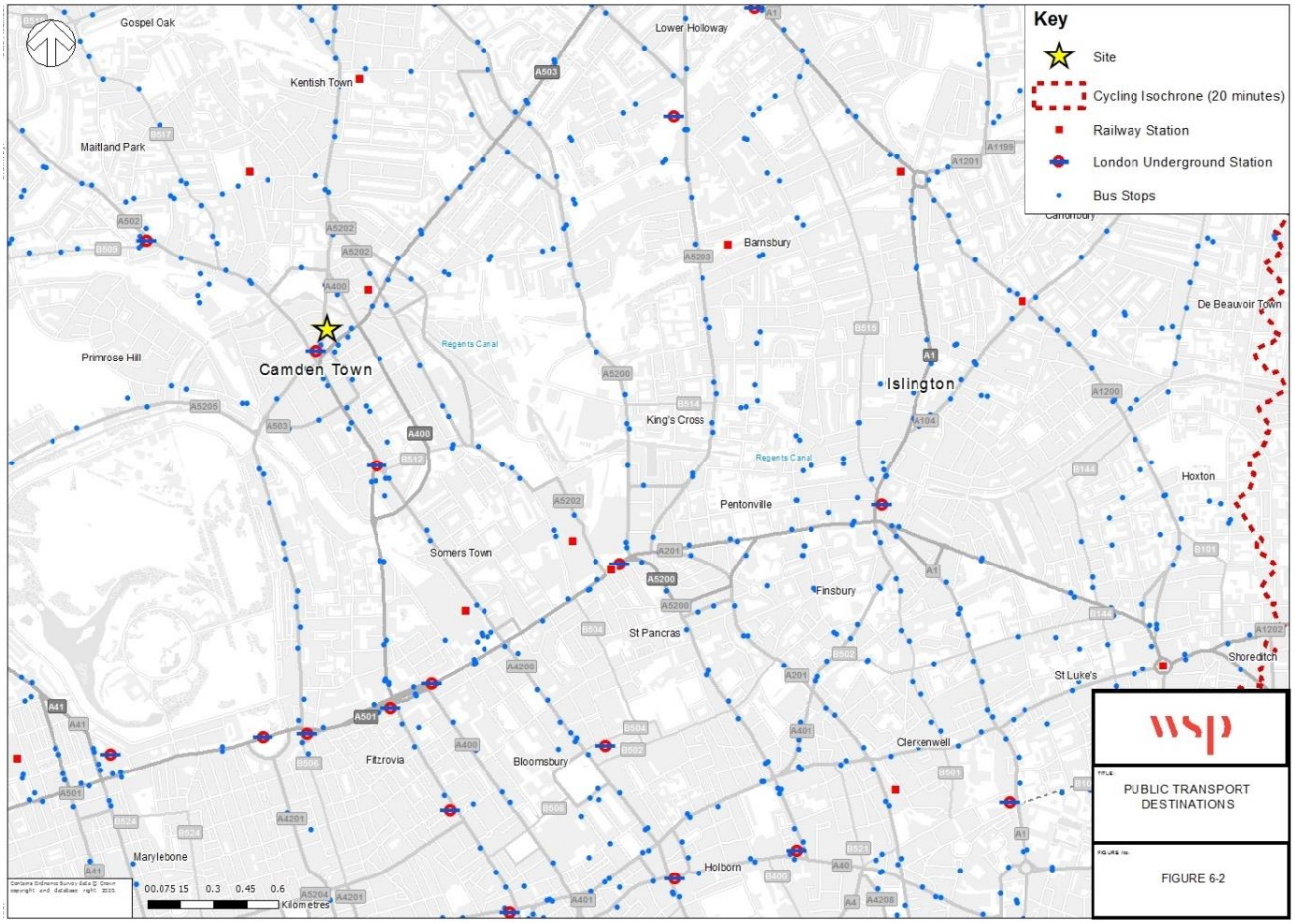


5.2 KEY DESTINATIONS

Public Transport Services

5.2.1 Key public transport hubs within the ATZ, including bus stops, London Underground stations and National Rail stations, are outlined in **Figure 5-2**.

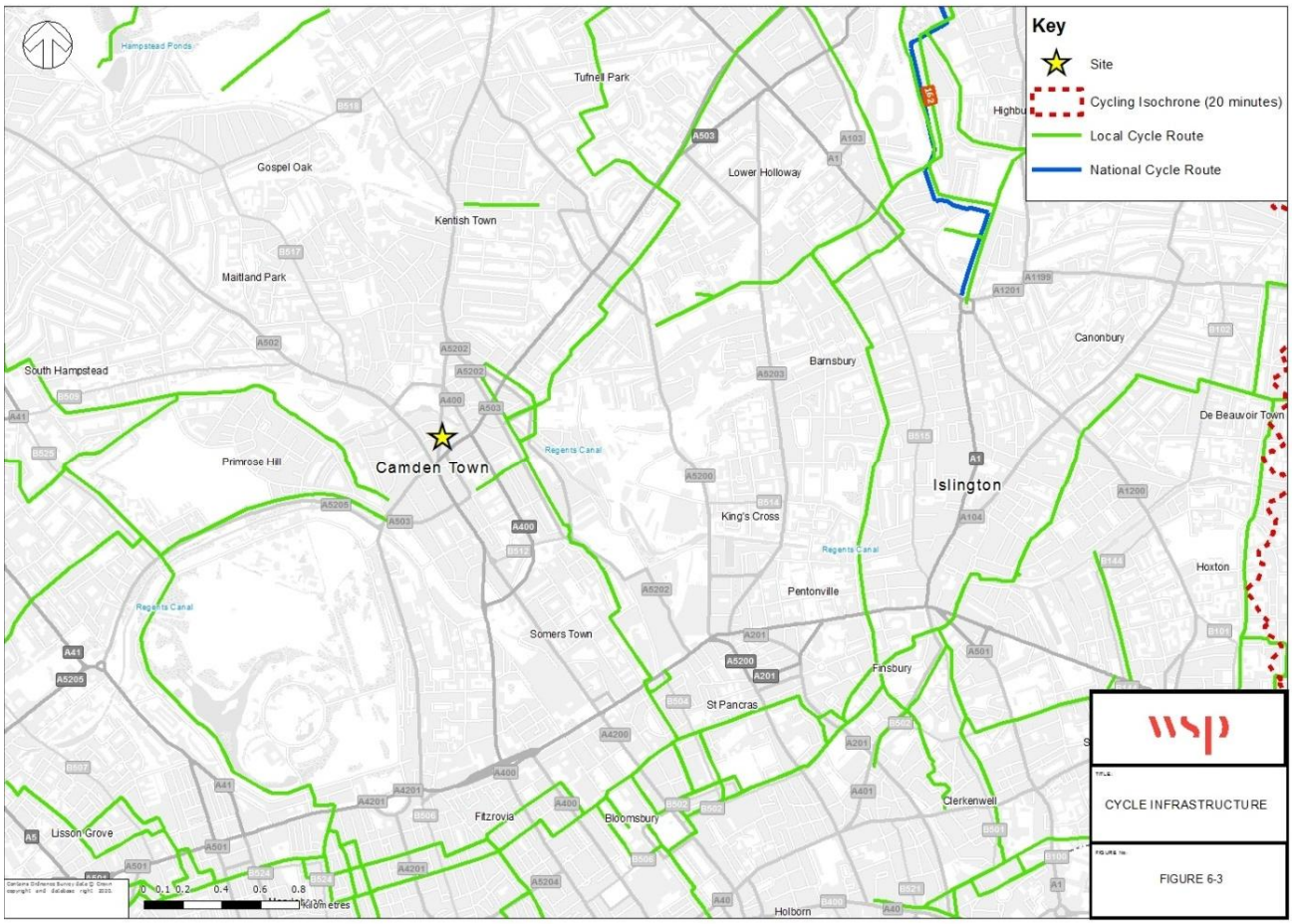
Figure 5-2 - Public transport destinations within ATZ



Strategic Cycle Network

5.2.2 The presence of local cycling routes within the proximity of the site are displayed in **Figure 5-3**. These advisory cycle lanes and on road routes provide the site with access to London wide cycling network.

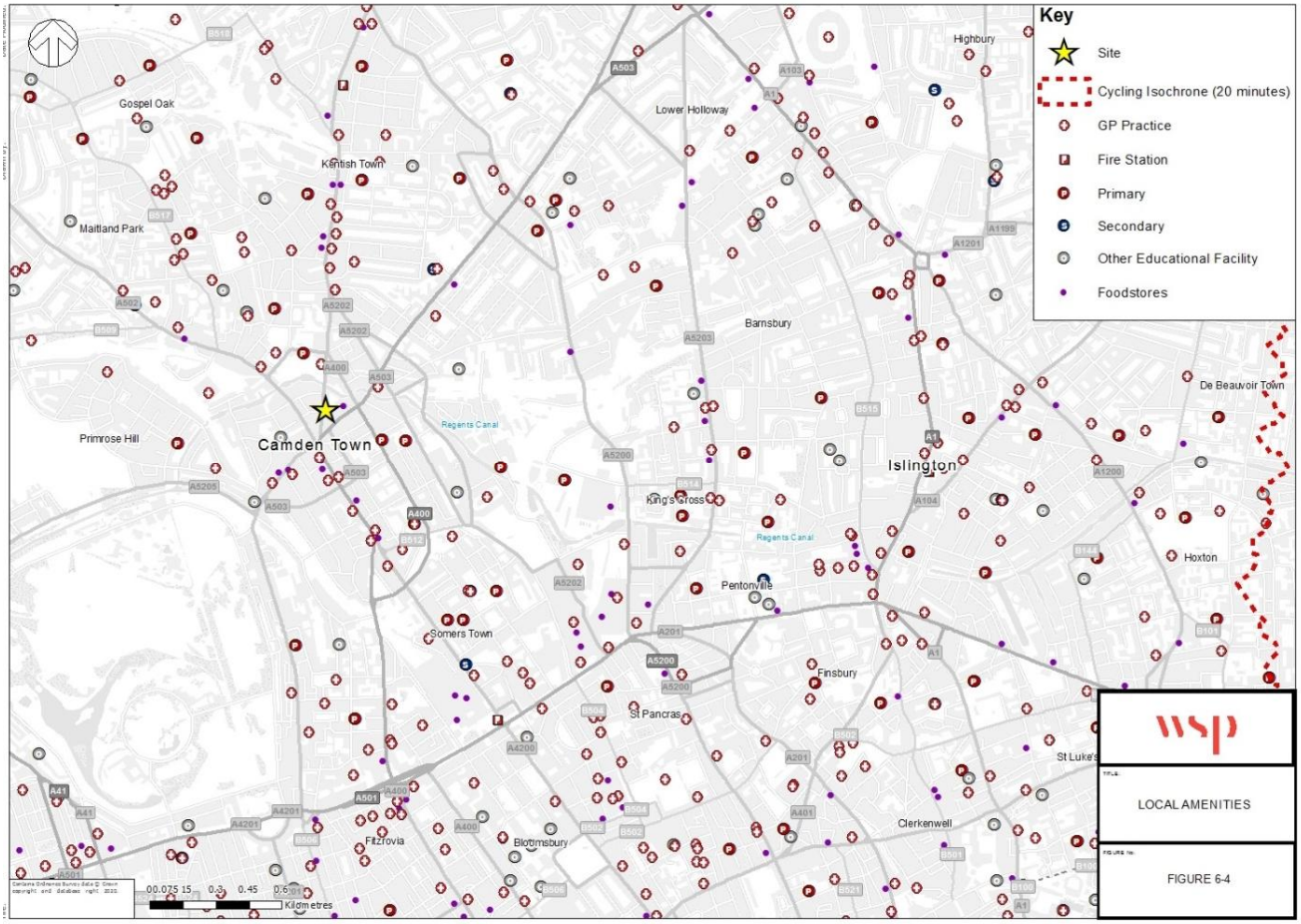
Figure 5-3 - Local cycle routes within ATZ



Town Centres and Amenities

5.2.3 Key local amenities within the ATZ include parks, schools / education institutions and hospitals / medical practices. **Figure 5-4** details the key amenities within the ATZ.

Figure 5-4 - Amenities within ATZ



5.2.4 The nearest pharmacy to the Site is JP Pharmacy, located a 300m south or 4-minute walk away. The closest hospital to the Site is St Pancras Hospital located 1.3km or a 16-minute walk away, and there is an NHS Service Centre for Ageing and Mental Health situated 850m or 11-minute walk away from the Site. There are also various opticians and dentists within a 10-minute walk.

5.2.5 The nearest Primary School is Hawley Primary School, which is located 350m north or a 4-minute walk away from the Site. There are several other educational facilities within the vicinity of the Site, including other primary, secondary and private schools.

5.2.6 There are various supermarkets nearby, the nearest of which is Sainsbury's which is adjacent to the Site.

5.2.7 Along Kentish Town Road and Camden High Street, there are also smaller independent convenient stores, as well as retail shops, bars and restaurants. The renowned Camden Market is located around Camden Lock, providing additional recreational and employment opportunities.

5.2.8 Given the Site's proximity to Central London and the excellent transport links, the Site also benefits from an array of retail, commercial and employment opportunities in Oxford Street, the West End and the City.

5.3 PRIORITY GROUPS

5.3.1 The key trip attractor associated with the Proposed Development is the residential use, and when determining the relevance of key destinations, those linked to the residential use have been prioritised as follows:

- Public transport services – high priority;
- Town centres – high priority; and
- Amenities – high priority.

5.3.2 As the proposals are to provide office building with town centre uses and housing units, each of the above destination types is of high priority and will be well utilised by users of the development. Each trip type will be made by residents on a day-to-day basis.

