Proposed Residential Development
14 John Street, London Borough Camden

Transport Statement

For

J & B Ashley Ltd

motion

Document Control Sheet

Proposed Residential Development

14 John Street, London Borough Camden

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This document has been issued and amended as follows:

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1.0 Introduction

1.1 This Transport Statement (TS) has been prepared to accompany a planning application for the conversion of an existing office building to a single family dwelling at 14 John Street within the London Borough of Camden (herein referred to as 'the site').

1.2 The site is located on the eastern side of John Street which connects to Theobald Road (A401) to the south and Guildford Street (B502) to the north. The site benefits from close proximity to the A501, the A41 and the A10, as well as a number of bus stops and underground rail services. The site falls within the administrative boundary of the London Borough of Camden.

1.3 The site currently accommodates approximately 480 square metres of office space. The proposals seek planning permission for the conversion of the existing office space to a single 4-bedroom family residential dwelling. It is proposed that the development will be car-free, with future residents not eligible to apply for parking permits within the local controlled parking zone.

1.4 This TS has been prepared to address the transport implications of the proposed development, namely the proximity of the site to sustainable modes of travel as well as the impact of the proposals in traffic, parking, and servicing terms.

1.5 The remainder of this TS is arranged as follows:

- Section 2 considers relevant policy at national and local levels;
- Section 3 identifies baseline transport conditions in the area;
- Section 4 explains the development proposals;
- Section 5 reviews the trip generation of the development proposals; and
- Section 6 provides summary and conclusion.

2.0 Policy Context

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for development proposals are as follows:

- National Planning Policy Framework (2021);
- The London Plan (2021); and,
- The Camden Local Plan (2017).

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) July 2021 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 104 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Paragraph 105 emphasises the need for significant developments to be situated within sustainable locations, stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Paragraph 106 states that planning policies should:

"a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

2.6 Off-street parking provision is referred to by Paragraph 107 which states that local planning authorities should take into account the following if setting local parking standards for development:

"a) the accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra low emission vehicles."

2.7 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.8 Paragraph 110 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree"

2.9 Furthermore, paragraph 111 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.10 Paragraph 112 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally,

allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles, stating:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

2.11 Paragraph 113 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Policy

The London Plan 2021

2.12 Following the Examination in Public and acceptance by The Mayor of issues raised by the Secretary of State, the new London Plan was adopted in March 2021. With regards to transport, the most pertinent to these proposals are as follows:

2.13 Policy T2 Healthy Streets:

A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B) Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D) Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.14 Policy T4 Assessing and mitigating transport impacts:

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

2.15 Policy T5 Cycling:

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Land Use	London Plan (2021) Minimum Cycle Parking Standards	
	Long stay	Short stay
All Dwellings	- 1 space per studio or 1 person 1 bedroom dwelling - 1.5 spaces per 2 person 1 bedroom dwelling - 2 spaces per all other dwellings	- 5 to 40 dwellings: 2 spaces - Thereafter: 1 space per 40 dwellings

Table 2.1 - London Plan Minimum Cycle Parking Standards

2.16 Policy T6 Car parking

A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.

F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

Residential	London Plan (2021) Maximum Car Parking Standards
All areas of PTAL 5-6	Car-free

Table 2.2 - London Plan Maximum Car Parking Standards

Local Policy

Camden Local Plan 2017

2.17 The Camden Local Plan 2017 provides key transport policies relating to the development proposals in terms of transport are set out below.

2.18 Policy T1 – Prioritising walking, cycling and public transport states:

"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a) improve the pedestrian environment by supporting high quality public realm improvement works;

b) make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

c) are easy and safe to walk through ('permeable');

d) are adequately lit;

e) 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; and

f) contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

a) 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 Super Highways and;

b) provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

c) makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

d) is easy and safe to cycle through ('permeable'); and k. contribute towards bridges and water crossings suitable for cycle use where appropriate

Public Transport

In order to safeguard and promote the provision of public transport in 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"

2.19 Policy T2 – Parking and car-free development states:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will:

a) not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b) limit on-site parking to: i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;

c) support the redevelopment of existing car parks for alternative uses; and

d) resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking"

Summary

2.20 It is evident that the location of the application site in relation to sustainable modes of transport is a key consideration when assessing its acceptability. New developments need to make appropriate connections to local walking and cycle networks and links to nearby public transport facilities to further encourage the use of sustainable modes of transport.

