

KENTISH TOWN PLANNING FRAMEWORK ACCESS STUDY

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VELOCITY
Transport Planning

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EXECUTIVE SUMMARY

1. This Access Study is a technical study focussed on transport considerations that has been prepared to inform the evidence base of a forthcoming Supplementary Planning Document (SPD) to shape and guide development at Kentish Town as part of a Planning Framework.
2. The Planning Framework study area is located west of Kentish Town Station and is bisected by the Midland Main Line which runs east-west. The focus area comprises two main development sites either side of the rail line:
 - ⦿ The Murphy Site, designated as a Local Significant Industrial Site, which is located to the north and is currently occupied by Murphy, a construction company; and
 - ⦿ The Regis Road Site, designated as a Growth Area, which is located to the south and is occupied by a range of businesses.
3. The access strategy will be a key element in unlocking the full potential of the area. A key challenge is that the attractive and convenient pedestrian and cyclist access will need to be provided and vehicle access requirements associated with the industrial land uses will need to be accommodated. The purpose of the Access Study is to:
 - ⦿ Identify the physical and planning constraints and opportunities of existing accesses;
 - ⦿ Identify other potential points of access;
 - ⦿ Recommend the most suitable points of access for commercial and industrial vehicles to deliver policy ambitions;
 - ⦿ Suggest approximate industrial and commercial quantum in relation to potential future travel demands, network capacity and any other considerations; and
 - ⦿ Advise on the initial assumptions regarding the access points that are limited to pedestrian and cycle movement.

Methodology

4. The Access Study reviews existing and potential future access locations in context of potential future trip generation, including visibility splays and junction capacities where appropriate.
5. The existing access locations have been reviewed to understand their current function and level of use, and the constraints and opportunities associated with their potential future use in supporting new development. Options for new access have also been considered.
6. To understand potential future traffic flows, the planning framework housing and commercial figures have been tested for initial assessment purposes and to quantify potential future traffic demands.
7. The review of industrial uses indicates that there is a wide range in potential traffic generations which is highly dependent upon the type of industrial use and occupier(s). To reflect this range a low traffic generating scenario and a high traffic generating scenario have been developed.

Murphy Site

8. The Murphy Site has several existing accesses with Sanderson Close being the primary access.



9. Existing traffic flows generated by the Murphy Site do not directly cause highway capacity issues, however there are constraints on the local network, which limit the future potential of some accesses. The headline conclusions for each access are outlined below:
- ⦿ The existing Gordon House Road junction has limited visibility and the road itself is congested during peak times. There is currently limited use of the access. There is an opportunity to replace the existing access with a new access to provide improved visibility. Considering the existing congestion and presence of local height and width restrictions, it is concluded that the replacement access should only serve limited development (with small numbers of smaller rigid lorries, and no articulated lorries). Attractive pedestrian/cyclist access should be provided at Gordon House Road.
 - ⦿ Sanderson Close is currently the primary access to the Murphy Site. Capacity testing of the junction indicates there is some potential for it to support an increased level of traffic (but not large numbers of HGVs given the narrow width of Sanderson Close) subject to important wider considerations that are identified in Paragraph 10 of this executive summary.
 - ⦿ Carkers Lane could provide a new access for pedestrians and cyclists subject to third party land.
 - ⦿ Greenwood Place is a relatively narrow existing access observed to have limited existing use. There are a number of nearby sensitive receptors that may be adversely impacted by increased levels of traffic. Thus, we consider there is limited potential to increase traffic levels along Greenwood Place.
 - ⦿ A new access from Kentish Town Road immediately north of the rail lines could be provided for pedestrians and cyclists subject to supporting infrastructure and agreement with third parties.
10. On the basis that additional traffic could be accommodated within the design capacities of local junctions, it is concluded that development at the Murphy Site could be intensified in transport terms, subject to:
- ⦿ The type of industrial use proposed and its end occupiers, which will influence vehicle volumes and size. A managed number of 8-10m lorries could be accommodated with minimal impact; however, accommodating large articulated lorries would be problematic and may lead to adverse safety and highways impacts;
 - ⦿ Compliance with planning policies and meeting the requirements of the highways and planning authorities.
 - ⦿ Undertaking full assessments of the impacts of development, both in terms of the transport network and other potential impacts such as environmental (with particular consideration of sensitive receptors) and securing mitigation that is deemed necessary; and
 - ⦿ Ensuring that the transport strategy provides appropriate access strategies for travel on foot, by bicycle and public transport.

Regis Road Site

11. The Regis Road Site is currently served by a single point of access from Kentish Town Road. There are various potential locations where new access could be introduced.
12. The headline conclusions are outlined below:



- ⦿ The Regis Road access forms a signalised junction with Kentish Town Road. In the morning peak the outbound traffic flow along the Regis Road approach operates at the capacity afforded by the traffic signals. This traffic is mostly associated with UPS delivery vehicles. Therefore, if UPS maintains its current operations, we conclude that no additional high traffic generating uses should be permitted alongside UPS. If this traffic can be managed to avoid generating spikes in traffic, there may be potential to support increased levels of development.
- ⦿ New accesses could be provided away from Kentish Town Road at various locations (Holmes Road, Spring Place and Arctic Street). These roads are all accessed from more local streets and therefore we consider that these could support limited levels of low traffic generating development (particularly low numbers of HGVs) and should primarily be designed for pedestrian and cyclist access.
- ⦿ The considerations identified in Paragraph 10 of this executive summary are applicable to the access strategy for the Regis Road Site.

Land Use Quanta

13. The access strategy for the two sites could support a mix of land uses, with the intensification of industrial and light industrial typologies alongside the potential for office and residential led development. Any intensification of the Kentish Town sites will be subject to compliance with current and emerging planning policies and appropriate assessment of the potential impacts of the specific development proposals.
14. Residential and office land uses are expected to have low traffic and HGV demands on the basis they would have limited (disabled only) parking provisions, and instead will generate more walk, cycle and public transport trips. As such, it is unlikely that there will be a highways constraint on the volume of office or residential land uses that could be accommodated, however public transport impacts would require further assessment.
15. There is an opportunity at both sites to provide improved pedestrian and cyclist permeability and connectivity, which will encourage journeys to be made by active modes. An important potential pedestrian/cyclist connection is between the two sites bridging across the Midland Main Line.



1 INTRODUCTION

1.1.1 Velocity Transport Planning has been appointed by Camden Council to undertake an Access Study in relation to potential redevelopment at Kentish Town.

1.1.2 A Planning Framework is being prepared to guide development in Kentish Town. The vision is for a new vibrant mixed-use neighbourhood that supports business and delivers additional jobs and homes, including as many affordable homes as possible. A central aspiration is to stitch the new neighbourhood into the surrounding communities through new connections and routes.

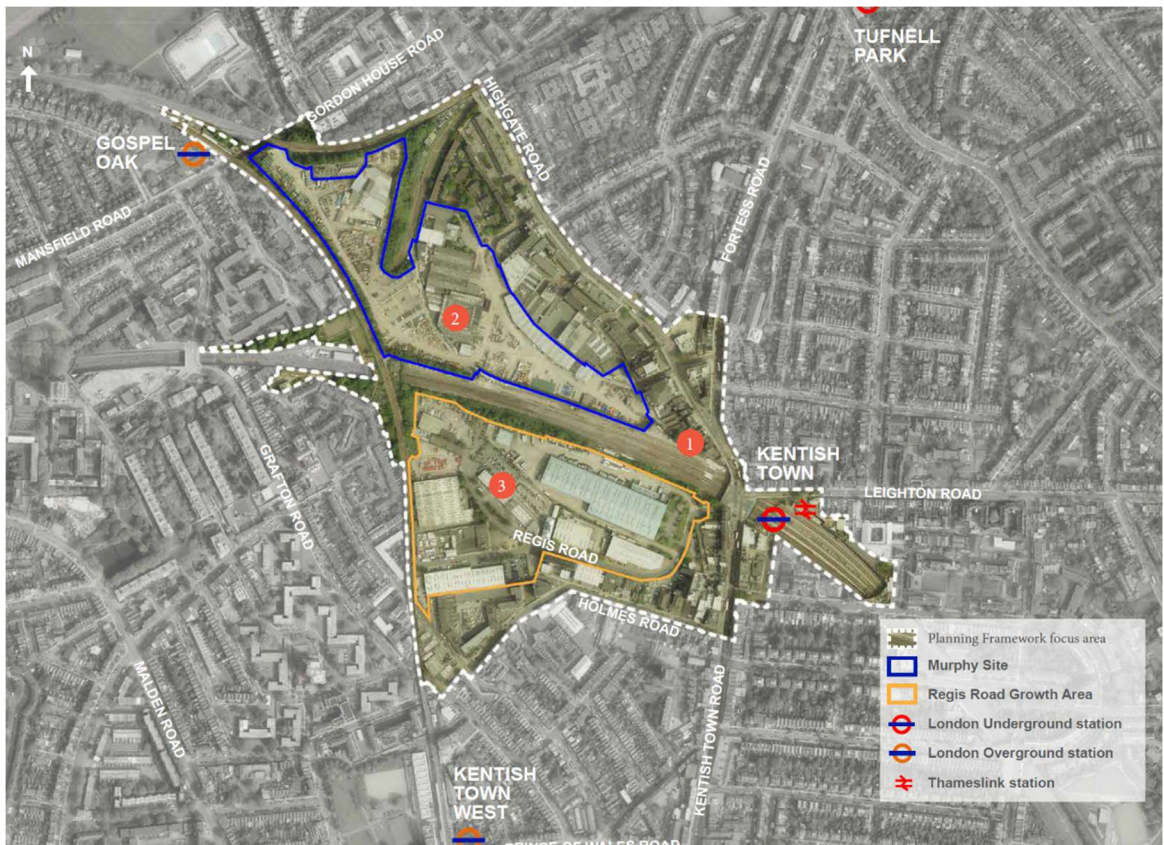
1.2 STUDY AREA

1.2.1 The focus area for the Planning Framework is illustrated within **Figure 1-1**. It is located to the west of Kentish Town Station and is bordered in part by Highgate Road, Gordon House Road, Holmes Road and Kentish Town Road. The Midland Main Line runs east-west through the centre of the area.

1.2.2 The focus area comprises two main developments sites:

- Murphy Site – Located to the north of the Midland Main Line and is currently occupied by Murphy, a construction company.
- Regis Road Growth Area – Located to the south of the Midland Main Line which is currently occupied by a range of businesses.

Figure 1-1: Kentish Town Planning Framework Study Area



1.2.3 **Figure 1-2** indicates the location of additional sites within the Planning Framework.

Figure 1-2: Kentish Town Planning Framework Sites



1.3 REDEVELOPMENT POTENTIAL

- 1.3.1 The Kentish Town area is occupied by low density employment uses has the potential to be intensified to provide mixed-use development.
- 1.3.2 The Murphy Site is designated as a Local Significant Industrial Site; however, it has the potential to be intensified providing the industrial land use is protected.
- 1.3.3 The Regis Road Site is designated as a Growth Area within the Camden Local Plan with the potential to deliver higher density industrial provision, a substantial increase in homes and jobs, as well as improve movement around and through the area, reconnecting communities.
- 1.3.4 The access strategy will be a key element in unlocking the full potential of the area. There will be a need to provide attractive and convenient pedestrian and cyclist access and to accommodate vehicles associated with the industrial land uses, as there is a clear ambition from LB Camden to prioritise pedestrian and cycle movements in the framework area.

1.4 PURPOSE

- 1.4.1 A Planning Framework is expected to be adopted by the Council as a Supplementary Planning Document (SPD) to shape and guide the development at Kentish Town. This Access Study is a technical study, focussed only on transport considerations, prepared to inform the evidence base of the SPD. Its purpose is to:

- ⊙ identify the physical and planning constraints and opportunities of existing accesses;
- ⊙ identify other potential points of access;



- ⦿ recommend the most suitable points of access for commercial and industrial vehicles to deliver policy ambitions;
- ⦿ suggest approximate industrial and commercial quantum in relation to potential future travel demands, network capacity and any other considerations; and
- ⦿ advise on the initial assumptions regarding the access points that are limited to pedestrian and cycle movement.



2 TRANSPORT PLANNING POLICY CONSIDERATIONS

2.1 INTRODUCTION

2.1.1 This Section provides a short summary of the transport planning policy that will shape future development and influence the access strategy.

2.1.2 The focus of the review is on emerging local policy that is expected to be adopted when the SPD is adopted.

2.2 DRAFT LONDON PLAN

2.2.1 A new Draft London Plan was issued in December 2017 and has been updated following consultation and Examination in Public. The latest 'Consolidated Suggested Changes' version was published in July 2019. The Draft London Plan will become the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.2.2 Policy T1 notes that development proposals should target 80% of all trips in London (90% in Inner London) to be made by foot, cycle or public transport by 2041. It states that:

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

2.2.3 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 should be applied to:

“improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.”

2.2.4 Policy T4 identifies that development plans and proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

2.2.5 Policy T5 sets out that development should encourage cycling by meeting cycle parking standards and providing supporting facilities.

2.2.6 Policy T6 sets out that 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. Disabled parking should be provided.

2.2.7 Policy T7A notes that development plans should include freight strategies that seek to:

- 1) reduce freight trips to, from and within these areas
- 2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level



3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

2.2.8 Policy T7 'Freight' also sets out that:

D Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

E Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

- 1) reduce road danger, noise and emissions from freight trips
- 2) enable sustainable last-mile movements, including by cycle and electric vehicle
- 3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services)

2.3 MAYORS TRANSPORT STRATEGY

2.3.1 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.

2.3.2 Three key themes are at the heart of the strategy:

1. Healthy Streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Streets environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

- a) Create high-density, mixed-use places; and
- b) Unlock growth potential in underdeveloped parts of the city

2.3.3 The MTS outlines the transport principles of Good Growth as being:

- ⊙ Good access to public transport
- ⊙ High-density, mixed-use developments
- ⊙ People choose to walk and cycle
- ⊙ Car-free and car-lite places
- ⊙ Inclusive, accessible design



- ⦿ Carbon-free travel
- ⦿ Efficient freight

2.4 CAMDEN LOCAL PLAN

- 2.4.1 The Local Plan was adopted by Council on 3 July 2017.
- 2.4.2 Policy T1 promotes sustainable transport by prioritising walking, cycling and public transport in the borough.
- 2.4.3 Policy T2 identifies that the availability of parking will be limited and all new developments in the borough should be car-free. On-site parking should be limited to spaces designated for disabled people where necessary, and/or essential operational or servicing needs.
- 2.4.4 Policy T4 promotes the sustainable movement of goods and materials and seeks to minimise the movement of goods and materials by road. The provision and use of freight consolidation facilities is promoted and the use of major roads for freight movement is preferred.
- 2.4.5 The Local Plan identifies Kentish Town Regis Road as one of six growth areas noting that:

“It offers a significant opportunity to deliver higher density industrial provision as part of a redevelopment scheme that will also deliver a substantial increase in homes and jobs, as well as improve movement around and through the area, reconnecting communities. Redevelopment will only be considered where this is employment-led and part of a comprehensive scheme.”

2.5 CAMDEN TRANSPORT STRATEGY

- 2.5.1 ‘Healthy Streets, Healthy Travel, Healthy Lives: Camden Transport Strategy 2019-2041’ was published in April 2019 and aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably.
- 2.5.2 Priorities include:
- ⦿ increasing walking and cycling;
 - ⦿ improving public transport in the borough;
 - ⦿ reducing car ownership and use;
 - ⦿ improving the quality of our air; and
 - ⦿ making our streets and transport networks safe, accessible and inclusive for all.
- 2.5.3 Step-free access at Kentish Town Station is identified as an investment priority.



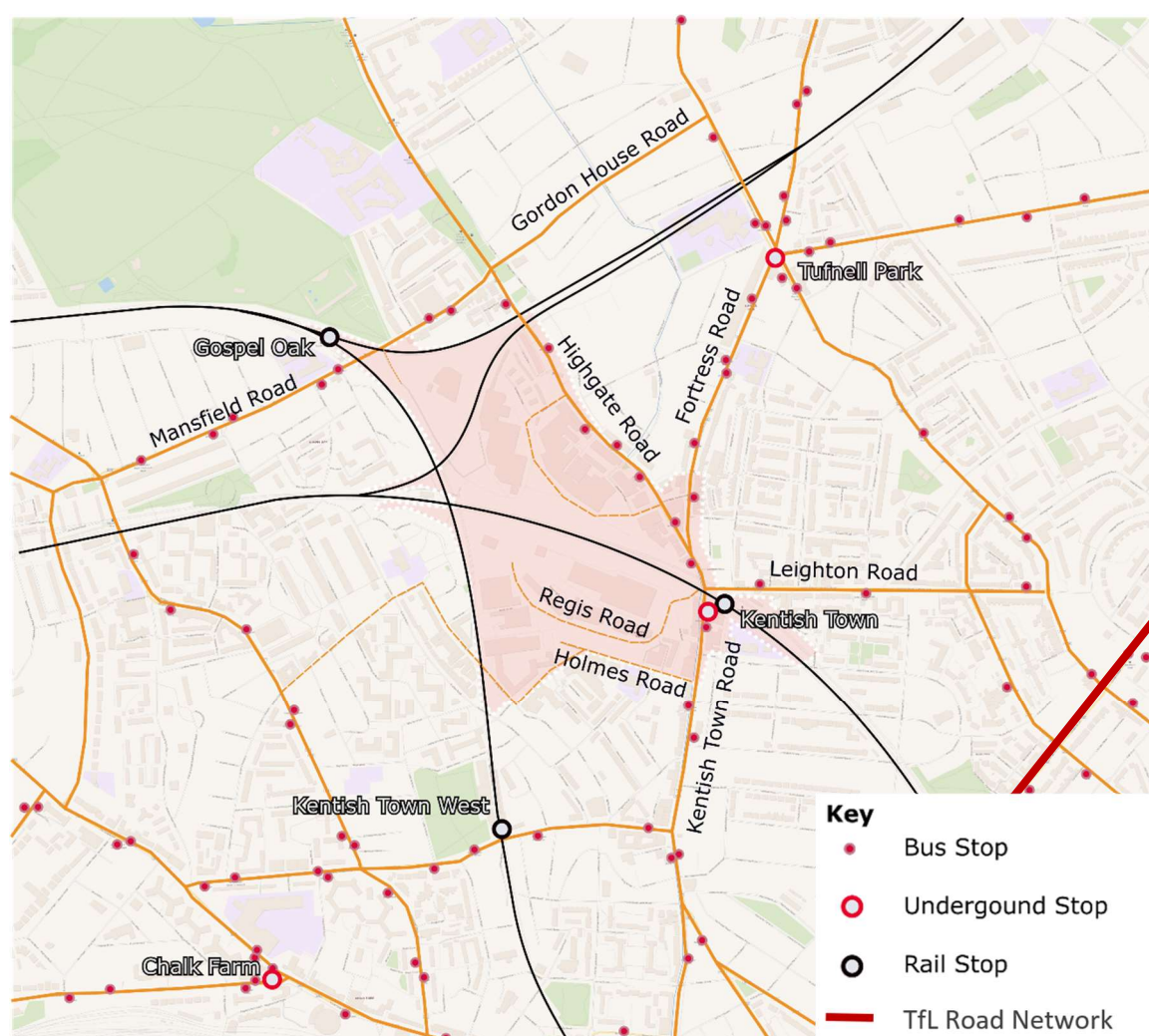
3 EXISTING LOCAL TRANSPORT NETWORK

3.1 INTRODUCTION

3.1.1 This Section provides a high level summary of the local transport network and our observations of network operation during the peak hours.

