Adelaide Road

Transport Summary

Technical note

September 2010

Prepared for:
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FIGURES

1 Introduction

1.1 This Technical Note provides a summary of the Adelaide Road scheme with regards to transport and access.

1.2 Details are provided in relation to car parking provision, vehicular access, servicing arrangements, cycle parking and access to public transport.

Development Site

1.3 The Adelaide development site is located on the corner of Adelaide Road and Elsworthy Rise in the London Borough of Camden. Formerly the site was the location of the Adelaide Public House.

1.4 The development comprises five town houses with frontages onto Elsworthy Rise. Access to the basement car park is provided from Elsworthy Rise.

2 Parking

Car Parking

2.1 In line with Camden UDP parking standards, the development is to be provided with five parking spaces within a basement level.

2.2 Figure 2.1 shows a swept path analysis of the car parking area. This demonstrates that all parking spaces are accessible and all vehicles can manoeuvre in order to enter and exit the parking area in a forward gear. The swept path analysis has been carried out for a large car to demonstrate that the layout works more realistically.

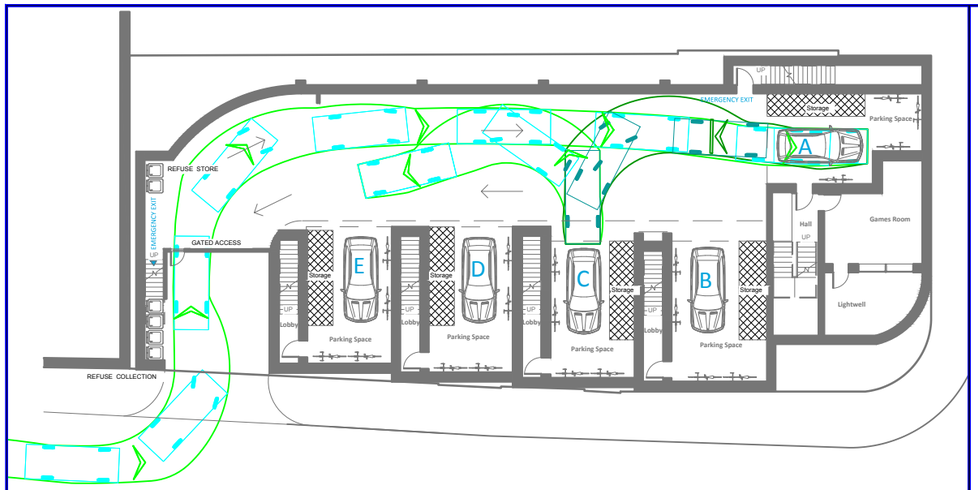
2.3 No disabled parking spaces have been provided as the development comprises only five units and therefore unlikely to accommodate disabled residents. This complies with Camden UDP.

2.4 As off-street parking is to be provided, the site will be 'car-capped' and so residents will not be permitted to apply for on-street parking permits. This will mitigate against impacts of the development on the existing parking conditions.

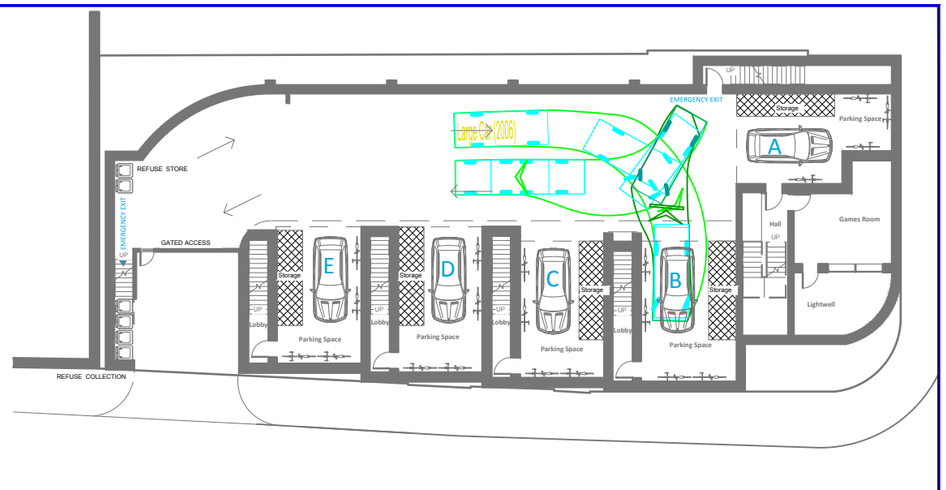
Cycle Parking

2.5 In line with Camden UDP, four cycle spaces will be provided for each residential unit. These will be provided within the basement car park and will be accessible via the basement ramp.

