

# Former Holloway Prison

Transport Assessment





# HOLLOWAY PRISON

## TRANSPORT ASSESSMENT

PROJECT NO. 2490 / 1130 DOC NO. D002

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CLIENT: PEABODY CONSTRUCTION LIMITED

Velocity Transport Planning Ltd

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**VELOCITY**  
Transport Planning

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# 1 INTRODUCTION

## 1.1 OVERVIEW

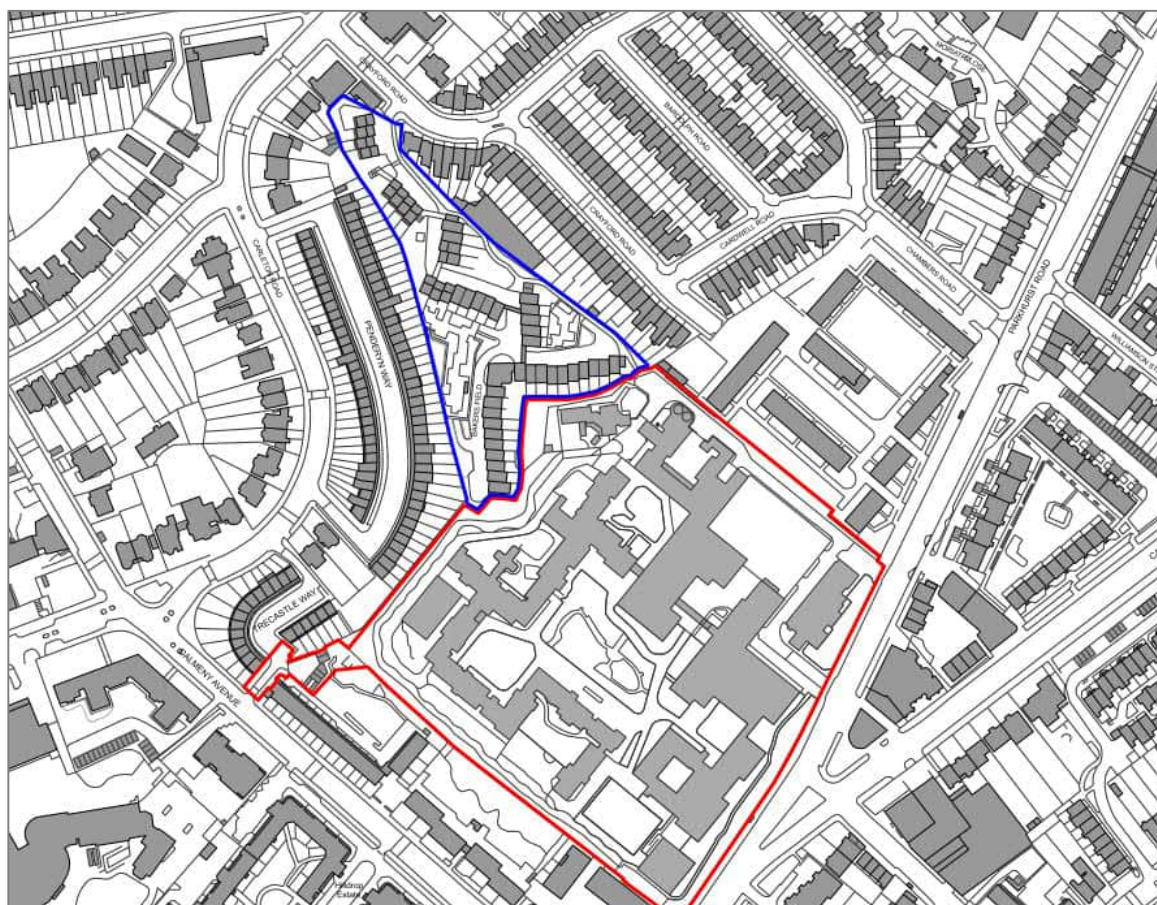
1.1.1 Velocity Transport Planning has been commissioned by Peabody Construction Limited (Peabody) to prepare a Transport Assessment (TA) in support of development proposals at the site of the former Holloway Prison, Parkhurst Road, London, N7 0NU (the site).

1.1.2 Figure 1-1 and Figure 1-2 shows the location of the site. It is bound by Camden Road and Parkhurst Road to the south-east and residential areas to the north, east, and south. The site is located within the London Borough of Islington (LBI). Camden Road and Parkhurst Road both form part of the Transport for London Road Network (TLRN) and are red routes.

Figure 1-1: Site location and local context



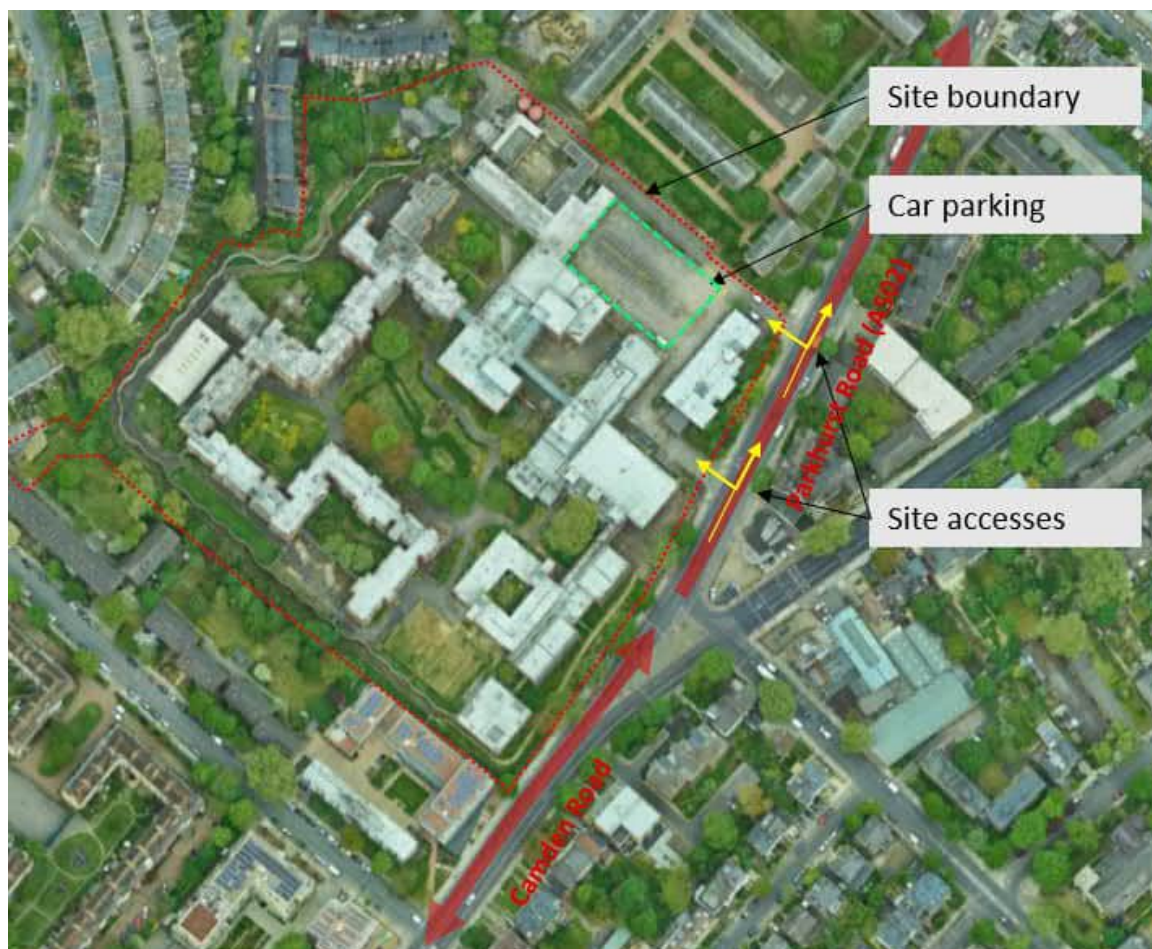
Figure 1-2: Site location plan



## 1.2 EXISTING SITE USE

- 1.2.1 The site is currently occupied by the disused Former Holloway Prison and there are approximately 84 car parking spaces. There are two existing vehicle access points from Parkhurst Road (A503) / Camden Road.
- 1.2.2 Figure 1-3 shows the location of the site.

Figure 1-3: Existing site layout



### 1.3 WHAT IS BEING BUILT?

#### 1.3.1 The application is for full planning permission for:

'Phased comprehensive redevelopment including demolition of existing structures; site preparation and enabling works; and the construction of 985 residential homes including 60 extra care homes (Use Class C3), a Women's Building (Use Class F.2) and flexible commercial floorspace (Use Class E) in buildings of up to 14 storeys in height; highways/access works; landscaping; pedestrian and cycle connections, publicly accessible park; car (blue badge) and cycle parking; and other associated works.'

#### 1.3.2 The proposed development of the site will provide a new residential-led masterplan comprising:

- ⊙ 985 residential homes including 60 extra care homes and 1,334 sqm GIA residents' facility (Land Use Class C3);
- ⊙ 1,822 sqm GIA of flexible commercial floorspace (Land Use Class E);
- ⊙ 1,489 sqm GIA Women's Building (Land Use Class F.2); and
- ⊙ A new Public Garden and play space.

- 1.3.3 A transport strategy has been developed for the scheme that maximises the potential for sustainable travel and minimises impacts on the local transport network. Use of private vehicles has been designed-out as far as possible. Opportunities for healthy and sustainable forms of travel, including the use of cargo bikes for servicing, has been considered. Cargo bikes will be able to stop in the vicinity of concierge within a loading bay or outside the entrance to the facility.
- 1.3.4 The development will provide new public realm within the site. Appropriate Blue Badge car parking, cycle parking, and servicing facilities will be provided in line with the London Plan and the London Borough of Islington adopted and draft local planning polices which are discussed later within this document.
- 1.3.5 The masterplan for the proposed development is shown by Figure 1-4 and copies of the architect's development plans are provided within Appendix A.

Figure 1-4: Proposed masterplan



## RESIDENTIAL UNITS

- 1.3.6 The proposed development will provide 985 residential units including 60 extra care homes. The development will provide 60% affordable housing. The residential units are proposed to be located within all five plots (Plots A, B, C, D and E). The extra care homes are provided within Plot E.
- 1.3.7 Plot D will include a 1,334 sqm GIA residents' facility that will be accessible to all the residential units.
- 1.3.8 The proposed schedule of residential accommodation is summarised in Table 1-1.



Table 1-1: Schedule of accommodation (residential)

PLOT	TENUERE	1B1P	1B2P	2B4P	2B3P	3B4P	3B5P	4B5P	4B6P	4B7P	TOTAL
Plot A	Private sale	-	17	49	1	-	-	-	-	-	67
	Shared ownership	-	20	30	2	-	-	-	-	-	52
	Social Rent	-	13	68	-	-	26	-	6	3	116
	<b>Total</b>	-	<b>50</b>	<b>147</b>	<b>3</b>	-	<b>26</b>	-	<b>6</b>	<b>3</b>	<b>235</b>
Plot B	Private sale	-	52	58	16	-	3	-	-	-	129
	Shared ownership	-	71	34	3	-	-	-	-	-	108
	Social Rent	-	-	53	13	1	14	-	3	-	84
	<b>Total</b>	-	<b>123</b>	<b>145</b>	<b>32</b>	<b>1</b>	<b>17</b>	-	<b>3</b>	-	<b>321</b>
Plot C	Private sale	-	-	-	-	-	-	-	-	-	-
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	33	75	-	9	37	1	-	-	155
	<b>Total</b>	-	<b>33</b>	<b>75</b>	-	<b>9</b>	<b>37</b>	<b>1</b>	-	-	<b>155</b>
Plot D	Private sale	-	12	122	7	-	24	-	-	-	165
	Shared ownership	-	5	12	1	-	-	-	-	-	18
	Social Rent	-	-	-	-	-	-	-	-	-	-
	<b>Total</b>	-	<b>17</b>	<b>134</b>	<b>8</b>	-	<b>24</b>	-	-	-	<b>183</b>
Plot E	Private sale	-	6	24	1	-	-	-	-	-	31
	Shared ownership	-	-	-	-	-	-	-	-	-	-
	Social Rent	-	60	-	-	-	-	-	-	-	60
	<b>Total</b>	-	<b>66</b>	<b>24</b>	<b>1</b>	-	-	-	-	-	<b>91</b>
<b>Total</b>	Private sale	-	87	253	25	-	27	-	-	-	392
	Shared ownership	-	96	76	6	-	-	-	-	-	178
	Social Rent	-	106	196	13	10	77	1	9	3	415
	<b>Total</b>	-	<b>289</b>	<b>525</b>	<b>44</b>	<b>10</b>	<b>104</b>	<b>1</b>	<b>9</b>	<b>3</b>	<b>985</b>

## EXTRA CARE HOMES

## 1.3.9

Extra Care Homes will be provided within Plot E and will provide 60 units as summarised in Table 1-1. Residents will have access to a private garden and for a 24/7 hour service, we would anticipate that this facility caters for up to 10 staff.

## COMMERCIAL UNITS

- 1.3.10 The proposed development will provide 1,822 sqm GIA of flexible commercial space. This will include a unique range of units that can accommodate a supermarket, small-scale retail units, small offices, or café, bar, or restaurant uses.
- 1.3.11 The commercial Class E units will be located within Plots B and C on the ground floor and will form active frontage of the development fronting Parkhurst Road and Camden Road.
- 1.3.12 The commercial units are expected to employ between 9 and 228 people, subject to the end users/occupiers of the units. This gross employment generation number was estimated by WSP from the complete and operational development.
- 1.3.13 The proposed schedule of class E land use is summarised in Table 1-2.

Table 1-2: Schedule of accommodation (Class E)

PLOT	SQM NIA	SQM GIA	SQM GEA
Plot B	1,152	1,667	1,819
Plot C	142	155	168
<b>Total</b>	<b>1,294</b>	<b>1,822</b>	<b>1,987</b>

## WOMEN'S BUILDING

- 1.3.14 A Women's Building will be provided as part of the development and will be located within Plot C at the Lower Ground Floor and Upper Ground Floor. The Women's Building will provide 1,489 sqm GIA of floor area and will have a public presence on Camden Road and a secondary entrance at the rear of the site.
- 1.3.15 The need for a Women's Building in this location has been identified within the Holloway Prison Site Supplementary Planning Document, published by LBI in 2018.
- 1.3.16 The Women's Building will be able to accommodate c. 200 people at any one time. The Women's Building is expected to employ between 17 and 21 staff and receive 100 to 200 visitors a day. This gross employment generation number was estimated by WSP from the complete and operational development.
- 1.3.17 The proposed schedule of Women's Building is summarised in Table 1-3.

Table 1-3: Schedule of accommodation (Women's Building)

PLOT	SQM NIA	SQM GIA	SQM GEA
Plot C	1,409	1,489	1,610
<b>Total</b>	<b>1,409</b>	<b>1,489</b>	<b>1,610</b>

## 1.4 WHY IS IT BEING BUILT?

- 1.4.1 The proposed development is located on the site of the former Holloway Prison, which was identified as an appropriate site for a residential-led development. The London Borough of Islington (LBI) consulted on a Supplementary Planning Document (SPD), which it adopted in January 2018. This sets out a detailed policy framework for the site, making clear that the priority for the area is housing, especially affordable housing.



- 1.4.2 The former Holloway Prison site is subject to an emerging allocation in the emerging Local Plan for residential-led development, with other uses including a Women's Building and open space.
- 1.4.3 The prison closed in 2016.
- 1.4.4 Based on the 'GLA Housing-led Projection Results' report published in March 2020, there is a need for more housing within LBI. The population is expected to rise by 7% between 2018 and 2041, while the number of dwellings is forecast to increase by over 15,670 over the 23-year period to 2041. This is an increase of 15% over current stock and equates to 680 additional dwellings per year.
- 1.4.5 It is expected that the proposed development will be delivered over 5.5 years (circa 200 dwellings per year), which will contribute circa 30% of the Borough's annual housing delivery projection.
- 1.4.6 Finally, the development presents an opportunity to open up the site and substantially improve the public realm and frontage onto Camden Road and Parkhurst Road. As a former prison site, it has no permeability and connections with its neighbouring communities. The development of the site creates an opportunity to change this, by opening up new connection (i.e. Trecastle Way) for the benefit of existing neighbours.

## 1.5 WHEN IS IT BEING BUILT?

- 1.5.1 The anticipated programme for demolition and construction is set out in the Construction Environmental Management Plan. In accordance with the current programme, the demolition works are anticipated to commence in July 2022 and construction works will follow with anticipated completion in October 2027. The construction works are anticipated to take 5.5 years. The construction programme and phases are presented in Appendix B.

## 1.6 POLICY

- 1.6.1 This section considers how the development will comply with the strategic local and regional transport policies.

### LONDON PLAN (MARCH 2021)

- 1.6.2 The proposed development has been reviewed against the policies in Table 1-4.

Table 1-4: London Plan Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T1	Strategic Approach States the importance of closer integration of transport and development.	Car-free development and cycle parking will encourage sustainable patterns of travel. The development is located in an area with excellent accessibility to public transport access.
T1	Development proposals should target 80% of all trips in London to be made by foot, cycle or public transport by 2041	The proposed development is car-free and will achieve in excess of 80% of travel by foot, cycle or public transport





POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T2	Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.	The proposed development is permeable and well-connected to key destinations by foot and cycle.
T3	Policy T3 states that development proposals should provide adequate protection for transport schemes, not remove vital transport functions or limit their necessary expansion without suitable alternative provisions. Proposals should also support capacity, connectivity, and other improvements to the bus network, ensuring it can operate efficiently.	The proposed development does not impact safeguarded transport schemes and is not expected to adversely impact the bus network. The proposal will improve connectivity to public transport, including improvements to the pedestrian crossing on Camden Road.
T4	Assessing and mitigating transport impacts Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. 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	This TA fully assesses the impacts of the proposed development – see Section 5 of this report. This TA follows the TfL Healthy Streets TA guidance adopted in April 2019. A Framework Travel Plan (TP) has been prepared.
T5	Policy T5 sets out that development should encourage cycling and provides new cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for disabled cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers, and shower facilities (at least one shower per ten long-stay spaces is recommended).	The proposed level of cycle parking is in accordance with the minimum standards.
T6	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. The parking standard for residential development in Inner London with PTAL 6 is car-free. Car-free development should still provide disabled persons parking and, as a minimum should ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset. Further spaces can be identified for potential conversion to disabled parking up to 10% of dwellings if demand materialises.	The development is proposed as car-free with the provision of Blue Badge parking spaces only. For 3% of the residential units, one Blue Badge parking space per unit will be provided. To understand the current demand for Blue Badges parking spaces within the borough, an analysis of valid Blue Badges permits was assessed against the population and showed that 3.2% of the population have permits within LBI.



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
		<p>TCoL analysis suggests that the population in the local area and prospective new residents present a trend towards a car-free lifestyle and therefore, the site is in a highly accessible location with step-free access to the London Underground Network from Caledonian Road Station.</p> <p>As such the proposed Blue Badge parking provision of 3% is considered adequate for the proposed development and the location and is expected to address the predicted demand.</p> <p>With respect to additional parking spaces, to provide up to 10% of residential units with a Blue Badge parking space, Peabody has agreed to a financial contribution of £2000 per space not provided on-site. This accords with LBI's Planning Obligations (Section 106) SPD (2016).</p>
T6.9	<p>Cycling</p> <p>Development should provide secure, integrated, convenient, and accessible cycle parking facilities in line with minimum standards.</p> <p>Development should provide on-site changing facilities and showers for cyclists.</p> <p>Development should contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct, and adaptable and in line with the guidance set out in the London Cycle Design Standards.</p>	<p>Cycle parking will be provided in line with the London Plan requirements for all land uses, with separate provisions for each use. Sheffield stands for visitor parking will be provided in the public realm. The cycle stores for the residential units will make provision for larger and accessible cycle parking in line with the London Cycle Design Standards (LCDS) standards.</p>
T6.10	<p>Walking</p> <p>Development proposals should ensure high-quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	<p>The development proposal will seek to improve the pedestrian signal crossing on Camden Road, provide a new connection through the site (ie. Trecastle Way connection), the two accesses to the site will provide dropped kerb and tactile paving and the footway upgrade along the frontage onto Camden Road /Parkhurst Road creating active frontage.</p>



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	<p>T7 Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street.</p> <p>Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments.</p> <p>Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.</p>	<p>Plot D will provide residents' facilities including concierge to serve the development. The majority of residential deliveries will be delivered to this area. This will allow delivery providers to consolidate the trips to the site and reduce the chance of missed deliveries, which then require the provider to return to the site. The development will have areas adjacent to each residential lobby entrance sized to accommodate a cargo bike, to enable couriers to safely park their bike, deliver to a concierge, whilst maintain sight of the bike. The areas can be protected from improper parking by CCTV enforcement or bollards.</p> <p>The planning application is supported by a Delivery and Servicing Plan (DSP), and a Construction Logistics Plan (CLP) which is enclosed in Section 7 of this Assessment.</p>

## HEALTHY STREETS

- 1.6.8 The development will provide a high-quality environment with enhanced space for walking and cycling.
- 1.6.9 This TA has been prepared in accordance with TfL's Healthy Streets TA Guidance, including an Active Travel Zone (ATZ) assessment of routes to key active travel destinations in the local area.
- 1.6.10 Healthy Street Check for designers has been completed for the proposed pedestrian crossing on Camden Road and section of Camden Road fronting the development and is included in Appendix D.

## VISION ZERO

- 1.6.11 The proposed development will contribute towards a mode shift away from private vehicles due to its car-free nature and provision of cycle facilities within the site that meet London Plan requirements. Furthermore, a set of public realm improvements are proposed within the development and along the frontage of the development, which will help to reduce motor traffic dominance, encourage walking and cycling in turn improve road safety for vulnerable road users.
- 1.6.12 The Active Travel Zone assessment includes analysis of Killed or Serious Injury (KSI) collisions along routes to key active travel destinations and suggests changes to make these areas safer using the Healthy Streets approach.



## THE MAYOR'S TRANSPORT STRATEGY

- 1.6.13 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle, or using public transport by 2041.
- 1.6.14 Three key themes are at the heart of the strategy:
1. Healthy Streets and healthy people
  2. A good public transport experience
  3. New homes and jobs
- 1.6.15 The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:
- ⊙ Create high-density, mixed-use places; and
  - ⊙ Unlock growth potential in underdeveloped parts of the city.
- 1.6.16 The proposed development would deliver the transport principles of Good Growth through:
- ⊙ Providing a mixed-use development on an underutilised site;
  - ⊙ Facilities that will encourage walking and cycling such as landscaped access and cycle parking;
  - ⊙ A 'car-free' approach with wheelchair accessible parking only;
  - ⊙ Inclusive and accessible design enabling access for everyone travelling to and from the development, and
  - ⊙ Promoting efficient freight by preparing a DSP to be secured by planning.

## EMERGING ISLINGTON LOCAL PLAN

The Council submitted the Draft Islington Local Plan to the Secretary of State for Examination in Public on 12 February 2020. The Examination in Public took place in September to October 2021. The Draft Local Plan comprises the following:

- ⊙ Draft Islington Local Plan Strategic and Development Management Policies (September 2019) with Modifications for Consultation (March 2021) ('Draft Local Plan 2019, as modified 2021')
  - ⊙ Draft Islington Local Plan Site Allocations (September 2019) with Modifications for Consultation (March 2021) ('Draft Site Allocations 2019, as modified 2021')
  - ⊙ Draft Islington Local Plan Policies Map (September 2019) with Post Submission Policies Map Changes (January 2021) ('Draft Policies Map 2019, as modified 2021')
- 1.6.17 Upon adoption, these documents will replace the existing Local Plan (Core Strategy 2011, Development Management Policies DPD 2013 and Policies Map) in its entirety.
- 1.6.18 The development has been considered against the relevant draft policies within the Draft Local Plan as follows:



Table 1-5: Emerging Islington Local Plan Compliance

POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
T1 Enhancing the public realm and sustainable transport	A. A coherent and inclusive public realm, in conjunction with effective transport, are key elements of ensuring delivery of the Local Plan objectives. All development proposals should take into account the link between land use, transport accessibility and connectivity, and promoting journeys by physically active means [...]	A. The proposed development will improve pedestrian and cycle connectivity to the surrounding area by creating four new access points and high-quality public realm facilities within the site.  B. The TA will be submitted with the planning application and will include an assessment of impacts as agreed with LBI and TfL
	B. The design of developments, [...], must prioritise practical, safe and convenient access and use by sustainable transport modes,[...]. Private vehicle use will be restricted in Islington as far as possible, as it is not sustainable and is a key cause of emissions and congestion.	C. The internal site layout and public realm design in accordance with LBI guidance that prioritises practical, safe and convenient access and use by sustainable transport modes, namely walking, cycling and public transport and restrict private vehicle use to Blue Badge holders.
	C. Freight, logistics and delivery vehicles may be acceptable forms of vehicular transport to enable the functioning of development where appropriate, according to the principles and requirements set out in this policy.	D. The development will have adequate provision of loading bays across the site sufficient to accommodate predicted demand. A DSP will be submitted with the planning application to ensure that an adequate management strategy is in place.
	D. All new development will be car-free [...]. Private motor vehicles, including electric vehicles, motorcycles and taxis, will not be accommodated as part of new development in the borough and are not a priority form of transport.	E. The proposed development is car-free development with a 3% provision of Blue Badge spaces. This provision of parking should be considered suitable for the location of the development and would further encourage the non-car travel trends amongst residents.
	E. Transport developments are encouraged to adopt a design-led approach to recognise the role of streets as places.	
T2 Sustainable Transport Choices	A. Development proposals must demonstrate that negative impacts on the safe and efficient operation of sustainable transport infrastructure [...] are mitigated/prevented.	A. The TA will be submitted with the planning application and will include an assessment of impacts as agreed with LBI and TfL.
	B. All pedestrian and cycling infrastructure and facilities are required to be designed in accordance with relevant guidance and/or best practice standards.	B. All pedestrian and cycling infrastructure and facilities proposed as part of the development were designed in accordance with relevant guidance and/or best practice standards.
	C. The use of "shared space" [...] is considered to be unsafe and inappropriate and will not be supported in new developments and/or public realm improvements.	C. No 'shared space' is proposed as part of the development.  D. The development comprises a high-quality public realm that creates permeable environments and includes five access points to the site.



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	<p>D. Walking - All new developments in the borough must be designed to incentivise walking [...]</p> <p>E. Cycling - All new developments in the borough must be designed to incentivise cycling [...]</p> <p>F. Public Transport - The council will work in partnership [...] relevant agencies stakeholders in order to [...] to give buses priority, [...] improve pedestrian/public transport user and cycling experience, [...] meet the travel needs; and ensure that bus stops and bus stopping areas are well located and designed, accessible and comfortable for all.</p> <p>G. Minimising the impact of non-sustainable transport modes [...]</p>	<p>The development comprises new cycle routes through the site, new access points to the site and cycle parking provision that accords with the London Plan.</p> <p>No other than CIL contributions are expected to be required. This is subject to further discussion with TfL.</p> <p>N/A. The proposed development is car-free, and the proposed car parking provision is for Blue Badge Holders only.</p>
T3 Car Free Development	<p>A. All new development will be car free.</p> <p>B. Parking will only be allowed for non-residential developments where this is essential for operational requirements and therefore integral to the nature of the business or service [...] Normal staff parking will not be considered essential and will not be permitted.</p> <p>C. Wheelchair accessible car parking The council will expect the maximum provision of disabled parking bays provided in accordance with best practice standards, as set out in the council's Planning Obligations SPD and Inclusive Design SPD, and BS8300:2009. The council will require accessible parking bays to be located on-street where practical; such spaces should be identified and the cost of provision secured by a Section 106 legal agreement to enable the council to install the accessible parking spaces.</p> <p>D. Car Clubs - The council will support the provision of car clubs, including the provision of wheelchair accessible car club parking bays and/or contributions towards the provision of car clubs in the vicinity of the development, where appropriate. [...]</p> <p>E. Electric vehicles - Electric vehicles are not exempt from the car-free policy. However, the council will require the provision of on-street</p>	<p>A. The proposed development is car-free with 3% provision of Blue Badge spaces. This provision of parking should be considered suitable for the location of the development and would further encourage the non-car travel trends amongst residents.</p> <p>B. No car parking is proposed for the non-residential part of the development.</p> <p>C. The London Plan requires an accessible parking space for 3% of dwellings (30 parking spaces). It is recognised that an additional 7% Blue Badge parking should be provided. 'With respect to additional parking spaces, to provide up to 10% of residential units with a Blue Badge parking space, Peabody has agreed to a financial contribution of £2000 per space not provided on-site. This accords with LBI's Planning Obligations (Section 106) SPD (2016).</p> <p>To understand the current demand for Blue Badges spaces within the borough, an analysis of valid Blue Badges permits was assessed against the population and showed that 3.2% of the population have the permits within LBI. However, this does not take account of the likely demographic of the proposed development.</p>



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	charging points for vehicles where any parking is provided.	<p>TCoL analysis suggests that the population in the local area and prospective new residents present a trend towards a car-free lifestyle and therefore, the site is in a highly accessible location with step-free access to the London Underground Network from Caledonian Road Station.</p> <p>As such the proposed Blue Badge parking provision of 3% is considered adequate for the proposed development and the location and is expected to address the predicted demand.</p> <p>D. No car club provision will be provided as part of the development. This approach was discussed and agreed with TfL.</p> <p>E. All car parking spaces provided within the development will have (active or passive) access to EVCPs.</p>
T4 Public Realm	<p>A. All development proposals should engage positively with the public realm [...]</p> <p>B. Any remodelling of the public realm and/or streets, through a stand-alone [...]</p> <p>C. Street surface material(s) must be smooth, durable and non-slip in all weather conditions; be permeable to avoid exacerbating flood risk; be contextual and reflect and enhance the character of particular areas; and enhance the quality of the surrounding architecture.</p>	<p>A. Public realm proposed as part of the development accords with Policy T4.</p> <p>B. Pedestrian Comfort Level has been undertaken in the vicinity of the proposal and is included in this TA.</p> <p>C. Street surface materials will be agreed post-planning application with LBI as part of detail design, or secured as a planning condition.</p>
T5 Delivery, servicing and construction	<p>A. Delivery and Servicing Plans (DSPs) will be required for developments that may impact on the operation of the public highway, private roads, the public realm and/or the amenity of residents and businesses[...].</p> <p>B. Proposed delivery and servicing arrangements must: be provided off-street, make optimal use of development sites; demonstrate that servicing and delivery vehicles can enter and exit the site in forward gear; submit sufficient information detailing the delivery and servicing needs of developments[...] provide delivery and servicing bays whose use is strictly controlled, clearly signed and only used for the specific agreed purpose; ensure that there are no adverse impacts [...] Ensure that the cumulative impact on sustainable transport modes is identified and suitably mitigated/prevented; [...] Investigate potential for delivery and servicing by non-</p>	<p>A. The development will have adequate provision of loading bays across the site sufficient to accommodate predicted demand. A DSP is submitted with the planning application to ensure that an adequate management strategy is in place.</p> <p>B. The DSP will be produced in accordance with the Policy T5</p> <p>C. Refuse Strategy will be submitted as part of the development.</p> <p>D. TA and DSP will include relevant assessments to ensure that the proposed provision is adequate and addressed the servicing needs of the development.</p> <p>E. The planning application will be submitted with the CLP that ensures that construction works are undertaken efficiently and any adverse impacts</p>



POLICY	REQUIREMENTS	DEVELOPMENT CONTEXT
	motorised sustainable modes, such as cargo cycle, and 'clean' vehicles.	are addressed through the appropriate measures.
	C. For major developments, details of refuse 5 and recycling collection must be submitted, [...].	
	D. Major residential developments must demonstrate that adequate provision can be made for delivery vehicles servicing residents.[...].	
	E. Developments should adhere to best practice construction techniques [...].	

1.6.26 The strategic and local policy places a focus on encouraging development that maximises the use of sustainable travel modes in areas with good public transport connectivity and which reduces the need to travel by car.

## 1.7 CONSULTATIONS

1.7.1 The design team has undertaken a TfL Screening meeting and Islington Streetbook meeting in summer 2019. We also met with LBI Planning, Design, and Highways officers on 30 March 2020, and the following was discussed and agreed:

- ⊙ Active Travel Zone (ATZ) assessment to be included in the TA and LBI suggested routes to be included;
- ⊙ LBI would determine and confirm whether there was a preference on-road adoption within the Council;
- ⊙ A separate meeting with officers will be scheduled to discuss connections and routes;
- ⊙ Development should provide cycle parking provision for all uses and visitors. The cycle parking standards that the scheme will comply with are set out in this TA;
- ⊙ The development should provide accessible parking provision and management of these spaces in form of a Draft Car Park Design and Management Plan (CPDMP);
- ⊙ Servicing and delivery standards that the scheme will comply with and approach to servicing should be set out in the TA. In addition, the reports we intend to submit with the application are set out in this TA. We note a separate meeting with officers will be scheduled to discuss waste strategy.
- ⊙ A meeting was suggested to discuss the scope and detail of the TA.

1.7.2 The initial screening meeting was followed by a full pre-application meeting with TfL and LBI that took place on 20 July 2020. The Transport Assessment Scoping Report (RASR) was issued to TfL and LBI as part of the pre-application process prior to the meeting. The following approach was discussed and agreed:

- ⊙ The development should provide multiple access points, including those from Trecastle Way;





- ⊙ The car-free nature of the development (3% Blue Badge) is suitable for the location and given the excellent PTAL at demonstrating how an additional 7% Blue Badge parking could be provided is not necessary in this case. TfL recommended that Blue Badge parking provision should be parallel rather than perpendicular;
- ⊙ TfL does not consider it necessary to provide a car club in this location;
- ⊙ Requests that the residential trip generation is based on TRICS rather than the Travel in London Report. This was confirmed that references to Travel in London statistics in the TASR were not included in the trip generation methodology;
- ⊙ A Pedestrian Comfort Level (PCL) assessment, was required to be undertaken on the Camden Road footway frontage as well as the crossing points in the vicinity of the development. To assess footway capacity, it is necessary to conduct pedestrian surveys to understand the baseline scenario. It was agreed with TfL that the survey would be undertaken during the Covid-19 pandemic, ideally in September 2020;
- ⊙ Distribution of Public Transport trips should be included within the TA and this will be distributed by line, service, and direction for buses and underground (for Caledonian Road and Holloway Road stations);
- ⊙ All on-site public realm to be designed in accordance with the Healthy Streets principles in mind and public access be secured through the site;
- ⊙ TfL requested to re-consider the layout of the site and investigate whether servicing can take place off the internal road within the site, or demonstrate why this would be impractical within the TA and DSP;
- ⊙ The ATZ (Active Travel Zone assessment) should be undertaken, and should identify and propose off-site improvements to encourage active travel;
- ⊙ Discussion with TfL confirmed that opportunities to improve the pedestrian crossing arrangement at the junction of Camden Road / Parkhurst Road / Hillmarton Road should be explored using LinSig modelling. Models should be developed to MAP standards which will guarantee the quality of modelling assessment. This should include all validation and calibration data as well as supporting technical notes describing any modelling assumptions and caveats, including those carried over to proposed modelling. TfL has provided further detailed advice on the modelling approach for the proposal, and
- ⊙ The two vehicular accesses will need to be supported by Stage 1 Road Safety Audit (RSA).

1.7.3 The pre-application meeting with LBI took place on 21 August 2020. In addition to the matters already agreed (LBI confirmed in a Common Ground Statement issued in July), the following was agreed:

- ⊙ The scope for the TA set out in the TA Scoping Report is acceptable;
- ⊙ The accessible car parking provision will be provided at a rate of 3% of dwellings;
- ⊙ Cycle parking will be provided at the relevant rate in the Intend to Publish London Plan (2020);
- ⊙ The site will have two vehicular accesses into the site and the internal road will be two-way;
- ⊙ The highways, footways, car and cycle parking will be designed in accordance with the TfL Streets Toolkit, including the LCDS; the Healthy Streets Approach and London Plan, and



- ⦿ The TA will seek to include a high-level estimate on how COVID -19 may impact on travel, working from home.