3.1.2 The transport network is illustrated within **Figure 3-1**.

Figure 3-1: Local Transport Network



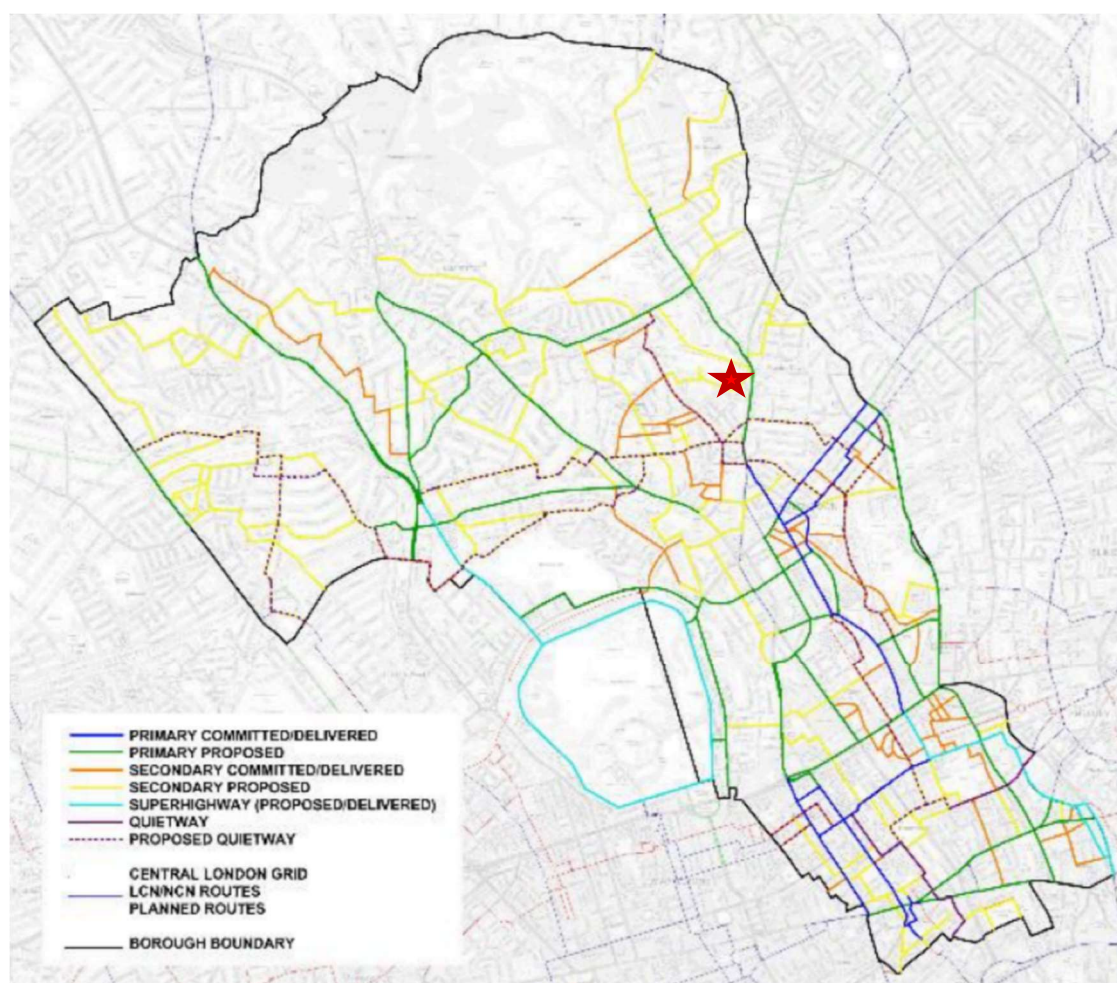
3.2 ROADS

3.2.1 Kentish Town Road is a London Distributor Road and forms part of the strategic road network. Highgate Road and Gordon House Road are Borough Distributor Roads. None of the roads near to the site form part of TfL's Road Network.



- 3.2.2 Local weight and height restrictions are in place which restrict HGV traffic:
- ⊙ Highgate Road (north of Gordon House Road) is restricted for vehicles of 7.5 tonnes or more (except for access).
 - ⊙ The Gospel Oak rail bridge over Gordon House Road has a low bridge (3.96m height restriction)
 - ⊙ Chetwyn Road to the north east of Highgate Road has a width restriction of 2.2m, which restricts access for HGVs.
- 3.2.3 Daily traffic flow profiles from surveys undertaken in 2016 are shown in **Figure 3-3**, **Figure 3-4** and **Figure 3-5**. The peak hourly flows are:
- ⊙ Kentish Town Road – c.1,200 vehicles between 6pm and 7pm.
 - ⊙ Gordon House Road – c.1,100 vehicles between 8am and 9am.
 - ⊙ Highgate Road – c.800 vehicles between 6pm and 7pm.
- 3.2.4 Traffic flows are generally relatively high throughout the day and that peak hours are not particularly discernible.
- 3.2.5 Camden's Cycling Action Plan sets out the existing cycle network and the long term vision (by 2041) for improvements, and is replicated below.

Figure 3-2: Camden's Cycling Network (current and long term vision)



3.2.6 High cyclist flows are experienced along Kentish Town Road at 16% of total traffic. On Highgate Road and Gordon Hill Road the cyclist proportion is 11% and 7% respectively.

Figure 3-3: Kentish Town Road Weekday Hourly Traffic Profile

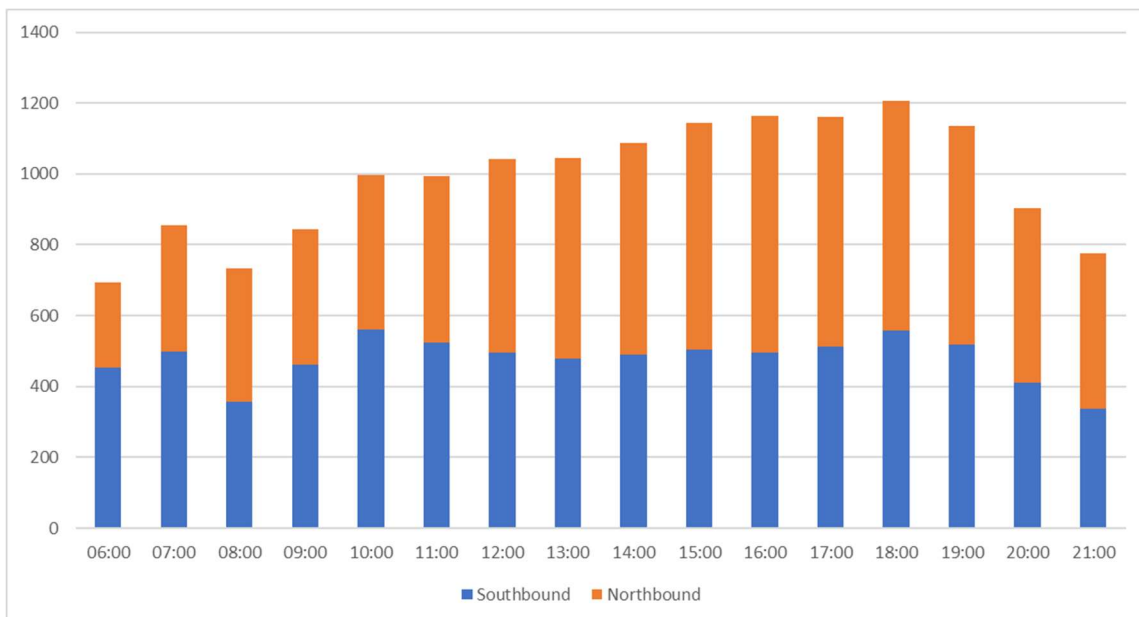


Figure 3-4: Gordon House Road Weekday Hourly Traffic Profile

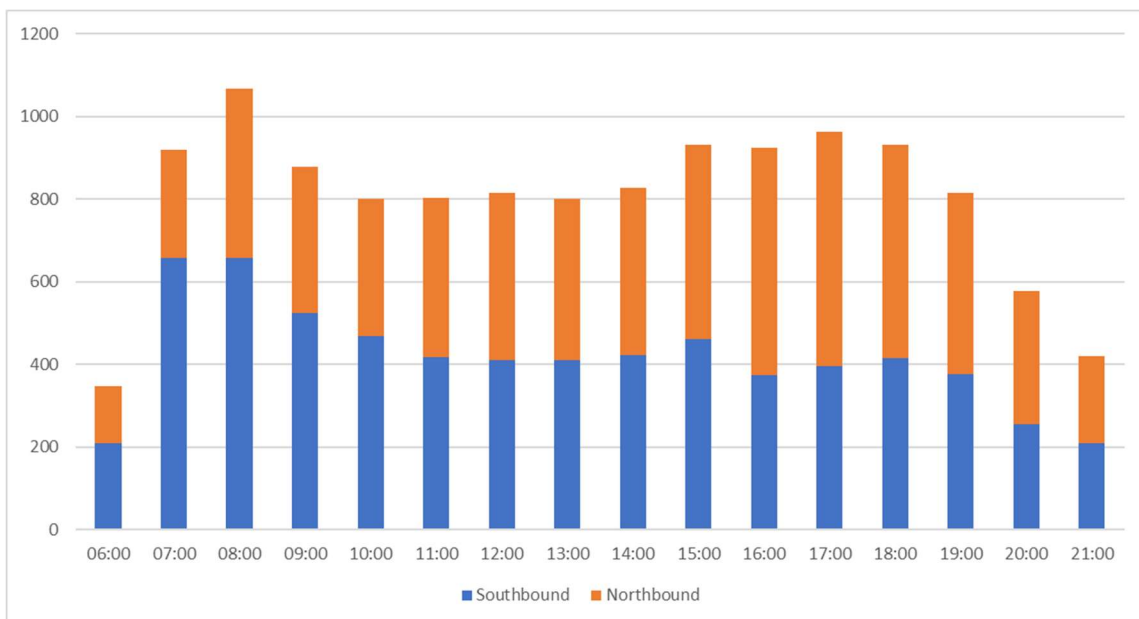
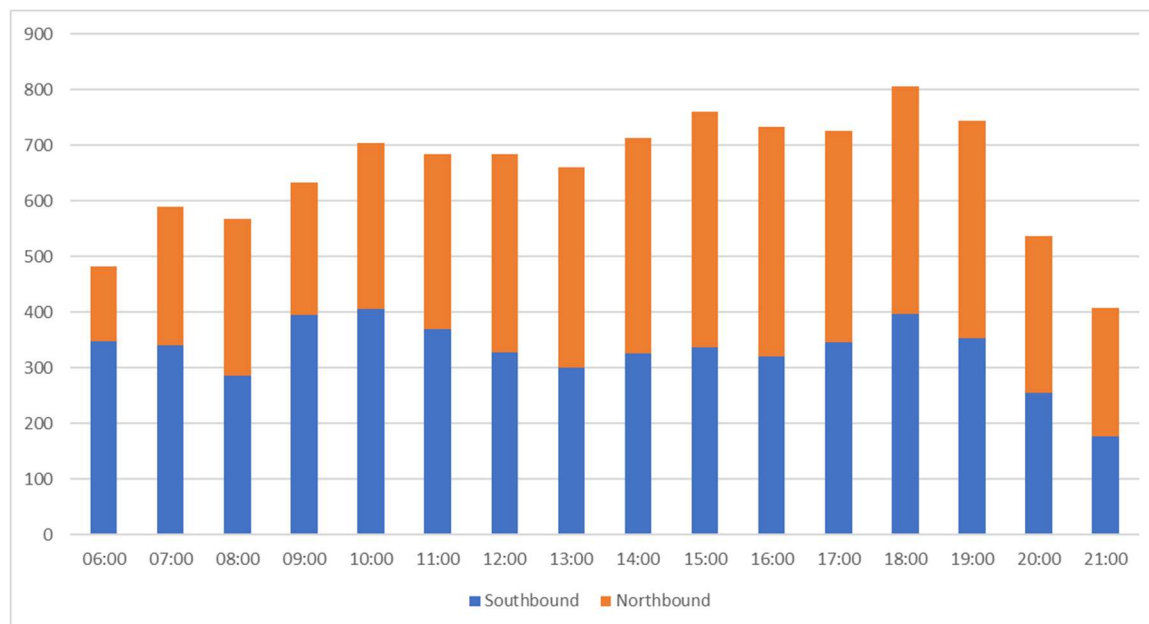


Figure 3-5: Highgate Road Weekday Hourly Traffic Profile



3.3 PUBLIC TRANSPORT

- 3.3.1 TfL's online WebCAT tool calculates PTALs for future years. The 2021 PTAL for the study area is illustrated within **Figure 3-6**. The PTAL ranges between 2 (poor) and 6b (excellent). The highest PTALs are located by Kentish Town station, Kentish Town West station and along Kentish Town Road and Highgate Road. The PTAL near to Gospel Oak station is 4.
- 3.3.2 The lowest PTALs are experienced in the centre of the site which currently has limited access to the public transport network. However, the high PTALs nearby indicate that the lower PTAL areas would be improved significantly through new access and permeability.



Figure 3-6: 2021 PTAL (WebCAT)



3.3.3 A summary of bus services is provided in **Table 3-1**.

Table 3-1: Local Bus Services

BUS SERVICE	LOCAL ROUTE AND BUS STOPS	WIDER ROUTE	PEAK HOUR FREQUENCY (PER HOUR)
C11	Gordon House Road	Brent Cross - North Cricklewood - Westbere Road - West Hampstead - Swiss Cottage - Hampstead Heath - Gospel Oak - Parliament Hill - Archway	7.5
214	Highgate Road and Kentish Town Road	Highgate - Parliament Hill - Camden Town - St Pancras - King's Cross - Islington - Moorgate	8
88	Highgate Road and Kentish Town Road	Clapham Common - Stockwell - Vauxhall - Marsham Street - Westminster - Oxford Circus - Camden Town - Kentish Town - Parliament Hill Fields	7.5
134	Kentish Town Road	North Finchley - Friern Barnet - Muswell Hill - Archway - Camden Town - Tottenham Court Road	12
393	Leighton Road and Kentish Town Road	Clapton - Theydon Road - Warwick Grove - Upper Clapton - Cazenove Road - Stoke Newington - Highbury New Park - Highbury - Holloway - North Road - Prince of Wales Road - Chalk Farm	5



3.3.4 A summary of rail based services is provided within **Table 3-2**.

Table 3-2: Local Rail and Underground Services

STATION	SERVICES	ROUTES	PEAK HOUR FREQUENCY (TRAINS PER HOUR)
Kentish Town	Northern Line	High Barnet / Mill Hill East to Kennington / Morden via Bank and Charing Cross branches	28
	Thameslink	Sutton, St Albans, Orpington via Central London	10
Gospel Oak	London Overground	Gospel Oak to Barking	2
		Stratford to Clapham Junction / Richmond via Willesden Junction	8
Kentish Town West	London Overground	Stratford to Clapham Junction / Richmond via Willesden Junction	8



4 EXISTING SITE ACCESS

4.1 EXISTING ACCESS LOCATIONS

4.1.1 The existing accesses and their function are shown on **Figure 4-1** and in **Table 4-1**.

Figure 4-1: Existing Access Locations



Table 4-1: Existing Access Use

REF	LOCATION	EXISTING USE
2	Gordon House Road (East)	<ul style="list-style-type: none"> • This access is an existing priority junction into the Murphy Site. • The access is controlled with barriers. • Limited use was observed by vans/lorries during peak hours. • The Gospel Oak Overground rail bridge located immediately west of the access has a height restriction of 3.9m.
3	Sanderson Close	<ul style="list-style-type: none"> • Sanderson Close provides an existing priority access junction from Highgate Road. • The access is currently the main access to the Murphy Site and accommodates vans, lorries and construction vehicles – rigid 8-10m lorries were observed. • Sanderson Close also provides access to Highgate studios car park and a residential estate car park (barrier controlled).
5	Greenwood Place	<ul style="list-style-type: none"> • Greenwood Place forms a loop road via two priority junctions with Highgate Road. • Traffic was observed to generally travel anti clockwise.



- The southern part of the loop provides access to the Murphy Site. Road markings indicate this is used for egress only, however it is barriered and no vehicles were observed using the egress during suite visits.
- Traffic flows are low at both Greenwood Place junctions with Highgate Road.
- In the evening pedestrian queueing associated with events at the Kentish Town Forum was observed along Greenwood Place.

7	Regis Road	<ul style="list-style-type: none"> • Regis Road is the western arm of the Kentish Town / Leighton Road / Regis Road signalised junction. It provides the only vehicle access to a large commercial area. • During peak times the junction has a 120 second cycle with Regis Road green time enabling around 7 vehicles to clear per cycle. • Regis Road accommodates traffic from various commercial uses. At 8am there are significant volumes and queueing of UPS vehicles. At other times Regis Road was observed to be quieter with traffic from Regis Road generally clearing through the junction each cycle. • In the morning peak around 45% of the total outbound traffic and 60% of outbound larger goods vehicles turn right onto Kentish Town Road.
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4.2 MURPHY SITE

4.2.1 The Murphy Site is the headquarters for Murphy and includes large areas of parking, storage, warehousing and offices. A traffic survey has been undertaken of the Sanderson Close access which is used as the primary access. Limited use of the Gordon House Road and Greenwood Places accesses was observed during the peak hours.

4.2.2 **Figure 4-2** and **Figure 4-3** show inbound and outbound daily traffic profiles in rolling hours of traffic. **Figure 4-4** shows the vehicle types across the day.

4.2.3 The busiest hour was between 7am and 8am with 180 vehicles. The arrival and departure profile of cars indicates that a commuter pattern of employees travelling by car. The local Workplace Zone data from the 2011 Census indicates that nearly 30% of employees travel by car to their workplaces.