2.21 The development site is in an accessible location, which maximises opportunities for the use of sustainable travel modes through its proximity to day-to-day facilities and high frequency bus services and rail connections.

3.0 Existing Conditions

Overview

3.1 To put the site into context, a detailed review of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site. Along with the accessibility of the site by different modes of transport.

The site

3.2 The site is located on the eastern side of John Street which connects to Theobald Road (A401) to the south and Guildford Street (B502) to the north. The site benefits from close proximity to the A501, the A41 and the A10, as well as a number of bus stops and underground rail services. The site falls within the administrative boundary of the London Borough of Camden.

3.3 The site location is shown in its strategic context in Figure 3.1.

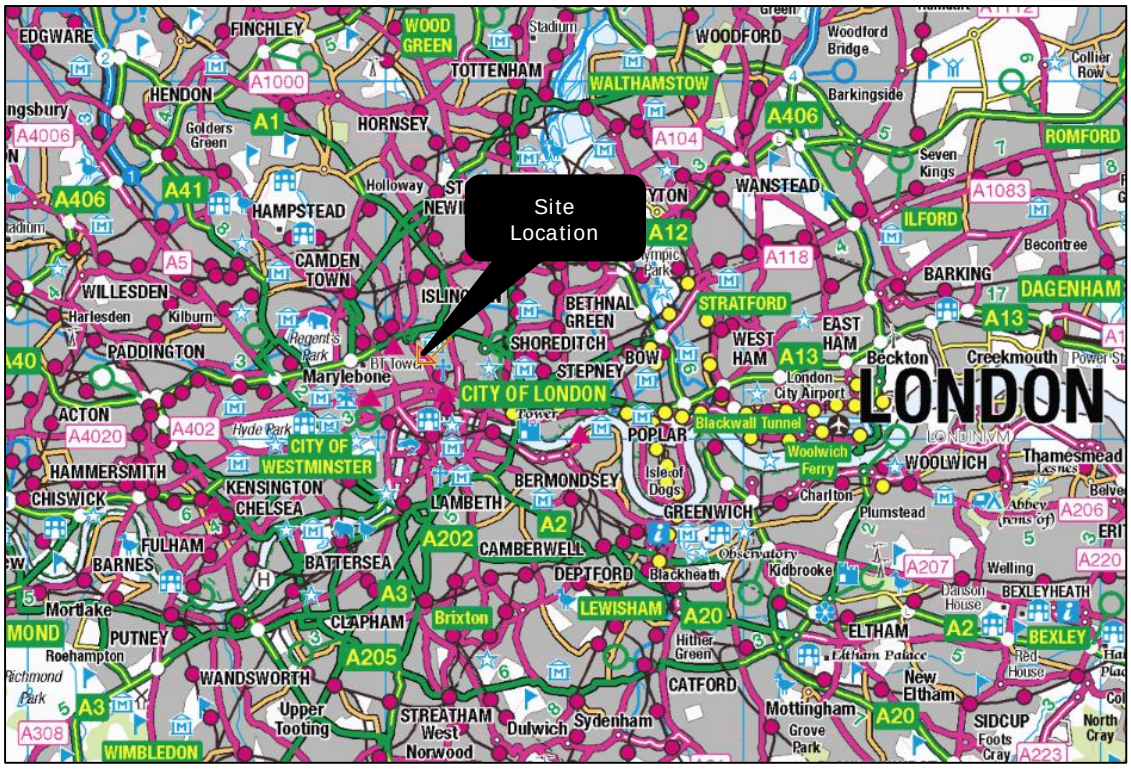

Figure 3.1: The site location in its strategic context

3.4 The site currently accommodates approximately 480 square metres of office space. The surrounding area may be described as predominatley residential, with areas of commercial nearby. The site benefits from good access to the strategic and principal road networks, along with good connections to public transport.

