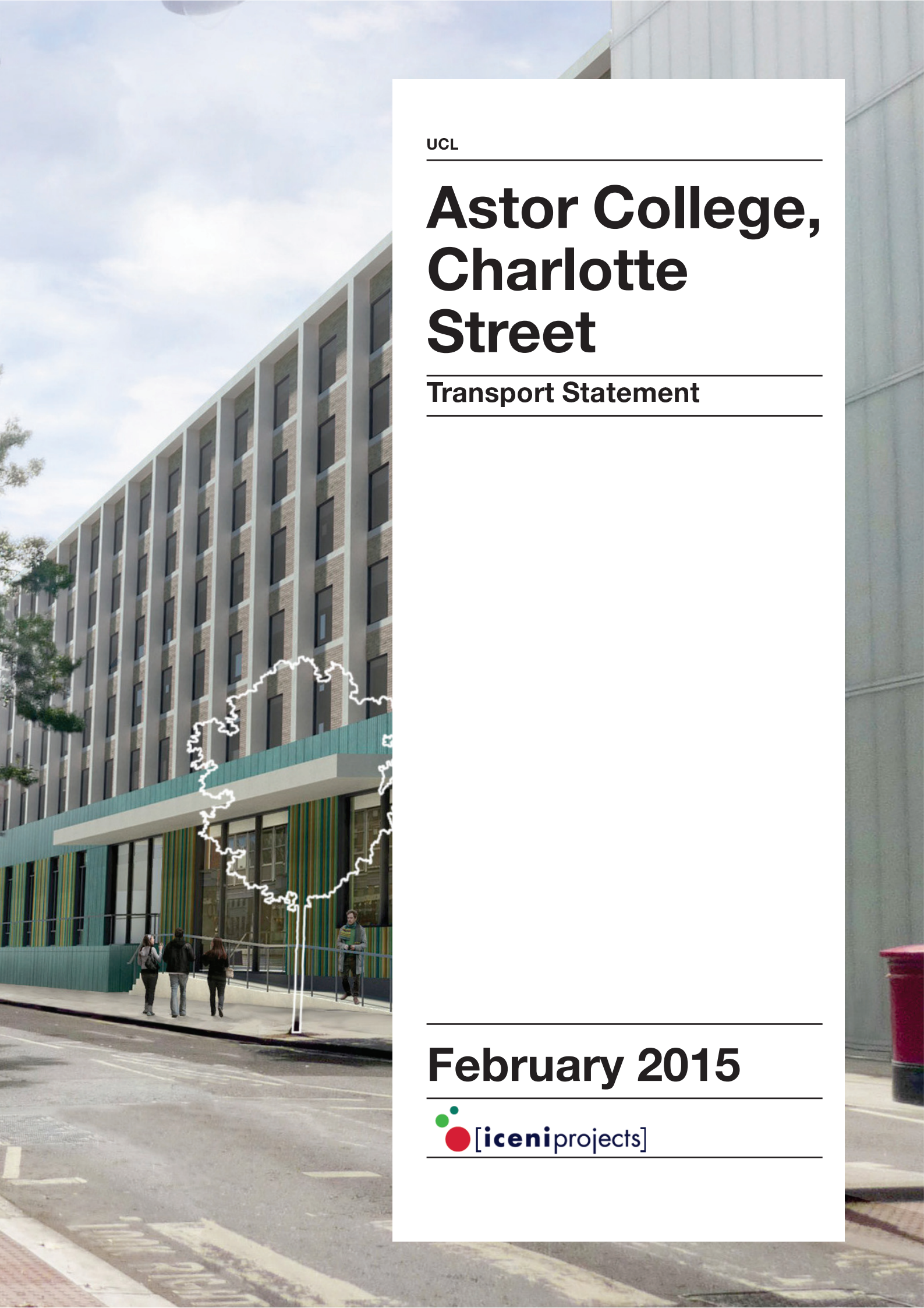

UCL

Astor College, Charlotte Street

Transport Statement

February 2015

[iceniprojects]

FEBRUARY 2015

Transport Statement

UCL Astor College, Charlotte Street, Camden

ICENI PROJECTS LIMITED ON BEHALF OF UNIVERSITY COLLEGE LONDON (UCL) ESTATES

Iceni Projects Limited on behalf of

University College London (UCL)

Estates

February 2015

Transport Statement UCL ASTOR COLLEGE, CHARLOTTE STREET, CAMDEN

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CONTENTS

APPENDICES

1. INTRODUCTION

1.1 Iceni Projects Ltd has been appointed by the University College London (UCL) to provide highways advice in regard to their refurbishment proposals at the Astor College, Charlotte Street, in the London Borough of Camden (LBC). A site location plan is included at Appendix A1.

