Wellcome Trust

Bentley House, 200 Euston Road
Transport Statement

June 2010

TPP
transport planning practice

Contents

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1. INTRODUCTION

1.1 Transport Planning Practice was appointed by Wellcome Trust Construction Ltd. to provide transport advice on the proposals associated with the development of student accommodation at Bentley House, 200 Euston Road in the London Borough of Camden (LBC).

1.2 The development site is approximately 2,259m^2 Nett Usable Area (NUA) and consists of a five storey building including basement which was formerly used as storage under the B8 use class.

1.3 The proposals seek to construct a development comprising student accommodation at basement, ground and six upper floors. The accommodation will consist of cluster units (accommodating 4 and 5 students) and studio units, together providing approximately 169 units.

1.4 This Transport Assessment has been prepared following pre-application discussions with LBC. The remainder of the report is set out as follows:

- Chapter 2: Existing transport conditions – describes the site location and current use and provides details of the existing conditions on the local highway network, public transport, walking and cycling routes in the vicinity of the site;
- Chapter 3: Transport policy context – summarises the relevant national and local transport policy, against which the proposals are assessed;
- Chapter 4: Proposed development – explains the development proposals including the means of access and servicing arrangements;
- Chapter 5: Assessment of development impact - the number of trips is considered for the proposed development, and details of trip generation is provided;
- Chapter 6: Framework Travel Plan – A draft Framework Travel Plan has been provided, the content of which is normally secured by a planning condition/S106 agreement.
- Chapter 7: Summary and Conclusion – summarises the report and provides a conclusion.

2. EXISTING TRANSPORT CONDITIONS

Site location and use

2.1 The site is located on the northern side of Euston Road (A501), between Euston Mainline Rail and Euston Square Underground Station in the London Borough of Camden. The rear of the property backs onto Stephenson Way. To the south is a cluster of academic institutions, forming part of the University College London. Figure 1 shows the site location.

2.2 To the south west of the site lie Tottenham Court Road, Oxford Street and Regent Street, which are popular shopping destinations. The West End, Westminster and the City are all located within a few kilometres of the site and are connected by good public transport links.

2.3 The site consists of a five-storey building, which currently provides approximately 2,259m^2 NUA. The building was formerly used as book storage under the B8 use class, but was vacated in 2007.

Servicing

2.4 The site is currently serviced from Stephenson Way, a one way street eastbound, to the rear of the building. At present a large roller shutter door and two pedestrian doors are used to access the rear of the building.

Walking

2.5 The site is easily accessible by pedestrians, being within an urbanised environment, and there are wide footways along Euston Road. However, the presence of Euston Road can create barriers to pedestrian movement, particularly north-south movements on Euston Road, and east-west movements to the north of the site. There is a lack of safe crossing points to the south side of Euston Road.

2.6 Regent's Park is within easy walking distance to the west of the site (less than 10 minutes walk). There are other smaller green spaces located closer to the site, which together form a collection of attractive open spaces for local residents and visitors.

Cycling

2.7 Euston Road (A501) at the south of the site carries large volumes of traffic. There are dedicated bus lanes along either side of Euston Road which cyclists can use, although this route does not form part of the London Cycle Network (LCN).

2.8 There are a number of advisory routes on quieter roads within close proximity to the site, which form part of the LCN and provide cycle access to local areas, including Regent's Park. These include routes which are aligned north-south to the east of the site (running along Cardington Street, Melton Street and Gordon Street), to the north-west of the site (running along Stanhope Street) and to the west of the site (running along Outer Circle, which is adjacent to Regent's Park).

2.9 To the south west of the site there is a good network of signed routes for cyclists. These provide direct cycle access to Marylebone and Edgware Road in the west, and Oxford Circus, Piccadilly Circus and routes towards Green Park in the south. The cycle network in the local area is shown on Figure 2.

2.10 The TfL Cycle Hire Scheme will provide safe and convenient public access to bicycles for short trips. As part of the scheme approximately 400 docking stations will be provided throughout central London, accommodating in total approximately 600 bicycles. A docking station will be implemented along the frontages of the site and the adjacent property 194-198 Euston Road. It will comprise a single row broken in to five sections between six street trees, accommodating a maximum of 25 docking points. The Cycle Hire Scheme is due to be launched in July 2010.