3.5 The site in relation to the local area is shown in Figure 3.2 below.

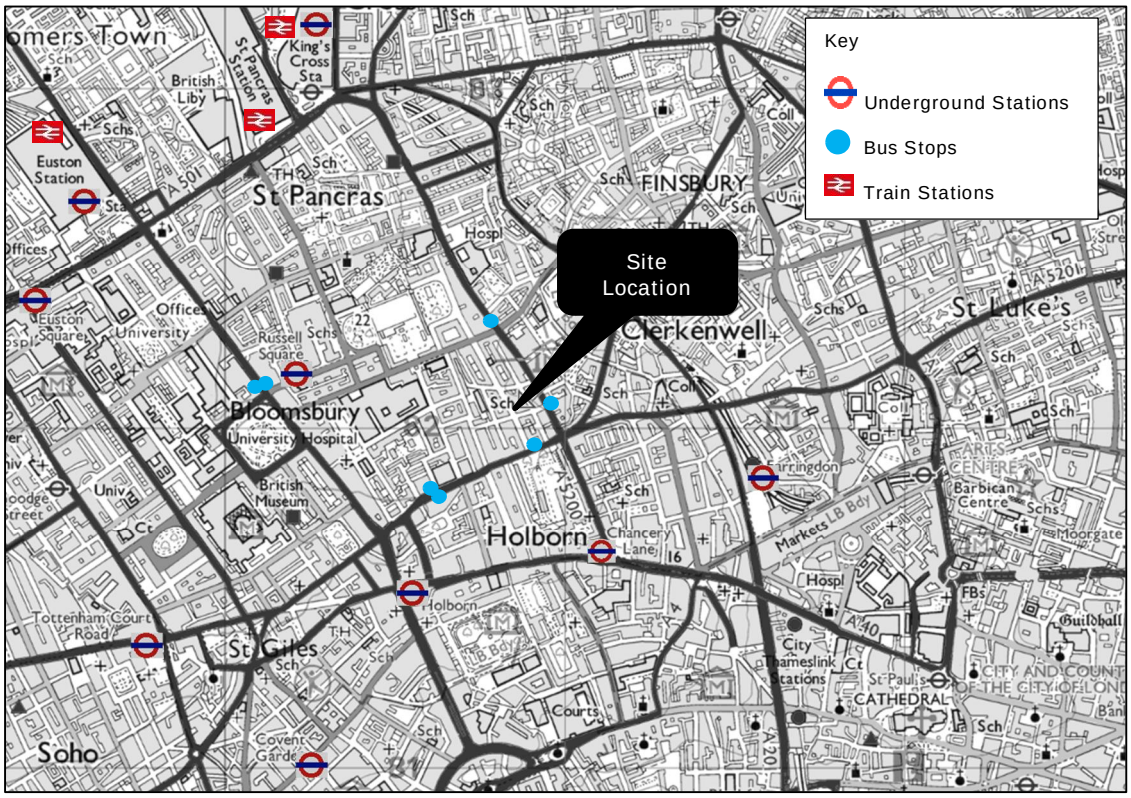

Figure 3.2: The site in its local context

Highway Network

3.6 John Street is a two-way road subject to a 30mph speed limit. On-street parking is provided on both sides of John Street for resident permit holders only Monday to Friday 08.30 – 18:30 and Saturday 08.30 – 13:30 or there is the option to pay by phone.

3.7 John Street connects with Doughty Street to the north of the site, a two way road with a 30mph speed limit. Roger Street and Northington Street cross directly over John Street to the north. To the south John Street connects with the A401 Theobalds Street, provides access to the A40 westbound and the A5201 and A201 eastbound. All local roads are subject to on-street parking restrictions as set out above.

