



**1 UNIVERSITY STREET INCLUDING VICTORY-HOUSE & 163-170,  
TOTTENHAM COURT ROAD**

**TRANSPORT STATEMENT**

**1.0 Introduction**

- 1.1 This Transport Statement accompanies the planning application for the change of use of the fifth and sixth floors from serviced apartments to B1 office.

**2.0 Site Location**

- 2.1 The development site is located on the corner of Tottenham Court Road and University Street. The building is currently in a mixed use retail and office use, with serviced apartments on the fifth and sixth floors. There are currently 10 car parking spaces provided for use of the existing building. These spaces are located in a basement car park, accessed from University Street.

**3.0 Transport Network**

*Walking*

- 3.1 The site is surrounded by an excellent network of footways allowing pedestrians safe and accessible routes to local amenities and shops including major and minor transport nodes within the area of the proposed development such as bus stops, London Underground and National Rail Stations.

*Cycling*

- 3.2 The site is served by cycle routes along Tottenham Court Road and University Street which are designated within the London Cycle Guide.

*Public Transport Accessibility*

- 3.3 The site has a Public Transport Accessibility Level (PTAL) of 6. The site benefits from excellent public transport links being within easy walking distance of Goodge Street and Warren Street Underground Stations. This level of public transport access provides occupants of the development with a high degree of freedom of movement throughout Greater London, and indeed, via the main London termini, beyond to wider UK destinations.

*Bus Services*

- 3.4 The site is located on Tottenham Court Road which offers extensive bus routes to a large number of locations within London. Bus services are also provided from Gower Street.
- 3.5 An extensive number of bus services on New Oxford Street, Oxford Street and Charing Cross Road can also be reached within a 10 minute walk. Services on

Euston Road can also be accessed within a 7-8 minutes walk. These provide links to areas throughout London and to other key transport hubs.

#### *Underground*

- 3.6 The site is located within easy reach of a number of underground stations. Goodge Street is served by the Northern Line, Warren Street is served by the Victoria line and Tottenham Court Road provides access to the Central Line, Northern Line and in the future will be served by a new Crossrail Station.

#### *National Rail*

- 3.7 The closest mainline rail station is Euston Station which provides access to suburban rail services to northwest London, Hertfordshire, Milton Keynes and Northampton. The station also provides inter-city services to destinations such as Birmingham, Manchester, Liverpool and Glasgow.
- 3.8 Other national rail termini at St. Pancras and Kings Cross are also located on Euston Road and can be reached by walking, cycling, bus or London Underground. All the other national rail termini can be reached by London Underground.

#### *Highway Network*

- 3.9 Tottenham Court Road (A400) is one way only northbound between New Oxford Street to the south and Euston Road to the north. Tottenham Court Road has three lanes including a dedicated bus, cycle and taxi lane. University Street is a one-way street which links through to Gower Street which provides access into the west end.

#### *Servicing*

- 3.10 The building is currently serviced from University Street. No change is proposed with the current application.

### **4.0 Proposed Development**

- 4.1 It is proposed to change the use of the fifth and sixth floors from serviced apartments to B1 office. There is no increase in floorspace proposed.
- 4.2 A total of 8 bicycle parking spaces (of which 2 will be provided for visitors) will be provided as part of the development within the basement of the existing building. The spaces will be accessed via the ramp to the basement. These will be provided by removing one of the existing car parking spaces and replacing it with a secure cycle store.
- 4.3 A further car parking space will be removed to accommodate a refuse storage area for the fifth and sixth floor office space.

## **5.0 Trip Generation and Impact**

5.1 The existing building and proposed building both rely on public transport, walking and cycling as the main modes of travel. The site has a PTAL rating of 6 and therefore benefits from excellent public transport accessibility. The proposed development would provide additional cycle parking spaces, with the loss of two on site car parking spaces.

5.2 The application only relates to the change of use of existing floorspace from serviced apartments to B1 office. This change would have a negligible impact on the excellent public transport provision in the area for the site. Any increase in demand for walking and cycling can be accommodated by the local transport network.

## **6.0 Summary**

6.1 It is proposed to change the use of the fifth and sixth floors of the existing building from serviced apartments to B1 office.

6.2 The site of the proposed development is located in close proximity to a range of public transport services including bus, London Underground and national rail services and benefits from excellent public transport accessibility. There is also a network of walking and cycling routes.

6.3 The majority of the trips to the site are expected to be made by public transport, on foot or by bicycle.

6.4 The provision of 8 cycle parking spaces accords with policy and recognises the growing and increasingly important role of cycling in sustainable development.

6.5 The proposed development will reduce the amount of on-site car parking, with the loss of two spaces. This meets the objectives of local and national policy to reduce the level of car parking.

6.6 The development is considered to be in accordance with national, regional and local policy guidance and will have a negligible impact on the local transport network.