

20-24 Kirby Street, Camden

Transport Statement

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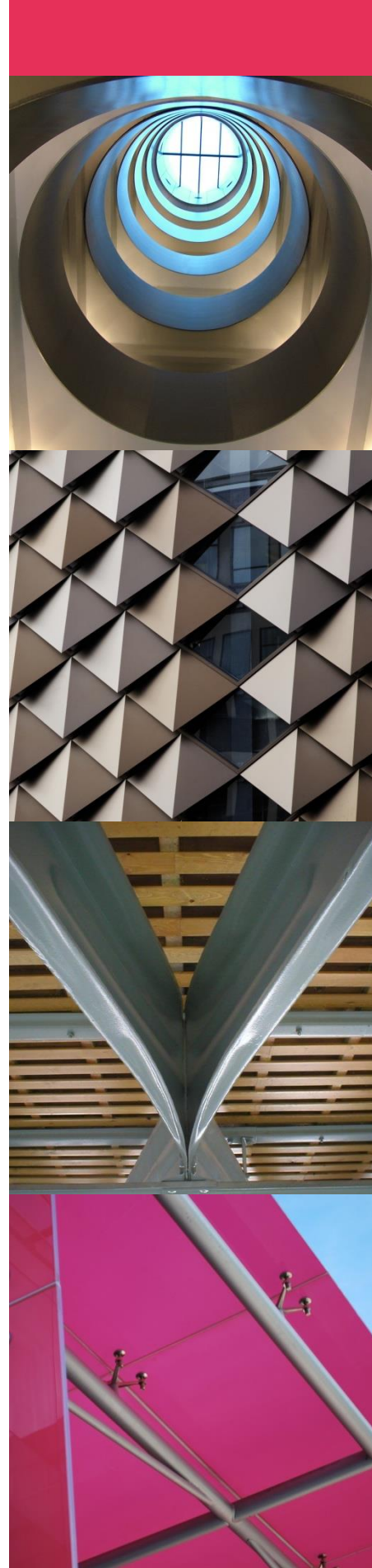
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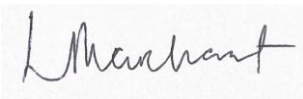
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1.0 Introduction

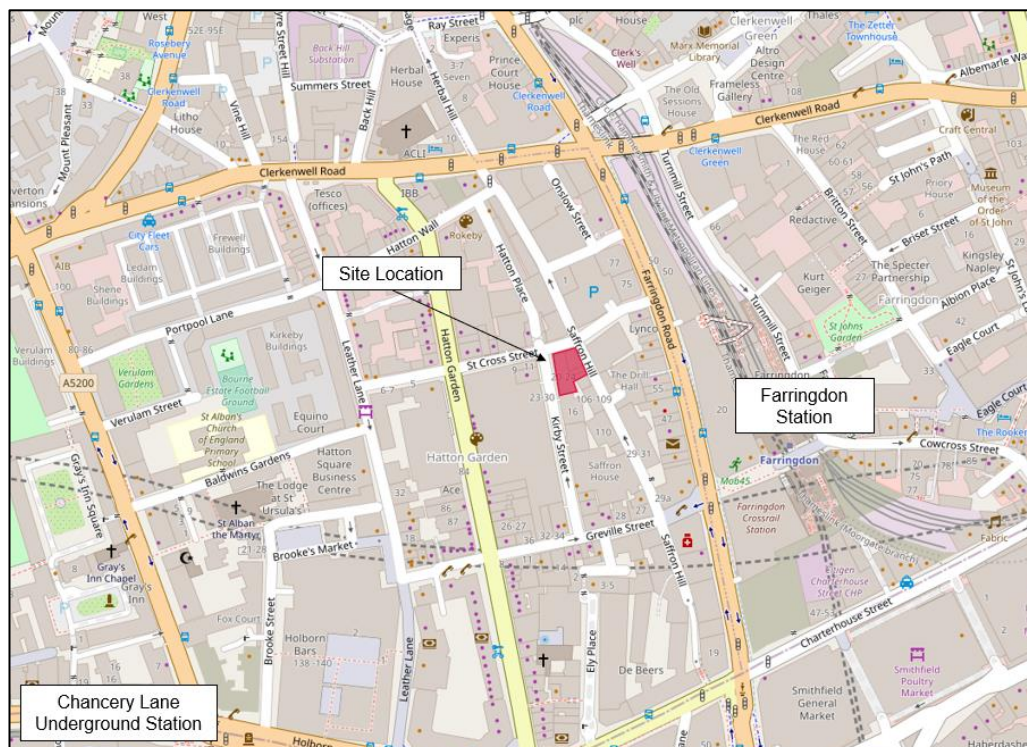
1.1 Introduction

- 1.1.1 Curtins has been appointed on behalf of Colgold Limited to provide transport planning advice in support of a planning application for the proposed refurbishment of 20-24 Kirby Street in the London Borough of Camden.
- 1.1.2 The development proposals comprise the refurbishment of the existing office building (Planning Use Class E) located at 20-24 Kirby Street to provide a roof extension to infill the existing light-well, thereby increasing the overall office area by 439sqm (GIA) whilst also updating the building facades, cycle parking and providing a consolidated core.
- 1.1.3 The Local Planning and Highway Authority is the London Borough of Camden Council (LBC). The scheme is not referable to the Greater London Authority and therefore Transport for London (TfL) is not a statutory consultee.

1.2 Site Location

The site is located at 20-24 Kirby Street, approximately 200m walking distance west of Farringdon Station, and 550m walking distance northeast of Chancery Lane Underground Station. The site is bound Kirby Street to the west, St Cross Street to the north and Saffron Hill to the west, as shown outlined red in **Figure 1.1**.

Figure 1.1 - Site Location Plan



1.3 Report Purpose & Objectives

- 1.3.1 The Transport Statement (TS) will describe the future effect of the development proposals on the local transport network and demonstrates that the proposals could successfully be accommodated in terms of traffic/highways related matters. In addition, matters pertaining to access, parking, refuse collection and accessibility of the site are also given consideration.

1.4 Document Structure

- 1.4.1 Following this introduction, the structure of the report will be as follows:

- **Section 2: Transport Planning Policy** - This section outlines the national, regional, and local planning policies relevant to the proposed development.
- **Section 3: Baseline Transport Conditions** - This section establishes the baseline transport conditions currently prevailing at the site and the surrounding area. The baseline conditions are identified to understand the existing site context and to define a baseline position against which the proposed development impacts can be evaluated.
- **Section 4: Development Proposals** - This section describes the development proposals with a focus on the transport and highways infrastructure.
- **Section 5: Multi-Modal Trip Generation** - This section of the report discusses how people of all abilities will access the development via the local transport network, with an emphasis on the network peak hours.
- **Section 6: Summary & Conclusions** - A summary of the salient findings of the report are provided within this section and these are used as an evidence base of an overarching conclusion regarding the suitability of the proposed development

2.0 Transport Planning Policy

2.1 Introduction

- 2.1.1 This section of the report outlines the national, regional and local planning policies relevant to the proposed development.

2.2 National Planning Policy

National Planning Policy Framework (July 2021)

- 2.2.1 The National Planning Policy Framework (NPPF) was adopted in July 2021 and outlines the potential benefits and outlines transport issues which should be considered from the earliest stages of plan-making and development proposals.