Public transport

2.11 The site is extremely well served by bus routes, underground and mainline rail services. According to TfL's Romulus map, the Public Transport Accessibility Level (PTAL) for the site is level 6b which represents the highest possible level of accessibility. Details of the local public transport services available are provided below.

Bus

2.12 The site is within easy walking distance of 18 bus routes, as shown on the local bus route network maps in Figures 3 and 4. Many of these routes pass the site along Euston Road. The nearest bus stop to the site, which is served by six of the

bus routes, is approximately 120m (1-2 minutes walk[1]) from the site. Table 2.1 provides further details on the 18 bus routes, along with their frequencies.

Table 2.1: Existing bus services

Route	Towards	Nearest bus stop	Frequency	
			AM Peak (8-9am)	PM Peak (5-6pm)
10	King's Cross – Hammersmith	Stop Q, 120m	9	9
14	Putney Heath	Stop N, 530m	10	10
18	Sudbury	Stop Q, 120m	15	15
24	Hampstead Heath – Pimlico	Stop R, 240m	10	10
27	Chalk Farm – Turnham Green	Stop U, 280m	8	8
29	Wood Green - Trafalgar Square	Stop R, 240m	10	10
30	Hackney Wick – Marble Arch	Stop Q, 120m	8	9
59	King's Cross – Streatham Hill	Stop C, 285m	9	9
68	West Norwood	Stop E, 355m	9	9
73	Seven Sisters - Victoria	Stop Q, 120m	15	15
88	Camden Town – Clapham Common	Stop U, 280m	9	9
91	Crouch End – Trafalgar Square	Stop C, 285m	9	9
134	North Finchley – Tottenham Court Rd	Stop R, 240m	13	13
168	Old Kent Rd - Hampstead Heath	Stop L, 390m	9	9
205	Bow Church - Paddington	Stop Q, 120m	8	8
253	Hackney	Stop D, 315m	17	12
390	Archway – Notting Hill Gate	Stop Q, 120m	8	8
476	Northumberland Park	Stop D, 315m	8	8
	Total (one direction)		***184***	***180***

Note: Frequency is the approximate number of buses per hour taken from weekday timetable information on the TfL website (www.tfl.gov.uk)

2.13 As shown in Table 2.1, the 18 bus routes provide a combined total of up to 184 and 180 buses in the weekday morning and evening peak hours, respectively (in one direction).

Rail

2.14 The closest railway stations to the site are Euston and King's Cross Stations. Both stations provide frequent rail services to a number of destinations to the north and west.

2.15 Euston Station can be accessed within a 170m walk (2 minutes) from the site, by travelling along Melton Street. Four train operating companies operate from Euston Station; Virgin Trains, London Midland, London Overground and First ScotRail. Services operate towards locations such as Birmingham, Manchester, Liverpool and Glasgow, and serve local areas including Watford Junction and Willesden Junction.

[1] Walk speed of 80m per minute

2.16 London King's Cross Station can be accessed within a 960m walk (10-12 minutes) from the site, by travelling along Euston Road to the east. It forms the southern terminus of the East Coast Main Line and lies adjacent to St Pancras Station, which provides international Eurostar trains. Four train operating companies currently use King's Cross Station: East Coast, First Capital Connect, First Hull Trains and Grand Central.

Underground

2.17 Six London Underground stations are within an easy walking distance of the site. These consist of the following (approximate walk distances and journey times from the site are in brackets); Euston Square (120m, 1-2 mins), Euston (170m, 1-2 mins), Warren Street (310m, 3-4 mins), Great Portland Street (670m, 7-8 mins), Regent's Park (885m, 9-11 mins) and King's Cross St Pancras (950m, 10-12 mins). The stations are on a total of seven underground lines (Northern, Victoria, Circle, Hammersmith & City, Metropolitan, Bakerloo and Piccadilly) which provide a large number of frequent services to key London destinations and interchanges.