1.7.4 The pre-application follow up meeting with TfL and LBI took place on 14 July 2021. The purpose of the meeting was to discuss the following:

- ⦿ Provide an update to officers on the scheme layout, which marginally changed in terms of access, servicing and parking, when compared to the scheme presented in 2020. The scheme presented in 2020 included three pedestrian and cycle connections, two of which are no longer proposed and the scheme is now proposed with a Trecastle Way connection only.
- ⦿ The results of the LinSig MAP modelling for the proposal to relocate the crossing on Camden Road were presented to TfL, and it was agreed that that the team will progress with signal design and commission Stage 1 RSA for the proposal.
- ⦿ LBI requested that Stage 1 RSA will be commissioned for the proposed Trecastle Way connection.
- ⦿ TfL has previously requested that the distribution of public transport trips will be included within the TA and this will be distributed by line, service, and direction for buses and underground (for Caledonian Road and Holloway Road stations). The results of this assessment were presented at the meeting. TfL requested that bus trips to and from the LUL and Train Stations will also be considered. The analysis was revised accordingly and the technical note was submitted to TfL after the meeting. Feedback from TfL is still awaited;
- ⦿ Findings of the ATZ assessment were also presented to TfL.

1.7.5 A further pre-application with LBI took place on 19 August 2021 to discuss the sustainability of the project. LBI suggested that the internal road is narrowed where possible to maximise the landscaping.

1.7.6 The design team also had a number of meetings with GLA, details of which are included in the Planning Statement.

## 1.8 REPORT PURPOSE

1.8.1 The proposed development is located in LBI. In addition, TfL is also a stakeholder as the proposed development meets the criteria of a large-scale development referable to the Mayor of London. TfL is also responsible for the TLRN (Transport for London Road Network), the nearest part of which is Camden Road/Parkhurst Road (A503) located immediately to the east of the site, and Holloway Road (A1) located further to the south of the site.

1.8.2 This TA describes the design strategy of the proposed development in relation to access, parking and servicing. It also includes the assessment of impacts and identifies relevant mitigation strategies to address the impacts identified.

1.8.3 The TA reviews the strategic and local policy and assesses the proposal complies with the policy.

1.8.4 A Framework TP, DSP, CPDMP, and CLP are also submitted with the application.



## 2 TRANSPORT PLANNING FOR PEOPLE

### 2.1 CONTENT

2.1.1 This section seeks to identify who the development is for, when they will travel, and why. This section of the TA utilises TfL's Transport Classification of Londoners (TCoL) data to identify the type of people the development is for, and link to the proposed trip generation to identify how many people will travel, and how and when people travel.

2.1.2 The following data sources will be used to inform this section:

- ⊙ TfL's TCoL demographic segments (for the residential occupiers);
- ⊙ TRICS Database to establish the forecast trip generation;
- ⊙ 2011 Census 'Location of usual residence and place of work by method of travel to work' data (residential), changes in mode share from 2001 to 2011; and
- ⊙ TRICS data.

### 2.2 WHO IS THE DEVELOPMENT FOR?

2.2.1 The proposed development will primarily be for residents (Plots A, B, C, D and E), their visitors, and employees of the commercial units (Plots B and C), Women's Building (Plot C), and Extra Care Homes (Plot E). There will also be an element of visitors to the Women's Building as well as customers of the commercial units. New public realm and public open space will also be accessible to members of the public.

2.2.2 As the development provides 60% affordable housing, a mix of lower and middle income residents are expected to occupy the units.

2.2.3 Due to the site's proximity to Caledonian Road Underground Station, Tufnell Park Underground Station, a proportion of residents are likely to work in Central London and commute to and from the development.

2.2.4 Similarly, those people working on-site are likely to come from areas within reach of the above public transport nodes as well as the local area.

2.2.5 The commercial units are relatively small in scale (1,822 sqm GIA) and could take the form of a few local shops, local services, restaurants or community café. In this respect, it is expected the majority of customers will be from the local area, be residents of the scheme itself and be passing the site or nearby as part of another journey.

### 2.3 TRANSPORT CLASSIFICATION FOR LONDONERS

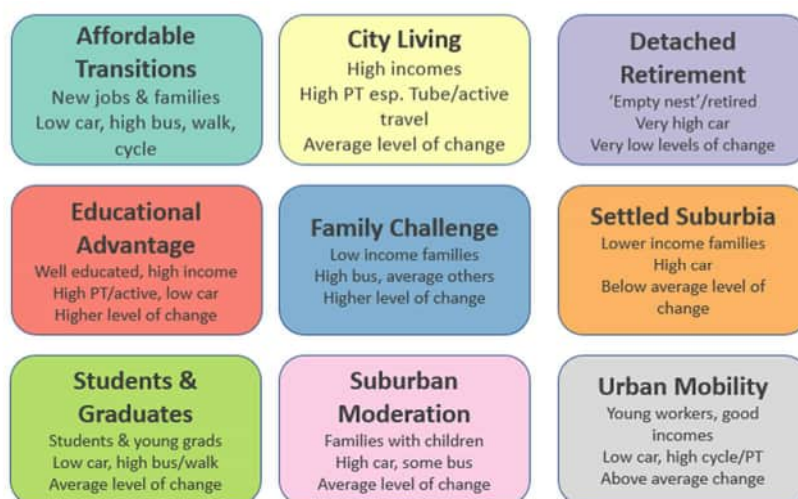
2.3.1 Transport Classification for Londoners (TCoL) is a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners based on the travel choices they make, and their motivations for making those decisions.



2.3.2 The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future. Understanding who will use the proposed development and their expected travel behaviours based on the TCoL's demographic segments has been used to inform the design of the proposed development.

2.3.3 Figure 2-1 shows TCoL's nine high-level tier demographic segments.

Figure 2-1: TCoL demographic segments



2.3.4 TCoL also provides information about existing demographic segment proportions at the borough level. Table 2-1 below indicates the demographic segment proportions present within LBI.

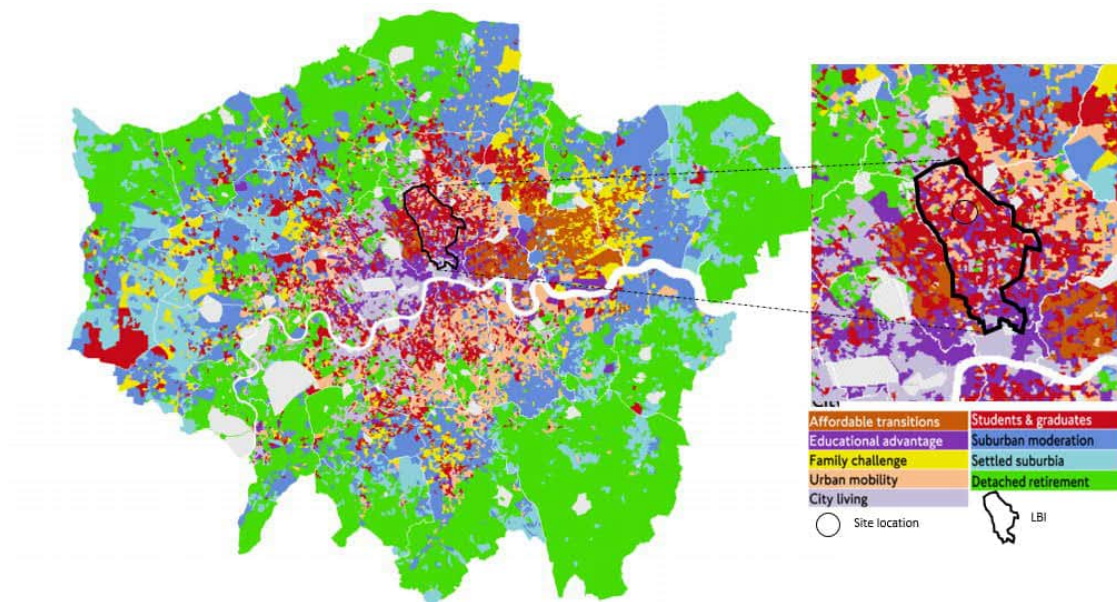
Table 2-1: LBI Demographic segment proportions

AFFORDABLE TRANSITIONS	CITY LIVING	DETACHED RETIREMENT	EDUCATIONAL ADVANTAGE	FAMILY CHALLENGE	SETTLED SUBURBIA	STUDENTS & GRADUATES	SUBURBAN MODERATION	URBAN MOBILITY
2%	9%	1%	26%	0%	0%	44%	0%	17%

2.3.5 The existing demographic segments share common characteristics such as low usage of cars, higher usage of sustainable travel modes, and average to a high level of change.

2.3.6 The TCoL also provides further information in the form of mapping indicating the areas in which demographic segments are most prevalent. The mapping allows for a further level of understanding of more local demographics. Figure 2-2 indicates the demographic segments (i.e. students and graduate, educational advantage and urban mobility) that currently occupy the area surrounding the site (circled in black, to the right).

Figure 2-2: TCoL demographic segments – LBI



NEW RESIDENTS

2.3.7 The anticipated TCoL demographic segment composition of the new residents has been considered in the context of the following:

- ⊙ The mix of unit sizes proposed;
- ⊙ The car-free nature of the proposed development, and
- ⊙ The existing classification of residents living in LBI.

2.3.8 Figure 2-3 summaries the new resident TCoL demographic segment classification of occupiers of one and two-bedroom units which make up circa 87% of all units proposed. Table 2-2 summarises the proportional split within each of the segments based on the existing proportional relationships of each classification within LBI.

Figure 2-3: TCoL classification of new residents (one-bedroom units and two-bedroom units)



Table 2-2: TCoL classification of new residents (one-bedroom units and two-bedroom units)

AFFORDABLE TRANSITIONS	CITY LIVING	EDUCATIONAL ADVANTAGE	STUDENTS & GRADUATES	URBAN MOBILITY
2.04%	9.18%	26.53%	44.90%	17.35%



2.3.9 Figure 2-4 summarises the new resident TCoL demographic segment classification of users of the proposed three-bedroom and four-bedroom units which make up circa 13% of all units proposed. Table 2-3 summarises the proportional split within each of the segments based on the existing proportional relationships of each classification within LBI.

Figure 2-4: TCoL classification of new residents (three-bedroom and four-bedroom units)



Table 2-3: TCoL classification split for new residents (three-bedroom and four-bedroom units)

AFFORDABLE TRANSITIONS	CITY LIVING	EDUCATIONAL ADVANTAGE	URBAN MOBILITY
3.70%	16.67%	48.51%	31.48%

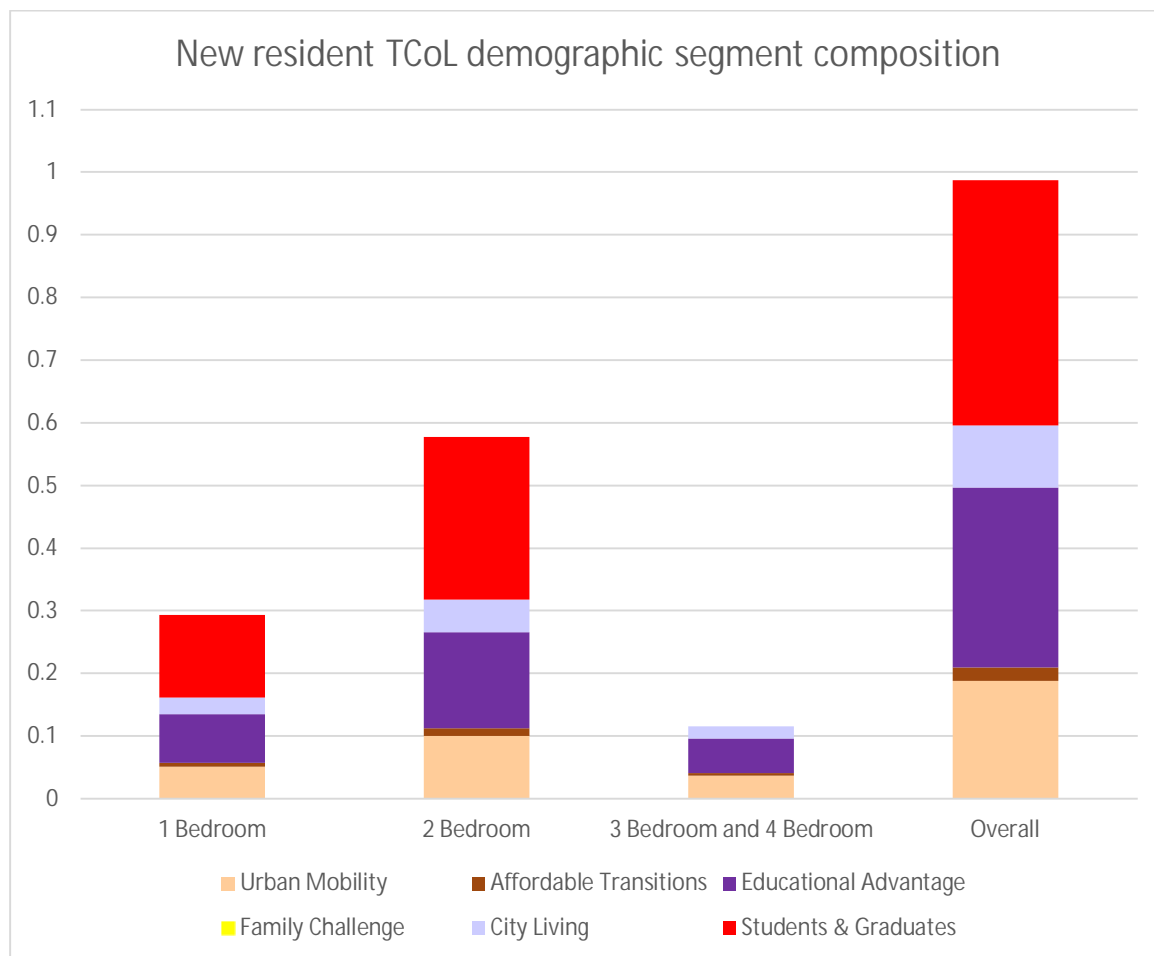
2.3.10 Figure 2-5 summarises the anticipated TCoL demographic segment composition of the new residents. It indicates that most new residents are likely to be from one of five main demographic segments:

- ⊙ Students and Graduates;
- ⊙ Educational Advantage;
- ⊙ Urban Mobility;
- ⊙ City Living;
- ⊙ Family Challenge
- ⊙ Affordable Transition

2.3.11 The travel characteristics of each of the six main demographic segments are aligned with the nature of the proposed development (i.e. car-free), with all groups considered to have low car use. The anticipated demographic segments also indicate that residents are above average opportunities to be influenced by changing travel behaviour.



Figure 2-5: New resident TCoL demographic segment composition



2.3.12 Given that the proposed development will provide a mixture of unit sizes and limited on-site parking, it is acknowledged that new demographic segments likely to live within the proposed development are 'Students & Graduates', 'Educational Advantage', and 'Urban Mobility'. Each of these demographic segments present 'Well below average', or 'Below average' car use indicating that car-free development is suitable for the local community.

2.3.13 It is therefore proposed that the demographic segments will be identified for each unit type proposed. The proportions within those demographic segments will be appointed by the values identified at a borough level.

2.3.14 The new residents of the development will not have access to car parking other than Blue Badge spaces and therefore the majority of trips are expected to be undertaken by non-car modes.

#### COMMERCIAL UNITS – PLOTS B AND C

2.3.15 The development will provide a collection of commercial units within Plots B and C, and therefore results in new workplaces in the area. This land use will also generate visitor/customers.

## WOMEN'S BUILDING

- 2.3.16 The development will also provide the Women's Building on site which will create new employment roles as well as visitors who will use the facilities and services provided.

## EXTRA CARE HOMES

- 2.3.17 Extra Care Homes will also generate employment opportunities within the development and visitors.

## 2.4 HOW WILL PEOPLE TRAVEL?

### NEW RESIDENTS

- 2.4.1 The predicted mode share for the development is summarised in Table 2-4 and the detail of the trip generation methodology to derive these trips is summarised in Section 6 of this report [i.e. WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)].

Table 2-4: Proposed mode split for residents

TRAVEL MODE	AM PEAK HOUR	PM PEAK HOUR
Pedestrian	23.9%	31.7%
Cyclists	3.7%	3.0%
Bus	23.4%	21.0%
Underground / DLR	41.2%	37.0%
Rail	5.7%	5.1%
Vehicle drivers	0.8%	0.8%
Vehicle passengers	0.6%	0.6%
Total	100%	100%

### STAFF OF THE COMMERCIAL UNITS

- 2.4.2 The predicted mode share for staff of the commercial units is summarised in Table 2-5 and the detail of the trip generation methodology to derive these trips is summarised in Section 6 of this report [WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)].

Table 2-5: Proposed mode split for staff of the commercial units

MODE	ADJUSTED
Pedestrians	15.6%
Cyclists	7.1%
Bus	31.3%
Underground/DLR	33.3%
Rail	12.4%
Vehicle driver	0.0%
Vehicle passenger	0.0%
Taxi passenger	0.2%
Motorcycle	0.0%

## WOMEN'S BUILDING

- 2.4.3 It is expected that the Women's Building will employ between 17 and 21 staff, and attract 100 to 200 visitors a day.
- 2.4.4 The new employees at the Women's Building are expected to present comparable travel modes to other staff employed on-site as presented in Table 2-5.





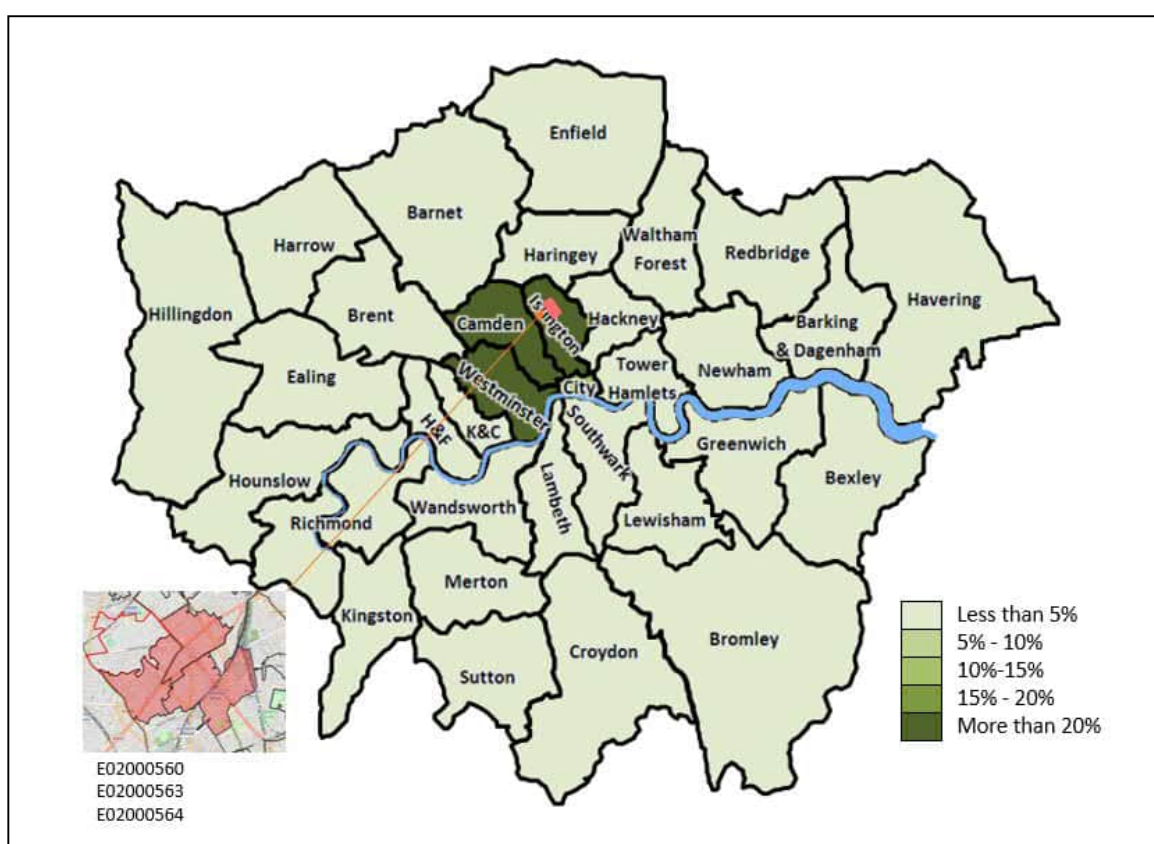
- 2.4.5 It is also expected that trips generated by visitors to the Women's Building are likely to be more local and shorter in distance, as such there should be potentially higher proportion towards walking and public transport.

## 2.5 WHERE WILL PEOPLE TRAVEL?

### NEW RESIDENTS

- 2.5.1 The 2011 Census 'Location of usual residence and place of work by method of travel to work' data has been used to understand the likely destinations prospective residents will travel to/from for work purpose and the results are summarised in Figure 2-6.

Figure 2-6: Residents travel to London boroughs for work



- 2.5.2 The above figure shows that prospective residents are generally anticipated to travel to/from the south of the site, with the majority (i.e. 20%) within LBI and the following London boroughs:

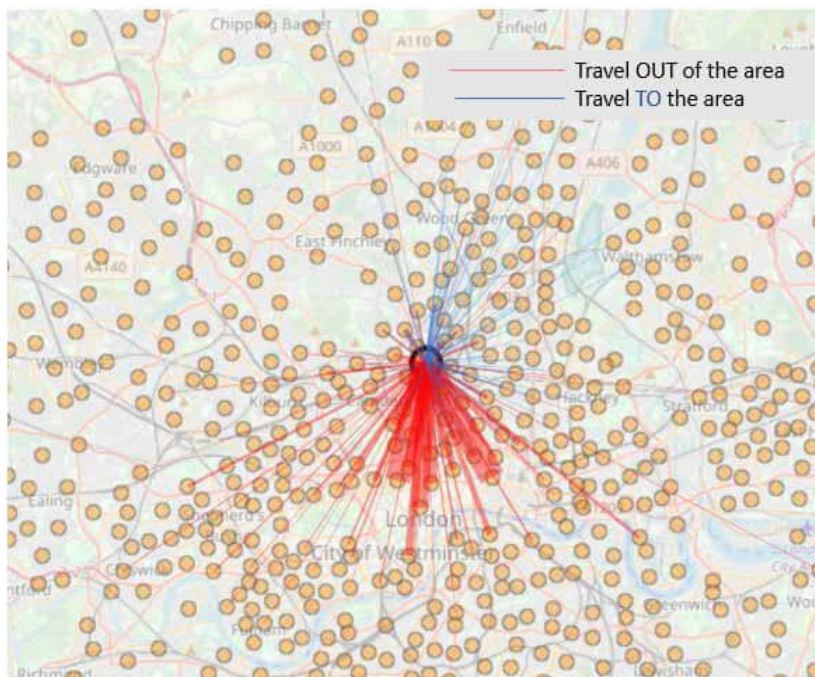
- ⊙ Westminster: 20%
- ⊙ Camden: 19%
- ⊙ City of London: 10%

- 2.5.3 It is acknowledged, however, that the 2011 Census data does not take into consideration new developments/business & employment hubs that have come forward in the past ten years and may further influence travel destinations.

- 2.5.4 In addition to work purpose trips, residents will also generate other trips.

- 2.5.5 Figure 2-7 is an extract from Data Shine, an interactive map providing an origin-destination matrix of where people commute to and shows that the majority of departing trips will have destinations within LBI and Central London. This is based on the 2011 Census data described earlier.

Figure 2-7: Travel destinations from/to LBI (development area)

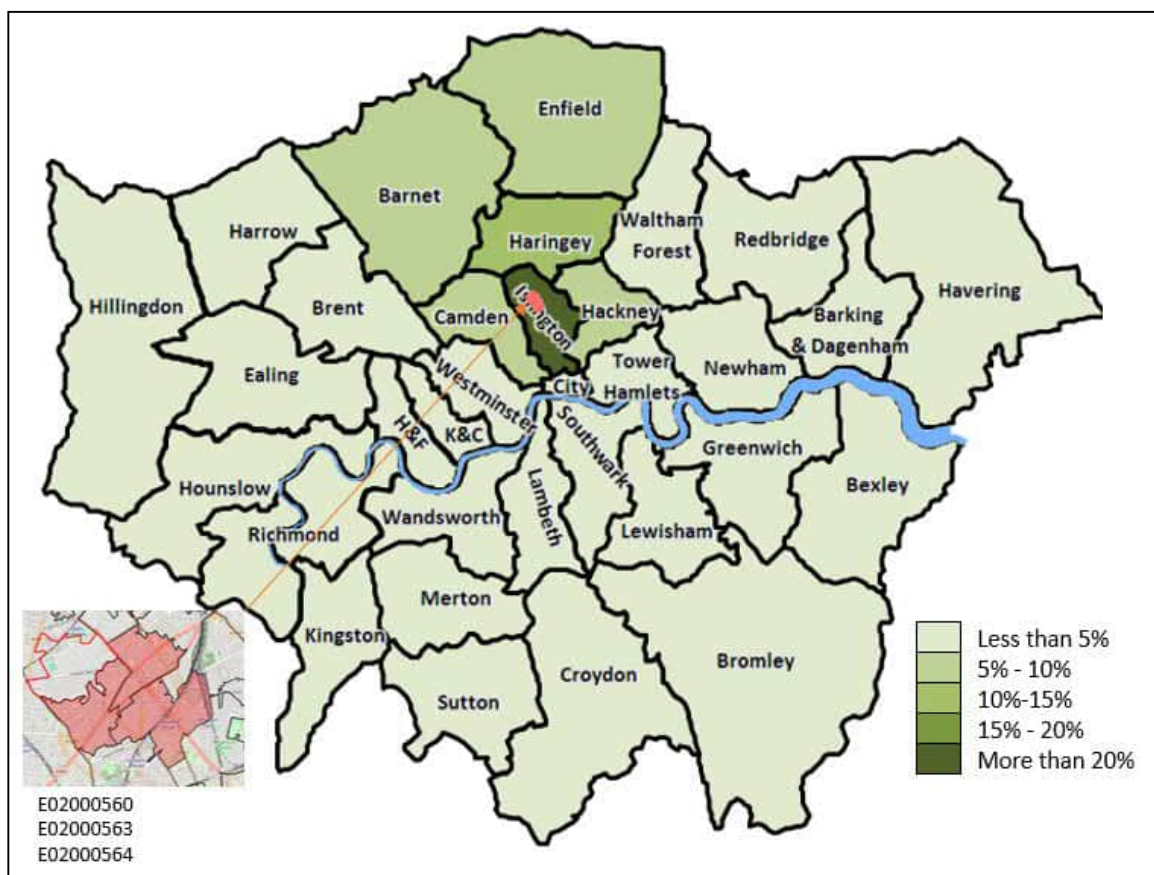


Source: <https://datashine.org.uk/>

## COMMERCIAL UNITS

- 2.5.6 To understand the likely mode share and the areas of residence for the prospective staff of the commercial units, the 2011 Census Flow Data 'Location of usual residence and place of work by method of travel to work' data has been analysed.
- 2.5.7 Figure 2-8 provides an overview identifying the percentage of residents that travel to the area of the development for work per London borough.

Figure 2-8: Employees that travel to LBI for work



2.5.8 The above figure shows that prospective staff of the commercial units are generally anticipated to travel to/from the north, with the majority (i.e. 25%) from within LBI, and the following London boroughs:

- ⊙ Haringey (LBH): 13%
- ⊙ Hackney (LBH): 10%
- ⊙ Enfield (LBE): 8%
- ⊙ Barnet (LBB): 7%
- ⊙ Camden (LBC): 6%
- ⊙ Other 28 boroughs: Average 1.2%

2.5.9 Table 2-6 shows the 2011 Census Flow data for 'method of travel to work' for the boroughs listed above [i.e. WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)].

Table 2-6: Method of travel to work in LBI per borough

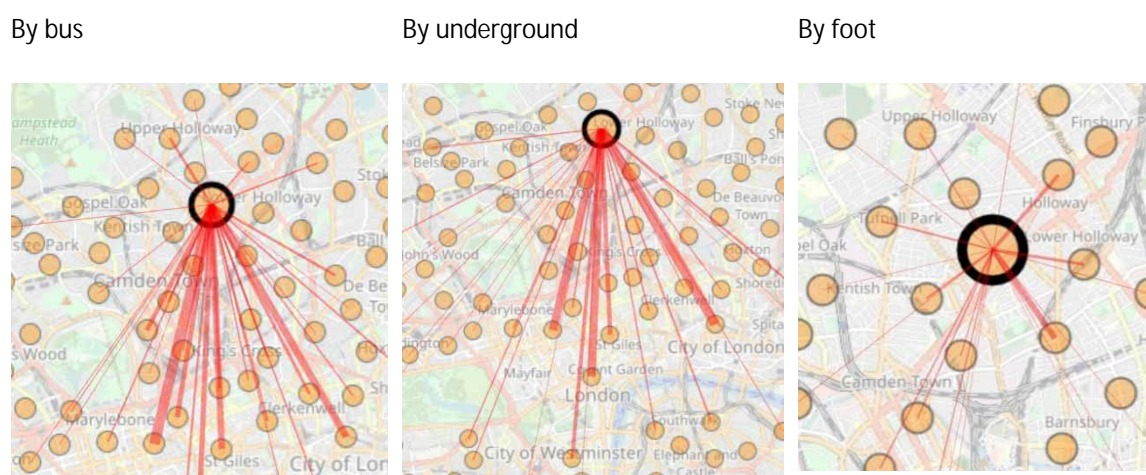
LONDON BOROUGH (LB)	UNDERGROUND	TRAIN	BUS	TAXI	MOTORCYCLE, SCOOTER OR MOPED	CAR	CYCLE	WALK	OTHER
Islington	5%	1%	28%	0%	1%	12%	4%	49%	1%
Haringey	27%	5%	37%	0%	1%	17%	6%	7%	0%
Hackney	6%	4%	49%	0%	0%	13%	18%	10%	1%
Enfield	26%	19%	17%	0%	1%	34%	1%	1%	0%
Barnet	32%	9%	17%	0%	1%	35%	3%	1%	0%
Camden	13%	4%	43%	0%	1%	17%	6%	16%	0%

- 2.5.10 The above table shows that most borough residents travel by sustainable modes of transport (i.e. public transport and walking or cycling) and travel by car is a popular chosen mode of travel across all of the listed boroughs, most notably for Enfield and Barnet.
- 2.5.11 However, given the proposed development will be car-free (except for Blue Badge parking spaces), it is expected car use can be reduced through the implementation of a Travel Plan for the commercial units and the existing parking controls on surrounding streets.
- 2.5.12 It is expected that staff employed at the commercial units will travel to/from the areas to the north of the site.

### WOMEN'S BUILDING

- 2.5.13 The majority of trips generated by the Women's Building are expected to be for work, training and education and other purposes and are expected to be undertaken by walking and public transport.
- 2.5.14 Figure 2-9 shows extracts from Data Shine, an interactive map providing an origin-destination matrix of where people commute by foot and public transport from the site and the destinations from the site.

Figure 2-9: Predicted travel destinations from the site



Source: <https://datashine.org.uk/>

## 2.6 WHEN WILL PEOPLE TRAVEL AND WHY?

### NEW RESIDENTS

- 2.6.1 Whilst the TCoL provides a high-level projection of the likely demographic and associated travel characteristics of each aforementioned classification, it is expected that the new residents of the proposed development will have similar travel patterns and travel modes to the current residents in the area.
- 2.6.2 The predicted daily profile of trips generated by residents is summarised in Table 2-7 and the detail of the trip generation methodology to derive these trips is summarised in Section 6 of this report and based on the TRICS database.
- 2.6.3 It is expected that the proposed development is expected to generate over 5,000 trips per day by residents. These trips are expected to be distributed throughout the day (i.e. typically 6% – 8% of all trips will occur hourly), with noticeable peak periods between 08:00 and 09:00 and between 18:00 and 19:00, when 12% and 10% of all daily trips are expected to occur respectively.

Table 2-7: Daily profile for residential trips (TRICS database)

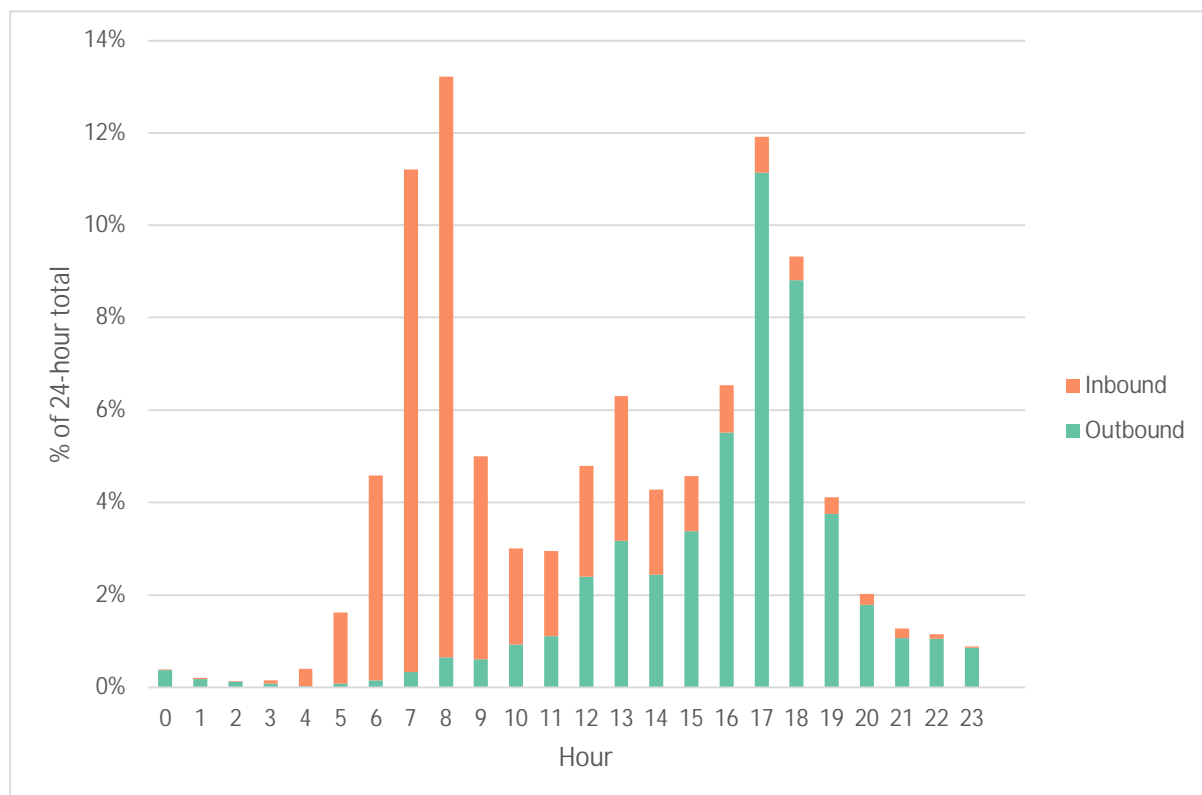
TIME	IN	OUT	TOTAL	%
07:00-08:00	58	304	362	7%
08:00-09:00	93	560	653	12%
09:00-10:00	125	240	365	7%
10:00-11:00	112	155	267	5%
11:00-12:00	144	158	302	6%
12:00-13:00	134	163	297	6%
13:00-14:00	141	163	305	6%
14:00-15:00	140	157	297	6%
15:00-16:00	197	167	364	7%
16:00-17:00	263	161	424	8%
17:00-18:00	308	146	454	8%
18:00-19:00	384	150	534	10%
19:00-20:00	289	141	430	8%
20:00-21:00	218	107	325	6%
Daily Trips	2607	2771	5378	100%

### COMMERCIAL UNIT OPERATIONAL HOURS

- 2.6.4 The commercial units are anticipated to operate within office working hours (i.e. from 8 am to 6 pm), which is likely to mean departing resident trips will coincide with arriving staff trips in both the AM and PM peak periods.
- 2.6.5 It should be noted, the operation of the individual commercial units is subject to the end users/ occupants, as some London workplace units operate flexible working hours (i.e. outside of the peak hours).
- 2.6.6 Data from the 'London Travel Demand Survey' (LTDS) has been analysed to indicate when future employees may travel. Journeys to/from Inner London boroughs has been reviewed to reflect the site location.
- 2.6.7 A daily profile of journeys to and from the commercial units for London boroughs is shown in Figure 2-10.