4.2.4 Of the total daily traffic, 38% of vehicles are vans and 10% are HGVs.

Figure 4-2: Murphy Site (Sanderson Close) Inbound Traffic

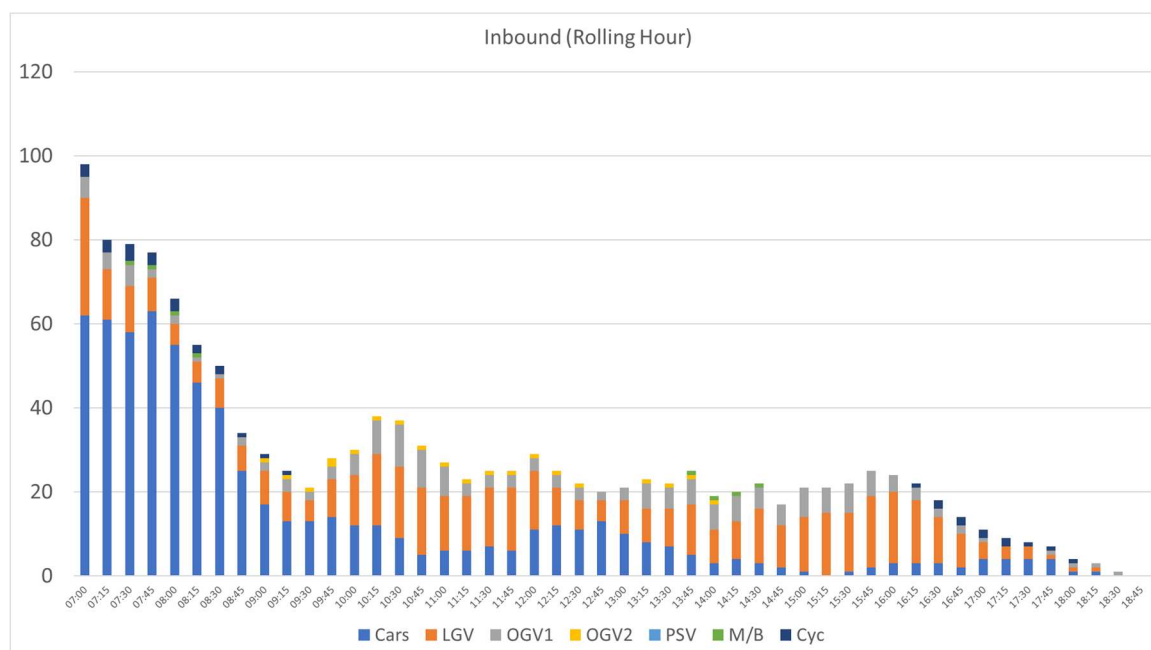


Figure 4-3: Murphy Site (Sanderson Close) Outbound Traffic

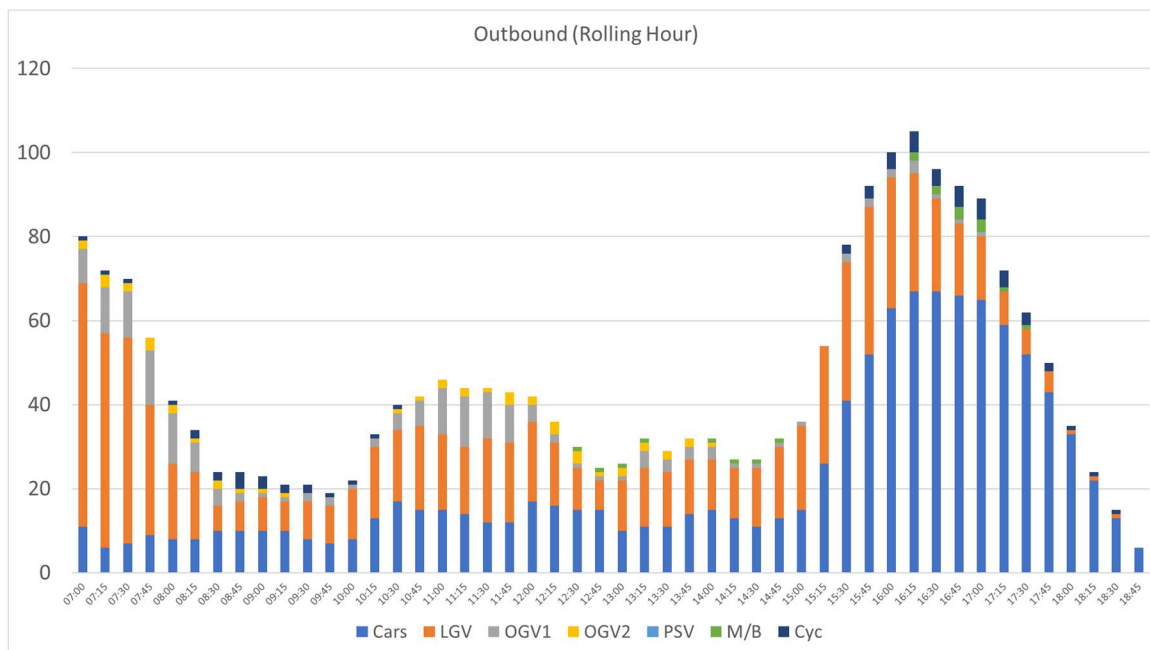
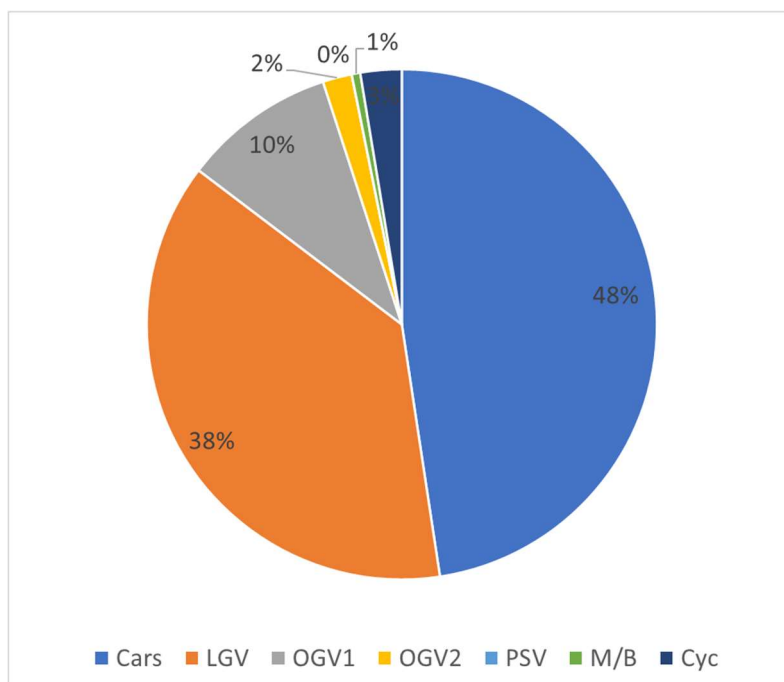


Figure 4-4: Murphy Site (Sanderson Close) Daily Mode Share



4.3 REGIS ROAD – EXISTING TRAFFIC FLOWS

4.3.1 The Regis Road site is occupied by Regis Road Business Park and the following occupiers; UPS, Howdens, a Recycling Centre, a car impound, Royal Mail delivery office and BMW. There are supporting car parking provisions and the local Workplace Zone data from the 2011 Census indicates that 36% of employees travel by car to their workplaces.



4.3.2 **Figure 4-5** and **Figure 4-6** show inbound and outbound daily traffic profiles in rolling hours of traffic. **Figure 4-7** shows the vehicle types across the day.

4.3.3 During the busiest hour there are c.350 vehicles (7:30am to 8:30am). Inbound car travel is higher in the morning and outbound car travel is higher in the afternoon indicating that some employees are travelling by car and parking on site. A significant proportion of outbound traffic in the morning peak is associated with UPS operations. UPS vehicles make up 65% of outbound traffic during AM peak hour and 55% of inbound traffic during PM peak hour.

Figure 4-5: Regis Road Inbound Traffic

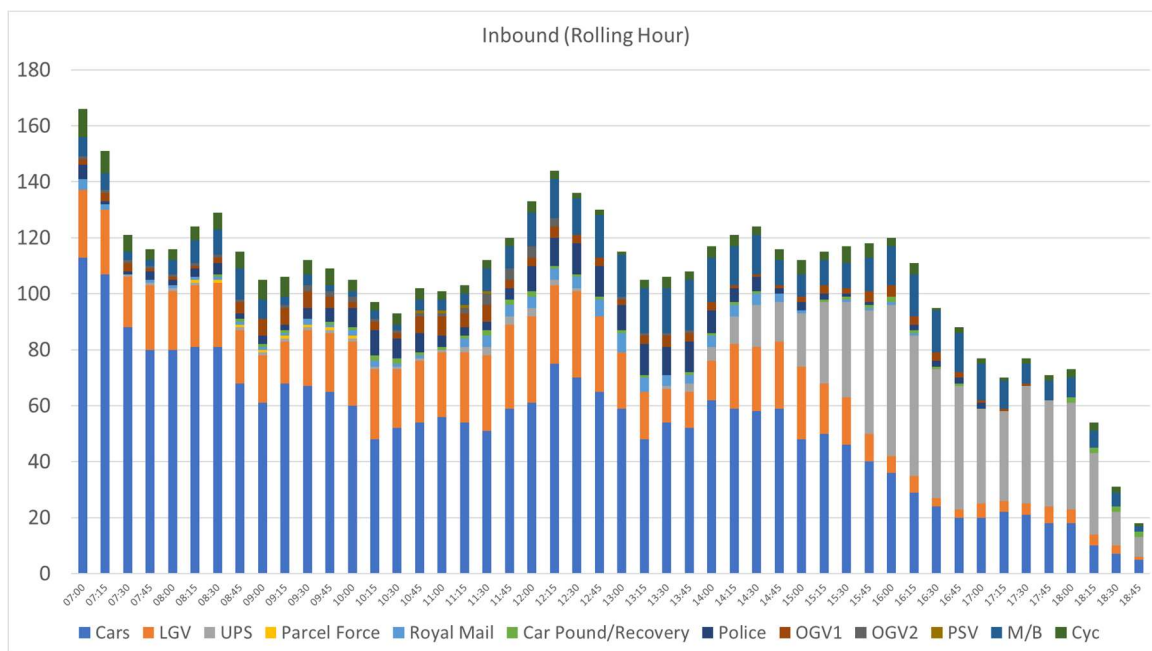


Figure 4-6: Regis Road Outbound Traffic

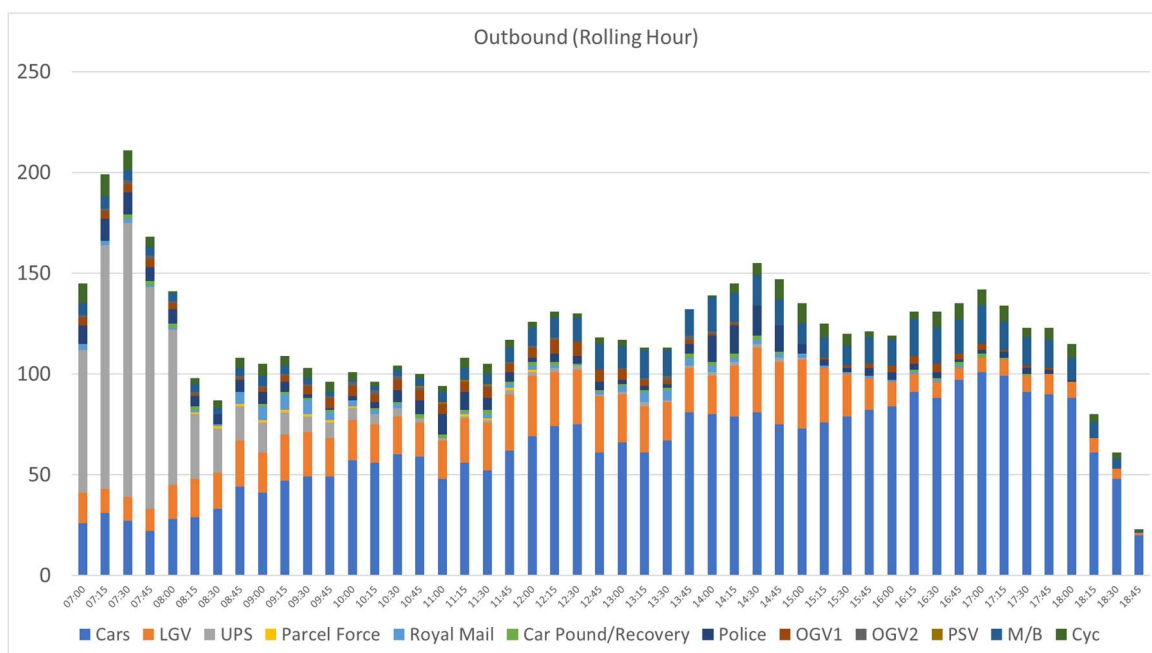
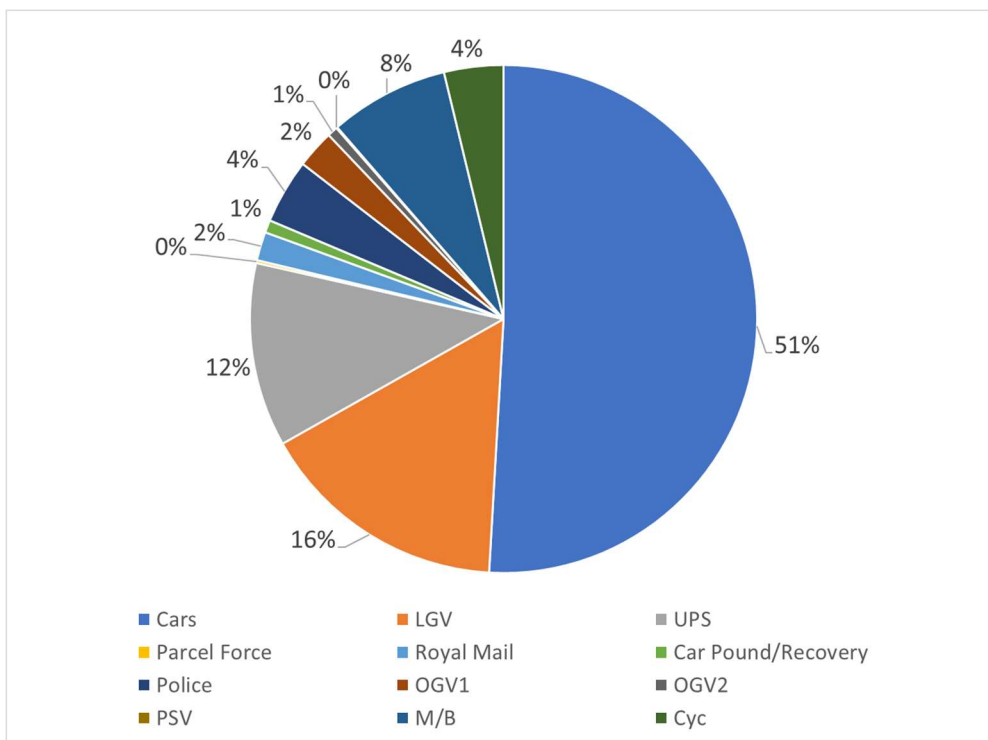


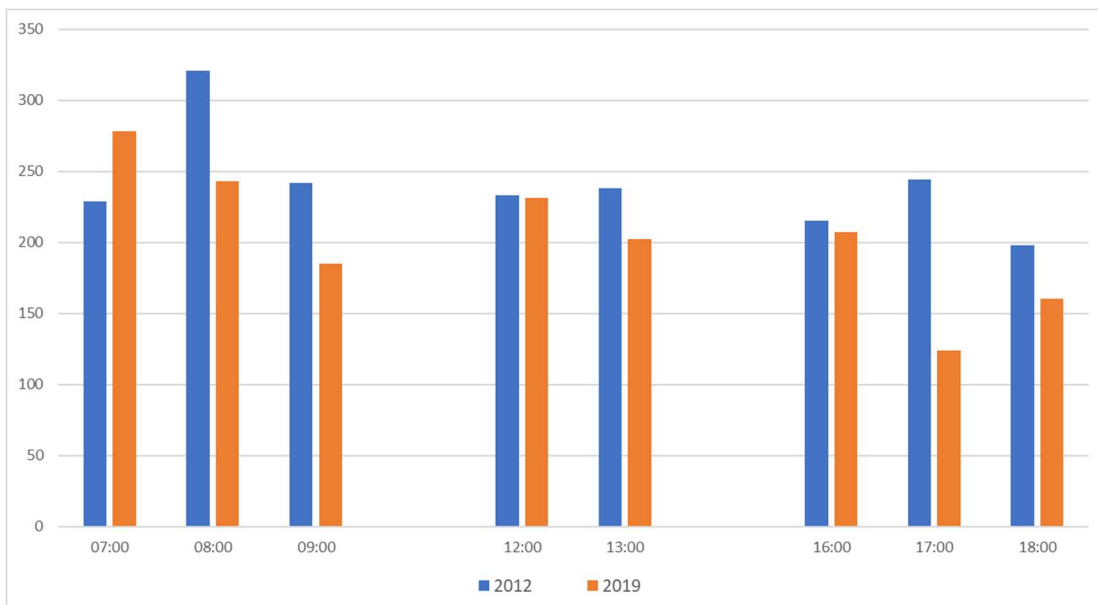
Figure 4-7: Regis Road Daily Vehicle Types



4.3.4

A comparison of the 2012 and 2019 traffic generation of the Regis Road site within **Figure 4-8** indicates that there have not been significant changes to traffic flows over that period (albeit that 2019 flows are consistently lower than those in 2012).

Figure 4-8: Regis Road



5 TRIP RATES

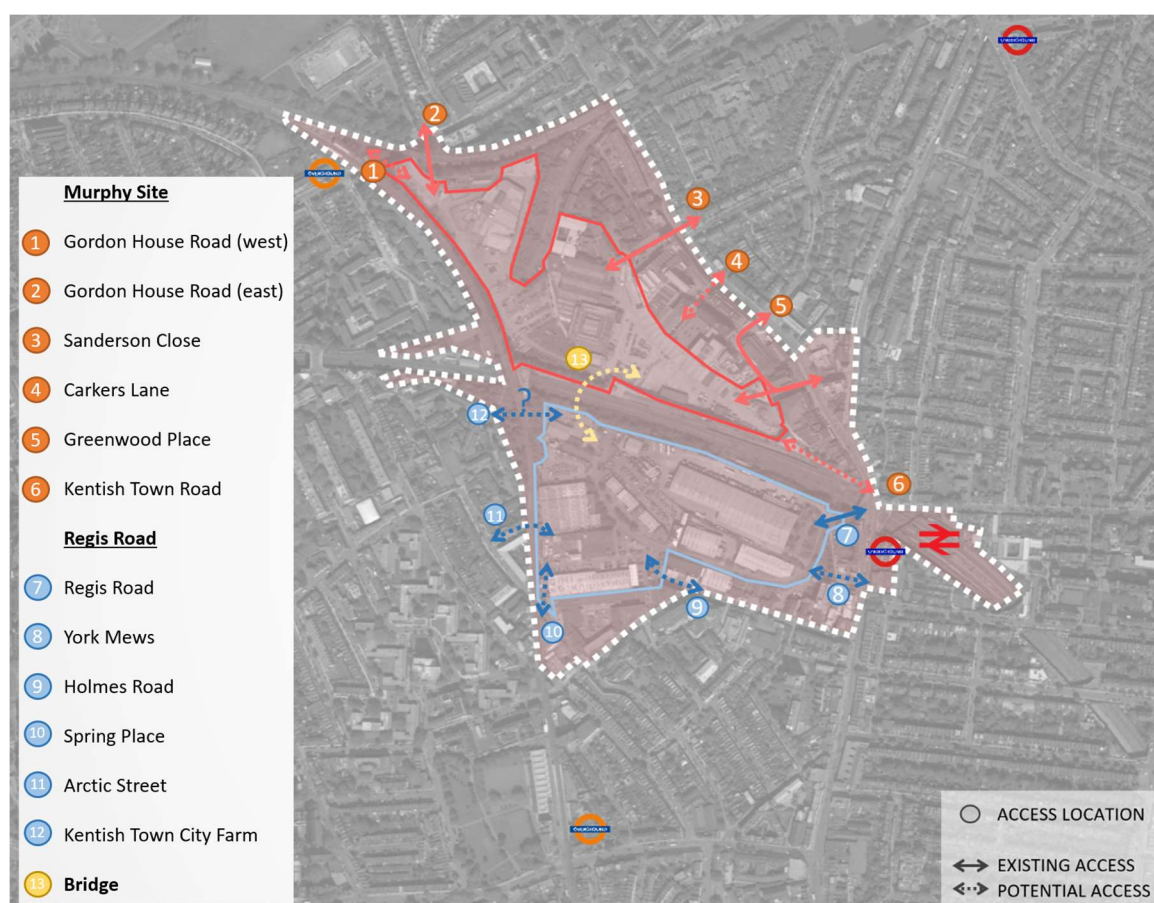
5.1 INTRODUCTION

5.1.1 This Section details the methodology used in this Access Study. To inform the access options a review of the existing transport network and existing site traffic generation has been undertaken. Land use scenarios have been identified and the methodology used to assess the potential future trip generations is set out.