Local highway network

2.18 The site is well located in relation to the strategic highway network. It is adjacent to Euston Road (A501), which forms part of an orbital route linking East and West London. It is aligned east-west to the south of the site, and runs eastbound to join Pentonville Road and westbound to join Marylebone Road. Euston Road forms part of the Transport for London Road Network (TLRN) and is a designated red route with no stopping permitted at any time.

2.19 Approximately 220m to the west of the site, Hampstead Road / Tottenham Court Road (A400) is aligned north-southeast. There is an underpass at the junction of Euston Road (A501) / Tottenham Court Road.

2.20 Approximately 340m to the east of the site, Eversholt Street / Upper Woburn Place (A4200) meets Euston Road (A501) at a signal-controlled junction.

Parking

2.21 Controlled Parking Zones (CPZ) operate within the local area to give parking priority to local residents and businesses. The site is located within Zone CA-G which covers the immediate area along the northern side of Euston Road. This operates Monday to Friday from 08:30 until 18:30. Other CPZ in the local area,

which run along the southern side of Euston Road, include Zones CA-D and CA-E. These zones operate during the same hours, Monday to Friday, as Zone CA-G, but also operate on Saturdays.

2.22 Outside of the CPZ operating hours, there are a number of pay and display spaces available on-street. These bays allow a maximum stay of two hours (at £2.45 per hour), and are available along roads to the north of the site including Stephenson Way, North Gower Street and Drummond Street.

2.23 The site is located outside of the Central London Congestion Charging Zone; however the streets directly to the south of Euston Road are within this Zone.

Car club

2.24 There are a large number of car club cars accessible within a few minutes walk of the site. Two car club cars are located on street in Melton Street, 190m to the east of the site. Three cars are located within the car park at Euston Station and a further two cars are located on street at Doric Way. In addition there is a car club bay (van) approximately 450m to the west of the site.

3. TRANSPORT POLICY CONTEXT

National policy

Planning Policy Guidance Note 13: Transport

3.1 The emphasis of national planning and transport policy is on sustainable development and travel patterns. The strategic document in this regard is Planning Policy Guidance 13 (PPG13). The key objectives of PPG13 are to provide greater integration between land use planning and transport to reduce the need for people to travel, encourage greater use of sustainable modes of travel and reduce reliance upon the private car.

3.2 Planning policies should promote development within existing urban areas, with major trip generating developments being in locations highly accessible by sustainable modes of travel. Parking standards should be set as a maximum and adequate provision should be made for sustainable modes of travel such as public transport, cycling and walking.

Regional policy

The London Plan

3.3 The London Plan sets out the spatial development strategy for London, and provides the London wide context within which individual boroughs set their local planning policies. A key objective of the London Plan is to improve London's accessibility. To assist in achieving closer integration between transport and spatial development, patterns and forms of development that reduce the need to travel, especially by car, should be encouraged.

3.4 Policy 3C.17 seeks to reduce traffic and resulting congestion. It seeks that new developments are assessed in terms of their impact on bus routes and main routes, and that authorities use appropriate controls over developments to help deliver reductions and encourage sustainable travel.

3.5 Policy TR20 seeks to ensure that major new developments are located in areas of the Borough which are either already well served by public transport or where improvements can be made.

3.6 Policy 3C.21 seeks to ensure that safe, convenient, accessible and direct pedestrian access is provided from new developments to public transport nodes and key land uses

3.7 Policy 3C.22 sets out the Mayor's strategy for improving conditions for cycling as an opportunity to provide a viable alternative to the private car. This includes the provision of secure, covered cycle parking within developments to encourage use of this mode.

3.8 Policy 3C.23 states that parking provision at new developments should be kept to a minimum as any over provision may undermine the use of more sustainable modes. Maximum parking standards will be set, which can be reduced in areas of good public transport accessibility. In the most accessible locations car–free developments may be appropriate.

3.9 The development is compliant with these policies as is described in later chapters of this report. In brief the development will include secure cycle parking, is car-free and expected to generate similar or fewer vehicle trips than the existing use, and a Travel Plan is proposed.