Figure 2-10: Employee trips by time and direction (weekday)



2.6.8 Figure 2-10 shows the majority of trips in the AM period, specifically between 08:00 – 09:00, are inbound trips. The majority of afternoon trips occur between 17:00 – 18:00 and are outbound trips (journeys home).

## WOMEN'S BUILDING

2.6.9 It is expected that trips generated by the Women's Building will be evenly distributed throughout the day with the AM and PM peak periods associated with staff travel to/from the commercial units.

2.6.10 The purpose of these trips is expected to be comparable to trends as presented in Table 2-7.

## 2.7 WHY WILL THEY TRAVEL?

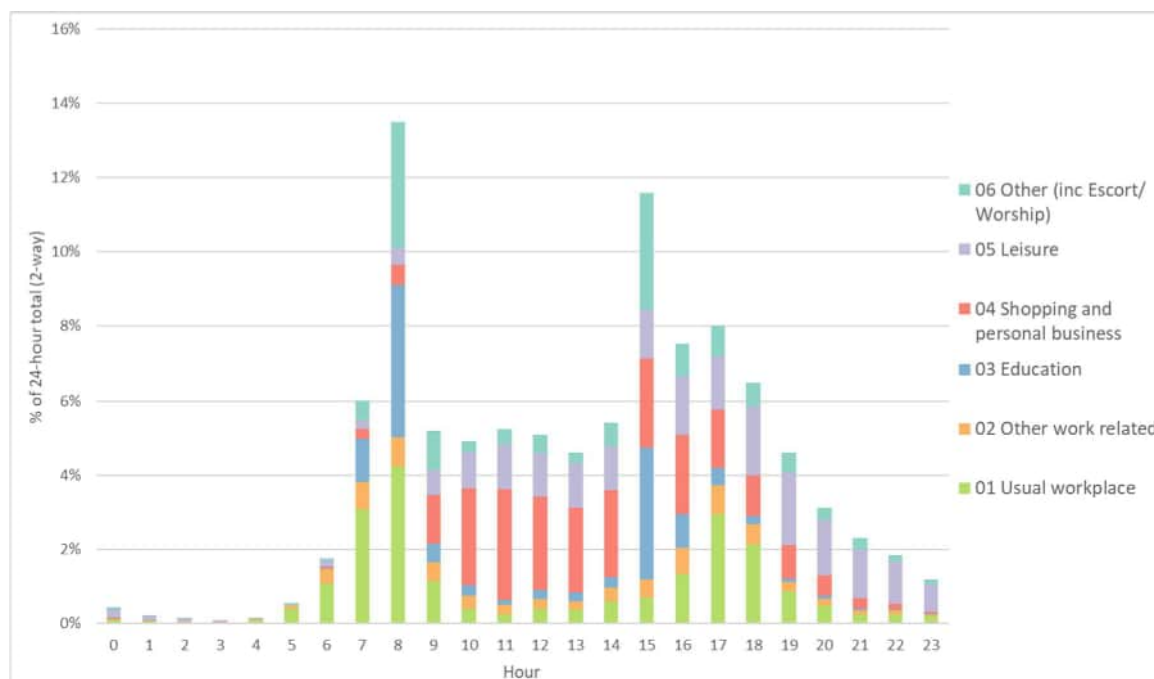
### RESIDENTS

2.7.1 The LTDS data has been used to identify the journey purpose of residents across a weekday, which is illustrated in Figure 2-11.

2.7.2 The AM peak between 08:00 and 09:00 shows the majority of residents travelling for work and education purposes, as well as some parent escort trips.

2.7.3 However, the majority of afternoon trips occur between 15:00 – 16:00 and inbound trips (journeys home) are more prominent. These trips have a very small proportion of work-related trips and are mainly a result of trips from school and associated parent escort trips. It should be noted that these journeys are on average much shorter than journeys made for work, so generally have less impact on the transport network and are expected to be local trips. The largest proportion of work-related trips occur between 17:00 – 18:00.

Figure 2-11: Trips by time and journey purpose (weekday) – residents



## EMPLOYEES

- 2.7.4 The commercial units are anticipated to operate within the office working hours (i.e. from 08:00 to 18:00), which is likely to mean departing resident trips will coincide with arriving commercial unit staff trips in both the AM and PM peak periods.
- 2.7.5 It should be noted, the operation of the individual commercial units is subject to the end-user and operating hours.

## 2.8 SUMMARY

- 2.8.1 The TCoL data for LBI aligns with the nature of the proposed development (i.e. car-free), with all demographic groups considered to have low car use. The anticipated demographic segments also indicate that residents are more susceptible to influencing or changing their travel behaviour.
- 2.8.2 The 2011 Census data 'Location of usual residence and place of work by method of travel to work' shows that the majority of the prospective staff of the commercial units will travel to the site from north London, while the new residents at the development site are most likely to work within LBI or Central London.



# 3 SITE AND SURROUNDINGS

## 3.1 INTRODUCTION

3.1.1 Planning guidance highlights the importance of integrating land use, transport and planning decisions. To achieve good integration and maximise growth, high-density development should be encouraged in areas with excellent levels of accessibility to public transport.

3.1.2 This section outlines the existing and future transport environment in relation to the site and its immediate surroundings.

## 3.2 WALKING

3.2.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6 km). An infrastructure that supports travel on foot is important to promote sustainable and active travel as a viable alternative to short car trips.

### BEFORE

3.2.2 The local street network has an established network of footways typical of an urban environment that provide access to the site, nearby facilities and amenities, local bus stops and Caledonian Road Station.

3.2.3 Pedestrian access to the site is provided from the western footway on Parkhurst Road (A502), which connects to a wider footway network within LBI including Holloway Road, Caledonian Road Station and local public transport stops.

3.2.4 The road network in the vicinity of the site has a comprehensive provision of pedestrian crossings including signal-controlled crossings on roads where traffic flows are high; and dropped kerb and refuge island crossings on minor roads.

3.2.5 A staggered signalised pedestrian crossing, shown in Figure 3-1, is located at the junction of Parkhurst Road, Camden Road and Hillmarton Road, opposite the development site, and provides a safe crossing point. However, the staggered distance at the crossing extends the pedestrian desire line by 75m for pedestrian heading towards Hillmarton Road and Caledonian Road Station.

3.2.6 Two further Pelican crossings are located across Parkhurst Road towards the junction with Holloway Road. One of these two crossings is equipped with the Pedestrian Countdown at Traffic Signals (PCaTS) system, which removes the 'blackout' phase of a typical pedestrian crossing phase. Provision of this facility reduces pedestrian uncertainty, allows pedestrians to make more informed crossing choices and improves the perception of safety.

3.2.7 The junction of Parkhurst Road with Holloway Road has signal-controlled crossings on all arms of the junction providing pedestrians with safe crossing options at the location where traffic flows are heavy.





Figure 3-1: Existing pedestrian crossing on Camden Road

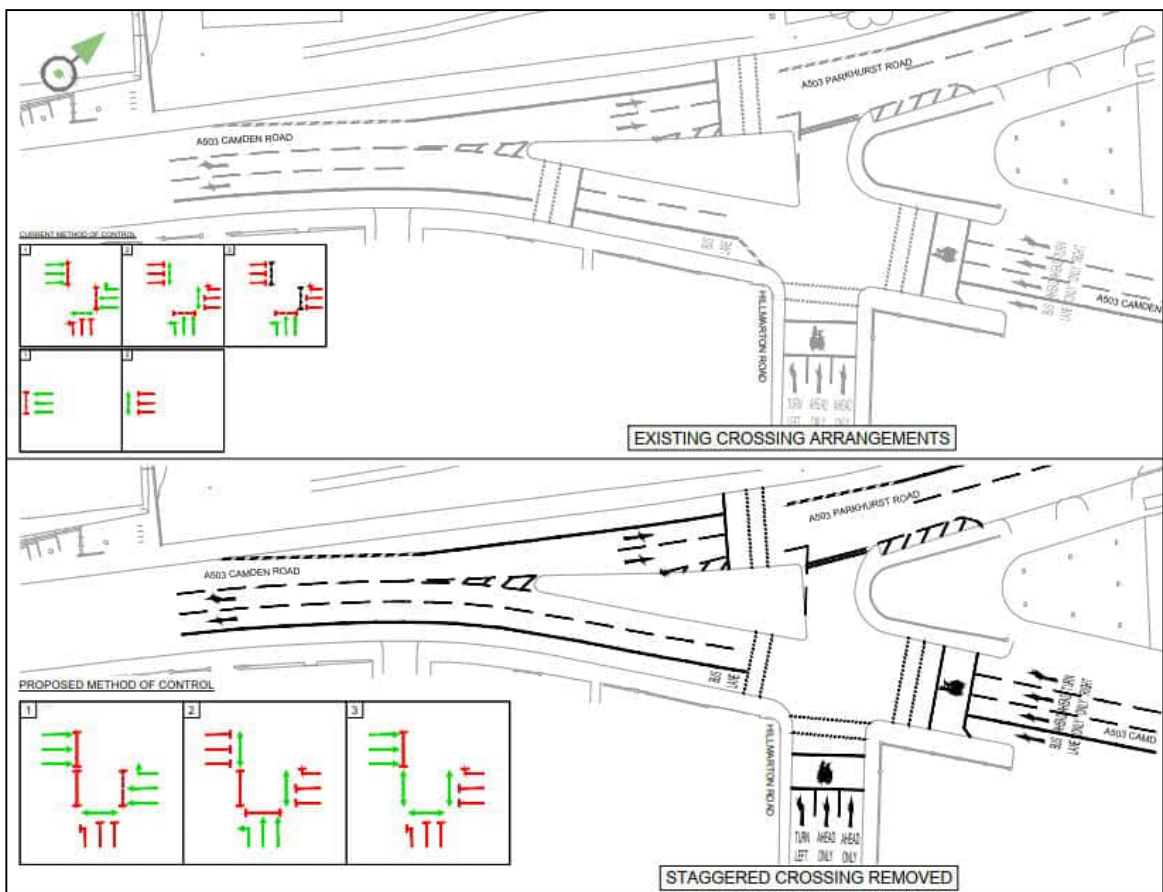


## AFTER

- 3.2.8 It is expected that the staggered signalised crossing on Parkhurst Road, located opposite the development site, will be used by a large proportion of future residents of the proposed development. It is a particularly important part of the walking route to Caledonian Road Station. As the crossing has a significant stagger, a proportion of road users may choose to cross the road away from the crossing.
- 3.2.9 As such, an option to provide improvements to the pedestrian environment at this location has been considered and the proposal that includes a relocation of the pedestrian crossing on Camden Road across the southbound traffic has been explored is put forward as part of the proposal.
- 3.2.10 The existing crossing layout along with the proposal layout, which removes the stagger, are shown in Figure 3-2.
- 3.2.11 The main junction currently operates with two signal stages (stages 2 and 3 are alternatives based on demand for the crossing, so only one of those stages will appear in each cycle), and the crossing on the westbound exit on Camden Road operates as a separate pedestrian stream to the main junction.
- 3.2.12 As the crossing is on the TLRN, discussions with TfL on this matter took place and the proposed Method of Control (MoC) was agreed through the LinSig Model Audit Process (LMAP) with TfL.

3.2.13 The new highway layout envisaged in this scenario includes the relocation of the pedestrian crossing (westbound on Camden Road) closer to the junction. It is proposed that the pedestrian phase will be incorporated within the main junction controller rather than operating as a stream in the existing scenario. Although the highway layout suggests the pedestrian crossing across Camden Road is straight across, it is presumed that the width of the central island (9m) allows running the straight across crossing over 2 stages as shown in the proposed MoC in Figure 3-2.

Figure 3-2: Existing and proposed junction layout and signal stages



3.2.14 The new layout of the junction has been modelled to LMAP standards and the results are summarised in Section 5 of this report and Appendix C.

3.2.15 This new arrangement results in a longer cycle time, increased total inter-green time and consequently in greater delays to traffic and buses; nonetheless, it will create an arrangement that is more conducive to pedestrians, reduce the risk of pedestrians crossing Camden Road away from the crossing and consequently improve safety. As such, the improvement to remove the staggered at the junction is proposed as part of the proposal.

### 3.3 CYCLING

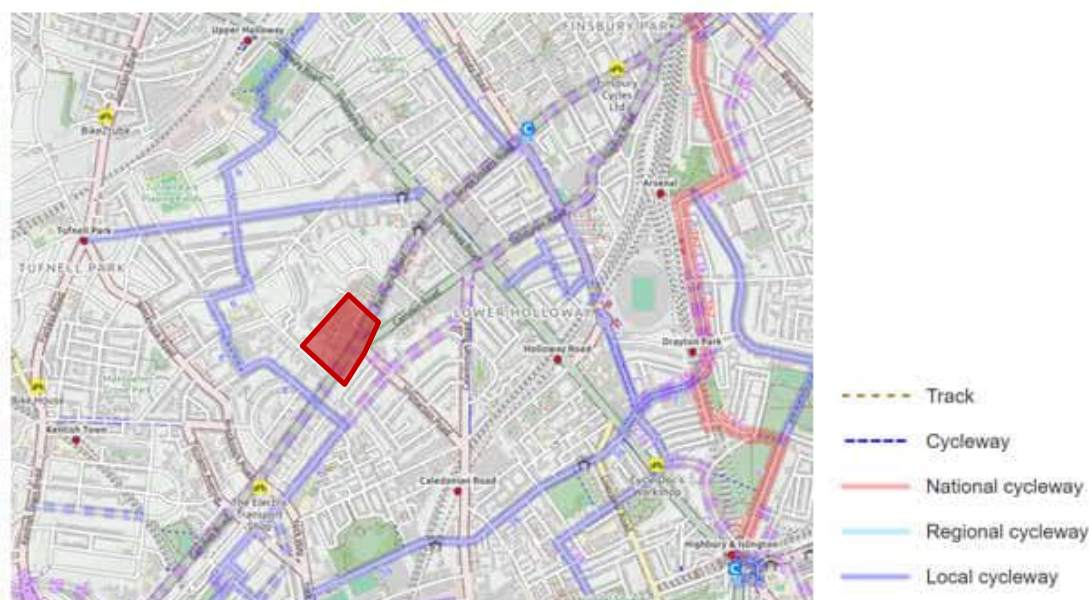
#### BEFORE

3.3.1 The local street network has an established network of footways typical of an urban environment that provide access to the site, nearby facilities and amenities, local bus stops and Caledonian Road Station.



- 3.3.2 The closest Cycle Superhighway (CS) is CS6 which runs north-south between Kings Cross (Camden Town) and Elephant and Castle and provides a direct and convenient connection to Central London. The cycle time to Royal College Street is circa 5 minutes.
- 3.3.3 The closest National Cycle Network is CN162 that runs between Finsbury Park Station and Highbury and Islington Station.
- 3.3.4 Caledonian Road, located 400m to the north-east of the site, has an on-road advisory cycle lane in the northbound direction.
- 3.3.5 Camden Road is not designated as a cycle route, but most of the signal crossings along its length have Advanced Stop Lines provided, which allows cyclists to filter through traffic to the front of the queue at the red phase at signalised junctions. In addition to the above, there is a network of local cycleways and Quietway's in the close vicinity of the site as presented in Figure 3-3.

Figure 3-3: Cycle network in the vicinity of the site

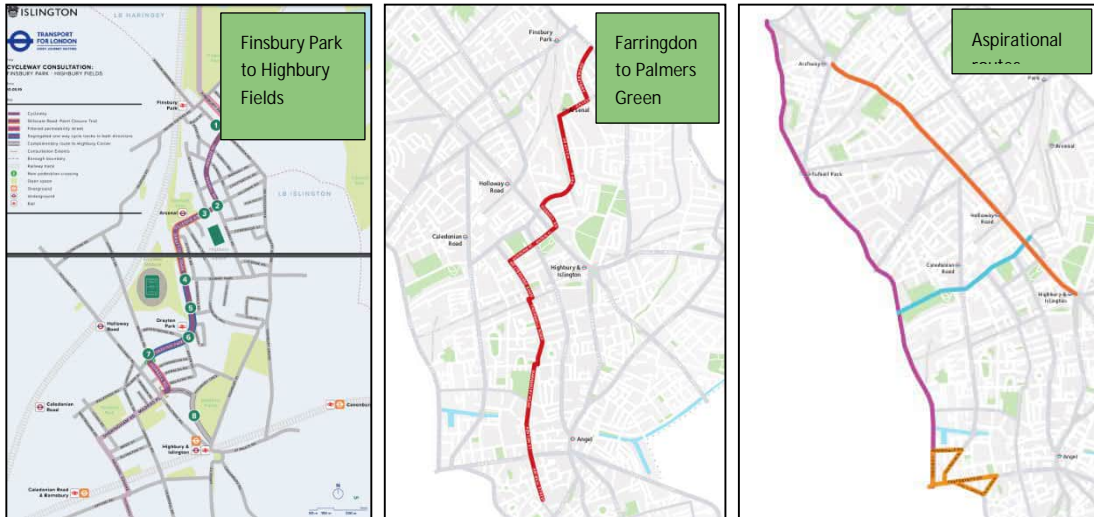


## AFTER

- 3.3.6 Following the development of the site, existing cycle routes will continue to be available to cyclists. Both future residents and the existing cyclists in the area will benefit from the improved public realm within the development site as well as improved connectivity through the site.
- 3.3.7 In addition to the above, a new Finsbury Park to Highbury Fields cycleway (i.e. cycleway 38) has been approved, constructed and open to public use in May 2021.
- 3.3.8 A Farringdon to Palmers Green cycleway went through a feasibility stage and is currently being designed. LBI has also identified three new aspirational routes: Kings Cross to Highgate, York Way to Drayton Park, Holloway Road and Kings Cross Gyratory.
- 3.3.9 A Camden and Tottenham Hale cycleway is a 12km route connecting Tottenham Hale, Seven Sisters and the Nag's head.

- 3.3.10 Although these future cycleways (see Figure 3-4) are slightly away from the development site, these will be available (subject to approvals) for future residents intended to cycle in a wider area within the borough.

Figure 3-4: Future cycleways



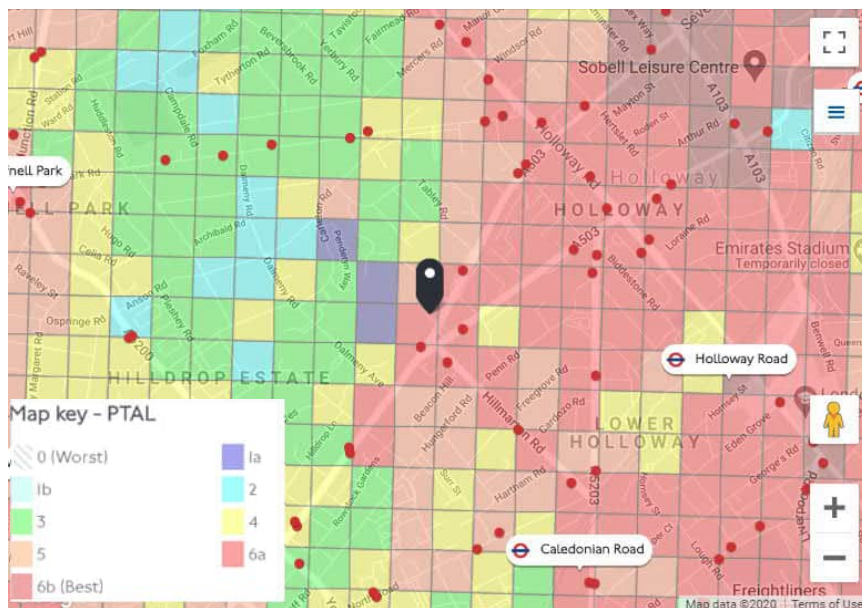
## 3.4 ACCESS TO PUBLIC TRANSPORT

### BEFORE

#### PUBLIC TRANSPORT ACCESS LEVEL

- 3.4.1 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the time to access a service and the frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of existing public transport services. An Access Index score is calculated that is used to define a PTAL score.
- 3.4.2 TfL's online WebCAT tool shows the site PTAL ranges between 4 and 6a (good to excellent) and the northern part of the site has PTAL 1a. The WebCAT PTAL output is presented in Figure 3-5.

Figure 3-5: Current local PTAL map



3.4.3 The centre of the site has a PTAL of 6a and a summary of public transport services is summarised in Table 3-1.

Table 3-1: Summary of PTAL

SERVICE	ACCESS INDEX	SERVICES	KEY STOPS / STATIONS (WALK TIME)
Bus	18.1	393, 259, 254, 91, 17, 253	Camden Road (2 minutes)
Underground	7.84	Piccadilly Line	Caledonian Road Station (10 minutes)
Total	25.94		

BUS NETWORK

3.4.4 The site is located in close proximity to a number of bus services, with bus stops at Camden Road providing access to a number of routes. WebCAT indicates that six peak hour bus services can be accessed from the site within a 2-minute walk.

3.4.5 Table 3-2 provides details of these routes including destinations accessible and peak hour frequencies.



Table 3-2: Bus service routes and frequencies

SERVICE NO.	BUS STOP	ROUTE	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
29	Hillmarton Road Camden Road	Lordship Lane – Trafalgar Square	15	15
91	Parkhurst Road Nags Head	Tottenham Lane YMCA – Whitehall / Trafalgar Square	8	8
253	Hillmarton Road Camden Road	Hackney Central – Euston Bus Station	12	12
254	Chambers Road	Aldgate bus Station – Caledonian Road	12	12
259	H M Prison Pentonville	Edmonton Green Bus Station– King's Cross Strn/ Pentonville Road	8	8
393	Chambers Road	Upper Clapton Road / Brooke Road – Chalk Farm Morrisons	5	5
Total			60	60

## LONDON UNDERGROUND

- 3.4.6 Caledonian Road Station is located a 10-minute walk to the east of the site. It is served by the Piccadilly Line and provides direct services to Central London. The station is in travel Zone 2 and has step-free access.
- 3.4.7 The service provision is summarised in Table 3-3. Caledonian Road Station provides access to 30 Piccadilly Line services per direction during peak hours.

Table 3-3: Caledonian Road Underground Services

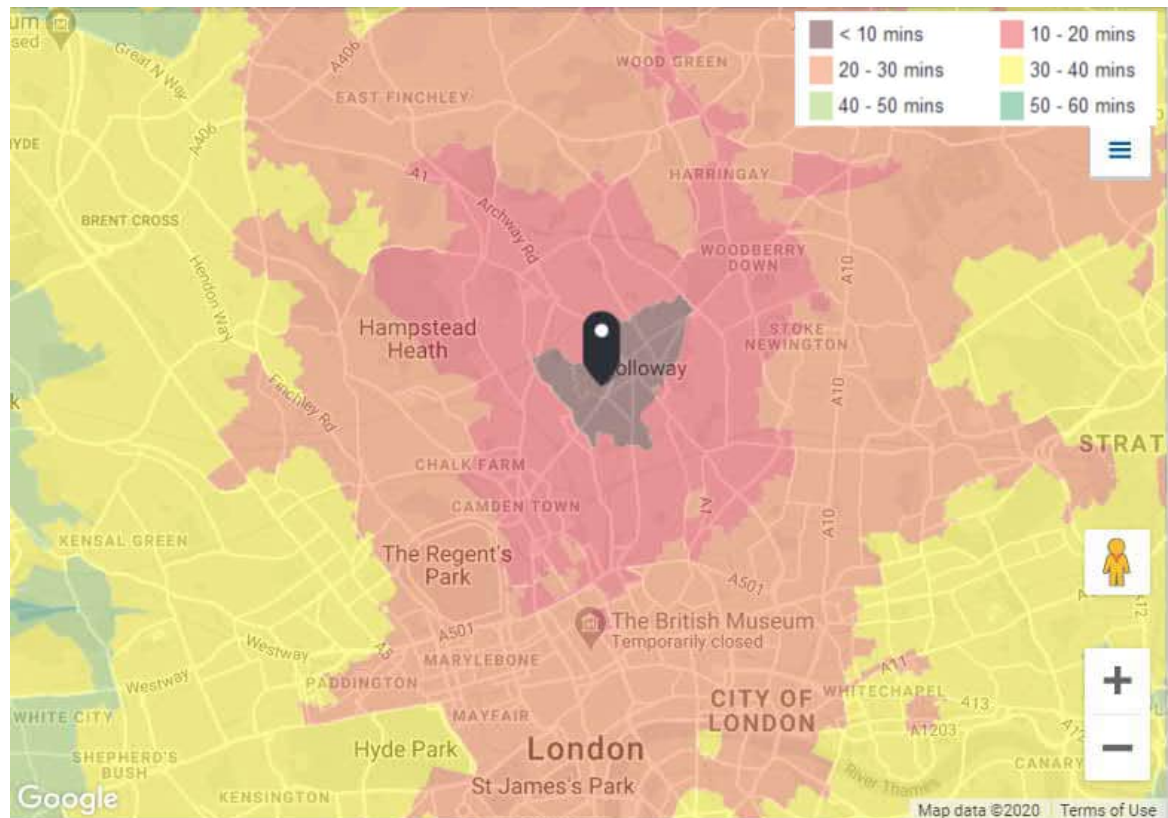
LINE	DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
		AM	PM
Piccadilly	Westbound (to Central London and beyond to Heathrow Airport or Uxbridge)	30	30
	Northbound (to Cockfosters)	30	30

## TIME MAPPING

- 3.4.8 Time Mapping (TIM) is a tool developed by TFL within their WebCAT suite of tools to assess connectivity in terms of travel times, taking account of public transport service ranges and interchange opportunities. Time Mapping for the site, travelling by public transport during the AM peak, is presented within Figure 3-6. Significant employment opportunities in Central London can be accessed within 30 minutes.



Figure 3-6: Public transport travel time catchments



## AFTER

- 3.4.9 The WebCAT 2031 PTAL forecast presents that the site would continue to have excellent PTAL in the future.

## 3.5 ACCESS TO LOCAL FACILITIES AND AMENITIES

### BEFORE

- 3.5.1 The site is located in close proximity to local amenities and journeys for education, leisure, shopping and various local amenities are available within close proximity of the site. Figure 3-7 shows the local context in the immediate area and Figure 3-8 presents the key destinations/facilities within 1km walking distance.

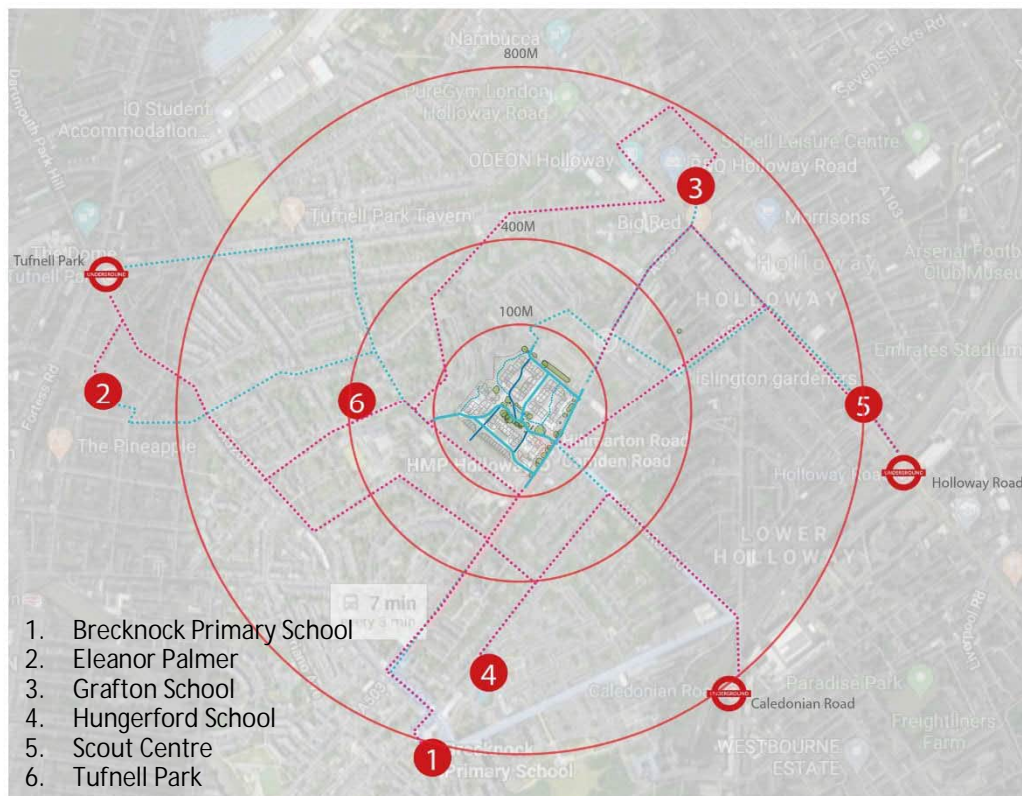
### AFTER

- 3.5.2 Following the re-development of the site, residents would benefit from an improvement in permeability through the site and access to local amenities.
- 3.5.3 The development would provide active uses along its Camden Road and Parkhurst Road frontages and would include commercial units, providing additional amenities to the area.

Figure 3-7: Local context



Figure 3-8: Local facilities



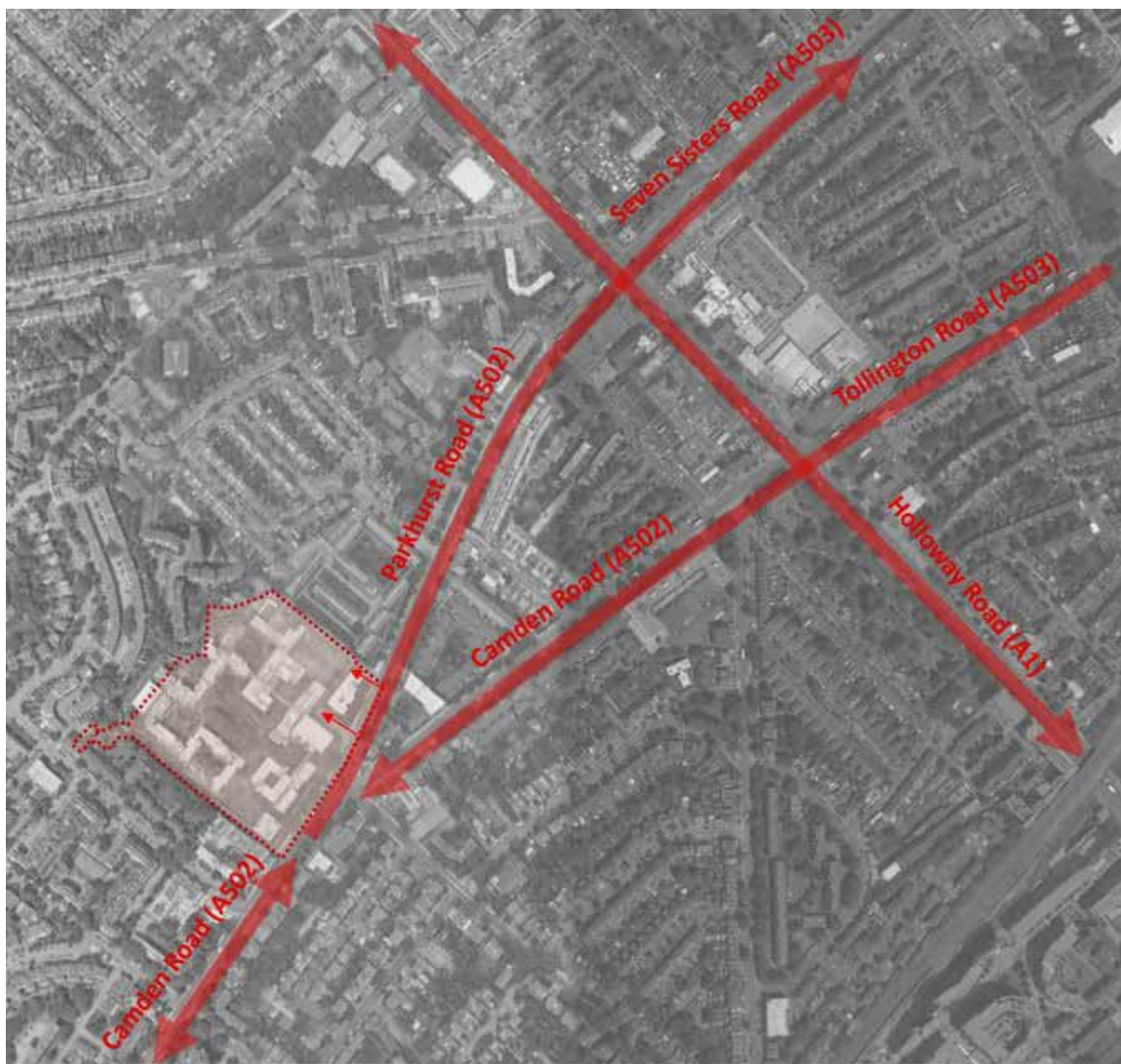


## 3.6 ROAD NETWORK

### BEFORE

3.6.1 The local highway network in the vicinity of the site is shown in Figure 3-9.

Figure 3-9: Local road network and vehicle access



3.6.2 The transport for London Road Network (TLRN), for which TfL is responsible, comprises the A502 (Parkhurst Road and Camden Road), and the A1 (Holloway Road) to the north-west.

3.6.3 The site currently has two vehicular access points, located to the north of the junction with Hilmanton Road. Both of the access points form priority junctions and operate as left-in/left-out onto Parkhurst Road.

### AFTER

3.6.4 There is no proposal to make changes to the road network in the wider context, however, there will be minor changes associated with access arrangements to the site and will include the following:

- ⊙ The existing northern access will largely be retained albeit with minor kerb realignments.

- ⦿ The existing access opposite the garage will be closed and removed.
- ⦿ New access at the very south of the site will be introduced as an all-movements allowed junction.

3.6.5 The preliminary site access points design is presented in Appendix E. A Stage 1 Safety Audit of the improvements and changes to the site accesses on Camden Road and Parkhurst Road has been undertaken and is included in Appendix F.

### 3.7 NEARBY PUBLIC REALM

#### BEFORE

3.7.1 The development site itself is currently vacant and public access is prohibited. The footway in front of the site does not provide an attractive environment for walking and cycling and this is largely due to the nature of the site's existing boundary treatment. However, the width and condition of the footway are moderate and crossings with side roads provide tactile paving.

#### AFTER

3.7.2 The development would provide an attractive public realm within the development site that would benefit both the existing community surrounding the site, future occupiers, staff and visitors. The improvements will include the following:

- ⦿ New access points to the site;
- ⦿ Car-free routes through the site;
- ⦿ Sitting areas and play areas for children;
- ⦿ Publicly accessible central Public Garden;
- ⦿ Improvements to the pedestrian crossing on Parkhurst Road / Camden Road, including the removal of staggered crossing and reducing the crossing distance;
- ⦿ Upgrades to the footway on Camden Road and Parkhurst Road, fronting the development, and
- ⦿ The development would provide active use along Camden Road and Parkhurst Road frontage.

### 3.8 HEALTHY STREETS DESIGNERS CHECKLIST – CAMDEN ROAD AND PARKHURST ROAD

3.8.1 To assess the impact of the road improvements proposed as part of the development, a Healthy Streets Audit has been undertaken. The audit is based on the guidance provided in TfL's 'Guide to the Healthy Streets Indicators' and the 'Healthy Streets Check for Designers' checklist tool.

3.8.2 The Healthy Streets approach is a set of policies and strategies to encourage more walking, cycling and public transport, and less car use. When undertaking an audit, the context of a street should be considered in terms of its place and movement functions.

