

The Royal Central School of Speech and Drama

‘Phase 5’ – Studio 1 Redevelopment

Transport Statement

Iceni

Transport Statement

The Royal Central School of Speech and Drama
(Central), Eton Avenue, Camden

Iceni Projects Limited on behalf of
Central

November 2014

CONTENTS

1. INTRODUCTION.....	3
2. THE SITE AND SURROUNDINGS.....	5
3. PROPOSED DEVELOPMENT AND DELIVERIES.....	11
4. TRANSPORTATION POLICY.....	19
5. SUMMARY AND CONCLUSIONS.....	25

APPENDICES

- A1. SITE LOCATION PLAN
- A2. SCOPING DISCUSSIONS
- A3. PTAL SUMMARY
- A4. CYCLE ROUTE PLAN
- A5. BUS ROUTE PLAN
- A6. ARCHITECTS LAYOUT
- A7. CENSUS DATA

1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by The Royal Central School of Speech and Drama (Central) to provide highways advice in regard to their ongoing redevelopment at the site, this element being known as Phase 5, at The Royal Central School of Speech and Drama, Eton Avenue in the London Borough of Camden (LBC). A site location plan is included at Appendix A1.
- 1.2 The Phase 5 site is currently occupied by a two story wooden building located towards the north of the campus, at the corner of Buckland Crescent and College Crescent.
- 1.3 Central is seeking planning permission for:
- “Demolition of studio building and fire escape staircase, erection of ground plus three storey building with basements and mezzanine levels, comprising rehearsal and performance studios, teaching and academic floorspace (Class D1), cycle parking, plant and associated works.”*
- 1.4 A scoping note has been provided to Steve Cardno at the London Borough of Camden (LBC) in their role as the Highway Authority and agreement has been reached in respect of this assessment. Additionally, a site specific Travel Plan (TP) is to be provided in support of the development and will be secured via a Section 106 agreement; this has been agreed with the Travel Plan officer at LBC. A copy of the scoping correspondence is provided at Appendix A2.
- 1.5 The methodology used in the preparation of this Transport Statement (TS) principally follows the Transport for London (TfL) ‘Best Practice’ guidance document dated April 2010. Consideration has also been given to the Department for Transport (DfT) ‘Guidance on Transport Assessment’ document dated March 2007.
- 1.6 However, given that the TfL document offers guidance to assist with the preparation of all types of transport assessments, minor and major developments, not all of the elements set out in the checklist are relevant.

1.7 The report is arranged as follows:

- Section 2 provides a description of the existing site conditions including site use, local highway network, existing levels of public transport provision, cycling and walking;
- Section 3 provides a description of the development proposals including servicing and refuse collection arrangements;
- Section 4 provides an overview of the National and Local Transport Policies; and
- Section 5 provides a summary and draws conclusions.

2. THE SITE AND SURROUNDINGS

Site Location

- 2.1 The application property is located on the eastern side of the B511 College Crescent wrapping around on to Buckland Crescent, Swiss Cottage in the London Borough of Camden.
- 2.2 The site on which Phase 5 is situated is bounded by the B511 College Crescent to the west, Buckland Crescent to the north, residential properties on Buckland Crescent to the east and the main Central campus to the south.

Site Description

- 2.3 The Studio 1 building is located in the northern corner of the campus and is currently occupied by a dilapidated two story building that is past its useful life. The building is currently used as studio rehearsal space.
- 2.4 Pedestrian access to the site is currently taken from both Eton Avenue and Buckland Crescent with vehicular access solely via Buckland Crescent in the form of a dropped kerb crossover junction which leads to the rear of the Phase 5 building.

Existing Highway Network

- 2.5 The main pedestrian entrance to the site is via Eton Avenue which is on the southern boundary of the campus. Eton Avenue runs in an east-west direction.
- 2.6 Eton Avenue is a two-way single carriageway road subject to a 30mph speed limit with a width ranging from approximately 8m to 10m. There are wide, well-lit footways between 3m and 4m wide on both sides of the road. At its western end, outside the southern boundary of the university, Eton Avenue operates as a shared surface area with a market held 3 days per week. Parking restrictions are relaxed during market days and traders have permission to park on double yellow lines. Further parking restrictions are in place along much of Eton Avenue and residential roads to the east of the development which are located within the Belsize controlled parking zone, which restricts parking to residents Monday to Friday between 09:00 and 18:30 and 09:30 to 13:30 on Saturdays. There are no restrictions on Sundays.

- 2.7 Eton Avenue links to the A41 (pedestrians only) which is a gyratory to the west of the main campus. The A41 forms part of TfL's strategic road network and at its junction with Eton Avenue it is a dual carriageway functioning under a red route clearway traffic order. The road is well lit and has footways on either side with a minimum width of 2m. The A41 also incorporates north and southbound bus lanes. The carriageway is subject to a 30mph speed limit and has traffic signals at various locations along its length. In close proximity to the site there is a signal controlled pedestrian crossing facility providing a safe, convenient pedestrian link across the carriageway. Swiss Cottage underground station also provides subway access to the opposite side of the carriageway. Cycle facilities are provided as dedicated cycle lanes or incorporated into bus lanes.
- 2.8 Following the western boundary of the campus, College Crescent is a dual carriageway road with a 30mph speed limit. College Crescent also functions under a red route clearway traffic order. In close proximity to the site there is a signal controlled pedestrian crossing facility providing a safe, convenient pedestrian link across the carriageway. Further to the north, the carriageway width is reduced to single way working and parking is controlled by single and double yellow line restrictions.
- 2.9 Buckland Crescent, which provides direct access to the rear of the school for servicing and frontage of Studio one, is a single carriageway road of approximately 10m in width. There are intermittent areas of single yellow linage along its length with on-street parking permissible in permit bays on both sides for the remainder of the carriageway. Footways are present on both sides of the carriageway with a minimum of 2m in width.

Proposed Changes to the Highway Network

- 2.10 Both TfL and LBC are currently consulting on improvements to the Gyratory with the aim of improving pedestrian and cycle movements as well as improving the gyratory for vehicular traffic including buses.
- 2.11 The early proposals, which at the time of writing are subject to public consultation, have been designed to incorporate Cycle Super Highway 11 and will introduce a number changes to the gyratory. The biggest change to the gyratory is the full removal of the one-way system, resulting in Finchley Road and Adelaide Road being made two-way for all vehicles. Avenue Road will be converted into a tree lined two-way road for buses and cyclists only. This will provide a safe north-south link for cyclists. There are also a number of public realm improvements proposed including new trees and increased footway widths. College Crescent will be realigned as it meets Finchley Road and the pedestrian crossing moved to fit with the north-south pedestrian desire line. The proposals will then tie into the existing road layout as it meets the existing bus stops on College Crescent.

- 2.12 Bus services will remain unchanged apart from Route 268. Route 268 will now immediately travel north after exiting College Crescent, this is a result of the removal of the one-way working which currently requires the 268 to travel around the gyratory before heading north.

Public Transport

Public Transport Accessibility Levels (PTAL)

- 2.13 Accessibility is regarded as a combination of access to local shops, services, schools/colleges, employment opportunities as well as cycle, pedestrian and public transport networks.
- 2.14 A PTAL measure is widely used within London with TfL producing their own guidance document on the methodology to be adopted when undertaking a PTAL assessment. The methodology set out in the Guidance measures walking distances to bus stops and stations, considers average waiting time for services and calculates a Public transport Accessibility Index (PTAI) that is then classified in 6 unit bands to give a PTAL ranging from 1 (low) to 6 (high). The levels of public transport services available to the redevelopment site have been evaluated by TfL and it is considered to be located in an area of excellent accessibility, equivalent to a PTAL rating of 6b. The PTAL calculation sheet is included at Appendix A3 of this report.