Local policy

London Borough of Camden UDP June 2006 (Saved policies version 2009)

3.10 The LBC Unitary Development Plan (UDP), revised in 2006, sets out the framework for future development and land use in Camden. Chapter 5 sets out how the transport impact of developments in the borough will need to be managed and how it will be assessed. Measures will need to be included to reduce traffic and facilitate the shift from car use to other transport modes.

3.11 Policy T1 indicates that permission will be granted where local transport infrastructure can accommodate development. This requires developments to maximise the number of journeys made on foot, by bicycle and by public transport.

3.12 Policy T2 relates to the capacity of transport provision. This requires that the transport needs of developments can be accommodated by local transport infrastructure. It also states that the cumulative effect of developments in the area will be taken into account when assessing local transport capacity.

3.13 Policy T3 relates to pedestrians and cycling. Development proposals must make satisfactory provision for pedestrians and cyclists. This includes footways and routes which are safe, secure, accessible, attractive and comfortable for all, particularly for those who are vulnerable or have difficulties with mobility. Safe

and secure cycle parking facilities must be provided in line with council policy.

3.14 Off-street car parking, car clubs and city bike schemes are discussed in Policy T7. This policy requires sufficient cycle parking and parking for people with disabilities within car free housing and car capped housing, which is encouraged where there is evidence that car use will be low (Policy T8). This includes locations within the Central London area, areas within controlled parking zones, and in areas with good accessibility to public transport.

Summary of compliance

3.15 It is clear that the proposals are consistent with local and national policies related to sustainable transport provision. The site has an excellent level of public transport access with a PTAL of 6b. The site has good pedestrian and cycle access. Two car club cars are located in Melton Street, 190m to the east of the site. In addition there is a car club bay (van) approximately 450m to the west of the site. Parking provision is proposed for 40 cycles on site that will encourage cycle use as well as 24 folding bikes for hire. In this regard the proposals are compliant with local and national policy aiming to promote sustainable travel and discourage the use of cars.

4. PROPOSED DEVELOPMENT

4.1 The scheme proposes to retain the Euston Road stone façade and brick towers in their entirety, along with the first structural bay behind the façade and additional floors above the existing façade to infill the existing gap in the Euston Road street elevation. The development will include ground floor amenity space and common room with student residential accommodation at basement, ground and six upper levels.

4.2 The proposals for the student residential element of the development include a mixture of units. Cluster units will accommodate between four and five students with shared use of a kitchen. The remaining units will be single and twin studios. The total GEA of the student accommodation is 5,862m^2. This will include a common room and refuse storage on the ground floor of the building, and laundry, cycle store and further refuse storage at basement level. The proposed basement and ground floor levels are shown at Appendix A.

4.3 Discussions with UCL have secured support for the student accommodation to be used in its entirety due to its location within five minutes walk of the main Central London campus at Gower Street.

Parking

4.4 The student accommodation will be car-free as in the existing development. Students and staff at the development will be prohibited from applying for on-street parking permits. However, as described in Chapter 2 of this report there are two car club vehicles located approx. 190m to the east of the site and a Streetcar van 450m to the west of the site. Three other car club vehicles are located at 510m and two at 570m from the site which could be used for occasional car trips.

Pedestrians

4.5 Pedestrian access to the building will continue to be from an entrance on Euston Road.

Cycle parking & cycle hire scheme

4.6 TfL and LBC standards require that one cycle parking space is provided per two students. This equates to approximately 108 spaces for the current proposals.

4.7 Storage for 63 cycles will be provided at basement level accessed via a short flight of stairs with a wheeling channel incorporated. This will be provided as Josta two tier stands, or similar. It is also proposed to provide 22 folding cycles for hire which will be located at basement level, accessible by lifts from the student foyer.

4.8 The cycles will be available for hire by students to encourage cycling without the need to purchase and maintain a cycle. The use of folding cycles will also enable the users to make trips further afield on mainline and underground rail services, whilst completing the journey at the end of the rail trip on bike. The scheme will be managed by the appointed site manager. An appropriate fee will be charged to cover liability and cycle insurance as well as maintenance. Use of the hire scheme will be monitored and reported to LBC.

