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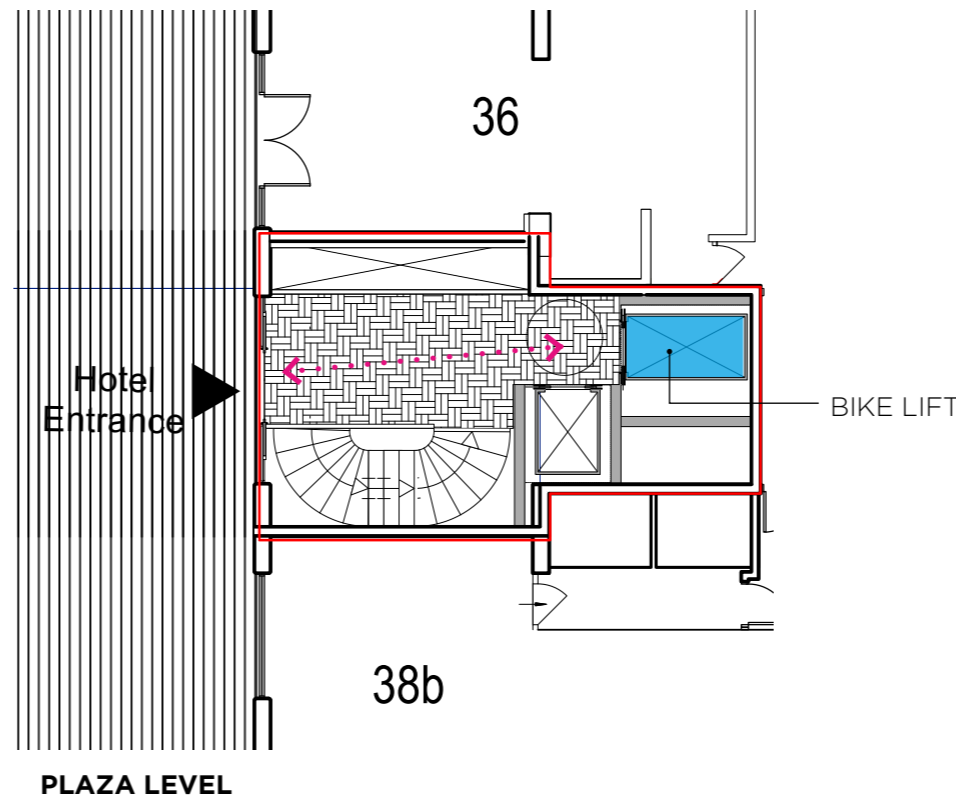
# TRANSPORT

# 15.01 TRANSPORT STRATEGY - CYCLE PARKING

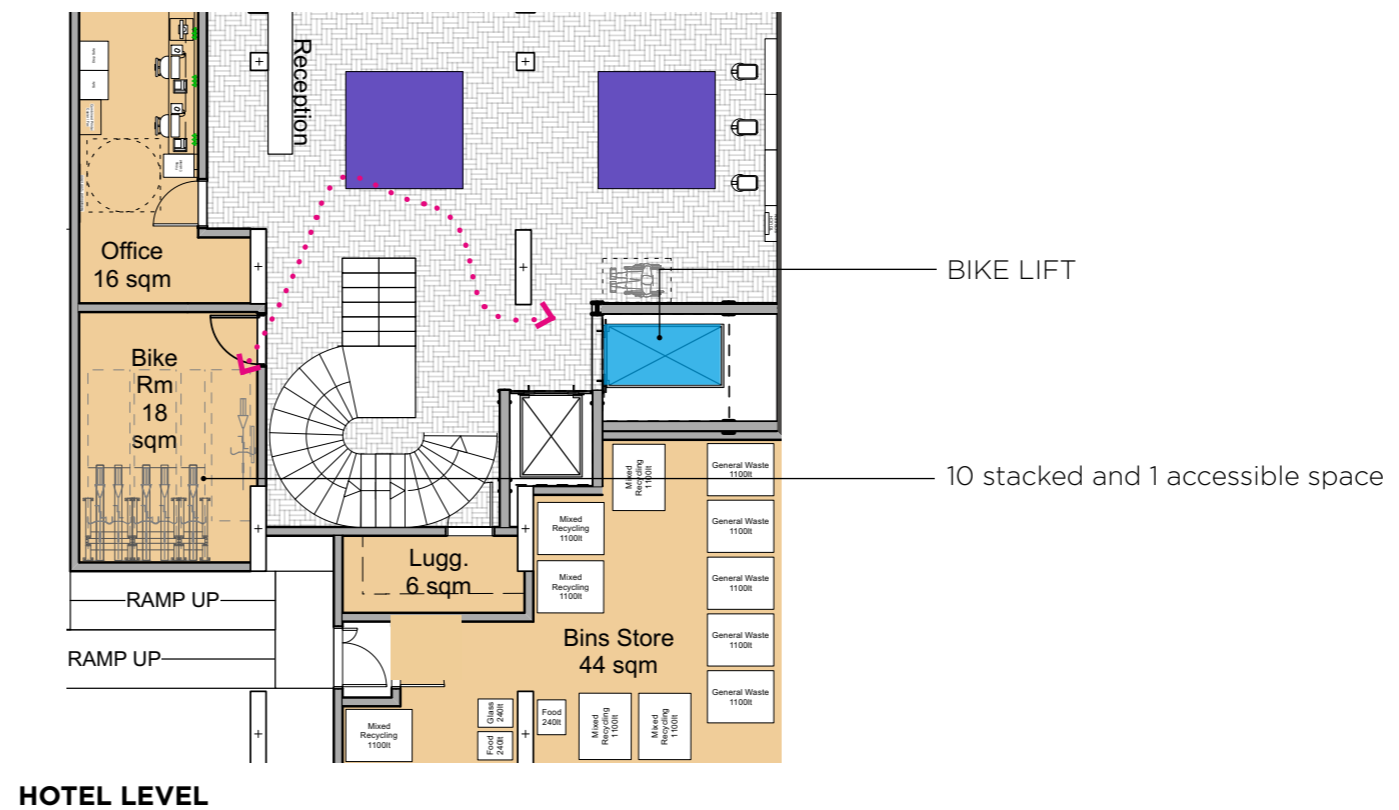
London Plan compliant cycle parking will be provided at the site, in accordance with the London Cycling Design Standards. The long-stay cycle parking would be internal and accessed via a lift with suitable dimensions. The short-stay cycle parking would be external to the building, more conveniently accessible and visible, although the specific location is yet to be confirmed.