5.2 STUDY AREA ACCESSES

5.2.1 **Figure 5-1** identifies the existing and potential access locations that has been reviewed as part of the Access Study.

Figure 5-1: Study Area – Existing and Potential Accesses



5.3 LAND USE DEVELOPMENT SCENARIOS

5.3.1 The mix of land uses, and floor areas, will be determined through the planning process; however, in order to quantitatively assess the potential impacts of land use intensification, the following potential maximum land use quanta have been generated from emerging and adopted regional and local planning policy for initial assessment purposes. This is purely for testing purposes and does not imply that such a scheme would be considered acceptable to the London Borough of Camden.



- ⊙ **Regis Road:**
 - Residential – 1,500 dwellings
 - Office – 17,000sqm
 - Industrial – 20,000sqm of B1c and 18,000sqm of B2/B8
- ⊙ **Murphy Site:**
 - Residential – 1,000 dwellings
 - Industrial – 45,000sqm

5.4 FUTURE TRAVEL DEMANDS

5.4.1 Future travel demand forecasts have been informed through interrogation of the TRICS database and analysis of traffic flows of the existing industrial uses.

5.5 RESIDENTIAL

5.5.1 The following key assumptions have been made that will influence the travel characteristics of future residential development:

- ⊙ A 'car free' approach will be taken whereby parking will be for disabled residents only. In line with the draft London Plan and a likely maximum demand for blue badge parking it is assumed 0.03 disabled parking spaces will be provided per 100 dwellings.
- ⊙ A mix of affordable and private housing in the form of flats/apartments will be provided.

5.5.2 The criteria used when selecting suitable proxy sites from TRICS is as follows:

- ⊙ A PTAL of 4+
- ⊙ Sites with more than 100 dwellings
- ⊙ Parking ratios of less than 0.5 spaces per dwelling

5.5.3 The residential TRICS sites are summarised within **Table 5-1**.

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
	IS-03-C-04	Islington	2016	157	0.27	6a Excellent
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-01	Peckham	2017	122	0.20	6a Excellent

5.5.4 A manual adjustment has been made to the vehicle trips to reflect the parking provision. Public transport trips have been calculated based on local Census data. The resultant trip rates are set out within **Table 5-2** and **Table 5-3**.



Table 5-2: Residential Trip Rates – Person Trips (per dwelling)

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	0.039	0.122	0.162	0.093	0.059	0.152
Cyclists	0.002	0.015	0.017	0.017	0.000	0.017
Bus	0.008	0.073	0.081	0.038	0.017	0.055
Underground	0.019	0.179	0.199	0.093	0.041	0.134
Rail	0.014	0.128	0.142	0.067	0.029	0.096
Vehicle drivers (no servicing)	0.002	0.004	0.006	0.003	0.001	0.004
Vehicle occupants (including taxi passengers)	0.000	0.004	0.004	0.001	0.001	0.002
Total person	0.084	0.526	0.611	0.312	0.147	0.459

Table 5-3: Residential Trip Rates – Vehicles (per dwelling)

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Cars	0.001	0.004	0.005	0.003	0.001	0.004
Taxis	0.004	0.004	0.007	0.001	0.001	0.002
Motorcycles	0.000	0.000	0.000	0.000	0.000	0.000
Servicing vehicles - LGV	0.005	0.005	0.009	0.004	0.004	0.008
Servicing vehicles - HGV	0.001	0.001	0.002	0.001	0.000	0.001
Total	0.010	0.013	0.023	0.008	0.006	0.014

5.6 OFFICE

5.6.1 The following key assumptions have been made that will influence the travel characteristics of future office development:

- ⊙ A 'car free' approach will be taken with minimal disabled car parking

5.6.2 The criteria used when selecting suitable proxy sites from TRICS is as follows:

- ⊙ A PTAL of 4+
- ⊙ Sites with more than 5,000sqm

5.6.3 **Table 5-4** summarises the TRICS sites that have been used.

Table 5-4: TRICS Sites – Office

REFERENCE	LOCATION	SURVEY YEAR	FLOOR AREA	NUMBER OF EMPLOYEES	PTAL
BT-02-A-04	Wembley	2015	10,625 sqm	583	5 Very Good
CI-02-A-02	City of London	2013	9,803 sqm	750	6b (High) Excellent
CN-02-A-03	Fitzrovia	2017	26,639 sqm	2420	6b (High) Excellent

5.6.4 Local Census data has then been used to forecast the mode of travel. A manual adjustment has been made to the vehicle trips to reflect the parking provision. The resultant trip rates are set out within **Table 5-5** and **Table 5-6**.



Table 5-5: Office Trip Rates – Person Trips (per 100sqm)

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	0.190	0.019	0.209	0.013	0.166	0.179
Cyclists	0.158	0.015	0.173	0.010	0.138	0.148
Bus	0.376	0.037	0.412	0.025	0.329	0.353
Underground	0.967	0.094	1.061	0.064	0.846	0.910
Rail	0.651	0.063	0.714	0.043	0.569	0.612
Vehicle drivers (no servicing)	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle occupants (including taxi passengers)	0.005	0.001	0.006	0.000	0.005	0.005
Total person	2.346	0.229	2.575	0.155	2.052	2.207

5.6.5 Servicing vehicle rates are based on surveys of Central London offices.

Table 5-6: Office Trip Rates – Vehicles (per 100sqm)

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Cars	0.000	0.000	0.000	0.000	0.000	0.000
Taxis	0.019	0.004	0.023	0.006	0.017	0.023
Motorcycles	0.000	0.000	0.000	0.000	0.000	0.000
Servicing vehicles - LGV	0.024	0.024	0.047	0.006	0.006	0.012
Servicing vehicles - HGV	0.005	0.005	0.010	0.001	0.001	0.003
Total	0.048	0.033	0.080	0.014	0.025	0.038

5.7 INDUSTRIAL PERSON TRIPS

5.7.1 A detailed review of the TRICS database has been undertaken and sites have been reviewed individually. The sites within the TRICS database are summarised within **Table 5-7**.

Table 5-7: Industrial TRICS Sites

CATEGORY	LOCATION	REF	EMPLOYEES	FLOOR AREA	OCCUPIER	SUB OCCUPIERS
Industrial Unit	Alperton	BT-02-C-02	610	6,100		Food production – Bakkavor Meals
Industrial Estate	Bexley	BE-02-D-01	160	3,300	Oyo Industrial Estate	Carcar Style Ltd, Chemical Supply Company, Aquaid Water Coolers, Bizzell Paper Company, Completely Hydraulics, Cameo Print Finishers, The Shakespeare Globe Trust, Roohop, DC Properties, S2 Properties, McGlashan Engineering, Bespoke Design Solutions, Importers Exporters, Ability Furniture Hire & Ability Upholstery Services, Contact Communications, Materwaves Ltd.
Industrial Estate	Ruislip	HD-02-D-02	200	13,850	Bradfield Industrial Estate	Safestore, The Allen Group, KC Micro Media, I Desire Store (UK) Ltd, Solomon Fox Ltd, Easy Stationery Solutions, Adhoc Ltd, Greenford Cars, P R Cooper Builders, Enigma Computers, Spire (BMW & Mini servicing), Benchmark (Kitchens), B&S Group (pharmaceuticals), Selco (Builders' Merchants), Howdens (Joinery), City Electrical Factors (Electrical retail), Top Tiles, Tool Station, Café, Willis Motor Company Skoda



CATEGORY	LOCATION	REF	EMPLOYEES	FLOOR AREA	OCCUPIER	SUB OCCUPIERS
Industrial Estate	Feltham	HO-02-D-01	59	7,400	Hanworth Trade Park	Selco - HSS Equipment Hire - Eco House – Wilsons – B&P Bathrooms & Plumbing Services
Warehousing	Crayford		300	20,400		Fresh Fruit Distributor – AG Thames
Logistics	Feltham	HO-02-G-05	59	3,860		DPD

5.7.2 Person travel demands to industrial uses are primarily made up of employee travel (with some visitors). The travel demand is therefore highly dependent upon the number of employees.

5.7.3 B2 and B8 is a broad sector with a large range of occupier types and employee densities. Employee shift patterns can also vary from standard 9 to 5 working to shift working, which influences the time of travel and amount of travel in the peak hours. Employee density can vary significantly, for instance:

- ⊙ A warehouse storage facility may have very few employees whereas as a warehouse logistics facility requires higher numbers of staff.
- ⊙ A manufacturing facility that is autonomous may have very few employees and another manufacturing facility may have a trade or retail focus with a high number of employees (and visitors).

5.7.4 Employee density guidance for industrial uses is summarised within **Table 5-8**.

Table 5-8: Industrial Development Employee Density Guidance

GUIDANCE	LAND USE / ACTIVITY	SQM GIA PER FULL TIME EMPLOYEE
HCA	B1c	55.8
	B2 Industrial & manufacturing	34.2
	B8 Regional Distribution Centre	77.0
	B8 Final Mile	63.0
LESD Assumption	B2 and B8	36.0

5.7.5 The TRICS sites identified within have a weighted average employee density of 1 per 38sqm and is therefore considered to be reasonable basis to forecast person trips. The same mode share assumptions for office person trips have been used.

Table 5-9: Industrial Trip Rates – Person Trips (per 100sqm)

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	0.076	0.045	0.121	0.026	0.085	0.111
Cyclists	0.063	0.037	0.100	0.021	0.071	0.092
Bus	0.151	0.088	0.239	0.050	0.169	0.219
Underground	0.389	0.227	0.616	0.130	0.434	0.564
Rail	0.262	0.153	0.414	0.087	0.292	0.380
Vehicle drivers (no servicing)	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle occupants (including taxi passengers)	0.002	0.001	0.003	0.001	0.002	0.003
Total person	0.944	0.550	1.495	0.315	1.054	1.369



5.8 INDUSTRIAL USE TRAFFIC GENERATION

5.8.1 Based on local parking policy standards, we have assumed that:

- ⦿ There will be minimal car parking and employees will not drive to work.
- ⦿ Only essential operational parking would be provided for servicing.

5.8.2 The traffic generations associated with non-employee journeys are set out within **Figure 5-2** and **Figure 5-3**.

Figure 5-2: Industrial Traffic Generation (Rolling Hours) – Inbound

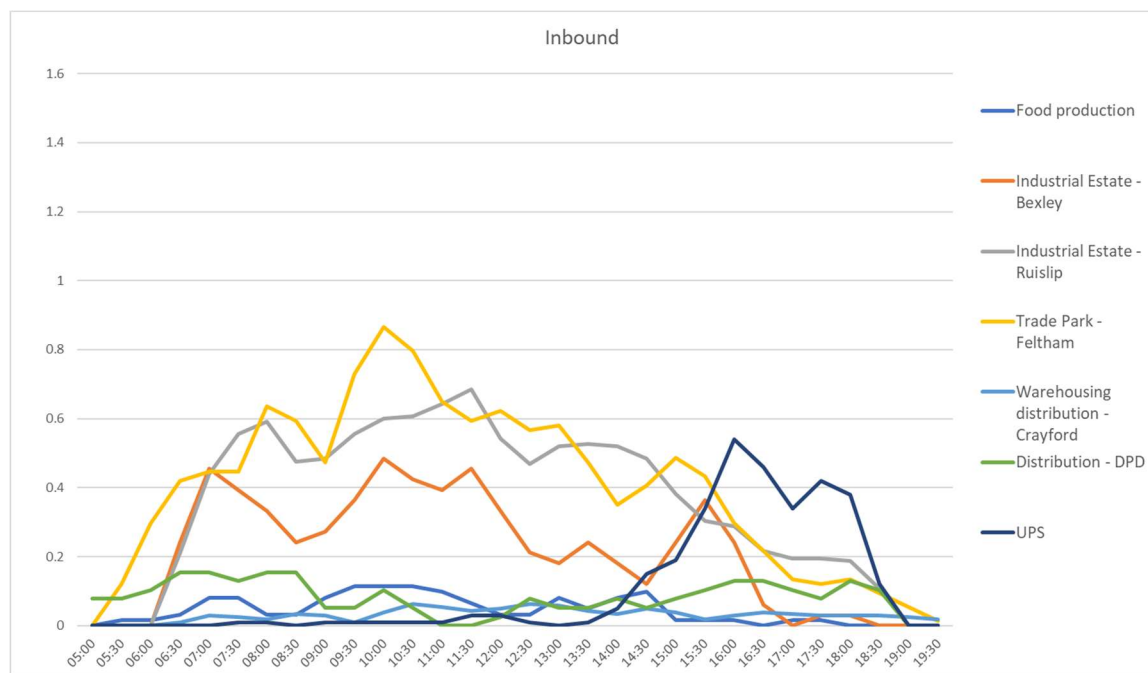
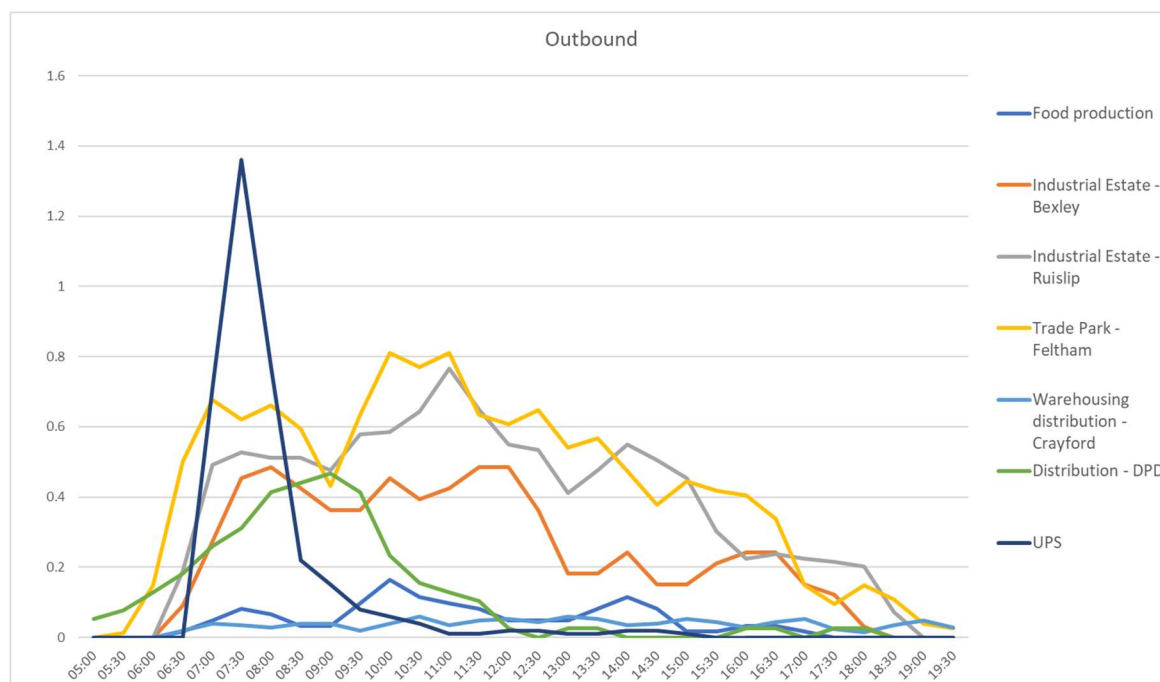


Figure 5-3: Industrial Traffic Generation (Rolling Hours) – Outbound



5.8.3 Industrial land uses have a wide range of traffic rates depending upon the type of use and occupier(s). The following patterns should be noted.

- ⊙ B1c/B2 land uses:
 - Industrial Units such as food processing have relatively low traffic generation.
 - Industrial Estates with multiple occupiers, including those with a retail/trade element have much higher traffic generation.
- ⊙ B8 land uses:
 - Warehousing that is primarily used for storage (longer term storage) has low traffic generation.
 - Logistics sites (such as the UPS at Regis Road) which have a high turnover of materials and high peak traffic generation rates.

5.8.4 The type of industrial space that is to be provided will therefore have a significant influence on the traffic generation of the site and the capability of junctions to accommodate the industrial floor areas. Through the design of development and use of planning conditions it may be feasible to influence the type of occupier, for instance:

- ⊙ Industrial estates for trade generally need some visitor parking.
- ⊙ Planning conditions could restrict the subdivision of larger format industrial units into smaller units
- ⊙ Logistics units require more operational servicing bays, such as UPS.
- ⊙ Planning conditions could cap the traffic generation of a development.



5.8.5 A high and low traffic generating scenario has been developed for each site to reflect the range in traffic generation of different industrial uses.

- ⊙ High Traffic Generating Industrial Uses:
 - 25% smaller format industrial with trade/retail;
 - 25% larger units for industrial production; and
 - 50% logistics (includes UPS)
- ⊙ Low Traffic Generating Industrial Uses:
 - 50% larger units for industrial production
 - 25% warehousing
 - 25% logistics

5.8.6 The high and low traffic generating hourly traffic generation rates are set out within **Figure 5-4** and **Figure 5-5**.