5.4 MOST IMPORTANT DESTINATIONS

5.4.1 On the basis of public transport services, town centres and amenities all being considered to be high priority destination types, the most important destinations within the ATZ have been determined as follows:

- Camden Town – nearest TfL underground station;
- Camden Road – nearest TfL overground station;
- Euston Station – Rail station;
- The Regent's Park – Park and recreation ground;
- Primrose Hill – Park and recreation ground;
- Kentish Town Road Camden Town (Stop L)- Nearest TfL Bus stop;
- Camden Street – Nearest TfL Bus Stop;
- Sainsbury's – Nearby supermarket;
- Whole Food's Market – Nearby store;
- Hawley Primary School – Nearby School;
- King's Cross Academy – Nearby School;
- Richard Cobden Primary School – Nearby School;
- Camden School for Girls – Nearby Secondary School; and
- St. Pancras Hospital – nearby Hospital;

5.5 NEIGHBOURHOOD SAFETY AND MOST IMPORTANT JOURNEYS

PIA Analysis

5.5.1 In order to assess the safety of the existing highway network, Personal Injury Accident (PIA) data has been obtained from TfL for the three-year period 1st January 2018 to 31st December 2020 covering the roads surrounding Grand Union House. The results are summarised below.

Table 5-1 - Severity of Casualty by Mode of Travel

Casualty Type	Slight	Serious	Fatal	Total
Pedestrian	49	21	0	70
Cyclist	69	19	0	88
Motorbike	69	10	1	80
Driver/Passenger	76	9	0	85
Total	263	59	1	323

5.5.2 Over the three years surveyed a total of 323 PIAs occurred. Of these, 263 resulted in slight injuries, 59 resulted in serious injuries and there was one fatality.

5.5.3 The detailed PIA map is given in **Appendix G**.

Pedestrian Casualties

5.5.4 Out of 21 serious accidents, 14 resulted from apparent driver error or from pedestrians failing to look properly, two of them occurred due to stationary or parked vehicles and the others resulted from a number of reasons including reckless driving, failing to judge others speed/path, driving under the influence of alcohol and exceeding speed limit.

Cyclist Casualties

5.5.5 There were 69 slight and 19 serious injuries to cyclists. Seven were injured as result of drivers failing to look properly, five were due to failing to judge others speed/ path and two injuries resulted from reckless driving. The remaining PIAs resulted from various reasons such as driving under the influence of alcohol, disobeying the automatic traffic signal and distraction in/outside vehicle.

Motorbike Casualties

5.5.6 One fatal motorbike injury resulted from recklessness of the driver and loss of control causing the motorbike to skid. Out of the 10 serious PIAs, five resulted from failing to judge other's path/speed. The main reason recorded for PIAs is loss of control and drivers failing to look properly. The other motorcycle casualties resulted from various reasons including exceeding speed limit, poor turn or manoeuvre and inexperienced driver and distraction outside vehicle.

Driver/Passenger Casualties

5.5.7 Of the 85 injuries recorded, nine resulted in severe injuries to drivers or passengers. Out of the nine serious PIAs, 5 resulted from reckless driving; four were due to various reasons such as aggressive driving, failing to judge other path/speed and failing to look properly.

Summary

5.5.8 It is observed that some PIAs were located along the ATZ routes. Three serious collisions occurred near Bayham St/ Crowndale Rd B512 junction,800m away from the Site, out of which one of them was due to vision obstruction due to parked vehicles and other was due to pedestrian failing to look properly while crossing the road. One serious and two slight injuries were reported near the Site access over the last 3 years. However the data does not show any grouping of PIAs or a statistically high occurrence of incidents near to the proposed Site access points. An analysis of the reasons for these PIAs has shown that the local road infrastructure would not appear to have any significant safety issues and would therefore be considered appropriate to the proposals.

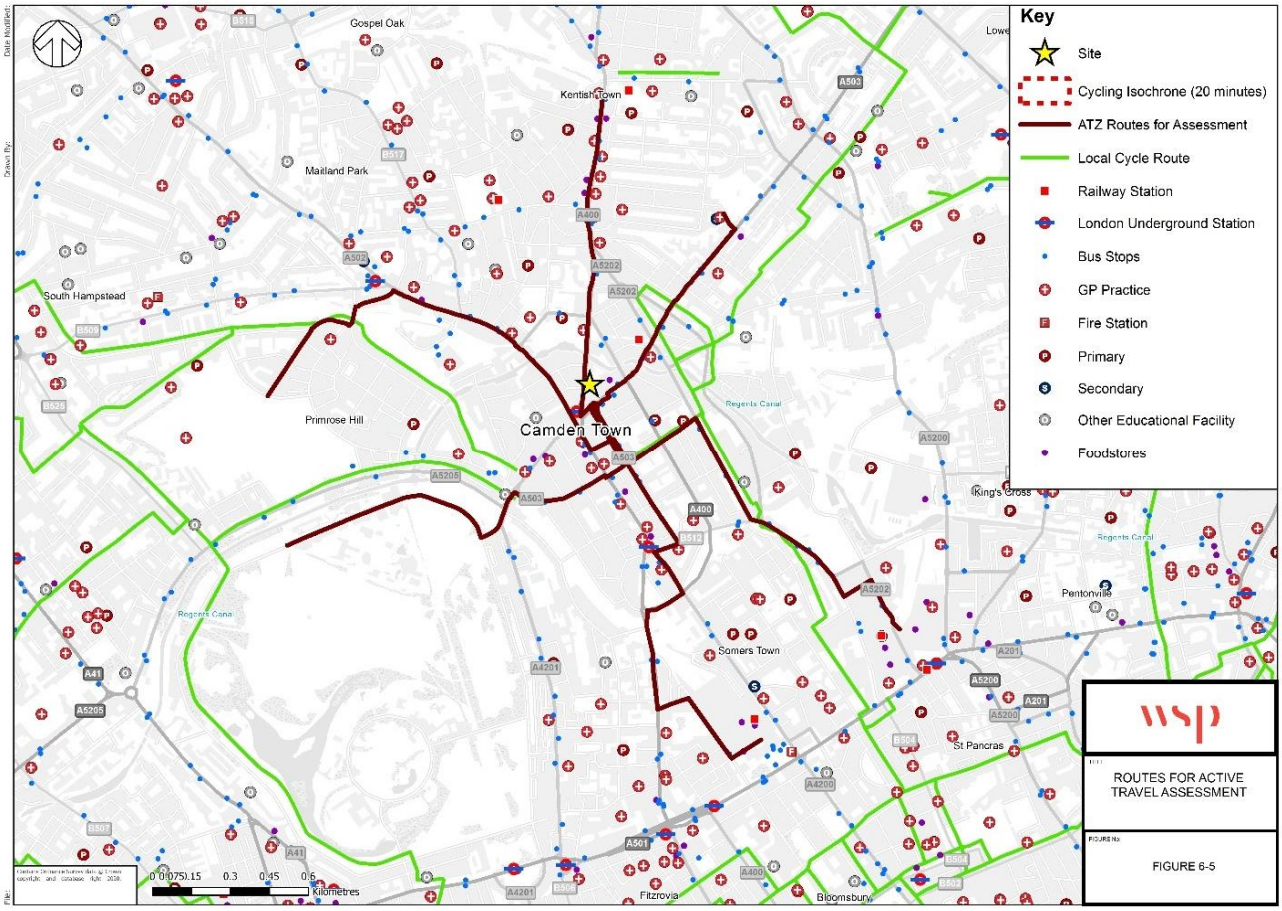
5.5.9 Analysis of the PIA data shows that there is a need to enhance the safety and ease of access for pedestrians and cyclists moving on Bayham St/ Crowndale Rd junction and St Pancras Way/Camden Rd junction. Vehicle parking near this junction should be restricted to enable better visibility.

5.5.10 It is clear that the main cause of PIAs was driver/rider/pedestrian error, accounting for 19 accidents involving vulnerable road users (90%). None of the incidents occurred as a result of the road layout and, as such, it is considered that there are no underlying issues that will be exacerbated by the proposed development especially as traffic flows would likely remain similar.

Neighbourhood Scale

5.5.11 As part of the next stage of the ATZ assessment, the ATZ has been remapped at a neighbourhood scale, with the key routes to each of the most important destinations outlined in **Figure 5-5.** The scope of the assessment has been agreed with LBC in a series of emails.

Figure 5-5 - ATZ at neighbourhood scale



5.6 NEIGHBOURHOOD HEALTHY CHARACTERISTICS ASSESSMENT

5.6.1 The characteristics of a healthy neighbourhood include street density / permeability, access to green spaces and several public transport services within walking distance. A healthy neighbourhood should be highly permeable, with walking and cycling connections deviating from the desire line as little as possible.

5.6.2 **Figure 5-6** details the locations of nearby town centres, fully accessible public transport connections and the permeability of the neighbourhood surrounding the site.

5.6.3 The neighbourhood is predominantly commercial, though there are a number of residential units and retail facilities. The Site is located within Camden Town Centre.

Figure 5-6 - ATZ neighbourhood healthy characteristics check

5.6.4 As shown in **Figure 5-6**, though the area immediately north of the site could not be categorised as a permeable neighbourhood, the pedestrian and cycle connections to nearby facilities generally follow the desire lines.

5.7 MOST IMPORTANT JOURNEYS ASSESSMENT

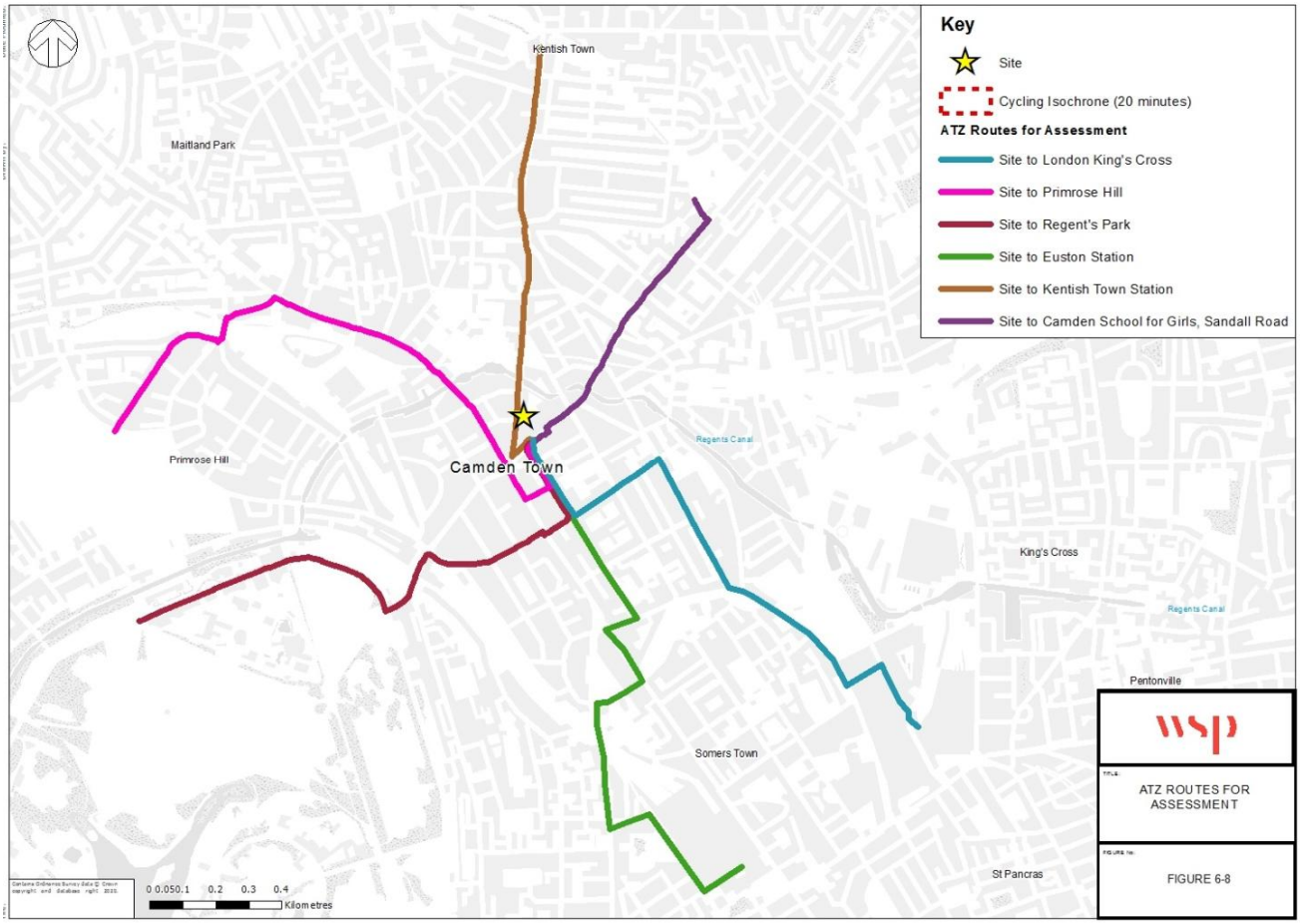
5.7.1 As part of the Active Travel Zones Assessment, on-site studies are typically taken for the route to each key active travel destination. Due to the current COVID-19 situation, on-site studies were not plausible as per TfL guidelines. Therefore, a desktop study using Google Street view was employed to undertake the ATZ assessment.

5.7.2 A summary of the routes is provided below:

- Site to London King's Cross
- Site to Primrose Hill
- Site to Regent's Park
- Site to Euston Station
- Site to Kentish Town Station
- Site to Camden School for Girls

5.7.3 **Figure 5-7** details each route that has been assessed.