Underground Services

- 2.15 London Underground services are operated by TfL and Swiss Cottage underground station entrance is located opposite the site. Swiss Cottage station is served by the Jubilee Line. Approximately 500m north of the site Finchley Road underground station serves both the Jubilee and Metropolitan Lines. Underground trains operate frequently generally every 2 to 5 minutes throughout the day.

Rail Services

- 2.16 South Hampstead railway station is approximately 500m south west of the application site and is served by London Overground services to London Euston and Watford Junction. The frequency is generally every 20 minutes throughout the day and over the weekend.
- 2.17 Finchley Road and Frognal railway station is also served by London Overground and provides services to Stratford, Clapham Junction and Richmond. The frequency is generally every 10 - 30 minutes throughout the day and over the weekend.

Bus Services

- 2.18 Bus services in London are operated by local bus operators on behalf of TfL. A range of bus stops serving various destinations across the city are located along the A41 and College Crescent. Frequent services operate to a range of destinations, which includes over 64 bus services per hour

in the weekday peak hours, at stops within close walking distance to the site. These services are summarised in table 2.1 below with a routing plan shown at Appendix A5.

Table 2.1 Local Bus Frequency Table

Service	To/from	Average Peak Hour Frequency (weekday)	Average Peak Hour Frequency (Saturday)	Average Peak Hour Frequency (Sunday)
13	Golders Green – Finchley Road – Swiss Cottage – Baker Street – Oxford Circus – Piccadilly Circus - Aldwych	5 – 8 minutes	7 – 8 minutes	12 minutes
31	White City – Notting Hill gate – Westbourne Park – Kilburn Park – Swiss Cottage – Camden Town	6 minutes	6 minutes	6 minutes
46	St Bartholomew’s Hospital – Kings Cross – Camden Town – Hampstead – Swiss Cottage – Paddington – Lancaster Gate	10 minutes	10 minutes	15 minutes
82	North Finchley – Golders Green – Finchley Road – Swiss Cottage – Baker Street – Hyde Park Corner - Victoria	8 minutes	8 minutes	12 minutes
113	Edgware – Mill Hill – Brent Cross – Finchley Road – Swiss Cottage – Baker Street – Marble Arch	7 – 12 minutes	7 – 10 minutes	15 minutes
187	Finchley Road – Swiss Cottage – Queens Park – Kensal Rise – Central Middlesex Hospital	10 minutes	10 minutes	15 minutes
268	Finchley Road – Swiss Cottage – Belsize Park – Hampstead – East Finchley – Muswell Hill	12 minutes	12 minutes	12 minutes
603	Brent Cross – Cricklewood – West hampstead – Swiss Cottage – Hampstead heath - Archway	15 minutes	No Service	No Service
C11	Brent Cross – Cricklewood – West Hampstead – Swiss Cottage – Hampstead Heath - Archway	6 – 8 minutes	8 minutes	12 minutes

Walking

- 2.19 The pedestrian facilities in the vicinity of the site are good with wide well-lit footways up to 2m in width which are of a level gradient and in a good state of repair.
- 2.20 There are signalised pedestrian crossings located at the junctions close to the site which allow controlled and safe access on foot from the local stations and bus stops to the site entrance. Pedestrian guardrails, tactile paving and pedestrian refuges on the traffic islands are also provided at the junction crossing points.

Cycling

- 2.21 Cycle linkage in the site's vicinity is also good. The general area around the site is detailed within the TfL Area 7 Cycle Guide as "on-road routes with a mixture of quieter and busier roads". These routes connect to various London Cycle Network (LCN) routes within the area connecting Greater and Central London. A cycle route plan is shown at Appendix A4.
- 2.22 On 30th July 2010 the Barclays Cycle Hire Scheme was launched to the public as a bicycle sharing scheme. The scheme, covering 44km² includes the City of London and parts of 8 London boroughs. The nearest docking station is located on both Charlbert Street and Wellington Road, circa 1km south of the site at St John's Wood.
- 2.23 There are also a number of publicly accessible 'Sheffield Stands' close to the site at the following locations:
- Swiss Cottage Station, Exit 1 – 12 spaces
 - Swiss Cottage Station, Exit 2 – 32 spaces
 - Hampstead Theatre – 24 spaces

Summary

- 2.24 It has been shown that the site is located in a highly accessible location with good footway and cycle links and is close to frequent bus, underground and rail services, which supply good area coverage. TfL have confirmed that the site has a PTAL of 6b which equates to excellent accessibility.
- 2.25 In conclusion, the site provides opportunities to use modes other than the car and in particular will provide students, staff and visitors with the opportunity to use sustainable modes of travel including walking and cycling. The site is located close to frequent bus and rail services, which provide

linkages to local facilities. As such, the site is ideally located to take advantage of sustainable travel opportunities.

3. PROPOSED DEVELOPMENT AND DELIVERIES

3.1 The school is seeking planning permission for the following:

“Demolition of studio building and fire escape staircase, erection of ground plus three storey building with basements and mezzanine levels, comprising rehearsal and performance studios, teaching and academic floorspace (Class D1), cycle parking, plant and associated works.”

3.2 The building will provide five studios stacked vertically with smaller ancillary office and research spaces facing Buckland Crescent and College Crescent. The floors will connect to the existing West Block. The schedule of spaces is detailed below and total 2,213m² (GIA). The architect’s ground floor layout is shown at Appendix A6.

Table 3.1 Schedule of Spaces

Space	Notes	Area
Studio 1	Galleried studio theatre	128m ²
	Gallery	59m ²
Rehearsal studio 9	-	128m ²
Rehearsal studio 10	-	128m ²
Movement studio	Semi-sprung floor	130m ²
Sound stage	In basement	118m ²
Meeting room	For group tuition	32m ²
Board room	For group tuition	34m ²
8 offices	Sole occupation, suitable for teaching	86m ²
Shared office space	To accommodate a minimum of 12 staff	184m ²
Workshop	Converted from West Block RR1	60m ²
Breakout spaces	Acts as backstage	80m ²
Dressing rooms & showers	-	110m ²
WCs	-	30m ²
Storage	Studio	30m ²
-	Equipment	50m ²
Plant	Plant room	70m ²
-	Amps & dimmers	10m ²
Circulation	-	665m ²
Internal walls	-	130m ²
Total		2213m²

3.3 Whilst there will be an uplift in the space provided over and above the Studio 1 building, which is currently 382m², there will not be an overall increase in student numbers at the campus overall. This is due to the fact that presently students can spend part of their day at the main campus, alternatively they may take lessons at off-site accommodation. Phase 5 will enable Central to accommodate all staff and students at the Swiss Cottage campus thereby eliminating the need for any additional off-site accommodation. However, there will be a small increase in student numbers at this site and this is detailed in table 3.2 below.

Table 3.2 Uplift in Student Numbers

Studio 1 – Current Usage (number of students per day)	Phase 5 – Proposed Usage (number of students per day)	Increase
110	150	40

3.4 In order to estimate the travel habits of the additional students travelling to the site (40 no.), 2011 Census Method of travel to work for the workday population has been obtained for the Middle Output Area Camden 011, which incorporates the site. Whilst this relates to people working in the area, and not specifically to students, it is considered to be appropriate given that the students are all adults and travelling to the site from various locations. A copy of the census data is shown at Appendix A7.

3.5 Table 3.3 shows the travel habits of people working within this area. It is clear that the majority travel by public transport, with bus, train and underground accounting for 63.4% of trips, while only 15.3% drive to work. No parking will be available at the site for students, so to give an indication of the likely number of additional students travelling by each mode the car driver proportions have been reassigned to all other modes. Car passenger trips have been retained as some may be dropped off at the campus.

3.6 The survey shows that students already choose to travel to the campus by sustainable modes of transport as 16.2% will walk, 61.1% will travel on the underground or train, 13.8% will take the bus and 6% will cycle. As such, of the 40 additional students attending the site, an estimated 31 will travel by public transport, six will walk, two will cycle and one will be dropped off by car.