Figure 5-4: Industrial Scenario – Inbound (hourly trip rate per 100sqm)

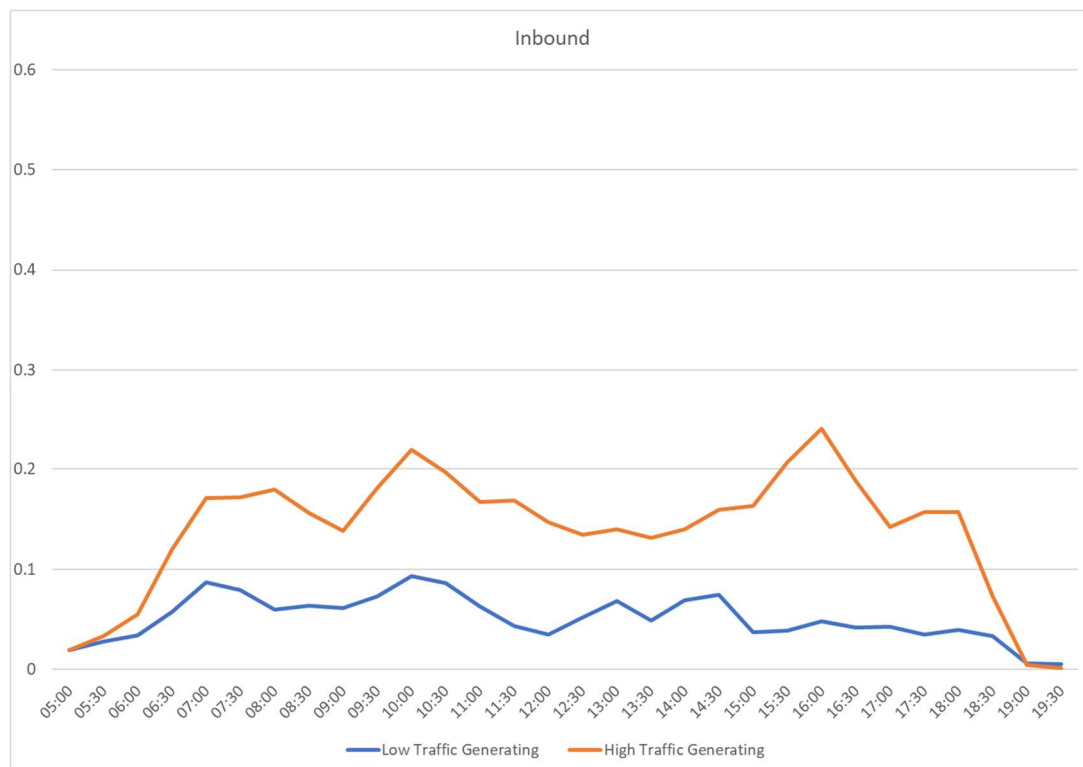
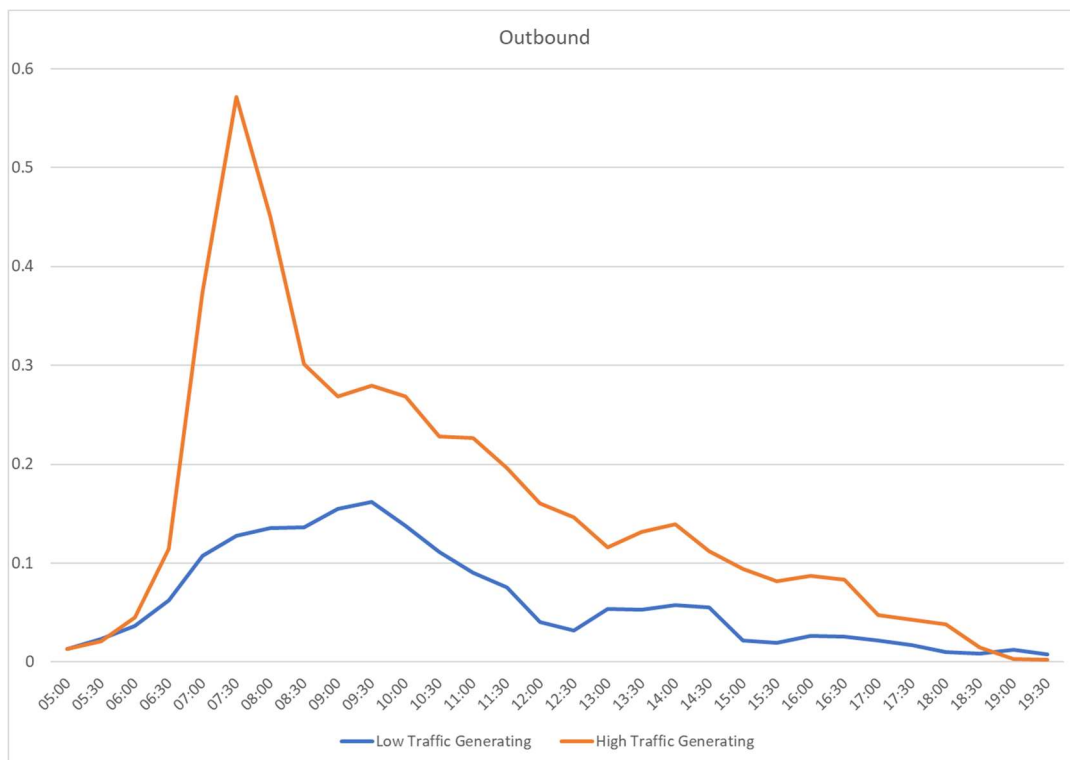


Figure 5-5: Industrial Scenario – Outbound (hourly trip rate per 100sqm)



HEAVY GOODS VEHICLES

5.8.7

The same exercise has been undertaken for HGVs only and is presented below. There is less range in terms of HGV traffic with the higher numbers primarily associated with logistics activity.

Figure 5-6: Industrial Scenario – HGVs – Inbound (hourly trip rate per 100sqm)

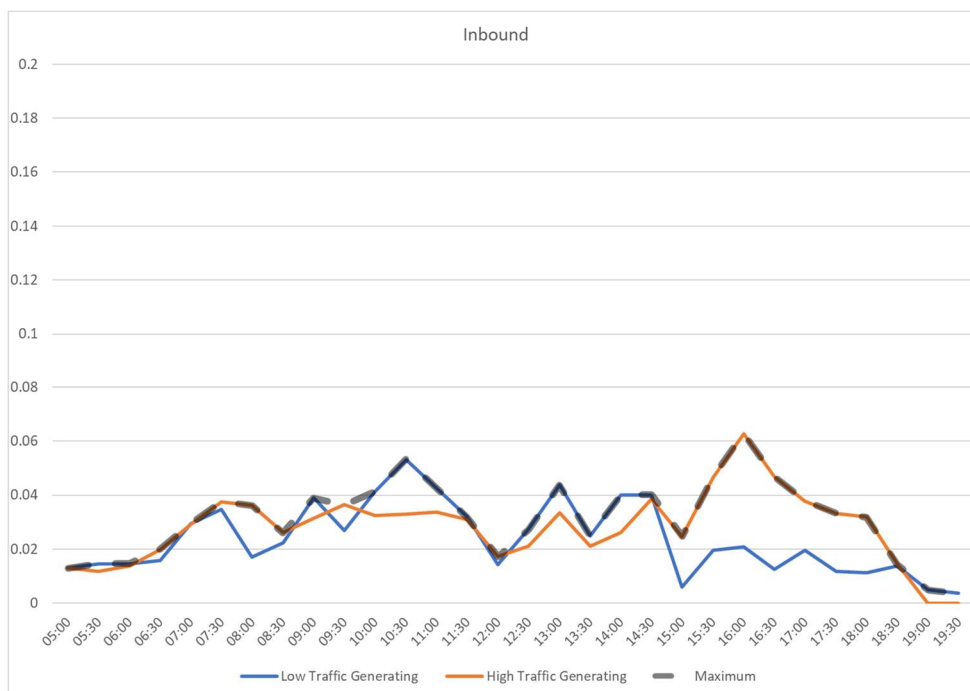
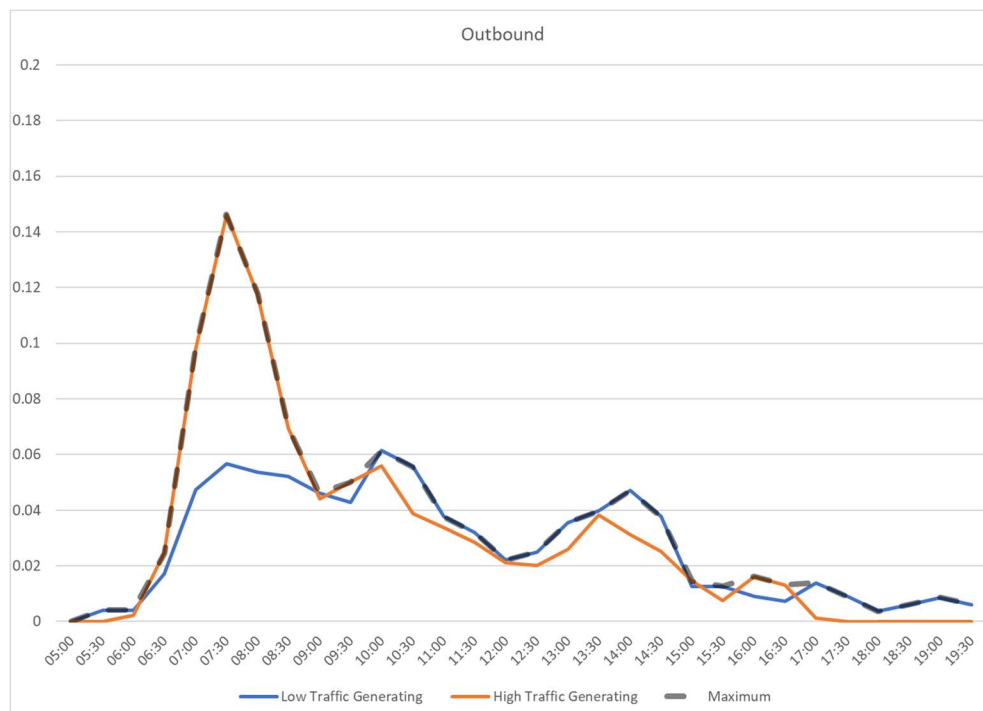


Figure 5-7: Industrial Scenario – HGVs – Outbound (hourly trip rate per 100sqm)



6 TRAVEL DEMAND FORECASTS

6.1 INTRODUCTION

6.1.1 This Section sets out forecast person travel demands and traffic generation levels for the Regis Road site and Murphy Site.

6.2 PERSON TRIPS

MURPHY SITE

6.2.1 The forecast peak hour person travel demand for the Murphy Site is shown within **Table 6-1**.

Table 6-1: Murphy Site – Peak Hour Person Trip Forecast

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	74	142	216	104	98	202
Cyclists	31	32	62	26	32	58
Bus	76	113	189	61	93	153
Underground	195	281	476	152	236	388
Rail	132	197	328	106	161	266
Vehicle drivers (no servicing)	2	4	6	3	1	4
Vehicle occupants (including taxi passengers)	1	4	5	2	2	4
Total person	509	774	1283	454	622	1075

REGIS ROAD

6.2.2 The forecast peak hour person travel demand for the Regis Road site is shown within **Table 6-2**.

Table 6-2: Regis Road – Peak Hour Person Trip Forecast

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	120	204	324	151	149	301
Cyclists	54	40	94	35	50	85
Bus	133	150	283	81	145	226
Underground	341	371	713	200	370	570
Rail	231	261	492	140	251	392
Vehicle drivers (no servicing)	2	6	9	4	2	6
Vehicle occupants (including taxi passengers)	2	6	8	2	3	5
Total person	884	1037	1921	614	970	1584



KENTISH TOWN FRAMEWORK – TOTAL

6.2.3 The total peak hour person travel demand for both sites is shown within **Table 6-1**.

Table 6-3: Murphy Site – Peak Hour Person Trip Forecast

MODE	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Pedestrians	194	346	540	256	247	503
Cyclists	85	72	156	61	82	143
Bus	209	263	472	142	238	379
Underground	536	653	1189	352	606	958
Rail	363	457	820	246	412	658
Vehicle drivers (excludes servicing)	4	11	15	7	3	10
Vehicle occupants (including taxi passengers)	3	10	13	4	5	9
Total person	1,393	1,811	3,205	1,067	1,592	2,659

6.2.4 Around 25% of travel is expected by active modes (walking and cycling) with over 70% by public transport, primarily by Underground and rail.

6.2.5 The development will therefore have an impact on the public transport network and will require further investigation and discussions with TfL.

6.2.6 Through careful design of the new development (e.g. cyclist facilities) there will be an opportunity to increase the level of active travel and reduce impacts on the public transport network.

6.3 TRAFFIC GENERATION

MURPHY SITE

6.3.1 The forecast peak hour traffic demand for the Murphy Site is presented in **Table 6-5**.

Table 6-4: Regis Road – Traffic

SCENARIO	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Residential	7	10	17	8	5	13
Office	0	0	0	0	0	0
Industrial Low	39	48	88	22	12	33
Industrial High	77	169	246	148	187	334
Total (low scenario)	46	58	105	29	17	46
Total (high scenario)	84	179	263	155	192	347

6.3.2 A daily traffic profile for hourly inbound and outbound traffic is shown within **Figure 6-5** and **Figure 6-6**.



Figure 6-1: Murphy Site Hourly Traffic Profile – Inbound

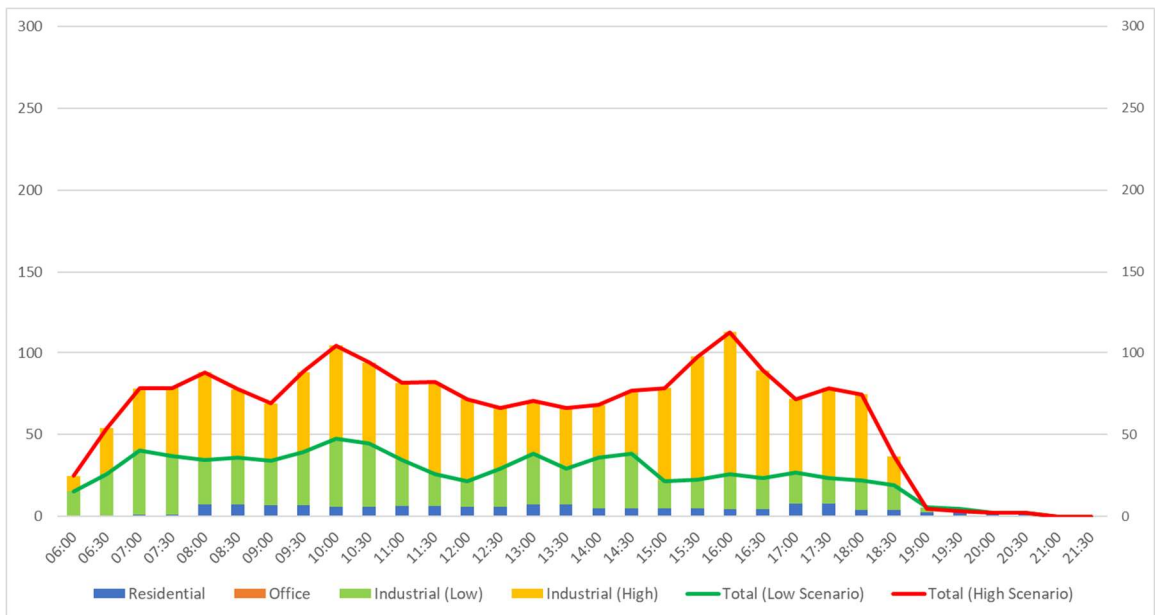
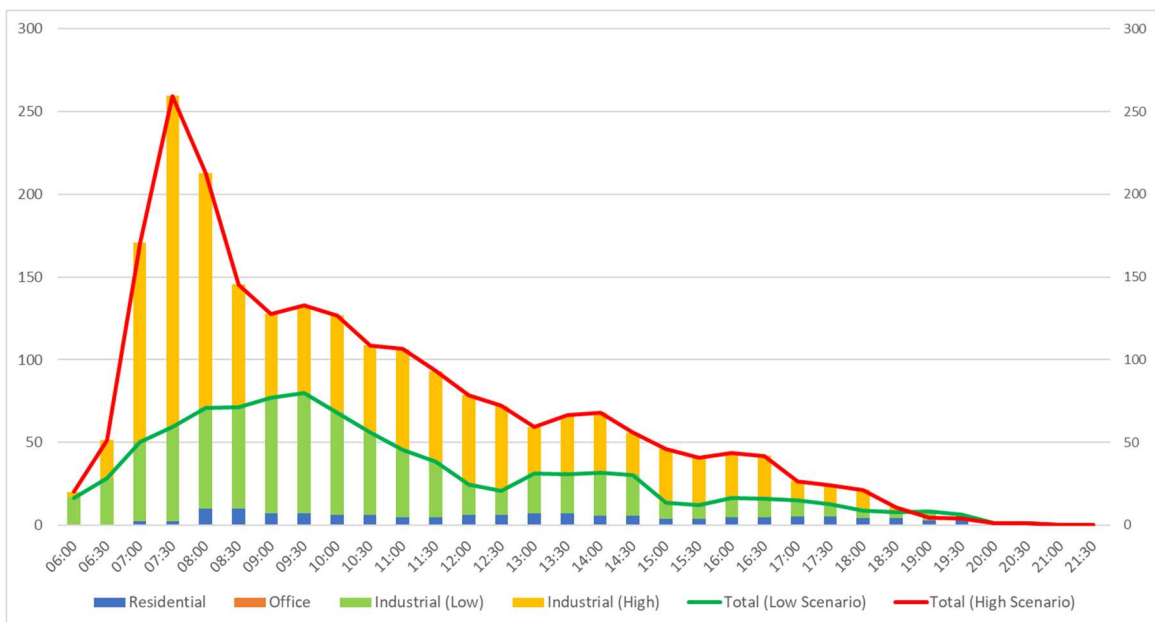


Figure 6-2: Murphy Site Hourly Traffic Profile – Outbound



6.3.3

The HGV traffic is presented below and related to existing HGV flows. It should be noted that the existing flows will be higher as the Gordon House Road and Greenwood Place accesses were not surveyed.