Sustainable Transport Accessibility

Walk and Cycle Accessibility

3.8 The site is accessible on foot via wide lit footways on all local roads. The 30mph speed limit along all local roads surrounding the site creates a safe environment for pedestrians, additionally the footpaths are in good condition making the ease of access good. John Street is well equipped for pedestrians, with wide footways along both sides of the road. A zebra crossing is located approximately 100 metres south of the site, all other crossing areas are provided with dropped kerbs and tactile paving creating safe crossing points for people of all abilities.

3.9 There are no cycle lanes or segregated cycle routes along John Street, however it is classed as a bicycle friendly road. The A401 Theobalds Road to the south of the site is provided with a segregated bus and cycle lane with bike priority going in both east and west directions.

3.10 It is also possible to access the London Cycle Routes via the Transport for London (TFL), the image below shows cycle paths up to 2.6 kilometres, around a 10minute cycle from the site.

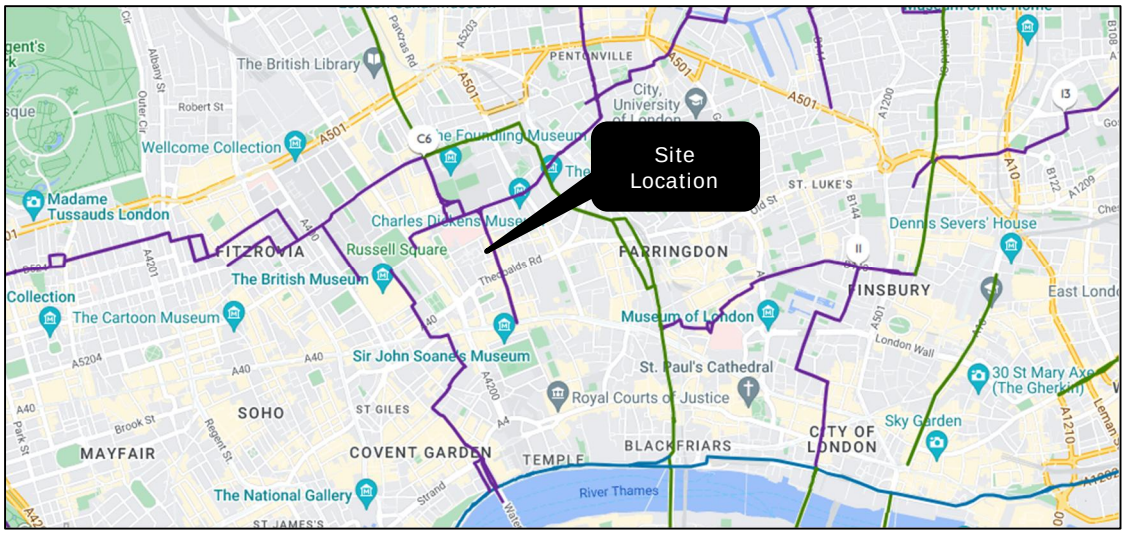

Figure 3.3: London Cycle Network

3.11 Within the National guidance, it suggests that people are willing to cycle up to 5 miles (8km) to reach a destination. With that in mind, from the site the below places can be accessed within this limit:

- London Waterloo Station (1.8 miles);
- Paddington (3.5 miles);
- London Bridge (2.0 miles);
- Elephant and Castle (2.3 miles);
- Hackney (4.2 miles).

Public Transport

3.12 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. The TfL WebCAT website indicates that the site has a PTAL of 6b, which indicates the site has excellent access to public transport links. The PTAL map of the site is shown in Figure 3.4 below and the full report is in Appendix A.

