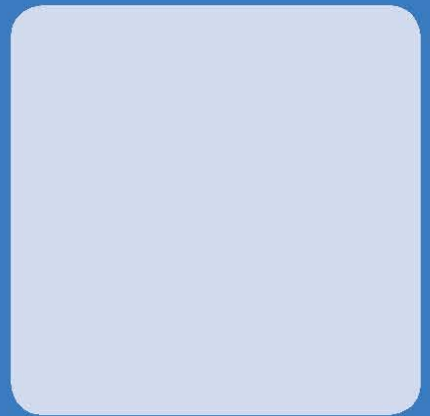
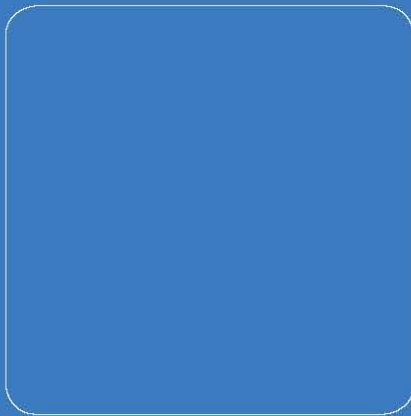
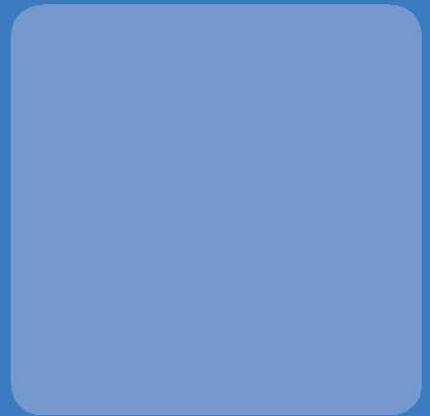
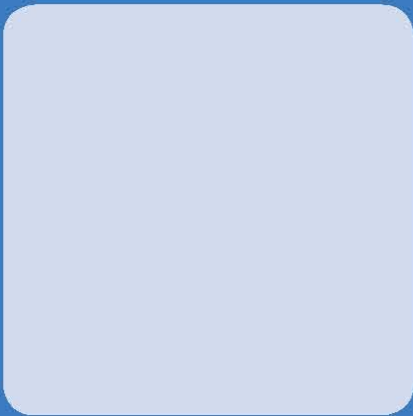


RPS

**113 REGENTS PARK ROAD
CAMDEN
LONDON, NW1**

TRANSPORT NOTE





**113 REGENTS PARK ROAD
CAMDEN
LONDON, NW1**

TRANSPORT NOTE

18 November 2014

Our Ref: MP/Ih/JNY8060-21B

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QUALITY MANAGEMENT

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Date:	18 November 2014
Project Number/Document Reference:	MP/Ih/JNY8060-21B

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1 TRANSPORT NOTE

Introduction

- 1.1 This Transport Note supports the Prior Notification Application (PNA) for 113 Regents Park Road, Camden, London NW1. The existing site is a 3 storey building with a basement vault. The building is currently used as B1 office. The proposal involves the change of use of the building to provide 8 residential units. The site is located within the London Borough of Camden (LBC).

Existing Situation

- 1.2 The site is located on Regent's Park Road approximately 40 metres south-west of the crossroad junction between Regent's Park Road / King Henry's Road / Gloucester Avenue. The site is located adjacent to other commercial buildings to the north-east that are taller in height, and is opposite residential terrace townhouses on the other side of Regent's Park Road.
- 1.3 The building itself sits back from the carriageway with a small car parking area in front adjacent to the carriageway's footway, and has a narrow access road past the south-east of the building to lead to a further car parking area behind the building.
- 1.4 The site is located in north Central London, to the north-east of Regent's Park and Primrose Hill, and north-west of Camden. The Overground railway track between Euston and Watford Junction via Queen's Park routes approximately 100 metres from the site to the north-east, where Regent's Park Road forms a pedestrianised bridge over. The site is located approximately 1.2 kilometres to the east of the A41 Finchley Road junction with the B509 Adelaide Road. The A41 is a strategic road in north-west London, routing from the A501 Marylebone Road past Brent Cross to join the M1 at Junction 2. The site is also located circa 2.2 kilometres to the north of the A501 Marylebone Road, which forms part of the east-west carriageway that routes north of the City and links into the A40 and A1202.
- 1.5 To obtain a site specific PTAL for the proposed development site the PTAL has been calculated using the Transport for London (TfL) online calculator (www.webptals.org.uk). The PTAL calculations undertaken have ascertained a site specific PTAL rating of 4 (with a score of 16.77), which equates to a 'Good' level of public transport provision.
- 1.6 The PTAL score does not take into consideration the location of the site adjacent to excellent walking and cycling links or its proximity to a number of services. A range of key destinations can be accessed by a number of travel modes providing potential residents with a real and genuine choice of travel modes without needing to rely on the private car.
- 1.7 The nearest London Underground station to the site is Chalk Farm located circa 300 metres to the north-east past the Regent's Park Road railway bridge. Chalk Farm is part of the Northern Line which routes between Edgware in the north-west and Morden in the south-west, operating at a regular frequency of one service every 4 minutes throughout the week. Camden Road London Overground station is located 1.2 kilometres to the east of the site, providing Overground services between Stratford and Richmond or Clapham Junction at a frequency of approximately every 10 minutes. Euston railway station is located circa 2.6 kilometres in walking distance to the south-west of the site, offering national rail services to destinations across