Figure 6-3: Murphy Site Hourly Traffic Profile – HGVs – Inbound

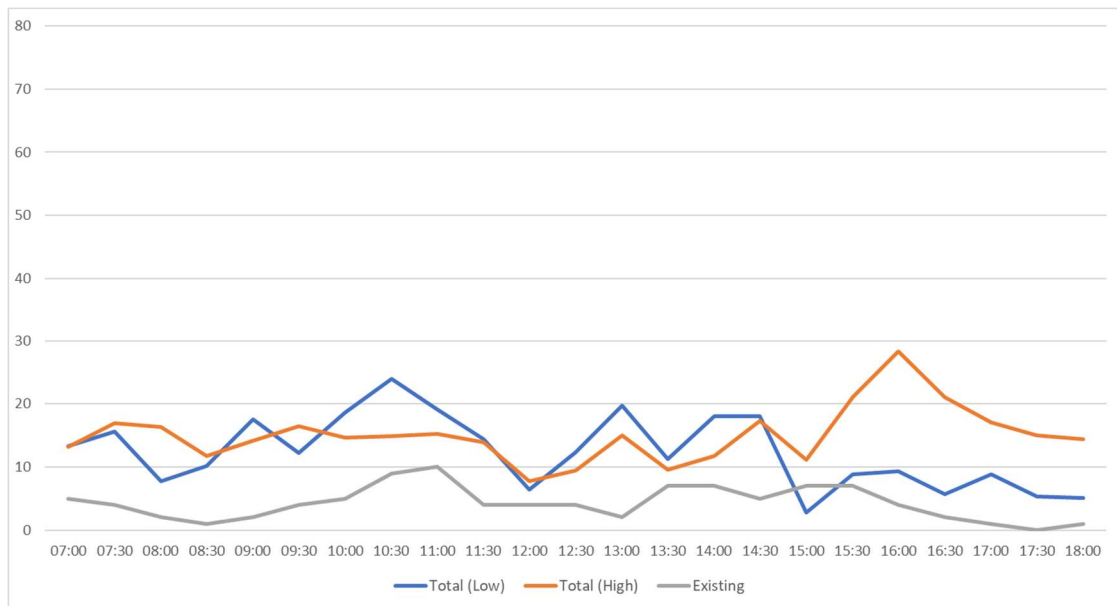
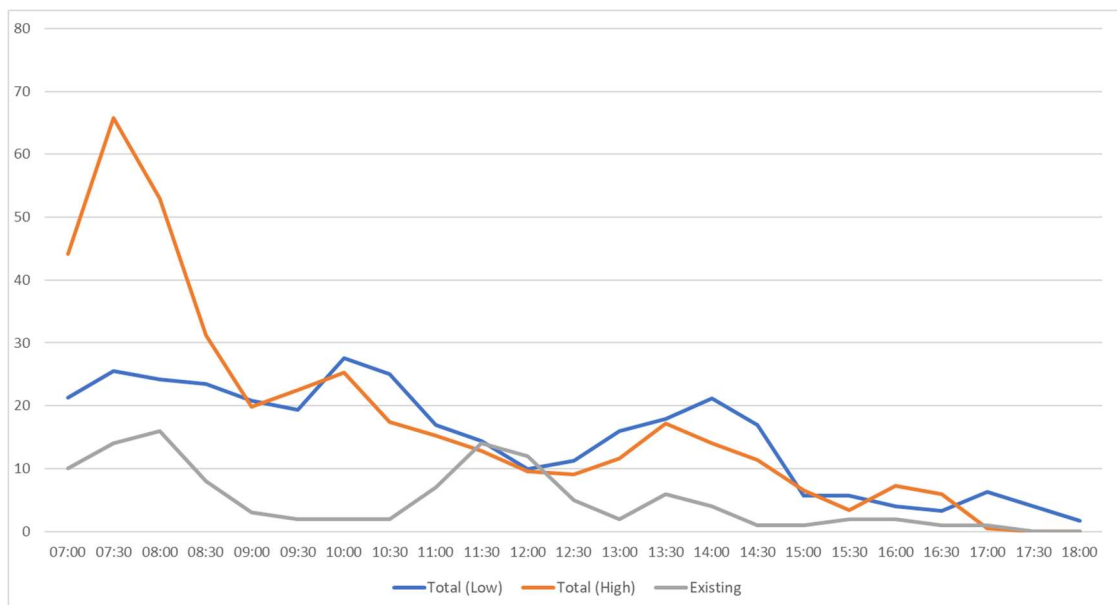


Figure 6-4: Murphy Site Hourly Traffic Profile – Outbound



REGIS ROAD

6.3.4 The forecast peak hour traffic demand for the Regis Road site is presented in **Table 6-5**.

Table 6-5: Regis Road – Traffic

SCENARIO	AM PEAK (0800-0900)			PM PEAK (1700-1800)		
	In	Out	Total	In	Out	Total
Residential	11	15	26	11	8	19
Office	8	6	14	2	4	6
Industrial Low	33	41	74	18	10	28
Industrial High	65	142	207	125	158	282
Total (low scenario)	52	61	113	32	22	53
Total (high scenario)	84	163	247	138	169	308

6.3.5 A daily traffic profile for hourly inbound and outbound traffic is shown within **Figure 6-5** and **Figure 6-6**.

Figure 6-5: Regis Road Hourly Traffic Profile – Inbound

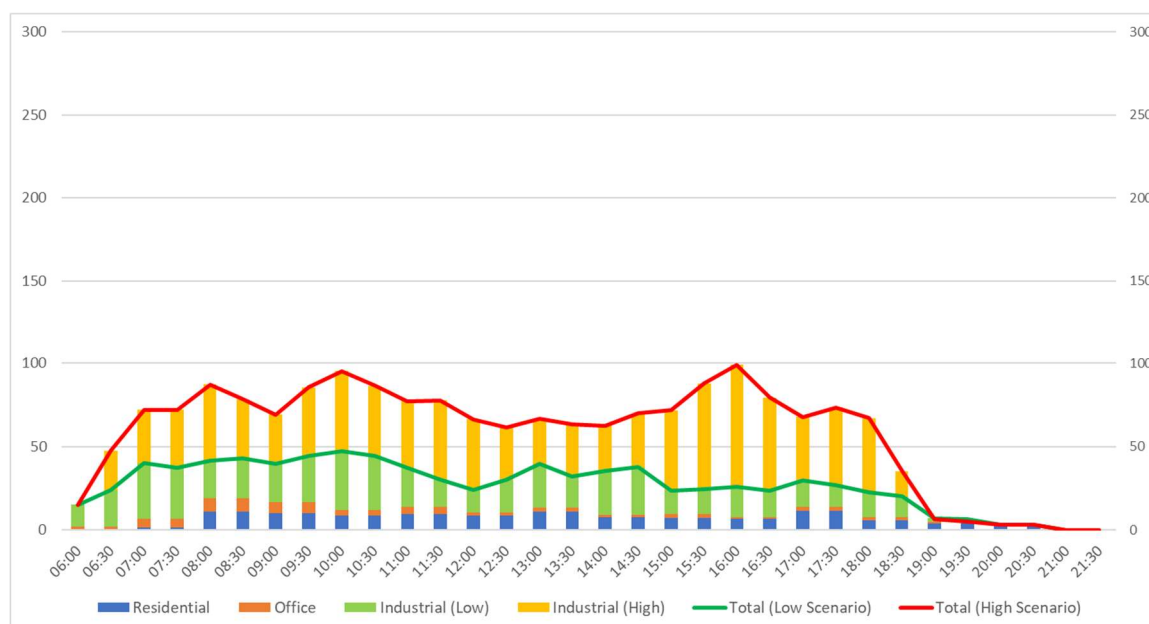
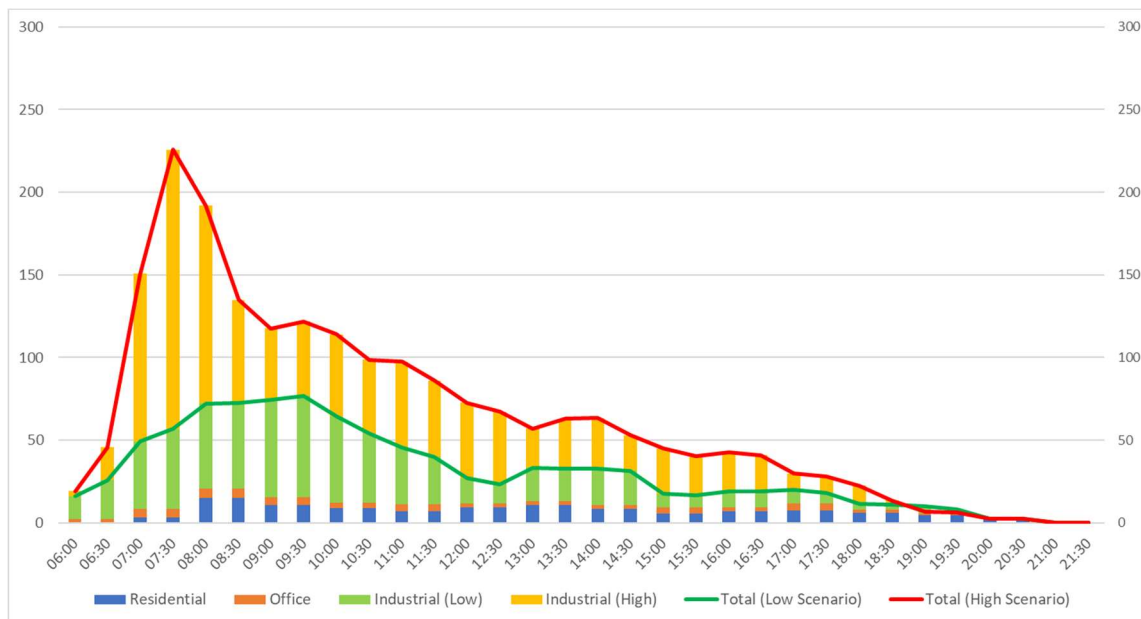


Figure 6-6: Regis Road Hourly Traffic Profile – Outbound



6.3.6 The HGV traffic is presented in Figure 6-7 and Figure 6-8 and compared with existing HGV flows.

Figure 6-7: Regis Road Hourly Traffic Profile – HGVs – Inbound

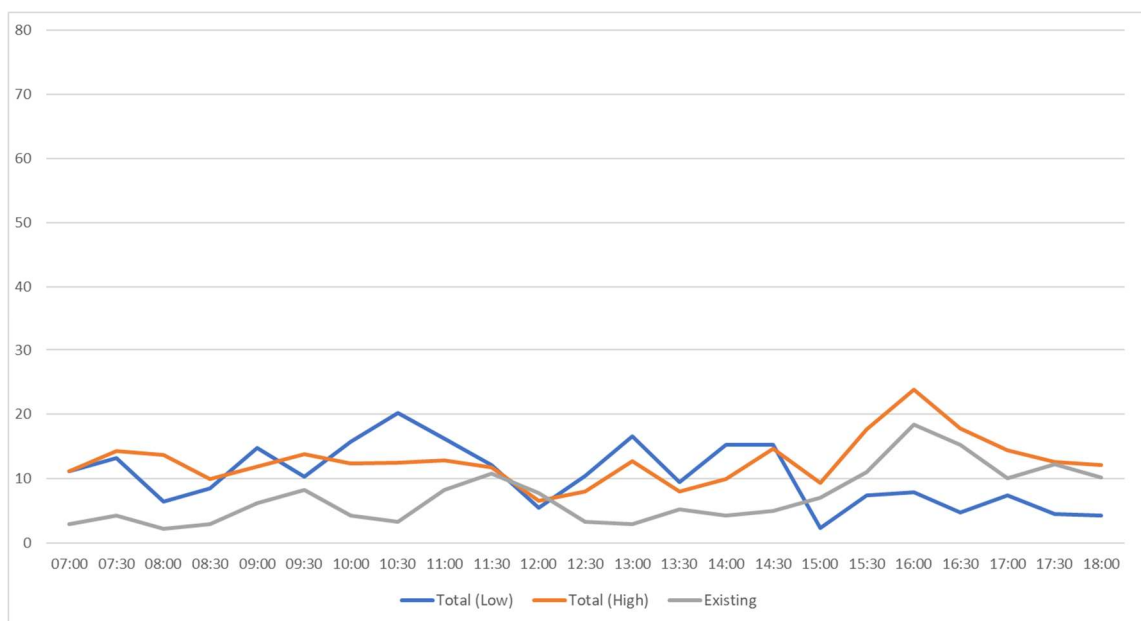
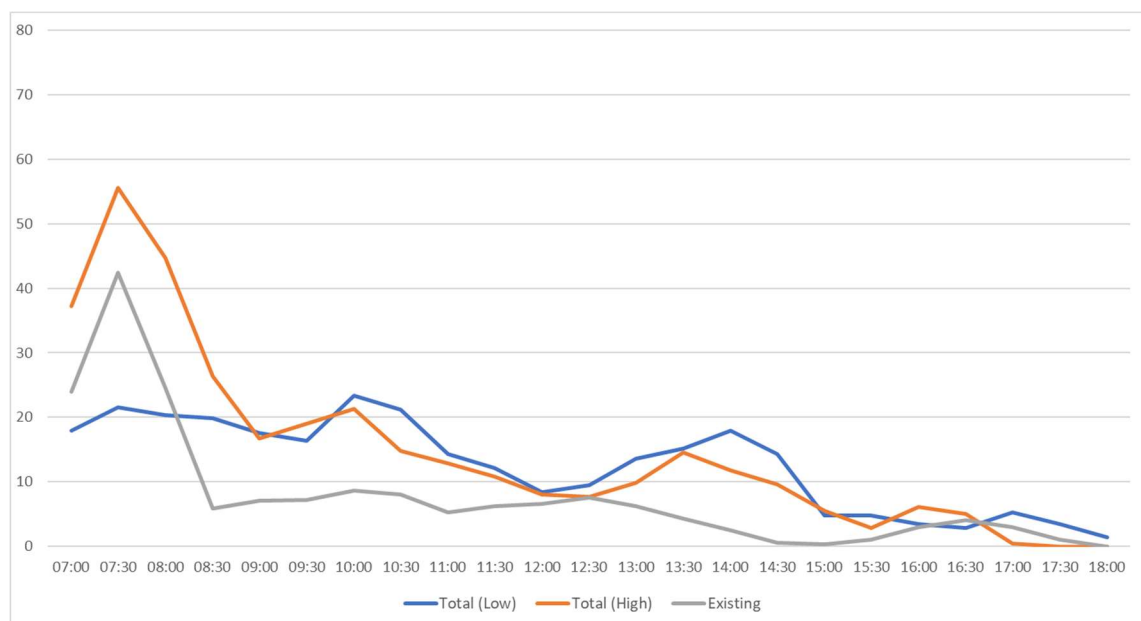


Figure 6-8: Regis Road Hourly Traffic Profile – Outbound



TRAFFIC GENERATION – SUMMARY

- 6.3.7 The highest hourly levels of traffic are associated with logistics uses, primarily in the morning as vehicles depart the distribution centre to make deliveries, which coincides with the network peak. The existing UPS has a particularly pronounced 30 minute peak (**Figure 4-6**), and it may be feasible to distribute this demand across a wider time span.
- 6.3.8 Other industrial uses would generate varying traffic volumes with the exact levels depending upon the industrial typology and occupiers.
- 6.3.9 The residential and office uses at the site would generate very low levels of vehicle traffic associated with minimal levels of car parking and servicing vehicles. As such it is unlikely that there will be a highways constraint on the volume of office or residential land uses that could be accommodated on site in addition to the necessary re-provision and intensification of industrial land uses



7 MURPHY SITE ACCESS

7.1 INTRODUCTION

7.1.1 This Section reviews the various access options in relation to pedestrians, cyclists and vehicles. The access options include both the existing accesses and the potential to make changes to these, as well as potential new points of access, as shown on **Figure 5-1**.

7.2 ACCESS CONSTRAINTS

Table 7-1: Murphy Site – Access Constraints

REF	LOCATION	CONSTRAINTS
1	Gordon House Road (West)	<ul style="list-style-type: none"> There is no existing access in this location. Currently a fence is located between the Murphy Site and Gordon House Road. High volumes of slow moving and queued traffic were observed along Gordon House Road during peak times. There are two well used pedestrian crossings observed to contribute towards queuing as well as further upstream signalised junctions. Bridge height restriction of 3.9m prevents tallest HGVs from using the road. Limited visibility for vehicles egressing. Pedestrian footway width is relatively narrow – guard railing restricts future movement along desire lines to Gospel Oak Station. There are local weight restrictions which limit the convenience of the access for HGVs. For instance, Highgate Road to the north is restricted for vehicles of 7.5 tonnes or more.
2	Gordon House Road (East)	<ul style="list-style-type: none"> Same constraints identified above in relation to Gordon House Road (high levels of traffic and queueing across the junction during peak times). Egress visibility to the left is very restricted at c.25m. While the road has a speed limit of 20mph in practice speeds may be higher when the road is not congested.
3	Sanderson Close	<ul style="list-style-type: none"> Kerbside loading and parking along Sanderson Close. HGV swept paths overrun carriageway centre line – articulated lorries significantly overrun the centreline, 10m rigid lorries partially overrun centre lines. High volumes of HGVs make the access less attractive for pedestrians and cyclists.
4	Carkers Lane	<ul style="list-style-type: none"> Carkers Lane forms a priority junction with Highgate Road and provides vehicle access to Highgate Studios. Limited vehicular traffic was observed. There are relatively high pedestrian volumes accessing Highgate Studios. Carkers Lane does not currently provide direct access to the Murphy Site and may require third party land / agreement and changes to the existing car parking. There is a level difference between Highgate Studios and Murphy Site. A footway is only provided on one side of Carkers Lane with on street parking adjacent to Maple Building (which appears to be partially on the public highway).
5	Greenwood Place	<ul style="list-style-type: none"> The northern Greenwood Place junction provides a relatively indirect route to the Murphy Site, has tight corners and is relatively narrow. Swept path tracking indicates articulated lorries cannot access in this direction. Accessing the Murphy Site from the northern Greenwood Place junction requires a sharp turn onto a ramp down into the site. Eastbound queues along Highgate Road were observed to queue past junction the southern Greenwood Place junction. The southern part of Greenwood Place provides a footway on one side of the street. The other footway is used to manage access queueing to Kentish Town Forum events. There is a level difference between Highgate Road and the Murphy's site. Greenwood Place has recently been improved associated with completion of the Greenwood Independent Living Centre.



- The Greenwood Centre, offers a range of services and activities that support independence, inclusion, health and wellbeing. It is designed to be completely accessible. The Greenwood Centre houses Camden's first Centre for Independent Living (CIL), led by disabled people, for disabled people and is run by Camden voluntary sector disability organisations, led by Camden Disability Action. The CIL offers:
 - separate spaces for services supporting people with mental ill-health, learning disabilities and profound and multiple learning disabilities;
 - facilities that can be used by everyone in Camden, including a café, a large room for conferences, events or dance, accessible meeting rooms and rooms for art, music activities and an IT suite; and
 - flexible spaces that can be hired out to community groups and independent organisations.
 As such the people visiting the centre could be particularly sensitive to increases in traffic flows (particularly HGV flows) with a high proportion of vulnerable road users. The centre is likely to be considered a sensitive receptor in any Environmental Impact Assessments that are required, and could be a constraint on the quantum and type of vehicles that use this route. It is likely that priority will need to be given to creating a safe attractive pedestrian environment to access this location.
- A further planning application has been submitted which could increase traffic flows on Greenwood Place.