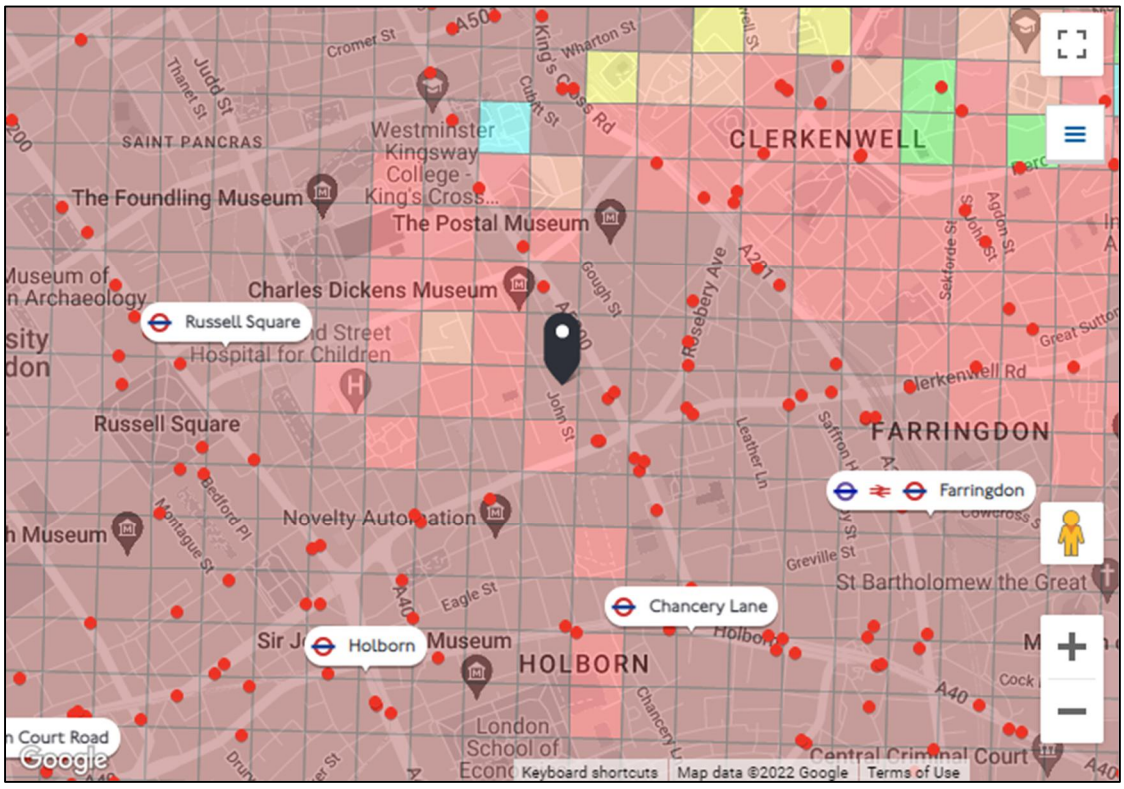

Figure 3.4: PTAL Map

Accessibility by Bus

3.13 As indicated in Figure 3.2, the closest bus stop is Clerkenwell Road and Roseberry Avenue located 150 metres from the site which provide access to route 17. The next closest bus stop is Gray's Inn Road which includes 8 different services. The details of the services are in Table 3.1 below.

Service	Route	Frequency Mon-Fri	Frequency Saturday	Frequency Sunday
17	Archway Station to London Bridge	6 per hour	5 per hour	3 per hour
38	Clapton Pond to Victoria Bus station	6 per hour	5 per hour	5 per hour
55	Walthamstow Bus Station to Oxford Circus Station	4 per hour	4 per hour	3 per hour
243	Redvers Road to Waterloo Station	5 per hour	7 per hour	4 per hour
N19	Finsbury Park Interchange to Clapham Junction Station (Night Bus)	2 per hour (01:00-05:21)	2 per hour (01:00-05:21)	2 per hour (01:00- 05:21)
N38	Walthamstow Bus Station to Victoria Bus station (Night Bus)	3 per hour (00:53-05:18)	3 per hour (00:53-05:18)	3 per hour (00:53-05:18)
N41	Trafalgar Square to Tottenham Hale (Night Bus)	2 per hour	2 per hour	2 per hour
N55	St Thomas of Canterbury Church to Oxford Street Station (Night Bus)	2 per hour	2 per hour	2 per hour
46	Paddington Station to St Bartholomew's Hospital	4 per hour	4 per hour	4 per hour
55	Walthamstow Bus Station to Oxford Circus Station	5 per hour	5 per hour	4 per hour

Table 3.1: Bus Timetable.