Figure 5-7 - ATZ routes for assessment



5.7.4 'Point of view' photographs have been taken every 150m along each route, and related back to each of the following Healthy Streets indicators:

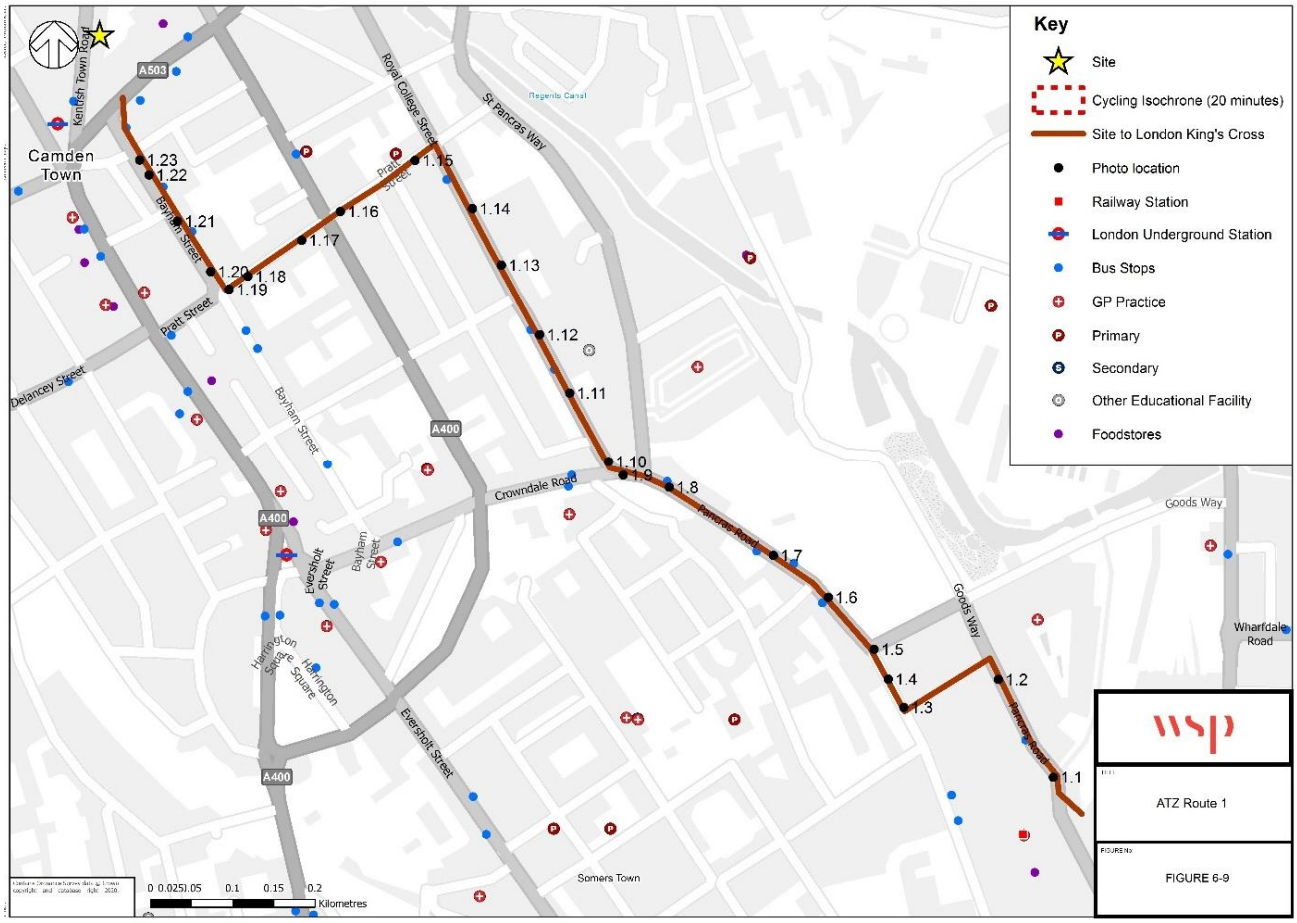
- Clean air;
- People feel safe;
- Not too noisy;
- Easy to cross;
- Places to stop and rest;
- Shade and shelter;
- People feel relaxed; and
- Things to see and do.

Journey 1 – Site to London King's Cross

5.7.5 **Figure 5-8** shows the route towards London King's Cross. The associated photos are included at **Appendix F**. The route to London King's Cross Station goes through the Cycleway 6 on Royal College

Street and Pancras Road. The route also covers Camden High Street and Pratt Street. The route is 2km long with an average walking duration of 8 minutes and a cycling duration of 25 minutes.

Figure 5-8 - Route towards London King's Cross



5.7.6 The journey is reviewed against each Healthy Streets indicator in **Table 5-2.**

Table 5-2 - Healthy Streets analysis of the route towards London King's Cross

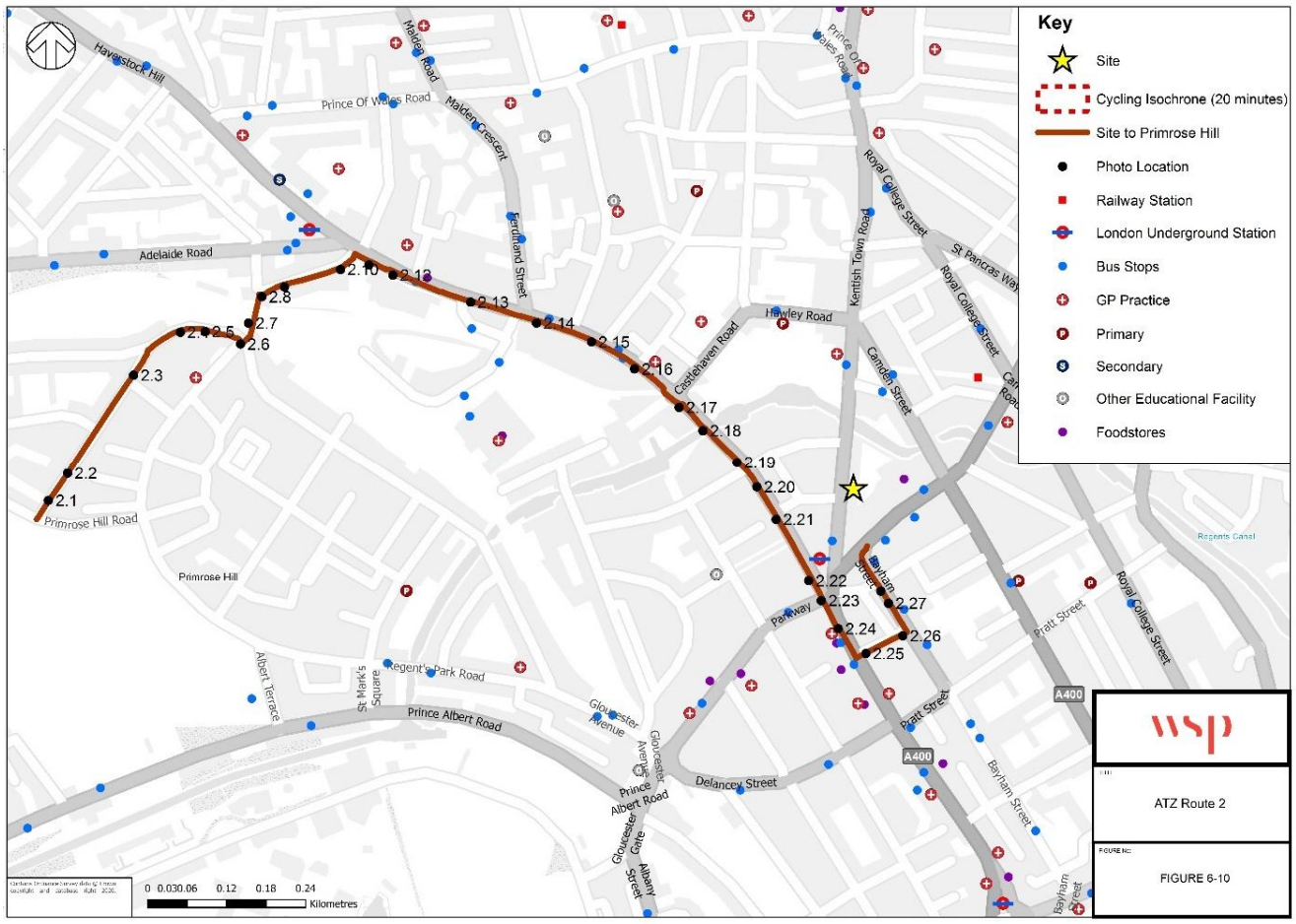
Healthy Streets indicator	Observations	Areas for improvement
Clean air	The entire route has a speed restriction of 20mph making it safe for walking and cycling. The route follows the Cycleway 6 on Royal College Street and Pancras Road. The route holds two Santander Docking Stations. Secured bicycle parking is provided at Kings Cross Station.	There is no area for improvement.
People feel safe	The stretch on Camden High Street is lined with shops and restaurants with active frontage. Pratt Road is lined with houses opening to street. The Royal College Road and Pancras Road are well maintained with street lighting ensuring safety.	There is no area for improvement.
Not too noisy	N/A as desktop study	N/A as desktop study

Easy to cross	The route has well-designed zebra crossings and toucan crossings.	There is no area for improvement.
Places to stop and rest	Restaurants with outdoor seating can be seen on Camden High Street and Pratt Road. Bus shelters and informal seating spaces can be seen along this route.	There is no area for improvement
Shade and shelter	No trees are planted on Camden High Street. Pratt Road, Royal College Road and Pancras Road are lined with trees that provide shade.	Trees could be introduced at Camden High Street
People feel relaxed	The route feels relaxed as it is well maintained throughout. The busy Camden High Street has uninterrupted footpath with utilities aligned to a side.	There is no area for improvement.
Things to see and do	Camden High Street and Pratt Road provide ample places to shop and dine. Royal College Road is lined with neat row of houses. Pancras Road holds the Goldington Crescent garden. The Road is lined with consistent tree cover making the route attractive for pedestrians and cyclists.	There is no area for improvement.

Journey 2 – Site to Primrose Hill

5.7.7 **Figure 5-9** shows the route towards Primrose Hill. The associated photos are included at **Appendix F**. The route to Primrose Hill is through Camden High Street, Regent's Park Road and Ainger Road. The route length is 2km long which on an average takes 9 minutes by cycle and 25 minutes by walk.

Figure 5-9 - Route towards Primrose Hill



5.7.8 The journey is reviewed against each Healthy Streets indicator **Table 5-3.**

Table 5-3 - Healthy Streets analysis of the route towards Primrose Hill

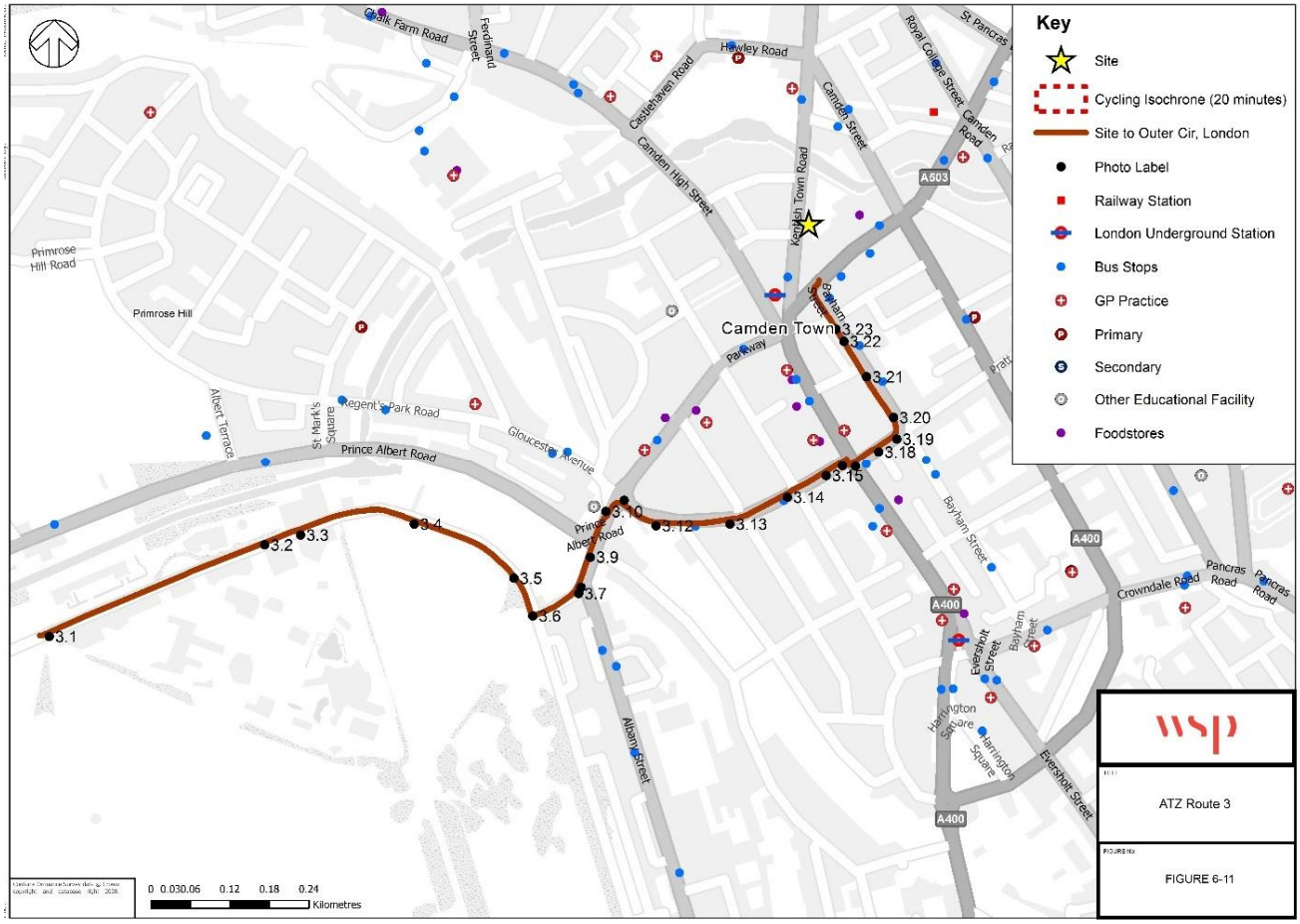
Healthy Streets indicator	Observations	Areas for improvement
Clean air	Camden High street has wide footpath and cycle stands. Camden High street has a narrow carriageway allowing only one-way movement of traffic. The route is calmer from Regent's Park Road to Primrose Hill making it attractive for walking and cycling.	There is no area for improvement
People feel safe	Camden High street is made safe for walking and cycling with narrowed carriageway allowing slow movement of vehicles. The presence of people and active shop fronts ensure the feeling of safety. Ainger Street is well maintained and lined with houses opening to the street.	There is no area for improvement
Not too noisy	N/A as desktop study	N/A as desktop study

