

**Netley Development
Residential Transport Plan
June 2014**

Introduction

The following Travel Plan is submitted in respect of the newly developed residential accommodation at the Netley site. The educational elements of the scheme will be the subject of separate Travel Plan which will be submitted at a later date.

Project background and development characteristics

The Netley development site is located between Stanhope Street, William Road and Robert Street. It encompasses two interconnected Council owned sites namely:

- Netley School/Primary Pupil Referral Unit site
- Woodhall Garages/Everton Buildings

Site location



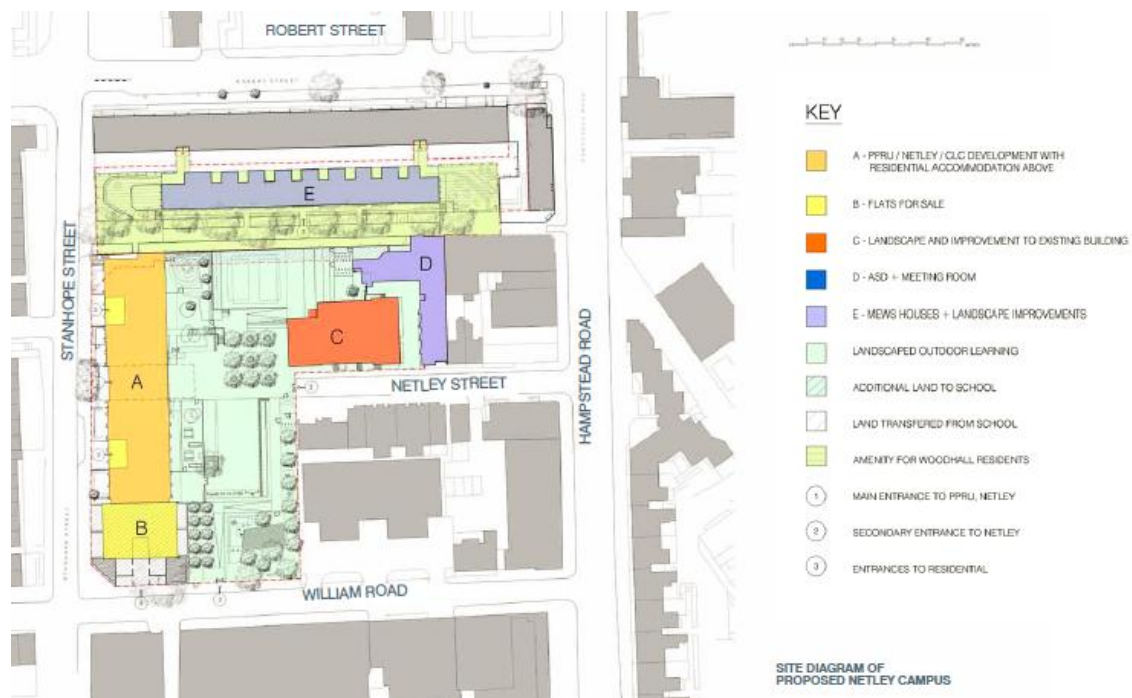
The aim of the development is to create a dynamic, diverse, and high achieving learning community within the context of a high quality mixed use scheme that will include new private and affordable housing together with improved public realm and private amenity space. The development has been designed to allow both the school and residential elements to occupy the site in a safe and secure manner.

Specifically, the development includes:

- provision of new School, Nursery, Pupil Referral Unit and Adult Learning Centre in one new, modern education campus
- 70 new private residential units – 36 of which are located directly over the school and 34 of which are in a separate block
- 10 new affordable family mews houses to be located on Everton Buildings/Mews
- significant public realm works to vastly improve the quality and safety of the local environment

The private residential units will be constructed with dedicated cycling racks allowing for a total of 78 bike spaces – 70 for residents and a total of 8 for visitors. The racks are securely located within the private boundary of the residential development which is gated and has CCTV – please refer to Cycle Rack Location drawing which shows locations. All the racks are especially designed and will be under the shelter of a covered glass canopy with dedicated lighting. Please see drawing 3002A L (90) 103 for a detailed sketch outlining design of the cycle racks.

Development characteristics



Site Description

The site is defined by the existing Netley Primary School located on William Road in LBC. The site area is *circa* 7,000sqm.