3.7 The impact of such a small number of additional trips on the public transport network is negligible and would not be perceived from daily fluctuations, particularly as not all students will arrive and depart at the same time.

Table 3.3 Modal Share

	Census Data	Mode Share	Additional Trips	Adjusted Mode Share	Adjusted Trips
Underground, metro, light rail or tram	566	39.3%	16	46.4%	19
Train	179	12.4%	5	14.7%	6
Bus, minibus or coach	168	11.7%	5	13.8%	6
Taxi	4	0.3%	0	0.3%	0
Motorcycle, scooter or moped	14	1.0%	0	1.1%	0
Driving a car or van	220	15.3%	6	0.0%	0
Passenger in a car or van	18	1.3%	1	1.5%	1
Bicycle	73	5.1%	2	6.0%	2
On foot	197	13.7%	5	16.2%	6
Total	1,439	100%	40	100%	40

Notes: Worst case uplift of 40 students has been assessed

Access

- 3.8 The primary pedestrian ingress to the building will be through the main Embassy Theatre entrance via Eton Avenue. This is as per existing practice for the Studio 1 building and will continue for the current proposals.

Car Parking

- 3.9 No car parking is to be provided as part of the proposals. However, the main campus does currently afford two dedicated vehicle parking spaces for disabled use and this will continue.
- 3.10 At the rear of the site on Buckland Crescent there is a small area to park off-street but this is solely used for servicing/deliveries and, for the most part, only used occasionally. As such, the most realistic chance of someone requiring a parking space would be for a disabled staff or student member.

Cycle Parking

- 3.11 There are currently 38 cycle parking spaces at the property. It is Central's intention to provide cycle parking for the additional floor space in line with the LBC policy which states:
- Staff - from threshold of 500 sq m, 1 space per 250 sq m or part thereof.
 - Visitor - from threshold of 500 sq m, 1 space per 250 sq m or part thereof.

- 3.12 Based on the size of the building as proposed the requirement would be 18 spaces (rounding up to 2250m² site area) and this number will be provided as a minimum. However, it is Central's intention to maximise the number of spaces, providing an additional area for cycle parking should the existing and proposed uses be fully utilised. The additional cycle parking will be secured and monitored as part of the Travel Plan that will be delivered via S106 agreement.
- 3.13 All cycle parking will be secure and will be provided in accordance with the design principles for cycle parking as discussed within Camden Planning Guidance/Cycle Facilities (CPG7).
- 3.14 The new cycle parking spaces will be located in the area currently housing the existing cycle parking, to the south of the Phase 5 building. The cycle parking will be accessible from Eton Avenue. The location of these cycle spaces is shown at Appendix A6 with the architect's layout plan. Shower facilities will be provided at basement level.

Deliveries & Refuse

- 3.15 Servicing, including refuse collection, is and will continue to be undertaken from Eton Avenue, which is in line with existing practices. However, a small number of deliveries will continue to be undertaken via the existing access on Buckland Crescent, adjacent to the development site.
- 3.16 It is not anticipated that deliveries will increase as part of the redevelopment of Phase 5.

Types of Delivery

- 3.17 With the exception of Royal Mail there are and will continue to be limited daily deliveries to the site. Presently there are general office deliveries and ad hoc deliveries to the site made by courier companies with a small number of recycling and salvage collections which are collected once a term from the Buckland Crescent access. Tables 3.3 and 3.4 shows the types of delivery being made to the site along with the frequency, typical time and typical vehicle type.

Table 3.4 Eton Avenue - Types of Delivery/Collection (Existing and Proposed)

Delivery Type	Frequency	Typical Vehicle Type	Vehicle Length	Typical Delivery Time	Typical Dwell Time
Postal Delivery	Daily x1	Transit van	5.7m	10:00-16:00	5 minutes
General deliveries	Once a week	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	5-10 minutes
Cleaning contractors	Weekly	Transit Van	5.7m	10:00-16:00	5-10 minutes
Waste Collection	Daily (pass-by)	Transit Van	5.7m	11:00-13:00	10 minutes

Courier	Daily x5	Various from M/C ,Car, Van to Luton Van	4.4m to 7.2m	10:00-16:00	5-10 minutes
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Table 3.5 Buckland Crescent - Types of Delivery/Collection (Existing and Proposed)

Delivery Type	Frequency	Typical Vehicle Type	Vehicle Length	Typical Delivery Time	Typical Dwell Time
Workshop deliveries	Once a term	Flatbed 3.5t	7.2m	10:00-16:00	10-20 minutes
Salvage Collection	Once a term	Flatbed 3.5t	7.2m	10:00-16:00	10-20 minutes
Recycling Collection	Once a term	Flatbed 3.5t	7.2m	10:00-16:00	10-20 minutes

3.18 Breaking this down to vehicle movements/days, this equates to a worst case estimate of 9 - 12 per day, this assumes all deliveries happen on the same day which is highly unlikely. Only a small amount of these trips will specifically be travelling to the application site and would be part of a linked trip associated with another use.

Summary

3.19 The existing servicing location and arrangements have been shown to be fit for purpose and the site, as existing and proposed, will continue to only have a limited number of deliveries per day. Servicing will continue to be undertaken in line with existing practices.

Construction

3.20 A Construction Management Plan (CMP) will be provided, via the Section 106, which will set out the approach that will be taken to implement the works and the mitigation that will be put in place to reduce the impact of the works on the environment, neighbours and the surrounding area.

3.21 A number of aspects residents may have concerns about are briefly covered below with further details contained within the CMP.

- Access and unloading arrangements for vehicles
- Proposed local routes of vehicles to and from the site
- Size of vehicles delivering to the site
- Working Hours
- Management of traffic to reduce congestion.

3.22 Taking each point in turn:

Access and unloading arrangements for vehicles

3.23 The majority of construction vehicles will load/unload off-road utilising the existing access road on the western boundary of the site. For the instances where a large vehicle requires access (such as a tower crane) the vehicle will load/unload from Buckland Crescent. Some existing on-street parking spaces may be required but this will be kept to a minimum.

3.24 All sub-contractors and suppliers will be required to give 48 hours notice of deliveries. A Road Marshal will control the movement of materials. He/she will be responsible for the co-ordination and control of all aspects of material deliveries and movement. Any vehicle arriving without notice will be turned away.

3.25 A strict delivery procedure will be implemented to ensure that Buckland Crescent is not overrun with site and delivery vehicles. The road marshal will ensure that traffic flow is maintained at all times.

3.26 A tower crane will be provided to facilitate easy and quick unloading of delivery vehicles and all materials will be stored within the boundary of the site.

Proposed local routes of vehicles to and from the site.

3.27 Before commencing work on site the construction management team will agree details of the proposed routes for vehicles arriving and leaving the site with London Borough of Camden.

3.28 Details of the agreed routes will be issued to all suppliers and subcontractors.

3.29 Should there be the need to hold vehicles whilst awaiting unloading, the contractor will agree a suitable location with the Police and Highways department.

3.30 No parking will be permitted on site and all subcontractors will be informed at the pre order meeting that the surrounding area is for residents parking only. All subcontractors will be encouraged to use public transport.

Size of Vehicles

3.31 Numerous types of delivery vehicles will be used to bring materials to and from the site. These include;

- Skip lorries - Approx size 7.5m long and 2.4m wide and
- Standard 8 yard skips for waste - Approx size 7.15m long and 2.4m wide
- Ready mix concrete lorries - Approx size 8.25m long and 2.45m wide
- Flatbed delivery vehicles - Approx size 8.5m long and 2.45m wide

3.32 The projected vehicle movements are likely to peak at 15 – 20 per day during the main contract works.

Working Hours

3.33 The working hours are in accordance with the established rules for working in residential areas. The site working hours will be;

- 0800 to 1800 hours weekdays.
- 0800 to 1300 hours on Saturdays.