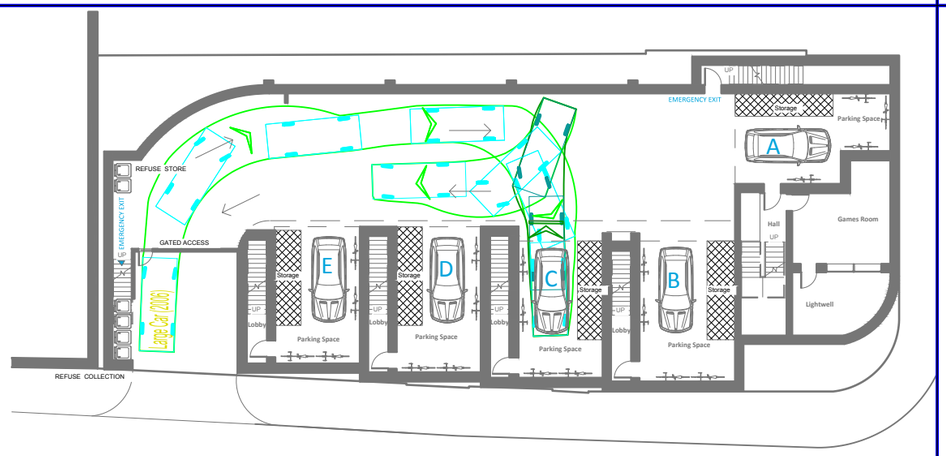
2.6 Each unit will be provided with individual cycle parking facilities adjacent to their designated car parking space.