3.14 As indicated in table 3.1 there are a wide variety of bus services accessible within short walk of the site. All the above services also stop near/at tube and train stations. This accessibility allows access to a variety of locations including central London and south London.

Accessibility by Rail

3.15 The closest railway station to the site is Farringdon Station which is located approximately 600 metres south-east of the site. This equates to a 13-minute walk or 6-minute cycle. Farringdon railway station is situated on the Circle, Hammersmith and City, and Metropolitan underground lines.

3.16 Some of the destinations accessible from Farringdon Station on the main train line are:

- London Paddington – 4 minutes
- Tottenham Court Road – 2 minutes

3.17 Some of the destinations accessible from Farringdon Tube Station on the Circle line are:

- Victoria Station – 26 minutes
- Paddington Station (also available on the Hammersmith and City line) – 14 minutes

3.18 Some of the destinations accessible from Farringdon Tube Station on the Hammersmith and City line are:

- Barking – 31 minutes
- Hammersmith (also accessible on the circle line) – 27 minutes

3.19 Some of the destinations accessible from Farringdon Tube Station on the Metropolitan are:

- Aldgate – 10 minutes
- Wembley Park – 21 minutes

Access to Amenities

3.20 As the site is located between Farringdon and Fitzrovia, there are a range of amenities within walking distance of the site. A selection of these amenities and their distance from the site and shown in table 3.2 below.

Amenity	Distance
Supermarket (Sainsburys Local)	400metres
Doctors (Bloomsbury Surgery)	500metres
Dentist (Dental Smiles London Chalton Street)	1000metres
School (Dallington Prep School)	900metres
Park (Brunswick Square)	400metres
Pharmacy (Boutalls Chemist)	200metres

Table 3.2: Local Amenities

Summary

3.21 The above review of the current site has demonstrated that the site is accessible by a variety of transport modes, including on foot and by cycle. There are also a high variety of public transport links near the site with high frequency, some of these will provide multiple opportunities for elsewhere, especially across London.

4.0 Development Proposals

4.1 The proposals seek planning permission for the conversion of the existing office space to a single 4-bedroom family residential dwelling. The site layout plan is attached for reference at Appendix B.

Access Arrangements

4.2 Pedestrian access to the site will be achieved via John Street as per the existing arrangement. As the proposals are car free, no vehicular access is proposed.

Parking Provision

4.3 The proposals are for a car-free development with no parking provided for the proposed dwelling in accordance with the London Plan standards for a residential development located within a PTAL 5-6. Residents will not be eligible to apply for a parking permit within the local controlled parking zone.

4.4 The site is located within a highly accessible location not only in respect of trips by bus and train, but also to local residential, employment and commercial areas. Pedestrian access in the surrounding area is very good and provides safe links between the site and local amenities. In addition, car parking restrictions surrounding the development site will restrict future from parking on-street within the vicinity of the site. Therefore, considering the sites location combined with nearby on-street parking restrictions, a car free development is considered appropriate and accords with standards.

4.5 The London Plan states that 2 plus bed units should provide 2 cycle parking spaces per dwelling. As such a cycle store allowing a minimum of 2 cycle to be stored will be provided.

Servicing and Refuse Collection

4.6 Servicing and refuse collection will continue to be undertaken on street on John Street, as per existing arrangement. There is a section of kerbside single yellow line space on the opposite side of John Street, just north of the site and this provides an opportunity for servicing and delivery vehicles to stop in a convenient location, close to the site.