#### BEFORE

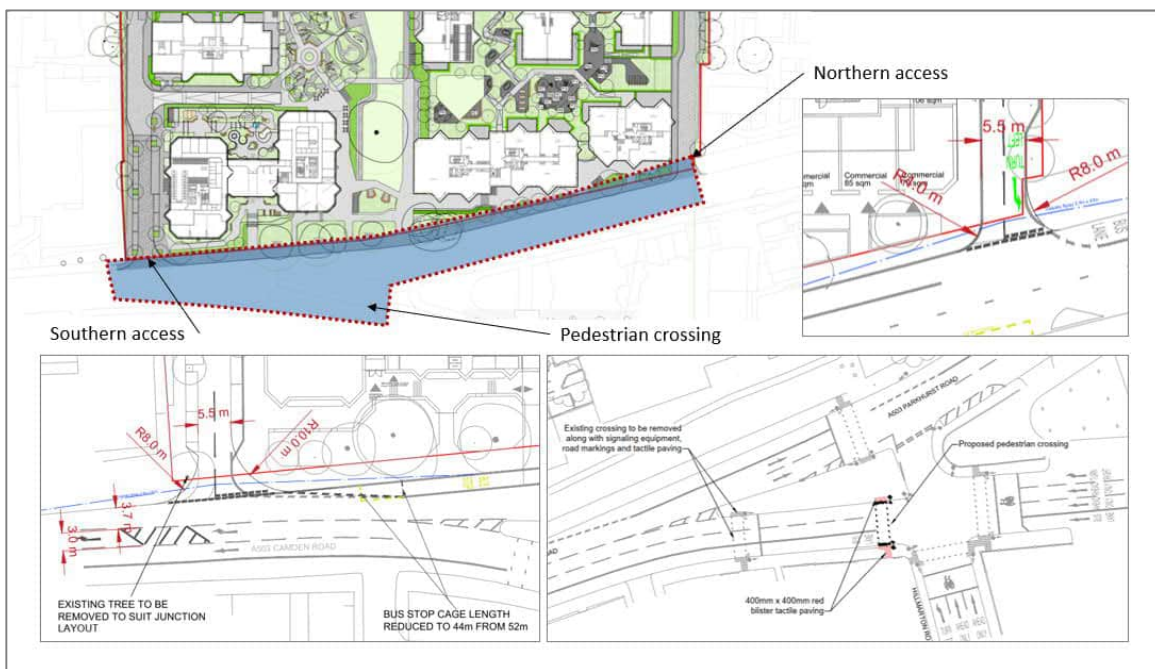
3.8.3 Camden Road and Parkhurst Road along the site frontage is currently covered in hoarding, has two vehicle accesses, and a wide footway in moderate condition.



AFTER

- 3.8.4 The proposals will introduce significant landscaping improvements along Camden Road and Parkhurst Road, including the introduction of new vehicular access, closing one of the existing access and upgrading the second existing access. The landscaping improvement will also include the introduction of new pedestrian and cycle access to the site.
- 3.8.5 The assessment area for the Healthy Street Check for Designers is presented in Figure 3-10.

Figure 3-10: Assessment area for Healthy Street Check for Designers



- 3.8.6 The Healthy Streets Designers Checklist is provided within Appendix D and identifies that the infrastructure and landscaping improvements associated with the proposed development increases the scores on all of the Healthy Streets parameters when compared to the existing layout.
- 3.8.7 Figure 3-11 shows the existing (grey line) conditions of Camden Road / Parkhurst Road against the impact of the proposed (green line) development.



Figure 3-11: Healthy Streets Checklist Outcome – Camden Road

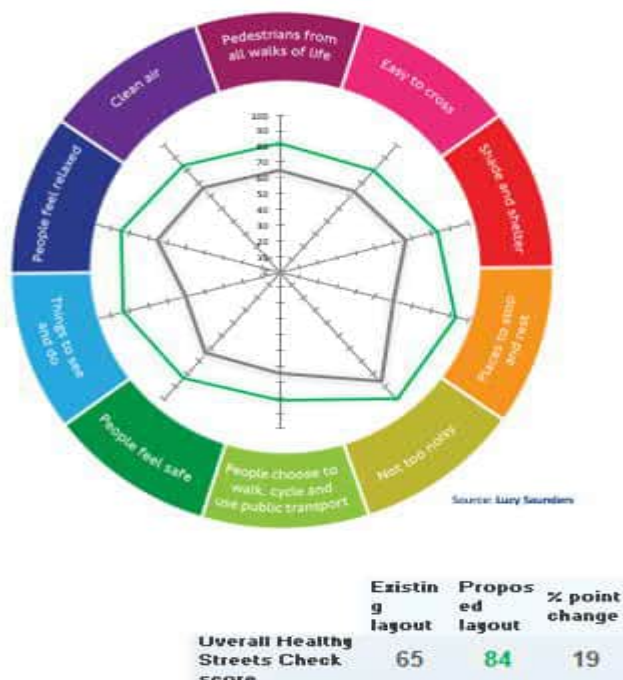


Table 3-4: Healthy streets check scores

CRITERIA	EXISTING LAYOUT	PROPOSED LAYOUT
Pedestrians from all walks of life	64	82
Easy to cross	63	80
Shade and shelter	67	83
Places to stop and rest	60	93
Not too noisy	87	100
People choose to walk, cycle and use public transport	64	82
People feel safe	64	83
Things to see and do	50	83
People feel relaxed	65	85
Clean Air	67	83
Overall Healthy Streets Check score	65	84
Zero Scores	2	2

3.8.8 It is evident that all 10 healthy streets criteria improve for Camden Road and Parkhurst Road with the proposed development. The main contributors to the overall improvements are the improved quality of footway, new crossing, new landscaping and seating, and passive surveillance provided by the proposed development.

3.8.9 Overall, the proposed improvements along Camden Road and Parkhurst Road associated with the proposals increase the Healthy Streets Designers Checklist score by 19 points, indicating an excellent improvement to the area.

- 3.8.10 The largest increases are associated with 'Things to see and do' and 'Places to stop and rest' and 'People feel relaxed' due to the introduction of improved landscaping and surveillance provided by the proposed development.
- 3.8.11 The assessed area also scored two zero scores, both of which will remain with the proposed development. One is associated with the high proportion of traffic movements on Camden Road and Parkhurst Road due strategic nature of the road. The development is not anticipated to have material impact on the proportion of traffic movements. The second zero score is associated with the lack of cycle route within the footway or carriageway along Camden Road and Parkhurst. There is no proposal to make any changes to the road network at this location. A proposal to introduce a cycle lane along this road had been previously considered by TfL and LBI and we understand there is no intention in the short or medium term to introduce a cycle route in this location.
- 3.8.12 A Stage 1 Safety Audit of the improvements and changes proposed to the crossing on Camden Road has been undertaken and is included in Appendix F.

### 3.9 ON-SITE PUBLIC REALM

#### BEFORE

- 3.9.1 The site is no longer used as a prison and as a result no significant activity currently takes on-site beyond filming and occasional maintenance and a security presence.

#### AFTER

- 3.9.2 The proposed development comprises the demolition of the existing buildings on-site to provide a new mixed-use development accommodated within five plots. Figure 3-13 illustrates the current masterplan and the development quantum is summarised within Table 3-5.



Figure 3-12: Site masterplan



Table 3-5: Development quantum

LAND USE	QUANTUM	LOCATION
Residential (C3)	985 dwellings	All Plots
Commercial (E)	1,822 sqm GIA	Plot B and C
Women's Building (F2)	1,489 sqm GIA	Plot C
Residents' facilities (C3)	1,334 sqm GIA	Plot D

3.9.3 A significant new public realm is proposed to provide a high-quality setting and environment for future residents and visitors at the proposed development.

3.9.4 The design has been developed by applying a Healthy Streets Approach and Vision Zero and the following key principles in mind:

- ⊙ Pedestrians and cyclists should be prioritised;

- ⊙ Accommodate pedestrian movement and provide a minimum of 2.0m footways throughout;
- ⊙ Two-way streets that encourage cyclists to take the primary position in the road;
- ⊙ Vehicles will need to be safely and appropriately accommodated;
- ⊙ The largest vehicles will be a waste collection vehicle;
- ⊙ The internal layout will need to encourage lower speeds;
- ⊙ Reversing movements designed-out wherever possible;
- ⊙ A standard road width of 5.5m allows vehicles to pass safely. We have adopted this approach with instances of artificial narrowing created by servicing bays to slow traffic;
- ⊙ Section of road between Plots D and E was reduced to 4.9m to maximise green space;
- ⊙ Forward visibility for 20mph retained throughout, and
- ⊙ Internal roads build to adoptable standards.

3.9.5 The above principles were discussed and agreed with TfL and LBI.

3.9.6 The new public realm on-site has been designed with the 10 Healthy Streets indicators in mind. Table 3-6 sets out how the development meets the 10 Healthy Street indicators compared to the existing site environment.

Table 3-6: Healthy Streets

HEALTHY STREETS INDICATORS	BEFORE	PROPOSED DEVELOPMENT / AFTER
Pedestrians from all walks of life	Pedestrian permeability through the site does not exist.	The internal landscaped public realm will provide connections between Camden Road / Parkhurst Road and Trecastle Way.  The development will open the site up for pedestrians and cyclists and increasing passive surveillance through the development.
People choose to walk, cycle and use public transport	The site has 84 car parking spaces and is currently closed. It is used for authorised access only.	The proposed development will be car-free except for Blue Badge parking spaces. The lack of parking spaces in combination with the existing local CPZ in place is expected to discourage travel by car.  A Framework Travel Plan will also be submitted as a part of the planning application for the proposed development. This document will seek to encourage travel by sustainable and active modes.
	There is currently no on-site cycle parking provided.	The development will deliver cycle parking spaces for the proposed residential and commercial uses.  The proposals will include short-stay cycle parking in the form of Sheffield stands within the proposed public realm that will be conveniently located for future visitors.
	The existing site has been assigned a score of PTAL 6a (fronting Camden Road) to PTAL 1a in the northern part of the site.	The forecast PTAL is expected to be 6a in 2031. The provision of new routes through the site is expected to strengthen areas of the site with lower PTAL scores.
Clean air	According to the London Air Quality Network, the section of the site along Camden Road and Parkhurst Road fails the	The development is proposed to be car-free except for Blue Badge parking spaces, which is intended to limit the



HEALTHY STREETS BEFORE INDICATORS		PROPOSED DEVELOPMENT / AFTER
	annual mean objective for NO2 air pollution.	number of vehicles accessing/egressing the site to only delivery and servicing vehicles.  The development will deliver new trees and landscaping, public garden, making the site more attractive and will improve local air quality.
People feel safe	In general, this area can feel less safe due to the lack of passive surveillance, especially in the winter months and in the evening.	The improvements to the building and landscaping will greatly enhance the overall aesthetics of the area and provide a new feeling of passive surveillance for those walking and cycling in the area.  New connections increase pedestrian permeability and as such an overall feeling of safety.
Not too noisy	The site frontage can be noisy due to the strategic nature of the road and heavy traffic along Camden Road.	The proposed development is 'car free' and only servicing vehicles and Blue Badge holders will access the site minimising noise disruption for residents and visitors within the site.
Easy to cross	The site is currently impermeable.	The internal landscaped public realm and new connections will open the site permeability through the site for pedestrians and cyclists and increasing passive surveillance from the development.
Places to stop and rest	At present, there are no places to stop and rest along Camden Road and Parkhurst Road or within the site.	The development will provide an open landscaped public realm, a public garden that will provide pedestrians access to public seating.
Shade and shelter	There are limited places for people to seek shade and shelter at present both on-site and off-site.	The public realm area will offer new trees for shade and shelter.
People feel relaxed	In general, people may feel less relaxed due to the lack of passive surveillance and the lack of connections through the site.	The proposed development, landscaping, and new connections will greatly enhance the overall aesthetics of the area and provide a new feeling of passive surveillance for those walking and cycling in the area.  New connections will improve pedestrian permeability and as such an overall feeling of safety.
Things to see and do	The site has a poor outlook on Camden Road and Parkhurst Road. The site itself is closed and has brick walls.	The development will provide an open landscaped public realm and public garden and improve the outlook of the site. The site will provide different commercial units available to the current and new residents.

### 3.10 PEDESTRIAN AND CYCLE ACCESS

#### BEFORE

- 3.10.1 The site is no longer used as a prison and has no pedestrian or cycle access point to the site.

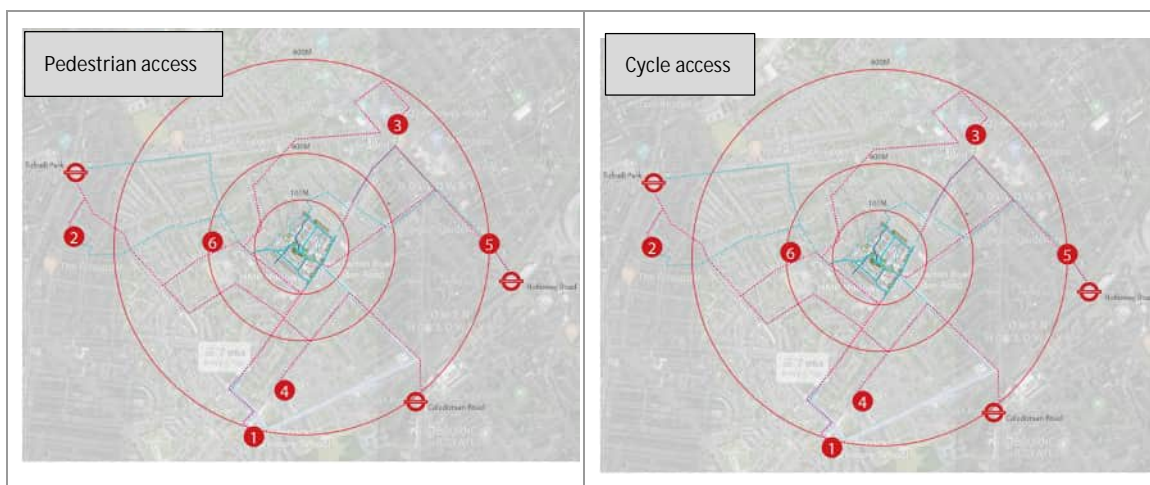
#### AFTER

- 3.10.2 The access strategy for the proposal is set out within Figure 3-13. The scheme is being designed to provide permeability and prioritise pedestrian and cyclist movement.





Figure 3-13: Access strategy



- 3.10.3 The proposed development will improve pedestrian and cycle connectivity from the surrounding area by creating new access points.
- 3.10.4 The development proposes three access points from Parkhurst Road, all of which will be available for pedestrian use. Two of these accesses will also be suitable for cyclist use. The development will also have a connection from Trecastle Way and two connections from Dalmeny Avenue. The proposed accesses to the development site are presented in Figure 3-14.

Figure 3-14: Access strategy for pedestrians and cyclists



### 3.11 VEHICLE ACCESS

#### BEFORE

3.11.1 The site currently has two vehicular access points onto Parkhurst Road.

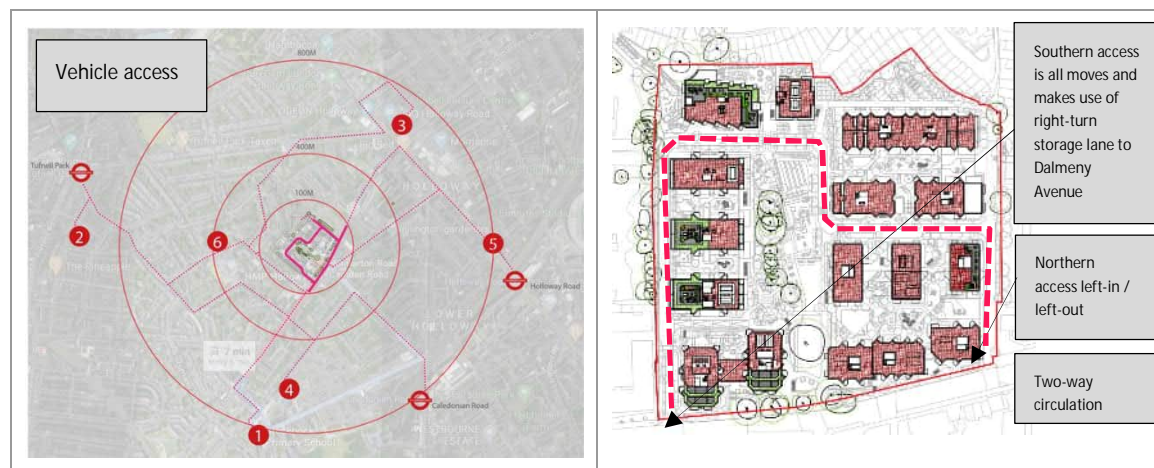
#### AFTER

3.11.2 The proposed development will have two vehicular access points:

- ⊙ Northern access will be left-in/left-out access;
- ⊙ Southern access with all movements allowed. Vehicles approaching the site via the southern access will use the existing right-turn storage lane to Dalmeny Avenue which will be modified, and
- ⊙ The internal road within the site will operate as a two-way road.

3.11.3 The vehicular access strategy for the site is presented in Figure 3-15.

Figure 3-15: Vehicle access strategy



3.11.4 The vehicular access is expected to be used primarily by delivery and servicing vehicles and Blue Badge holders to access the accessible parking spaces. Vehicle demands at each of the accesses are expected to be low.

3.11.5 The preliminary access design has been produced and the general arrangement drawing with associated swept path analysis drawings are included in Appendix E.

3.11.6 A Stage 1 Road Safety Audit (RSA) has been commission and the report, including Designers Responses, is included in Appendix F.

3.11.7 Junction capacity assessment using modelling techniques has been undertaken for both of the access points to the site. The results of the assessments are presented in Section 5 and Junction 9 (PICADY) modelling reports are included in Appendix G.

### 3.12 CYCLE PARKING

#### BEFORE

- 3.12.1 The site has currently has ten cycle parking spaces. The closest public cycle parking is located circa 500m to the north of the site, on the approach to the junction with Holloway Road.

#### AFTER

- 3.12.2 The proposed development will provide cycle parking provision in line with the London Plan for residential, Women's Building and concierge, and in line with the Draft Islington Local Plan for Class E. The standards are set out in Table 3-7. For some blocks the proposed provision is in excess of the London Plan standards.

Table 3-7: Cycle parking standards

LAND USE	CYCLE PARKING STANDARDS	
	Long Stay	Short Stay
C3 residential dwellings (LP)	<ul style="list-style-type: none"> <li>• 1 space per studio or 1 person 1 bedroom dwelling</li> <li>• 1.5 spaces per 2 person 1 bedroom dwelling</li> <li>• 2 spaces per all other dwellings</li> </ul>	<ul style="list-style-type: none"> <li>• 5 to 40 dwellings: 2 spaces</li> <li>• Thereafter: 1 space per 40 dwellings</li> </ul>
Class E (ILP)	<ul style="list-style-type: none"> <li>• First 1,000 sqm GEA: 1 space per 20sqm</li> <li>• Beyond first 1,000: 1 space per 65sqm</li> </ul>	
D1 community centre (applied to Class F2, as the London Plan (2021) cycle parking requirements do not refer to the current use classes)	<ul style="list-style-type: none"> <li>• 1 per 3 staff</li> </ul>	<ul style="list-style-type: none"> <li>• 1 space per 100sqm</li> </ul>

- 3.12.3 The minimum quantum of cycle spaces for residential dwellings is shown in Table 3-8. A plot by plot comparison of the nimum required provision and the proposed provision is contained within Appendix H which also detaield the layout and access to each cycle store.



Table 3-8: Cycle parking provision requirements (residential)

DEVELOPMENT	DWELLING	LONG STAY	SHORT STAY	
Plot A	1 Bed 1 Person	0	0	
	1 Bed 2 People	50	75	
	2 Bed	150	300	7
	3 Bed	26	52	
	4 Bed	9	18	
	Total	234	445	
Plot B	1 Bed 1 Person	0	0	
	1 Bed 2 People	123	185	
	2 Bed	177	354	10
	3 Bed	18	36	
	4 Bed	3	6	
	Total	321	581	
Plot C	1 Bed 1 Person	0	0	
	1 Bed 2 People	33	50	
	2 Bed	75	150	5
	3 Bed	46	92	
	4 Bed	1	2	
	Total	155	294	
Plot D	1 Bed 1 Person	0	0	
	1 Bed 2 People	17	26	
	2 Bed	142	284	6
	3 Bed	24	48	
	4 Bed	0	0	
	Total	183	358	
Plot E	1 Bed 1 Person	0	0	
	1 Bed 2 People	67	101	
	2 Bed	24	48	4
	3 Bed	0	0	
	4 Bed	0	0	
	Total	91	149	
Proposed Development	1 Bed 1 Person	0	0	
	1 Bed 2 People	290	435	
	2 Bed	568	1136	39
	3 Bed	114	228	
	4 Bed	13	26	
	Total	985	1825	



3.12.4 Long stay cycle parking will be secure and sheltered and would comprise:

- ⦿ 80% of cycle parking would be two-tier cycle parking;
- ⦿ 20% of cycle parking would be accessible cycle parking, for people with non-standard bicycles and those that struggle to use two-tier systems [75% as Sheffield stands and 25% as Sheffield stands with increased space (for cargo bikes, hand-cranked bikes, trailers, buggies, tandems, tricycles which can be up to 2.5m long and need additional space)], and
- ⦿ The accessible cycle parking spaces should be located conveniently to the building entrances.

3.12.5 Separate cycle parking spaces is provided for the non-residential part of the development (i.e. Class E, Women's Building and concierge). The the minimum quantum of cycle spaces for non-residential part of the development is shown in Table 3-9. A plot by plot comparison of the nimum required provision and the proposed provision is contained within Appendix H which also detaield the layout and access to each cycle store.

Table 3-9: Cycle parking provision requirements (non-residential)

DEVELOPMENT		SQM GEA	LONG STAY	SHORT STAY
Plot B	Class E	1,819	16	16
Plot C	Class E	168	4	4
Plot C	Women's Building	1,610	15	16
Plot D	Concierge	1,412	3	2
Total			38	36

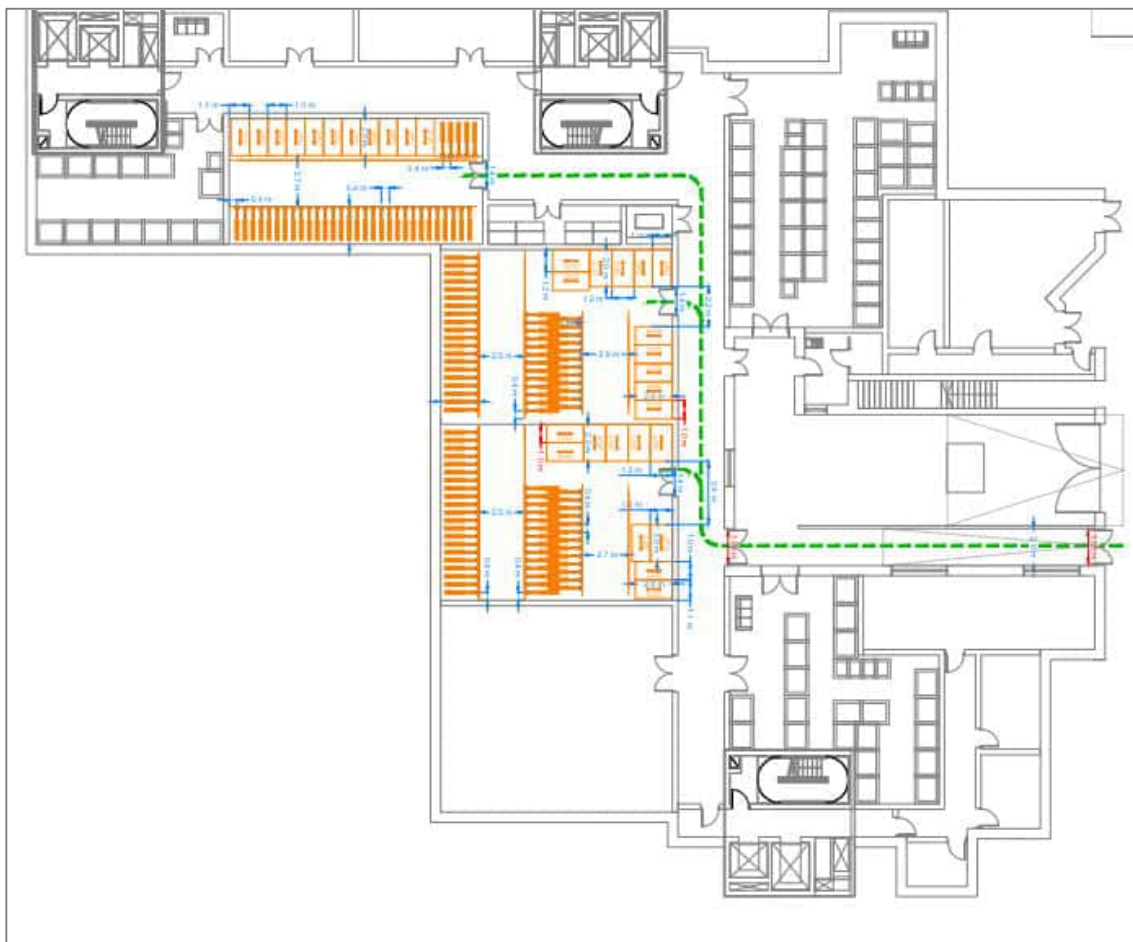
3.12.6 Short stay cycle parking would be provided within the public realm in the form of Sheffield stands.

3.12.7 All cycle spaces are designed in accordance with the LCDS.

3.12.8 The provision of cycle parking for Plot A, provided at the Lower Ground floor, is presented in Figure 3-16 and shows the location of cycle spaces, provided dimensions and shows the access strategy for the Plot A.



Figure 3-16: Vehicle access strategy



3.12.9 The proposed quantum of cycle parking for each Plot, land use, location, and access strategies are presented on the drawings in Appendix H.

### 3.13 DELIVERY AND SERVICING

#### BEFORE

3.13.1 Outside the site, the A503 is a Red Route and parking, waiting, and stopping are prohibited. There are five parking spaces on Parkhurst Road, opposite the site, where 'No Stopping' restrictions operate from Monday to Saturday between 7:00 and 19:00 except loading and Blue Badge holders; and two parking spaces for ambulances.

3.13.2 The site is located within a CPZ Zone B2 where parking is restricted to permit holders/pay and display parking from Monday to Friday between 8:30 and 18:30.

3.13.3 The site is no longer used as a prison and as a result no significant servicing activity currently takes place beyond occasional maintenance.

#### AFTER

3.13.4 No changes to the existing parking restrictions area proposed as part of the development.



- 3.13.5 It is envisaged that servicing would primarily take place from the loading bays located along the internal road that includes six loading bays designed to be 17m long and 3m wide. This geometry provides for flexible use and can accommodate 1 large delivery truck or 2 vans at the same time. In addition, the development will provide podium loading bays located within plots A and B. The location of the proposed loading bays is presented in Figure 3-17.
- 3.13.6 Servicing activity at residential developments has increased significantly over the past decade as a result of increased online shopping and on-demand delivery services. For a 985 dwelling development around 412 servicing trips can be expected per day. Based on surveys of comparable developments, there may be seven to eight vehicles servicing the development at peak times.
- 3.13.7 As such the proposed provision is considered sufficient to fully accommodate the predicted demand. Furthermore, longer loading bays can be used flexibly and accommodate either one large vehicle or two smaller vans, so it would ensure peak demand is accommodated.
- 3.13.8 The loading bays are designed as half-on, half-off carriageway loading bays. This enables the street space to be used more efficiently. HGVs comprise a very low proportion of residential servicing and when they occupy a bay can use part of the carriageway. Smaller vans are able to occupy the loading bay without using the carriageway. Therefore the proposed on-street loading bays can be used for a variety of purposes and vehicle sizes:
- ⊙ Short duration deliveries – mail, parcels, food – typically by vans;
  - ⊙ Waste collection – waste vehicles would spend over 15 minutes at each building and benefit from using dedicated bays. The Plots A and B will have a provision of designated loading bays within the buildings;
  - ⊙ Long duration maintenance – typically vans;
  - ⊙ Long duration move-in / move-out – typically large vans / small lorries, and
  - ⊙ They could also be used informally for drop-off/pick-up activity, but parking in the loading bays will be managed.

Figure 3-17: Loading and servicing strategy



- 3.13.9 A DSP will be submitted as part of the upcoming planning application. Swept path analysis drawings for delivery and servicing vehicles are included in Appendix I.

### 3.14 CAR PARKING

#### BEFORE

- 3.14.1 The site historically had 84 car parking spaces available when operated as a prison. The site is currently vacant and does not generate any demand for parking beyond that associated with occasional maintenance of the site, or other short term activities.

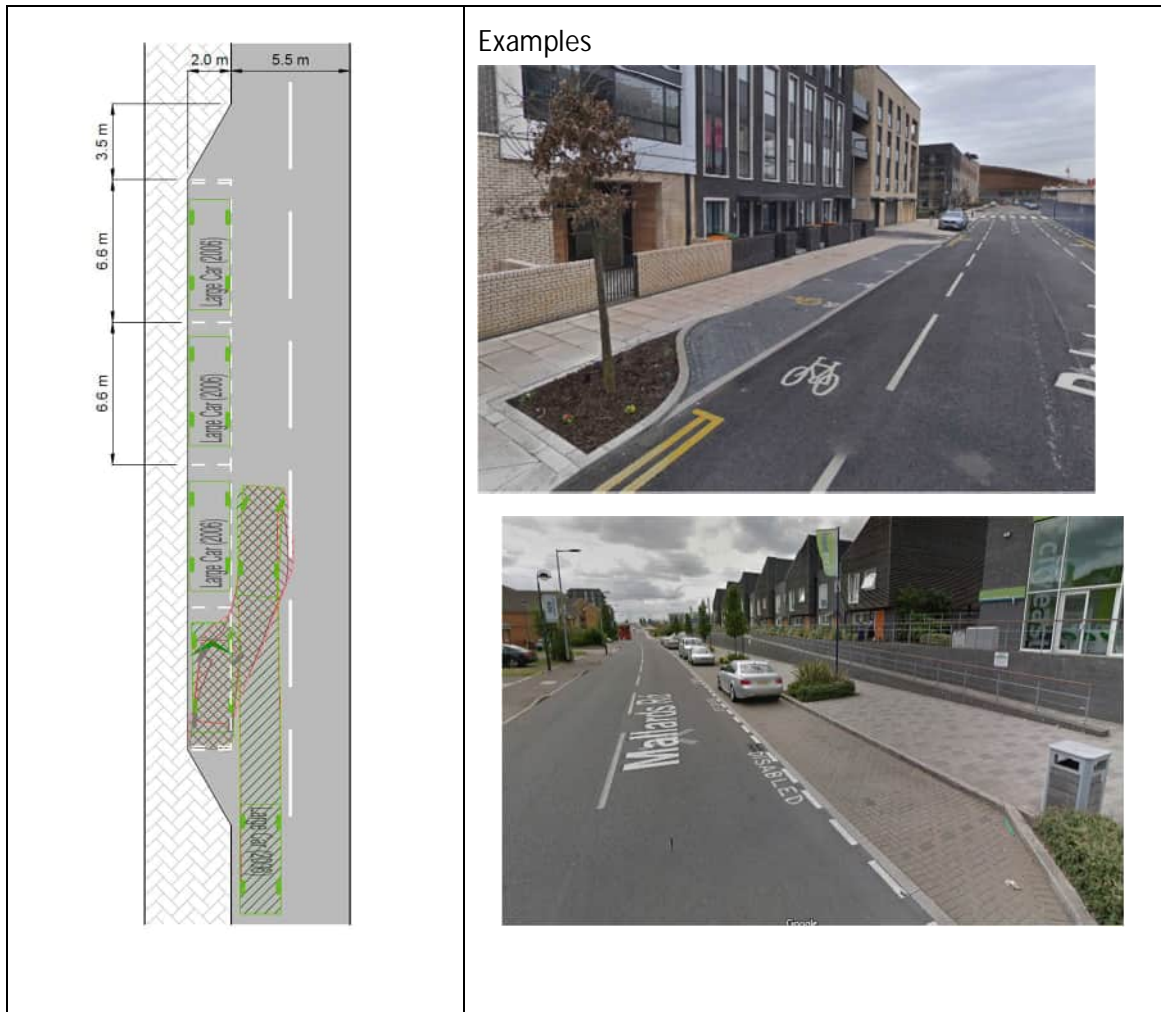
#### AFTER

- 3.14.2 The development is proposed as car-free and will only provide 30 accessible parking spaces. These spaces will be provided within the site as on-street parking along the internal road within the site.
- 3.14.3 All car parking spaces will have access to active Electric Vehicles Charging Points (EVCPs).
- 3.14.4 No car parking spaces are proposed for the non-residential part of the development.
- 3.14.5 Considering the high PTAL of the site, the demographic of the likely occupants, and the desire to maximise the space available for the public realm, a car-free development is proposed and will only provide accessible parking. The London Plan requires an accessible parking space for 3% of dwellings (30 parking spaces).
- 3.14.6 It is recognised that the London Plan requires the applicant to provide an additional 7% Blue Badge parking either at the outset or demonstrate how such provision could be made in the future to respond to demand.
- 3.14.7 To understand the current demand for Blue Badges parking spaces within the borough, an analysis of valid Blue Badges permits was assessed against the population and showed that 3.2% of the population have permits within LBI. However, this does not take account of the likely demographic of the proposed development as described earlier.
- 3.14.8 TCoL analysis suggests that the population in the local area and prospective new residents present a trend towards a car-free lifestyle and therefore, the site is in a highly accessible location with step-free access to the London Underground Network from Caledonian Road Station.
- 3.14.9 As such the proposed Blue Badge parking provision of 3% is considered adequate for the proposed development and the location and is expected to address the predicted demand.
- 3.14.10 With respect to additional parking spaces, to provide up to 10% of residential units with a Blue Badge parking space, Peabody has agreed to a financial contribution of £2000 per space not provided on-site. This accords with LBI's Planning Obligations (Section 106) SPD (2016).
- 3.14.11 The location of Blue Badge parking spaces is presented in Figure 3-17 and the indicative design, with existing examples, are presented in Figure 3-18.





Figure 3-18: Typical Blue Badge parking bay design



- 3.14.12 Based on local Blue Badge uptake statistics, the demand for the spaces is expected to be in the order of 3% spaces per dwelling. No general parking is proposed for commercial uses.
- 3.14.13 This provision aligns well with the average number of Blue Badge holders in Islington which is 3.2% and is broken down by age group as follows:
- ⊙ 0 – 19                      0.8% Blue Badge holders;
  - ⊙ 20 – 59                      1.6% Blue Badge holders;
  - ⊙ 0 – 69                        1.9% Blue Badge holders;
  - ⊙ 0 – 79                        2.5% Blue Badge holders, and
  - ⊙ 0 – 80+                      3.2% Blue Badge holders.
- 3.14.14 Propose Blue Badge bays are marked out at 6.6m x 2.0m with the adjacent footway being clear of obstructions allowing this to be used to enter and exit vehicles safely.

# 4 ACTIVE TRAVEL ZONE ASSESSMENT

## 4.1 INTRODUCTION

4.1.1 This Active Travel Zone (ATZ) assessment has been carried out in line with TfL Transport Assessment guidance and aims to show how the proposed development supports Vision Zero and Healthy Streets policies.

4.1.2 The key aim of the assessment is to determine how people of all abilities make key journeys in the ATZ that are essential to support car-free lifestyles. The ATZ is defined as a 20-minute cycle around the site.

4.1.3 The ATZ assessment is undertaken using three maps:

- ⦿ Map one: The ATZ and all potential active travel destinations;
- ⦿ Map two: Key active travel destinations and routes at a neighbourhood scale, and
- ⦿ Map three: Neighbourhood healthy characteristics check.