- 2.2.2 Section 9 of the NPPF (Promoting Sustainable Transport) outlines the important role that considering development applications should ensure that:

- *‘Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *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 National Model Design Code; and*
- *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.*

- 2.2.3 Paragraph 112 of the NPPF states applications for development should:

- a) *“Give priority 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;*
- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;*
- d) *Allow for the efficient delivery of goods and access by service and emergency vehicles; and*

- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*"

2.2.4 Paragraph 111 of the NPPF goes on to state 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'*.

2.3 Regional Planning Policy

The London Plan (2021)

2.3.1 The London Plan 2021 was formally published by the Mayor on the 2nd March 2021 and comes into force from that date.

2.3.2 The London Plan is the overall strategic plan for London, which sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. It also contains specific planning and development standards within which local authority standards should 'nest'.

2.3.3 The new London Plan is different to those that have gone *before it. It is more ambitious and focused than any previous Plans. The concept of Good Growth – growth that is socially and economically inclusive and environmentally sustainable – underpins the Plan and ensures that it is focused on sustainable development.*

2.3.4 On transport in planning, the London Plan states:

"Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks. Integrating land use and transport in this way is essential not only to achieving the Mayor's target for 80 per cent of all journeys to be made by walking, cycling and public transport, but also to creating vibrant and active places and ensuring a compact and well-functioning city."

2.3.5 It goes on to emphasise that:

"Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive."

2.3.6 Policy T4 sets out the strategy for assessing and mitigating transport impacts of developments, this is done so through six overarching principles;

'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 any 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 in accordance with relevant 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 any 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; and

F - Development proposals should not increase road danger.'

2.3.7 In Chapter 10, Transport, the London Plan's Policy T1B sets the tone for the chapter by stating:

"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.3.8 On cycling, the London Plan's Policy T5 sets out cycle-related expectations for development proposals in London and are therefore relevant for this TS. It is quoted below:

"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:

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

- *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.”

2.4 Local Planning Policy

Camden Local Plan (2017)

2.4.1 Policy T1 ‘Prioritising walking, cycling and public transport’ details methods the developments should include to promote sustainable transport. It states that for walking:

“In order to promote walking in the borough and improve the pedestrian environment, we will seek 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; and*
- *contribute towards bridges and water crossings where appropriate.”*

2.4.2 In order to promote cycling the policy states:

- *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;*
- *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. 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;*

- *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.*

2.4.3 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:

- *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;*
- *limit on-site parking to:*
 - *spaces designated for disabled people where necessary, and/or*
 - *essential operational or servicing needs;*
- *support the redevelopment of existing car parks for alternative uses; and*
- *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

2.4.4 Policy T3 Transport infrastructure details that:

"The Council will seek improvements to transport infrastructure in the borough. We will:

- *not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*
- *protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance".*

2.4.5 Policy T4 Sustainable movement of goods and materials

"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We 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".*

3.0 Baseline Transport Conditions

3.1 Introduction

- 3.1.1 This section establishes the baseline transport conditions at the site and the surrounding area. The baseline conditions are identified to understand the existing site context and to define a baseline position against which the proposed development impacts can be evaluated.

3.2 Existing Use

- 3.2.1 The site is occupied by an existing four storey office building (Use Class E) above ground, lower ground, and basement levels. A number of commercial and retail units neighbour the properties and are situated along the duration of the surrounding streets.

3.3 Local Highway Network

Kirby Street

- 3.3.1 Kirby Street is one way northbound, running between Greville Street in the south and St Cross Street to the north. A number of motorcycle parking bays are provided on the western side of the carriageway (approximately 45 metres). A mixture of pay by phone, dual use pay by phone/resident permit and resident permit holder car parking bays are provided along the carriageway.
- 3.3.2 Along the eastern side of Kirby Street, including adjacent to the site frontage, single yellow lines are provided which enabled servicing at any time.
- 3.3.3 Wide, well-kept footways, with smooth gradient are provided on the northern and southern side of the carriageway, enabling a pleasant pedestrian experience for all users.

St Cross Street

- 3.3.4 St Cross Street runs along the northern site boundary between Farringdon Road in the east and Leather Lane in the west.
- 3.3.5 Unrestricted double yellow lines are provided for the most part of the carriageway. Loading and unloading can therefore take place for up to 20 minutes subject to the activity not causing an obstruction to traffic or congestion. A safety strip is in place providing separation between the parking bays/double yellow lines and the cycle lane.

Saffron Hill

- 3.3.6 Saffron Hill is one-way northbound, with a number of pay and display bays situated on the western side of the carriageway. Where car parking bays are not provided, double yellow restrictions are in place. The double yellow line markings are provided with double blips, prohibiting loading at any time. Adjacent to the site, on the western side of Saffron Hill a short section of singular blips is provided, with no loading restrictions between 8:00-9:30am and 4:30- 6:30pm.

3.4 Pedestrian Accessibility

- 3.4.1 The existing building is accessed directly on foot from Kirby Street (the main office access) at ground floor level. This access provides entry into both northern and southern office units. A secondary pedestrian access is present onto Saffron Hill is located on lower ground floor and is typically used as a fire escape.
- 3.4.2 There are existing high-quality wide footways on both sides of Kirby Street, St Cross Street and Saffron Hill. These are provided between two to four metres wide.
- 3.4.3 Dropped kerbs and tactile paving are provided at a number of crossing locations close to the site to assist pedestrian movements for all users. A zebra crossing is provided to the west of the development on Hatton Garden, approximately 90m from the site entrance.
- 3.4.4 To reach Farringdon station, signalised pedestrian crossings are provided over Farringdon Road, with dropped kerbs and tactile paving to assist movement for all users. Farringdon Station can be reached in approximately four minutes via walking.
- 3.4.5 Pedestrian infrastructure close to the site enables high connectivity between the site and local amenities within close proximity to the site. This includes a number of retail units and restaurants, in particular on near Farringdon Station and food outlets such as Co-op, Starbucks and Tesco Express. St John's Gardens is located to east of the site, approximately 6 minutes walking distance.

3.5 Cyclist Accessibility

- 3.5.1 Staff of the existing building do not currently benefit from a dedicated cycle parking store.
- 3.5.2 There are four existing Sheffield stands providing space for up eight cycles located on Kirby Street along the site frontage. An additional Sheffield stand is located on the opposite side of Kirby Street, with a further three provided on the corner of St Cross Street junction.