Netley Street and Hampstead Road (A400) are located to the east of the site, William Road to the south, Stanhope Street to the west and Robert Street to the north.

The buildings surrounding the site include:

- Three and four storey flats and houses on Netley Street;
- Six storey commercial offices on William Road;
- Four storey duplex units on Stanhope Street; and
- Woodhall flats (a seven storey council block including under croft car parking on Prince of Wales Passage / Everton Buildings).

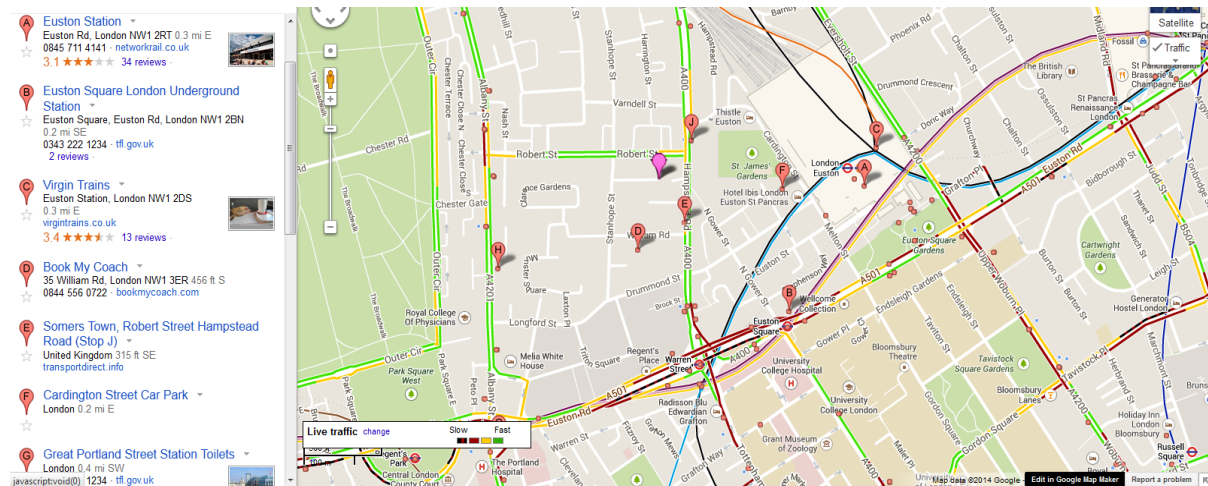
The main School access points are via Stanhope Street where the main reception is located for all the education elements within the school.

The site does not contain any dedicated residential parking or disabled parking facilities at present, although provision will be made for up to 3 disabled spaces should these be required by incoming

residents residing within the newly built units. Applications for such spaces will be assessed in the usual manner by the Council’s Parking Team.

The vehicular access on Netley Street will provide access for deliveries, servicing and refuse vehicles to serve the site.

Location Plan of Local Transport Connections



Cycle Network

The section of Hampstead Road (A400) which runs from Robert Street to Drummond Street has no recommended cycle designation within the Central London Cycle Guide 2011/2012. Instead cyclists are recommended to travel via Stanhope Street, which passes the site access and is designated “a quieter road that is recommended for use by cyclists”, in the Central London Cycle Guide 2011/2012.

There are Barclays Cycle Hire docking stations at the following locations providing excellent access to cycle hire throughout London:

- Euston Station (Drummond Street);
- Hampstead Road (A400), to the north of Varndell Street;
- Junction of Hampstead Road (A400) and Euston Road (A501); and
- Longford Road, at junction with Albany Street (A4201).

A Cycle Superhighway is proposed for the A10 to open during 2015. The exact route of this has yet to be determined.

Pedestrian Network

Hampstead Road (A400) is a heavily trafficked road which forms part of the Transport for London (TfL) road network. Wide footpaths on both sides of the carriageway allow for significant pedestrian footfall, particularly during peak School drop off and pick up periods. A considerable number of parents and children were observed using this route with no capacity or safety issues occurring. The pavement is in good condition with regular lighting columns.

Pedestrian crossing facilities in the vicinity of the site include:

- A pelican crossing with central island to the north of the site by Prince of Wales Passage

- A raised zebra crossing on Stanhope Street, north of the junction with William Road, in the vicinity of the pedestrian entrance to the School;
- A pelican crossing on Robert Street at the junction with Stanhope Street;
- A pelican crossing on each arm of the signalised junction at Hampstead Road (A400) and Drummond Street; and
- A staggered pelican crossing at the junction of Hampstead Road (A400) and Euston Road (A501).