## 4.2 MAP 1

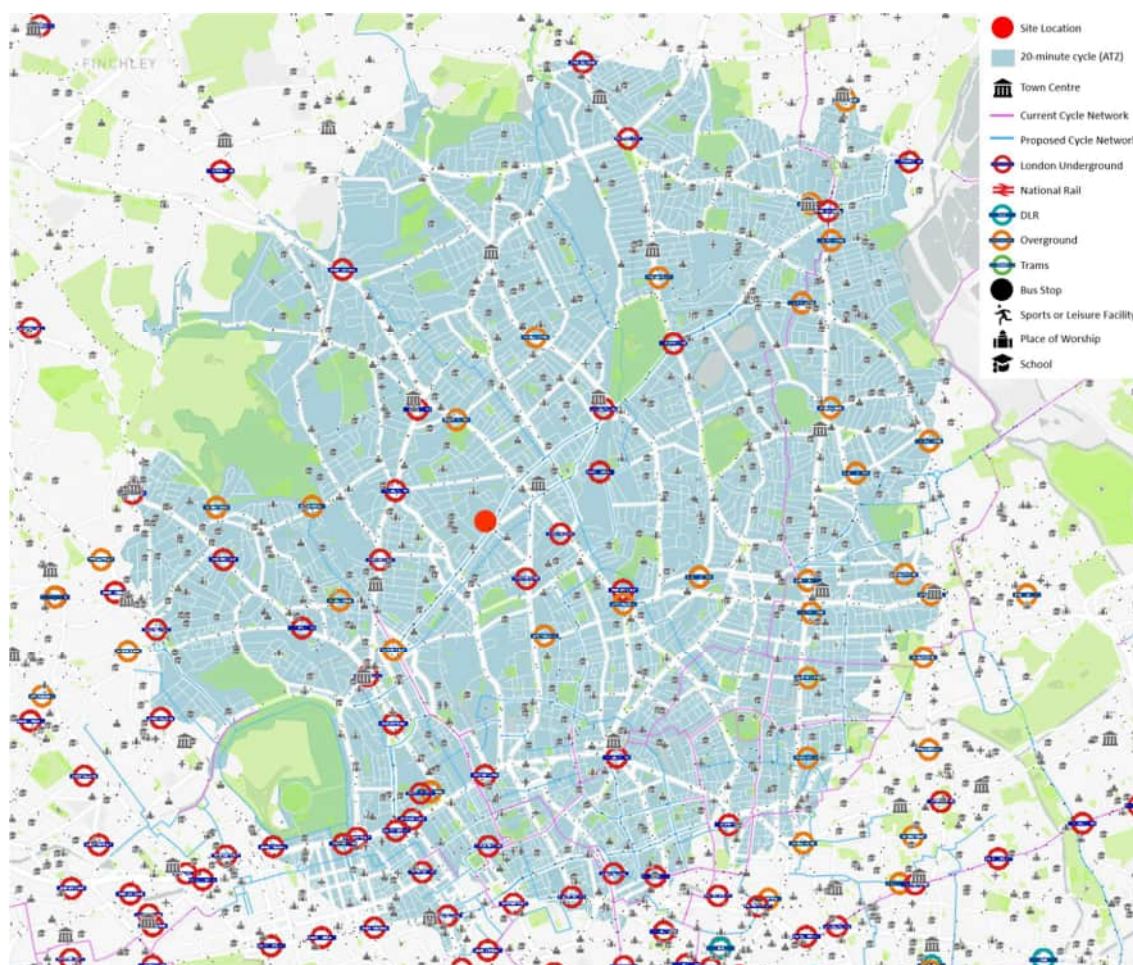
4.2.1 Map One displays all the potential key destinations in the ATZ around the site, which are:

- ⦿ public transport stops
- ⦿ public transport stations
- ⦿ London's current and future London-wide strategic cycle network
- ⦿ town centres
- ⦿ parks
- ⦿ schools/colleges
- ⦿ hospitals/doctors
- ⦿ places of worship

4.2.2 The above key destinations are shown in Figure 4-1.



Figure 4-1 - ATZ map one



4.2.3 The potential key destinations shown in Figure 4-1 have been assessed based on their relevance to the proposed development. This assessment is shown in Table 4-1.

Table 4-1: Relevant ATZ key destinations

DESTINATION	TYPE	PRIORITY	JUSTIFICATION
Caledonian Road Tufnell Park	Public transport stations	High	Residents are likely to use the Underground station to access work and leisure destinations across London.
Hillmarton Road bus stop Parkhurst Road Nags Head	Public transport stops	High	Residents are very likely to use the bus network to access local destinations.
Proposed Cycleway 38	The current and future strategic cycle network	High	The Finsbury Park to Highbury Fields Cycleway is currently under construction and is a seven-minute cycle from the proposed development.
Nags Head Town Centre	Town centres	High	The proposed development is outside the Central Activities Zone, and therefore the town centre will be a key destination.



DESTINATION	TYPE	PRIORITY	JUSTIFICATION
Caledonian Park	Parks	Low	The proposed development is a 13-minute walk from Caledonian Park; as such, some residents may use it for leisure and recreational activities.
City and Islington College	Schools/colleges	High	The development will provide a range of unit sizes, including two-bedroom homes suitable for families. It is therefore highly likely that many residents will enrol their children in local educational facilities.
Tufnell Park Primary School			
The Bridge Secondary School			
Partnership Primary Care Centre	Medical	High	Some residents may require prescriptions and other medications.
London Holloway Seventh-day Adventist Church	Place of worship	High	Some residents of the proposed development may regularly visit places of worship.
St George and All Saints			
Alrisaalah Mosque Islington Islamic Centre (Parkhurst Road)			
Morrisons/ Iceland/ Waitrose (Holloway Road)	Supermarket	Low	Residents are likely to use Morrisons as it is the closest supermarket. However, it is not considered a high-priority destination as it does not form part of the list.

## 4.3 MAP TWO

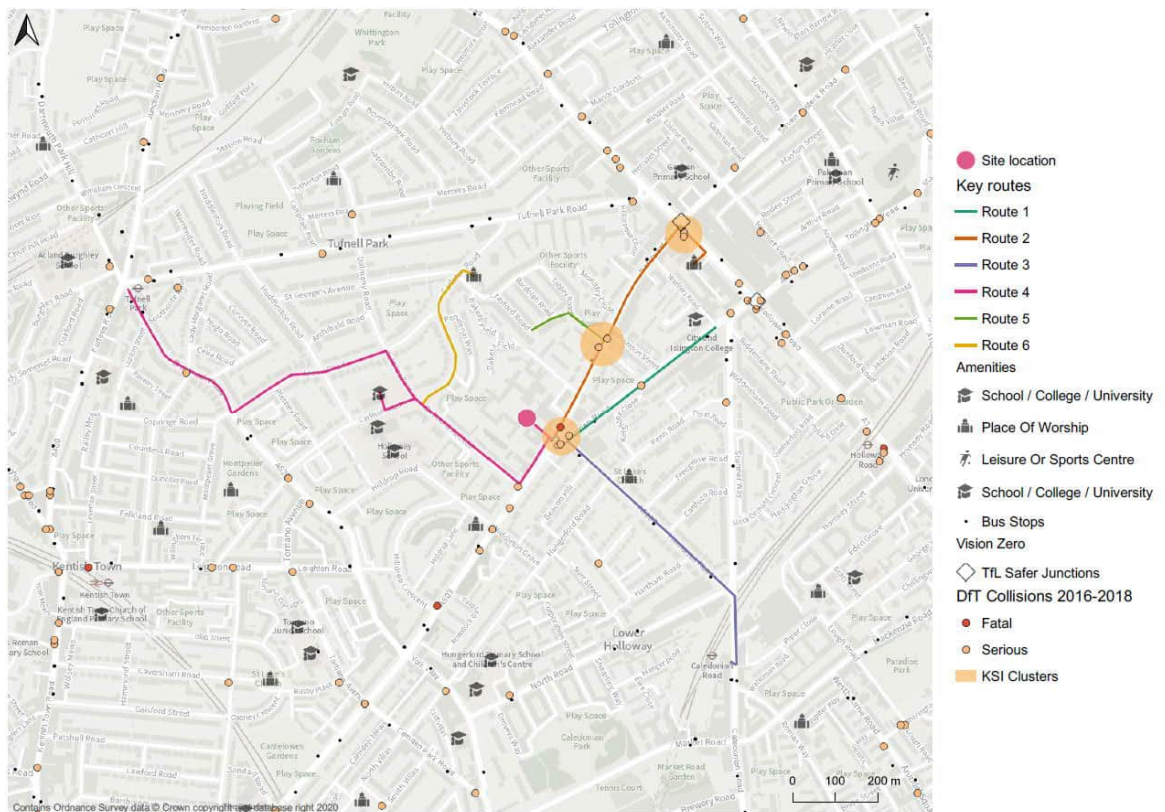
4.3.1 Map two (Figure 4-2) prioritises key destinations within the ATZ based on the assessment undertaken in Table 4-1 and shows the likely walking or cycling routes to reach them.

4.3.2 The destinations have been grouped into the following routes:

- ⊙ Route 1: Hillmarton Road bus stop, City and Islington College;
- ⊙ Route 2: Parkhurst Road Nags Head bus stop, London Holloway Seventh-day Adventist Church, Nags Head town centre;
- ⊙ Route 3: St. Luke's Church, Caledonian Road Underground station;
- ⊙ Route 4: Tufnell Park Primary School, The Bridge Secondary School, Tufnell Park Underground Station;
- ⊙ Route 5: Potential new connection from the proposed development to Crayford Road, and
- ⊙ Route 6: St George and All Saints.



Figure 4-2: ATZ map two



4.3.3 Killed or Seriously Injured (KSI) road traffic casualties have been added to Figure 4-2 to assess the safety of routes.

4.3.4 The junctions of Holloway Road with Parkhurst Road and Holloway Road with Camden Road are identified for improvements for pedestrians and cyclists in Transport for London's Safer Junctions programme.

#### 4.4 ROUTE SURVEYS

4.4.1 Each key route was assessed on foot and point of view (POV) photographs were taken for the 'worst' part of each journey. 'Worst' is defined as the most unpleasant or potentially unsafe section for people using the street.

4.4.2 To assess the 'worst' parts of each ATZ key route, a photo survey assessment was undertaken on 24 March 2020 between 11:00 and 14:00. Although the assessment was carried out within daylight hours, consideration was taken as to how the journeys would feel during the night. Photos of the route were taken at 150m intervals, in line with TfL's ATZ assessment guidelines, and are included as Appendix J.

4.4.3 The POV photographs have been assessed against eight of the Healthy Streets Criteria (Criteria 3 – 10). These are:

- ⊙ Easy to cross
- ⊙ People feel safe
- ⊙ Things to see and do
- ⊙ Places to stop and rest



- ⊙ People feel relaxed
- ⊙ Not too noisy
- ⊙ Clean air
- ⊙ Shade and shelter

## KEY ROUTE 1

- 4.4.4 Route one connects the proposed development to Hillmarton Road bus stop and City and Islington Sixth Form College. The worst part of this journey was identified as the junction of Camden Road / Parkhurst Road (A503) and Hillmarton Road, pictured in Figure 4-3.

Figure 4-3: ATZ route 1 - worst point



- 4.4.5 This area of the journey has been assessed against the eight healthy streets criteria below:

- ⊙ Easy to cross – People wishing to cross Camden Road on foot must cross in two stages, with a stagger distance of 75m; as a result, the crossing time is relatively long. The crossing could be made more comfortable to use by removing the stagger and relocating the crossing on the southern side to a straight-ahead crossing (parallel with the northern crossing), and assessing signal timings to ensure that people can cross at the point they would find most convenient.

- ⦿ People feel safe – People may not feel safe at night along with parts of Parkhurst Road outside of the site, as overgrown trees Plot the existing street lighting and could create a blind spot. The street trees should be pruned to ensure visibility and maintain effective footway width. The speed limit along Camden Road (30mph) may make people cycling along the street and waiting on the pedestrian island feel unsafe. The speed limit could be reduced to 20mph.
- ⦿ Things to see and do – At present, the street is not an interesting and engaging place to walk and spend time, due to the high volume of traffic and the presence of set-back buildings. Planters could be installed on the pedestrian island to make the street a more attractive and interesting place.
- ⦿ Places to stop and rest – There is a limited number of places to stop along Camden Road; additional seating could be installed in places away from the flow of pedestrians, for example within the public realm of the proposed development.
- ⦿ People feel relaxed – People cycling may be intimidated by the speed, volume and behaviour of motor traffic along Camden Road. The speed limit along the road could be reduced to 20mph.
- ⦿ Not too noisy – Camden Road is relatively noisy as it carries six lanes of motor traffic. The speed limit along the street could be reduced to 20mph to improve the ambience of the street environment.
- ⦿ Clean air – According to the London Air Quality Network, this section of the route exceeds the annual mean objective for NO2 air pollution. The improved permeability as a result of the proposed development will encourage people to walk and cycle through the area; particularly from Dalmeny Avenue to Parkhurst Road. Residents could be encouraged to use public transport, walk and cycle, through improved permeability at the development site.
- ⦿ Shade and shelter – Low-level planting incorporating Sustainable Urban Drainage Systems (SuDS) could be installed on the refuge island to help reduce the impact of higher temperatures and rainfall resulting from climate change.

## KEY ROUTE 2

- 4.4.6 Route two connects the proposed development to Parkhurst Road Nags Head bus stop, London Holloway Seventh-day Adventist Church and Nags Head town centre. The worst part of this journey was identified as the section between, pictured in Figure 4-4.



Figure 4-4: ATZ route 2 - worst point



#### 4.4.7

This area of the journey has been assessed against the eight healthy streets criteria below:

- ⊙ Easy to cross – People cycling may find it difficult to cross the street, particularly if they must cross from the left-most lane to the right-most lane. A feeder lane and Advanced Stop Line could be installed to allow cyclists to safely proceed to a more advantageous position at the junction. Additionally, separate signal controls for cyclists (for example a low-level cycle signal) could be installed to allow cyclists separation in time. Alternatively, a 'hold the left turn' layout could be used to hold left-turning traffic during ahead movements, allowing cyclists in a segregated lane to turn left or proceed with ahead traffic.
- ⊙ People feel safe – The speed and volume of traffic along Parkhurst Road may make people cycling along the street feel not safe. As shown in Map Two (Figure 4-2), there have been a number of serious collisions at the junction of Parkhurst Road and Holloway Road.
- ⊙ Things to see and do – The building on the eastern footway presents a long and unbroken facade to the street, making it visually unappealing. Public art could be installed along the building frontage, positively enhancing the public realm and creating a more engaging place to spend time. Additionally, as the footway is relatively wide, parklets could be installed to create a space for people to spend time.
- ⊙ Places to stop and rest – There are currently two public benches and an outdoor seating area associated with a café on the western footway. However, the footway width allows for the replacement of existing benches with parklets with integrated seating, allowing people of all abilities to stop and rest along their journey.



- ⊙ People feel relaxed – Few wayfinding signs are showing key walking and cycling routes in the area. ‘Legible London’ wayfinding signage could be introduced to ease navigation for pedestrians and cyclists.
- ⊙ Not too noisy – The road surface along this section of the route is generally in good condition. To further reduce road noise pollution, local businesses could be encouraged to use off-peak and consolidated deliveries, where possible, to minimise disruption to residents and passers-by.
- ⊙ Clean air – According to the London Air Quality Network, this section of the route exceeds the annual mean objective for NO2 air pollution. The existing bus lane could be designated as 24/7 to make bus journey times more reliable and allow people to avoid peak hour travel.
- ⊙ Shade and shelter – Some shade and shelter are provided by street trees and shop awnings along Parkhurst Road. A Sustainable Urban Drainage System (SuDS) including the provision of native trees could be installed to mitigate against higher temperatures and rainfall as a result of climate change.

### KEY ROUTE 3

4.4.8 Route three connects the proposed development to St. Luke’s Church and Caledonian Road Underground station. The worst part of this journey was identified as the section between and, pictured in Figure 4-5.

Figure 4-5: ATZ route 3 - worst point



4.4.9 This area of the journey has been assessed against the eight healthy streets criteria below:

- ⦿ Easy to cross – Hillmarton Road is relatively wide with a limited number of formal crossing points. A zebra crossing could be installed on the street to allow people of all abilities to cross safely.
- ⦿ People feel safe – Hillmarton Road is relatively wide, which may encourage some drivers to travel at inappropriate speeds. The traffic lanes could be narrowed in conjunction with the introduction of a new pedestrian crossing to make slower speeds seem more natural for drivers using the street. However, any road narrowing should not restrict cycle flows or require cyclists to move into the path of other vehicles.
- ⦿ Things to see and do – The street is generally appealing, with street trees providing a varied environment to walk and spend time. Additional low-level planting, in conjunction with pavement widening, could be used to provide a community garden space for residents.
- ⦿ Places to stop and rest – There are a limited number of seats along this section of the route. Seating could be installed on the eastern end of Hillmarton Road, allowing people walking and cycling through the area to stop and rest.
- ⦿ People feel relaxed – People walking along Hillmarton Road may worry they might trip and fall due to footway distortion resulting from tree root growth. Additional space should be made for street trees along Hillmarton Road by building out the footway. This would also increase the useable footway width, allowing people of all abilities to use the street. Additionally, the footway could be raised and resurfaced using a flexible material (e.g. asphalt) to prevent future damage.
- ⦿ Not too noisy – Hillmarton Road generally carries a low volume of traffic, and as such is relatively quiet. However, the road width may lead some drivers to travel at inappropriate speeds. Carriageway narrowing could be implemented to encourage people to drive slowly and courteously along the street.
- ⦿ Clean air – According to the London Air Quality Network, this section of the route exceeds the annual mean objective for NO2 air pollution. The street connects two major thoroughfares (A5203 and A503), and as such may be used as a 'rat run' for drivers accessing each road. Depending on existing traffic conditions, a Low Traffic Neighbourhood could be implemented, using filtered permeability to prevent motor traffic from travelling along Hillmarton Road.
- ⦿ Shade and shelter – Existing street trees provide some shade and shelter on sunny or rainy days. In conjunction with the suggested footway widening, natural drainage could be incorporated to help ensure the street is prepared for heavier rainfall.

## KEY ROUTE 4

- 4.4.10 Route four connects the proposed development to Tufnell Park Primary School, The Bridge Secondary School and Tufnell Park Underground Station. The worst part of this journey was identified as the section between and, pictured in Figure 4-6.



Figure 4-6: ATZ route 4 - worst point



## 4.4.11

This area of the journey has been assessed against the eight healthy streets criteria below:

- ⊙ Easy to cross – People wishing to cross Dalmeny Road may find it difficult to cross safely and conveniently, as there is no tactile paving and right-hand visibility may be reduced by parked vehicles. Additionally, people wishing to cross Anson Road must look further behind to check for fast-turning vehicles, preventing them from establishing priority. The junction radii could be reduced to 1m to maintain pedestrian desire lines and reduce vehicle turning speeds. Additionally, the parking spaces closest to the junction could be removed, and a raised table introduced to emphasise the presence of the junction and give informal priority to pedestrians. Tactile paving should also be installed.
- ⊙ People feel safe – This section of the route feels relatively safe, with effective footway and carriageway lighting on all arms of the junction and passive surveillance from houses along the street. However, people crossing in the middle of the street may have to pass between parked cars, reducing their visibility and increasing the risk of a collision. A controlled non-signalised crossing (e.g. zebra) could be installed to satisfy a pedestrian desire to cross.
- ⊙ Things to see and do – The street is a relatively interesting place to walk and spend time, with a varied residential frontage and a variety of street trees. However, the majority of the street is used for motor vehicle parking; some parking spaces could be replaced with parklets to provide a place of interest along the route.

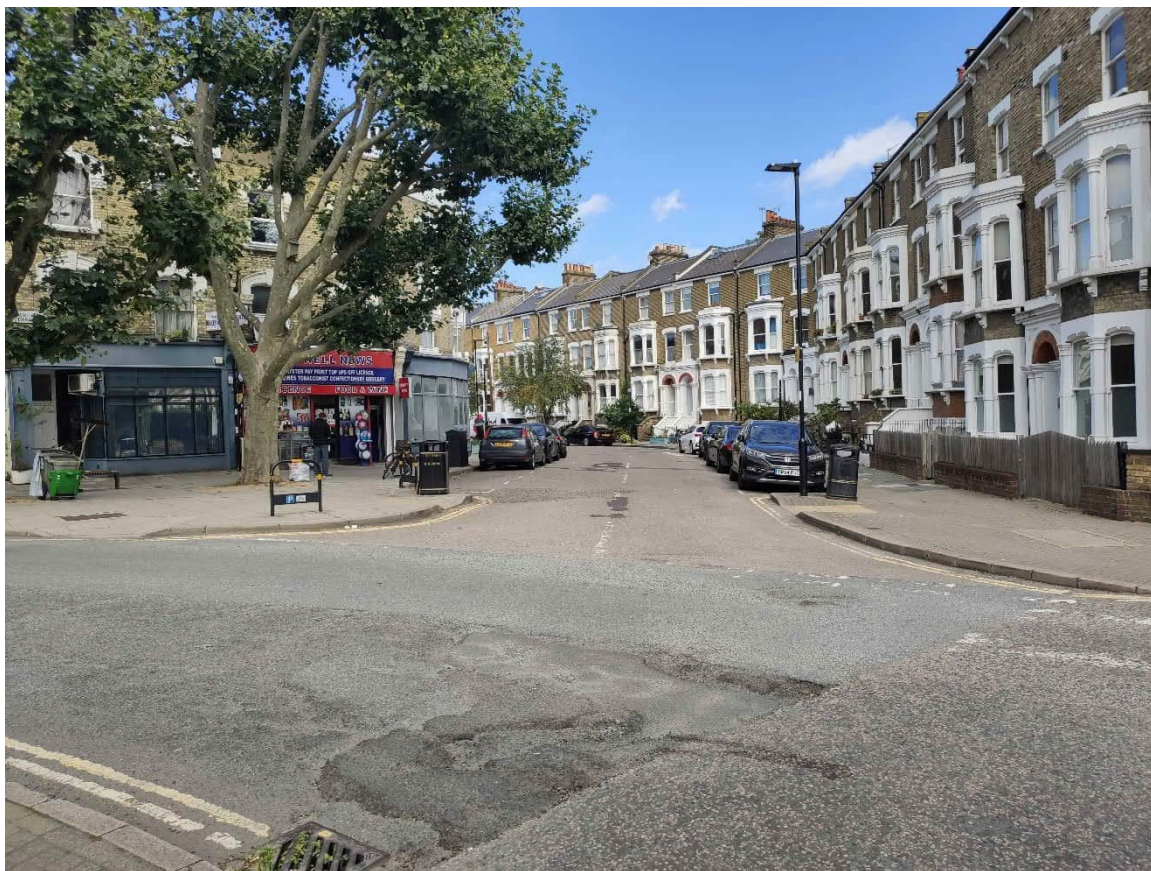
- ⦿ Places to stop and rest – There are currently a limited number of places to stop and rest along Anson Road. In conjunction with the installation of residential parklets, seating could be integrated to provide outdoor seating.
- ⦿ People feel relaxed – The footway surface along Anson Road is cracked with some larger defects where people walking could trip and fall. The footway should be resurfaced to provide a smooth and level surface for walking. Some people cycling may worry that they will fall due to the relatively steep gradient of the existing road humps. If possible, any road resurfacing programmes along the street should incorporate the installation of sinusoidal road humps to provide a more comfortable ride for people cycling.
- ⦿ Not too noisy – Anson Road carries a relatively low volume of traffic, and as such is not subject to high levels of noise pollution. To further reduce noise pollution, a modal filter could be installed on the western end of the street to prevent ‘rat-running’ whilst allowing people walking and cycling to access the street.
- ⦿ Clean air – According to the London Air Quality Network, this section of the route meets the annual mean objective for NO<sub>2</sub> air pollution. Installing a modal filter at one end of Anson Road would reduce the attractiveness of driving short distances, reducing the number of polluting vehicles using the street.
- ⦿ Shade and shelter – Anson Road has a variety of mature street trees that provide shade and shelter for people walking and cycling along the street. Additional trees could also be planted to make the street a more pleasant place to spend time in periods of high rainfall or sun exposure.

## KEY ROUTE 5

- 4.4.12 Route five connects the proposed development to the potential new connection from the proposed development to Crayford Road. The worst part of this journey was identified as the section between and, pictured in Figure 4-7.



Figure 4-7: ATZ route 5 - worst point



#### 4.4.13

This area of the journey has been assessed against the eight healthy streets criteria below:

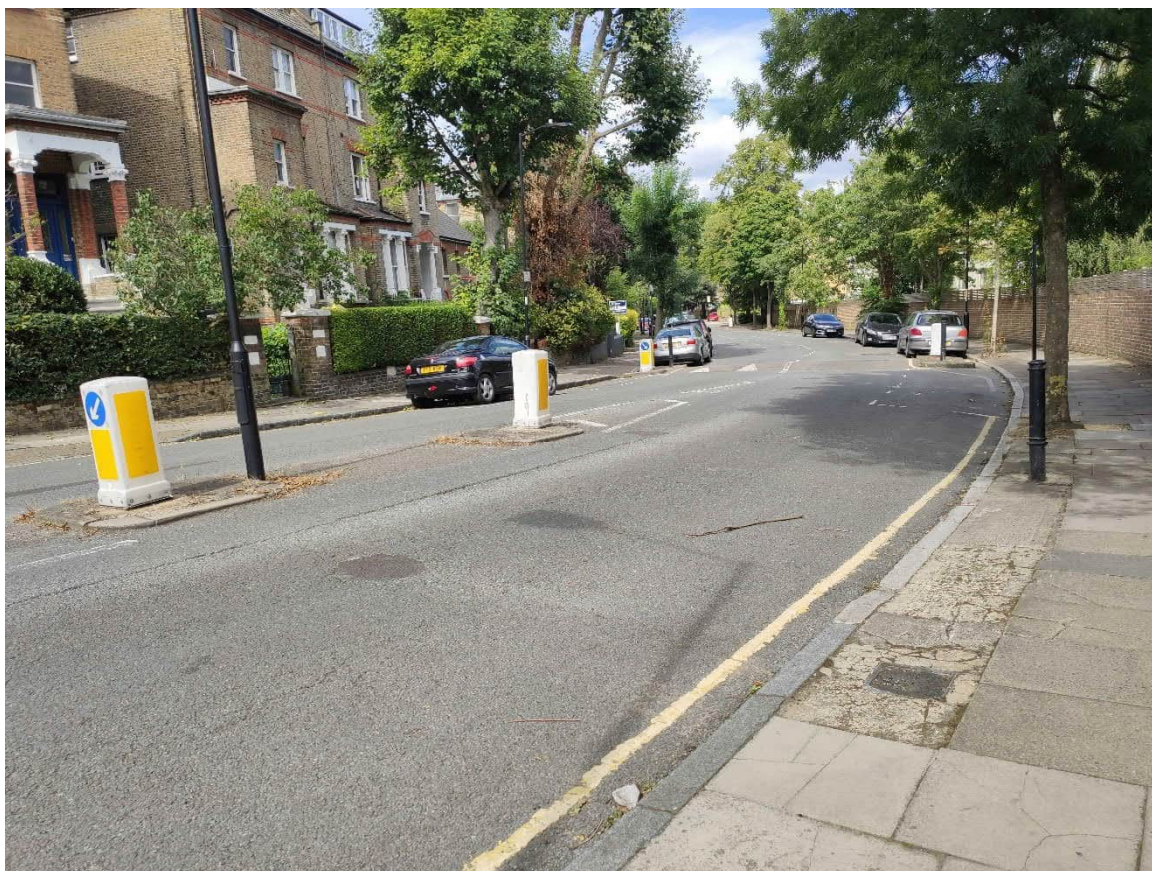
- ⊙ Easy to cross – Although an informal crossing point is provided by the road hump, people wishing to cross the street may find it inconvenient due to the lack of markings and tactile paving. A zebra crossing could be installed at the location of the existing road hump to allow people a safe and convenient place to cross.
- ⊙ People feel safe – People walking along the southern footway may not feel safe at night due to a number of locations where crime may go unnoticed, and a limited number of streetlights. Additional streetlights could be installed to cover both the pavement and carriageway at night, improving personal safety.
- ⊙ Things to see and do – This section of the route is relatively interesting, with a mix of residential and retail units providing a varied frontage. The street could be made more engaging by introducing additional planting or a community garden at the corner of Cardwell Terrace and Tabley Road.
- ⊙ Places to stop and rest – There is a limited number of benches along this section of the route, however, informal seating is provided by a low wall outside of Holloway Estate. Circular seating could be installed on the corner of Cardwell Terrace and Tabley Road to allow people to sit and interact with others.

- ⊙ People feel relaxed – Although the footway along Chambers Road is relatively smooth and level, the carriageway suffers from a number of defects. The road should be resurfaced as part of the suggested installation of a zebra crossing, to ensure people have a smooth and level surface for cycling.
- ⊙ Not too noisy – Chambers Road and Tabley Road carry a relatively low volume of motorised traffic. However, noise associated with deliveries to local businesses could be reduced by limiting delivery and servicing activities to specific times.
- ⊙ Clean air – According to the London Air Quality Network, this section of the route meets the annual mean objective for NO2 air pollution. A cycle maintenance station could be installed next to the existing cycle parking, allowing people to carry out minor repairs to their bicycle, encouraging more people to switch from private car journeys.
- ⊙ Shade and shelter – Street trees provide some shade and shelter along this section of the route. However, the additional shelter could be provided by local businesses through the installation of awnings.

## KEY ROUTE 6

- 4.4.14 Route six connects the proposed development to St George and All Saints church. The worst part of this journey was identified as the section between and, pictured in Figure 4-8.

Figure 4-8: ATZ route 6 - worst point



- 4.4.15 This area of the journey has been assessed against the eight healthy streets criteria below:

- ⊙ Easy to cross – At this point along the route, Carleton Road is relatively difficult to cross due to the confusing layout of the informal crossing. The crossing should be converted to a formal, non-signalised crossing (e.g. zebra) to allow people walking to cross conveniently and safely.
- ⊙ People feel safe – Some sections of Carleton Road have limited street lighting; additional lighting could be installed to make people feel safe at all times of the day and night.
- ⊙ Things to see and do – Although the street has a relatively varied frontage of residential buildings, there is an opportunity to make the street more engaging by installing low-level planters in conjunction with the suggested formal pedestrian crossing points.
- ⊙ Places to stop and rest – There are a limited number of rest points along Carleton Road. Benches with backrests could be installed in conjunction with the suggested pedestrian crossing points to give people of all abilities a place to stop and rest along their journey.
- ⊙ People feel relaxed – The street feels well-maintained and clean and carries a relatively low volume of traffic; however, at some points, the road surface is degraded. Additional litter bins could be provided to ensure a clean environment, and the road could be resurfaced to provide a smooth and level surface for people cycling.
- ⊙ Not too noisy – The street is not heavily-trafficked; however, the degraded road surface may increase noise from vehicles on the road. The road could be resurfaced to reduce noise pollution for residents.
- ⊙ Clean air – According to the London Air Quality Network, this section of the route meets the annual mean objective for NO2 air pollution. There is a relatively high number of car parking spaces along the street; these could be removed to increase space for people cycling and provide a disincentive for private car use.
- ⊙ Shade and shelter – A variety of street trees provide a good level of shade and shelter along this section of the route. However, people may find it difficult to find a place to stop and rest in the shade; as such, seating could be installed beneath street trees.

## 4.5 KSI ANALYSIS

4.5.1 A review of collision data provided by TfL was undertaken to identify clusters of one fatal or two or more serious collisions occurring between 2016 and 2018, the most recent three-year period available. Three clusters of collisions were identified in Figure 4-2.

### CLUSTER ONE – CAMDEN ROAD / HILLMARTON ROAD / PARKHURST ROAD

4.5.2 Three serious collisions were recorded at the junction of Camden Road / Hillmarton Road / Parkhurst Road:

- ⊙ On 25 March 2017, a car driver hit a pedestrian who was crossing Camden Road using the signalised crossing, causing serious injuries to the pedestrian. The collision occurred at night (01:55) with dry road conditions.
- ⊙ On 27 June 2018, a car driver travelling at speed along Camden Road westbound hit a car pulling away from Hillmarton Road northbound, resulting in serious injuries to the occupants of the car exiting Hillmarton Road. The collision occurred at night (02:35) with dry road conditions.



- ⦿ On 14 November 2018, a motorcyclist hit a car driver turning left into Dalmeny Road from Camden Road, causing serious injuries to the motorcyclist. The collision occurred in the evening (21:08) with dry road conditions.

#### CLUSTER TWO – PARKHURST ROAD / CHAMBERS ROAD

4.5.3 Two serious collisions were recorded at the junction of Parkhurst Road and Chambers Road:

- ⦿ On 19 July 2018, a car driver attempting to overtake a bus along Parkhurst Road hit a cyclist from behind, resulting in serious injuries to the cyclist. The collision occurred in the evening (18:12) with dry road conditions.
- ⦿ On 11 October 2018, a van driver travelling along Parkhurst Road changed lanes without indicating, striking a motorcyclist, resulting in serious injuries to the motorcyclist. The collision occurred during the evening (19:25) with wet road conditions.

#### CLUSTER THREE – PARKHURST ROAD / HOLLOWAY ROAD

4.5.4 Two serious collisions were recorded at the junction of Parkhurst Road and Holloway Road:

- ⦿ On 12 November 2018, a car driver hit a cyclist travelling along Holloway Road, resulting in serious injuries to the cyclist. The collision occurred during the evening (16:55).
- ⦿ On 15 August 2019, a car driver hit a pedestrian crossing Holloway Road masked by a parked vehicle, resulting in serious injuries to the pedestrian. The collision occurred during the AM (10:30) with dry road conditions.

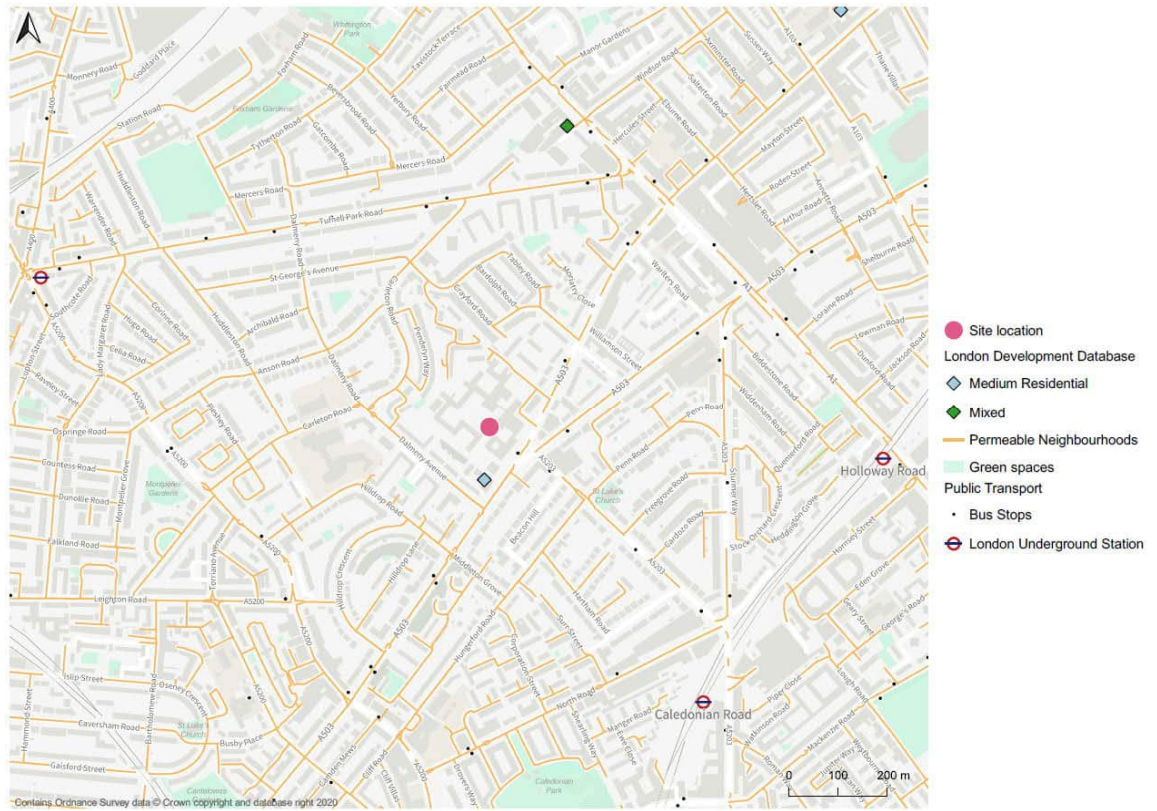
## 4.6 MAP THREE

4.6.1 Map three (Figure 4-9) shows the characteristics of a typical healthy neighbourhood, including:

- ⦿ Street density;
- ⦿ Public transport;
- ⦿ Green spaces, and
- ⦿ Other development & regeneration projects.



