



To: Areena Berktold– GLA
From: Rachel Yorke – TfL Spatial Planning
Your ref: 6909
Our ref: CMDN/20/68
Phone:
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330 Gray's Inn Road, Royal National Throat, Nose & Ear Hospital, LB Camden - TfL ADDITIONAL, FURTHER comments (developer contributions)

TfL has the below additional comments on the above scheme's applicants' current stance on contributing to highway and public realm improvements.

For a scheme of this size we would expect a significant contribution towards highway improvements, and it is disappointing that the applicant has not shown commitment to provide contributions towards Pedestrian, Cycling and Environmental Improvements (thought to be £1,350,000) drawn up by Camden, as well as TfL's requested contribution. At time of writing the only TLRN highways contribution the applicant seems committed to is in respect of minor kerb-line and parking changes to facilitate a road safety-compliant access to the scheme's delivery bay off Swinton Street.

As noted at Stage 1, the largest trip generation mode increase is in walking. The proportional impact of this development on TfL's network is greater than the applicant acknowledges, and it requires appropriate mitigation measures to ensure that the increased pedestrian movements can be accommodated on TfL's network and address Mayor's Healthy Streets objectives.

This memorandum is to re-affirm and re-explain why the transport improvements which TfL has consistently requested are necessary, reasonable, related to the development and a benefit to the occupants of the scheme - from increased attractiveness of walking and cycling.

Notably, TfL-maintained infrastructure surrounds 3 out of the 4 boundaries of the site and the majority of the site's residents, workers and visitors will embark on their journeys on foot towards transport interchanges or else by cycle along Gray's Inn Road ('GIR'). In terms of its modal share, TfL has estimated (April 12th further comments to the Council) the development's likely walk trips of over 5000 trips gross per day, derived from adding walking trips to Network Rail, LU and buses trips and in acknowledgement of the direct link to Kings Cross station and buses infrastructure. This nuance is not in the applicant's analysis and its estimate of 1174 two-way daily pedestrian trips.

TfL has been in discussion with Camden Council about its long-held aims to reduce the dominance of the car in the Kings Cross Gyratory; a design is being progressed for a small section of GIR that includes this site's frontage for potential 2024 delivery (if funding can be secured) at an estimated cost of £1.0million. Further explanation and a high-level plan have been shared with the Council. It would be reasonable for this development to provide a financial contribution to enable these works, consistent with transport contributions secured from other developments nearby on the TLRN, for example Belgrove House for which the developer has committed a financial contribution of £350K to be paid to TfL towards pedestrian crossing improvements. This is to mitigate the additional trips that will be generated by the proposals, improve road safety and reduce severance at this location.

This will enable implementation of improvements including a 20mph speed limit, a new crossing, the investigation of opportunities to include additional trees and widened footways here, alongside improvements to bus priority.

All of this would complement Camden's GIR cycle scheme and actually facilitate to a greater degree the delivery of Healthy Streets objectives and the Mayor's strategic target for 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 – as set out in LP policies T2 and T1 respectively.

We consider it reasonable and proportionate to pursue a developer contribution to mitigate any impact from increased pedestrian movements on TfL's network and would welcome further discussion to this end.