1.2 UCL is London's leading multidisciplinary university, with over 11,000 staff and nearly 28,000 students. It was ranked fifth in the QS World University Rankings 2014/15 and provides excellence and leadership in teaching and research.

1.3 UCL are proposing to refurbish the student accommodation at Astor College, including an eight-storey rear extension and 1.5 storey front extension at street level plus six-storey infill to the front. These changes will result in an additional 60 bedrooms and 11 kitchens. A new 67.3m^2 GFA A3 Café will also be provided as part of the refurbishment with access gained from Bedford Passage where minor alterations will also be undertaken. There will also be operational changes proposed as a result of the redevelopment involving the reconfiguration and removal of car and cycle parking spaces.

1.4 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 considers relevant national, regional, local and site specific policy guidance.
- Section 4 provides a description of the development proposals including servicing, changes in student numbers and refuse collection arrangements;
- Section 5 provides a summary and draws conclusions.

2. THE SITE AND SURROUNDINGS

Site Location

2.1 The application site is located on the western side of Charlotte Street within the Bloomsbury area of Camden, London.

2.2 The site is bounded by the recently built Sainsbury Wellcome Centre to the north, Charlotte Street to the east and 97 Charlotte Street to the south. The western boundary of the site is adjacent to the vacant Middlesex Hospital Annexe (MHA) building.

Site Description

2.3 Astor College, currently serves as accommodation for students studying at UCL. There are currently 231 bedrooms at Astor College and a gymnasium which is located at the south western boundary.

2.4 There are two entrances into Astor College at the existing upper ground floor level; the main stepped entrance off Charlotte Street and a ramped access to the secure cycle parking area and secondary building access. Vehicular access is gained from a gated access at the south east corner of the site, known as Bedford Passage which is a private road under the ownership of UCL. This gated entrance provides access to the rear of the site where there are two store rooms and a secondary access to the gymnasium. This entrance also provides access to the fire escape used by 97 Charlotte Street and the vacant MHA.

2.5 Adjacent to the main entrance are five car parking spaces which gain access to Charlotte Street, by a 12.5m length of dropped kerb. The existing refuse store is also located in this area.

Existing Highway Network

2.6 The eastern boundary of the site fronts Charlotte Street which is a two-way single carriageway road running in a north/south direction and subject to a 20 mph speed limit. The carriageway is approximately 5m in width outside of the parking bays. There are wide well lit footways on both sides of the carriageway. On street parking is provided along much of Charlotte Street, with pay at meter spaces and pay by phone from Monday to Saturday between 08:30 and 18:30. Residential Permits Bays (CA-E) are also provided along the length of Charlotte Street and enforced Monday to Saturday between 08:30 and 18:30. Heading south along Charlotte there is a single car club space, operated by Zipcar, and two doctor permit holder spaces adjacent to solo motorcycle parking, these are located opposite the junction with Scala Street. At the junction with Goodge Street, there is provision of a single disabled space and a single electric car parking space with a

charging station. Outside of the allocated parking area, Charlotte Street is subject to single yellow line restrictions. Along its length tactile paving is provided at all crossings, as a minimum, with raised tables provided at all zebra crossings and at both the Tottenham Street and Goodge Street junctions.

2.7 To the north, Charlotte Street exits onto Howland Street via a raised cross road junction. Zebra crossings are provided on the Howland Street (East), Charlotte Street and Fitzroy Street arms of the junction. Howland Street is a one-way (east to west) single carriageway street subject to a 20 mph speed limit. The carriageway is approximately 3.5m in width outside of the parking/loading bays and has wide, well-lit footways on both sides of the road. There is a segregated 1.5m cycle lane along its length, provided on the southern side of the carriageway. A single disabled space is provided, in addition to Residential Permit Bays (CA-E), between the Charlotte Street and Tottenham Court Road junctions.

2.8 At its southern end, Charlotte Street takes access from Percy Street. Percy Street is a one-way single carriageway road with a 1.5m wide contra-flow cycle way and is subject to a 20mph speed limit. The carriageway is approximately 3m in width outside of the parking/loading bays and cycle lane and has wide well-lit footways on either side of the carriageway.

2.9 Bedford Passage runs along the southern boundary of the site. Bedford Passage it a private road which take access from Charlotte Street and is closed to pedestrians. It provides access to the gymnasium and store rooms to rear of the site. Bedford passage also provides access to the MHA building and a fire escape for 93 Charlotte Street.