Easy to cross	The narrow carriageway and slow-moving traffic on Camden high street allow easy crossing of pedestrians at mid-blocks. All intersections are signalised and provided with toucan crossing. Ainger Street is a calm residential space allowing for safe crossing anywhere on the link.	No area for improvement relevant to the scale and nature of this planning application.
Places to stop and rest	Continuous seating area can be seen on Camden High street provided in the form of wood blocks. There are several shops and restaurants offering outdoor seating space on this route.	There is no area for improvement.
Shade and shelter	Camden High Street has saplings planted which could provide good shade in few years. Ainger Street is tree-lined providing shade throughout its stretch.	No area for improvement relevant to the scale and nature of this planning application.
People feel relaxed	Although Camden High street is crowded with people, the wide footpath allows comfortable movement. Way finding signages can be seen throughout the route. Camden High Street also has a screen installed listing the TfL services available. The Regent's Park Road is a walk and cycle-only bridge making it more attractive for active travel.	There is no area for improvement.
Things to see and do	The route offers a variety of attractions with its colourful and funky shop facades and hordes of visitors. The Regent's Park Bridge is decorated with creative art work.	There is no area for improvement

Journey 3: Site to Regent's Park

5.7.9 **Figure 5-10** shows the route towards Outer Circle, London. The associated photos are included at **Appendix F**. The route to the Regent's park running track goes through Bayham Street, Pratt Street, Delancey Street, Gloucester Gate Bridge and Regent's park Outer Circle. The route length is 1.7km with an average cycling and walking duration of 10 minutes and 22 minutes respectively.

Figure 5-10 - Route towards Outer Circle, London



5.7.10 The journey is reviewed against each Healthy Streets indicator in **Table 5-4.**

Table 5-4 - Healthy Streets analysis of the route towards Regent's Park

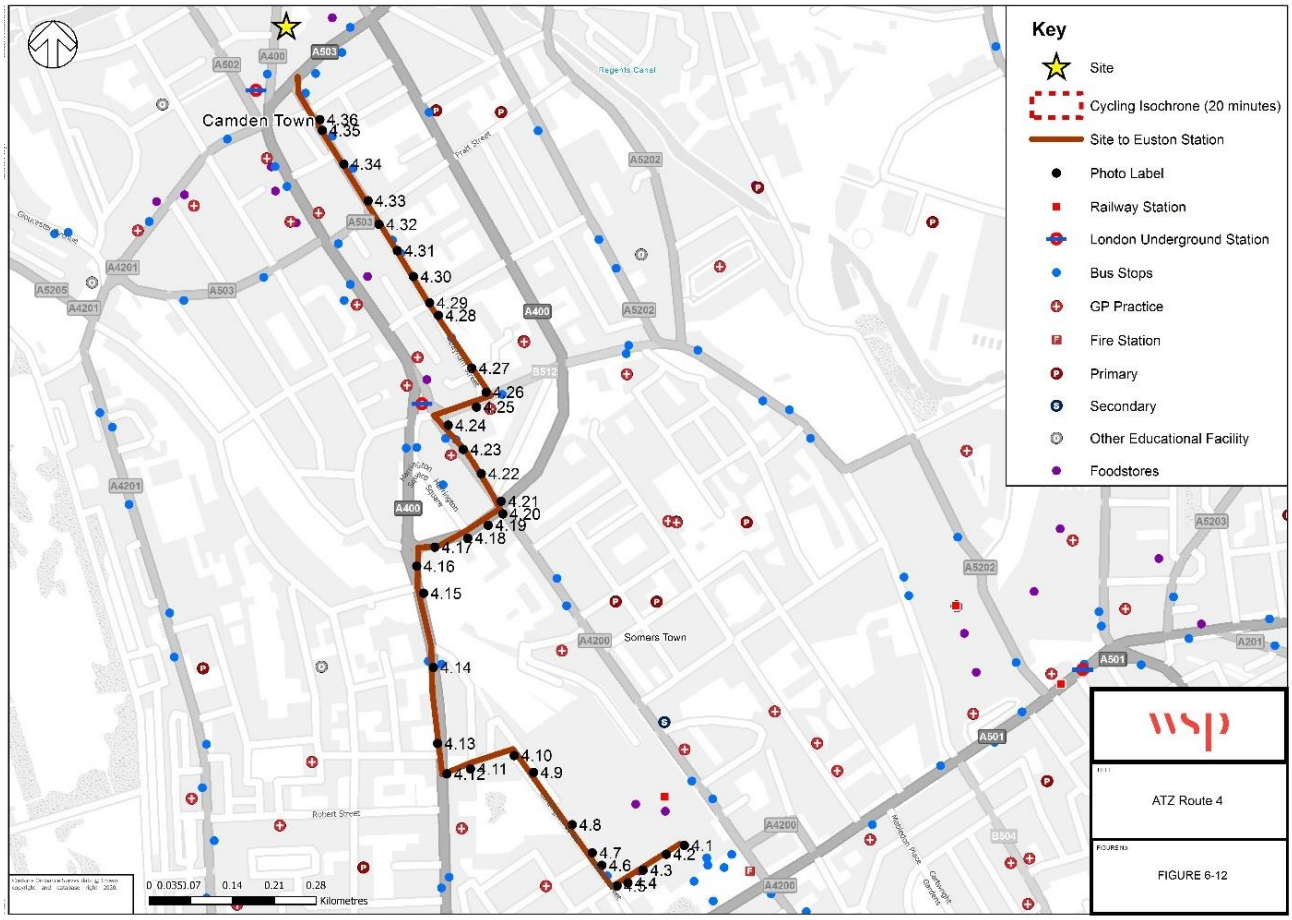
Healthy Streets indicator	Observations	Areas for improvement
Clean air	The speed along the route is restricted to 20mph which makes it safe for walking and cycling. Advisory cycle lane in present on Gloucester Gate Bridge.	There is no area for improvement.
People feel safe	The route feels safe with houses overlooking the street. Human scale lighting is present on the Outer ring of Regent's Park which has dense greenery.	There is no area for improvement.

Not too noisy	N/A as desktop study	N/A as desktop study
Easy to cross	Bayham Street and Pratt street have narrow lanes which makes it convenient to cross. Throughout the route, well-designed toucan crossings are provided at mid-blocks and junctions.	There is no area for improvement.
Places to stop and rest	The route has few restaurants with outdoor seating and bus shelters with benches. Informal seating spaces in the form of low property walls and staircase are present. The Outer Ring Road within Regent's park has no place to rest.	No area for improvement relevant to the scale and nature of this planning application.
Shade and shelter	Gloucester Gate Bridge and Outer Ring of Regent's park have proper tree cover providing shade. Not much trees are seen planted on Bayham Street and Delancey Street.	No area for improvement relevant to the scale and nature of this planning application.
People feel relaxed	The route has well maintained and sufficiently wide walkway throughout. The busy street of Gloucester Gate Bridge has an advisory cycle lane.	There is no area for improvement.
Things to see and do	The route is lined with aesthetically pleasing row of houses. The Outer Ring of Regent's Park is neatly landscaped and is tree covered.	There is no area for improvement.

Journey 4 – Site to Euston Station

5.7.11 **Figure 5-11** shows the route towards Euston Station. The associated photos are included at **Appendix F**. The route connects the site with Euston Station through Bayham Street, Eversholt Street, Harrington Square and Hampstead Road. The route length is 1.8km with an average walking duration of 23 minutes and cycling duration of 9 minutes.

Figure 5-11 - Route towards Euston Station



5.7.12 The journey is reviewed against each Healthy Streets indicator in **Table 5-5.**

Table 5-5 - Healthy Streets analysis of the route towards Euston Station

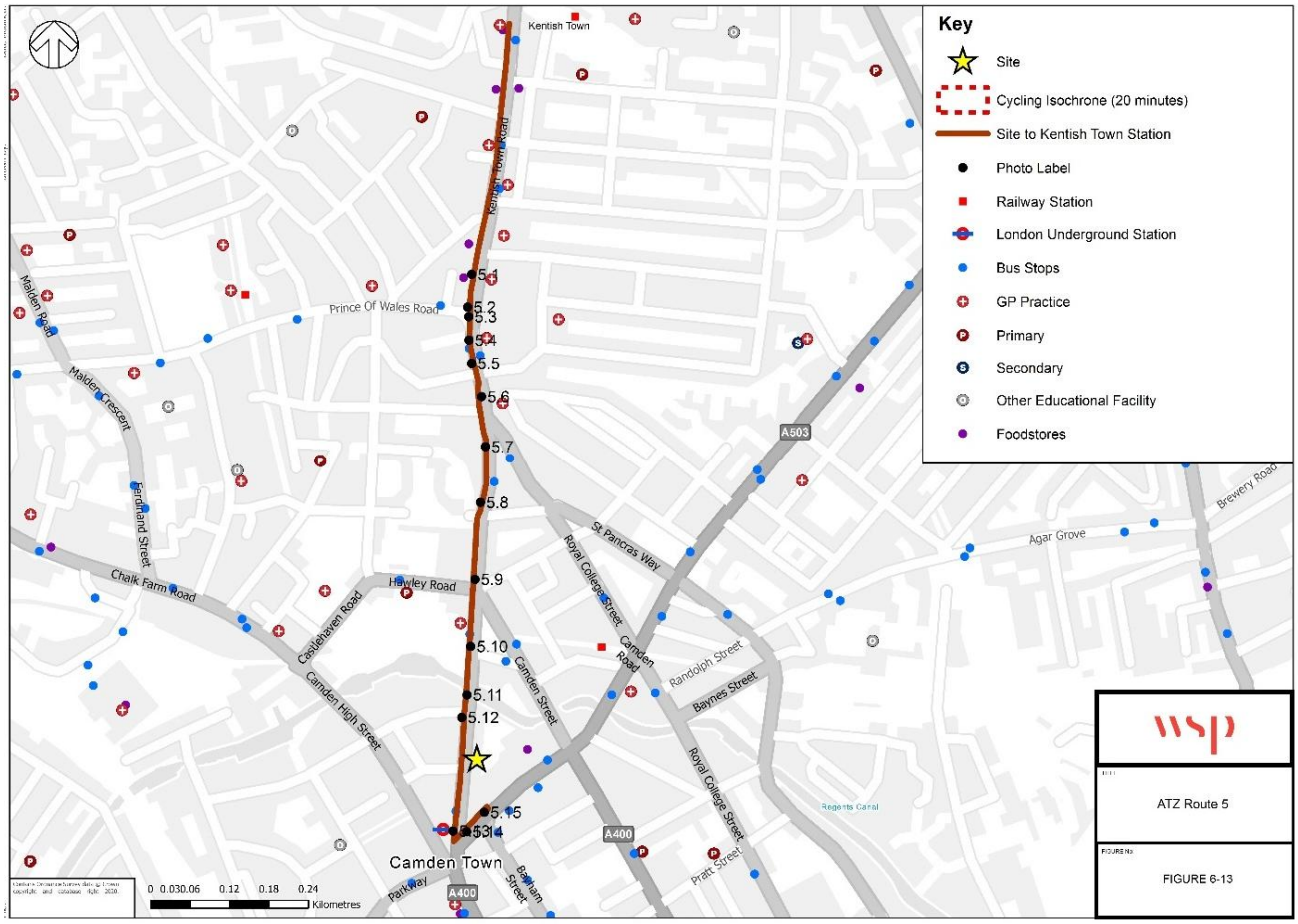
Healthy Streets indicator	Observations	Areas for improvement
Clean air	The route to Euston Station attracts walk and cycle trips with continuously well-designed walk way and cycle way. There are three Santander docking stations along this route. Secured bicycle parking is provided near Euston Station on Cardington Street.	There is no area for improvement.
People feel safe	The route has shops and restaurants along Bayham Street and houses with doors opening to street on Eversholt Street and Cardington Street. Hampstead Road which is an A-road, has buildings with greater set back. Temporary art exhibition is installed along this stretch which ensures a feeling of safety.	There is no area for improvement.
Not too noisy	N/A as desktop study	N/A as desktop study
Easy to cross	Signal-controlled toucan crossings can be seen along the length of the busy Hampstead Road.	There is no area improvement.