England and Scotland, including Birmingham New Street, Manchester Piccadilly, Liverpool Lime Street, Edinburgh and Glasgow. Euston Station is also an Underground station on the Northern Line, which could potentially be accessed in a short journey time from Chalk Farm Underground station.

- 1.8 The closest bus stops to the site are located on the B509 Adelaide Road adjacent to Eton College Road, approximately 200 metres north of the site outside the Chalk Farm underground station entrance. Both the east-bound and west-bound stops are in the form of a flag and pole, with a shelter, seating and detailed timetable information. These bus stops serve route 31 between Kilburn and Camden Town. A further 150 metres to the north along the A502 Haverstock Hill are additional stops serving routes 393, 168, 24 and 27. The journey towards these stops is well-accommodated for both cyclist and pedestrian movements, with the Regent's Park Road railway bridge to the north of the site blocked off to traffic with designated cycle lanes, a zebra pedestrian crossing over Adelaide Road, and wide footway provision on both sides of the carriageway throughout the route. All streets adjacent to the development site are adequately street lit.
- 1.9 All of the above public transport services are well within maximum recommended walking distances, thereby encouraging residents and visitors to adopt sustainable travel modes to and from the site. The site is therefore considered to have a high level of accessibility for all modes of travel.

Development Proposal

- 1.10 The development proposal is for the conversion of the building to provide residential accommodation. The size of the entire building is 972m², however for a robust assessment the lesser value of 714m² (size of residential accommodation) will be used to calculate the trip rate for the current B1 use. The proposal is to provide a total of 8 flats including 2 one bedroom flats, 4 two bedroom flats and 2 three bedroom flats. LBC's maximum parking policy designates the site to be outside a Low Parking Provision Area and therefore a maximum of 1 space per dwelling will be allowed. Therefore 8 car parking spaces will be provided for the proposed 8 flats.
- 1.11 LBC's cycle parking standards indicate that 1 cycle parking space is required for each residential dwelling. Therefore a minimum of 8 cycle parking spaces would be required. A total of 12 cycle parking spaces will be provided in one of the basement vaults, thereby exceeding the minimum requirements.
- 1.12 To demonstrate that the proposed development will have no detrimental impact, the TRAVL database Release 8.18 has been interrogated to determine likely trip rates for the existing and proposed use of the site. These are indicated within Table 1 below.

Table 1: Trip rate comparisons

Trip Rates for all Modes (highest ½ hour period)	AM Peak (Highest value 7am – 10am)			PM Peak (Highest Value 4pm – 7pm)		
	Arrival	Departure	Total	Arrival	Departure	Total
Residential Trip Rate / Dwelling	0.14	0.36	0.5	0.27	0.13	0.4
Trips for 8 dwellings	1.12	2.88	4	2.16	1.04	3.2
B1 Office Trip Rate / 100m ² (offices less than 1,000m ²)	1.34	0.97	2.31	0.37	1.42	1.79
Trips for 714m ² B1	9.57	6.93	16.49	2.64	10.14	12.78
Trips Existing	10	7	16	3	10	13
Trips Proposed	1	3	4	2	1	3