Figure 4-9 - ATZ map three



# 5 LONDON-WIDE NETWORK

## 5.1 INTRODUCTION

5.1.1 This section outlines the anticipated multimodal trips generated per land use and user, providing information on the proposed use of the wider transport network, including how many people are expected to travel and their anticipated mode choice/travel behaviours because of the proposed development.

5.1.2 The proposed development will provide a mixture of uses that will generate demand (as set out below) for travel by:

- ⊙ Residents;
- ⊙ Visitors;
- ⊙ Commercial staff and customers;
- ⊙ Delivery and Servicing, and
- ⊙ Construction traffic.

## 5.2 EXISTING SITE

5.2.1 The site has been vacant since 2016 and therefore the baseline trip generation will assume zero trips to/from the existing site.

## 5.3 RESIDENTIAL TRAVEL DEMAND

5.3.1 The residential travel demand has been forecast using survey data extracted from the TRICS database. Surveys have been selected based on the following criteria and are summarised within Table 5-1.

- ⊙ Land use: Residential Flats (Private and Affordable)
- ⊙ PTAL: 5+
- ⊙ Development size: 100+ dwellings
- ⊙ Car parking: <0.5 spaces per dwelling
- ⊙ Survey date: Latest 5 years

Table 5-1: TRICS sites residential

CATEGORY	REFERENCE	LOCATION	SURVEY YEAR	DWELLINGS	PARKING RATIO	PTAL
C - Flats Privately Owned	BT-03-C-02	Wembley	2016	472	0.32	5 Very Good
		Tottenham				
	HG-03-C-01	Hale	2019	255	0.43	5 Very Good
	IS-03-C-07	Islington	2019	185	0.46	5 Very Good
	HM-03-C-02	Hammersmith	2019	194	0.27	6b Excellent
SK-03-C-03	Surrey Quays	2019	233	-	6a Excellent	



CATEGORY	REFERENCE	LOCATION	SURVEY YEAR	DWELLINGS	PARKING RATIO	PTAL
M - Mixed Private/Affordable Housing	BT-03-M-01	Wembley	2015	284	0.51	6a Excellent
	BT-03-M-02	Wembley	2015	232	0.42	6a Excellent
	GR-03-M-01	Greenwich	2014	226	0.46	5 Very Good
	SK-03-M-02	Peckham	2019	122	0.20	6a Excellent

5.3.2 The corresponding total person trip rates and forecast residential trips for 985 dwellings are set out in Table 5-2. A total of 618 and 430 persons are expected in the AM and PM peak hours, respectively.

Table 5-2: Total person trip rates and forecast travel demand

	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	In	Out	Total	In	Out	Total
Total person trip rates (per dwelling)	0.089	0.538	0.627	0.296	0.141	0.436
Total person trips	88	530	618	291	138	430

5.3.3 While the TRICS sites are comparable in terms of PTAL, the selected sites all have relatively high parking ratios when compared to the proposed development, which will have a parking ratio of 3% for Blue Badge only, and therefore would inaccurately estimate the vehicle mode share of the proposed development. The public transport mode share is dependent upon the local transport network which is more accurately obtained from local Census data. The TRICS mode share has therefore been adjusted using the following methodology. This is on the basis that the scheme is car-free in a high PTAL area and we therefore do not expect any material volume of private car, private hire car or taxi trips.

- ⦿ The proposed development will be car-free except for 3% Blue Badge parking provision;
- ⦿ Car passenger – The number of car passengers per car is expected to be the same as the TRICS sites;
- ⦿ Car reduction – The number of car trips is reduced by 92% to reflect the proposed 3% Blue Badge parking provision;
- ⦿ Cycle and public transport – The cycle and public transport trips have been uplifted proportionally to reflect the reduction in car trips. Walking trips have not been adjusted;
- ⦿ The public transport mode share has then been disaggregated based on travel to work Census data for the MSOA surrounding the site (MSOA Islington 007, 008, 010, 011) which identifies that of the total public transport trips 59% are by Underground, 33% by bus and 8% by rail, and
- ⦿ The high Underground mode share reflects the proximity of the site to Caledonian Road underground station amongst others.



- 5.3.4 The TRICS mode share outputs and adjusted forecast mode shares are shown in Table 5-3. The majority of residents' trips generated by the site are expected to be undertaken on foot or by public transport (i.e. underground services).

Table 5-3: TRICS and adjusted mode shares

MODE	AM PEAK HOUR		PM PEAK HOUR	
	TRICS	Adjusted	TRICS	Adjusted
Pedestrians	23.9%	23.9%	31.7%	31.7%
Cyclists	2.9%	3.7%	2.2%	3.0%
Bus		23.4%		21.0%
Underground / DLR	54.5%	41.2%	46.5%	37.0%
Rail		5.7%		5.1%
Vehicle drivers	10.6%	0.8%	11.1%	0.8%
Vehicle passengers	8.2%	0.6%	8.4%	0.6%
Total	100%	100%	100%	100%

- 5.3.5 The resulting proposed residential travel demand by all modes is shown in Table 5-4.

Table 5-4: Forecast Residential Travel Demand

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	36	111	147	84	52	136
Cyclists	1	22	23	12	1	13
Bus	16	128	145	63	27	90
Underground/DLR	29	226	254	111	48	159
Rail	4	31	35	15	7	22
Vehicle drivers	1	4	5	3	1	4
Vehicle passengers	1	3	4	2	1	3
Total	88	530	618	292	138	430

## 5.4 NON-RESIDENTIAL TRAVEL DEMAND

### COMMERCIAL

- 5.4.1 The trips associated with commercial uses will be associated with employees and visitors. The following approach has been taken:

- Employees – it is expected that most employee trips will be undertaken by public transport walking and cycling, a proportion of which is expected to occur during the peak hour.
- Visitors – it is assumed that most visitors will be local with many already passing by the site for instance on journeys to/from Caledonian Station and nearby developments. The commercial land use would primarily serve the local community, including new residents. These trips would be on foot with none expected by car, taking into consideration the car-free nature of the development.



- 5.4.2 The methodology associated with the commercial travel demand is based on the following assumptions:
- ⊙ Employment Density – The commercial units are expected to employ between 9 and 228 people, subject to the end users/occupiers of the units. This gross employment generation number was estimated by WSP from the complete and operational development.
  - ⊙ Employee daily occupancy – 85% of employees travelling to work on a given day (due to annual leave, sickness, working from home). This value has been commonly used in applications across London to recognise the effect that working from home and employee absence have on workplace occupancy. This results in a total of 194 employees.
  - ⊙ Travel timings assumptions – 50% of employees arriving during the AM peak hour and departing during the PM peak hour (97 employees). An allowance for 2% of employees to travel outbound in the AM peak and inbound in the afternoon peak (4 employees). This value is a standard, agreed rate for workplaces in London.

- 5.4.3 The mode share for trips to work has been based on 2011 Census data (MSOA Islington 007, 008, 010 and 011 presented in Figure 5-1) shown within Table 5-5. The mode share has then been adjusted to reflect no proposed parking provision within the development. Vehicle driver, vehicle passenger and motorcycle trips re-allocated pro-rata onto cycling and public transport modes.

Figure 5-1: The location of ward in the context of the site and LBI

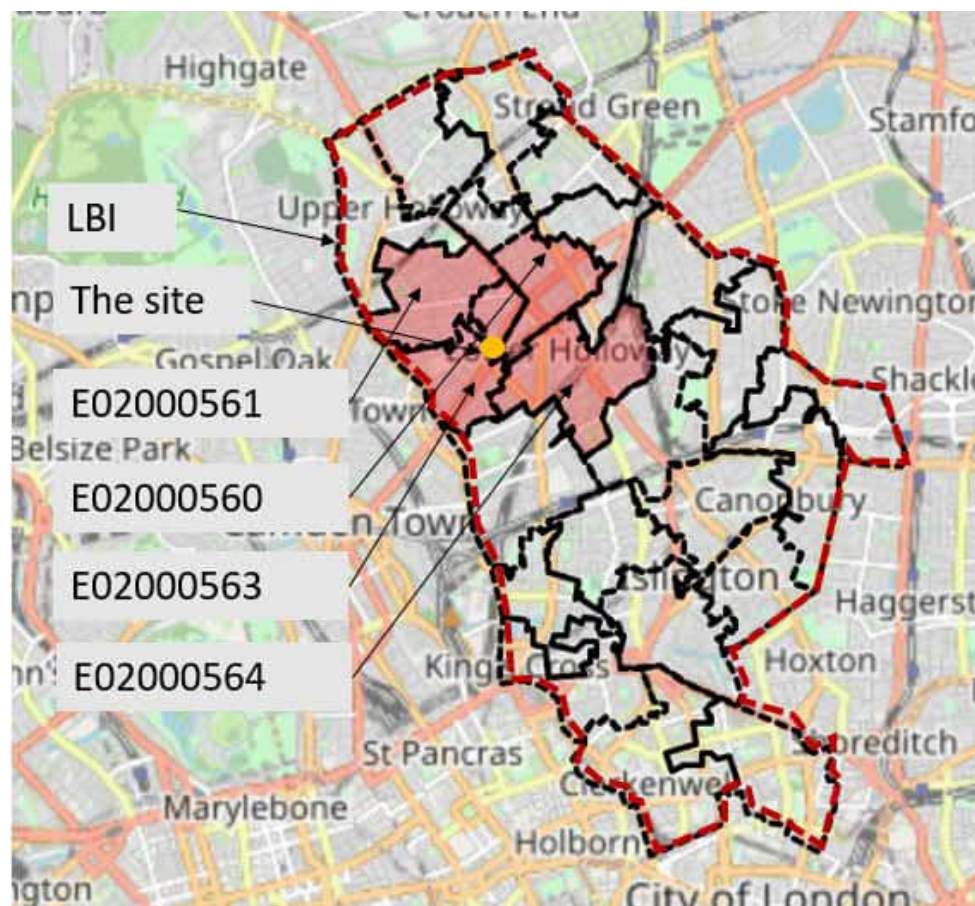


Table 5-5: 2011 Census travel to work mode share (commercial units)

MODE	CENSUS	ADJUSTED
Pedestrians	15.6%	15.6%
Cyclists	5.5%	7.1%
Bus	24.0%	31.3%
Underground/DLR	25.5%	33.3%
Rail	9.6%	12.4%
Vehicle driver	17.7%	0.0%
Vehicle passenger	1.0%	0.0%
Taxi passenger	0.2%	0.2%
Motorcycle	0.8%	0.0%

5.4.4 The resulting proposed commercial travel demand by all modes is shown in Table 5-6.

Table 5-6: Forecast commercial unit travel demand

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	15	1	16	1	15	16
Cyclists	7	0	7	0	7	7
Bus	30	1	31	1	30	31
Underground/DLR	32	1	33	1	32	33
Rail	12	0	12	0	12	12
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Taxi passenger	0	0	0	0	0	0
Total	97*	4	100	4	97*	100

5.4.5 In addition to employee trips as presented above, there will be visitors and customer trips. These are expected to be internal trips within the development, pass-by trips, or locally diverted trips that already exist on the network. These trips are expected to be undertaken on foot or by bicycle.

## WOMEN'S BUILDING

5.4.6 A Women's Building will be provided as part of the development and will be located within Plot C at the Lower Ground Floor and Upper Ground Floor. The Women's Building will provide 1,489 sqm GIA of floor area and will have a public presence on Camden Road and a secondary entrance at the rear of the site.

5.4.7 The trips associated with these non-residential uses will be associated with employees and visitors.

5.4.8 The Women's Building is expected to employ between 17 and 21 people. This gross employment generation number was estimated by WSP from the complete and operational development.

5.4.9 Applying the employee daily occupancy of 85% will result in a total of 18 employees on-site. 50% of employees will be expected to arrive during the AM peak hour and departing during the PM peak hour (9 employees). An allowance for 2% of employees to travel outbound in the AM peak and inbound in the afternoon peak (<1 employee).

5.4.10 Staff at the Women's Building are expected to travel with the same modes as predicted for staff employed at other commercial units within the development (as summarised in Table 5-5). The resulting proposed staff trips to and from the Women's Building by all modes are shown in Table 5-7.



Table 5-7: Employees trips to and from the Women's Building

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	1	0	1	0	1	1
Cyclists	1	0	1	0	1	1
Bus	3	0	3	0	3	3
Underground/DLR	3	0	3	0	3	3
Rail	1	0	1	0	1	1
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Taxi passenger	0	0	0	0	0	0
Total	9	0	9	0	9	9

- 5.4.11 In addition to employee trips as presented above, there will be visitor trips. The Women's Building can accommodate c. 200 people at any one time. The Women's Building is expected to employ circa 21 staff and receive 100 to 200 visitors a day. These are expected to be evenly distributed throughout the day, resulting in c. 25 trips per hour to and from the Women's Building. The resulting visitors' trips to and from the Women's Building by all modes are shown in Table 5-8.

Table 5-8: Visitors trips to and from the Women's Building

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	4	4	8	4	4	8
Cyclists	2	2	4	2	2	4
Bus	8	8	16	8	8	16
Underground/DLR	8	8	17	8	8	17
Rail	3	3	6	3	3	6
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Taxi passenger	0	0	0	0	0	0
Total	25	25	50	25	25	50

## EXTRA CARE HOMES

- 5.4.12 The development is proposed with Extra Care Homes, located in Plot E. Plot E will provide 60 homes and is expected to employ circa 10 staff members, who will be working various shifts throughout the day and night.
- 5.4.13 A proportion of staff members (50%) are expected to travel in the AM and PM peak hours by travel modes as set up in Table 5-5.
- 5.4.14 The resulting staff trips to/from the proposed Extra Care Homes are set up in Table 5-9.



Table 5-9: Staff trips to and from Extra Care Homes

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	1	1	2	1	1	2
Cyclists	0	0	1	0	0	1
Bus	2	2	3	2	2	3
Underground/DLR	2	2	3	2	2	3
Rail	1	1	1	1	1	1
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Taxi passenger	0	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>10</b>

- 5.4.15 Extra Care Homes will also generate visitors' trips, however, the majority of these are expected to occur outside of the network peak hours. Visitors will be expected to arrive by non-car modes given that no dedicated parking will be provided and given the high accessibility of the site.

#### RESIDENTS' FACILITIES, INCLUDING CONCIERGE

- 5.4.16 The development is proposed to include additional residents' facilities (including a concierge) located in Plot D that are expected to employ circa 10 staff members.
- 5.4.17 Staff members are expected to travel in the AM and PM peak hours by travel modes as set up in Table 5-5.
- 5.4.18 The resulting staff trips to and from the proposed residents' facilities are set up in Table 5-10.

Table 5-10: Staff trips to and from residents' facilities

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	1	1	2	1	1	2
Cyclists	0	0	1	0	0	1
Bus	2	2	3	2	2	3
Underground/DLR	2	2	3	2	2	3
Rail	1	1	1	1	1	1
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Taxi passenger	0	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>10</b>

- 5.4.19 The Extra Care Homes will also generate visitors' trips, however, the majority of these are expected to occur outside of the network peak hours. Visitors will be expected to arrive by non-car modes.





## TOTAL NON-RESIDENTIAL TRIPS

5.4.20 The non-residential part of the development is expected to generate 268 trips in the AM and PM peak hours. Most of these trips will be on foot and public transport.

5.4.21 The summary of resulting trips to and from the non-residential part of the development is summarised in Table 5-5.

Table 5-11: Non-residential trips to and from the development

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	22	6	28	6	22	28
Cyclists	10	3	13	3	10	13
Bus	44	12	56	12	44	56
Underground/DLR	47	13	60	13	47	60
Rail	17	5	22	5	17	22
Vehicle drivers	0	0	0	0	0	0
Vehicle passengers	0	0	0	0	0	0
Taxi passenger	0	0	0	0	0	0
<b>Total</b>	<b>140</b>	<b>39</b>	<b>180</b>	<b>39</b>	<b>140</b>	<b>180</b>

## 5.5 TOTAL TRAVEL DEMAND

5.5.1 Table 5-12 shows the overall travel demand for the proposed development. The overall vehicle trips are low which again reflects the car-free nature of the scheme and the high PTAL.

Table 5-12: Total travel demand

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Pedestrians	58	118	175	90	74	164
Cyclists	11	25	36	14	11	26
Bus	60	141	201	75	71	147
Underground/DLR	75	239	314	124	95	219
Rail	21	36	57	20	24	44
Vehicle drivers	1	4	5	3	1	4
Vehicle passengers	1	3	4	2	1	3
Taxi passenger	0	0	0	0	0	0
<b>Total</b>	<b>228</b>	<b>565</b>	<b>793</b>	<b>329</b>	<b>278</b>	<b>607</b>

5.5.2 Table 5-12 summarises the main mode of travel, however, following the pre-app meeting with TfL, the first leg of the trip by LUL, Overground, train was assigned to the local buses considering local bus network and details are included in Section 5.10. Similarly, Pedestrian Comfort Level, included in Section 6, took into consideration walking trips to bus stops and Caledonian Road Station.

## 5.6 DELIVERY AND SERVICING TRIPS

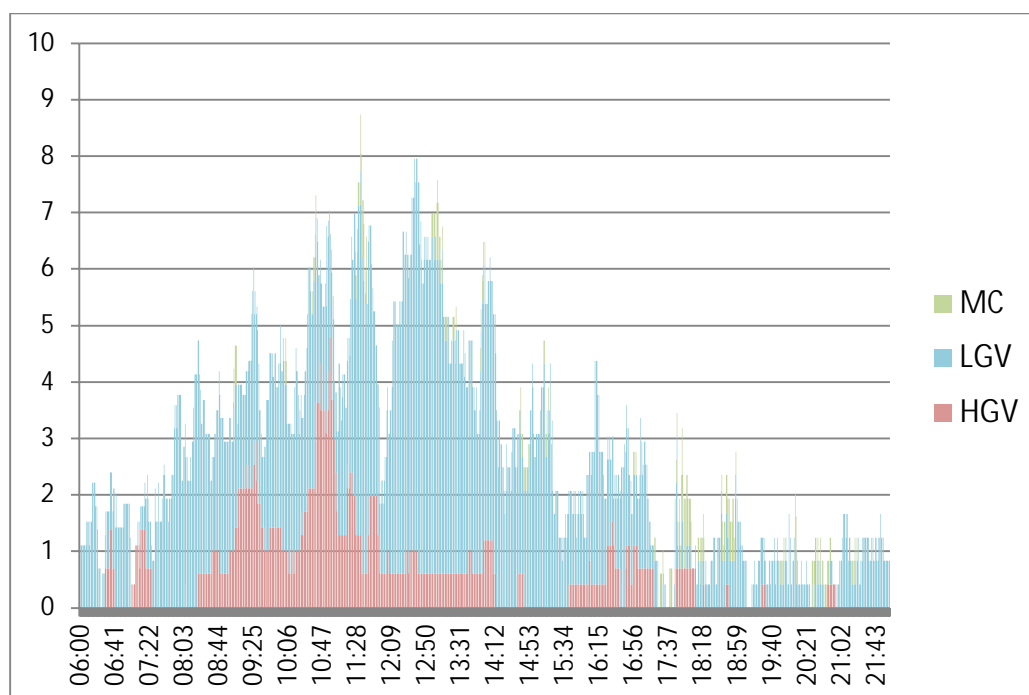
5.6.1 Delivery and servicing demand has been forecast using surveys of comparable residential developments as summarised in Table 5-13. The resultant servicing demand is presented in Figure 5-2. Servicing trip generation is included in Appendix N.



Table 5-13: Delivery and servicing survey sites

site	land use		QUANTUM
Bow Quarter	Residential	773	units
Imperial Wharf	Residential	1745	units
Imperial Wharf	Retail	3623	sqm NIA

Figure 5-2: Forecast hourly servicing arrivals across an average day



- 5.8.1 The daily servicing trip forecast is set out in Table 5-14 shows that 412 trips are expected to be generated through the day.

Table 5-14: Forecast daily delivery and servicing trips

MODE	DAILY TRIPS (06:00 - 22 :00)		
	In	Out	Total
MC	16	16	32
LGV	161	161	322
HGV	29	29	58
Total	206	206	412

- 5.8.2 The vast majority (around 78%) of servicing vehicles will be LGVs (i.e. 3.5t box vans or smaller) with around 14% being box vans that are 8-10m in length.
- 5.8.3 The peak hours servicing trip forecast is set out in Table 5-15 shows that 16 and 20 trips are expected to be generated during the AM and PM peak hours respectively.



Table 5-15: Forecast peak hour delivery and servicing trips

MODE	AM TRIPS (08:00 - 09 :00)			PM TRIPS (17:00 - 18 :00)		
	In	Out	Total	In	Out	Total
MC	0	0	0	2	4	54
LGV	5	7	12	87	7	14
HGV	3	2	4	1	1	2
Total	8	8	16	10	1	20

5.8.4 The accumulation profile has been calculated based on the arrival and departure trips and shows that the predicted site peak occupancy will include nine vehicles; comprising one HGVs, seven LGVs and one Motorcycle.

## 5.9 TRIP DISTRIBUTION METHODOLOGY

5.9.1 This section sets out how trips will be distributed and assigned to the transport network for assessment.

5.9.2 Table 5-17 shows the overall travel demand to and from the proposed development by public transport.

Table 5-16 - Total travel demand by public transport

MODE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Bus	60	141	201	75	71	147
Underground/DLR	75	239	314	124	95	219
Rail	21	36	57	20	24	44

## 5.10 BUS TRIP DISTRIBUTION

5.10.1 Travel to work Census data has been used to distribute public transport trips. Trips have been distributed based on 2011 Census origin-destination data travel to and from work to and for the E02000563: Islington 010 Middle-Level Super Output Area, within which the site is located. The Census 2011 data used for the distribution is included in Appendix M.

5.10.2 Trips were assigned on local buses, LUL, Overground and train routes based on the predicted destinations and direction of travel. The assignment data is included in Appendix M.

5.10.3 A worked example:

- ⊙ The trips from wider London to the site were extracted from Census and trips by bus, LUL and train were converted to proportions, and that each mode adds up to 100%.
- ⊙ For example, From E02000038: Barnet 015 to E02000563: Islington 010, 3.1% out of all trips by train, and 0.6% out of all trips by LUL, and 0.3% out of all bus trips are expected to occur along this route;
- ⊙ The most likely route between these two destinations will be by bus 29 or 253 to Finsbury Park, and the remaining journey will continue on Piccadilly Line Northbound (i.e., 50% using bus 29, 50% sing bus 253, and 100% using Piccadilly Line).
- ⊙ 1.16% (3.1% \* 50%) were assigned to bus 29, 1.16% (3.1% \* 50%) were assigned to bus 253 and 06% were assigned to Piccadilly Line.



- ⊙ In the AM Peak hour, 60 residents and employees will travel to the site. 0.7 passengers (1.16%\*60) will use bus 28 to travel between Barnet 015 and Islington 010, and further 0.7 passengers will use bus 253 along this route.
- ⊙ In the AM Peak hour, 75 residents and employees will travel to the site by LUL, and 2.3 passengers (3.1%\*75) will use Piccadilly Line.
- ⊙ The same methodology was used for trips between the site and other destinations and for trips from the site to wider destinations, although assignment routes were specifically considered taking into consideration one-way roads and time to reach specific destinations.

5.10.4 Table 5-17 sets out the expected distribution of trips using public transport networks.

Table 5-17: Bus Trip Distribution

BUS SERVICE	EMPLOYEES DISTRIBUTION TO THE SITE	EMPLOYEES DISTRIBUTION FROM THE SITE	RESIDENTS DISTRIBUTION TO THE SITE	RESIDENTS DISTRIBUTION FROM THE SITE
Bus/17/NB	1%	7%	1%	7%
Bus/17/SB	12%	0%	12%	0%
Bus/29/NB	7%	8%	7%	8%
Bus/29/SB	15%	31%	15%	31%
Bus/259/NB	2%	3%	2%	3%
Bus/259/SB	11%	1%	11%	1%
Bus/253/NB	7%	8%	7%	8%
Bus/253/SB	16%	31%	16%	31%
Bus/91/NB	4%	1%	4%	1%
Bus/91/SB	8%	1%	8%	1%
Bus/393/EB	0%	7%	0%	7%
Bus/393/WB	16%	0%	16%	0%
Bus/390/SB	0%	0%	0%	0%
Bus/254/SB	0%	0%	0%	0%
Bus/254/NB	0%	0%	0%	0%
Bus/271/NB	1%	0%	1%	0%
Bus/271/SB	1%	1%	1%	1%

5.10.5 Following the pre-app meeting with TfL, the first leg of the trip by LUL, Overground, train were assigned to the local buses based on the following assumptions:

- ⊙ Trips from the site to Caledonian Station will be undertaken by foot;
- ⊙ Trips to the site from Caledonian Station will be undertaken by bus routes 17, 91, 259 or 393;
- ⊙ Trips to and from Finsbury Park will be undertaken by bus routes 29, or 259;
- ⊙ Trips to and from Tufnell Park station will be undertaken by foot, and
- ⊙ Trips to and from Haringey Green Lane station will be undertaken by bus route 29.

5.10.6 The expected bus trips by route in relation to service frequency are shown in Table 5-18 .



Table 5-18: Bus trips distribution

BUS SERVICE	PROPOSED DEVELOPMENT BUS TRIPS				SERVICE FREQUENCY (BUSES PER HOUR)		PASSENGERS PER SERVICE			
	AM (08:00-09:00) Alighting	AM (08:00-09:00) Boarding	PM (17:00-18:00) Alighting	PM (17:00-18:00) Boarding	AM (08:00-09:00)	PM (17:00-18:00)	AM (08:00-09:00) Alighting	AM (08:00-09:00) Boarding	PM (17:00-18:00) Alighting	PM (17:00-18:00) Boarding
Bus/17/NB	8	10	13	5	7	7	1	2	2	1
Bus/17/SB	7	1	9	0	8	8	1	0	1	0
Bus/29/NB	4	50	5	29	12	12	0	4	0	2
Bus/29/SB	39	43	52	22	15	12	3	3	4	2
Bus/259/NB	9	4	14	2	7	7	1	1	2	0
Bus/259/SB	32	1	44	1	7	7	5	0	7	0
Bus/253/NB	4	34	5	17	9	9	0	4	1	2
Bus/253/SB	10	43	12	22	9	9	1	5	1	2
Bus/91/NB	10	2	16	1	7	8	1	0	2	0
Bus/91/SB	5	1	6	1	7	8	1	0	1	0
Bus/393/EB	8	10	13	5	5	5	2	2	3	1
Bus/393/WB	9	1	12	0	5	5	2	0	2	0
Bus/390/SB	0	0	0	0	11	11	0	0	0	0
Bus/254/SB	0	0	0	0	9	9	0	0	0	0
Bus/254/NB	0	0	0	0	9	9	0	0	0	0
Bus/271/NB	1	0	1	0	8	8	0	0	0	0
Bus/271/SB	0	2	0	1	8	8	0	0	0	0

## 5.11 LUL TRIP DISTRIBUTION

5.11.1 A total of 314 two-way trips in the AM peak and 219 two-way trips in the PM peak are forecast to use the Underground network. These trips have been assigned to the Underground network and are shown within Table 5-19.



Table 5-19: Underground trip distribution

LUL SERVICE	PROPOSED DEVELOPMENT LUL TRIPS				SERVICE FREQUENCY (LUL PER HOUR)		PASSENGERS PER SERVICE			
	AM (08:00-09:00) Alighting	AM (08:00-09:00) Boarding	PM (17:00-18:00) Alighting	PM (17:00-18:00) Boarding	AM (08:00-09:00)	PM (17:00-18:00)	AM (08:00-09:00) Alighting	AM (08:00-09:00) Boarding	PM (17:00-18:00) Alighting	PM (17:00-18:00) Boarding
Underground/Piccadilly/WB	21	190	211	34	23	23	1	8	1	3
Underground/Piccadilly/EB	10	4	13	16	23	23	0	0	1	0
Underground/Victoria/SB	33	20	53	54	36	36	1	1	2	0
Underground/Victoria/NB	2	6	8	3	36	36	0	0	0	0
Underground/Northern/NB	3	5	8	5	20	20	0	0	0	0
Underground/Northern/SB	7	15	22	12	20	20	0	1	1	0

- 5.11.2 Most development trips would access the Underground network via Caledonian Road Station and use the Piccadilly Line. The greatest increase equates to 8 additional passengers per service in the AM peak hour from London-bound services.

## 5.12 TRAIN TRIP DISTRIBUTION

A total of 57 two-way trips in the AM peak and 44 two-way trips in the PM peak are forecast to use the train network. These trips have been assigned to the rail network and are shown within Table 5-20.

Table 5-20: Train trip distribution

NR SERVICE	PROPOSED DEVELOPMENT NR TRIPS				SERVICE FREQUENCY (NR PER HOUR)		PASSENGERS PER SERVICE			
	AM (08:00-09:00) Alighting	AM (08:00-09:00) Boarding	PM (17:00-18:00) Alighting	PM (17:00-18:00) Boarding	AM (08:00-09:00)	PM (17:00-18:00)	AM (08:00-09:00) Alighting	AM (08:00-09:00) Boarding	PM (17:00-18:00) Alighting	PM (17:00-18:00) Boarding
Train/Overground/EB - Harringay Green Lanes	3	11	3	8	8	8	0	1	1	0
Train/Overground/WB- Harringay Green Lanes	2	6	1	4	8	8	0	1	0	1
Train/National Rail/NB - Finsbury Park	1	12	1	8	10	10	0	1	0	1
Train/National Rail/SB – Finsbury Park	17	7	15	5	10	10	2	1	1	0



## 5.13 ROAD NETWORK IMPACT

### BASELINE VEHICLE TRIPS

- 5.13.1 Baseline vehicle traffic flows in the vicinity of the site (Camden Road, Parkhurst Road and Hillmarton Road) were provided by TfL. The data was collected in 2018 for the AM and PM peak period and the traffic flows diagrams are included in Appendix K.

### FUTURE SCENARIOS

- 5.13.2 As discussed in Section 3, it was agreed with TfL that traffic impact assessment will be undertaken for the junction of Camden Road with Parkhurst Road and Hillmorton Road. The proposal to remove the staggered crossing on Camden Road will be investigated and the operation of the junction assessed using LinSig modelling techniques. It was agreed that the following scenarios will be assessed:

- ⊙ 2018 Baseline (existing layout only);
- ⊙ 2025 Opening Year;
- ⊙ 2025 Opening Year + Proposed Development;
- ⊙ 2025 Opening Year + Proposed Development + Committed Development;
- ⊙ 2028 Full Operation Year;
- ⊙ 2028 Full Operation Year + Proposed Development, and
- ⊙ 2028 Full Operation Year + Proposed Development + Committed Development.

- 5.13.3 Traffic flows for future years were factored up using TEMPRO growth and NTM Factors for Islington Area as summarised in Table 5-21.

Table 5-21: TEMPRO growth factors

YEAR	ROAD	AM	PM
2018 -2015	Minor Road	1.0997	1.0995
	Principal Road	1.1001	1.0999
2025-2028	Minor Road	1.0201	1.0210
	Principal Road	1.0176	1.0185

### COMMITTED DEVELOPMENTS

- 5.13.4 The following committed developments were considered in assessing future traffic flows scenarios:
- ⊙ Territorial Army Centre, 65-69 Parkhurst Road, N7 OLP (Planning Application Ref; P2020\_0648\_FUL);
  - ⊙ 1 Hillmarton Road – Islington Local Plan – Site allocation, September 2019 - Site NH9, and
  - ⊙ Islington Arts Factory, Parkhurst Road, N7 OSF (Planning Application Ref; P2016\_5054\_LBC).
- 5.13.5 The cumulative traffic flows generated by the above-listed developments in the AM and PM peak hours are summarised in Table 5-22.

Table 5-22: Committed developments traffic flow

MODE	AM PEAK (08:00 - 09:00)			PM PEAK (17:00 - 18:00)		
	In	Out	Total	In	Out	Total
2025	1.3	2.2	3.5	2.0	1.5	3.6
2028	2.0	3.9	5.9	3.6	2.5	6.1

5.13.6 Traffic flows diagrams for the above-listed scenarios, including growth factors and committed developments, are included in Appendix K.

## 5.14 LINSIG MODELLING

5.14.1 As discussed in Section 3, the signalised crossing on Camden Road, located opposite the development site, will be used by future residents of the proposed development. As the crossing has a significant stagger, a proportion of road users may choose to cross the road away from the crossing.

5.14.2 To provide a safe crossing, located on the pedestrian desire line, the proposed improvements to the pedestrian environment at this location has been assessed. The proposal includes a relocation of the pedestrian crossing on Camden Road across the southbound traffic. The existing crossing layout along with the proposal layout, which removes the stagger, is shown in Figure 3-2.

### CURRENT LAYOUT

5.14.3 The main junction currently operates with two signal stages (stages 2 and 3 are alternatives based on demand for the crossing or not, so only one of those will appear in each cycle), and the crossing on the westbound exit on Camden Road operates as a separate pedestrian stream to the main junction.

5.14.4 The LinSig model, for the current layout and MOC, has been provided by TfL, and the results are summarised in Table 5-23, and further details are included in Appendix C.

Table 5-23: LinSig modelling results [current layout, 2018]

MODE	AM PEAK (08:00 - 09:00)			PM PEAK (17:00 - 18:00)		
	DoS [%]	Av. Delay per PCU [s/PCU]	MMQ [PCU]	DoS [%]	Av. Delay per PCU [s/PCU]	MMQ [PCU]
Camden Road EB	51.80	7.3	4.5	82.70	17.4	16.9
Camden Road WB	47.00	7.8	9.8	31.1	6.8	6.7
Hillmarton Road	81.80	70.7	11.4	67.50	53.9	13.3
PRC		10.0			8.8	

5.14.5 The junction currently operates under capacity with Practical Reserve Capacity (PRC) of 10% in AM peak and 8.8% in PM peak hour. The longest queues are formed on Camden Road (eastbound) equivalent to 16.9PCUs, resulting in an average delay of 17.4 seconds per PCU.

### PROPOSED JUNCTION LAYOUT

5.14.6 As the crossing is on the TLRN, discussion with TfL on this matter took place and the proposed Method of Control (MoC) was agreed through the LinSig Model Audit Process (LMAP) with TfL.



- 5.14.7 The new highway layout and MOC proposes that the pedestrian phase will be incorporated within the main junction controller rather than operating as a stream in the existing scenario. Although the highway layout suggests the pedestrian crossing across Camden Road is straight across, it is presumed that the width of the central island (9m) allows running the straight across crossing over 2 stages as shown in the proposed MoC in Figure 3-2.
- 5.14.8 The LinSig model for the proposed arrangement has been reviewed and approved by TfL. The modelling has been undertaken for the scenarios as listed in Section 5.8 and results are included in Appendix C. The modelling results for the Future Baseline Scenario 2028 are summarised in Table 5-24, and further details are included in Appendix C.