	The other stretches of the route are narrow lanes and are provided with zebra crossings.	
Places to stop and rest	The route has ample seating space provided on the wide walkway near Mornington Station on Eversholt Street. Harrington Square also provides well shaded spaces to rest.	There is no area for improvement.
Shade and shelter	Bayham Street has trees planted for most of its length. Hampstead Road has a small stretch of tree line.	The route can accommodate tree plantation on all its streets.
People feel relaxed	The route has continuous uninterrupted footpath. The walkways are actively used by people due to the presence of major stations around creating a safe and relaxed environment.	There is no area for improvement.
Things to see and do	The route is lined with aesthetically pleasing houses and shops with active frontage. Temporary art display lines the Hampstead Road breaking its monotony.	There is no area for improvement.

Journey 5 – Site to Kentish Town Station

5.7.13 **Figure 5-12** shows the route towards Kentish Town Station. The associated photos are included at **Appendix F.** The walking and cycling route to Kentish Town Station which is served by Thameslink and Northern Line is through Kentish Town Road. This route is 1km long with an average cycling and walking duration of 4 minutes and 15 minutes respectively.

Figure 5-12 - Route towards Kentish Town Station



5.7.14 The journey is reviewed against each Healthy Streets indicator in **Table 5-6.**

Table 5-6 - Healthy Streets analysis of the route towards Kentish Town Station

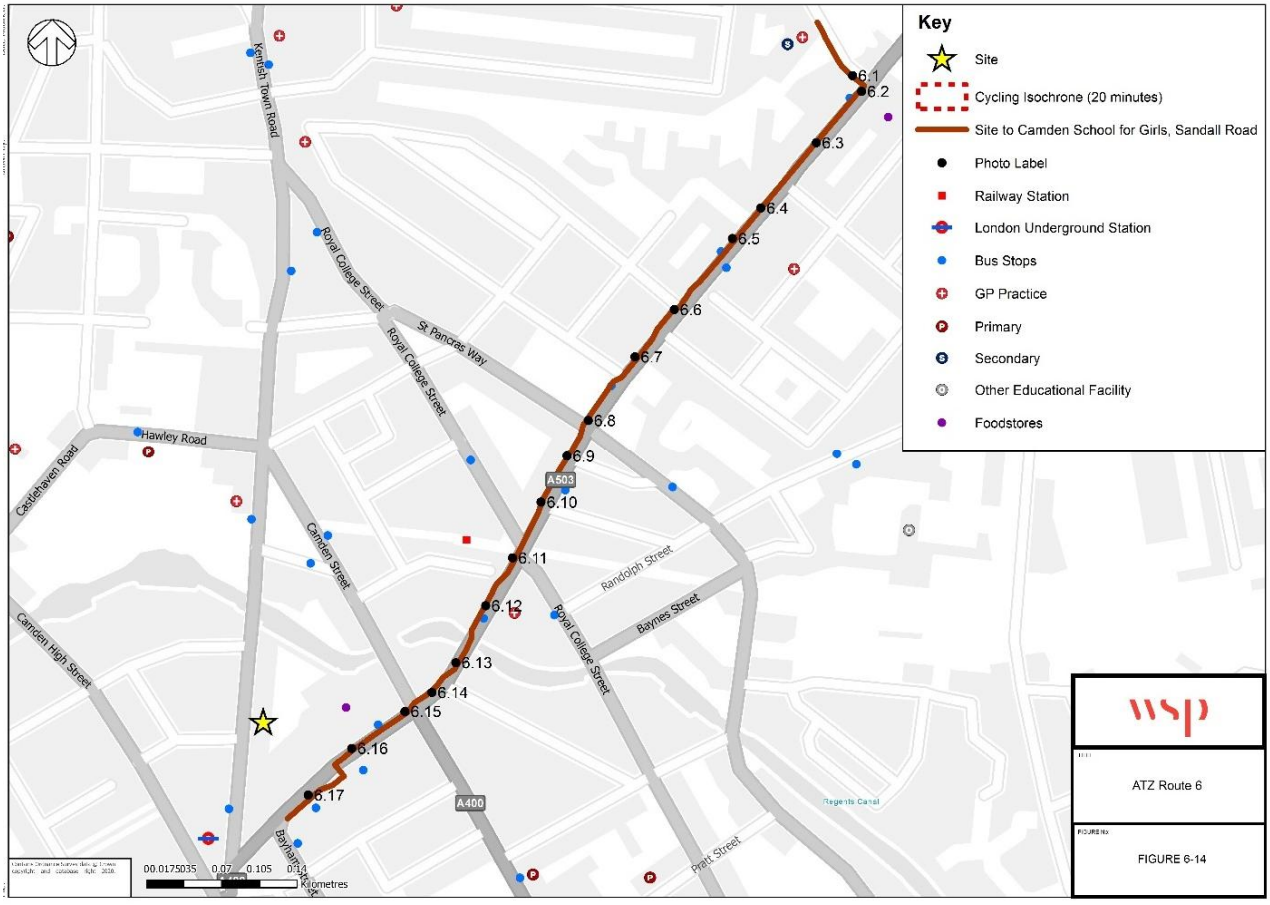
Healthy Streets indicator	Observations	Areas for improvement
Clean air	The route is attractive for walking and cycling with continuous bicycle infrastructure and on street activities. Several bike stands can be seen throughout the route.	Kentish Town Road has some on-street car park provision which could be remove in place of widening the footway.
People feel safe	The maximum speed limit throughout the route is 20mph. Also, with houses and shops having doors and windows overlooking the streets, the feeling of safety is ensured.	There is no area for improvement
Not too noisy	N/A as desktop study	N/A as desktop study
Easy to cross	The route has safe crossings throughout with waiting area for pedestrians at the middle of the road. All signalised intersections are provided with advanced stop line and toucan crossing for cyclists.	There is no area for improvement.

Places to stop and rest	The route has many informal spaces to stop and rest like property walls and stairs. There are shops and restaurants offering outdoor seating space.	There is area for improvement at the site frontage.
Shade and shelter	Bus shelters provide shade and shelter on Kentish Town Road.	There is no area for improvement
People feel relaxed	The streets are maintained clean and litter bins are placed at regular intervals. The utilities are aligned allowing for uninterrupted flow of pedestrians.	Wider footways, new surfacing, tree planting at the site frontage could be beneficial.
Things to see and do	The route has numerous shops and restaurants which could make walking and cycling attractive.	There is no area for improvement.

Journey 6 – Site to Camden School for Girls

5.7.15 **Figure 5-13** shows the route towards Camden School for Girls, Sandall Road. The associated photos are included at **Appendix F**. Camden School for Girls is situated adjacent to Camden Road A503. The shortest route from the site is 1km long with an average walking and cycling duration of 12 minutes and 4 minutes respectively.

Figure 5-13 - Route towards Camden School for Girls



5.7.16 The journey is reviewed against each Healthy Streets indicator in **Table 5-7.**

Table 5-7 - Healthy Streets analysis of the route towards Camden School for Girls

Healthy Streets indicator	Observations	Areas for improvement
Clean air	The Camden Road has the vehicle speed limit of 20mph which makes it safe for pedestrians and cyclists. The route has wide walkway and ample cycle stands along its length.	There is no area for improvement.
People feel safe	The route is lined with shops, restaurants and residential units which have doors and windows that overlook the streets which increases the feeling of safety. Street lamps are installed at regular intervals throughout.	There is no area for improvement.
Not too noisy	N/A as desk-based assessment.	N/A as desk-based assessment.
Easy to cross	The route has well designed signal-controlled toucan crossings at mid-links and junctions. The junctions are provided with Advanced Stop Line (ASL) for cyclists. Small refuge islands exist in the middle of the road ensuring safe waiting space for people crossing.	There is no area for improvement.
Places to stop and rest	Ample seating area can be seen along this route. The route has restaurants with outdoor seating, public benches and informal seating spaces in the form of low property walls.	There is no area for improvement.
Shade and shelter	Trees can be seen planted for most length of the route. The stretch on Camden Road between Camden Town Station and Royal College Street has no trees planted.	There is no area for improvement relevant to the scale and nature of this planning application.
People feel relaxed	The route feels relaxed with an uninterrupted and well-maintained walkway. The speed restriction on motorised vehicles can ensure comfort for the cyclists.	There is no area for improvement.
Things to see and do	The route has a part of it lined with shops and restaurants and the remaining part with residential units with visually pleasing front gardens.	There is no area for improvement.

Improvements / mitigation

5.7.17 It is essential that any financial contributions sought towards mitigation of the Proposed Development are sought within the National Planning Policy Framework (2019) conditions. The NPPF states that "*planning obligations must only be sought where they meet all of the following tests:*

- *necessary to make the development acceptable in planning terms.*
- *directly related to the development.*
- *fairly and reasonably related in scale and kind."*

6 TRIP GENERATION

6.1 INTRODUCTION

6.1.1 The trip generation at the Site has been forecast to determine the likely scale of effect of the development proposals. The trip generation for the Proposed Development has been compared with the operation of the existing Site use to determine the net effect of the proposals.

6.2 EXISTING TRIP GENERATION

6.2.1 Total person trip generation rates (per 100sqm) for the existing office floorspace have been extracted from the TRICS database (the current COVID situation does not enable site observations to be undertaken). The trip generation rates have been derived from a comparable scheme located in central London.

6.2.2 An initial assessment of comparable sites from the TRICS database were selected based on the following criteria.

- Surveyed between 2013 and present (selection extended beyond the typical most recent 5-year period given limited survey data);
- A minimum of 2,000sqm, and a maximum of 10,000sqm;
- Parking ratio on-site at or less than 1.0 per 100sqm; and
- PTAL Rating of 5-6b.

6.2.3 The Site selected as a result of the filtering process is listed in **Table 6-1** along with selection criteria. The highest two-way trip rates have been identified from the peak periods and used for robustness for the peak hour review.

Table 6-1 - TRICS Selection Criteria

Reference	Location	Survey date	PTAL	Parking Ratio
CI-02-A-02	Gracechurch Street, City of London	2013	6	0

6.2.4 Total person trip rates for a weekday AM (08:00 - 09:00) and weekday PM (17:00 – 18:00) peak hours are set out in **Table 6-2**. A copy of the full TRICS output report is included at **Appendix H.**

Table 6-2 - Total Person Trip Rates

	Time Period	In	Out	Two-way
All person trip rate	AM Peak Hour	3.10	0.13	3.22
	PM Peak Hour	0.26	2.85	3.11
	AM Peak Hour	121	5	126

All person trip generation	PM Peak Hour	10	111	122

Modal Split

6.2.5 The 2011 Travel to Work Census data has been examined to identify the travel patterns of the daytime population in Camden 19 and 21 output areas, in which the Site is located. This data provides an analysis of peoples' modes of travel to and from employment at that time. The journey to work data from the census output areas is considered to have a more representative of the local population.

6.2.6 **Figure 6-1** illustrates Camden 19 and 21 output areas which are geographic areas with a geographic hierarchy designed to improve the reporting of small areas in England and Wales. **Table 6-3** provides a summary of the chosen modes of travel to work for the daytime population.

Figure 6-1 – Camden Output Areas (19 and 21)

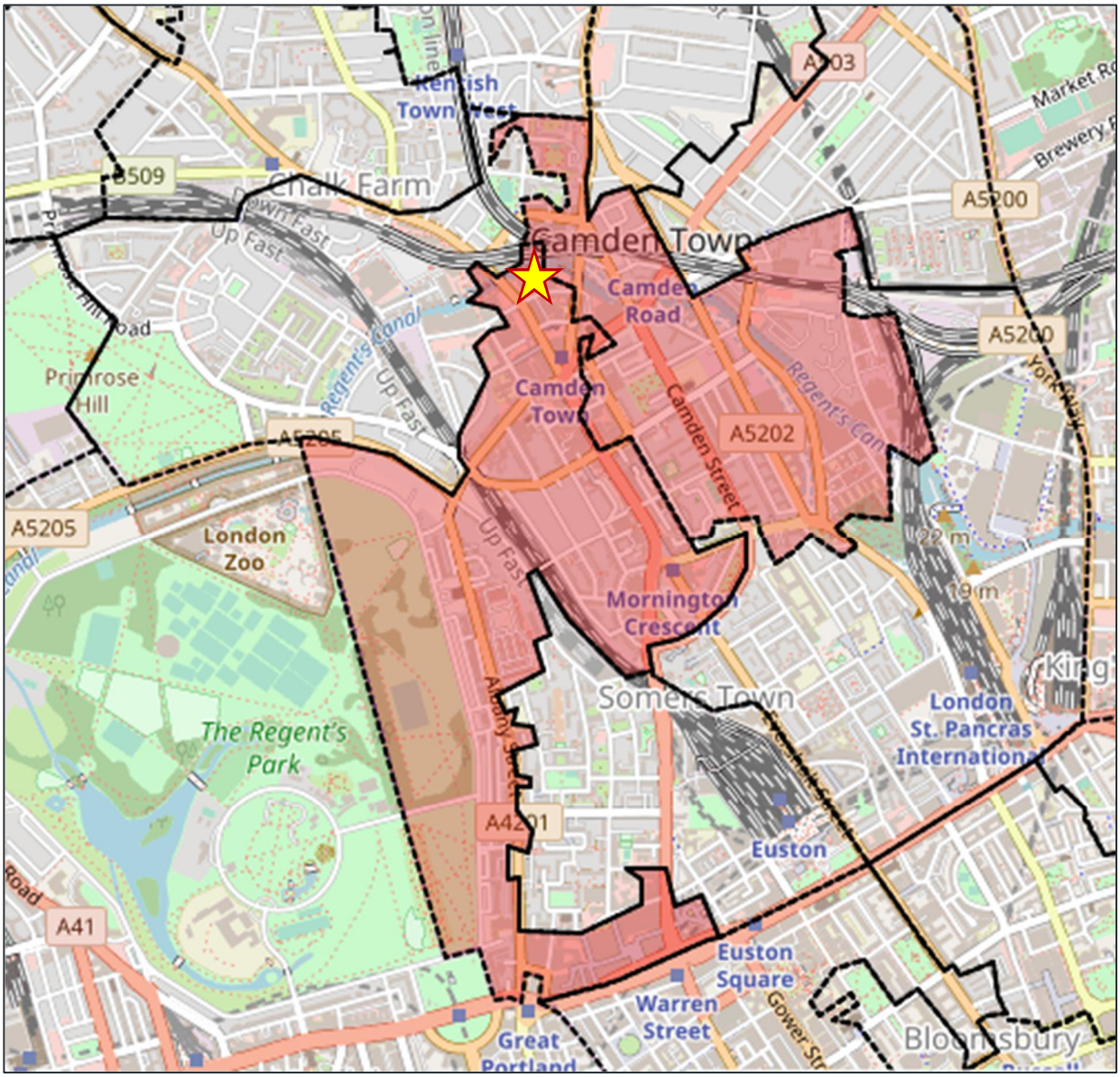


Table 6-3 - 2011 Census Travel to Work Data for Daytime Population

Mode	Population (%)		
	Camden 19	Camden 21	Average
Underground, metro, light rail or tram	31%	37%	35%
Train	26%	30%	29%
Bus, minibus or coach	12%	10%	10%
Taxi	0%	0%	0%
Motorcycle, scooter or moped	2%	1%	1%
Driving a car or van	14%	11%	12%
Passenger in a car or van	1%	1%	1%
Bicycle	5%	4%	4%
On foot	8%	6%	6%
Other method of travel to work	0%	0%	0%
Total	100%	100%	100%

6.2.7 The average modal split was applied to the total person trip generation to determine the AM and PM peak hour trips for the office use as detailed in **Table 6-4**.