4.9 In addition to the cycle hire scheme offered at the development, students will also be able to make use of the London Cycle Hire Scheme which is due to be launched in July 2010. A docking station which will accommodate 25 cycles will be provided on Euston Road along the frontages of the development site and the adjoining property. For a small access fee and usage charge based on time the user will be able undertake trips around central London, with the first 30 minutes of each journey being free.

Servicing

4.10 Based on advice from an operator of student accommodation the main servicing requirements for the student accommodation will be post (daily) and vending machines supplies (weekly). There are also likely to be goods purchased on the internet delivered by courier companies such as FedEx or Parcel Force on occasions. In addition to these, office stationery and cleaning supplies will be delivered when required, most likely on a monthly basis. In summary the student residential development is likely to generate an average of two to three servicing trips per day.

4.11 Most deliveries are expected to be made in Transit type vehicles, however on occasions some deliveries will be undertaken in larger 7.5 tonne vehicles (generally up to 8m long). Delivery vehicles will park adjacent to the rear of the building on Stephenson Way, which is one-way eastbound. On-street parking bays are provided in sections on the southern side of Stephenson Way. However, at the site boundary parking bays are not provided along a 15m section of the kerb line adjacent to the loading bay entrance for the building. Deliveries will be

able to take place in this area without blocking movements on Stephenson Way or needing to amend the existing on-street parking arrangements.

Refuse

4.12 Based on similar developments within LBC, one 1,100 litre Eurobin per 18 students is considered an appropriate level of storage. In this regard 10 Eurobins will be provided, of which approximately 30% will be for recyclable waste. Refuse storage bins will be provided at ground (six bins) and basement (four bins) levels with a dedicated goods hoist linking the two areas.

4.13 On collection days the site management company will ensure that the correct bins (for general waste or recyclable waste) are available at the ground level bin store for collection via the bin store access on to Stephenson Way.

5. TRIP GENERATION

Existing development

5.1 The site was formerly used as book storage under the B8 use class. This section considers the potential trip generation for the warehouse use based on an assessment of the travel databases, TRICS and TRAVL.

Vehicle trip generation

5.2 The TRAVL and TRICS databases do not contain any suitable comparator sites relating to the B8 storage use. The site does not have any parking provision and it is assumed that there would have been very few vehicle movements associated with the book storage facility on a daily basis. Therefore it is assumed that there will be a very small number of vehicle trips per day.

Person trips

5.3 The existing person trips generated by the former warehouse use cannot be determined through the use of data in the TRICS or TRAVL databases due to a lack of multimodal information for similar sites. However, it is assumed that apart from a small number of staff, there would be few associated person trips.

Proposed development

5.4 This section sets out the predicted trip generation for the student residential use based on trip rates derived from travel databases, TRICS and TRAVL.

Trip generation

5.5 TRAVL does not contain any sites for student accommodation, which is in the Sui Generis use class. Therefore the TRICS database has been used to derive a trip rate for the student accommodation based on 169 units. The TRICS database output is included at Appendix B.

Table 5.1: Student accommodation trip generation (all modes) – 24hr weekday

In		Out		Total trips
Trip rate	No. of trips	Trip rate	No. of trips	
1.476	272	1.710	315	587

5.6 As shown in Table 5.1 the daily trips predicted to be generated by the proposals are 272 inbound and 315 outbound. No car trips are expected to be generated on

a day to day basis, apart from occasional taxi trips. There may also be pick ups and drop offs at the beginning and end of term although these will be managed by a Student Management Plan and Travel Plan to stagger student arrivals.

5.7 The peak hours for the student accommodation are not well defined, with the majority of outbound trips between 0900 – 1000 hours and inbound trips more widely spread between 1400 and 1900. For the purposes of this assessment, the highway and travel peak hours have been considered.