4.7 Refuse and recycling collection is undertaken on a weekly basis and is therefore infrequent and undertaken concurrently as other residential properties along John Street. Other servicing activity such as post, supermarket food deliveries and couriers will be infrequent and likely linked to other deliveries being undertaken in the local area and will likely comprise a reduction in delivery activity in comparison with the existing use of the building.

5.0 Trip Generation

5.1 This section sets out the likely effect of the development in terms of total person trips. The assessment focuses on the typical weekday morning and evening peak periods of 08:00-09:00 and 17:00-18:00, which constitutes the key trip generation periods for both commercial offices and the residential development, along with daily trips.

Existing Office Use

5.2 To calculate the trip attraction potential of the existing office use, an assessment utilising the TRICS database has been undertaken. The TRICS category '02 Employment: A – Office' has been used. Sites were selected in Greater London within town centre or edge of town centre locations. A summary of the peak hour total person trip rates and associated trips for 480.1sqm of office spaces are provided in Table 5.1 below and the full TRICS output included at Appendix C.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rates	2.161	0.215	0.154	2.010	8.809	8.590
Vehicular Trips	10	1	1	10	42	41

Table 5.1: Existing Office Use – Trip Rates and Resultant Trips

5.3 Table 5.1 indicates that the existing office use could generate 11 total person trips in the weekday morning and evening peak hours. Over an average weekday, the existing office use could generate 83 two-way pedestrian trips.

Proposed Residential Use

5.4 The trip generation potential of one residential house has been assessed based on trip rates derived from the TRICS database using the category '03 Residential: A – Houses Privately Owned'. Sites were selected in Greater London within edge of town centre locations. A summary of the peak hour total person trip rates and associated trips for one dwelling are provided in Table 5.2 below and the full TRICS output included at Appendix D.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicular Trip Rates	0.220	1.153	0.915	0.407	7.288	7.068
Vehicular Trips	<1	1	1	<1	7	7

Table 5.2: Proposed Dwelling – Trip Rates and Resultant Trips

5.5 Table 5.2 indicates that the proposed dwelling could generate circa one total person movement within both the morning and evening peak periods. Over an average weekday, the proposed dwelling could generate 14 two-way pedestrian movements. Given the highly accessible location of the site and the car-free nature of the development, it is envisaged that the majority of person trips associated with the proposed residential dwelling will be undertaken by sustainable modes of travel and the proposed dwelling is unlikely to result in a material number of vehicle trips.

5.6 It is evident that the proposed development will result in a significant reduction in person trips during both the morning and evening peak hours and throughout a typical day, in comparison with the existing office use of the building.

Summary

5.7 With regard to information obtained from an interrogation of the TRICS database, it is anticipated that the proposed development will result in a reduction in total person movements both during the morning and evening peak periods and throughout a typical day. Given accessible location and the car-free scheme, the majority of trips will be via sustainable modes.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared to accompany a planning application for the conversion of an existing office building to provide a single family dwelling at 14 John Street within the London Borough of Camden.

6.2 In summary, this Transport Statement has identified the following:

- Bus and rail services are accessible within close proximity of the site and provide a wide range of services within London;
- The site benefits from good access on foot and by cycle to the surrounding area. Indeed, there are many local amenities within close walk and cycle distance of the site meaning that residents would have less need to own a car;
- Pedestrian access to the site would be achieved from John Street;
- The development will be car-free to accord with the London Plan standards;
- Appropriate levels of cycle parking will be provided on site; and
- The proposals will result in a reduction in person trips associated with the site, in comparison with the existing use of the site as office space. Given accessible location and the car-free scheme, the majority of trips will be via sustainable modes.

Conclusion

6.3 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the proposed development should be resisted or refused.

Appendix A

PTAL Report

Appendix B

Site Layout Plan

Appendix C

TRICS Output – Office Use

Appendix D

TRICS Output – Residential Use