2.10 This site is conveniently located to allow students and visitors various transport alternatives to the private car as it is in close proximity to both bus and rail corridors and within walking distance of the main Bloomsbury campus. London Euston Railway Station is a short walk to the north, as is Goodge Street underground station. Additionally, the nearest bus stops are conveniently located on both sides of the carriageway on Tottenham Court Road with further stops to the north at Warren Street Station. There are wide, well lit footways between the site and bus stops, tube and train stations, providing safe and easy access for pedestrians.

Walking

2.11 The pedestrian facilities in the vicinity of the site are good with wide well lit footways up to 6m in width which are of a level gradient and in a good state of repair.

2.12 There are several zebra crossing points 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 and

UCL Bloomsbury Campus. Tactile paving and pedestrian refuges on the traffic islands are also provided at the junction crossing points.

Cycling

2.13 There are currently 90 secure, covered cycle parking spaces located on the upper ground floor level fronting the property.

2.14 The nearest dedicated on-carriageway cycle routes and advisory routes close to the site are identified on the Camden Cycling Campaign's website (http://maps.camdencyclists.org.uk/). Routes detailed on the site show that Route 0 of the London Cycle Network (LCN) passes along Howland Street, approximately 35m north of the site. This route runs from Elephant and Castle to Parliament Square across Central London. The route is a signed advisory route with on-carriageway cycle priority measures at key highway junctions. Route 0 allows interconnection with wider LCN and National Cycle Network marked routes. A cycle route plan is shown at Appendix A2.

2.15 On 30th July 2010 the Barclays Cycle Hire Scheme was launched to the public as a bicycle sharing scheme. The scheme, covering 100km² includes the City of London and parts of 11 London boroughs. The nearest docking station is located approximately 130m north west of the site at the Howland Street/Cleveland Street signal junction.

2.16 In addition to the above there are a number of publicly accessible cycle parking spaces on Charlotte Street in the form of 'Sheffield stands' and lamp column cycle hoops.

2.17 Currently there are no proposals to provide Cycle Super Highways through LBC.

Public Transport

Public Transport Accessibility Levels (PTAL)

2.18 The levels of public transport services available to the 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.

Bus Services

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 Tottenham Court Road, Warren Street, Grafton Way and Portland Place. Frequent services operate to a range of destinations, which includes over 160 bus services per hour in the 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 A3.

Table 2.1 Local Bus Frequency Table

Service	To/from	To/from	Average Peak Hour Frequency
10	Kings Cross	Hammersmith Bus Station	10
14	University College Hospital	Lytton Grove / Putney Hill	13
18	Sudbury & Harrow Road Station	Euston Station	20
24	Grosvenor Road	Royal Free Hospital	12
27	Chiswick Business Park	Chalk Farm Morrisons	8
29	Lordship Lane	Trafalgar Square/Charing Cross Station	15
30	Portman Street/ Selfridges	St Mary Of Eton Church	8
73	London Victoria	Stoke Newington Common	18
88	Camden Gardens	Clapham Common Old Town	8
134	North Finchley	Tottenham Court Road Station	12
205	Cleveland Terrace	Bow Bus Garage	8
390	Canning Town Bus Station	London Chest Hospital	8
453	Deptford Bridge	Great Central Street	12
C2	Parliament Hill	Victoria Station	8
		Total number of services per peak hour	160

Correct as of 19/01/15

Underground Services

2.19 London underground services are operated by TfL and there are a number of underground lines in close proximity to the site. The services include the Circle, Hammersmith & City, Metropolitan, Northern, Bakerloo Line, Central and Victoria Lines. Underground trains operate frequently, generally every 2 to 5 minutes throughout the day.

Rail Services

2.20 There are three main line rail stations close to the site, namely King's Cross, Euston and London St. Pancras International.

2.21 Kings Cross Station operates a range of intercity and suburban passenger rail services to destinations north of London, across Eastern England, Yorkshire, North East England and into Scotland.

2.22 Adjacent to London King's Cross Station is London St. Pancras International, which accommodates Eurostar services, together with routes similar to King's Cross.

2.23 London Euston Station is ½ mile from Kings Cross St Pancras and is the southern terminus of the West Coast Main Line and is the main rail gateway from London to the West Midlands, the North West, North Wales and part of Scotland.

2.24 HS2 is a proposed high-speed rail link, which will connect London with Birmingham and destinations to the north. Current plans involve changes in the wider Euston area and construction of the new underground station (Euston) on the eastern side of Euston Road.

Summary

2.25 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 has confirmed that the site has a PTAL of 6b which equates to excellent accessibility.

