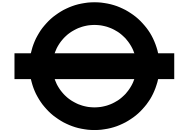


# Transport for London



**To:** Ben Farrant  
**From:** Emily Hindle- TfL Spatial Planning  
**Your ref:** 2020/3043/P  
**Our ref:** CMDN/20/64  
**Date:** 01.03.2021

## **RE: Site at 52 Tottenham Street**

The comments below summarise Transport for London's (TfL) views on the proposed development. Please note that these comments represent the views of TfL officers and are made entirely on a "without prejudice" basis.

### **Summary**

- A Travel Plan is to be secured by condition.
- A Delivery and Servicing Plan and a Construction Logistics Plan are to be secured by condition.
- Provision for cargo/adapted cycle to be provided

### **Site Description and Location**

The site is located on the northern side of Tottenham Street in LB Camden. Euston Road, approximately 950m to the north of the site, is the nearest section of the Transport for London Road Network (TLRN).

The site is in an area of Public Transport Accessibility Level (PTAL) 6b, on a scale of 0-6b where 6b represents the highest level of connectivity and falls within the Central Activities Zone (CAZ). Goodge Street is the nearest station and is approximately 240m east of the site, served by the Northern line. Warren Street and Tottenham Court Road stations are also within reasonable walking distance. The latter also provides access to Central and Northern services, and in future by the Elizabeth line.

The nearest bus stop is located on Tottenham Court Road, approximately 250m east of the site providing access to routes 14, 24, 29, 73, 134 and 390.

Segregated cycle routes are located on both Maple Street to the north and Howland Street to the south. The nearest cycle hire docking station is located within 120m of the site on Scala Street, providing 13 cycle spaces and a further 12 spaces are provided within 175m of the site on Charlotte Street.

### **Trip Generation and Public Transport Impact**

The applicant has not provided a trip generation assessment; however, TfL is satisfied that the development is unlikely to result in a significant increase in development related trips and/or freight movements. Consequently, the impact on public transport is also expected to be minimal and thus TfL does not require a contribution towards public transport service enhancement.

### **Travel Plan**

A full Travel Plan should be secured via a section 106 agreement. The targets of the Travel Plan should, throughout the Plan's lifespan, focus on increasing the active travel mode share in line with the Mayors Transport Strategy (MTS) mode shift target for inner London.

### **Cycle Parking**

7 long stay cycle parking spaces are proposed for the residential units. This complies with the minimum standards set out in policy T5 (Cycle parking) of the Intend to Publish (ItP) London Plan. All spaces should be designed and laid out in accordance with the London Cycling Design Standards (LCDS).

Cycle parking will be provided within the basement, accessed via a lift. Due to site constraints the lift will only be able to accommodate a cycle of 1.8m in length across its diagonal. This not compliant with LCDS. If it is not possible to provide a larger lift, the applicant should look to provide at least one cargo and/or adapted cycle stand within the site boundary. At present, there is space at the frontage of the building where the black rails stand where this cycle space could be accommodated. If this is not possible, the applicant should work with the borough to provide cycle parking in the public realm for cargo cycles and adapted cycles for disabled people.

### **Car Parking**

The development will be car free which is strongly supported by TfL. The proposal to restrict future residential and business occupants from applying for parking permits on the surrounding streets is supported.

3 disabled parking spaces are already provided on Tottenham Street. Given the site constraints, it is considered acceptable to utilise the existing on-street spaces for residents and visitors of the development in lieu of providing spaces on site.

### **Delivery and Servicing**

At present servicing and waste collection takes place from the site's frontage on Tottenham Street. These existing arrangements are to remain for the proposed development. Keeping in mind the sites limited footprint, these arrangements are acceptable.

In line with policy T7 (Deliveries, Servicing and Construction) of the ItP London Plan, a Delivery and Servicing Plan (DSP) should be submitted in line with TfL guidance. This should be secured through a condition and TfL should be consulted on this document.

### **Construction**

A draft Construction Management Plan (CMP) has been submitted alongside this application. A full Construction Logistics (CLP) should be developed in accordance with TfL guidance and secured via a condition.

The site is in a busy part of the CAZ. Therefore, during construction, a safe route for walking, which is fully accessible for people of all ages and abilities, should always be provided on both sides of the street.

The applicant should ensure all freight movements associated with construction vehicles are safe and in line with the Mayor's Vision Zero approach to eliminating death and serious injury on the road network. TfL supports the applicant's commitment to appoint a silver FORS accredited contractor and the use of traffic marshals/banksmen.

The applicant has suggested the possibility of employing a delivery booking system, a holding facility and a consolidation centre. All these measures would minimise the need for additional freight trips and ensure cleaner and more efficient freight. TfL strongly supports all three of these initiatives, which should be secured by condition.