Note: Figures may not sum due to rounding

- 1.13 The estimated number of trips shown in the table suggests that there will be a reduction of some 9 trips accessing the site and a reduction of 4 trips leaving the site in the AM peak hour. The predicted net impact is a reduction of 12 trips in the AM peak hour. Consequently, it is estimated that the proposed development will have a reduced impact upon the highway network / public transport services and infrastructure in the AM peak hour.
- 1.14 The estimated number of trips shown in the table suggests that there will be a reduction of 1 trip accessing the site and that there would be a decrease of 9 trips leaving the site in the PM peak hour. The predicted net impact is a reduction of 10 trips in the PM peak hour. Consequently, it is estimated that the proposed development will have a reduced impact upon the highway network / public transport services and infrastructure in the PM peak hour.
- 1.15 The servicing arrangements for the site would remain unchanged.
- 1.16 The information from the TRAVL database is attached as an Appendix.

Summary and Conclusion

- 1.17 This Transport Note demonstrates that the proposed development at 113 Regents Park Road has good connectivity with the surrounding public transport network. Furthermore, the pedestrian and cycling infrastructure in close vicinity of the site will encourage the use of these modes and therefore promote non car use.
- 1.18 The Transport Note also demonstrates that the proposed development would have a reduced impact upon the highway network / public transport services and infrastructure in the AM and PM peak hours.
- 1.19 Therefore, the transport impact of the proposed development upon the highway network / public transport services and infrastructure is considered to be acceptable. Additionally, it is considered that the proposal will not have a highway safety impact.

APPENDICES

PTAL Assessment

TRAVL Assessment

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20141707160311
Description 20141707160311
Run by user PTAL web application
Date and time 17/07/2014 16:03

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: 527980, 184235

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CHALK FARM STATION	31	271.18	10.0	1.0	3.39	5.0	8.39	3.58	3.58

BUS	CHALK FARM STATION	168	271.18	9.0	0.5	3.39	5.33	8.72	3.44	1.72
BUS	CHALK FARM STATION	393	271.18	5.0	0.5	3.39	8.0	11.39	2.63	1.32
BUS	CHALK FM RD FERDINAND ST	24	464.53	12.0	0.5	5.81	4.5	10.31	2.91	1.46
BUS	CHALK FM RD FERDINAND ST	27	464.53	8.0	0.5	5.81	5.75	11.56	2.6	1.3
LU LRT	Chalk Farm	Northern Line Edgware to Morden	284.81	9.7	1.0	3.56	3.84	7.4	4.05	4.05
LU LRT	Chalk Farm	Northern Line Edgware to Morden	284.81	8.3	0.5	3.56	4.36	7.92	3.79	1.89
LU LRT	Chalk Farm	Northern Line Kennington to Edgware	284.81	5.0	0.5	3.56	6.75	10.31	2.91	1.45

NR SAP Points Not Found

Total AI for this POI is 16.77.

PTAL Rating is 4.

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Adshel Centre	55 Philbeach Gardens	SW5 9DW	05/03/2001
Bed Zed	Helios Road	SM6 7BZ	09/03/2005
Reed Employment	19 Borough High Street	SE1 9SE	05/09/2002

Number of sites considered 3

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	2	0.59382	0.00000	0.59382	2.9	0.0	2.9
08:00-08:30	3	0.67164	0.22388	0.89552	3.2	1.1	4.3
08:30-09:00	3	1.19403	0.07463	1.26866	5.8	0.4	6.1
09:00-09:30	3	1.34328	0.22388	1.56716	6.5	1.1	7.6
09:30-10:00	3	1.19403	0.97015	2.16418	5.8	4.7	10.5
10:00-10:30	3	0.67164	0.22388	0.89552	3.2	1.1	4.3
10:30-11:00	3	0.37313	0.37313	0.74627	1.8	1.8	3.6
11:00-11:30	3	0.44776	0.52239	0.97015	2.2	2.5	4.7
11:30-12:00	3	0.74627	0.59701	1.34328	3.6	2.9	6.5
12:00-12:30	3	1.04478	1.64179	2.68657	5.0	7.9	13.0
12:30-13:00	3	0.89552	0.97015	1.86567	4.3	4.7	9.0
13:00-13:30	3	1.19403	0.97015	2.16418	5.8	4.7	10.5
13:30-14:00	3	0.89552	1.49254	2.38806	4.3	7.2	11.5
14:00-14:30	3	1.71642	0.74627	2.46269	8.3	3.6	11.9
14:30-15:00	3	0.82090	0.37313	1.19403	4.0	1.8	5.8
15:00-15:30	3	0.37313	0.97015	1.34328	1.8	4.7	6.5
15:30-16:00	3	0.14925	0.59701	0.74627	0.7	2.9	3.6
16:00-16:30	3	0.37313	0.29851	0.67164	1.8	1.4	3.2
16:30-17:00	3	0.22388	0.52239	0.74627	1.1	2.5	3.6
17:00-17:30	3	0.29851	1.19403	1.49254	1.4	5.8	7.2
17:30-18:00	3	0.14925	1.41791	1.56716	0.7	6.8	7.6
18:00-18:30	1	0.00000	0.66372	0.66372	0.0	3.2	3.2
18:30-19:00	1	0.00000	0.44248	0.44248	0.0	2.1	2.1