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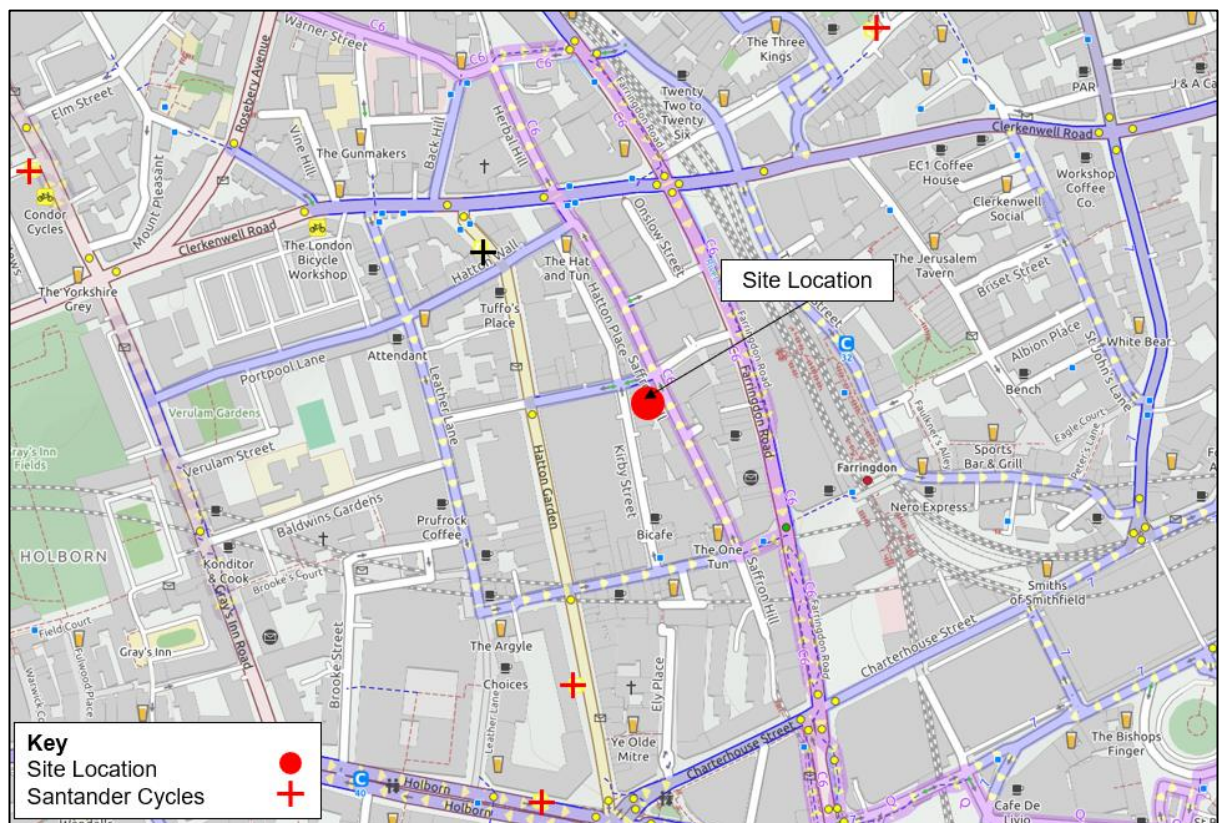
3.5.3 A number of Santander cycle docking stations are also located within close proximity to the site:

- Hatton Garden – 26 cycle stands - 250m away
- Hatton Wall – 26 cycle stands – 210m away
- Holborn Circus– 40 cycle stands - 310m away

3.5.4 As shown in **Figure 3.1**, a number of local routes on the London Cycle Network (LCN) are accessible from the site. The closest LCN route runs to the north of the development along New Cross Street (circa 2 minutes cycling distance). A cycle lane is provided on both sides of the carriageway, with markings provided on the carriageway to make vehicles aware cyclists will be present. This route is well kept and in good condition, allowing for a pleasant cycling experience.

3.5.5 Cycleway 6 can be accessed from the eastern perimeter of the site on Saffron Hill. The cycleway is an 8km route and runs from Kentish Town to Elephant and Castle, via Central London, providing high cyclist connectivity across these are of London.

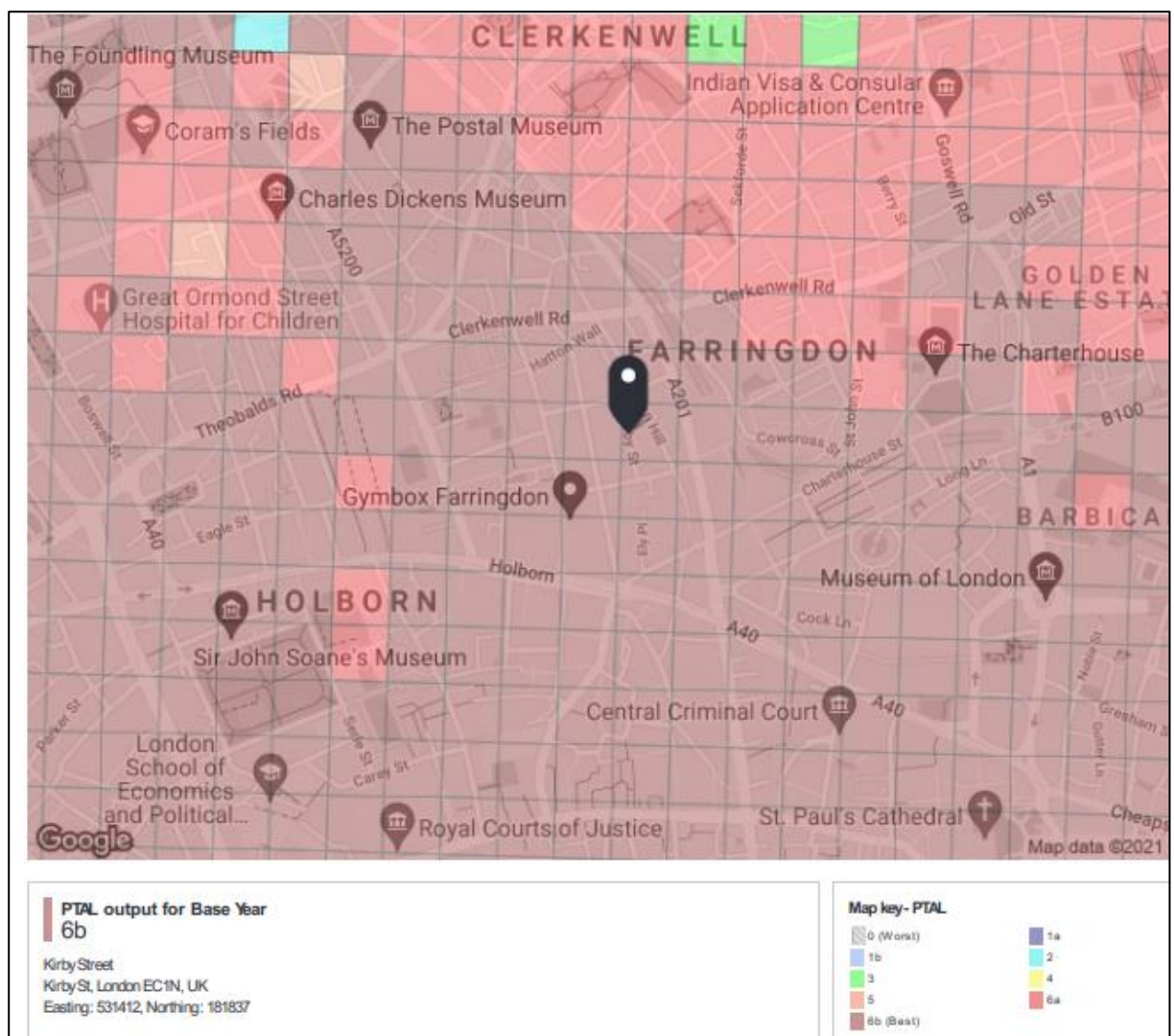
Figure 3.1 - Local Cycle Network



3.6 Public Transport Accessibility

- 3.6.1 The PTAL rating of the Site is “6b”, indicating an excellent level of public transport accessibility and the highest achievable accessibility score. This PTAL value has been taken from the online TfL PTAL calculator, WebCAT. The high score reflects the sites proximity to Farringdon Station, as well as numerous bus stops that surround the site. The PTAL scores of the area surrounding the site can be seen in **Figure 3.2**.