Table 6-4 - Existing Trip Generation (3,188sqm)

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Underground	35	1	36	3	32	35
Train	28	1	29	2	26	28
Bus	10	0	11	1	9	10
Taxi	0	0	0	0	0	0
Motorcycle	1	0	1	0	1	1
Driving a car	12	0	13	1	11	12
Passenger in a car	1	0	1	0	1	1
Bicycle	4	0	5	0	4	4
On foot	6	0	7	1	6	6
Other	0	0	0	0	0	0
Total	**99**	**4**	**103**	**8**	**91**	**99**

6.3 PROPOSED TRIP GENERATION

Office

6.3.1 The 2011 Census Travel to Work data shows that car trips form approximately 12% of total person trips, however as no car parking is provided on the Proposed Development the car driver and car passenger trips have been redistributed onto underground, train and bus modes of travel. The forecast total person trips by mode of travel for office floorspace during peak hours are shown in **Table 6-5**.

Table 6-5 - Forecast Multi-Modal Trip Generation – Office Use

Mode	Car Trips Redistributed	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
		In	Out	Two-way	In	Out	Two-way
Underground	41%	85	3	88	7	78	85
Train	34%	69	3	72	6	64	69
Bus	12%	25	1	26	2	23	25
Taxi	0%	1	0	1	0	1	1
Motorcycle	1%	3	0	3	0	3	3
Driving a car	0%	0	0	0	0	0	0
Passenger in a car	0%	0	0	0	0	0	0
Bicycle	4%	9	0	10	1	8	9
On foot	6%	13	1	14	1	12	13
Other	0%	1	0	1	0	1	1
Total	**100%**	**206**	**8**	**215**	**17**	**190**	**206**

6.3.2 In total 215 two-way trips are forecast during the AM peak and 206 two-way trips are forecast during the PM peak. The majority of trips by employees during peak hours are undertaken on public transport services.

Flexible Retail Uses

6.3.3 It is considered that the proposed scale and nature of the units would generally serve the local resident and daytime population of the surrounding area, as well as new office workers at the Site. It is considered that mainly walk-in trips from the adjacent network would be generated.

6.3.4 No car parking would be provided on Site for the flexible retail and leisure uses. Predicted delivery and servicing trips for the proposals is provided later in this section.

Residential

6.3.5 Total person trip generation rates (per unit) for the six proposed residential units have been established by the TRICS database. The trip generation rates have been derived from a comparable scheme located in central London.

6.3.6 An initial assessment of comparable sites from the TRICS database were selected based on the following criteria.

- Surveyed between 2014 and present (selection extended beyond the typical most recent 5-year period given limited survey data); and
- 5-50 units.

6.3.7 The Site selected as a result of the filtering process is listed in **Table 6-6** along with selection criteria. The peak hour two-way trip rates have been identified and used for robustness for the review. A copy of the full TRICS output report is included at **Appendix H**.

Table 6-6 – TRICS Selection Criteria

Reference	Location	Survey date	PTAL	Dwellings	Parking Ratio	Two-way AM Trip Rate	Two-way PM Trip Rate
IS-03-D-03	Hawes Street, Islington	2014	6a	36	8	1.028	0.667

Modal Split

6.3.8 The 2011 Travel to Work Census data has been examined to identify the travel patterns of the resident population in three immediate local output areas. This data provides an analysis of peoples' modes of travel to and from employment at that time. The journey to work data from the census output areas is considered to have a more representative of the local population.

6.3.9 **Figure 6-2** illustrates three local output areas and **Table 6-7** provides a summary of the chosen modes of travel to work for the daytime population.

Figure 6-2 – Camden Super Output Areas (Census 2011)

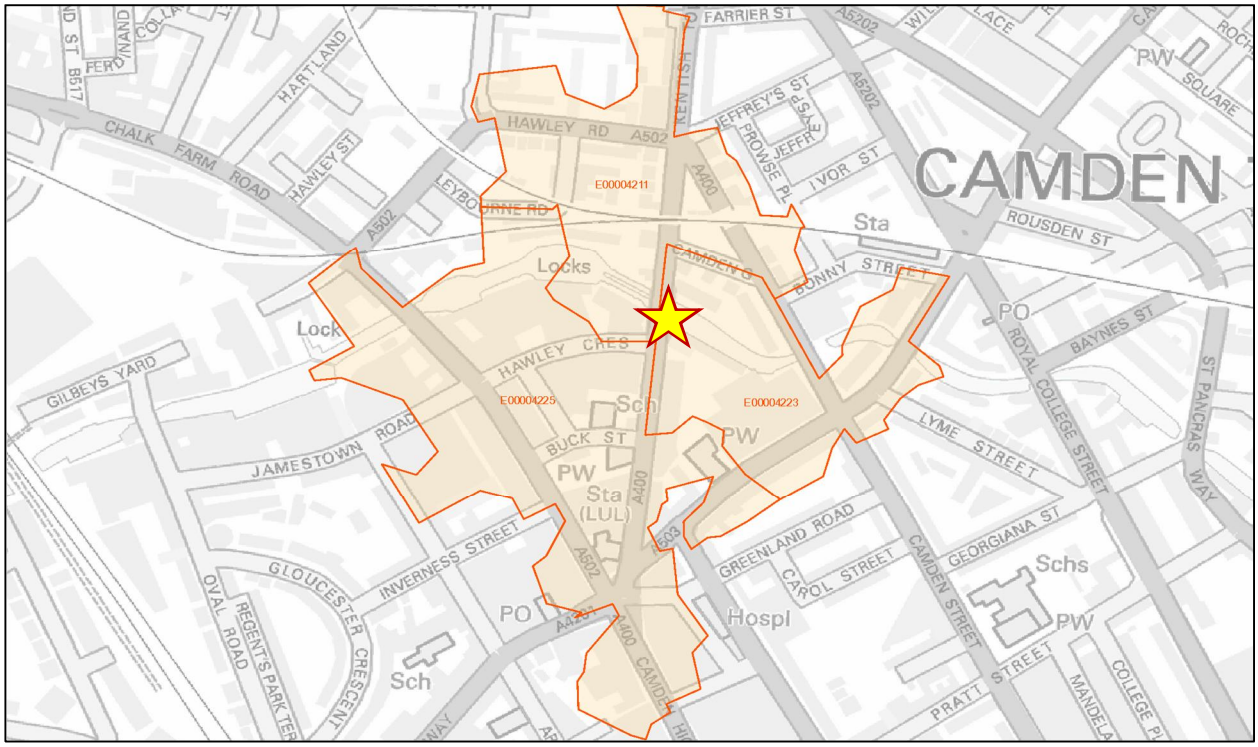


Table 6-7 - 2011 Census Travel to Work Data for Resident Population

Mode	Residential Population (%)			
	E00004211	E00004223	E00004225	Average
Underground, metro, light rail or tram	28%	25%	42%	33%
Train	6%	4%	7%	6%
Bus, minibus or coach	26%	34%	21%	26%
Taxi	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	0%	0%	0%
Driving a car or van	7%	13%	2%	6%
Passenger in a car or van	0%	0%	0%	0%
Bicycle	10%	7%	6%	7%
On foot	22%	16%	21%	20%
Other method of travel to work	1%	1%	0%	0%
Total	**100%**	**100%**	**100%**	**100%**

6.3.10 The average modal split was applied to the total person trip generation to determine the AM and PM peak hour trips for the residential use as detailed in **Table 6-8**.

Table 6-8 - Proposed Residential Trip Generation

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Underground	0	2	2	1	1	2
Train	0	0	0	0	0	0
Bus	1	1	2	1	1	2
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Driving a car	0	0	0	0	0	0
Passenger in a car	0	0	0	0	0	0
Bicycle	0	1	1	0	0	0
On foot	0	1	1	0	1	1
Other	0	0	0	0	0	0
Total	**1**	**5**	**6**	**2**	**3**	**5**

6.3.11 In total 6 two-way trips are forecast during the AM peak and 5 two-way trips are forecast during the PM peak. All residential trips during peak hours are undertaken on public transport services or by walking.

6.4 TOTAL DEVELOPMENT TRIP GENERATION

6.4.1 The total development trip generation for the Proposed Development is summarized in **Table 6-9.** This table combines the trip generation for the proposed commercial and residential floorspace.

Table 6-9 - Total Development Trip Generation

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Underground	85	5	90	8	79	87
Train	69	3	72	6	64	69
Bus	26	2	28	3	24	27
Taxi	1	0	1	0	1	1
Motorcycle	3	0	3	0	3	3
Driving a car	0	0	0	0	0	0
Passenger in a car	0	0	0	0	0	0
Bicycle	9	1	11	1	8	9
On foot	13	2	15	1	13	14
Other	1	0	1	0	1	1
Total	**207**	**13**	**221**	**19**	**193**	**211**

6.5 NET CHANGE IN TRIP GENERATION

6.5.1 **Table 6-10** the expected net trip generation for the Proposed Development compared with the existing site use.

Table 6-10 - Forecast Net Trip Generation

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Underground	56	4	60	6	52	58
Train	45	2	47	4	42	46
Bus	17	2	19	2	16	18
Taxi	0	0	0	0	0	0
Motorcycle	2	0	2	0	2	2
Driving a car	-10	0	-10	-1	-9	-10
Passenger in a car	-1	0	-1	0	-1	-1
Bicycle	6	1	7	0	5	5
On foot	8	1	9	1	8	9

Other	0	0	0	0	0	0
Total	**124**	**10**	**134**	**12**	**115**	**128**

6.5.2 **Table 6-10** demonstrates that there will be a net increase of 134 two-way trips in the AM peak and a net increase of 128 two-way trips in the PM peak. The majority of trips will be spread on the local underground, train and bus networks. There will be a reduction in the number of car driver and car passenger trips as the Proposed Development will not provide any parking.

6.6 SERVICING TRIP GENERATION

Forecast delivery Trips

6.6.1 The proposed servicing trip rates have been obtained from 24-hour period surveys for comparable sites (Bow Quarter and Imperial Wharf) previously conducted by WSP. Average trip rates for these sites have been applied to the Proposed Development as detailed in **Table 6-11** and included at **Appendix H**.

Table 6-11 - Proposed Servicing Trip Generation

Time	Office Deliveries	Retail Deliveries	Residential Deliveries	Total Deliveries		
				LGV	HGV	Total
0700-0800	2	0	0	2	0	2
0800-0900	2	0	0	2	0	2
0900-1000	2	0	0	2	0	2
1000-1100	2	0	0	1	1	2
1100-1200	1	0	1	1	1	2
1200-1300	1	0	0	1	0	1
1300-1400	0	1	0	1	0	1
1400-1500	0	1	0	1	0	1
1500-1600	1	0	0	1	0	1
1600-1700	0	1	0	0	1	1
1700-1800	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0
0700-1900	**11**	**3**	**1**	**12**	**3**	**15**

6.6.2 In total 30 two-way servicing trips are forecast per day comprising 12 LGVs (vans) and 3 HGVs (8-10m rigid lorries) with one delivery on average in the peak hours and a maximum of two deliveries in an hour. The office and ground floor commercial units will consolidate their trips were possible and have a management system in place to determine slots for each delivery. The only deliveries which will not be controlled will be the refuse collection twice a week, and any residential servicing trips which are likely to be infrequent due to the low number of residential units.

7 IMPACT ASSESSMENT

7.1 INTRODUCTION

7.1.1 This section will consider the likely effect of the development proposals on the local pedestrian, cycle, public transport and highway networks.

7.2 EFFECTS ON PEDESTRIAN NETWORK

7.2.1 The development is forecast to generate a net increase of 7 and 6 two-way pedestrian trips to and from the Proposed Development during the weekday AM and PM hours, respectively.