Table 5-24: LinSig modelling results [proposed layout, 2028]

MODE	AM PEAK (08:00 - 09:00)			PM PEAK (17:00 - 18:00)		
	DoS [%]	Av. Delay per PCU [s/PCU]	MMQ [PCU]	DoS [%]	Av. Delay per PCU [s/PCU]	MMQ [PCU]
Camden Road EB	61.10	9.6	6.0	91.90	27.4	24.9
Camden Road WB	77.70	26.9	22.0	44.90	22.4	15.2
Hillmarton Road	78.40	60.8	12.0	86.60	84.1	18.8
PRC		13.9			-15.7	

- 5.14.9 The modelling shows that the proposed junction layout will operate under capacity in the AM peak hour, with PRC of 13.9% and moderate queues and delays. The longest queues of 22 PCUs are expected on Camden Road (westbound), and delays of 60.8 seconds per PCU for traffic on Hillmarton Road.
- 5.14.10 In the PM peak hour, the junction is expected to operate over capacity with PRC of -15.7%. This will result in increased queues on Camden Road (eastbound) by 8PCUs (i.e. from the current queues of 16.9PCUs to 24.9PCUs), when compared with 2018 Baseline scenario. This will also increase the average delays to 27.4 seconds per PCU and the Degree of Saturation to 92.50% on this arm. The remaining arms are expected to operate with moderate queues and delays.
- 5.14.11 Table 5-25 modelling results for the Future Baseline + Proposed Development scenario.

Table 5-25: LinSig modelling results [proposed layout, 2028+ proposed development]

MODE	AM PEAK (08:00 - 09:00)			PM PEAK (17:00 - 18:00)		
	DoS [%]	Av. Delay per PCU [s/PCU]	MMQ [PCU]	DoS [%]	Av. Delay per PCU [s/PCU]	MMQ [PCU]
Camden Road EB	61.60%	9.7	6.1	92.50%	28.8	25.7
Camden Road WB	77.90%	27.0	22.0	44.00%	21.4	14.9
Hillmarton Road	78.40%	60.8	12.0	86.60%	84.1	18.8
PRC		13.5			-16.5	

- 5.14.12 The results show that the proposed development will not have an impact on the junction operation in the AM peak hours, and the junction will continue to operate under capacity.
- 5.14.13 In the PM peak hour, the proposed development is predicted to have a non-material impact on the operation of the junction. The most critical arm (Camden Road eastbound) will continue to operate with queues of 25.7PCUs across three traffic lanes and an average delay of 28.8 seconds per PCU.
- 5.14.14 The modelling results for other scenarios listed in the section above are included in Appendix C.



## CONCLUSION

- 5.14.15 The new junction layout and revised MoC at the junction will result in no impact on traffic in the AM peak hour while providing significant improvement to the pedestrians in terms of crossing comfort and safety.
- 5.14.16 The predicted increase in queues and delays in the PM peak hours is considered to be moderate, and mainly associated with the general growth in traffic flows expected as a result of London population growth, rather than proposed development or other committed developments in the area.
- 5.14.17 The modelling results show that the highest impact will be on Camden Road (eastbound), where traffic is expected to experience an average delay to 28.8 seconds per PCU. This is an increase from the current average of 17.4 seconds per PCU (i.e. net increase of 11.4 seconds per PCU). This increase in delay will apply to general traffic only. Public buses operating from a bus lane provided along this road will not be affected by this proposal. Although the proposed layout will result in delays to general traffic in the PM peak hour, it will reduce crossing time by 56 seconds per pedestrian at any time of the day.
- 5.14.18 A pedestrian survey (see Section 8.0) undertaken in September 2020, showed 69 pedestrians using the crossing in the AM peak hour. Only 1% of pedestrians followed the designed crossing route, while other users crossed the road at each end of the refuge island. With the proposed development in operation and its car-free nature, the number of pedestrians using the crossing is expected to increase to 429 pedestrians in the AM peak hour.
- 5.14.19 It is therefore concluded that the proposed junction layout will provide significant improvement to pedestrians, outweighing a moderate increase in delays to traffic in the PM peak hours.
- 5.14.20 Based on the above findings, it is proposed that the proposed development will provide improvements to the crossing layout and MoC at the junction as part of the proposal.

## 5.15 SITE ACCESS JUNCTION CAPACITY ASSESSMENT

- 5.15.1 To assess the future operation of the proposed development at the access points to the development, junction capacity assessment has been undertaken using Junctions 9 software. The modelling included both northern and southern accessed to the site and the modelling outputs are included in Appendix G.

### NORTHERN ACCESS

- 5.15.2 The northern access to the site is proposed to connect to Parkhurst Road, which is a one-way northbound road, and is proposed as left-in and left-out. The proposed junction layout is presented in Figure 5-3 and a summary of the modelling results is shown in Table 5-26. Full modelling outputs are presented in Appendix G.



Figure 5-3: Northern Site Access

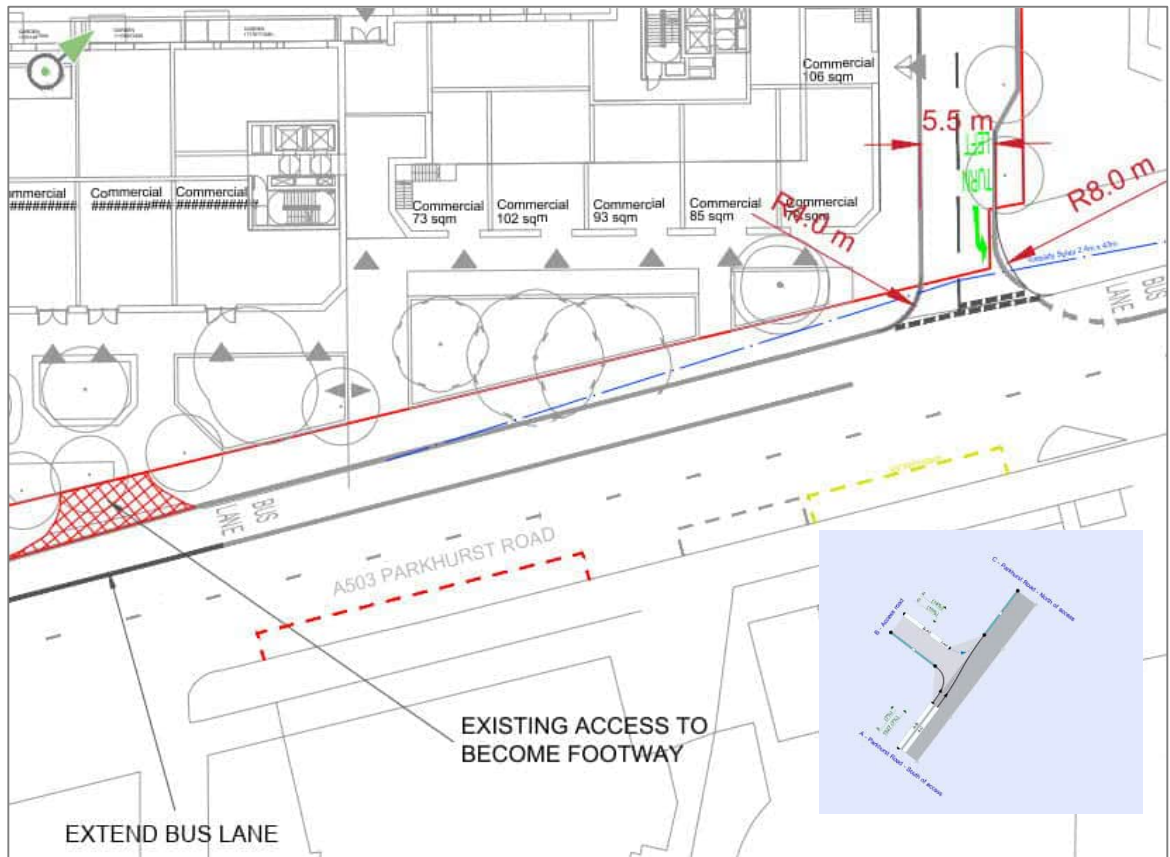


Table 5-26 - Northern access modelling results

STREAM	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Site Access	0	0	0		0	0	0	A
Parkhurst Road	0	0	0	A	0	0	0	A

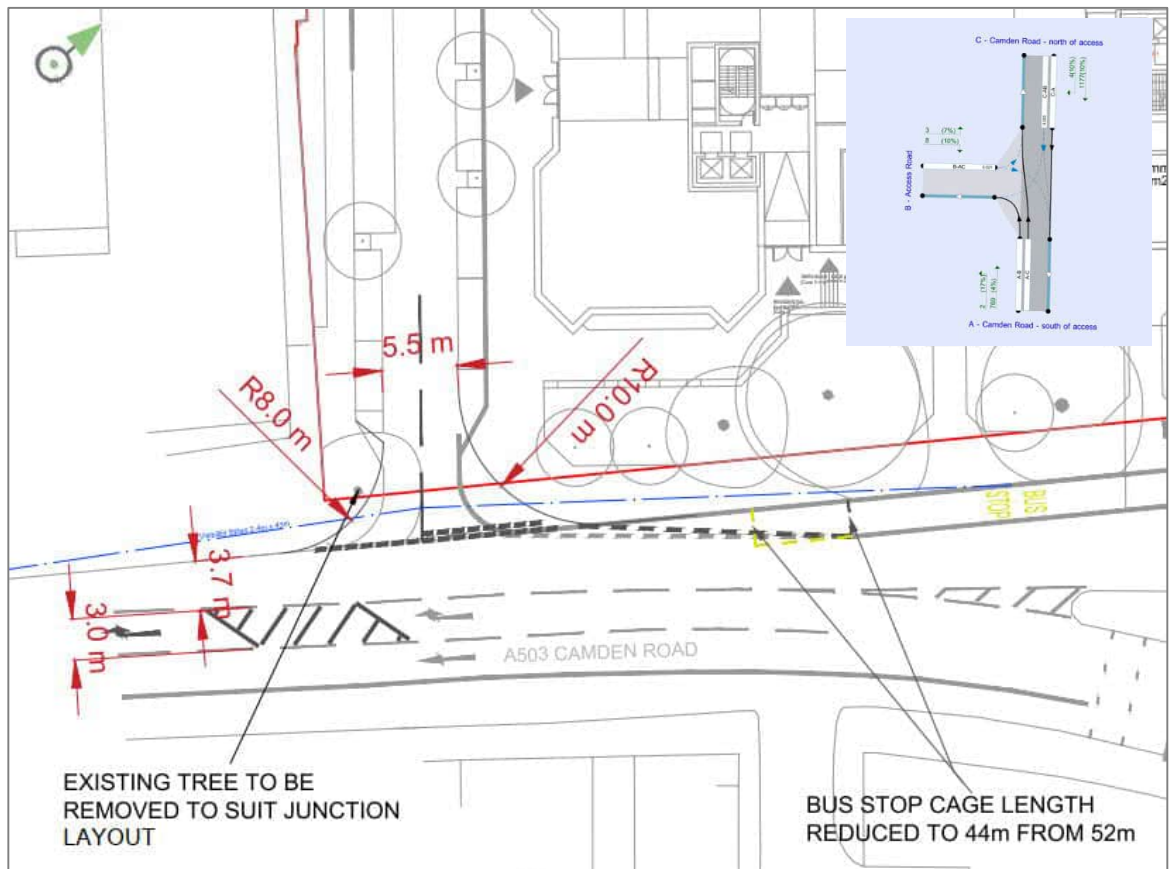
5.15.3 As shown in Table 5-26, the junction is expected to operate under capacity and will have a minimal impact on the operation of Parkhurst Road.

### SOUTHERN ACCESS

5.15.4 The southern access to the site is proposed to connect to Camden Road and is proposed with all turning movements allowed. The junction is designed with a dedicated right turn lane on Camden Road. The proposed junction layout is presented in Figure 5-4 and a summary of the modelling results is shown in Table 5-27. Full modelling outputs are presented in Appendix G.



Figure 5-4: Southern Site Access



5.15.5

Table 5-27 - Southern access modelling results

STREAM	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Site Access	0.00	14.39	0.04	B	0.10	15.71	0.05	C
Camden Road	0.00	7.40	0.01	A	0.00	8.40	0.01	A

5.15.6

As shown in Table 5-27, the junction is expected to operate under capacity with minimal queues and delays and will have a minimal impact on the operation of Camden Road.



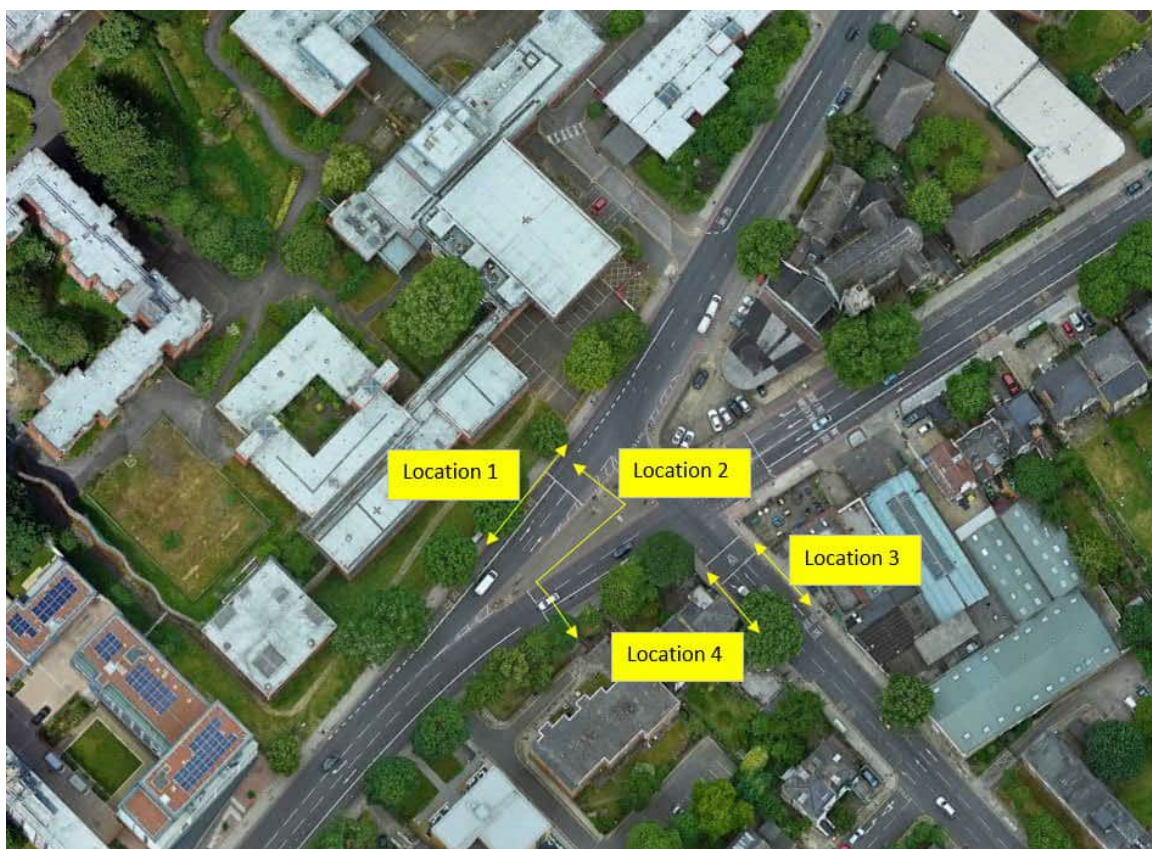
# 6 ADDITIONAL BOROUGH ANALYSIS

## 6.1 PEDESTRIAN COMFORT LEVEL ANALYSIS

### EXISTING

- 6.1.1 Pedestrian flow data collected in a survey undertaken in October 2020 has been used to establish an existing baseline for pedestrian flows surrounding the site. The survey captured Camden Road (western footway), Hillmarton Road (eastern and western footway) and the pedestrian crossing on Camden Road.
- 6.1.2 The surveyed locations are shown in Figure 6-1.

Figure 6-1: Pedestrian survey locations



- 6.1.3 Pedestrian Comfort Level (PCL) classifies the level of comfort based on the level of crowding pedestrian experiences walking along a street or crossing. Pedestrian crowding is measured in pedestrians per metre, per minute (ppmm). PCL designates a score (from A+ to E) whereby a PCL A provide a pleasant walking experience and PCL E is uncomfortable and restricted.
- 6.1.4 A PCL assessment has been undertaken of existing flows on the surrounding footways during the AM peak hour (08:00-09:00) and is shown in Table 6-1.

Table 6-1: PCL – existing footway conditions

REF	LINK	PEAK HOUR FLOW (AM)	CLEAR FOOTWAY WIDTH (M)	PCL (AM)	PEAK HOUR FLOW CROWDING (PPMM)
1	Camden Road (W)	151	2.04	A+	1
2	Hillmarton Road (W)	106	1.28	F	1
3	Hillmarton Road (E)	68	1.18	F	1

- 6.1.5 The lowest PCL scores (F) were recorded on Hillmarton Road (W) and (E), due to the narrow footway (2.15m and 1.94m total width respectively) and the presence of street furniture.
- 6.1.6 A PCL assessment has been undertaken of existing flows on the Camden Road pedestrian crossing during both the AM peak hour (08:00-09:00) and is shown in Table 6-2.

Table 6-2 – PCL - existing crossing conditions

REF	LINK	RELATIVE PEAK HOUR FLOW (AM)	WIDTH OF CROSSING ARM	WIDTH OF ISLAND (M)	PCL (AM)
1	Camden Road (N)	110*	2.31	7.58	A+
2	Camden Road (S)	110*	2.29	2.46	A+

\*The actual number of pedestrian surveyed at the crossing was 69. Relative peak hour flow takes into consideration the green time at the signal controlled junction when crossing can be undertaken by pedestrians.

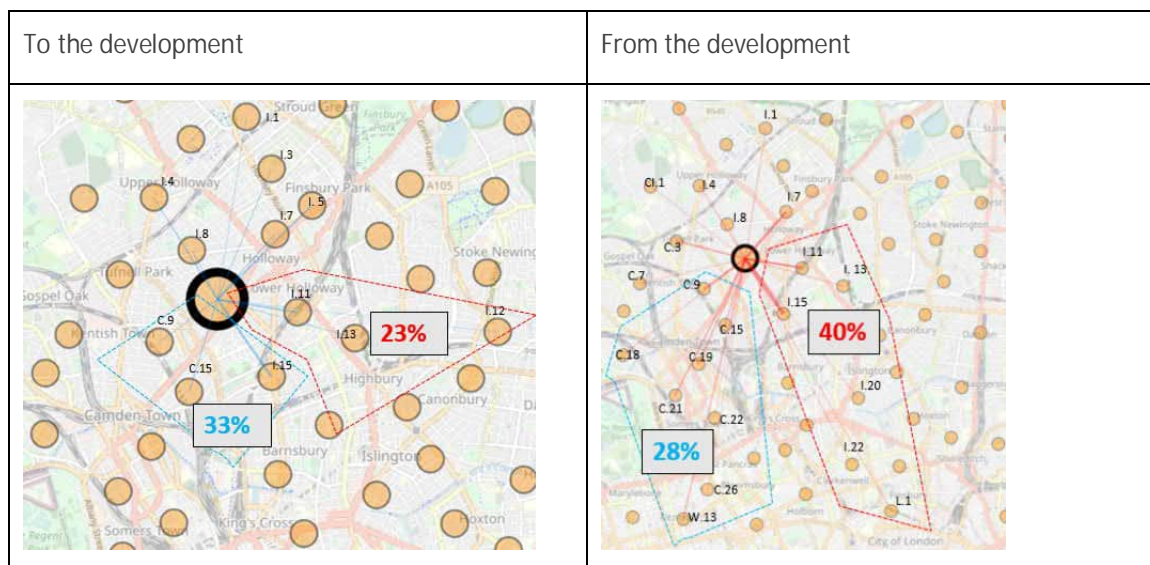
- 6.1.7 Both arms of the pedestrian crossing achieve a score of A+, indicating that the crossing is comfortable for all areas.

## FUTURE BASELINE

- 6.1.8 An assessment of pedestrian comfort has been undertaken in consideration of the potential increase in walking and public transport arising from growth and trips associated with the proposed development.
- 6.1.9 Bus, underground and rail trips have been assumed to be walking trips between the development and the nearest relevant rail stations or bus stops and have been distributed onto the pedestrian network. Trips have been proportionally assigned onto the network based on the stop's proximity to the development and the number of routes that serve the service stop.
- 6.1.10 Pedestrian only trips were distributed onto the footway network based on an interactive map (data shine) providing an origin-destination matrix of where people commute to and from the development on foot. This data was used to calculate the proportion of pedestrian trips on Camden Road (towards Camden Town and other destinations), and pedestrian trips towards Hillmarton Road, which will also be expected to use the crossing on Camden Road. This analysis is based on the 2011 Census data and the predicted proportions are presented in Figure 6-2.



Figure 6-2: Origin and destination of walking trips



Source: <https://datashine.org.uk/>

6.1.11 The resultant pedestrian flows and PCL is shown in Table 6-3.

Table 6-3: PCL – future footway conditions

REF	LINK	PEAK HOUR FLOW (AM)	CLEAR FOOTWAY WIDTH (M)	PEAK HOUR PCL (AM)	PEAK HOUR FLOW CROWDING (PPMM)
1	Camden Road (W)	917	2.04	A+	7
2	Hillmarton Road (W)	386	1.28	F	5
3	Hillmarton Road (E)	348	1.18	F	5

6.1.12 Table 6-3 shows that the forecast increase in footfall around the site in the future would result in a slightly reduced level of pedestrian comfort on Camden Road during the AM peak.

6.1.13 A PCL assessment has been undertaken of future flows on the Camden Road pedestrian crossing during the AM peak hour (08:00-09:00) and is shown in Table 6-4.

Table 6-4 – PCL- future crossing conditions

REF	LINK	RELATIVE PEAK HOUR FLOW (AM)	WIDTH OF CROSSING ARM	WIDTH OF ISLAND (M)	PCL (AM)
1	Camden Road (N)	685	2.31	7.58	A
2	Camden Road (S)	685	2.29	2.46	A

6.1.14 \*The predicted number of pedestrians at the crossing is 541. Relative peak hour flow takes into consideration the green time at the signal controlled junction when crossing can be undertaken by pedestrians

6.1.15 Table 6-4 shows that the forecast increase in footfall associated with trips accessing Hillmarton Road would result in a slightly reduced level of pedestrian comfort on both arms of the Camden Road pedestrian crossing from A+ to A.



## 6.2 APPROACH TO ACCESS ROAD DESIGN

6.2.1 As part of the masterplan development, five options for the access road were considered:

- ⊙ Option 1 – Preferred Option - Two-way road through the site;
- ⊙ Option 2 - Two cul-de-sacs with turning heads;
- ⊙ Option 3 - A one-way route with contraflow cycle lane;
- ⊙ Option 4 - A two-way route with bollards or some other kind of filtering system to prevent general through traffic, and
- ⊙ Option 5 - A one-way route with contraflow cycle lane with bollards or some other kind of filtering system to present general through traffic.

6.2.2 Option 1 – Two-way road was selected as preferred due to the following:

### Pros

- ⊙ Option supported by TfL
- ⊙ Typical road width of 5.5m (in line with LBI guidance) narrowing to 4.9m by the park to further reduce vehicle speeds
- ⊙ Encourages cyclists to take the primary position in the road
- ⊙ Two-way, relatively narrow road flanked by parking and street furniture results in an environment that encourages slower vehicle speeds
- ⊙ Minimises the need for drivers to make loops and detours on the surrounding network
- ⊙ Lowest land take – 3,625sqm

### Cons

- ⊙ In theory allows for through-traffic – BUT no journey time benefit in doing so, in fact, there is a journey time penalty compared to staying on Camden Road

6.2.3 Option 2 - Two cul-de sacs with turning heads was disregarded due to the following:

### Pros

- ⊙ Completely removes opportunity for through-traffic movements (although not a tangible benefit over use of Camden Road)
- ⊙ Typical road width of 5.5m in line with LBI guidance but limited opportunity for local narrowing
- ⊙ Encourages cyclists to take the primary position in the road

### Cons

- ⊙ Land take –4,352sqm
- ⊙ Drivers could be encouraged to turn within the road or reverse back onto Camden Road and Parkhurst Road which creates additional opportunities for conflicts
- ⊙ Significant areas required for turning heads
- ⊙ Turning heads by Extra Care Block needs to be located within the park due to area requirements
- ⊙ Additional emergency access loop around Block A is still required





- ⊙ Reduces provision of blue badge parking below minimum 3% without further land take 4,352sqm

6.2.4 Option 3 - A one-way route with a contraflow cycle lane was disregarded due to the following:

Pros

- ⊙ Dedicated facility for cyclists in the contraflow direction

Cons

- ⊙ Increased road width of at least 5.7m required due to the need for 3.7m wide traffic lane (required for fire tender access) and minimum 2.0m wide contra-flow cycle lane and no opportunities for local narrowing
- ⊙ Increased land take of 3,971 sqm
- ⊙ Additional width required around parking and loading bays to prevent cyclists from being 'doored' which would further increase land take
- ⊙ Parking and loading bays will need to be rearranged given the above point
- ⊙ Allows through-traffic but as previous note, there is a journey time disbenefit
- ⊙ Likely to encourage higher vehicle speeds as drivers have a wider lane and no oncoming vehicular traffic
- ⊙ Cyclists may feel less likely to take the primary position when travelling in the same direction as vehicles on a one-way street as drivers have no ability to overtake. This can lead to driver stress which in turn may lead to intimidation or dangerous overtake attempts. A dedicated cycle lane in each direction would overcome this but at significant additional land take cost.

6.2.5 Option 4 - Two-way route with filtering system was disregarded due to the following:

Pros

- ⊙ Encourages cyclists to take the primary position in the road
- ⊙ Two-way , relatively narrow road flanked by parking and street furniture results in an environment that encourages slower vehicle speeds
- ⊙ Typical road width of 5.5m (in line with LBI guidance) with local narrowing possible

Cons

- ⊙ The filtering system is not considered to be required as the road is unlikely to be used as a rat run. There is a drive-time penalty using the site to bypass the Camden Road junction, irrespective of filtering
- ⊙ Increased land take greater than 3,925 sqm due to required turning heads to enable rejected vehicles to turn, further increasing land take and eating into the park
- ⊙ Adds an additional barrier for emergency vehicles
- ⊙ Management of the filter (such as bollards) attracts further service charge costs
- ⊙ Vehicle turning adds additional conflict points contrary to policy

6.2.6 Option 5 - A one-way route with a contraflow cycle lane and filtering system was disregarded due to the following:



### Cons

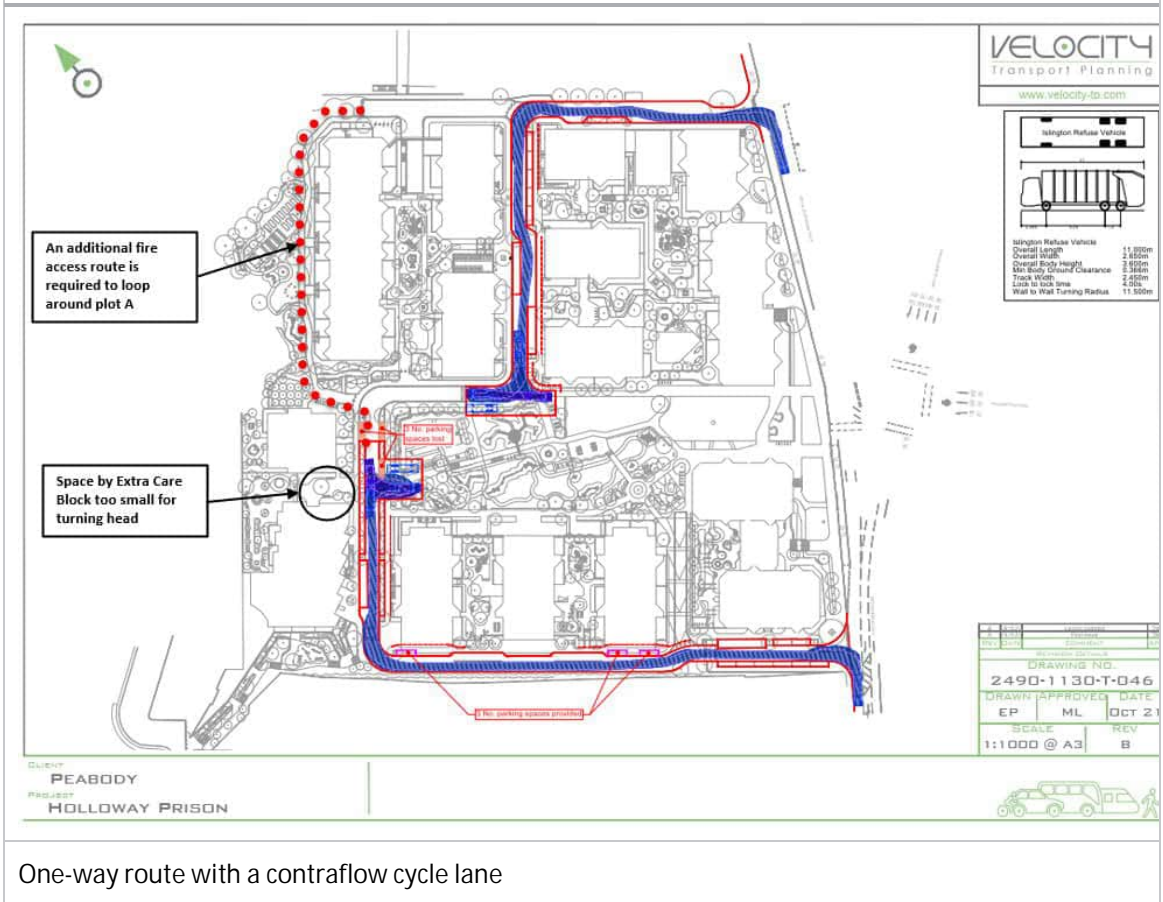
- ⊙ Not workable given rejected vehicles cannot turn and travel in the opposite direction
- ⊙ Increased road width required to provide 3.7m road width to comply with GN29 for fire access, and 2m wide contraflow cycle lane to comply with LCDS. Total minimum width of 5.7m compared with 4.9 to 5.5m with Option 1
- ⊙ Additional width required around parking and loading bays to prevent cyclists from being 'doored' which would further increase land take
- ⊙ Parking and loading bays will need to be rearranged given the above point
- ⊙ Increased land take of 4,352sqm
- ⊙ Likely to encourage higher vehicle speeds as drivers have a wider lane and no oncoming vehicular traffic
- ⊙ Cyclists may feel less likely to take the primary position when travelling in the same direction as vehicles and may therefore be at greater risk
- ⊙ The filtering system is not considered to be required as the road is unlikely to be used as a rat run. There is no drive-time advantage using the site to bypass the Camden Road junction
- ⊙ Less conducive for servicing and emergency vehicles
- ⊙ Additional cost associated with management of filtering

6.2.7 Figure 6-3 shows an indicative arrangement or for all of the four alternative layouts considered.

Figure 6-3: Access road options appraisal (see following pages)

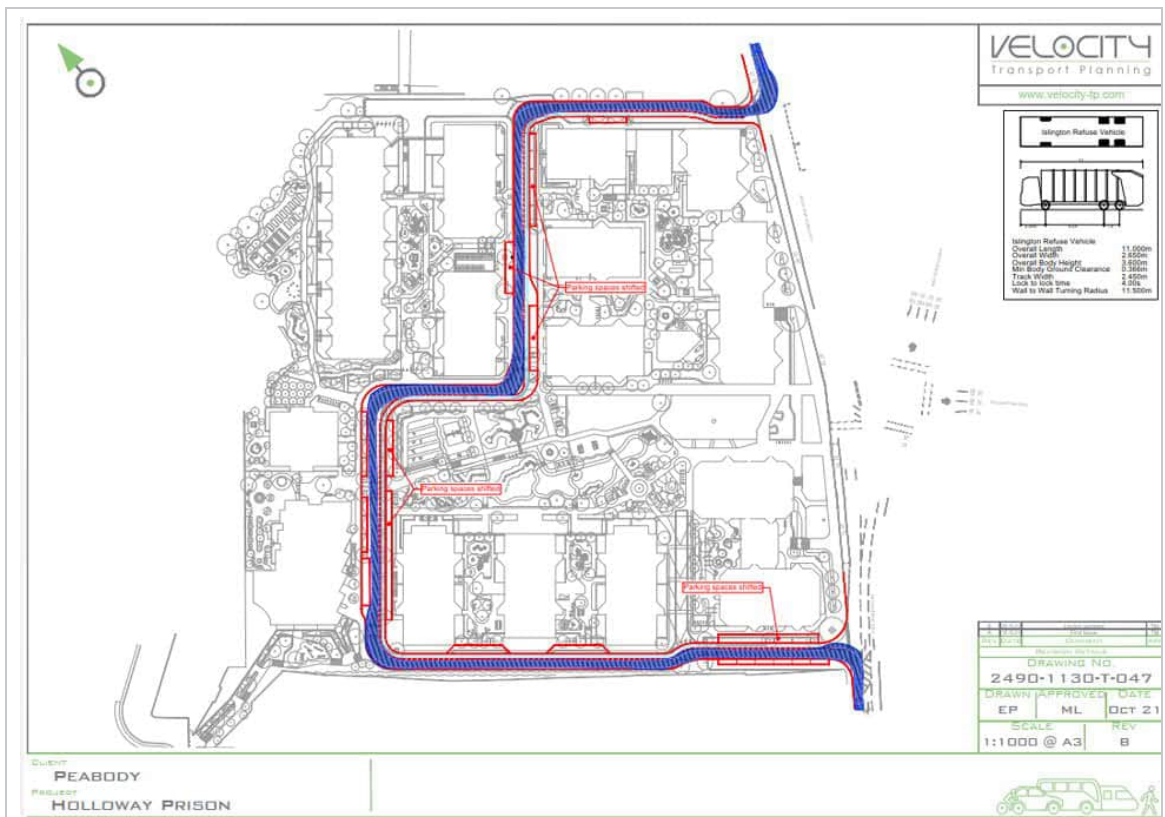


Two cul-de-sacs with turning heads

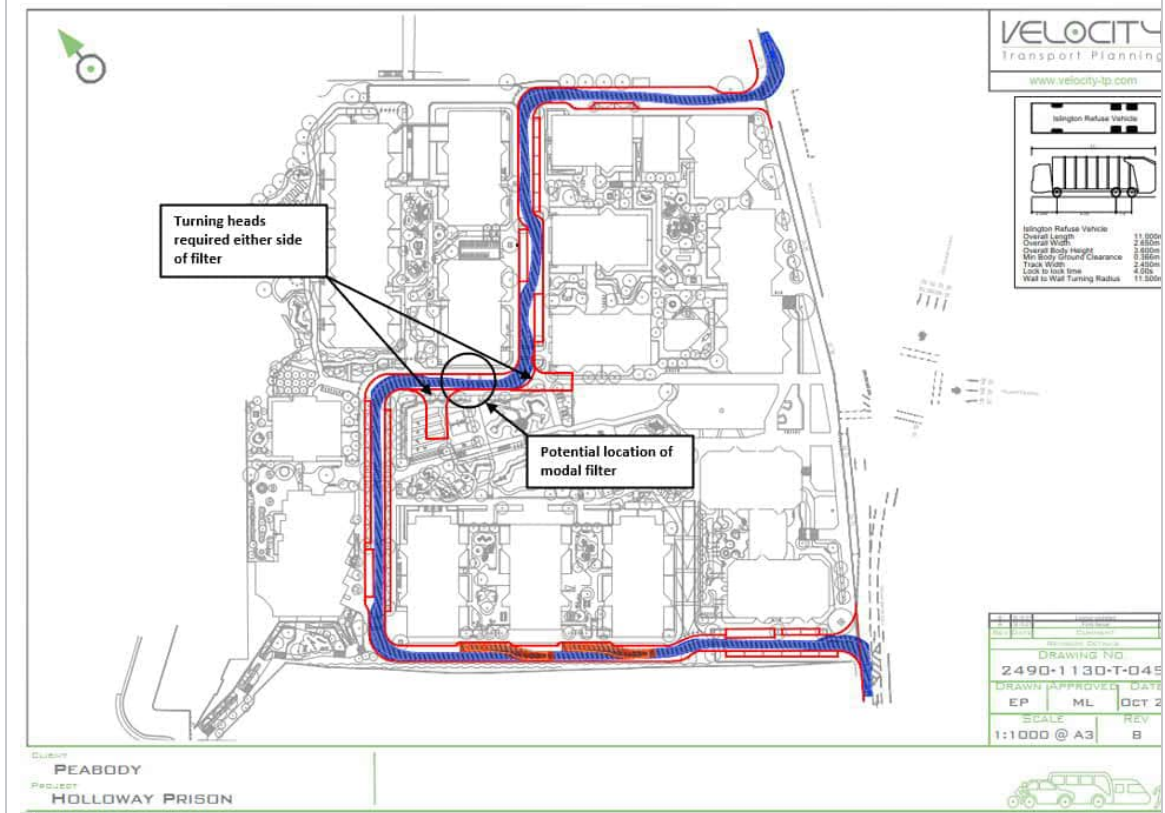


One-way route with a contraflow cycle lane



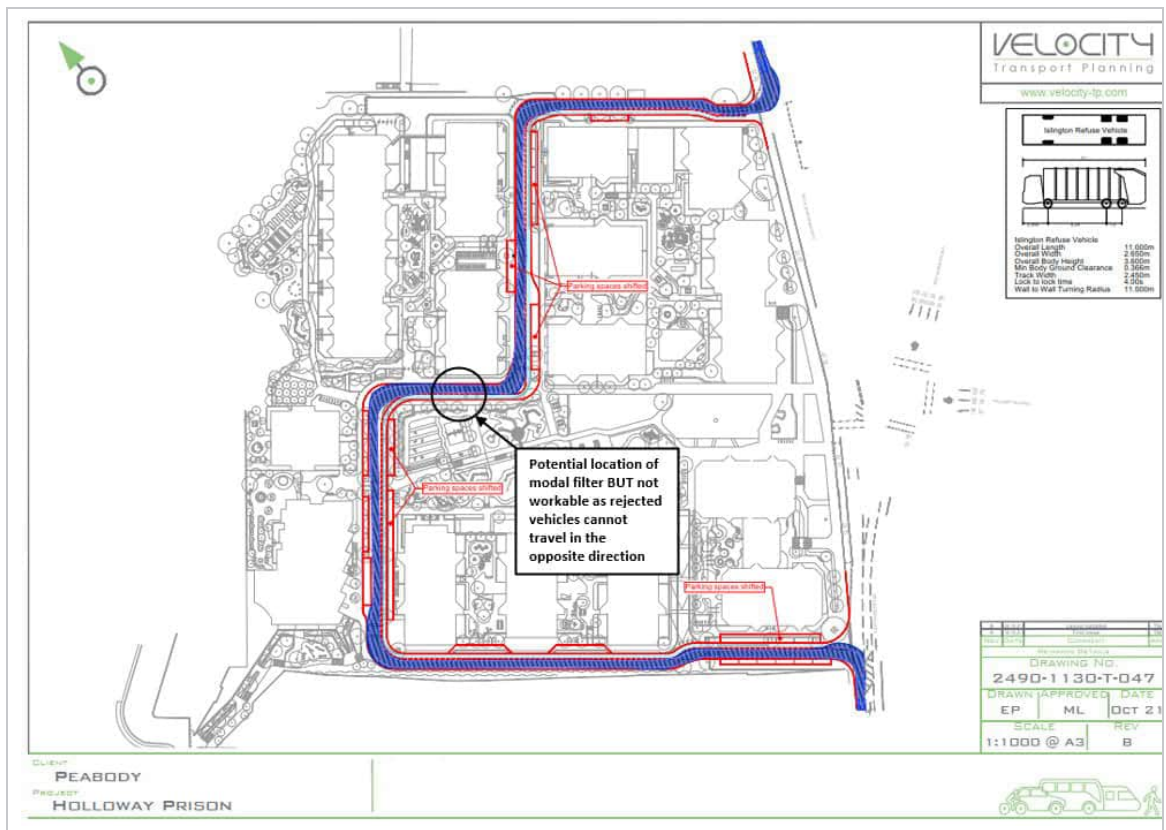


Two-way road with filtering



One-way road with filtering





# 7 CONSTRUCTION LOGISTICS PLAN

## 7.1 INTRODUCTION

7.1.1 Velocity Transport Planning has been appointed by Peabody to prepare this Outline Construction Logistics Plan (CLP), which will form the basis for subsequent detailed CLP documents to be developed upon the appointment of a Contractor.