Figure 3.2 - PTAL Score of Surrounding Area

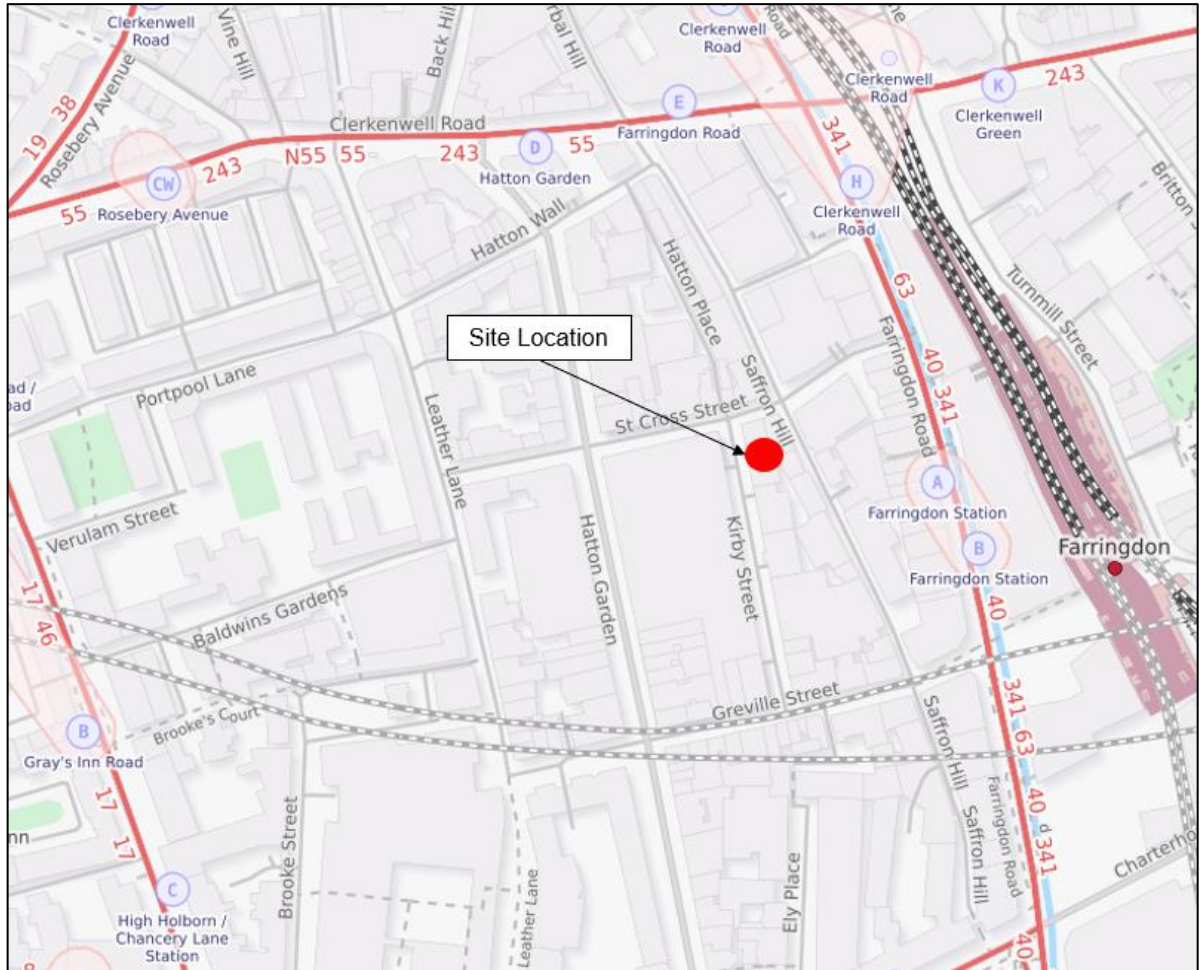


Bus Services

- 3.6.2 There are several bus stops situated in close proximity to the site, the closest are located on Farringdon Road, approximately 250m from the site. These bus stops are both serviced by the route numbers 40, 63, 341, 748, N63.

3.6.3 Additional bus services can be accessed north of the development from Clerkenwell Road. The location of the site in the context of local bus stops and routes is shown in **Figure 3.3**.

Figure 3.3 - Local Bus Network



3.6.4 **Table 3.1** summarises the daytime bus routes from the Farringdon Station bus stop located on Farringdon Road.

Table 3.1 Farringdon Station Bus routes

Service	Route	Frequency (minutes)			
		Daytime Frequency	Evening Frequency	Saturday	Sunday
40	Dulwich – Clerkenwell Road	7-11	9-15	9-11	15
	Clerkenwell Road – Dulwich	7-11	9-15	9-11	15
63	Therpia Road – King's Cross Station	4-10	6-10	6-10	8-11
	Kings Cross Station – Therpia Road	4-10	6-10	6-10	8-11
341	Glover Drive – Waterloo Station	10-13	10-13	10-14	10-14
	Waterloo Station – Glover Drive	10-13	10-13	11-14	11-14

Underground Services

- 3.6.5 The site is located approximately 200m walking distance west of Farringdon Station, with access provided to the Circle, Elizabeth Line, Hammersmith & City and Metropolitan lines. Regular services are provided from Farringdon Underground Station, increase connectivity to London and further afield.
- 3.6.6 Chancery Lane is located 550m walking distance from the site and provides access to Central Line services.

Rail Services

- 3.6.7 The nearest mainline rail station to the site is Farringdon Station, approximately 200m east of the site. The national rail station is on the Thameslink route between St Pancras and City Thameslink and is due to become an interchange between Thameslink and the future Crossrail line. These services connect the site to destination in Central London, to the North and to destinations in the South East.
- 3.6.8 Key destinations from Farringdon Station include Brighton, Gatwick Airport, Redhill, Sutton, Bedford, Luton, St Albans, Cambridge and Peterborough. To reach Brighton from Farringdon takes approximately 1 hour and 13 minutes, with Redhill a key destination along this route which can be reached within 45 minutes. Connections between Farringdon and Peterborough have a journey time of approximately 1 hour and 20 minutes.