7.2.2 A further 95 and 92 trips per peak hour are forecast towards the public transport service access at Camden Town Underground Station, Camden Road Station and the local bus stops within the vicinity. This has been calculated based on the net trip generation detailed in Chapter 7. The total number of two-way AM and PM peak hour trips is therefore 102 and 98, respectively, as detailed below in **Table 7-1**.

Table 7-1 - Net Change in Total Pedestrian Trips

Mode	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
On foot	8	1	9	1	8	9
Underground	56	4	60	6	52	58
Rail	45	2	47	4	42	46
Bus	17	2	19	2	16	18
Total	**126**	**9**	**135**	**13**	**118**	**131**

7.2.3 The main pedestrian desire lines from the development would be south towards Camden Town Underground Station. Other key routes would be towards local bus stops and facilities.

7.2.4 The pedestrian movement within the Site will be of high quality with the provision of an attractive open space, well maintained and legible pathways and lighting, providing natural surveillance.

7.2.5 The scheme proposes the widening of the existing footway along Kentish Town Road and provision of new surfacing, trees and planting, to provide a new high-quality pedestrian environment. The proposals focus on TfL's 'Healthy Streets' agenda, offering significant improvements to the existing pedestrian route along Kentish Town Road. Increased footway capacity will in part be achieved through partial removal of on street parking bays.

7.2.6 Given the low number of total walking trips expected across the peak hours (equivalent to one per minute), the impact of the development is seen to be negligible.

7.3 EFFECTS ON CYCLE NETWORK

7.3.1 The Proposed Development is expected to generate on average a net increase of 5 two-way cycle trips during the AM peak and 4 two-way trips in the PM peak hour. This estimated cycle trip generation considers existing, planned and proposed cycle infrastructure that the Site will benefit from, including on-site cycle parking provision.

7.3.2 The summary table below shows the expected net trip generation of cyclists as a result of the Proposed Development, for weekday AM and PM peak hours.

Table 7-2 - Net Change in Total Cycle Trips

Mode	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Cycle	6	1	7	0	5	5

7.3.3 As detailed in Chapter 3, the Site is well connected within an efficient network of on- and off-road cycle routes. Cycle parking will be provided for 122 long-stay cycles and 35 short-stay cycles, and will be conveniently located, secure and sheltered from the elements.

7.3.4 With the proposals relating to only partial demolition of the existing building, with refurbishment, there is no scope to set back the existing building line, and therefore existing site constraints present limited opportunity for on-site short-stay cycle parking opportunities. With the proposals bringing opportunity for significant public realm improvements and increased footway capacity it is considered that cycle parking spaces on Kentish Town Road offer highly visible and attractive cycle parking locations for visitors to the site.

7.3.5 The proposed cycle parking spaces within the buildings and the public realm would meet the immediate operational demands of the development and are considered to future proof the scheme. The high-quality cycle parking provision will encourage an increase in the use of cycling; there is an opportunity, therefore, to encourage the use of this mode for many trips. Any increases would be monitored and encouraged as part of the Travel Plan.

7.4 EFFECTS ON PUBLIC TRANSPORT

7.4.1 The Proposed Development is forecast to generate a net increase of 95 and 92 public transport trips during the AM and PM peak, respectively. The public transport mode forecasted to be used most is the London Underground, followed by rail services.

Table 7-3 - Net Change in Total Public Transport Trips

Mode	Weekday AM (08:00-09:00)			Weekday PM (17:00-18:00)		
	Arrival	Departure	Total	Arrival	Departure	Total
Underground	56	4	60	6	52	58
Rail	45	2	47	4	42	46
Bus	17	2	19	2	16	18
Total	**118**	**8**	**126**	**12**	**110**	**122**

7.4.2 EFFECTS OF BUS TRIPS

7.4.3 From the trip generation calculations, it has been identified that the development proposals would generate a net increase of 19 two-way bus trips during the AM and 18 two-way bus trips in the PM peak hour.

7.4.4 Taking into account the existing bus frequencies as set out in **Table 3-3**, it can be noted that there is a total of at least 191 buses per hour within close proximity. Based on the findings set out above this would result in a negligible number of passengers per bus.

7.4.5 The above assessment shows that the forecast increase in passengers would not present any material impact on existing bus services.

7.4.6 EFFECTS OF UNDERGROUND TRIPS

7.4.7 From the trip generation calculations, it has been identified that the development proposals would generate a net increase of 44 and 43 two-way underground trips during the AM and PM peak hours, respectively.

7.4.8 Taking account of the existing underground services as set out in Chapter 3, it can be noted that there is a total of at least 87 underground services per hour during the AM peak hour and 89 services during PM peak hour. Based on the findings set out above, this would result in less than one additional passenger per underground services which is considered negligible. The new entrance/ exit on Buck Street will provide improved access employees, residents and visitors at the Site.

7.4.9 EFFECTS OF RAIL TRIPS

7.4.10 From the trip generation calculations, it has been identified that the development proposals would generate a net increase of 36 and 34 two-way rail/ Overground trips during each of the AM and PM peak hours.

7.4.11 Taking account of the existing rail/ Overground services as set out in Chapter 3, there are at least 19 services per hour during the AM peak hour and 18 services during PM peak hour. Based on the findings set out above, this would result in one additional passenger per rail/ Overground service which is considered negligible.

7.5 LOCAL ROAD NETWORK

7.5.1 The number of vehicle trips generated by the Proposed Development will be reduced compared to the existing scheme due to the reduction in car parking, amounting to a reduction of 16 and 15 private vehicle trips during the AM and PM peak hours, respectively.

7.5.2 The proposals require retention of much of the existing building, and therefore there are constraints in terms of building line set back. The applicant recognises aspirations for the immediate area and town centre, and the importance of the site location as a pedestrian environment, which will increase with Buck Street ‘and Camden Underground Station upgrades.

7.5.3 The proposals seek to support the delivery of ‘Healthy Streets’ aspirations, including increased footway capacity, new surfacing and high-quality landscaping along the site frontage, to bring significant enhancement to the site location and surrounding area.

7.5.4 To achieve the proposals alongside existing site constraints, there will be compromise to the existing on street parking arrangement on the eastern side of Kentish Town Road, to the west of the site. While it is acknowledged that development should avoid creating a shortfall to existing on-street parking conditions, it is considered that policy default position is for a reduction in car parking with emphasis on increasing opportunities for non-car modes of transport and creating ‘Healthy Streets’.

8 MANAGEMENT PLANS

8.1 TRAVEL PLAN

8.1.1 Travel Plans have been developed for the purposes of facilitating the use of sustainable modes of travel and reducing the number of single occupancy vehicle trips generated by the Site.

8.1.2 A Framework Travel Plan has been produced for the Residential and Commercial land uses, with the document being prepared in accordance with the Transport for London, (TfL), Travel Planning for New Development in London; incorporating deliveries and servicing, (February 2011), the TfL Travel Planning Guidance November 2013 as well as the DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process, (DfT, 2009).

8.1.3 The Travel Plan sets out the Site wide management structure and outlines the sustainable travel principles and measures to be incorporated within the proposals.

8.1.4 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the Travel Plan Co-ordinator (TPC). The TPC role will be undertaken by either a nominated employee of the Site management company or an appointed consultant. The success of the Travel Plan will be regularly monitored and reviewed to ensure that the Travel Plan continually develops during its lifetime.

8.1.5 The Travel Plan will be submitted as standalone document.

8.1.6 Given the proposals relate to a car-free scheme, the purpose of the Travel Plan will be to promote active travel modes over the use of public transport as far as practicable.

8.2 DELIVERY AND SERVICING MANAGEMENT PLAN

8.2.1 The purpose of a Delivery and Servicing Management Plan is to identify where loading and unloading activity will occur and facilitate the safe and efficient use of areas for servicing.

8.2.2 The details of the servicing and delivery strategy for the Proposed Development, waste management strategy and site management will be assessed as part of a standalone Delivery and Servicing Management Plan.

8.3 CAR AND CYCLE PARKING MANAGEMENT PLAN

8.3.1 A Car and Cycle Parking Management Plan is provided in Chapter 9 of this report.

8.4 OUTLINE CONSTRUCTION MANAGEMENT PLAN

8.4.1 An Outline Construction Management Plan is provided in Chapter 10 of this report.

9 CAR AND CYCLE PARKING MANAGEMENT PLAN

9.1 BACKGROUND

9.1.1 This chapter provides a Car and Cycle Parking Management Plan that sets out the long-term strategy for allocating, managing and monitoring on-site car and cycle parking.

9.2 CAR PARKING PROVISION

9.2.1 The development will be 'car-free'. LBC's Local Plan states that parking for disabled people for both residential and non-residential developments should be provided where it can be demonstrated as necessary, taking into account existing availability of on-street parking for Blue Badge holders. There are on street spaces near to the site which Blue Badge holders can use for free with no time limit, which are within appropriate distance of the entrances to the residential, office and retail elements of building, however one Blue Badge car parking bay has been provided due to the loss of on street car parking.

9.2.2 To support the delivery of Healthy Streets aspirations, including increased footway capacity and high-quality landscaping along the site frontage (and to support the pedestrian crossing included as part of the Camden Station redevelopment), together with addressing site constraints and servicing requirements, it is intended to modify the existing on-street parking arrangement on the eastern side of Kentish Town Road. Specifically, it is proposed for four parking bays to be retained including one Blue Badge bay located within appropriate distance of the proposed office and residential entrances.

9.3 CYCLE PARKING PROVISION

9.3.1 Cycle parking spaces will be provided in line with the minimum Publication London Plan standards.

9.3.2 The proposed 122 long-stay office and flexible retail and residential cycle parking provision will be covered and secure; located on the ground floor and therefore secure and sheltered. The short stay spaces will be spread across the public realm in areas with active and passive surveillance to encourage the use of the cycle parking bays. A summary of the cycle parking provision is provided in **Table 9-1.**

Table 9-1 - Proposed Residential Cycle Parking

Land Use	Type	Units	Quantum	Long Stay	Short Stay
A 1	Food Retail	Area	435	3	22
C 3-C 4	2 Bedroom	Units	3	6	2
C 3-C 4	1 Bedroom	Units	3	5	
C 3-C 4	Studio	Units	0	0	
B 1	Business Offices	Area	8,063	108	11
Total				**122**	**35**

10 OUTLINE CONSTRUCTION MANAGEMENT PLAN

10.1 INTRODUCTION

10.1.1 This outline Construction Logistics Plan (CLP) has been prepared by WSP to address construction work and associated construction traffic related to the alterations and extensions to the Grand Union House.

10.2 PURPOSE AND OBJECTIVES

10.2.1 Outline CLPs are developed through the planning process to support sustainable development. They are drafted within the context of the guidance provided. This report has been prepared in accordance with TfL's 2017 best practice guidance for the production of CLPs. It provides a framework to better manage all types of freight movement to and from the construction site.

10.2.2 This outline CLP seeks to minimise the impacts of construction on the surrounding highway network. This document is concerned with the highways and transport elements of construction and therefore should be read in conjunction with the Principal Contractors Construction Method Statement and Construction Management Plan which considers other matters not directly relating to transport and logistics.

10.2.3 This outline CLP seeks to support the achievement of the following objectives:

- To demonstrate that construction materials can be delivered, and waste removed in a safe, efficient and environmentally friendly way;
- To identify deliveries that can be reduced, re-timed or even consolidated, particularly during peak periods;
- To help cut congestion on London's roads and ease pressure on the environment;
- To encourage construction workers to travel to the site by sustainable or active travel modes;
- To improve vehicle and road user safety;
- To encourage the use of greener vehicles;
- To improve the reliability of deliveries to the site; and
- To reduce fuel costs and carbon emissions for freight operators.

10.3 LOCAL ACCESS ARRANGEMENTS

10.3.1 Access for the construction vehicles including articulated HGVs to the Proposed Development will be via Hawley Crescent from the Kentish Town Road.

10.3.2 The site is located in an accessible location for pedestrians and cyclists with footways provided on all the roads, and improvements proposed to the site access arrangement. Adjacent to the Site along the Kentish Town Road there is a bus stops providing services to North Finchley and Highgate Village.

10.3.3 The intention for construction methodology of the Proposed Development is to use off-site and/or modular construction techniques for the new homes. This has a number of benefits in terms of build quality, waste, speed and indeed construction vehicle numbers throughout the duration of the programme.

10.3.4 Vehicle Routing and access is shown in **Figure 3-3.**

10.4 STRATEGY TO REDUCE IMPACT

10.4.1 The following planned measures have been identified to assist the contractor achieve the objectives of the outline CLP.

Modular Construction

10.4.2 Modular construction can be completed 30-50% quicker than traditional construction methods, as the indoor process can take place alongside the site and foundations work. In addition, it removes 80% of the construction activity away from the site location and therefore has less impact on the existing residential properties and local highway network.

Safety & Environmental Standards and Programmes

10.4.3 The Applicant is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

10.4.4 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Bronze, with progression to Silver within 90 days, will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

10.4.5 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk.

10.4.6 The site will be registered with the 'Considerate Constructors Scheme'. This is a national initiative through which construction sites and companies registered with the scheme are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements.

10.4.7 The procurement process for contractors will take into account commitment to safer, more efficient and more environmentally friendly distribution by contacting operators registered with a best practice scheme, such as Freight Operator Recognition Scheme (FORS) and Construction Logistics and Cyclist Safety (CLOCS) Champions.