3.34 Deliveries, where possible will be limited to 9.30 am - 3pm to avoid busy traffic times.

3.35 At the start of the project, letters will be sent to neighbours informing them of what will be happening and giving them a contact name and telephone number of the contractor.

3.36 Neighbours will be kept informed, in advance, of any unusual, unavoidable activities, such as large loads, early deliveries, noisy work, late or weekend working, etc.

Management of traffic to reduce congestion.

3.37 Subcontractors will be encouraged to use public transport to travel to the site. The site manager will also inform potential subcontractors that parking is very restricted in the local area and that residents parking bays are not to be used. Parking will be monitored, especially on neighbouring roads, to ensure off-site parking is dealt with considerately.

4. TRANSPORTATION POLICY

National and Local Policy

4.1 Section 38(6) of the planning and compulsory purchase act 2004 requires planning applications to be determined in accordance with the statutory Development Plan, unless material considerations indicate otherwise.

4.2 Relevant policy guidance relating to this area comprises the following documents:

- National Planning Policy Framework (NPPF) - 2012;
- National Planning Policy Guidance (NPPG) – March 2014
- The London Plan - 2011; and
- London Borough of Camden Core Strategy and Development Policies (DPD)

National Planning Policy Framework (NPPF) – March 2012

4.3 The National Planning Policy Framework (NPPF), which was adopted in March 2012, sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

4.4 One of the 12 core land-use principles within the NPPF includes:

“ [to] actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”

4.5 This school is located in an area of high accessibility and therefore access to transport nodes is high.

4.6 Section 4 of the NPPF deals with 'Promoting sustainable transport.' Paragraph 29 states that:

“ The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”

4.7 Paragraph 30 of the NPPF goes on to say that:

“In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitate the use of sustainable modes of transport.”

4.8 The site is located in an area with excellent public transport accessibility providing opportunities for both staff and students to use modes other than the car. This is demonstrated in section 2 of this report.

4.9 Section 4 of the NPPF deals with ‘Promoting sustainable transport.’ Paragraph 29 states that:

“ The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.”

4.10 Paragraphs 32 set out the transport issues which should be addressed within Development Plans and decisions. These are:

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- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - Safe and suitable access to the site can be achieved for all people; and
 - Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

4.11 Paragraph 32 also states:

“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

4.12 The proposed application site conforms with the ideals of NPPF being well located to the existing pedestrian network linking with the surrounding area, providing access to education, leisure, shopping, healthcare and public transport facilities. The proposed application site is also well located to encourage cycle accessibility with a supply of cycle parking proposed based on LBC standards.

4.13 Furthermore, the proposed development will continue to produce a limited number of vehicle movements due to no vehicle parking spaces being provided and as such any impact on the surrounding highway network will be negligible.

London Plan

4.14 The London Plan, which was formally adopted on 22nd July 2011, replaces the London Plan (consolidated with alterations since 2004), which was published in February 2008.

4.15 The Greater London Authority (GLA) Act 1999 requires that the London Plan deals only with matters that are of strategic importance to Greater London.

4.16 The Mayor will use the following criteria in developing sub regional development frameworks and when considering LDFs and planning applications referred to him:

-
- Ensuring that development occurs in locations that are currently, or are planned to be accessible by public transport, walking and cycling.
 - Ensuring that development occurs in locations that are accessible to town centres, employment, housing, shops and services.
 - Ensuring that development takes account of the capacity of existing or planned infrastructure including public transport, utilities and community infrastructure, such as schools and hospitals.

4.17 The proposal adheres to the above criteria.

4.18 The Mayor will work with TfL, the Strategic Rail Authority, the Government, Boroughs and other partners to ensure the integration of transport and development by:

Encouraging patterns and forms of development that reduce the need to travel especially by car.

Camden Core Strategy and Development Policies

4.19 The Core Strategy aims to both address the existing deficiencies in transport in the Borough and to ensure that planned growth is supported by adequate transport infrastructure that promotes sustainable transport choices. The Development Policies DPD sets out a number of policies that are relevant to the proposals which are detailed below.

CS3 – Other Highly Accessible Areas

4.20 Policy CS3 states that the Council will promote appropriate development in the highly accessible areas, Swiss Cottage being one of these area highlighted.

CS11 – Promoting Sustainable and Efficient Travel

4.21 Policy CS11 states that as part of the Council's approach to minimising congestion and addressing the environmental impact of travel, the Council will minimise provision for private parking in new developments. No parking will be provided as part of the redevelopment proposals.

DP 16 – The Transport Implications of Development

- 4.22 The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. The Phase 5 site is located within an area of excellent accessibility (PTAL 6b) and connection to the public realm, local highway network and transport nodes could not be better.

DP 17 – Walking, Cycling and Public Transport

- 4.23 The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Criteria relevant to the proposal are detailed below.

(b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;

- 4.24 The site is in a location with good walking facilities and is situated within easy walking distance of local transport nodes. Additionally, high quality safe and covered cycle parking will be provided to LBC requirements as well as showers and lockers for both staff and students.

- 4.25 It goes on to state that the Council will resist development that would be dependent on travel by private motor vehicles. This site is located within a PTAL rating of 6b, i.e. excellent accessibility where the favoured travel mode is by sustainable methods. To clarify, car parking will not be provided for students or staff at the site.

DP 18 – Parking Standards and Limiting the Availability of Car Parking & DP19 - Managing the Impact of Parking

- 4.26 The Council will seek to ensure that developments provide the minimum necessary car parking provision and states that development should comply with the Council's parking standards, as set out in Appendix 3 of the Development Policies.

- 4.27 The site currently has no car parking spaces and none will be provided as part of the redevelopment proposal. As such these policies are not relevant.

Summary

- 4.28 In terms of sustainability, it is clear that the site benefits from having excellent accessibility to existing bus, underground and railway services that provide access to Central London and the surrounding towns providing staff, students and visitors with a realistic alternative to the private car.

- 4.29 The site benefits from good walking facilities and is located within easy walking distance of local transport nodes
- 4.30 As such, the site location is considered to accord to the relevant National and Local Government Policy Guidelines in terms of being in a suitable location and accessible by modes other than the private car.

5. SUMMARY AND CONCLUSIONS

5.1 Central is seeking planning permission for:

“Demolition of studio building and fire escape staircase, erection of ground plus three storey building with basements and mezzanine levels, comprising rehearsal and performance studios, teaching and academic floorspace (Class D1), cycle parking, plant and associated works.”

5.2 Whilst there will be an uplift in the space provided, there will not be an overall increase in student numbers at the school globally; however there will be an increase in the number of students using the site day to day, of approximately 40 students.

5.3 The site is in a highly sustainable location (PTAL 6b) with excellent public transport accessibility. The site benefits from excellent pedestrian and cycle facilities in the locality providing opportunities for linked trips and multi-modal journeys.

5.4 There will be limited opportunities to undertake car borne trips as no vehicle parking is provided at the site.

5.5 Secure cycle parking will be provided to LBC policy standards.

5.6 Vehicular access for servicing will be in its current location and servicing will continue as per existing practices. Additionally deliveries to the site will be low in number and this is not anticipated to change as a result of the proposals.

5.7 Construction will be managed and secured through a construction management plan.

5.8 It has been shown that staff and students already choose to travel to the site by sustainable modes and these will continue to be the main method of travelling to the site. Additionally given no car parking spaces will be provided there will be no in car borne trips to the site with the exception of servicing. Therefore the impact of this in terms of additional trips on public transport is negligible and would not be perceived from daily fluctuations.

5.9 In conclusion the proposed redevelopment of the site is compatible with and supports local and regional transport policies and would not give rise to any adverse transport impact. It is therefore considered that there is no highway related reason why the development proposal should not be granted planning permission.