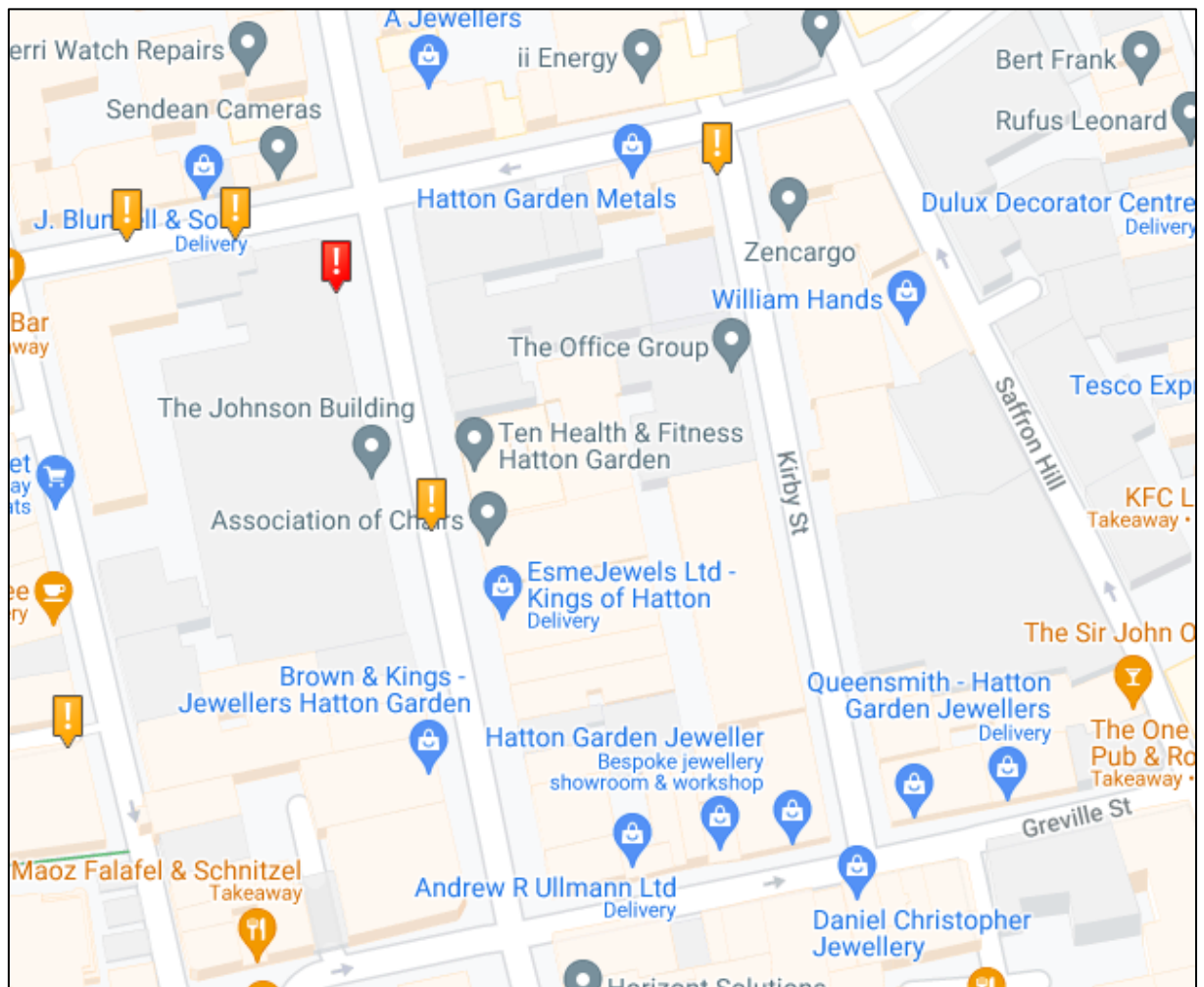
3.7 Local Car Club Provision

- 3.7.1 The site is well located to a number of car club bays, with the closest provided on Kirby Street, allocated opposite the building entrance. Additionally, car club bays are located to the west of the site on Portpool Lane and an enterprise car club is located on Greville Street.

3.8 Highway Safety Review

- 3.8.1 Crash map has been used to identify whether any collisions have occurred with close proximity to the proposed development.
- 3.8.2 **Figure 3.4** indicates that five 'slight' collisions and one 'serious' collision have occurred within the study area (2017-2021). The slight incident recorded on Kirby Street, on the western perimeter of the site occurred in 2019 involved one vehicle, with one casualty reported. It is unlikely this was caused by issues with the highway in this location due to the one-way configuration of the road and wide carriageway. All other slight incidents were not within proximity to the site, or proposed access points.
- 3.8.3 The serious incident occurred on Hatton Gardens and not within proximity to the site. This was reported in 2018, between two vehicles with one serious casualty arising due to the incident.

Figure 3.4 - Collision Data



3.9 Summary

- 3.9.1 This section has demonstrated that the site is highly accessible by a range of sustainable modes of travel. It is considered that there are numerous of high-quality pedestrian and cycling infrastructure surrounding the site providing access to a range of key services and amenities.
- 3.9.2 There are numerous bus services and train services within proximity to the site. Based on the above, it is considered that the site is accessible by public transport and active modes.

4.0 Development Proposals

4.1 Introduction

- 4.1.1 This section sets out the development proposals and includes commentary on the proposed land uses, access for all modes, parking arrangements and servicing strategy. The proposed building plans are provided in full at **Appendix A**.

4.2 Development Overview

- 4.2.1 The development proposals comprise the refurbishment of the existing office building (Planning Use Class E) located at 20-24 Kirby Street to provide a roof extension to infill the existing light-well, thereby increasing the overall development area by 439sqm (GIA) whilst also updating the building facades, cycle parking and providing a consolidated core. A summary of the proposed accommodation schedule is set out in **Table 4.1**.

Table 4.1 - Area Schedule

Use	GIA (sqm)	GEA (sqm)
Existing	2,832	3,577
Proposed Extension	439	52
Overall Total	3,271	3,629

- 4.2.2 A proportion of the lower ground floor will comprise affordable commercial accommodation in the region of 168sqm GIA. The affordable commercial accommodation also falls under Use Class E and as such the buildings classification will remain unchanged in planning terms.

4.3 Access Arrangements

- 4.3.1 The access arrangements for all modes will largely remain unchanged from the existing situation, with the building continuing to operate as car-free.
- 4.3.2 Pedestrian access will continue to be achieved from Kirby Street via the main building entrance and reception, which is to be relocated circa 8.0m to the south of its current position. A lift will be provided from the reception to assist movement between all floors of the office development. Secondary pedestrian accesses are proposed to the ground floor office to the north of the main reception and from Saffron Hill.
- 4.3.3 Cyclists wishing to access the long stay cycle store located at lower ground floor level will do so from the rear pedestrian access location on Saffron Hill.
- 4.3.4 Given the car free in nature of the site, the building only requires vehicle access for service vehicles.

Vehicles will continue to service the building from the kerbside of Kirby Street and Saffron Hill.

4.4 Parking Arrangements

Cycle Parking

- 4.4.1 Proposals result in a vast improvement in cycle parking facilities when compared with the existing site. The proposals seek to bring long-stay cycle parking levels for the entire building (3,629sqm GEA) in line with Policy T5 of the London Plan 2021 and *The Camden Planning Guidance – Transport (2021)*. The relevant cycle parking standards for Office developments are set out in **Table 4.2**.

Table 4.2 – London Plan 2021: Minimum Cycle Parking Standards

Type	Long stay	Short stay
Standard (Office)	1 space per 75sqm (GEA)	<ul style="list-style-type: none"> First 5,000sqm: 1 space per 500sqm. Thereafter: 1 space per 5,000sqm
Spaces required under policy	48 spaces	7 spaces

- 4.4.2 *The Camden Transport Planning Guidance (2021)* requires as a minimum, the number of cycle parking spaces as set out in the London Plan. CBC seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden. The long-stay cycle parking provision is in line with both the London Plan and CBC standards.
- 4.4.3 A secure 62-space cycle store is to be located within the building at lower ground floor level. 50 long-stay cycle parking will be provided in the form of two-tier stands with easy-lift fittings to assist accessing the upper deck. 12 cycle parking spaces will be provided for foldable cycles. The layout of the cycle store has been designed in line with guidance provided within *The Camden Transport Planning Guidance (2021)*. The London Cycle Design Standards (LCDS) have also been considered and applied where appropriate.
- 4.4.4 Cyclists wishing to access the cycle store will do so from the rear pedestrian entrance on Saffron Hill. The route to the cycle store contains a short 1.8m wide flight of stairs comprising four steps provided with a cycle wheeling ramp. This enables safe and convenient access to the cycle store for those cycling to the development.
- 4.4.5 Supporting facilities including changing rooms, 66 lockers, cycle repair station and five shower cabins are also to be provided at lower ground floor level. An accessible toilet and shower are also proposed.
- 4.4.6 There are four existing Sheffield stands providing space for up eight cycles located on Kirby Street along the site frontage. An additional Sheffield stand is located on the opposite side of Kirby Street, with a

further three provided on the corner of St Cross Street junction. It is proposed that on-street short stay cycle parking spaces will be utilised by visitors to the development.

Blue Badge Parking

- 4.4.7 Blue Badge holders can continue to park within any of the on-street residential permit holder bays located on Kirby Street. Camden's guidance states there are no time limits or charges for Blue Badge holders parking within these bays.