6	Kentish Town Road	<ul style="list-style-type: none"> • The level difference is significant and will need to be overcome to access the site. • Rail side access is evident and needs to be understood as it could restrict the potential for access.
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7.3

ACCESS OPPORTUNITIES

Table 7-2: Murphy Site – Access Opportunities

REF	LOCATION	OPPORTUNITIES
1	Gordon House Road (West)	<ul style="list-style-type: none"> • There is potential to form a new vehicle access, comprising either: <ul style="list-style-type: none"> ○ A priority junction – based on an initial review visibility should be acceptable; or ○ A signalised junction could be introduced; however, this would reduce traffic capacity and increase queuing on a congested road. • Initial swept path analysis indicated that a new access would not be suitable for articulated lorries. Infrequent 10m lorries could be accommodated. • Considering the various constraints, a new vehicle access is not expected to be suitable for high volumes of traffic or to serve a large quantum of development. • Pedestrian and cycle access would provide an important direct route towards Gospel Oak station.
2	Gordon House Road (East)	<ul style="list-style-type: none"> • Intensifying use of the access is not likely to be acceptable due to limited visibility. Closing the access to vehicle traffic and forming a junction at Location 1 would be preferable. • To overcome visibility issues a signal-controlled junction could be introduced, however this would reduce traffic capacity and increase queuing on an already congested road. • The access would offer a useful pedestrian and cyclist connection towards Hampstead Heath.
3	Sanderson Close	<ul style="list-style-type: none"> • Traffic volumes at the site access and along Highgate Road were observed to be low and capable of accommodating an increase in traffic. • Sanderson Close could continue to accommodate larger vehicles. Some overrunning of centre lines is acceptable by rigid lorries in the context of low traffic and HGV flows. Junction modifications would be required to accommodate articulated lorries; however, there is limited scope to do so without footway narrowing which is unlikely to be acceptable. • The access can also provide useful pedestrian and cyclist access.
4	Carkers Lane	<ul style="list-style-type: none"> • Vehicle access expected to be challenging and not suitable for HGVs. • Potential for pedestrian and cycle access if it can be agreed with Highgate studios – this would require changes to the Highgate studios car park access. • Could offer an important pedestrian and cyclist connection if constraints can be overcome.
5	Greenwood Place	<ul style="list-style-type: none"> • The northern junction is narrow and indirect and has limited potential to provide HGV, pedestrian or cycle access. • Improvements could be made to pedestrian/cycle access – a footway could be provided adjacent to the church if the road is narrowed, however this may require the removal of kerbside parking, or creating one-way working. • The southern section of Greenwood Place needs to be considered in context of its function:



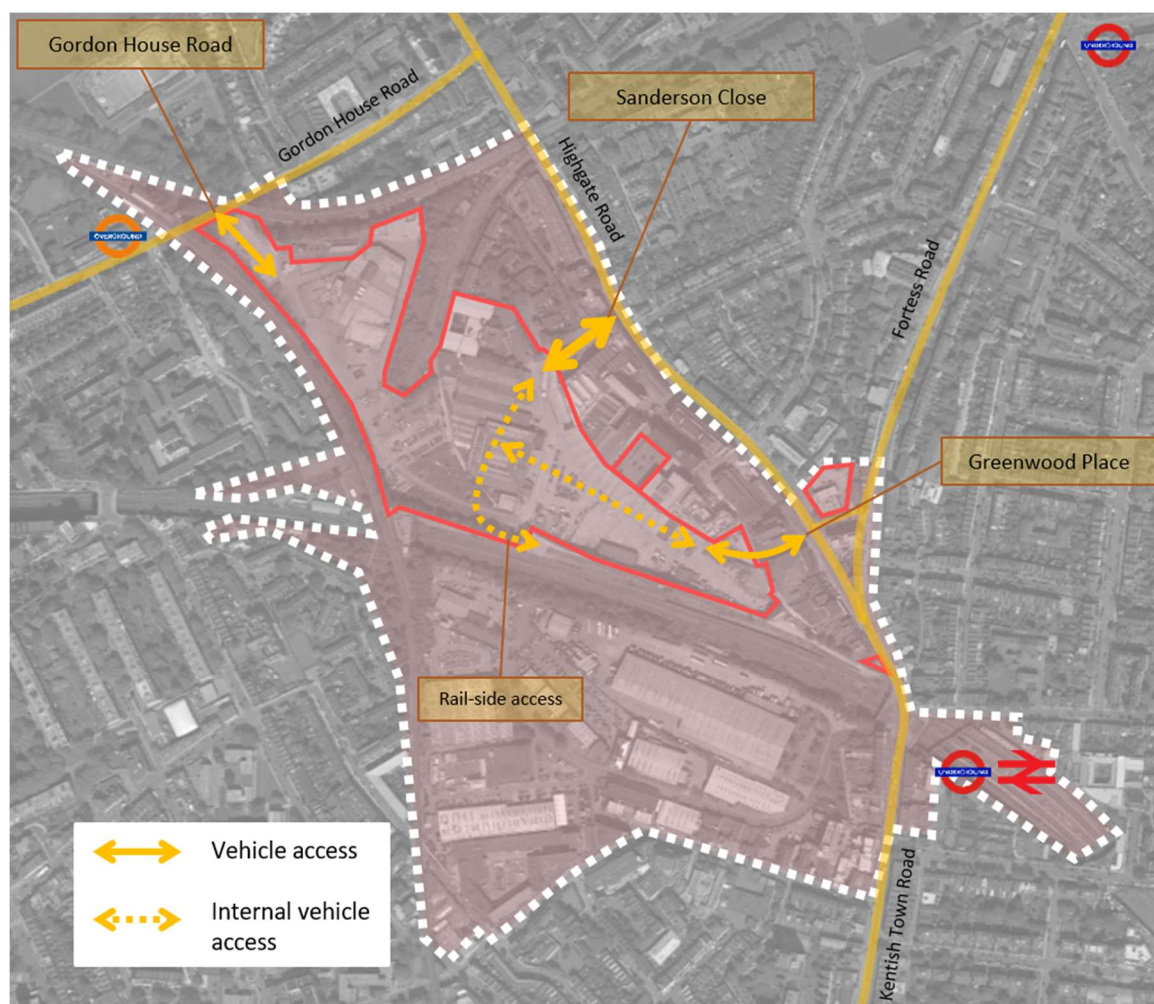
- Accommodating HGVs would limit attractiveness for pedestrians/cyclists.
 - Improved pedestrian/cyclist access may restrict vehicle size that can utilise the access.
 - There is potential for the limited use of Greenwood Place by low traffic volumes and smaller vehicles.
-
- 6 Kentish Town Road
- The access could provide an important and well used pedestrian access and accommodate movement to Kentish Town station along a key desire line.
 - Vehicle access is not possible.
-

7.4 VEHICLE ACCESS STRATEGY

7.4.1 In consideration of the local transport network, constraints and opportunities vehicle access recommendations are set out below. While we have undertaken an initial study to help develop a preferred access strategy, future planning applications would require a Transport Assessment to justify any access proposals.

7.4.2 The vehicle access considerations are illustrated in **Figure 7-1**.

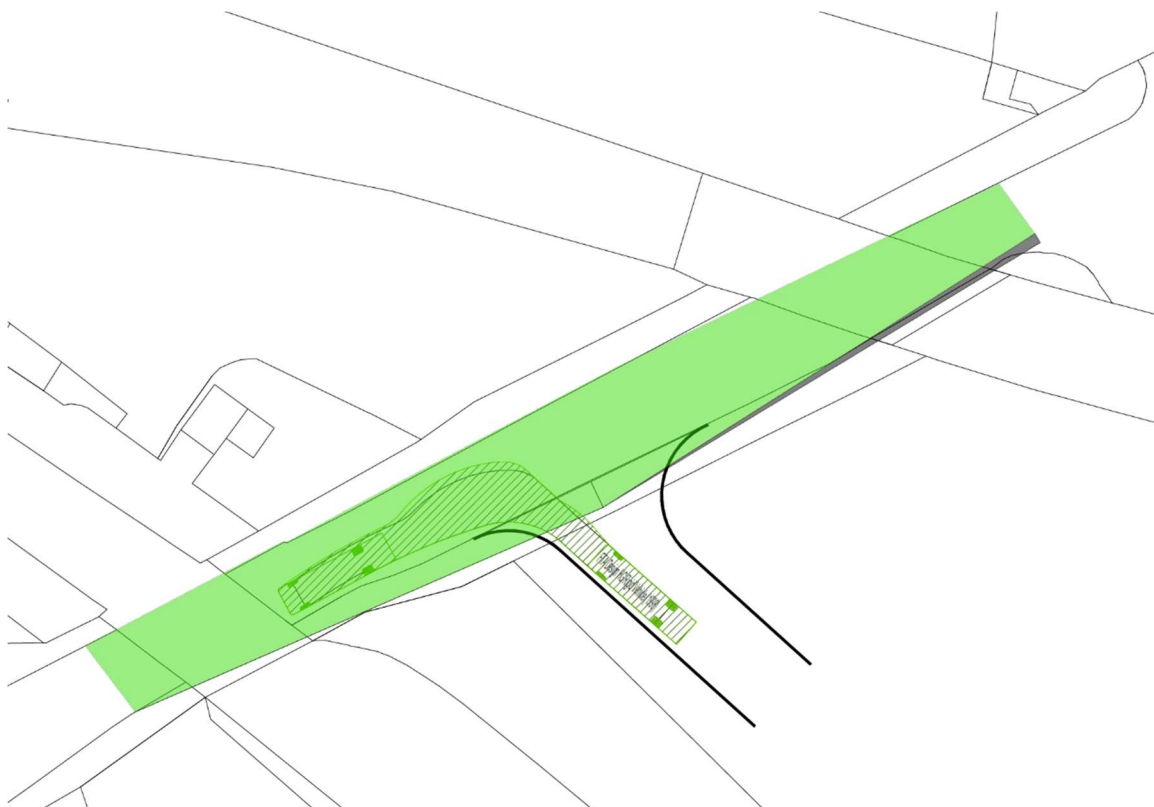
Figure 7-1: Murphy Site – Illustrative Vehicle Access Layout



GORDON HOUSE ROAD

- 7.4.3 A new priority controlled vehicle access could replace the existing access and offer improved visibility. Gordon House Road is congested during peak hours and could be used to provide a secondary vehicle access serving a limited amount of development (potentially residential).

Figure 7-2: Gordon House Road – New Access Swept Path Analysis (10m rigid lorry)

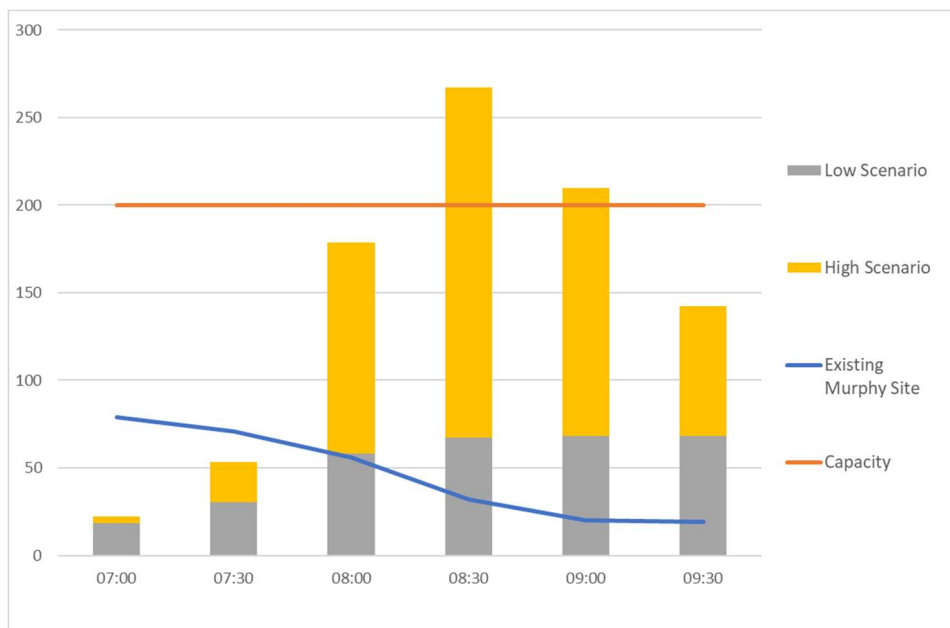


SANDERSON CLOSE

- 7.4.4 Sanderson Close currently forms the primary vehicle access to the Murphy Site. The Sanderson Close / Highgate Road junction currently operates well within capacity and, in traffic terms, could accommodate an increase in traffic, subject to wider planning considerations and assessment.
- 7.4.5 The junction is not constrained by inbound traffic; left turning traffic from Highgate Road is not restricted and a right turn lane is provided from Highgate Road, which reduces the risk of through traffic being blocked.
- 7.4.6 The key consideration for understanding capacity is therefore the volume of future outbound traffic. Initial capacity testing indicates that during the morning when the outbound traffic demand is greatest the available capacity for outbound vehicles is c.200 vehicles (based on existing Highgate Road traffic flows, existing turning proportions and existing use of the Highgate Studios car park).
- 7.4.7 **Figure 7-3** shows the forecast traffic demand in relation to capacity. There is sufficient capacity to accommodate the low traffic generating scenario. The peak demand for the high traffic generating scenario would exceed capacity. Therefore, the type of industrial uses at the Murphy Site could be controlled or the peak hour demands spread (i.e. stagger the timing of logistics/UPS morning departures).



Figure 7-3: Sanderson Close – Outbound Traffic Demand and Capacity (Hourly Vehicles)



7.4.8 Swept path analysis in **Figure 7-4** and **Figure 7-5** and shows an articulated lorry and 10m rigid lorry. The tracking demonstrates that larger vehicles would significantly overrun the centrelines, particularly articulated vehicles, which would therefore not be appropriate to accommodate. The 10m lorry can be accommodated more easily.

Figure 7-4: Sanderson Close / Highgate Road swept path analysis (16.5m articulated lorry)



Figure 7-5: Sanderson Close / Highgate Road swept path analysis (10m rigid lorry)



GREENWOOD PLACE

- 7.4.9 Greenwood Place also currently operates within its potential capacity and could physically accommodate an increase in traffic. However, the road is relatively narrow and is used by both the Greenwood Centre and the Kentish Town Forum – both of which are sensitive receptors and would constrain the appropriateness of increases in traffic volumes or HGV proportions.
- 7.4.10 A potential option to manage traffic and junction capacity would be to operate a one-way route; inbound traffic via Sanderson Close with outbound traffic via Greenwood Place, thereby limiting traffic at both junctions.
- 7.4.11 The future use of Greenwood Place needs to be considered in relation to Access Ref 6 via Kentish Town Road, which is identified for pedestrian access. If this cannot be delivered, then pedestrian movement along Greenwood Place would be higher.

7.5 PEDESTRIAN ACCESS

- 7.5.1 There are various opportunities for pedestrian connections, both via existing and new accesses. The most important connection is to the east of the site to Kentish Town Station and town centre (Access point 5 and/or 6) followed by the connection west to Gospel Oak Station (Access point 1 and/or 2).



Figure 7-6: Murphy Site – Illustrative Pedestrian Access Layout



Table 7-3: Murphy Site – Pedestrian Access

REF	LOCATION	ACCESS	USE
1	Gordon House Road (West)	New	<ul style="list-style-type: none"> A new pedestrian connection in this location would deliver an important pedestrian route to Hampstead Heath and beyond. The guard railing and existing pedestrian crossing along Gordon House Road could be reviewed to improve the pedestrian experience and journey times.
2	Gordon House Road (East)	Existing	<ul style="list-style-type: none"> A new pedestrian connection in this location would deliver an important pedestrian route to Gospel Oak Station and beyond. The guard railing and existing pedestrian crossing along Gordon House Road could be reviewed to improve the pedestrian experience and journey times.
3	Sanderson Close	Existing	<ul style="list-style-type: none"> While Sanderson Close would have a vehicle function it also provides a useful pedestrian connection to Highgate Road to the north.
4	Carkers Lane	New	<ul style="list-style-type: none"> Carkers Lane would provide a useful connection to bus stops on Highgate Road and improve pedestrian permeability.
5	Greenwood Place	Existing	<ul style="list-style-type: none"> Greenwood Place provides the most direct route to the east from the site. If a direct pedestrian connection cannot be provided to Kentish Town Road it would experience a high level of pedestrian demand.
6	Kentish Town Road	New	<ul style="list-style-type: none"> A direct access from Kentish Town Road would provide a connection along key desire line.

7.5.2 Access 6 via Kentish Town Road would deliver the most direct connection to Kentish Town Station, however it is located in/above third party land in close proximity to a rail side access vehicle route. The potential for access will need to be explored with Network Rail.



8 REGIS ROAD VEHICLE ACCESS REVIEW

8.1 INTRODUCTION

8.1.1 This Section reviews the various vehicle access options. The access options include both the existing accesses and the potential to make changes to these, as well as potential new points of access.

8.2 ACCESS CONSTRAINTS

Table 8-1: Regis Road Site – Access Constraints

REF	LOCATION	CONSTRAINTS
7	Regis Road	<ul style="list-style-type: none"> At times right turners from Regis Road and Leighton Road can oppose each other and restrict their respective capacities. During the peak hours relatively high northbound and southbound traffic and queues were observed. Changes to the Fortress Road / Highgate Road junction to the north were likely to be influencing traffic and junction operation. There are high volumes of pedestrian movement and crossing at the junction – pedestrian movement is prioritised with two pedestrian phases every cycle. Increasing vehicle capacity of the junction could reduce pedestrian priority which is unlikely to be welcomed. The pedestrian footway on the south of Regis Road is restricted with a pinch-point of 1.04m .
8	York Mews	<ul style="list-style-type: none"> York Mews is very narrow and cannot accommodate HGVs.
9	Holmes Road	<ul style="list-style-type: none"> Holmes Road provides local access with on street parking. The area is generally residential and is also home to St Patrick's Catholic Primary School and the French Language School. It is not considered suitable for high volumes of HGVs. Articulated lorries would struggle to access from the strategic road network.
10	Spring Place	<ul style="list-style-type: none"> Spring Place provides local access with on street parking. The area is generally residential and is home to the French Language School. It is not considered suitable for high volumes of HGVs. Articulated lorries would struggle to access from the strategic road network.
11	Arctic Street	<ul style="list-style-type: none"> Headroom appears to be restricted. Arctic Street is a narrow residential street. Gillies Street provides local access with on street parking. It is not considered suitable for high volumes of HGVs. Articulated lorries would struggle to access from the strategic road network e.g. along Gillies Street.
12	Kentish Town City Farm	<ul style="list-style-type: none"> Appropriate for access to the farm only.

8.3 ACCESS OPPORTUNITIES

Table 8-2: Regis Road Site – Access Opportunities

REF	LOCATION	OPPORTUNITIES
7	Regis Road	<ul style="list-style-type: none"> The vehicle access could continue to provide vehicle access – considering existing congestion at the junction and limited green time for Regis Road at the junction the level of development supported will need to be investigated. The access will accommodate high pedestrian flows along a key route to Kentish Town Station and improvements will need to be investigated.
8	York Mews	<ul style="list-style-type: none"> York Mews could be used for pedestrian and cyclist access and provides a useful connection to Kentish Town Road and Station (which may reduce the volumes using Regis Road which has restricted footway width). Vehicles could be removed if access to the rear of properties can be provided via Regis Road instead.