### CONSTRUCTION LOGISTICS PLAN OBJECTIVES

7.1.2 The overall objectives of this Outline CLP, the information provided within this TA and detailed CLP, are to:

- ⊙ Lower Emissions;
- ⊙ Enhance Safety – Improved vehicle and road users' safety; and
- ⊙ Reduce Congestion – Reduced trips overall, especially in peak periods.
- ⊙ To support the realisation of these objectives, several sub-objectives include:
- ⊙ Encouraging construction workers to travel to the site by non-car modes;
- ⊙ Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- ⊙ Encouraging greater use of sustainable freight modes;
- ⊙ Encouraging the use of greener vehicles;
- ⊙ Managing the on-going development and delivery of the CLP with construction contractors;
- ⊙ Communication of site delivery and servicing facilities to workers and suppliers; and
- ⊙ Encouraging the most efficient use of construction freight vehicles.

### SITE CONTEXT

7.1.3 The site, located in the London Borough of Islington, is situated to the west of Parkhurst Road at its junction with Camden Road and Hillmarton Road.

7.1.4 Figure 7-1 shows the location of the site.



Figure 7-1 - Site location



## DEVELOPMENT PROPOSAL

- 7.1.5 The proposed development of the site will provide a new residential-led masterplan comprising:
- ⊙ 985 residential homes including 60 extra care homes and 1,334 sqm GIA residents' facility (Land Use Class C3);
  - ⊙ 1,822 sqm of flexible commercial floorspace (Land Use Class E);
  - ⊙ 1,489 sqm GIA Women's Building (Land Use Class F.2); and
  - ⊙ A new public park and play space.

## CLP STRUCTURE

- 7.1.6 The CLP is divided into the following chapters:
- ⊙ 7.1: Introduction
  - ⊙ 7.2: Context, Considerations and Challenges
  - ⊙ 7.3: Construction Programme and Methodology
  - ⊙ 7.4: Vehicle routing and site access

- ⦿ 7.5: Strategies to reduce impacts
- ⦿ 7.6: Estimated vehicle movements
- ⦿ 7.7: Implementing, Monitoring and Updating

## 7.2 CONTEXT, CONSIDERATIONS AND CHALLENGES

7.2.1 This section describes the local context and issues identified that need to be considered and addressed during construction.

### POLICY CONTEXT

#### LONDON PLAN (MARCH 2021)

7.2.2 The London Plan was adopted in March 2021 and the Policy T7 'Freight and Servicing' set out that "Development proposals must adopt appropriate construction site design standards to enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites."

#### TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

7.2.3 Transport for London issued the 'Construction Logistics Plan Guidance' in July 2017 ("Guidance"), the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:

- ⦿ Environmental impact: Lower vehicle emissions and noise levels;
- ⦿ Road risk: Improving the safety of road users;
- ⦿ Congestion: Reduced vehicle trips, particularly in peak periods, and
- ⦿ Cost: Efficient working practices and reduced deliveries.

7.2.4 CLPs provide a framework for understanding and managing construction vehicle activity into and out of proposed development and should detail:

- ⦿ The amount of construction traffic generated;
- ⦿ The routes the construction vehicles will use and consideration of local impacts;
- ⦿ The impact on relevant Community Considerations, and
- ⦿ Any traffic management that will be in place.

7.2.5 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP is submitted to a planning authority pursuant to, and in discharge a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

7.2.6 The Guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

### PLANS

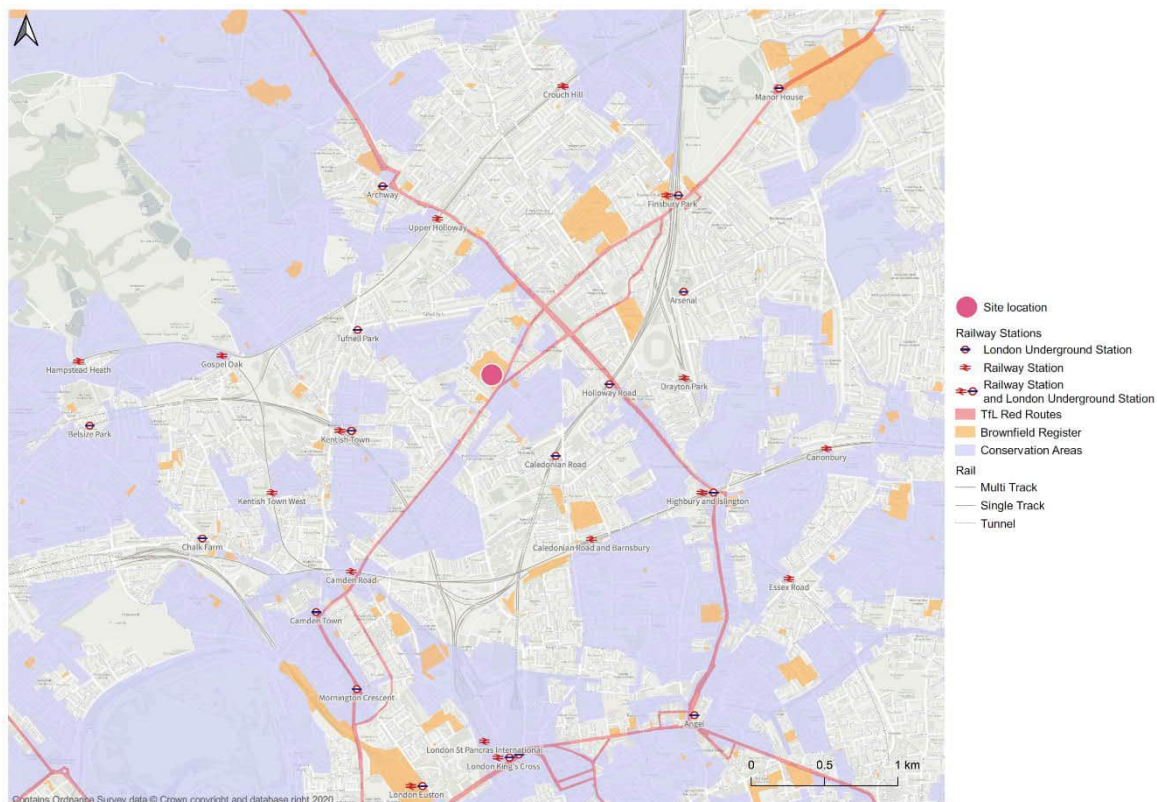
7.2.7 Figure 7-2 shows the location of the proposed development in a regional context, showing:





- ⊙ Strategic roads that are likely to be used to access the site, and
- ⊙ Community considerations.

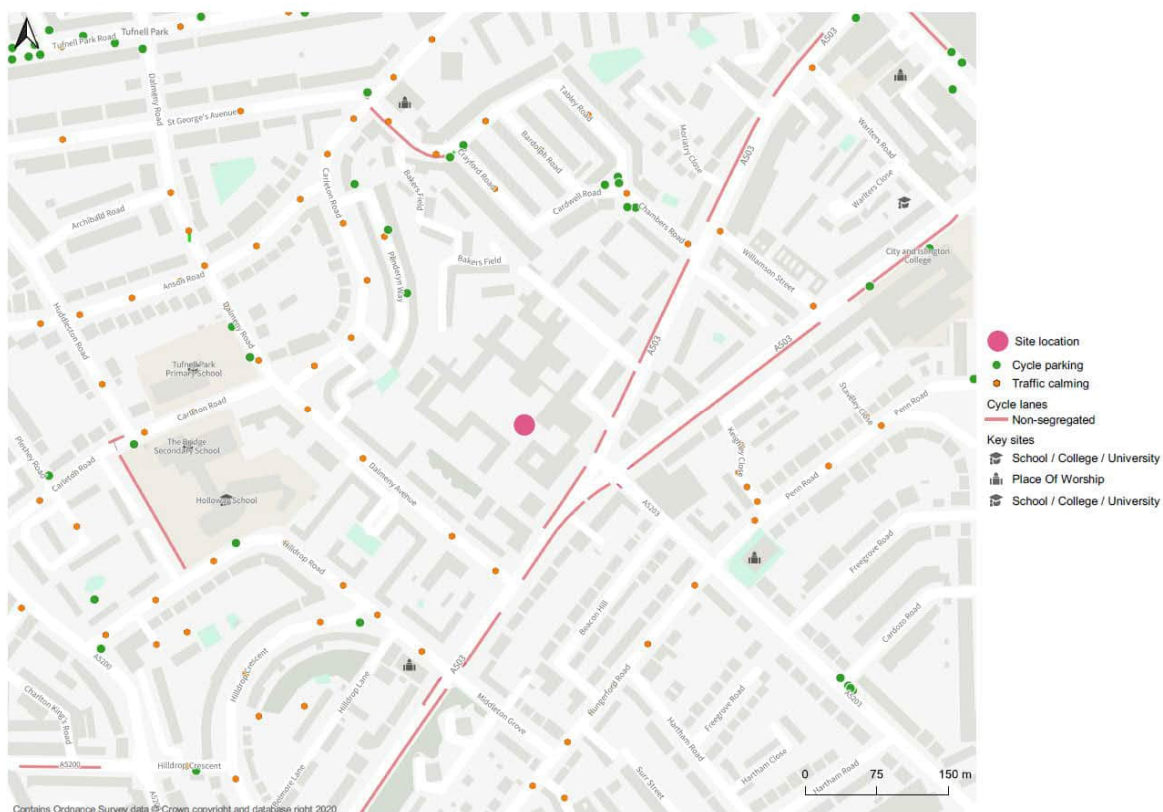
Figure 7-2 - Regional plan



7.2.8 Figure 7-3 shows the location of the proposed development in a local context, showing:

- ⊙ The location of the site in the context of surrounding roads, footways, cycle routes and other infrastructure;
- ⊙ Potential marshalling areas;
- ⊙ Freight delivery infrastructure (e.g. consolidation centres), and
- ⊙ Community considerations.

Figure 7-3 - Local plan



## LOCAL ACCESS

### HIGHWAYS, CARRIAGEWAYS AND FOOTWAYS

- 7.2.9 The local street network has an established network of footways typical of an urban environment that provide access to the site, nearby facilities and amenities, local bus stops and Caledonian Road Station.
- 7.2.10 Pedestrian access to the site is provided from the western footway on Parkhurst Road (A502), which connects to a wider footway network within LBI including Holloway Road, Caledonian Road Station and local public transport stops.
- 7.2.11 The road network in the vicinity of the site has a comprehensive provision of pedestrian crossings including signal-controlled crossings on roads where traffic flows are high; and dropped kerb and refuge island crossings on minor roads.

### RAILWAY/UNDERGROUND

- 7.2.12 Caledonian Road Station is located a 10-minute walk east of the site. It is served by the Piccadilly Line and provides direct services to Central London. The station is in travel Zone 2 and has step-free access.
- 7.2.13 The service provision is summarised in Table 3-3. Caledonian Road Station provides access to 36 Piccadilly Line services during peak hours.

Table 7-1: Caledonian Road Underground Services

LINE	DIRECTION	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
		AM	PM
Piccadilly	Westbound (to Central London and beyond to Heathrow Airport or Uxbridge)	30	30
	Northbound (to Cockfosters)	30	30

#### BUS ROUTES

7.2.14 The site is located in close proximity to a number of bus services, with bus stops at Camden Road providing access to a number of routes. WebCAT indicates that six peak hour bus services can be accessed from the site within a 2-minute walk.

7.2.15 Table 7-2 provides details of these routes including destinations accessible and peak hour frequencies.

Table 7-2: Bus service routes and frequencies

SERVICE NO.	BUS STOP	ROUTE	PEAK HOUR FREQUENCY (SERVICES PER HOUR)	
			AM	PM
29	Hillmarton Road Camden Road	Lordship Lane – Trafalgar Square	5	5
91	Parkhurst Road Nags Head	Tottenham Lane YMCA – Whitehall / Trafalgar Square	7	7
253	Hillmarton Road Camden Road	Hackney Central – Euston Bus Station	6	6
254	Chambers Road	Aldgate bus Station – Caledonian Road	5	5
259	H M Prison Pentonville	Edmonton Green Bus Station– King's Cross Stn/ Pentonville Road	6	6
393	Chambers Road	Upper Clapton Road / Brooke Road – Chalk Farm Morrisons	5	5
Total			34	34

#### CYCLING

7.2.16 The closest Cycle Superhighway (CS) is CS6 which runs north-south between Kings Cross (Camden Town) and Elephant and Castle and provides a direct and convenient connection to Central London. The cycle time to Royal College Street is circa 5 minutes.

7.2.17 The closest National Cycle Network is CN162 that runs between Finsbury Park Station and Highbury and Islington Station.

7.2.18 Caledonian Road, located 400m to the north-east of the site, has an on-road advisory cycle lane in the northbound direction.



## 7.3 CONSTRUCTION PROGRAMME AND METHODOLOGY

7.3.1 This chapter sets out the indicative construction programme for the proposed development. Once a contractor is appointed, a detailed CLP would be prepared, providing further detail and confirming the programme and detailing the construction methodology.

### 7.3.2 CONSTRUCTION PROGRAMME PHASES

7.3.3 Planning for demolition and construction is at a preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects.

7.3.4 The programme presents the likely sequence of activities and is based on reasonable assumptions in terms of the sequencing of works and site logistics and the mitigation measures that will be implemented. The construction programme is expected to be of the order 5.5 years. It has been assumed that the development will be constructed in three phases.

7.3.5 The following section assumes construction phases likely to be required for the construction of the proposed development and Appendix B outline the main activities to be undertaken and the approximate duration of the works. Some activities will occur concurrently.

#### SITE SETUP AND DEMOLITION

7.3.6 Prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of works to be undertaken. The name and contact details of the person responsible for the site works will be included in the introductory letter and this will be used for all enquiries and complaints for the entire duration of the works and updates of work will be provided regularly and any complaints will be properly addressed as quickly as possible as part of the Contractor's commitment to the Considerate Contractors Scheme.

7.3.7 The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

7.3.8 All site boundaries will be enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the display of notice boards to ensure good communication with the local neighbourhood. All footways, signage and notice boards will be well lit. Site offices and welfare facilities would be provided on-site.

#### BASEMENT EXCAVATION AND PILING

7.3.9 The development is to be constructed using traditional construction techniques and materials with hoists and tower cranes. The structure of the buildings is likely to be a concrete frame or similar frame construction clad in brickwork.



## SUB-STRUCTURE

- 7.3.10 In this stage, the excavation to reduced levels will lead to the construction of pile caps, ground beams, lift pits and tower crane bases followed by the pour of the ground floor slab will allow the construction of the superstructure works to commence.

## SUPERSTRUCTURE CONSTRUCTION

- 7.3.11 The superstructure of each building will be constructed by in situ reinforced concrete. Construction of the cores will utilise the slip form construction method. The rest of the works and the construction of cores, columns and slabs will utilise the standard method.
- 7.3.12 Tower cranes will service the construction of the proposed development and will be used to offload goods from the designated unloading points and to transfer them to their installation positions.

## CLADDING

- 7.3.13 It is likely that unitised walling will be used for cladding. This approach comprises fully assembled storey height frames (elements) including glass, solid panels, windows etc. which can be delivered to the site on a 'just-in-time' basis for immediate incorporation onto the building frame.

## FIT OUT

- 7.3.14 The main fit-out will commence once the cladding to the lower floors is completed; and once the lower floors are watertight through completed floors above.

## EXTERNAL WORKS / LANDSCAPING

- 7.3.15 External works and landscaping for the proposed development would be undertaken at the end of the construction programme.
- 7.3.16 Further details on the construction methodology are included in the Construction Environmental Management Plan.

## 7.4 VEHICLE ROUTING AND SITE ACCESS

### ACCESS ROUTE

- 7.4.1 This chapter details the vehicle routing and access arrangements for construction vehicles to and from the site. These arrangements have been designed to minimise the impact of construction traffic on the wider highway network and the surrounding neighbourhood.
- 7.4.2 The strategic road network will be used to reach the site. Construction traffic is expected to access and egress the site from Camden Road and Parkhurst Road arriving from the wider TLRN (Seven Sisters Road, Camden Road and Holloway Road). The access and egress routes are presented in Figure 7-4.



Figure 7-4: Construction access and egress to/from the site



## CONSTRUCTION VEHICLES

- 7.4.3 Vehicular movements to and from the site will be controlled and managed. Separate access gates will be provided for pedestrian and vehicular access into the site. A plan of the immediate site will be provided to all suppliers clearly showing the access and exit point for all vehicles.
- 7.4.4 During the demolition stage, construction vehicles will make use of the existing accesses, which are wide and designed for large vehicles.
- 7.4.5 To minimise the likelihood of congestion during the construction period, strict monitoring and control of vehicles entering and egressing the sites will be implemented. Construction deliveries will be carefully planned with delivery times agreed with each subcontractor and supplier using a booking system. Delivery schedules will be produced in order to look at the profiles of up and coming deliveries and to regulate deliveries and avoid any potential queueing.
- 7.4.6 Secure gates and wheel cleaning facilities will be established at the construction gates.

## PERSONNEL ACCESS

- 7.4.7 Given the accessible location of the site, most operatives are anticipated to arrive by public transport. Parking for operatives will not be permitted or encouraged.
- 7.4.8 Pedestrian access to the site will be segregated from vehicle traffic at all times, with clear signage to maintain the safety of the site and the public.

## LOADING

- 7.4.9 The site will provide a space to accommodate delivery vehicles and therefore a holding area on the public highway or elsewhere will not be required. This will limit the potential for impacts such as queuing on the public highway.



## USE OF LOGISTICS AND CONSOLIDATION CENTRES

- 7.4.10 The use of an off-site construction consolidation centre will be investigated, however, the booking system will allow deliveries to be managed efficiently. Where possible, vehicles will be fully loaded, thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.
- 7.4.11 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips.

## CONSTRUCTION VEHICLE SWEEP PATH ANALYSIS

- 7.4.12 A swept path analysis exercise showing the following vehicles accessing, egressing and manoeuvring on-site:
- ⦿ Large Tipper;
  - ⦿ Generic Low Loader with Trailer Steering (18.0m);
  - ⦿ Large Mobile Crane;
  - ⦿ 400T Mobile Crane;
  - ⦿ FTA Design HG Rigid Vehicle;
  - ⦿ FTA Design Articulated Vehicle;
  - ⦿ 7.5 Box Van;
- 7.4.13 The proposed construction logistics drawings, including swept path analysis drawings, showing the above vehicles accessing/egressing the construction site, are included in Appendix L.
- 7.4.14 Banksmen will assist with the arrivals and departures of vehicles.

## VEHICLE ACCESS MANAGEMENT

- 7.4.15 The delivery operation both onto and off-site will be controlled by a traffic marshal from the point of guiding a vehicle to their designated off-loading area, and then guiding the vehicle back onto the highway heading south on Parkhurst Road. The marshals and the drivers will be trained to operate the relevant safety procedures and correct signalling systems.
- 7.4.16 Traffic and pedestrians will be given priority with all construction vehicles either making deliveries or collections under the continuous control by a traffic marshal. If deemed necessary, there will be more than one person undertaking this activity.
- 7.4.17 Vehicles will enter and exit the site in forward gear; minimising the need for reversing. The access gate will be closed at all times other than for deliveries.
- 7.4.18 All delivery drivers will be required to wear full PPE when on-site and will be provided with a summary of site rules issued/ advised when they sign in.
- 7.4.19 This CLP will form part of the subcontractor's tender enquiry documents to ensure its contents are taken into account within their pricing and methodology. Upon contract award, the contents of this plan will be communicated to all site personnel during their pre-start inductions which will include but not be limited to the use of the dedicated access/egress, restricted construction routes, the need to adhere to the speed limits locally and no parking other than within designated areas.



## SITE HOARDING

- 7.4.20 Details of the erection and maintenance of boundary hoarding behind any established visibility zones will be outlined in this section, the hoarding of which may be required for security purposes and to ensure that the construction site is not accessed by non-authorized members.
- 7.4.21 Details of any permits required to be applied for from LBI in order to implement boundary hoarding will also be outlined.

## 7.5 STRATEGIES TO REDUCE IMPACTS

- 7.5.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:
- ⊙ Committed – Measures that will be implemented as part of the CLP;
  - ⊙ Proposed – Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the Detailed CLP, and
  - ⊙ Considered – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.
- 7.5.2 Table 7-3 summarises the planned measures for the construction of the proposed development, based on the checklist provided in TfL's CLP guidance.





Table 7-3 - Construction planned measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries		x	
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT			
Freight by water			x
Freight by rail			x
MATERIAL PROCUREMENT MEASURES			
Design for Manufacture and Assembly and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
OTHER MEASURES			
Collaboration with other sites in the area	x		
Implement a staff travel plan	x		

### CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

- 7.5.3 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.
- 7.5.4 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.



## CONSTRUCTION DELIVERIES

- 7.5.5 A delivery scheduling system is planned to allow for the control and management of the timings of deliveries. Booking availability will be determined by unloading space available, activities on-site and managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.
- 7.5.6 Construction staff on site will be prepared for the arrival of all vehicles to prevent vehicles needing to wait on the public highway. Deliveries will be made 'just in time' to minimise the amount of space required on-site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/ offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

## VEHICLE CLEANING

- 7.5.7 To prevent the contamination of local roads, a proprietary wheel wash system and a jet wash will be in place inside the site delivery gates. The system will clean the wheels and undercarriage of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will then check each vehicle for cleanliness before allowing the vehicle to leave the site. Additionally, working practises will be selected to minimise the release of dust; for example, through water suppression during cutting operations.

## CONSOLIDATION

- 7.5.8 Any abnormal loads will be planned in advance and agreed with the Highways Authority.
- 7.5.9 The use of an off-site construction consolidation centre will be investigated; however, the booking system will allow deliveries to be managed efficiently. Where possible vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.
- 7.5.10 Smart procurement will be encouraged in order to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made aware of access and routing requirements.

## SUSTAINABLE TRANSPORTATION

- 7.5.11 The use of water and rail modes to transport freight would not be practical given that there will be limited demolished or muck away material remove, and that the site does not have direct access to the river or rail networks. Off-site manufacture and re-use of material will be investigated and proposed where practical. Once appointed, the contractor will develop a plan to maximise smart procurement and investigate the opportunity to collaborate with other local construction sites.

## STAFF TRAVEL PLAN

- 7.5.12 A staff Travel Plan will be prepared by the contractor as part of the Detailed CLP to encourage the use of sustainable modes considering the good level of public transport accessibility. Car parking for construction workers will be restricted. Staff cycle parking facilities will be provided.

## PUBLIC HIGHWAYS AND FOOTWAYS

- 7.5.13 The public highway and local footpaths will be safeguarded against damage by:



- ⦿ Scaffolding for construction works (should this be required) should be erected and fully encapsulated in fire-resistant Monarflex sheeting.
- ⦿ Any vehicle removing loose rubbish or debris from the site will have the load fully sheeted hence safeguarding against any debris falling onto the road.

7.5.14 In addition, it is not envisaged that the highway will be used for storage or welfare facilities.

7.5.15 The site access points should allow all vehicles to enter the site in a forward direction. In the event that HGV's are required to reverse, a marshal will be in attendance at all times. As set out within the Health and Safety Executive (HSE) guidance, the marshal/banksmen directing vehicle movements will be trained and authorised to do so.

### CONSTRUCTION PERSONEL

7.5.16 Confirmation will be provided in the detailed CLP as to whether welfare facilities can be provided on-site to minimise the need for travel off-site during the day.

7.5.17 This might include lockers for on-site operatives to allow storage of tools to discourage any construction workers that stay locally during the week from needing to travel by van each day, and to encourage the potential for car-sharing where practical amongst the workforce. All construction staff site operatives will be given a site induction.

7.5.18 No construction staff car parking will be provided on-site. Cycle parking facilities will be provided. Staff will be expected to use sustainable modes of travel to work considering the good level of public transport accessibility and lack of onsite or nearby parking.

### CONSTRUCTION HOURS OF OPERATION

7.5.19 Construction works are anticipated to take place during normal construction working hours (i.e. 08:00 – 18:00 Monday - Friday, 08:00-13:00 Saturday. No construction work will take place on Sundays, Bank or Public Holidays).

7.5.20 The detailed CLP will aim to minimise the impact of construction HGV's, light goods deliveries and the construction workforce through careful coordination of arrivals and departures.

### SITE COLLABORATION

7.5.21 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

7.5.22 To reduce construction impact on the local community, the contractor will liaise with other local construction site operators to coordinate traffic activities (for example any proposed road or footway impacts).

## 7.6 ESTIMATED VEHICLE MOVEMENTS

7.6.1 The volume of construction vehicle trips is based on the anticipated construction material volumes, the programme, sequencing of work, site logistics and the mitigation measures that will be implemented to consolidate deliveries.

7.6.2 Based on the indicative programme and construction information the estimated number of construction vehicle trips per month are summarised in Table 7-4.

Figure 7-5: Estimated monthly construction vehicles



7.6.3 During the peak month, a total of 3,539 vehicle movements were anticipated, comprising 2,654 cars and 885 HGVs. This is equivalent to circa 165 vehicle movements per day (comprising 124 cars and 41 HGVs).

7.6.4 The average number of movements per month is estimated 1,946 vehicles, comprising 1,432 cars and 515 HGVs. This is equivalent to an average of 91 vehicle movements per day (comprising 67 cars and 24 HGVs).

7.6.5 Vehicles, generated by the development are expected to arrive at the site using Camden Road, and other parts TLRN such as the A1, A501, M1, A40 which are already carrying high volumes of HGVs. For example, outside of the site Camden Road already carried an average of 24,545 vehicles in 2018 of which 814 were buses and 941 were HGVs. Similarly, the A503 Parkhurst Road carried 17,333 vehicles, 1,159 buses and 621 HGVs on an average day in the same year.

7.6.6 Therefore, the proposed development is expected to result in an impact of 0.7% on Camden Road and 0.9% on A503 Parkhurst Road.

## 7.7 IMPLEMENTING, MONITORING AND UPDATING

7.7.1 In the first instance, this CLP will be issued to LBI as part of the Planning Application.

7.7.2 An appropriate planning obligation would secure the requirement to implement the Detailed CLP TO be submitted and approved prior to commencement of the proposed development. The detailed CLP would be prepared by the principal contractor.

7.7.3 The principal contractor will be responsible for implementing the CLP. It is expected that a Contractor and Driver Handbook would be used to distribute information which makes sure that all contractors are aware of their obligations.

7.7.4 The key measures identified to manage and control the impacts of construction traffic are expected to be:

- ⊙ Commitment to meet CLOCS / FORS accreditation;
- ⊙ Use of delivery scheduling system;
- ⊙ Designated construction traffic routes ensuring all HGVs use appropriate strategic roads, and
- ⊙ Staff Travel Plan



## 7.8 MONITORING

7.8.1 A co-ordinator will be appointed to undertake the day-to-day management of the Construction Logistics Plan and will be the first point of contact for dealing with any site issues. The Plan will be regularly monitored.

7.8.2 Data sharing is a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This is expected to include:

- ⊙ Compliance;
  - FORS compliance
  - Routing compliance
- ⊙ Data from the delivery scheduling system and the recorded log of vehicle movements to the site;
  - Vehicle type and size
  - Duration on site
- ⊙ Safety issues including any injuries or near misses;
- ⊙ Breaches and complaints, and
- ⊙ Staff travel survey.

## 7.9 UPDATING

7.9.1 The outline CLP will be developed into a detailed CLP once a contractor is appointed and following the grant of any planning permission. The detailed CLP will be prepared in consultation with LBI and require the approval of the highway authority. This will ensure that all construction activities on the Site accord with relevant policy requirements.

7.9.2 After the detailed CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally on a monthly basis and/or at any time there is a significant change in the construction process. This will ensure that the document remains relative to the realities of the site at any point in time.

7.9.3 The CLP will be kept on site and updated by the Principal Contractor in consultation with the highway authority.



## 8 CONCLUSION

- 8.1.1 This Transport Assessment has been prepared in support of development proposals at the former Holloway Prison site, Camden Road, Islington. The site is located within LBI, which is the planning authority for the scheme.
- 8.1.2 The site is currently occupied by the former Holloway Prison and there are approximately 84 car parking spaces. There are two existing vehicle access points from Parkhurst Road / Camden Road.
- 8.1.3 The site has good access to public transport being within a short walk of Caledonian Road Station, which is served by the Piccadilly Line, and local bus services. The site is well located in respect of local facilities and amenities as demonstrated by the Active Travel Zone assessment. Caledonian Road Station is an important local interchange point being the closest point to access Piccadilly Line services for journeys to and from Central London.
- 8.1.4 The proposed development is for phased comprehensive redevelopment including demolition of existing structures; site preparation and enabling works; and the construction of 985 residential homes including 60 extra care homes (Use Class C3), a Women's Building (Use Class F.2) and flexible commercial floorspace (Use Class E) in buildings of up to 14 storeys in height; highways/access works; landscaping; pedestrian and cycle connection, publicly accessible park; car (blue badge) and cycle parking; and other associated works.
- 8.1.5 Extensive pre-application discussions have taken place between the applicant team, and GLA, LBI and TfL.
- 8.1.6 The proposed development has been designed with the Healthy Streets approach in mind as demonstrated by the Designer's checklist and the Healthy Streets review set out in this document. Priority is given to pedestrians and cyclists and this is helped by a landscape and public realm strategy that has limited need for vehicular access. Vision Zero principles have also been followed throughout.
- 8.1.7 The proposals will upgrade the footway and public realm along the frontage of the development on Camden Road and Parkhurst Road and will provide improvements to the pedestrian crossing on Camden Road (i.e removing the current stagger to provide straight across crossing) to provide crossing that aligns with pedestrian desire lines. The applicant will offer that the internal road within the development site for adoption by LBI.
- 8.1.8 Cycle parking will be provided in line with (and in some blocks in excess of) the standards set out in the London Plan and the London Cycle Design Standards.
- 8.1.9 The development is proposed to improve pedestrian and cycle permeability through the site through the provision of new access point connecting to Trecastle Way.
- 8.1.10 The development will be car-free with the exception of Blue Badge spaces for residential use only. No car-club bays are proposed. The Blue Badge parking spaces will be located along the internal road within the development site and will be equipped with active electric vehicle charging points.



- 8.1.11 Delivery and servicing trips will be entirely within the development site. Servicing bays will be located along the internal road within the development site and designated servicing bays within Plots A and B, that will be used for refuse collection. The servicing area within Plot B will be enlarged to accommodate both refuse collection and delivery vehicle for commercial units. Vehicles will access and exit the servicing bays in a forward gear, and reverse into the podium servicing bays within Plot A and B.
- 8.1.12 The proposed development is expected to generate few vehicular trips during the network peak hours and throughout the day. Junction capacity assessment had been undertaken for the new access points and showed that both can operate under capacity with non-material impact on Camden Road and Parkhurst Road.
- 8.1.13 The operation for the proposed crossing on Camden Road has been assessed in accordance with the TfL's LMAP process. The proposed changes to the crossing will result in minor changes to the operation of the road network, however, it is predicted that there will be an increase in traffic queues and delays at the junction in the future years in the PM peak hour, due to the general growth in traffic flows arising from the general growth of population, rather the proposed development. The proposal is considered to bring significant improvement to pedestrian environment and safety and therefore is considered to outweigh the predicted impacts.
- 8.1.14 The impact on the public transport network has been undertaken and considered Underground services at Camden Road Station and Tufnell Park Station, train and overground services at Finsbury Park Station, Euston Station, and Green Lane Station, and local bus services. The impact is shown to be negligible with substantive spare capacity still available.
- 8.1.15 An Outline Construction Logistic Plan is included at Section 7 of this Assessment. In addition, a Framework Travel Plan, Delivery and Servicing Management Plan, and Parking Design and Management Plan have also been prepared and are submitted separately to this Assessment.
- 8.1.16 The proposed development is located in a highly accessible location and is designed to make the best use of the space available to deliver a sustainable high-quality co-located scheme. Embedded design features such as the provision of electric vehicle charging points, high-quality cycle parking, a pedestrian-friendly public realm, improved connectivity with surrounding residential areas, and improved pedestrian crossing on Camden Road will help to encourage sustainable travel in line with the Mayor's objectives as well as meet the healthy streets and vision zero approaches.