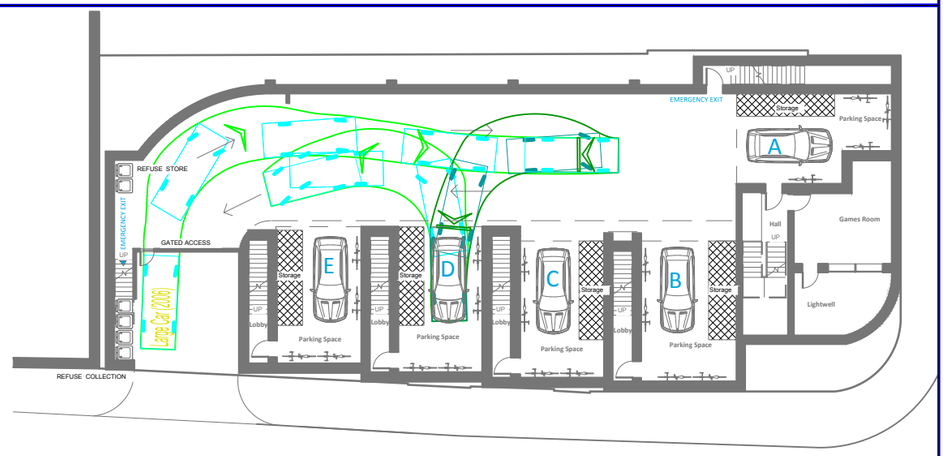
Parking space A



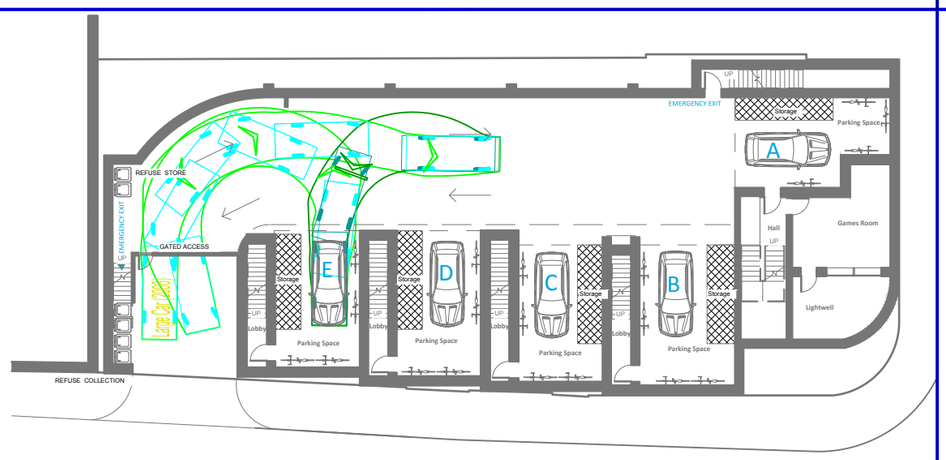
Parking space B



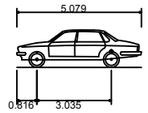
Parking space C



Parking space D



Parking space E



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.900m

Preliminary Design
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Rev.	Date	Comments	Ckd	App
C	18/10/10	Base plan updated	JZC	MAD
B	21/09/10	Base plan updated	JZC	HRS
A	09/09/10	Base plan updated	JZC	HRS
–	28/07/10	ORIGINAL ISSUE	JZC	HRS

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Client :
KSR

Title
Adelaide Road
Swept Path Analysis

Drawn	Scale.		Rev.
YPL	NTS	@ A3	**C**

Drawing No.	Sheet No.
223092-02	01 of 02

PLOT DATE: 21/09/2010 14:31 CAD REFERENCE: P:\Projects\223\0\92\01\CAD\Drawings\223092-02.dwg - Sheet 1

3 Vehicular Access

3.1 The basement car park is accessed via a ramp from Elsworthy Rise. Figure 3.1 shows the ramp access and the ramp in section.

3.2 The ramp has an overall gradient of 1:10 with transitions of 1:20. The ramp access is 5.7m wide and provides a minimum height of 2.1m. This allows large cars and MPVs to access the basement parking area. It is proposed that an advance warning sign be provided to inform drivers of the height.

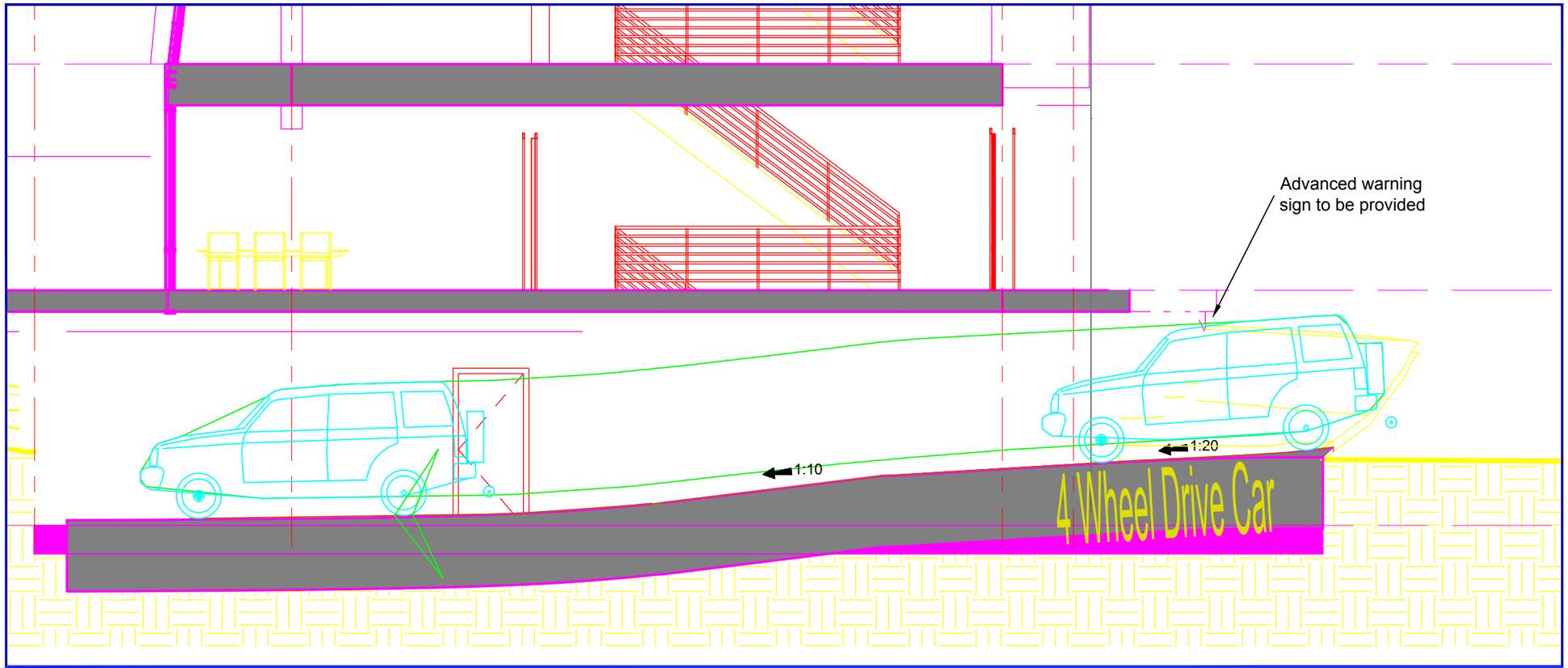
3.3 The width at the ramp entrance is 5.7 metres, allowing vehicles to pass at the top of the ramp should this be necessary. However, due to the limited number of spaces within the basement, it is unlikely this will occur very frequently.