5.8 The peak hour trips generated by the student accommodation are shown in Table 5.2.

Table 5.2: Student accommodation trip generation (all modes) – peak hour trips

AM peak (0800-0900)				PM peak (1700-1800)			
In		Out		In		Out	
Trip rate	No.	Trip rate	No.	Trip rate	No.	Trip rate	No.
0.061	11	0.159	29	0.223	41	0.088	16

Modal split

5.9 On the basis that the development will be used by UCL, students will be able to access the campus on foot or by bike within a few minutes. It is predicted that students are more likely to use other modes such as the underground and bus networks for social trips outside of the peak hours.

Impact on pedestrian routes

5.10 Based on the above trip rates the proposal will generate 11 inbound trips and 29 outbound trips during the morning peak period, and 41 inbound and 16 outbound in the evening peak period, as shown in Table 5.2. Given the car free nature of the site the majority of students are anticipated to arrive and depart the site on foot along Euston Road.

5.11 The morning inbound trips will result in an average of one pedestrian every three minutes while for outbound trips, the development could generate approximately one pedestrians every two minutes.

5.12 In the evening peak hour the number of trips generated by the development is calculated as 1.5 pedestrians per minute inbound and one every four minutes outbound.

Impact on public transport

5.13 Given the proximity of the site to UCL it is unlikely that many students will travel by public transport during the peak hours. Public transport is more likely to be a travel option for students in the evenings and at weekends for social purposes.

6. DRAFT TRAVEL PLAN

6.1 A Travel Plan consists of a series of practical measures aimed at encouraging residents to choose alternatives to single-occupancy car use. Examples of such measures include bike rental schemes, the provision of cycle parking facilities, and the provision of information regarding public transport accessibility.

6.2 Travel Plans are better considered as living documents that evolve over time rather than being a one-off document. A successful Travel Plan will benefit from continual monitoring, review and adjustment over time. It may also require integration into other management procedures and demonstration of high level management commitment.

6.3 An outline Travel Plan has been produced to accompany the planning application, which will be finalised as a Section 106 obligation.

6.4 The Travel Plan will be produced in line with LBC and TfL guidance for residential travel planning. The monitoring surveys will be iTRACE compliant and undertaken at the appropriate intervals. For the Outline Travel Plan, refer to Appendix C.

7. SUMMARY AND CONCLUSION

7.1 Transport Planning Practice was appointed by Wellcome Trust Construction Ltd. to provide transport advice on the proposals associated with the development of student accommodation at Bentley House, 200 Euston Road in the London Borough of Camden.

7.2 The development site is approximately 2,259m^2 Nett Usable Area and consists of a five storey building including basement which was formerly used as storage under the B8 use class.

7.3 The proposals seek to construct a development comprising student accommodation at basement, ground and six upper floors. The accommodation will consist of cluster units (accommodating 4 and 5 students) and studio units, together providing approximately 169 units.

7.4 The site is located on the northern side of Euston Road (A501), between Euston Mainline Rail and Euston Square Underground Station in the London Borough of Camden close to University College London (UCL). It is expected that UCL will lease the student accommodation in its entirety which is ideal given its close proximity.

7.5 The proposals are consistent with local and national policies related to sustainable transport provision. The site has an excellent level of public transport access with a PTAL of 6b. The proposals are compliant with local and national policy aiming to promote sustainable travel and discourage the use of cars.

7.6 The proposals for the student residential element of the development include a mixture of cluster, single and twin units. A common room and refuse storage will be located on the ground floor, and laundry and cycle store at basement level. The development will include ground floor amenity space and a common room fronting Euston Road. The total GEA of the student accommodation is 5,862m^2.

7.7 The proposals are not expected to generate any more vehicle trips than the previous consented use. Due to the location of the university it is expected that the majority of students will walk or cycle. Albeit there will be other journeys undertaken on public transport which are not related to students' courses such as leisure trips.

7.8 The development will generate a small number of deliveries which are take place on-street along the rear of the development. Deliveries and refuse collection will be able to take place adjacent to the building without blocking movements on Stephenson Way or having to amend the existing on-street parking arrangements.

7.9 A draft Travel Plan has been produced to accompany the planning application, which will be finalised as a Section 106 obligation.

Conclusion

7.10 The proposed development is compatible with transport policies and would not give rise to any adverse transport impact. There is therefore no transport reason why the development should not proceed.