4.5 Delivery Strategy

- 4.5.1 The existing building is partly serviced from a loading bay located internal to the building and accessed from Saffron Hill. The loading bay is no longer considered fit for purpose given its limited size and ability to only accommodate small maintenance vehicles, as such, the proposals include its removal. The loading bay was lightly used with the majority of deliveries taking place from the kerbside of Kirby Street.
- 4.5.2 Delivery vehicles will therefore continue to service the building from the single yellow lines situated on the eastern side of Kirby Street in line with the existing arrangements.
- 4.5.3 The building management team will ensure no goods are unloaded and left unattended on the public highway. Scheduling of deliveries and coordination with suppliers will reduce the duration of servicing movements.
- 4.5.4 Further details are provided within the site Delivery and Servicing Management Plan that accompanies the planning application.

4.6 Refuse Collection

- 4.6.1 Refuse collection will take place from the section of Saffron Hill adjacent to the site that is not subject to loading restrictions outside the hours 08:00-09:30 and 16:30-18:30.
- 4.6.2 A bin store is proposed at lower ground floor level. The bins will be stored in within bins located in the refuse store and transported by the building management team via the refuse vehicle for collection times.
- 4.6.3 All waste will be collected twice weekly and will occur outside of the peak hours in line with the loading restrictions on Saffron Hill.
- 4.6.4 Further details related to the refuse collection strategy and waste levels are provided within the site Delivery and Servicing Management Plan that accompanies the planning application.

5.0 Multi-Modal Trip Generation

5.1 Introduction

- 5.1.1 This chapter sets out the methodology and results of a multi-modal trip generation assessment, which has been undertaken to assess the potential impact of the proposed development on the local transport network.
- 5.1.2 The proposed development is to remain car-free in nature and therefore the only vehicle trips generated by the site will be associated with service vehicles. As such, the change in the buildings multi-modal trip generation discussed in this section will focus on non-car trips.

5.2 Existing Trip Generation

- 5.2.1 As surveys of the exiting use of the site are not available total person trip rates have been extracted from the TRICS. The full TRICS output reports containing the total person trips are provided at **Appendix B** and are based on three existing sites with the following selection parameters:

- Employment – Office;
- Multi-modal surveys;
- Sites in Greater London only;
- Sites of between 7049sqm and 26,639sqm (GIA);
- Surveys undertaken within the last 5 years;
- Town Centre locations only;
- PTAL rating of 6b and 6a;
- Weekday surveys only.

- 5.2.2 The total person trip generation has been applied to Census (2011) dataset '*place of work by method of travel to work (Camden 027 MSoA)*' to establish the existing building's multi-modal trip generation. Due to the car-free nature of the development, car trips have been redistributed onto other modes. The existing multi-modal trip generation during the network peak hours and over the course of typical weekday is set out in **Table 5.1**.

Table 5.1 - Existing Office Multi-Modal Trip Generation (2,832sqm GIA)

Mode	Census Modal Split	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
		In	Out	2-Way	In	Out	2-Way	
Underground	35%	25	2	27	1	22	24	183
Train	40%	28	3	31	2	26	27	209
Bus	12%	8	1	9	1	8	8	63
Cycling	7%	5	0	5	0	4	5	37
Walking	6%	4	0	5	0	4	4	31
Total	100%	71	7	78	4	64	68	524

5.3 Proposed Trip Generation

- 5.3.1 The same methodology used to calculate the existing trip generation has been applied to the proposed 3,271sqm (GIA) office development (an increase in GIA of 439sqm). Due to the car-free nature of the development, car trip have been redistributed. The resulting proposed multi-modal trip generation is set out in **Table 5.2**.

Table 5.2 - Proposed Office Multi-Modal Trip Generation (3,271sqm GIA)

Mode	Census Modal Split	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
		In	Out	2-Way	In	Out	2-Way	
Underground	35%	29	3	31	2	26	28	212
Train	40%	33	3	36	2	30	31	242
Bus	12%	10	1	11	1	9	9	73
Cycling	7%	6	1	6	0	5	6	42
Walking	6%	5	0	5	0	4	5	36
Total	100%	82	8	90	5	74	79	605

5.4 Net Change in Trip Generation

- 5.4.1 A comparison of the existing and proposed trip generation has been undertaken to understand the likely change in multi-modal trip generation as a result of the proposed development. The net change in trip generation is shown in **Table 5.3**.

Table 5.3 – Net Change in Multi-Modal Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily
	In	Out	2-Way	In	Out	2-Way	
Underground	+4	0	+4	0	+3	+4	+28
Train	+4	+0	+5	0	+4	+4	+32
Bus	+1	0	+1	0	+1	+1	+10
Cycling	+1	0	+1	0	+1	+1	+6
Walking	+1	0	+1	0	+1	+1	+5
Total	+11	+1	+12	+1	+10	+11	+81

- 5.4.2 **Table 5.3** indicates that there will be an additional 12 trips during the AM peak and 10 during the PM peak as a result of the proposed development. The greatest impact will be upon the public transport network, with 10 additional trips during the AM peak hour and 9 during the PM peak hour.
- 5.4.3 The site benefits from an excellent PTAL rating and high levels of local bus, underground and rail services. As such, it is considered that the anticipated modest increase in public transport trips would not have a material impact on the functioning of the local public transport network in terms of capacity and safety.

5.5 Summary

- 5.5.1 A multi-modal trip generation assessment has been undertaken to understand the likely increase in multi-modal trip generation as a result of the proposed development.
- 5.5.2 There would be a marginal increase in public transport trips when the proposal is assessed against the existing situation, however, this level of increase is not considered likely to give rise to a significant impact on the wider network, and certainly not one that could be regarded as 'severe' in the context of the NPPF.

6.0 Summary

6.1 Summary

- 6.1.1 Curtins has been appointed on behalf of Cogold Limited to provide transport planning advice in support of a planning application for the proposed refurbishment of 20 to 24 Kirby Street in the London Borough of Camden.
- 6.1.2 The site is occupied by an existing four storey office building (Use Class E) above ground, lower ground, and basement levels. A number of commercial and retail units neighbour the properties and are situated along the duration of the surrounding streets.
- 6.1.3 The PTAL rating of the Site is “6b”, indicating an excellent level of public transport accessibility and the highest achievable accessibility score.
- 6.1.4 The development proposals comprise the refurbishment of the existing office building to provide a roof extension to infill the existing light-well, thereby increasing the overall office area by 439sqm (GIA) whilst also updating the building facades, cycle parking and providing a consolidated core.
- 6.1.5 A proportion of the lower ground floor will comprise affordable commercial accommodation in the region of 168sqm GIA and will be occupied by a jeweller. The affordable commercial accommodation also falls under Use Class E and as such the buildings classification will remain unchanged in planning terms.
- 6.1.6 Pedestrian access will continue to be achieved from Kirby Street via the main building entrance and reception, which is to be relocated circa 8.0m to the south of its current position. A lift will be provided from the reception to assist movement between all floors of the office development. Secondary pedestrian accesses are proposed to the ground floor office to the north of the main reception and from Saffron Hill.
- 6.1.7 Given the car-free in nature of the site, the building only requires vehicle access for service vehicles. Vehicles will continue to service the building from the kerbside of Kirby Street and Saffron Hill.
- 6.1.8 A secure 62-space cycle store is to be located within the building at lower ground floor level. 50 long-stay cycle parking will be provided in the form of two-tier stands with easy-lift fittings to assist accessing the upper deck. 12 cycle parking spaces will be provided for foldable cycles. Supporting facilities including changing rooms, 66 lockers, cycle repair station and five shower cabins are also to be provided at lower ground floor level. An accessible toilet and shower are also proposed. This is a vast improvement when compared to the existing site.
- 6.1.9 Delivery vehicles will continue to service the building from the single yellow lines situated on the eastern side of Kirby Street in line with the existing arrangements. Refuse collection will take place from the section of Saffron Hill adjacent to the site that is not subject to loading restriction outside the hours 08:00-09:30 and 16:30-18:30.