A1. SITE LOCATION PLAN

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 Based upon the Ordnance Survey's (1:1250) Map with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved.



Client	University of London	Project No.	14-T073	Drawing No.	01
Project	Royal Centre of School of Speech and Drama	Scale @ A4	1:10000	Date	15/10/2014
Title	Site Location	Drawn By	AG	Checked By	RB
		Approved By	FP		
			15/10/2014		15/10/2014

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 F +44 (0)20 3435 4228
 mail@iceniprojects.com



A2. SCOPING DISCUSSIONS

Angelo Giovanni

From: Cardno, Steve <Steve.Cardno@camden.gov.uk>
Sent: 23 September 2014 18:10
To: Fred Peters
Cc: Hammond, James
Subject: RE: Royal Central School of Speech and Drama (RCSSD)

Hi Fred

Sorry I am still extremely busy at the moment. I'm still on my own and trying to cover 4 posts until we can recruit. I am actually on leave this week but will attempt to answer quickly.

Can I ask you to liaise with my colleague James Hammond with regard to the need for a travel plan. I don't know if the site already has one. I have copied James in so you have his email address.

I agree that a transport statement would be acceptable. This should include sections on trip generation (existing, proposed and net impact), servicing strategy and managing the impacts of construction. It should also discuss existing/proposed cycle parking facilities and pedestrian routes through the site. It would also be useful if you could identify any highway works which might be required (e.g. footway repaving directly adjacent to the site, minor improvements to cycle and pedestrian routes to the site, bus stop improvements).

I hope this helps for now.

Regards
Steve

Steve Cardno
Principal Transport Planner

Telephone: 020 7974 8800

From: Fred Peters [mailto:fpeters@iceniprojects.com]
Sent: 23 September 2014 16:48
To: Cardno, Steve
Subject: RE: Royal Central School of Speech and Drama (RCSSD)

Hi Steve I trust you are well

Have you had a chance to consider my email as I would like to get started on the report? I also have a bit more information on the uplift in students.

There are periods that certain groups of students are located off site (production rehearsals typically) but these are limited – usually four or five weeks per term. In practice these students will still be coming to site for some of that time anyway – to attend tutorials, use the library or workshops etc. As such, whilst there will be a slight uplift (which will be more like 65-75 students) in practice our numbers stay the same. The potential for increased traffic into the site is insignificant as these students already access the site regularly. Lastly the staff number stay the same as there are already on site.

Thanks Steve and hopefully the above is helpful.

Fred

Fred Peters MCIHT
Director Transportation
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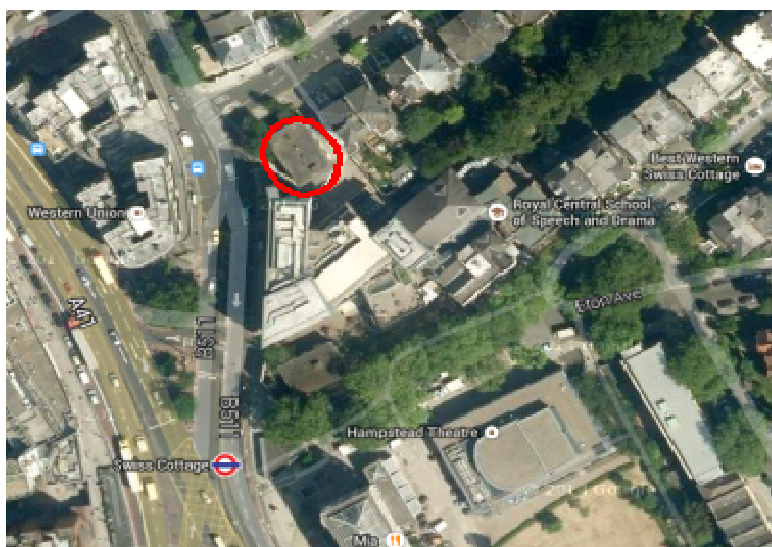
From: Fred Peters
Sent: 17 September 2014 15:45
To: steve.cardno@camden.gov.uk
Subject: Royal Central School of Speech and Drama (RCSSD)

Hi Steve I trust you are well and keeping your head above work load waterline.

I am instructed to look another site in Camden but im not sure if its your patch. If not would you be kind enough to pass this onto the right person and copy me in.

The project is for the Royal Central School of Speech and Drama (RCSSD) near Swiss Cottage and I understand that the planners are undergoing pre-application discussions with LB Camden to agree the design and scale of the proposal.

The site is know as 'Phase 5' and is located on Buckland Crescent near to Swiss Cottage tube station. The site is currently occupied by the Studio 1 building, which is a timber framed temporary building. Current vehicle access to the wider RCSSD campus is located to the east of the site from Buckland Crescent (adjacent to the redevelopment site), this access is proposed to be retained, although smaller deliveries are handled via the front of the main building with vehicles stopping on Eton Avenue.



The current proposals seek to demolish the existing building and create approximately 2,200 sqm of new modern studio and teaching space in a 4/5 storey building for the School.

There will not be in an increase in admissions to the School, but it is expected that there could be a net increase of up to 100 students on site during a typical day. There is no parking associated with the redevelopment and I realistic terms the only increase in trips will be during construction. I can detail deliveries with our report.

Can you please let me know what your requirements will be for this in respect of transport. I suggest a Transport Statement (TS) given the small scale and lack of parking but please do let me have your thoughts. Also can I assume that a Travel Plan is not required? Lastly I will cover framewrok construction with the TS. Please let me know if this is all acceptable alternatively if you need anything else please let me know.

Thank you kindly Steve for your time hopefully speak to you soon.

Fred

Fred Peters MCIHT

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Angelo Giovanni

From: Travel Plans <rscTravelPlans@camden.gov.uk>
Sent: 03 November 2014 12:11
To: Fred Peters
Subject: RE: response to you message

Hi Fred,

It should be dealt with as part of a s.106 and No, I don't need it up front as you mention.

Regards,

Paul Davis
Principal Transport Planner

Telephone: 020 7974 2520

From: Fred Peters [mailto:fpeters@iceniprojects.com]
Sent: 03 November 2014 12:09
To: Travel Plans
Subject: RE: response to you message

Paul thanks for the response.

Understood and I will proceed on that basis. Can I assume that you do not need this upfront with the application and it will therefore be conditioned?

Fred

Fred Peters MCIHT
Director, Transportation

telephone: 020 3435 4221
mobile: 078 0090 2379
twitter: [@iceniprojects](#)
web: www.iceniprojects.com



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From: Travel Plans [mailto:rscTravelPlans@camden.gov.uk]
Sent: 03 November 2014 12:03

To: Fred Peters

Subject: RE: response to you message

Hi Fred,

Sorry for the delay in getting back to you. Another project took up a lot of time for most of last week and I was out of the office, hence the delay.

The 222 Euston Road travel plan format looks fine, so developing the RCSSD would be fine, although I would have to comment on specific details of that plan separately once submitted.

Thanks,

Regards,

Paul Davis
Principal Transport Planner

Telephone: 020 7974 2520

From: Fred Peters [<mailto:fpeters@iceniprojects.com>]

Sent: 03 November 2014 11:35

To: Travel Plans

Cc: Hammond, James

Subject: RE: response to you message

Hi Paul

Any chance we could have a chat? When is convenient I will give you a call.

Did James speak to last week?

Thanks Fred

Fred Peters MCIHT
Director, Transportation

telephone: 020 3435 4221

mobile: 078 0090 2379

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web: www.iceniprojects.com



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From: Fred Peters
Sent: 30 October 2014 08:33
To: 'Travel Plans'
Cc: Hammond, James (James.Hammond@camden.gov.uk)
Subject: RE: response to you message

Morning Paul

Have you had a chance to look at my email below? I have a DTM this morning and it would be nice to report that we have an agreed format for the TP on this scheme?