The Team agreed to explore additional public benefits such as the provision of extra cycle parking for residents, but this is subject to further investigations in respect of location etc.

Hotel – C1 Use Class	Long-Stay Cycle Parking	Short-Stay Cycle Parking
London Plan	1 space per 20 bedrooms	1 space per 50 bedrooms
207 bedrooms	11 spaces	5 spaces



EXAMPLE BIKE RACK



## 15.02 TRANSPORT STRATEGY - CAR PARKING

There are approximately **257** parking spaces within the upper basement (NCP / Waitrose space) and **277** within the lower basement (Camden / residents spaces). The proposals would remove in the order of **157** car parking spaces from the NCP car park to facilitate the hotel development.

Table 10.5 of the London Plan states that retail developments within the Central Activities Zone and all areas of PTAL 5-6 should be car free, with the exception of disabled car parking. **The removal of existing car parking spaces therefore aligns with the latest London Plan aspirations / policies, as well as Camden Local Plan (2017) policy T2 (part c)** which confirms the Council will “support the redevelopment of existing car parks for alternative uses”.

Policy T6.4 of the London Plan states that in PTAL 4-6 locations, hotel parking should be limited to “operational needs, disabled parking and parking required for taxis, coaches and deliveries or servicing”. The proposed car-free nature of the hotel is also therefore consistent with policy requirements.

There are a number of publicly available disabled car parking bays within the vicinity of the site bounding the Brunswick Centre. This includes two disabled parking bays on Bernard Street outside Russell Square station, two on Handel Street and one on Coram Street.

A survey of the surrounding disabled bays was carried out using the “Lambeth” parking survey methodology which is standard methodology accepted across London. The survey was carried out during two neutral weeknights on Wednesday 23rd and Thursday 24th March 2023, identifying parking stress within 200m of the Brunswick Centre.

The full survey results confirm there were 3 vacant disabled parking bays in the vicinity of the site on each of the survey nights.

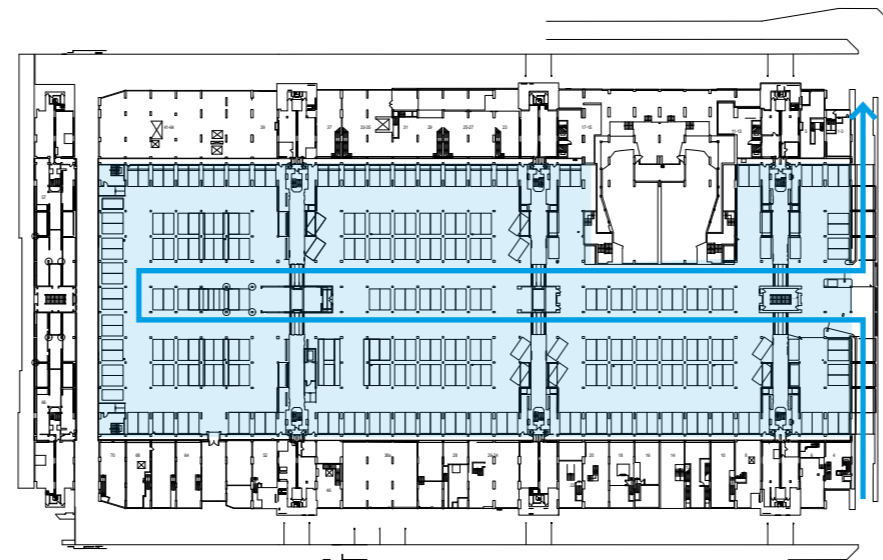
Given the low level of taxi activity, it is proposed that this would be safely accommodated from the surrounding highway. Safe and suitable locations are available for momentary taxi pick-up and drop-off activity from the kerbside. Therefore, as previously acknowledged by the highway officer, it is does not appear necessary to provide any new formal taxi facilities.