There is a pedestrian link from Hampstead Road (A400) to Woodhall Gardens via Prince of Wales Passage.

Stanhope Street has wide pavements in good repair and lighting columns at regular intervals. Along parts of Stanhope Street there are mature trees that hang over the carriageway. A humped zebra crossing and school warning signs are located on the approach to Netley Primary School. Pedestrian guard-railing is located along the approaches to the humped zebra crossing.

The pavement width is widened along the approach to the humped zebra crossing on Stanhope Street. Recessed parking occurs at the end of the pedestrian guard-railing to the north and south of William Road.

Everton Buildings is a narrow, cobbled, cul-de-sac with off-street parking spaces perpendicular to the north side of the street.

Public Transport

Public Transport Accessibility

Public Transport Accessibility Level (PTAL) is an industry recognised way of measuring public transport accessibility throughout the London Boroughs.

The PTAL methodology makes a series of assumptions with regards to the behaviour of public transport users. These are set out below:

- Pedestrians will walk a maximum of 960m (12 minutes) to reach a London Underground or National Rail Station;
- Pedestrians will walk a maximum of 640m (8 minutes) to a bus stop; and
- The average walk speed of a pedestrian is 4.8km/hour (80m per minute).

A site specific PTAL has been generated using the TfL Planning Information Database (<http://webpid.elgin.gov.uk>) which indicates the site has a public transport accessibility rating of 6b. This is the highest level of public transport accessibility available reflecting the excellent public transport links the site has.

There are 5 bus routes that serve the bus stops located on Hampstead Road (A400), which are within 150m – 200m (2 – 3 minutes walk) of the pedestrian access to the School on Netley Street. A further 6 bus routes serve the bus stop located at Warren Street Station, which is 300m (4 – 5 minutes walk) south of the School on the A501 Euston Road.

There are also 6 night buses that serve the bus stop at Warren Street Stations. Both bus stops have a shelter with seating and timetable information. The service frequencies of these bus services are summarised in the table below.

Bus Stop	Route Number	Route	Service Frequency (Monday to Friday)
Robert Street (150m – 200m or 4 – 5 minutes walk)	27	Turnham Green to Chalk Farm Morrisons	6 – 10 minutes from 06:00 – 20:00
	24	Grosvenor Road to Royal Free Hospital	4 – 8 minutes from 08:00 – 21:00
	134	North Finchley Bus Station to Tottenham Court Road Station	24hr service 3 – 6 minutes from 07:00 – 20:00
	29	Lordship Lane to Trafalgar Square/ Charing Cross	3 – 7 minutes from 06:30 – 12:30am
	88	Camden Gardens to Clapham Common Old Town	5 – 8 minutes from 07:00 – 20:00
Warren Street Station (300m or 4 – 5 minutes walk)	18	Sudbury and Harrow Road Station to Euston Station	3 – 4 minutes from 07:00 – 19:00
	30	Portman Street/ Selfridges to St Mary of Eton Church, Homerton	7 – 10 minutes from 08:00 – 20:00
	205	Paddington Station to Bow Bus Garage	7 – 11 minutes from 07:00 – 21:00
	10	Hammersmith Bus Station to Kings Cross Station/ York Way	24hr service 6 – 8 minutes from 08:00 – 22:00
	14	Putney Heath to Warren Street Station	24hr service 4 – 6 minutes from 07:00 – 20:00
	73	Victoria Bus Station to Stoke Newington	2 – 6 minutes from 08:00 – 23:00

National Rail Services

The site is less than 500m (approximately 7 minutes walk) from London Euston Rail Station which is a significant transport interchange. Services include key destinations including:

- Birmingham;
- Manchester;
- Wolverhampton;
- Liverpool;
- Chester;
- Northampton;
- Watford Junction;
- Milton Keynes, and
- Preston.

London Underground Services

The site is located 300m (4 – 5 minutes) from Warren Street Station which provides access to the Northern Line (High Barnet and Edgware, via Bank or Charing Cross to Morden) and the Victoria Line (Walthamstow Central to Brixton via Central London). Additionally, the site is also less than 500m from Euston Square Station which provides access to the Circle Line (Edgware Road, Victoria via Bank

and Kings Cross to Hammersmith), Metropolitan Line (Amersham and Uxbridge to Aldgate) and the Hammersmith and City Line (Hammersmith to Barking via Kings Cross).