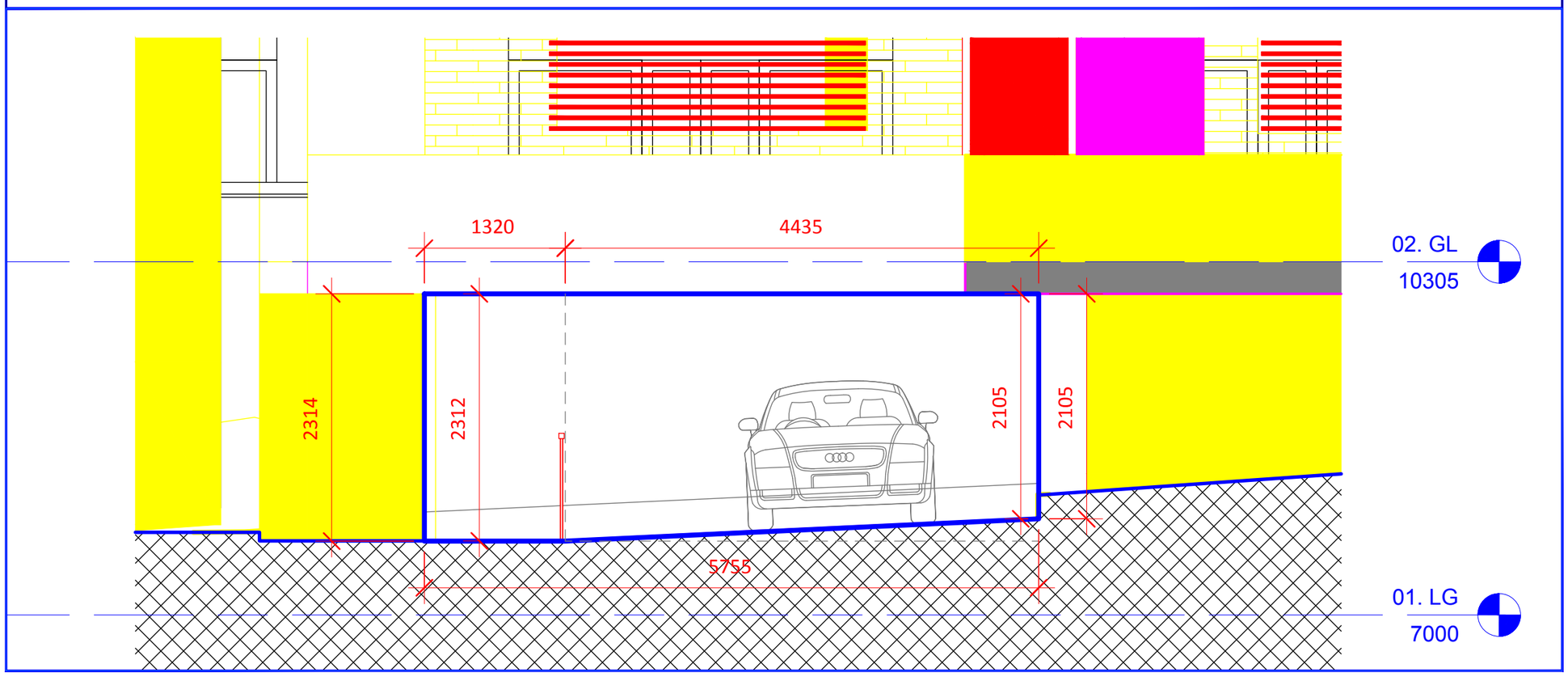
3.4 The new vehicular access will require a crossover to be constructed across the footway.