2.26 In conclusion, the site provides opportunities to use modes other than the car and in particular will provide students and visitors with the opportunity to use sustainable modes of travel including walking and cycling from the main campus. 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. TRANSPORTATION POLICY

National and Local Policy

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

- National Planning Policy Framework;
- National Planning Policy Guidance– March 2014
- The London Plan; and
- London Borough of Camden Core Strategy and Development Policies
- Fitzrovia Area Action Plan – March 2014

National Planning Policy Framework (NPPF) – March 2012

3.2 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. As a result of this policy being adopted, all Planning Policy Guidance and Planning Policy Statements have been revoked, including PPG13 (Transport), which was formerly used as a basis for national transport policy. As such, any detailed policy guidance previously provided within PPG13 will no longer act as the default policy where no policy has been set by the local authority. All detailed transport policies will now be found within the Local Development Framework documents adopted by each local authority.

3.3 While no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access. Paragraph 74 states with regard to walking that:

> Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car.

3.4 Paragraph 77 goes on to state that:

> Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.

3.5 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

3.6 With regard to transport policy, the NPPF states in Paragraph 32 that:

> All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
>
> - 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. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

3.7 This scheme will produce a nil detriment scenario in regard to vehicle trips.

3.8 Paragraphs 34 to 36 go on to say that:

> Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
>
> Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
>
> - accommodate the efficient delivery of goods and supplies;
> - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
> - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
> - incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
> - consider the needs of people with disabilities by all modes of transport.

3.9 The site is located in an area with excellent public transport accessibility providing opportunities for both students and visitors to use modes other than the car.

3.10 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.

3.11 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.

National Planning Policy Guidance (NPPG) – March 2014

3.12 Information contained as part of the National Planning Policy Guidance (NPPG), provides advice for travel plans, transport assessments and statements in decision-taking.

> "Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."

3.13 This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Statement.

3.14 A site specific Travel Plan will be provided.

3.15 The site is located in an area with public transport accessibility providing opportunities for residents to use modes other than the car.

3.16 The proposed development conforms with the NPPF policies being well located to the existing public transport facilities. The proposed development site is also well located to encourage cycle accessibility being adjacent to and linking with rural roads suitable for cycling.

London Plan

3.17 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.

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

3.19 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.

3.20 The proposal adheres to the above criteria.

3.21 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.

Draft Further Alterations to the London Plan January 2014

3.22 On 15th January 2014, the Mayor published Draft Further Alterations to the London Plan (FALP) for a twelve week period of public consultation. The FALP have been prepared primarily to address key housing and employment issues emerging from an analysis of census data released since the publication of the London Plan in July 2011.

3.23 On Monday 15 December the Mayor published the report of Anthony Thickett, the planning inspector who undertook the examination in public of the FALP. On the whole, the amendments proposed for Chapter 6 Transport do not relate to development policies, rather there is a firmer commitment for TfL/local authorities to deliver specific schemes and public transport, pedestrian and cycle infrastructure. The only amendments related to this application are the proposed cycle parking standards.

3.24 With regard to cycle parking, the key change proposed is to introduce separate standards for all uses for short term (visitors) and long term (residents). With regard to student accommodation, the

development will require 1 long stay space per bed. Short stay spaces should be provided at 1 space per 40 beds.

Camden Core Strategy and Development Policies

3.25 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.

DP 16 – The Transport Implications of Development

3.26 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. Astor College 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

3.27 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;

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

3.29 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, mostly walking. 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

3.30 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.

3.31 The site currently has five car parking spaces which will be removed as part of the redevelopment proposal.

Fitzrovia Area Action Plan – March 2014

3.32 The Fitzrovia Area Action Plan (FAAP) forms part of Camden's Local Development Framework (LDF) and identifies a range of principles, opportunities to provide open space and public realm improvements, and potential development sites. The will help deliver a range of benefits to Fitzrovia and meet a number of Core Strategy objectives.

3.33 The Bedford Passage proposals involve four key of sites including Astor College, MHA, Arthur Stanley House and Tottenham Mews Day Hospital, which are located almost adjacent to each other. Any development proposals for these sites should allow for public access through Bedford passage in order to provide a link to Tottenham Mews and Cleveland Street.

3.34 The FAAP provides the following commentary on the Astor College site:

> Astor College forms a key element of the Bedford Passage Group of site and applicants should explore opportunities for a comprehensive 'city block' redevelopment with adjacent sites, subject to land ownership and phasing. The priorities for this site are to retain student housing and to recreate Bedford passage

3.35 The refurbishment proposals include the reopening of Bedford Passage to the public and accommodate potential MHA scheme to accord with LBC aspirations.