### DELIVERY & SERVICING ACTIVITY -

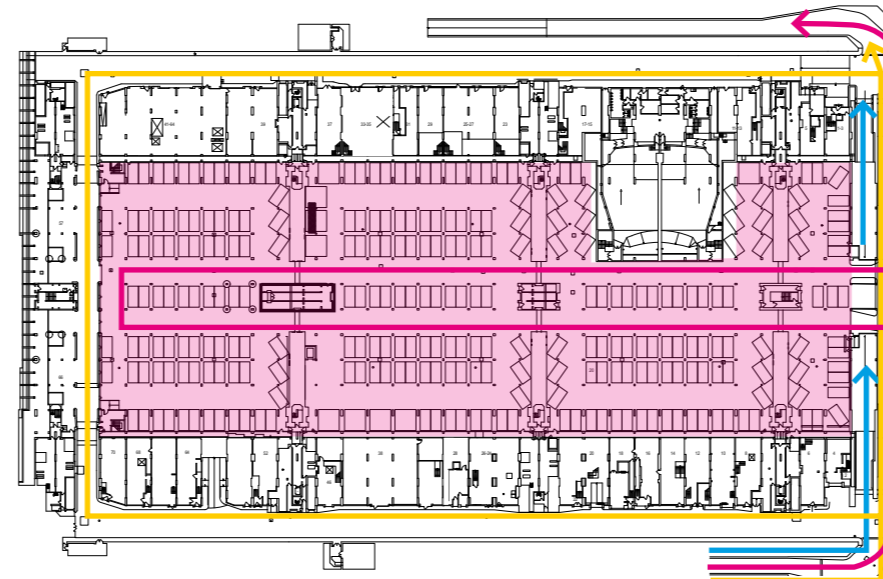
Based on extensive experience servicing their sites, the hotel would require a total of 14 delivery / refuse collection visits over the course of a week, equating to 2 delivery visits per day on average with none taking place on Sundays or Bank Holidays. This would comprise 7 x linen visits, 4 x food / beverage visits and 3 x refuse / recycling visits.

The proposed hotel deliveries take up to 40 minutes each, with an average delivery time in the order of 30 minutes.

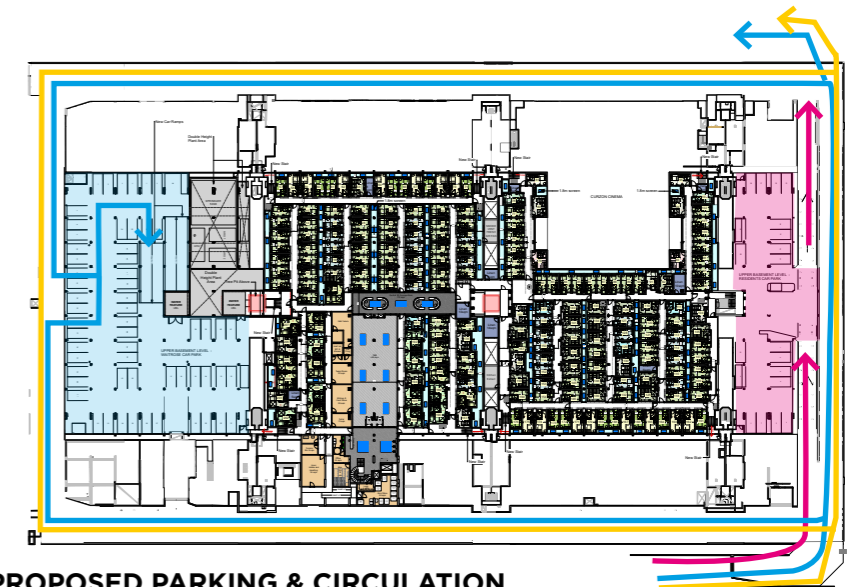
The above servicing frequencies and arrangements would not be significant and could be accommodated within the site without causing detrimental impact locally.



EXISTING UPPER BASEMENT



EXISTING LOWER BASEMENT



PROPOSED PARKING & CIRCULATION

- PARKING LET TO CAMDEN (INCLUDING RESIDENTIAL PROPERTY LOCATED ABOVE THE SITE)
- NCP PARKING (VISITORS TO WAITROSE AND THE REST OF THE BRUNSWICK CENTRE)
- SERVICE CIRCULATION
- WAITROSE CIRCULATION
- RESIDENTS CIRCULATION