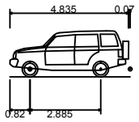
Waste and Servicing

3.5 A communal bin store is to be provided adjacent to the basement ramp at the southern edge of the site. Waste will be collected from this refuse store to the south of the site by vehicles stopping on-street. There is no requirement for service vehicle access to the basement car park due to there being only five units in the development.

3.6 As all units have individual front door access on Elsworthy Rise, no further provision has been made for deliveries.







4 Wheel Drive Car	
Overall Length	4.905m
Overall Width	2.009m
Overall Body Height	1.873m
Min Body Ground Clearance	0.267m
Max Track Width	1.817m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	5.725m

Note:

A minimum height clearance of 2.6m is recommended for disable parking space.

A minimum height clearance of 2.1m will generally cater for all MPVs and 4x4s (without roof boxes)

Example - Land Rover Discovery
Height with Alpine roof - 1.89m
Width with mirrors out - 2.18m

Preliminary Design
NOT TO BE USED FOR CONSTRUCTION PURPOSES

Rev.	Date	Comments	Ckd	App
B	21/09/10	Base plan updated	JZC	HRS
A	09/09/10	Base plan updated	JZC	HRS
–	28/07/10	ORIGINAL ISSUE	JZC	HRS

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Client :
KSR

Title
Adelaide Road
Swept Path Analysis

Drawn	Scale.		Rev.
YPL	NTS	@ A3	**B**

Drawing No.	Sheet No.
223092-03	01 of 01

PLOT DATE: 21/09/2010@14:28 CAD REFERENCE: P:\Projects\223\0\92\01\CAD\Drawings\223092-03 -B.dwg – Sheet 1

4 Other Transport Issues

Public Transport

4.1 The site lies 800 metres from Chalk Farm London Underground Station to the east and 840 metres from Swiss Cottage London Underground Station to the west. Adelaide Road is part of the London Bus Network with routes C11 and 31. Route 31 provides links to White City Station to the west and Bayham Street in Camden to the east. Route C11 links the site to Archway Station to the east and Brent Cross Shopping Centre to the north.

4.2 Overall, the site has a Public Transport Accessibility Level (PTAL) of 2 which is relatively poor for this residential location (although it is borderline level 3).

4.3 It is not considered that the additional trips generated by the development will have any material effect on the local public transport network.

Construction Management

4.4 In order to mitigate the impacts during the construction period, a Construction Management Plan will be devised and agreed with Camden Council as part of the Section 106 agreement. This will provide agreed routes for construction vehicles, making as much use of Local Distributor Roads and the Transport for London Road Network as possible to minimise impacts on local residents.

4.5 Other provisions may include specified hours of deliveries, wheel washing facilities, etc. Wherever possible, vehicles will be discouraged from parking or waiting on the public highway.

CONTROL SHEET

Project/Proposal Name	Adelaide Road
Document Title	Transport Summary
Client Contract/Project No.	
SDG Project/Proposal No.	22309201

ISSUE HISTORY

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1	22/09/10	Final Report 1st Issue

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