9	Holmes Road	<ul style="list-style-type: none"> The Holmes Road cul-de-sac could be extended into the Regis Road site to provide vehicle access, but not for HGVs. Pedestrian and cyclist access can be provided. We expect it will be preferable to avoid creating a through vehicle route to Regis Road which could create a rat run.
10	Spring Place	<ul style="list-style-type: none"> Either the existing vehicle access or an alternative access into the BMW site could be provided. Pedestrian and cyclist access can be provided. We expect it will be preferable to avoid creating a through vehicle route to Regis Road which could create a rat run.
11	Arctic Street	<ul style="list-style-type: none"> Could provide pedestrian and cycle access. Considering the residential nature of Arctic Street limited vehicle access would be preferable, e.g. emergency access. We expect it will be preferable to avoid creating a through vehicle route to Regis Road which could create a rat run.
12	Kentish Town City Farm	<ul style="list-style-type: none"> N/A.

8.4 VEHICLE ACCESS

8.4.1 In consideration of the local transport network, constraints and opportunities vehicle access recommendations are set out below. **Figure 8-1** illustrates the access recommendations.

Figure 8-1: Regis Road – Illustrative Vehicle Access Layout



REGIS ROAD

- 8.4.2 On the basis that Regis Road already provides vehicle access including HGVs, the primary access would need to be retained via Regis Road.
- 8.4.3 The signal timings at the Regis Road / Kentish Town Road signalised junction have recently been revised to prioritise pedestrian crossings. In a 120 second cycle the pedestrian phase runs twice. The green time for the Regis Road approach typically enables a 7 vehicle throughput per cycle which equates to a maximum capacity of 210 vehicles per hour.
- 8.4.4 Observations of the Regis Road approach identify that it is operating at or above capacity during the morning peak, mostly relating to UPS activity, and that queuing forms along Regis Road. The traffic survey identifies that during the peak hour for outbound traffic (**Figure 4-6**) there were 210 vehicles, which matches the capacity.
- 8.4.5 Of the 210 vehicles travelling outbound from the site during the peak hour 50 turn left on to Fortess Road, 70 travel straight ahead onto Leighton Road, and 90 turn right onto Kentish Town Road. The right turn movement from Regis Road to Kentish Town Road is opposed by the right turn movement from Leighton Road to Fortess Road (as both approaches run together).
- 8.4.6 The traffic generation scenarios indicate peak outbound traffic demands of 69 (low scenario) and 238 (high scenario). The high traffic generating scenario is based on the retention of UPS, as well as further logistics, and would lead to outbound traffic demands exceeding capacity during the peak hour. Capacity at the junction may therefore influence land use choices at the Regis Road site with the desire to avoid traffic generation exceeding 210 outbound vehicles per hour. As with the Murphy Site, a practical solution to enable greater provision of industrial floorspace would be to restrict and spread peak hour demands and influence the typology of industrial land use.
- 8.4.7 While there is potential to increase traffic capacity at the junction by increasing the green time for Regis Road, this is unlikely to be acceptable given the recent strategic decision that prioritises pedestrians at the junction.
- 8.4.8 The peak existing inbound traffic flows are 170 vehicles per hour. Of these, 50 turn left from Kentish Town Road (movement is unrestricted); 50 are from Leighton Road (this phase runs with the Regis Road approach); and 70 turn right from Fortess Road (opposed by northbound traffic along Kentish Town Road). The demand for right turn movement into Regis Road is therefore around 2 vehicles per cycle, and the capacity of the right turn lane is two vehicles before southbound traffic would block.
- 8.4.9 On this basis, to minimise the risk or worsening junction performance, it would be preferable for future inbound traffic to be no higher than existing. The highest hourly inbound traffic flow is expected to be 105 vehicles, which is below existing levels.

HOLMES ROAD, SPRING ROAD AND ARCTIC STREET

- 8.4.10 Each of these accesses offer a useful potential point of vehicle access but are not suitable for significant volumes of HGVs. It could therefore provide access to residential, office and low HGV traffic generating industrial uses.
- 8.4.11 Considering the low existing traffic flows along these roads, there would be no capacity constraint at the accesses, however more traffic would travel through local junctions, such as Holmes Road / Kentish Town Road.



8.4.12 Use of these accesses could reduce traffic using the Regis Road access.

8.5 PEDESTRIAN ACCESS

Figure 8-2: Regis Road – Illustrative Pedestrian Access Layout

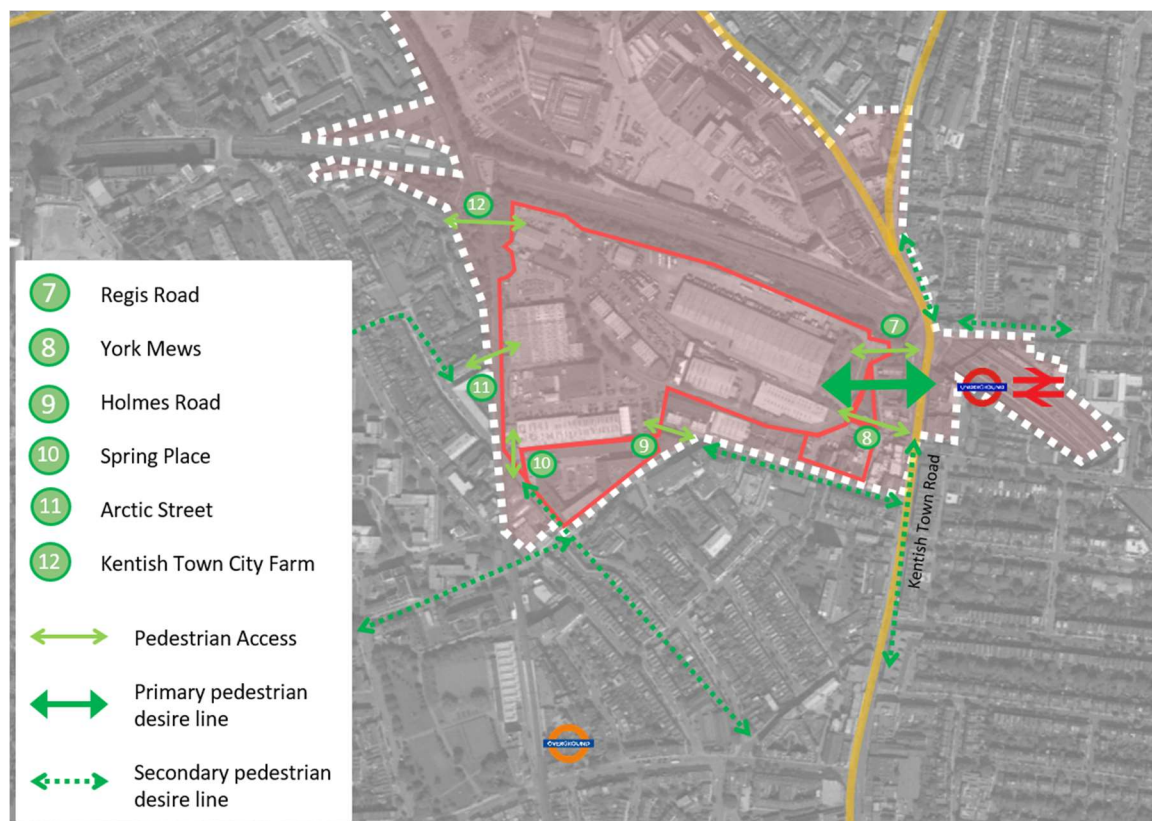


Table 8-3: Regis Road – Pedestrian Access

REF	LOCATION	ACCESS	USE
7	Regis Road	Existing	<ul style="list-style-type: none"> There is key pedestrian desire line between the site and Kentish Town Station. There is a pinch point on the footway and improvements will need to be investigated. This could include: <ul style="list-style-type: none"> Opening and directing pedestrians towards Access 8 – York Mews Acquiring buildings on Kentish Town Road or decking over rail lines
8	York Mews	New	<ul style="list-style-type: none"> York Mews could be used for pedestrian and cyclist access and provides a useful connection to Kentish Town Road and Station (which may reduce the volumes using Regis Road which has restricted footway width).
9	Holmes Road	New	<ul style="list-style-type: none"> Pedestrian and cyclist access should be provided. Some vehicle access would also be allowed but the design should provide attractive pedestrian and cyclist access.
10	Spring Place	New	<ul style="list-style-type: none"> Pedestrian and cyclist access should be provided. Some vehicle access would also be allowed but the design should provide attractive pedestrian and cyclist access.
11	Arctic Street	New	<ul style="list-style-type: none"> Pedestrian and cyclist access should be provided. Some vehicle access would also be allowed but the design should provide attractive pedestrian and cyclist access.
12	Kentish Town City Farm	New	<ul style="list-style-type: none"> Could provide pedestrian and cycle access but is not essential if access at Arctic Street can be provided. A pedestrian connection through to Woodyard Close or Cressfield Close may be feasible and will require further investigation.



9 INTERNAL ACCESS

9.1 INTEGRATING THE TWO SITES

9.1.1 Thus far, the access review considers how the two development areas would work in isolation; however, there is an opportunity to integrate the sites.

9.1.2 At present, the Midland rail lines sever the site and there is a 750m distance between bridges; the Kentish Town Road bridge immediately east of the site and the Grafton Road bridge to the west.

9.1.3 A new pedestrian and cyclist bridge connection would connect the two sites and provide benefits to both the existing and new communities. High cyclist flows along Kentish Town Road indicate a high demand for north-south cyclist movement, and could be served along a quiet route through the site. Providing a permeable, well connected and dense street network will encourage future residents, employees and visitors to travel on foot and by bicycle. Central London is a relatively short cycle journey at 15-25 minutes.

9.1.4 The rail lines have a wide span and are electrified. A new bridge will require sufficient clearance and a large space to provide bridge landings with acceptable ramp gradient and steps.

9.1.5 **Figure 9-1** indicates new pedestrian and cycle routes between access locations that could be accommodated and connected north-south by bridge. The routes are centred on focal points either side of the bridge. We expect the following routes to have a high demand:

- ⊙ Between Kentish Town Station and Gospel Oak / Hampstead Heath
- ⊙ Between Kentish Town Station and Arctic Street / Spring Place
- ⊙ Between Highgate Road and Arctic Street / Spring Place



Figure 9-1: Illustration of Internal Access



- 9.1.6 Many existing journeys being made locally could be made more direct, reducing journey times, and providing an attractive provision of pedestrian and cycle routes that will encourage mode shift towards active travel.

9.2 COMBINED SITE APPROACH

- 9.2.1 This Access Study considers the access requirements for each site separately to achieve the required levels of industrial floorspace for each site in line with planning policy. The location of existing accesses influences how future access would be taken. For instance, the only appropriate way of providing HGV access to the Regis Road site (avoiding vehicle bridges or the compulsory purchase order of land) is re-using the existing access.



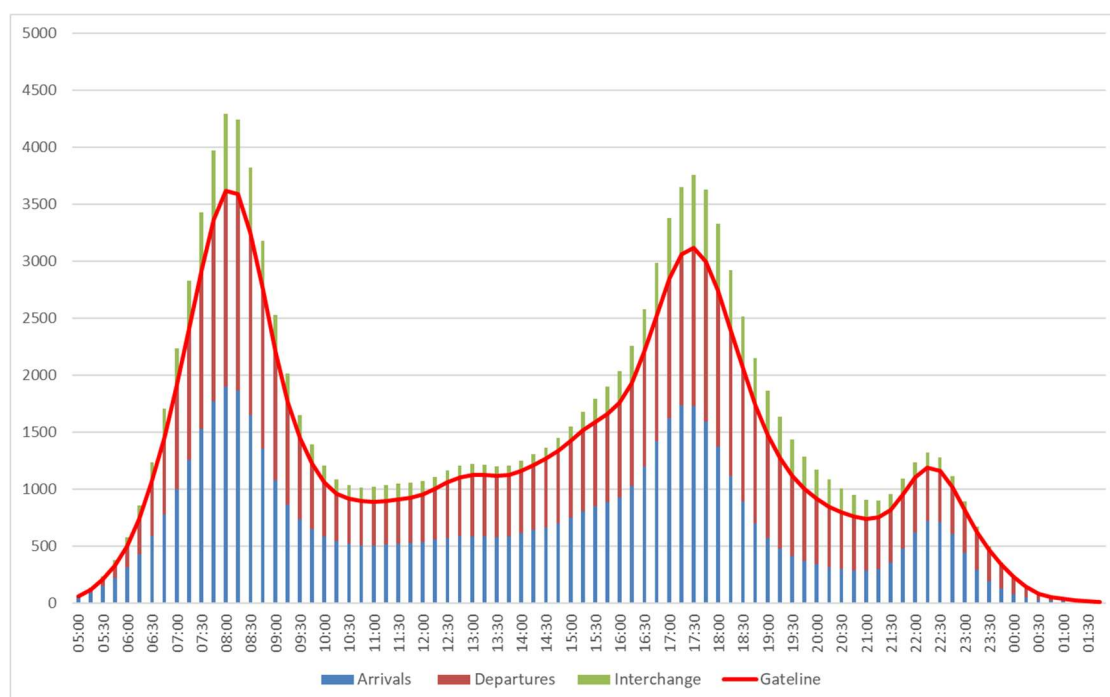
- 9.2.2 The Regis Road access is part of a congested part of the road network, is adjacent to a busy Underground and rail station with high pedestrian volumes and has high through cyclist flows. Recent changes to signal timings recognise the important of pedestrian movement at the junction. As a junction used by significant numbers of people (by all modes) any improvements have the potential to deliver the greatest benefit to the most people, including those travelling to and from the site.
- 9.2.3 Concentrating higher trip generating land uses on the Murphy site, and lower trip generating uses on the Regis Road site would provide the best opportunity to maximise pedestrian and cyclist improvements at Regis Road and to connect in with the Kentish Town Station Access.
- 9.2.4 There is also the potential to create a vehicle bridge between the two sites, however access restrictions would need to be in place to avoid introducing a rat run. Given the Regis Road access is most suitable for HGVs, a vehicle bridge could provide access to the Murphy Site via the Regis Road site. However, there would be a risk that the total traffic generation using the Regis Road junction could exceed existing traffic flows and the junction capacity.



10 PUBLIC TRANSPORT IMPLICATIONS

- 10.1.1 The intensification of the Planning Framework area would increase the number of residents and employees travelling to and from the site. A significant proportion of this movement will be undertaken by public transport and may require improvements to the public transport network.
- 10.1.2 A high level analysis is provided below that focuses on Kentish Town station which would provide the most important public transport access. Detailed analysis would be expected through planning applications and working with TfL.
- 10.1.3 Rolling hourly flows of passengers arriving, departing and interchanging at Kentish Town Station are shown in **Figure 10-1**. In the peak hour over 3,500 passengers travel through the gateline with over 500 interchanging between rail and Northern Line.

Figure 10-1: Kentish Town Station Flows (Rolling Hourly Profile)



- 10.1.4 New development within the Kentish Town planning framework area will add to the existing demands. **Figure 10-2** illustrates the potential additional gateline flows based on an assumption that Kentish Town Station provides an attractive rail/Underground and therefore 75% of rail and Underground trips could travel via Kentish Town Station. Further assessment of future travel demands will be necessary, however additional demands can be expected to place pressure on the existing station infrastructure and potentially require improvement / additional gateline capacity / new entrance points.
- 10.1.5 We note that a separate study is investigating the potential for a new entrance to the Thameslink station from the bridge level down to platform level, which would increase gateline capacity and introduce access for all (AFA) lifts to Thameslink services.



11 SUMMARY AND CONCLUSIONS

- 11.1.1 Velocity Transport Planning has been appointed by Camden Council to undertake an Access Study to inform the evidence base of a forthcoming Supplementary Planning Document (SPD) to shape and guide development at Kentish Town as part of a Planning Framework.
- 11.1.2 The Planning Framework area is located to the west of Kentish Town Station and is bordered in part by Highgate Road, Gordon House Road, Holmes Road and Kentish Town Road. The Midland Main Line runs east-west through the centre of the site.
- 11.1.3 The focus area comprises two main developments sites; the Murphy Site, a Local Significant Industrial Site, and the Regis Road Growth Area, a Growth Area designated within the Camden Local Plan.
- 11.1.4 This Access Study reviews existing and future access locations and considers their future use with a view to help unlock the potential of the site in a sustainable and safe way. It focuses purely on transport considerations in identifying the potential functions of different accesses. Any intensification of the Kentish Town sites will be subject to compliance with current and emerging planning policies and appropriate assessment of the potential impacts of the specific development proposals.
- 11.1.5 Both Sites are currently occupied and generate traffic. The primary access for the Murphy Site is via Sanderson Close and the only access into Regis Road is via the signalised junction with Kentish Town Road.
- 11.1.6 Trip rates have been identified for the future uses based on surveys from the TRICS database. These indicate that industrial (B1c / B2 / B8) uses have a large range in traffic generation, and therefore two scenarios have been developed; low and high traffic generating uses. The traffic generation arising from car-free residential and office development will be very low.
- 11.1.7 A review of existing and potential access locations has been undertaken identifying the constraints and opportunities associated with each and its potential function (industrial traffic vehicle access, standard vehicle access, pedestrian access, cyclist access). This has focused on the need to prioritise pedestrian and cyclist movement (in line with Borough planning priorities) as well as accommodate vehicles servicing the protected industrial land uses.
- 11.1.8 In summary, the following is concluded:
- ⊙ Residential and office uses can be provided with minimal impact to the road network, but industrial Intensification could lead to increases in traffic volumes.
 - ⊙ There is potential to intensify the existing industrial land uses and provide new housing and employment uses, subject to:
 - The type of industrial use proposed and its end occupiers which will influence the amount and type of traffic generated;
 - Compliance with planning policies and meeting the requirements of the highways and planning authorities;



- Undertaking full assessments of the impacts of development, both in terms of the transport network and other potential impacts such as environmental (with particular consideration of sensitive receptors) and securing mitigation that is deemed necessary; and
 - Ensuring that the transport strategy provides appropriate access strategies for travel on foot, by bicycle and public transport.
- ⊙ The typology of industrial use will be critical in determining the traffic generation of the proposed developments and there is likely to need to be an element of planning control and operational management, to minimise impacts to acceptable levels.
- ⊙ New pedestrian accesses and a permeable layout will benefit people already travelling locally, encourage active travel and improve the PTAL in the central parts of the site.
- ⊙ The Murphy Site has three access locations that could be used by vehicles to access development:
- Gordon House Road – most suited to limited low traffic generating uses;
 - Sanderson Close – currently used to access the Murphy Site and in transport capacity terms could support additional traffic (including a limited and managed number of rigid lorries, but the access would not be suitable for larger articulated lorries). However, this will need to be considered in context of wider planning requirements and sensitive receptor considerations; and
 - Greenwood Place (S) – most suitable for limited access (egress only or very limited low HGV generating uses). Any changes in traffic flow volumes and composition would need to be considered carefully against their impacts on the sensitive receptors at the Greenwood Centre and the Kentish Town Forum.
- ⊙ The Regis Road site would need to retain its main access via Regis Road, if high traffic generating uses such as UPS are retained on site. Holmes Road, Spring Place and Arctic Street could provide limited vehicular access to essential car and van servicing for low traffic generating land uses.