Thank Paul

Fred Peters MCIHT
Director, Transportation

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mobile: 078 0090 2379
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web: www.iceniprojects.com



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From: Fred Peters
Sent: 23 October 2014 10:55
To: 'Travel Plans'
Cc: Hammond, James (James.Hammond@camden.gov.uk)
Subject: RE: response to you message

Hi Paul thanks for the chat.

See attached TP for one on the UCL sites I mentioned. This was agreed and signed off with James.

If possible I would like to use this methodology and template for the Royal Central School of Speech and Drama (RCSSD).

Happy to have a chat once you have spoken to James.

Fred

Fred Peters MCIHT
Director, Transportation

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From: Travel Plans [<mailto:rscTravelPlans@camden.gov.uk>]

Sent: 23 October 2014 10:13

To: Fred Peters

Subject: RE: response to you message

Hi Fred,

I was away from my desk discussing a project with a colleague. I'll give you a call shortly.

Regards,

Paul Davis
Principal Transport Planner

Telephone: 020 7974 2520

From: Fred Peters [<mailto:fpeters@iceniprojects.com>]

Sent: 23 October 2014 09:59

To: Travel Plans

Subject: RE: response to you message

Hi Paul

I tried to call and introduce myself but I understand that you are out of the office. If possible could you call me back later this afternoon when you are back in the office.

My thanks

Fred

Fred Peters MCIHT
Director, Transportation

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mobile: 078 0090 2379

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From: Hammond, James [<mailto:James.Hammond@camden.gov.uk>]

Sent: 17 October 2014 17:42

To: Fred Peters

Cc: Travel Plans

Subject: response to you message

Hi Fred,

Hope you're well. I'm going to refer you onto my colleague Paul Davis (cc'ed) who will now be dealing with the Travel Plans for Camden. You can email him at Travelplans@camden.gov.uk

Thanks

James Hammond
Principal Transport Planner
Environment and Transport
Culture and Environment
London Borough of Camden

Telephone: 020 7974 2947

Mobile: 07917599217

Web: camden.gov.uk

5th Floor

5 Pancras Square

London N1C 4AG

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A3. PTAL SUMMARY

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20140611091241
Description 20140611091241
Run by user PTAL web application
Date and time 06/11/2014 09:12

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 526674, 184449

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FINCHLEY RD SHOPS	187	198.72	6.0	0.5	2.48	7.0	9.48	3.16	1.58

BUS	FINCHLEY RD SHOPS	82	198.72	8.75	0.5	2.48	5.43	7.91	3.79	1.9
BUS	FINCHLEY RD SHOPS	113	198.72	7.0	0.5	2.48	6.29	8.77	3.42	1.71
BUS	SWISS COTTAGE COLLEGE CR	268	27.18	5.0	0.5	0.34	8.0	8.34	3.6	1.8
BUS	FINCHLEY RD SHOPS	C11	198.72	7.5	0.5	2.48	6.0	8.48	3.54	1.77
BUS	FINCHLEY RD SHOPS	13	198.72	8.0	0.5	2.48	5.75	8.23	3.64	1.82
BUS	SWISS COTTAGE COLLEGE CR	46	27.18	6.0	1.0	0.34	7.0	7.34	4.09	4.09
BUS	SWISS COTTAGE STN N/B	31	255.01	10.0	0.5	3.19	5.0	8.19	3.66	1.83
LU LRT	Finchley Road	Metropolitan Line Aldgate to Wembley Park	509.35	1.0	0.5	6.37	30.75	37.12	0.81	0.4
LU LRT	Finchley Road	Metropolitan Line Aldgate to Harrow-on-the-Hill	509.35	2.3	0.5	6.37	13.79	20.16	1.49	0.74
LU LRT	Swiss Cottage	Jubilee Line Stanmore to Stratford	251.13	17.8	1.0	3.14	2.44	5.57	5.38	5.38
LU LRT	Swiss Cottage	Jubilee Line Stratford to Wembley Park	251.13	4.4	0.5	3.14	7.57	10.71	2.8	1.4
LU LRT	Finchley Road	Metropolitan Line Amersham to Aldgate	509.35	3.0	0.5	6.37	10.75	17.12	1.75	0.88
LU LRT	Finchley Road	Metropolitan Line Watford to Baker Street	509.35	3.0	0.5	6.37	10.75	17.12	1.75	0.88

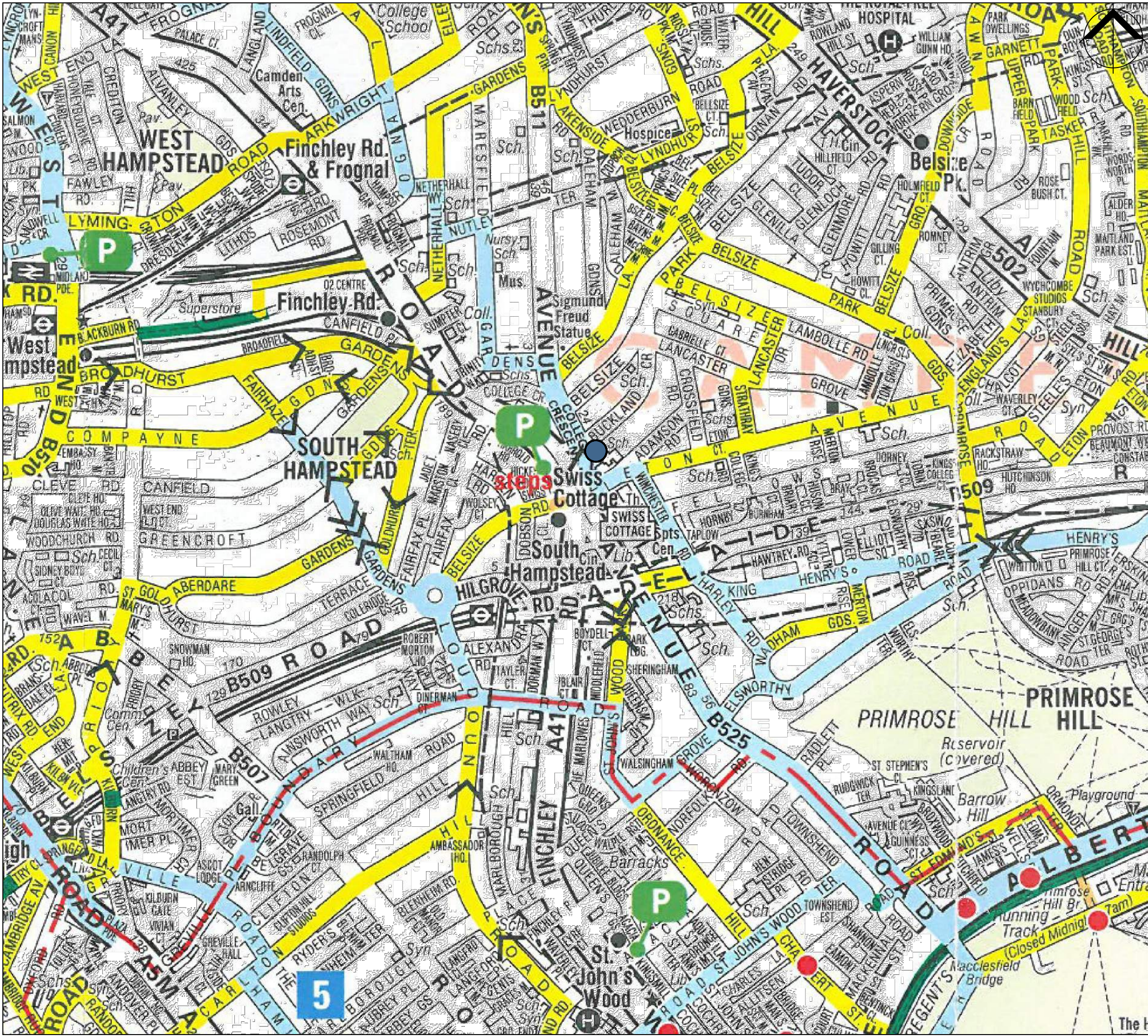
LU LRT	Finchley Road	Metropolitan Line Rickmansworth to Baker Street	509.35	0.3	0.5	6.37	100.75	107.12	0.28	0.14
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Aldgate	509.35	6.3	0.5	6.37	5.51	11.88	2.53	1.26
LU LRT	Finchley Road	Metropolitan Line Watford to Aldgate	509.35	2.3	0.5	6.37	13.79	20.16	1.49	0.74
LU LRT	Finchley Road	Metropolitan Line Aldgate to Watford	509.35	4.0	0.5	6.37	8.25	14.62	2.05	1.03
LU LRT	Finchley Road	Metropolitan Line Baker Street to Amersham	509.35	2.3	0.5	6.37	13.79	20.16	1.49	0.74
LU LRT	Finchley Road	Metropolitan Line Baker Street to Uxbridge	509.35	0.3	0.5	6.37	100.75	107.12	0.28	0.14
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Baker Street	509.35	3.0	0.5	6.37	10.75	17.12	1.75	0.88
LU LRT	Finchley Road	Metropolitan Line Chesham to Aldgate	509.35	0.7	0.5	6.37	43.61	49.97	0.6	0.3
LU LRT	Finchley Road	Metropolitan Line Baker Street to Watford	509.35	1.7	0.5	6.37	18.4	24.76	1.21	0.61
LU LRT	Finchley Road	Metropolitan Line Hillingdon to Baker Street	509.35	0.3	0.5	6.37	100.75	107.12	0.28	0.14
LU LRT	Swiss Cottage	Jubilee Line Willesden Green to Stratford	251.13	4.4	0.5	3.14	7.57	10.71	2.8	1.4
LU LRT	Finchley Road	Metropolitan Line Croxley to Aldgate	509.35	0.3	0.5	6.37	100.75	107.12	0.28	0.14
LU LRT	Finchley Road	Metropolitan Line Baker Street to Wembley Park	509.35	0.3	0.5	6.37	100.75	107.12	0.28	0.14