Services on the London Underground can be used to access many areas within Greater London. Service frequencies are shown in the table below:

London Underground Line	Route	Service Frequency (Monday to Friday)
Circle	Hammersmith to Edgware Road	8 – 12 minutes from 06:00 – 23:00
Hammersmith and City	Hammersmith to Barking	9 – 12 minutes from 06:00 – 08:00 8 – 12 minutes from midday to 20:00
Metropolitan	Uxbridge, Amersham or Chesham to Aldgate	3 – 7 minutes from 07:00 – 08:00 2 – 5 minutes from 17:00 – 19:00
Northern	Edgware Road and High Barnet to Morden	2 – 5 minutes from 07:00 to midnight
Victoria	Walthamstow Central to Brixton	2 – 5 minutes from 07:00 - midnight

Objectives

The objectives of this Travel Plan are:

- To increase awareness of the use of sustainable modes of travel and to encourage their use;
- To promote walking and cycling as a health benefit to users
- To reduce CO2 emissions in order to help meet Camden Plan targets as well as the wider London Plan target reductions
- To improve the quality of air in the immediate area
- To increase awareness of the environmental impacts of travel by private car and promote the use of car clubs as a suitable alternative.

Given the development is car free and is located within such a widely connected area for public transport, the main emphasis of this plan will be to focus on the first two points above. Additionally, local residents will also be encouraged to participate in local car clubs as a substitute for car ownership.

Travel Plan Initiatives

The following section outlines the specific initiatives that will be employed to meet the objectives outlined above. These measures include rigid policies around site use and occupation as well educational/promotional initiatives to encourage behavioural change:

- No car parking provision for new residents in local streets – these include residential and business permits
- Secure cycle parking is provided within the gates of the residential developments

- Provision of information in homeowner packs containing details of local walking routes, cycling and public transport connections – these include useful information/links to websites about walking such as www.walkit.com
- Provision of information in homeowner packs in relation to local car clubs
- Promoting national awareness events such as walk/cycle/run to work and National bike week to residents

Travel Plan Co-ordinator

The Council, acting as the developer for this scheme, is committed to meeting the objectives and targets detailed in this Travel Plan, and will ensure that any third parties who take head leases on the units will enforce the action plan below. A residential managing agent will be responsible for the overall management of the apartments and will also be responsible for this Travel Plan, their main duties will include:

- Ensuring the initiatives in the actions plan are carried out
- Maintaining cycle facilities and ensure they are fit for use
- Monitoring is conducted as outlined in the monitoring section.

The Travel Plan Co-ordinator contact details are:

London Residential Management Ltd (LRM)
 9A Macklin Street
 London
 WC2B 5NE
 Tel: 020 7438 1080

Travel Plan Coordinator: TBC

Action Plan

The Travel Plan Coordinator will be responsible for adopting the Action plan which identifies pre and post occupation actions in order to implement the Travel Plan initiatives.

The Travel Plan Coordinator will have overall responsibility for the Action Plan but actions may be assigned to others.

Action	Timescale	Responsibility
Ensure all secure cycle parking is constructed and ready for use prior to occupation	Prior to completion and handover.	Developer (LBC)
Adopt a Travel Plan Coordinator	Prior to completion and handover.	Developer (LBC)
Include information in homeowner packs containing details of local walking routes, cycling, public transport connections and local car clubs.	At handover.	Developer (LBC)
Promote sustainable travel initiatives such as walk/cycle to work/national bike week.	At opening and ongoing thereafter.	TPC
Ensure cycle parking is	At opening and ongoing	TPC

maintained and managed	thereafter.	
Review the Action Plan to ensure initiatives/actions are being carried out.	At opening and ongoing thereafter.	TPC

Monitoring

“The monitoring of the travel plan is essential to ensuring its success in achieving its goals, reviews should be conducted one, three and five years after initial occupation and submitted to the London Borough of Camden Travel Planning Officer (travelplans@camden.gov.uk) for approval within one month of the review. In each review the Travel Plan should be updated including but not limited to

- Objective and Targets
- Action plan and initiatives

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