Adherence to Suggested Routes

10.4.8 Details of suggested routes to be used for journeys to and from site for road operations are provided in this section and will be confirmed by the Appointed Contractor. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

10.4.9 A copy of the final route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

10.4.10 If applicable and agreeable with the contractor, a web-based delivery management system could be used to control the volume of deliveries to site. This system would work by defining the number of 'resources' a site has and thus can service in 30 minute intervals. It would then limit the number of delivery bookings per half-hour to this defined capacity.

10.4.11 Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by your supplier relationship manager or package manager to the delivery manager.

10.4.12 KPIs can be used to indicate the following for vehicles arriving on-site: zero unplanned vehicles; zero non-compliant vehicles; and zero instances of project-related vehicles involved in a collision.

Re-timing for Out-of-Peak Deliveries

10.4.13 Deliveries in general will arrive between 08.00 – 16.00, thus managing an extension on this period will assist in reducing delivery failure as well as reducing congestion attributed to the site on the highway network. A well-managed Delivery Management System will assist with achieving the re-timing of deliveries.

10.4.14 Re-timing deliveries to occur out of hours will be considered further by the developer and appointed contractor, whom will commit to deliveries at these times where possible.

Use of Holding Areas & Vehicle Call-off Areas

10.4.15 The site has a potential storage area within its boundary; therefore, it is not proposed to use any holding areas or vehicle call-off areas for the construction of the Proposed Development.

Use of Logistics / Consolidation Centres

10.4.16 As the Proposed Development occupies only a small footprint it is considered that the amount of materials to be delivered, and thus the number of vehicle trips, will not require the use of a logistics or consolidation centre.

Use of Electric Vehicles

10.4.17 The use of electric freight vehicles will be encouraged for deliveries to the site. The appointed contractor will work with sub-contractors, suppliers, and haulage/transport suppliers to encourage the use of electric vehicles for freight delivery.

Design for Manufacture and Assembly and Off-site Manufacturing

10.4.18 Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction would be discussed upon appointment of a contractor and used where possible.

Re-use of Material On-site

10.4.19 The site is currently occupied by low quality urban realm. Contractors would consider the re-use of materials on site as feasibly applicable for this site.

Smart Procurement

10.4.20 The appointed contractor will explore suppliers in the procurement stage that use electric vehicles to deliver freight, as well as sourcing local suppliers to contribute to the local economy. Exploration of opportunities to source materials from the same suppliers as other developers with sites nearby would also be explored.

Collaboration Amongst Other Sites in the Area

10.4.21 The developer and appointed contractor would consult with LBC, TfL, and other contractor/developers in the area to minimise disruption, where possible.

Implementation of a Staff Travel Plan

10.4.22 There will be no on-site parking provided for construction worker's vehicles. Restrictions would also be put in-place to prevent staff parking on-street surrounding the site. As there are good transport links nearby, travel by public transport will be strongly encouraged.

10.5 IMPLEMENTING, MONITORING & UPDATING

10.5.1 A programme of monitoring and review will be confirmed upon appointment of a contractor. However, the monitoring is intended to generate data against which the success of the CLP can be measured, and new management measures introduced where necessary.

10.5.2 The appointed contractor will be responsible for monitoring and reviewing activity on the site including vehicle arrivals and departures. All monitored movements will be documented and made available to the local authority on request.

10.5.3 An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf on the Contractor. Their job description will include collecting data on:

- The number of vehicle movements to the site, collected by the delivery booking-in system, including:
  - total number of vehicles, by vehicle type/size/age;
  - duration the vehicle was on site;
  - the origin of the vehicle; and
  - the accuracy of the vehicles arrival in relation to the booking system.
- Breaches and complaints, including:
  - deviation from prescribed vehicle routes;
  - unacceptable queuing;
  - unacceptable parking;
  - status of the suppliers FORS accreditation; and
  - compliance of the vehicle to ULEZ and LEZ standards.
- Safety, including:
  - logistics related collisions/near-misses;
  - any associated injuries or fatalities;
  - the methods of travel staff are travelling to site; and
  - whether vehicles or their operation are meeting safety requirements.

10.5.4 A detailed Construction Logistics Plan will be prepared once a contractor has been formally appointed.

11 CONCLUSION

11.1 SITE LOCATION

11.1.1 The site location on Kentish Town Road is highly accessible by non-car modes of transport including on foot, by cycle, and public transport opportunities with proximity to Camden Underground Station and numerous bus services.

11.1.2 The Site is accessed via Kentish Town Road with a further pedestrian access from Camden Road. The existing building is an office building within a retail unit and a retail bar at ground floor level.

11.2 DEVELOPMENT PROPOSALS

11.2.1 The Proposed Development would comprise of the part-demolition, re-build and upward extension to provide additional Class E office and commercial floorspace, six residential units (Class C3), new areas of landscaping and public realm.

11.2.2 The development will be 'car-free' with the except of one Blue Badge bay provided on street.

11.2.3 Cycle parking spaces will be provided in line with the minimum Publication London Plan standards.

11.2.4 The local pedestrian infrastructure will also be improved with a new crossing proposed on Kentish Town Road, as part of the improvements of Camden Town Underground Station.

11.2.5 It is considered that the proposals seek to align with the Healthy Streets approach and local policy objectives, while balancing on site constraints with opportunities at the Kentish Town Road frontage. With the proposals relating to only partial demolition of the existing building and car parking spaces, with refurbishment, there is no scope to set back the existing building line. Albeit, it is considered there is opportunity for significant public realm improvements and increased footway capacity through partial removal of on street parking bays.

11.3 SUMMARY OF FINDINGS

11.3.1 This Transport Assessment considers the net effect of the development proposals on the local highway and transport networks and demonstrates the following:

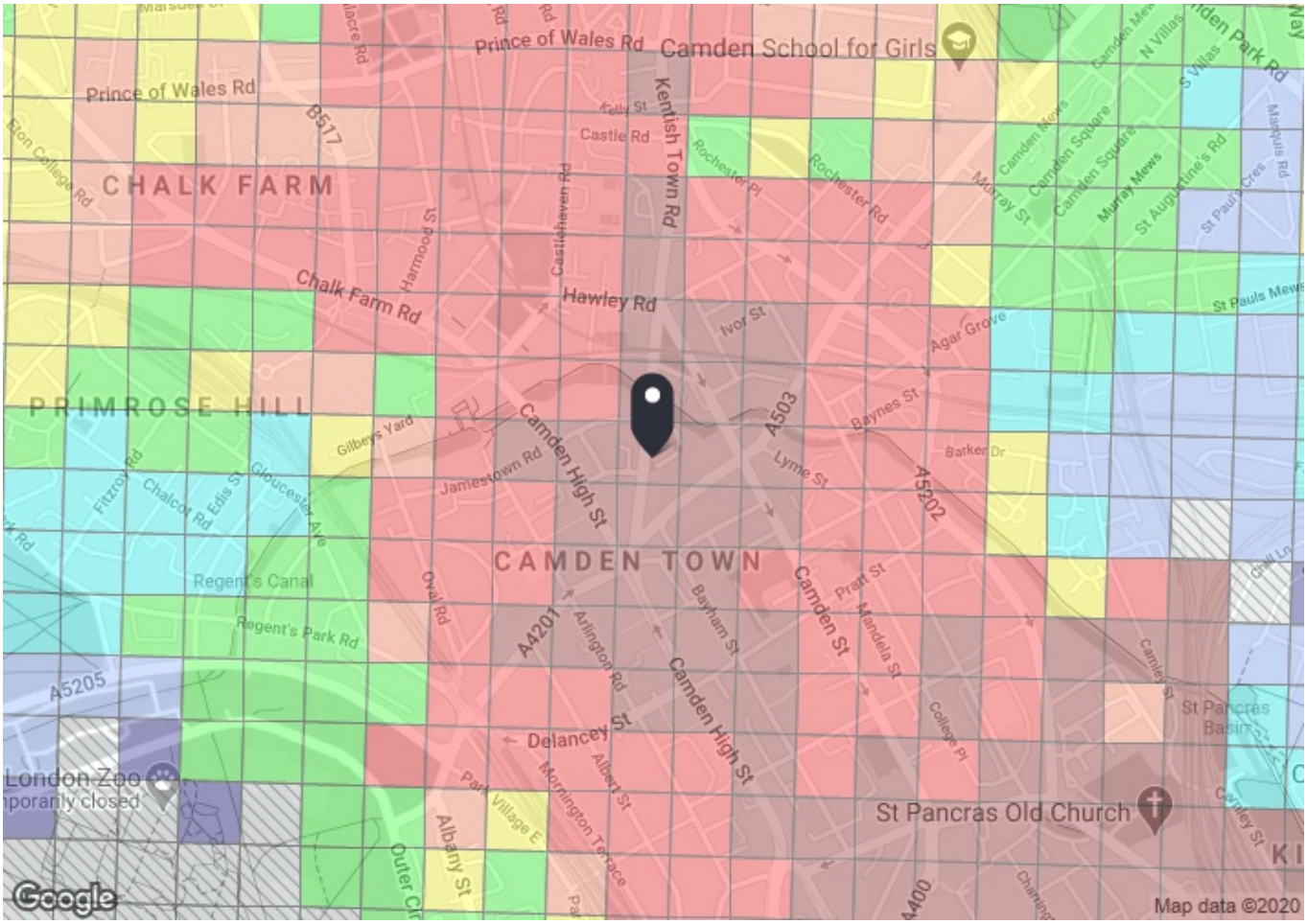
- The Site has excellent accessibility by non-car modes of travel including on foot, by cycle, bus, underground and overground networks (PTAL 6b);
- The proposed level of car parking provision accords with the aims of the Publication London Plan (2020), and to LBC's policy on parking;
- The offering of good quality cycle parking facilities in line with the Publication London Plan would encourage cycling to and from the Site, and there is readily available cycle infrastructure which is considered suitable for accommodating the development proposals;
- With consideration to existing public transport provision, it is not expected that the development proposals would have a detrimental effect on the local bus and train networks;
- In order to accommodate servicing vehicles and landscaping on Kentish Town Road, a number of parking bays have been removed at the northern end of the development;
- Servicing will continue to take place on Kentish Town Road;
- A Framework Travel Plan has been prepared for the application Site;

- A Car and Cycle Parking Management Plan has been provided in Chapter 9 which sets out the mechanisms by which access to and management of the car and cycle parking facilities will be managed; and
- An Outline Construction Logistics Plan has been provided in Chapter 10 detailing the low proposed number of vehicles and shorter programme as a result of the modular construction process.

Appendix A

PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

22 Kentish Town Rd, Camden Town, London NW1 9NR, UK
Easting: 528953, Northing: 184031

Grid Cell: 98762

Report generated: 30/11/2020

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN ST CAMDEN GARDENS	46	257.67	6	3.22	7	10.22	2.94	0.5	1.47
Bus	CAMDEN TN KENTISH TN RD	C2	112.07	8	1.4	5.75	7.15	4.2	0.5	2.1
Bus	CAMDEN TN KENTISH TN RD	134	112.07	12	1.4	4.5	5.9	5.08	1	5.08
Bus	CAMDEN TN KENTISH TN RD	88	112.07	9	1.4	5.33	6.73	4.45	0.5	2.23
Bus	CAMDEN TN KENTISH TN RD	214	112.07	8	1.4	5.75	7.15	4.2	0.5	2.1
Bus	CAMDEN TOWN PARKWAY	274	233.14	7.5	2.91	6	8.91	3.37	0.5	1.68
Bus	CAMDEN TOWN STN HIGH ST	24	236.96	10	2.96	5	7.96	3.77	0.5	1.88
Bus	CAMDEN TOWN STN HIGH ST	31	236.96	10	2.96	5	7.96	3.77	0.5	1.88
Bus	CAMDEN TOWN STN HIGH ST	27	236.96	8	2.96	5.75	8.71	3.44	0.5	1.72
Bus	CAMDEN TOWN STN HIGH ST	168	236.96	9	2.96	5.33	8.3	3.62	0.5	1.81
Bus	CAMDEN TOWN BAYHAM ST	29	263.95	15	3.3	4	7.3	4.11	0.5	2.06
Bus	CAMDEN TOWN BAYHAM ST	253	263.95	12	3.3	4.5	7.8	3.85	0.5	1.92
Bus	K T RD PRINCE OF WALES R	393	622.89	5	7.79	8	15.79	1.9	0.5	0.95
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	357.11	3.67	4.46	8.92	13.39	2.24	1	2.24
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	357.11	3.67	4.46	8.92	13.39	2.24	0.5	1.12
LUL	Camden Town	'Edgware-Morden'	222.48	9	2.78	4.08	6.86	4.37	0.5	2.19
LUL	Camden Town	'Morden-HighBarnet'	222.48	14.67	2.78	2.79	5.58	5.38	1	5.38
LUL	Camden Town	'Morden-MillHillE'	222.48	4	2.78	8.25	11.03	2.72	0.5	1.36
LUL	Camden Town	'Morden-Edgware'	222.48	4.67	2.78	7.17	9.95	3.01	0.5	1.51
LUL	Camden Town	'HighBarnet-Morden'	222.48	0.33	2.78	91.66	94.44	0.32	0.5	0.16
LUL	Camden Town	'Kennington-Edgware'	222.48	14.67	2.78	2.79	5.58	5.38	0.5	2.69
LUL	Camden Town	'HighBarnet-Kenningt'	222.48	5.33	2.78	6.38	9.16	3.28	0.5	1.64
LUL	Camden Town	'MillHill-Morden'	222.48	1.67	2.78	18.71	21.5	1.4	0.5	0.7
LUL	Camden Town	'MillHillE-Kenningt'	222.48	1.67	2.78	18.71	21.5	1.4	0.5	0.7
									Total Grid Cell AI:	**46.57**

Appendix B

SITE LAYOUT