5 Summary

This Transport Statement has been developed to support the wider planning application for the development of the Camden Highline, a new 1.2km elevated green corridor developed on redundant railway lines that will be made available for public use.

An example of how the Highline will tie into the existing transport and mobility infrastructure is presented on the right.

This report has been developed to support Phase 1 of a proposals only, a 225m stretch of the disused railway line running between Camden Gardens and Camden Road Overground Station.

In addition to the Highline, the site is also includes five Arch's containing the following uses;

o1 - Kiosk - 60 sqm

Arch o2 - Communal picnic table

Arch oaa - Café - 45 sqm

Arch 03b - Ancillary use - 25 sqm

Arch o4 - Retail - 53 sqm

Arch o5 - Retail - 85 sqm

Due to the nature of the development, the approach undertaken within this report varied from a typical investigation, as the development itself providing a movement function through space creation. The approach was undertaken based on a land use calculation on the new classes proposed and was supported through a sensitivity test, undertaken on the wider visitor draw.

The TRICS assessment was undertaken using Local Shops as a basis for assessment. The analysis calculated that the Arches would generate in the region of 741 two-way movements per day, of which, 95% would be undertaken on foot.

Kev:

Phase 2

Phase 3

Site Boundary (Phase 1)

5 Minute Cycle Distance

200m Walking Distance

400m Walking Distance

Regent's Canal Towpath

London Underground (LU) London Overground (LO)

Cycle Routes

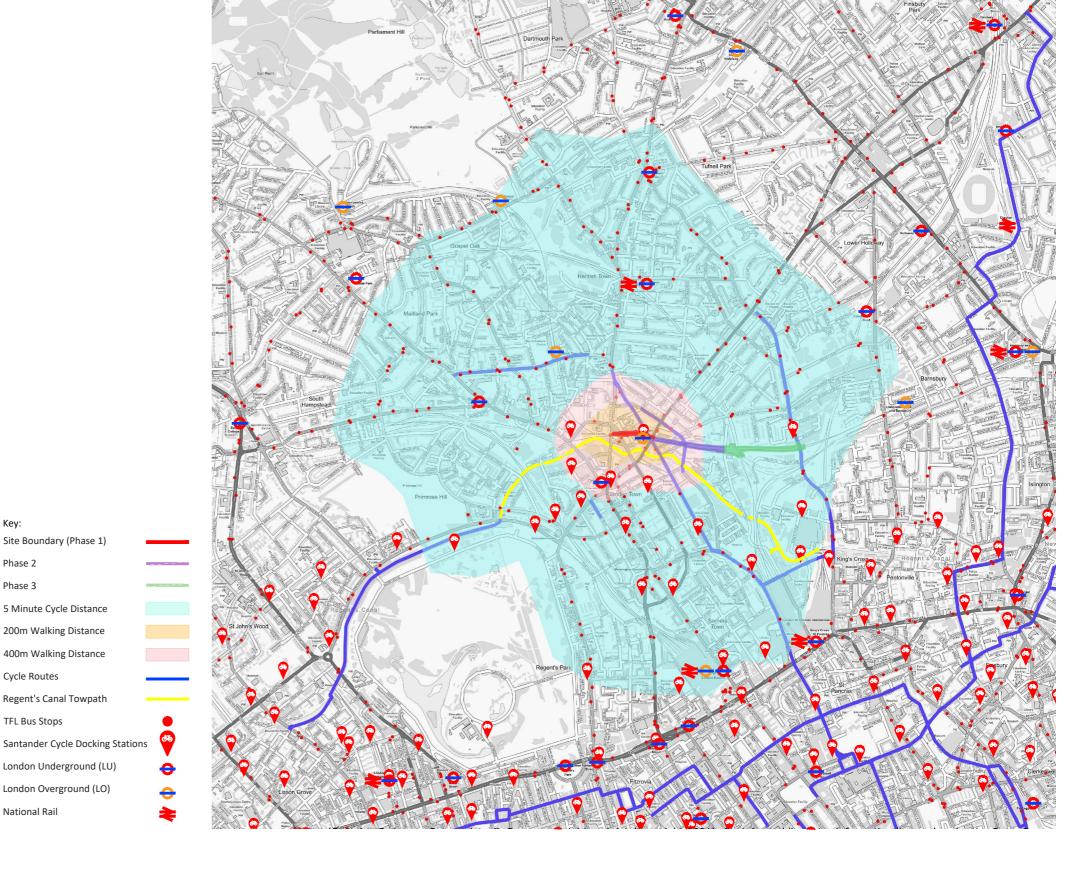
TFL Bus Stops

National Rail

The impact on the local transport provision will be immaterial and relates to a maximum of one or two users in any one hour, and the majority of journeys will be undertaken on foot. Moreover, the area lies in a highly convenient location that benefits from a highquality provision of public transport, typified by the Overground network connecting to the Highline.

The route will also remove pedestrians from the highway, creating a new segregated walking route connecting key locations in the area and will therefore enhance and improve the walking environment in the area significantly.

In light of the above, it is apparent that the development will be highly positive for the local area, creating new and enhanced green links that will provide both a movement function, and also provide new spaces to spend time. The movement function will connect key areas, while the time spending function will help in achieving the aspirations set out within the Heathy Streets objectives.



akt II

Appendices

- .. Appendix A Bus Stops and Walking Isochrones
- .. Appendix B Public Transport Network Map
- .. Appendix C PTAL Outputs
- .. Appendix D Ammenities Plan
- .. Appendix E Cycling Network
- .. Appendix F Trip Generation