6.1.10 There is likely to be an additional 12 trips during the AM peak and 10 during the PM peak as a result of the proposed development. The greatest impact will be upon the public transport network, with 10 additional trips during the AM peak hour and 9 during the PM peak hour. It is considered that the anticipated modest increase in public transport trips would not have a material impact on the functioning of the local public transport network in terms of capacity and safety.

6.2 Conclusion

6.2.1 It is concluded that the proposed development is in accordance with local and national policy guidance, which is in favour of sustainable development and advises 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.

6.2.2 On the basis the proposals are in accordance with the development plan and associated policies and guidance, the local Highway Authority should be able to recommend approval of the planning application.

7.0 Appendices

Appendix A Proposed Site Plan

REVISIONS

A	Planning Application P1 - Issued for Information	Date 3 17/10/2022
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Plan Fill Legend - Proposed

- Office
- Affordable Office
- Reception
- Back of the house / Secondary

NOTE: FACADE WORKS

ALL WINDOWS ARE REPLACED WITH SLIM FRAME
PROFILES AND DOUBLE GLAZED IGUs.
ALL EXISTING BRICKWORK IS CLEANED, REPOINTED
AND MADE GOOD WHERE REQUIRED.

NOTE: PLANNING

NOT FOR CONSTRUCTION. DRAWING IS SUBJECT
TO FURTHER SITE SURVEY, AND DOES NOT IMPLY
CONFIRMATION OF LEGAL BOUNDARIES OR TITLE.
DESIGN SUBJECT TO NECESSARY DESIGN
DEVELOPMENT IN ORDER TO ACHIEVE ALL
STATUTORY APPROVALS.

NORTH



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www.dla-architecture.co.uk

PROJECT
**20 KIRBY STREET
LONDON EC1N 8FA**

TITLE
**PROPOSED GROUND FLOOR
GA PLANS**

SCALE
As indicated @ A1

DATE
19/10/22

DLA REF
2022-057

DRAWN
JL

REVIEWED
SM

PROJECT
20KS

ORIGIN'R
DLA

ZONE
ZZ

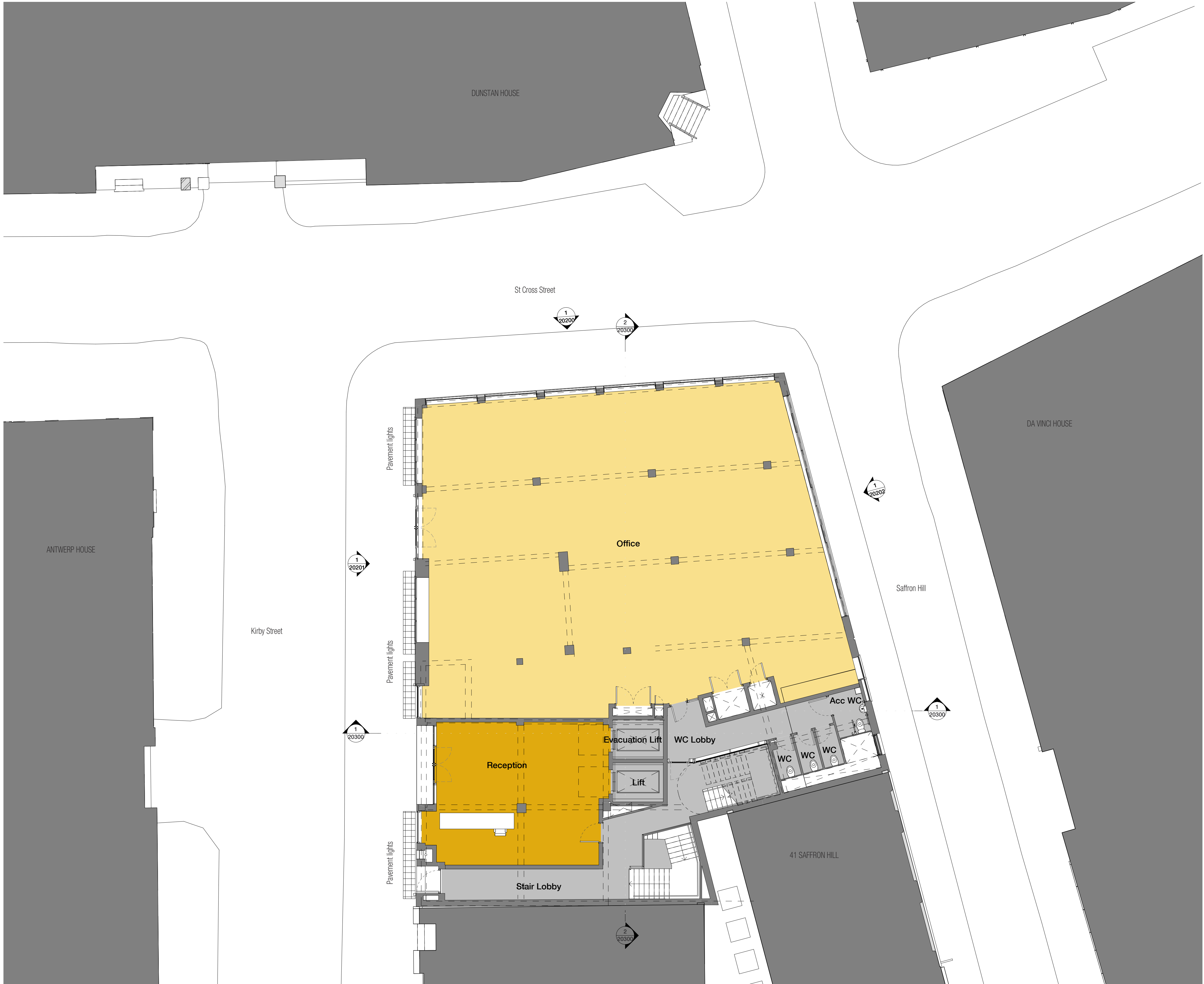
LEVEL TYPE
100DR

ROLE
A

NUMBER
20100

STATUS
A

REVISION
A



Proposed Ground Floor

1 : 100



REVISIONS

A	Planning Application P1 - Issued for Information	Date 3 17/10/2022
---	---	----------------------

Plan Fill Legend - Proposed

Office
Affordable Office
Reception
Back of the house / Secondary

NOTE: FACADE WORKS

ALL WINDOWS ARE REPLACED WITH SLIM FRAME
PROFILES AND DOUBLE GLAZED IGUs.
ALL EXISTING BRICKWORK IS CLEANED, REPOINTED
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CONFIRMATION OF LEGAL BOUNDARIES OR TITLE.
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DEVELOPMENT IN ORDER TO ACHIEVE ALL
STATUTORY APPROVALS.