LU LRT	Finchley Road	Metropolitan Line Baker Street to Harrow-on-the-Hill	509.35	0.3	0.5	6.37	100.75	107.12	0.28	0.14
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	CLAPHAM JUNCTION to STRATFORD	958.95	2.0	0.5	11.99	15.75	27.74	1.08	0.54
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	RICHMOND to STRATFORD	958.95	4.0	0.5	11.99	8.25	20.24	1.48	0.74
NATIONAL_RAIL	SOUTH HAMPSTEAD	LONDON EUSTON BR to WATFORD JUNCTION	681.92	3.0	1.0	8.52	10.75	19.27	1.56	1.56










Total AI for this POI is 36.82.

PTAL Rating is 6a.

A4. CYCLE ROUTE PLAN



Notes;
 This map is taken from TfL's Local Cycling Guide 7 published in April 2012. For up-to-date cycle route information visit www.tfl.gov.uk

- Key;
-  Cycle Superhighways
 -  Routes signed or marked for use, use by cyclists on a mixture of quiet or busier roads.
 -  Quieter roads that have been recommended by other cyclists, may connect to other route sections.
 -  Off-road routes: either alongside roads, through parks, or along towpaths. Some routes may not be available or suitable for use at night.
 -  Pedestrian only route which connects cycling sections - you must dismount as cycling is not permitted at any time.
 -  Cycle hire docking stations
 -  London Cycle Network routes
 -  Nation Cycle Network routes
 -  Site Location

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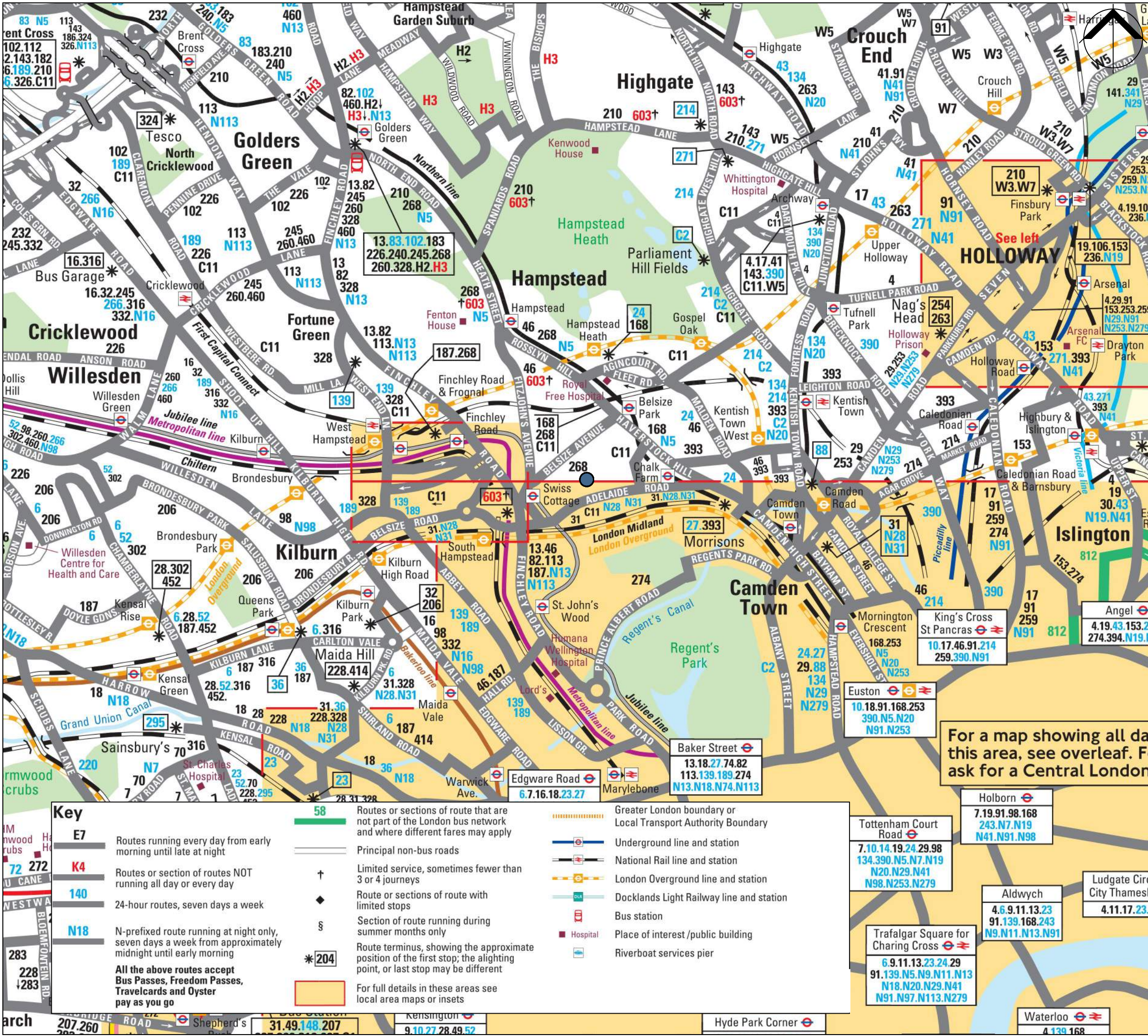
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Client	University of London		
Project	Royal Central School of Speech and Drama		
Title	Cycle Route Map		
Drawn By	AG	Checked By	RB
		Approved By	FP
		23/10/2014	23/10/2014
Scale @ A3	NTS		Date
			23/10/2014
Project No.	14-T073	Drawing No.	03
		Rev.	-

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A5. BUS ROUTE PLAN



Notes:
 This map is taken from TfL's North West London Bus Map. For up-to-date bus route information visit www.tfl.gov.uk

Notes:
 ● Site Location

Key

E7	Routes running every day from early morning until late at night		58	Routes or sections of route that are not part of the London bus network and where different fares may apply
K4	Routes or section of routes NOT running all day or every day			Principal non-bus roads
140	24-hour routes, seven days a week		†	Limited service, sometimes fewer than 3 or 4 journeys
N18	N-prefixed route running at night only, seven days a week from approximately midnight until early morning		◆	Route or sections of route with limited stops
All the above routes accept Bus Passes, Freedom Passes, Travelcards and Oyster pay as you go			§	Section of route running during summer months only
			* [204]	Route terminus, showing the approximate position of the first stop; the alighting point, or last stop may be different
				For full details in these areas see local area maps or insets

	Greater London boundary or Local Transport Authority Boundary
	Underground line and station
	National Rail line and station
	London Overground line and station
	Docklands Light Railway line and station
	Bus station
	Place of interest /public building
	Riverboat services pier

For a map showing all data in this area, see overleaf. For more information, ask for a Central London...