Peak Period For All Modes

In	14:00-14:30	1.72
Out	12:00-12:30	1.64
Total	12:00-12:30	2.69

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Albion Wharf (Affordable)	6 Hester Road,	SW11 4AL	19/04/2005
Green Dragon House	Green Dragon House, Stukeley Street, Camden, WC2H 5LQ	WC2H 5LQ	11/09/2008
Longfield Avenue	Longfield Avenue	NW7	07/06/2000
Winchester Mews	Winchester Mews Camden London	NW3 3NA	18/09/2008

Number of sites considered 4

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	4	0.07556	0.08444	0.16000	0.8	0.9	1.8
07:30-08:00	4	0.08889	0.31556	0.40444	1.0	3.5	4.4
08:00-08:30	4	0.10222	0.36000	0.46222	1.1	4.0	5.1
08:30-09:00	4	0.12889	0.31556	0.44444	1.4	3.5	4.9
09:00-09:30	4	0.14222	0.15111	0.29333	1.6	1.7	3.2
09:30-10:00	4	0.09333	0.09778	0.19111	1.0	1.1	2.1
10:00-10:30	4	0.04444	0.10222	0.14667	0.5	1.1	1.6
10:30-11:00	4	0.03111	0.05333	0.08444	0.3	0.6	0.9
11:00-11:30	4	0.08889	0.09778	0.18667	1.0	1.1	2.1
11:30-12:00	4	0.04000	0.04889	0.08889	0.4	0.5	1.0
12:00-12:30	4	0.09333	0.15111	0.24444	1.0	1.7	2.7
12:30-13:00	4	0.09778	0.06667	0.16444	1.1	0.7	1.8
13:00-13:30	4	0.12000	0.06667	0.18667	1.3	0.7	2.1
13:30-14:00	4	0.06222	0.08889	0.15111	0.7	1.0	1.7
14:00-14:30	4	0.05333	0.07556	0.12889	0.6	0.8	1.4
14:30-15:00	4	0.07556	0.07111	0.14667	0.8	0.8	1.6
15:00-15:30	4	0.08444	0.11111	0.19556	0.9	1.2	2.2
15:30-16:00	4	0.23111	0.07556	0.30667	2.5	0.8	3.4
16:00-16:30	4	0.12889	0.08444	0.21333	1.4	0.9	2.3
16:30-17:00	4	0.17333	0.12889	0.30222	1.9	1.4	3.3
17:00-17:30	4	0.16889	0.11111	0.28000	1.9	1.2	3.1
17:30-18:00	4	0.26667	0.22222	0.48889	2.9	2.4	5.4
18:00-18:30	4	0.26667	0.14222	0.40889	2.9	1.6	4.5
18:30-19:00	4	0.17778	0.18667	0.36444	2.0	2.1	4.0
19:00-19:30	4	0.26667	0.16889	0.43556	2.9	1.9	4.8
19:30-20:00	4	0.24000	0.19111	0.43111	2.6	2.1	4.7
20:00-20:30	4	0.18222	0.12889	0.31111	2.0	1.4	3.4
20:30-21:00	4	0.15111	0.11556	0.26667	1.7	1.3	2.9
21:00-21:30	4	0.10222	0.05333	0.15556	1.1	0.6	1.7
21:30-22:00	4	0.08889	0.04889	0.13778	1.0	0.5	1.5
22:00-22:30	1	0.07752	0.05426	0.13178	0.9	0.6	1.4
22:30-23:00	1	0.15504	0.06977	0.22481	1.7	0.8	2.5
23:00-23:30	1	0.12403	0.03101	0.15504	1.4	0.3	1.7
23:30-24:00	1	0.07752	0.10078	0.17829	0.9	1.1	2.0