NORTH



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PROJECT

20 KIRBY STREET
LONDON EC1N 8FA

TITLE

**PROPOSED LOWER GROUND FLOOR
GA PLANS**

SCALE

As indicated @ A1

DATE

19/10/22

DLA REF

2022-057

DRAWN

JL

REVIEWED

SM

PROJECT

20KS

ORIGIN'R

DLA

ZONE

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LEVEL

099DR

ROLE

A

NUMBER

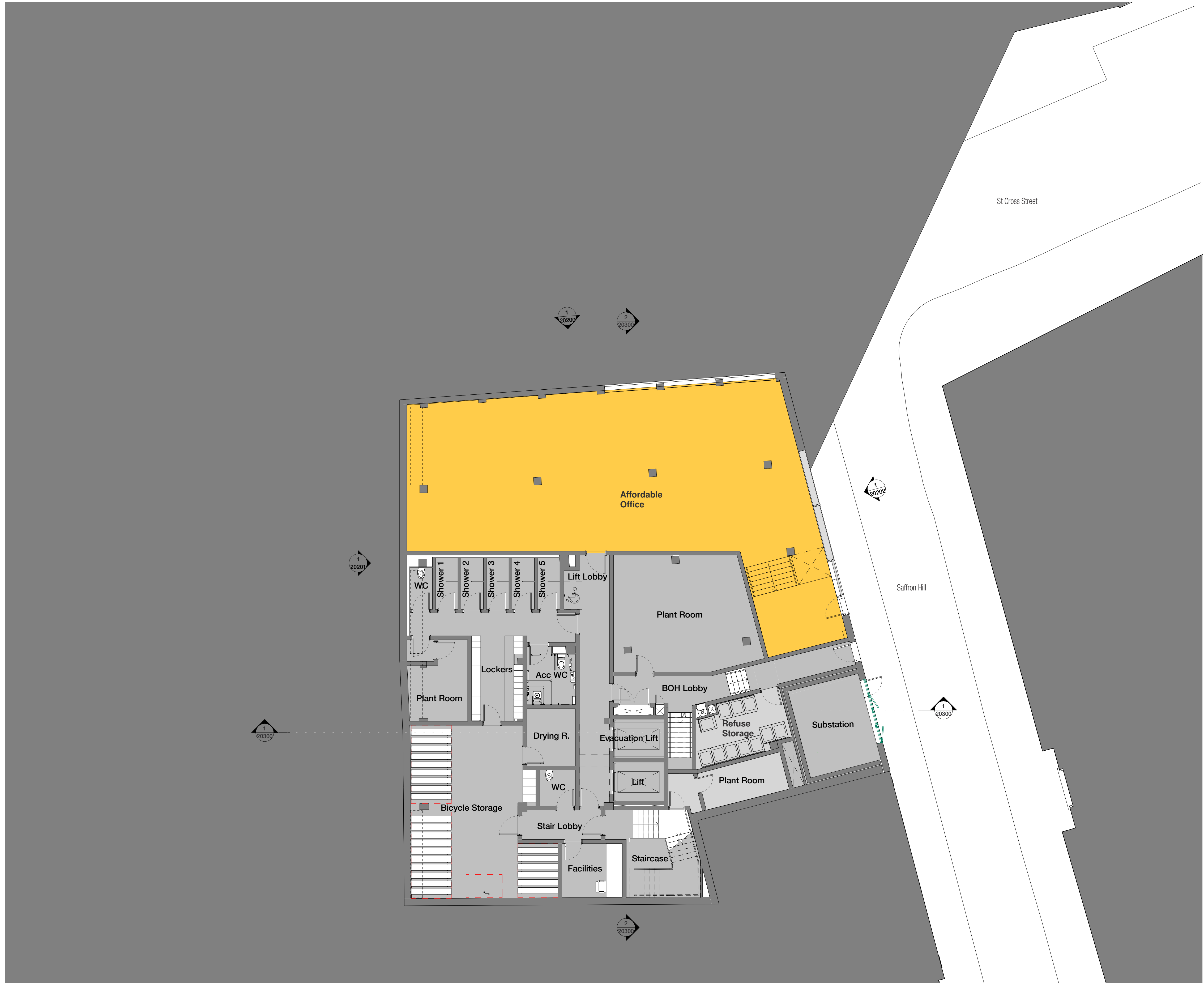
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STATUS

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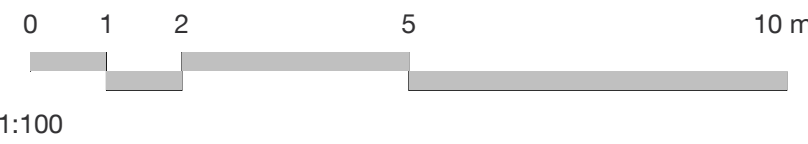
REVISION

A



Proposed Lower Ground Floor

1 : 100



Appendix B TRICS Output Report

Calculation Reference: AUDIT-148302-221025-1042

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
CN	CAMDEN	2 days
HM	HAMMERSMITH AND FULHAM	1 days
KN	KENSINGTON AND CHELSEA	1 days
LB	LAMBETH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2036 to 26639 (units: sqm)
 Range Selected by User: 408 to 28000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 28/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	4
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	4
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

50,001 to 100,000 2 days

100,001 or More 3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More 5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 2 days

No 3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

5 Very Good 1 days

6a Excellent 1 days

6b (High) Excellent 3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
2	CN-02-A-04 CHARTERHOUSE STREET FARRINGTON	OFFICE	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	20129 sqm	
	Survey date: TUESDAY	28/06/22	Survey Type: MANUAL
3	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL
4	KN-02-A-01 LADBROKE GROVE KENSAL GREEN	FRUIT DRINKS COMPANY	KENSINGTON AND CHELSEA
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Gross floor area:	2255 sqm	
	Survey date: MONDAY	17/06/19	Survey Type: MANUAL
5	LB-02-A-02 STREATHAM HIGH ROAD STREATHAM	MUSIC COMPANY	LAMBETH
	Town Centre High Street Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-02-A-01	satff working from home
TH-02-A-01	rented office units

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 23.30

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	10823	0.031	5	10823	0.015	5	10823	0.046
08:00 - 09:00	5	10823	0.102	5	10823	0.039	5	10823	0.141
09:00 - 10:00	5	10823	0.054	5	10823	0.022	5	10823	0.076
10:00 - 11:00	5	10823	0.035	5	10823	0.031	5	10823	0.066
11:00 - 12:00	5	10823	0.031	5	10823	0.037	5	10823	0.068
12:00 - 13:00	5	10823	0.028	5	10823	0.026	5	10823	0.054
13:00 - 14:00	5	10823	0.024	5	10823	0.018	5	10823	0.042
14:00 - 15:00	5	10823	0.011	5	10823	0.020	5	10823	0.031
15:00 - 16:00	5	10823	0.015	5	10823	0.031	5	10823	0.046
16:00 - 17:00	5	10823	0.028	5	10823	0.044	5	10823	0.072
17:00 - 18:00	5	10823	0.015	5	10823	0.061	5	10823	0.076
18:00 - 19:00	5	10823	0.018	5	10823	0.044	5	10823	0.062
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.402			0.398			0.800

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/14 - 28/06/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 23.30

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	10823	0.821	5	10823	0.103	5	10823	0.924
08:00 - 09:00	5	10823	2.498	5	10823	0.248	5	10823	2.746
09:00 - 10:00	5	10823	2.077	5	10823	0.338	5	10823	2.415
10:00 - 11:00	5	10823	0.861	5	10823	0.545	5	10823	1.406
11:00 - 12:00	5	10823	0.529	5	10823	0.484	5	10823	1.013
12:00 - 13:00	5	10823	0.580	5	10823	0.904	5	10823	1.484
13:00 - 14:00	5	10823	0.789	5	10823	0.813	5	10823	1.602
14:00 - 15:00	5	10823	0.388	5	10823	0.394	5	10823	0.782
15:00 - 16:00	5	10823	0.242	5	10823	0.582	5	10823	0.824
16:00 - 17:00	5	10823	0.231	5	10823	0.891	5	10823	1.122
17:00 - 18:00	5	10823	0.150	5	10823	2.255	5	10823	2.405
18:00 - 19:00	5	10823	0.072	5	10823	1.528	5	10823	1.600
19:00 - 20:00	1	20129	0.000	1	20129	0.139	1	20129	0.139
20:00 - 21:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.238			9.249			18.487

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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