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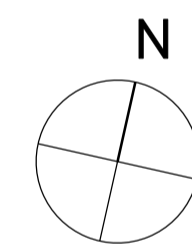


Client	University of London		
Project	Royal Central School of Speech and Drama		
Title	Bus Route Map		
Drawn By	AG	Checked By	RB
Scale @ A3	NTS	Date	23/10/2014
Project No.	14-T073	Drawing No.	02
		Approved By	FP
		Date	23/10/2014

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A6. ARCHITECTS LAYOUT

Phase 5
Stair Extract Plan (0.5) at street level



K	18.11.14	Planning Application
J	15.10.14	Stage D
H	29.09.14	Stage D costing
G	03.09.14	For information
F	10.07.14	Stage C revised
E	30.06.14	Stage C
D	02.06.14	Revised scheme
C	15.01.14	Stage B
B	09.12.13	Revised scheme
A	04.12.13	Revised scheme for consultant review
*	18.11.13	For comment & preliminary costings
Rev	Date	Status/Notes

Tim Ronalds Architects

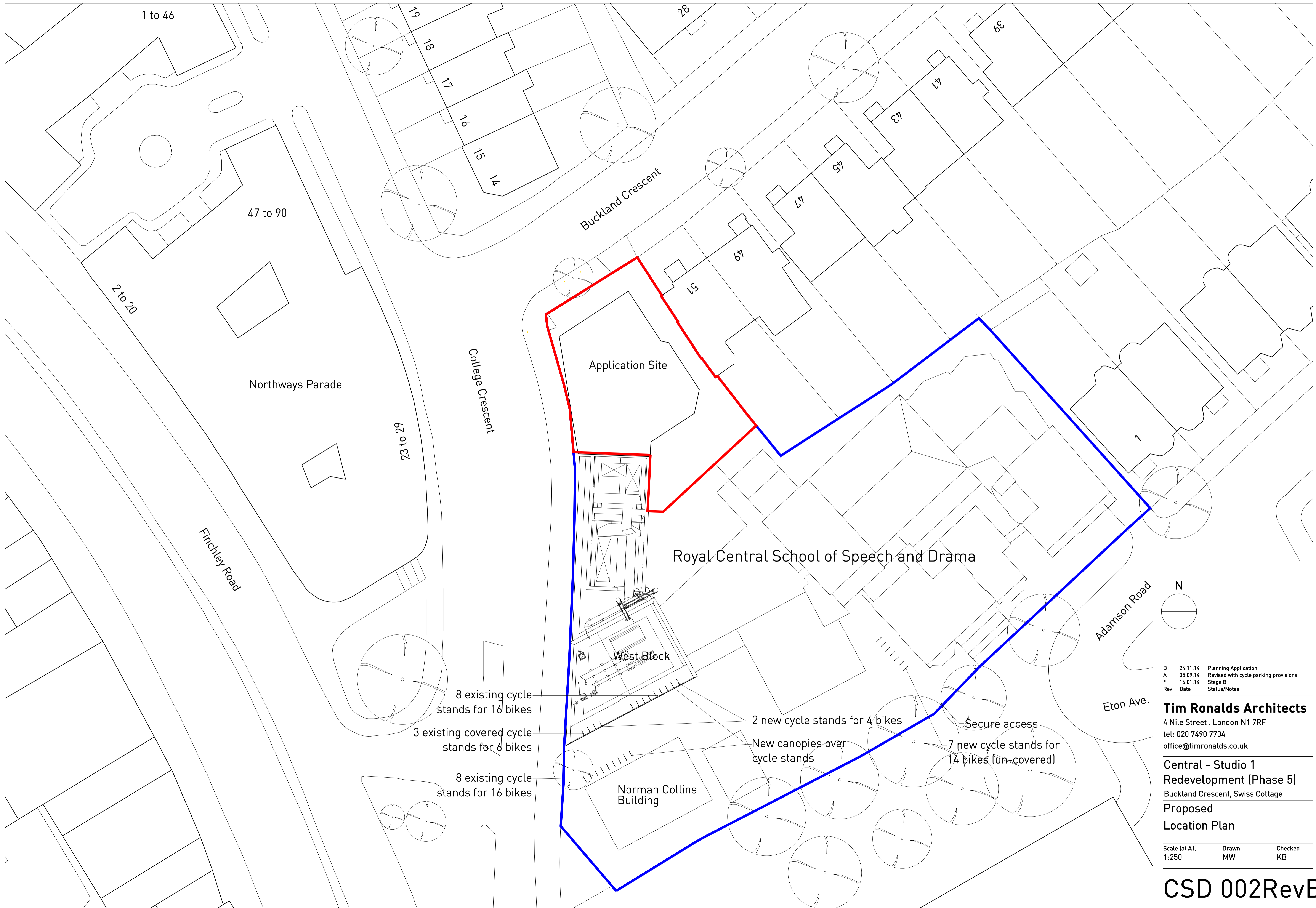
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office@timronalds.co.uk

**Central - Studio 1
Redevelopment (Phase 5)**
Buckland Crescent, Swiss Cottage

**Proposed
Ground Floor Plan (G)**

Scale (at A1)	Drawn	Checked
1:100	MW	KB

CSD 007RevK



1 to 46

19

28

39

18

17

16

15

14

43

41

45

47

49

51

47 to 90

Buckland Crescent

College Crescent

Application Site

Northways Parade

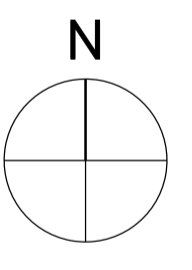
23 to 29

Finchley Road

Royal Central School of Speech and Drama

West Block

Adamson Road



Eton Ave.

8 existing cycle stands for 16 bikes

3 existing covered cycle stands for 6 bikes

8 existing cycle stands for 16 bikes

2 new cycle stands for 4 bikes

New canopies over cycle stands

Secure access

7 new cycle stands for 14 bikes (un-covered)

Norman Collins Building

B	24.11.14	Planning Application
A	05.09.14	Revised with cycle parking provisions
*	16.01.14	Stage B
Rev	Date	Status/Notes

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**Central - Studio 1
 Redevelopment (Phase 5)**
 Buckland Crescent, Swiss Cottage

**Proposed
 Location Plan**

Scale (at A1)	Drawn	Checked
1:250	MW	KB

CSD 002RevB

A7. CENSUS DATA

	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	
Census data	566		179	168	4	14	220	18	73	197
Mode share	39.3%		12.4%	11.7%	0.3%	1.0%	15.3%	1.3%	5.1%	13.7%
Additional trips	16		5	5	0	0	6	1	2	5
Adjusted proportions	46.4%		14.7%	13.8%	0.3%	1.1%	0%	1.5%	6.0%	16.2%
Adjusted trips	19		6	6	0	0	0	1	2	6