Summary

3.36 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 the Bloomsbury campus and

all UCL sites, Central London and the surrounding towns providing students and visitors with a realistic alternative to the private car.

3.37 The site benefits from good walking facilities and is located within easy walking distance of the other UCL facilities and services.

3.38 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, accessible by modes other than the private car.

4. PROPOSED DEVELOPMENT

4.1 UCL are proposing to refurbish the student accommodation at Astor College, including an eight-storey rear extension and 1.5 storey front extension at street level plus six-storey infill to the front, These changes will result in an additional 60 bedrooms. A new 67.3m^2 GFA A3 Café will also be provided as part of the refurbishment. There will be operational changes proposed as a result of these changes involving the reconfiguration and removal of car and cycle parking spaces. The following description is pertinent in transport terms. An architectural layout plan is attached at Appendix A4.

Access

4.2 As part of the development proposals the current main pedestrian entrance will be relocated approximately 10m south. As a result of this relocation, a ramp will be provided to allow wheel chair access to the main entrance.

4.3 Access to the Café will be taken from Charlotte Street with wheel chair access being provided via a ramp from the reopened Bedford Passage.

Bedford Passage

4.4 LBC has a desire to reopen Bedford Passage as part of local redevelopment plans and states in its FAAP document that all sites in the Bedford Passage group need to take a joined-up master planning approach to allow for public access from Charlotte Street to Cleveland Street. To assist with LBC's long term aspirations, Bedford Passage has been designed to accommodate any potential development which may come forward for the MHA building.

4.5 The proposals are to reopen Bedford Passage during the day (06:00-23:00) as a formal 3.7m wide shared surface providing access to cycle parking, gymnasium and proposed Café.

4.6 The Bedford Passage proposals also accommodate fire tender access to the rear of the MHA building and the fire escape currently in use by 93 Charlotte Street. Swept Path analysis showing fire tender access is attached at Appendix A5

4.7 The intention is the Bedford Passage remains private whilst allowing access to the café and sites described above.

Car Parking

4.8 As part of the site proposals no car parking will provided. This will result in the existing five spaces being removed, further promoting sustainable travel. All redundant dropped kerbs will be reinstated as footway.

Cycle Parking

4.9 There are currently 90 cycle spaces which are severely under used. This is due to the fact that the site is located approximately 500m, a short six minute walk, from the main UCL campus, therefore given its central location and distance from other UCL buildings; the need for a bike is severely negated.

4.10 This is supported by parking usage figures at a number of other UCL's halls of residence. For example, of the 175 spaces provided at the 350 bed New Hall facility only 18 are used, a usage figure of only 10%. At John Dodgson House which has 209 beds, only 8 of the 50 cycle spaces are in use giving a usage figure of 16%. At Pancras Way, a 500 bed facility, 13 of the 50 cycle spaces provided are used, 26% of the total capacity. Of the 32 spaces provided at Ramsay Hall, which provides 502 beds, only 17 of the spaces provided are in use, giving a cycle parking stress level of only 53%.

4.11 From the information provided above, it can be seen that the cycle provision at UCL residential sites around the main campus is significantly higher than the actual need.

4.12 In order to gain an understanding of the cycle parking stress at Astor College a cycle usage survey has been undertaken. Table 4.1 below shows the results of the cycle usage survey undertaken at Astor College between 27th October 2014 and 7th November 2014.

Table 4.1 Astor College Cycle Parking Survey

Date	Number of Cycle Spaces	AM			PM		
		Number of Cycle Spaces Used	Number of Cycle Spaces Available	Cycle Parking Stress	Number of Cycle Spaces Used	Number of Cycle Spaces Available	Cycle Parking Stress
27/10/14	90	9	81	10%	6	84	7%
28/10/14	90	8	82	9%	7	83	8%
29/10/14	90	8	82	9%	5	85	6%
30/10/14	90	8	82	9%	5	85	6%
31/10/14	90	7	83	8%	8	82	9%
03/11/14	90	8	82	9%	8	82	9%

04/11/14	90	8	82	9%	6	84	7%
05/11/14	90	9	81	10%	7	83	8%
06/11/14	90	7	83	8%	5	85	6%
06/11/14	90	8	82	9%	5	85	6%
10 Day Average		8	82	9%	6	84	7%

4.13 From the table above it can be seen that over the 10 day survey, 91% (82 Spaces) and 93% (84 spaces) of cycle spaces, in the AM and PM peaks respectively, where unused. As such, the current cycle parking provision is significantly higher than the actual need of the current students. This should clearly be taken into account when assessing the need for cycle parking for the refurbished site.

4.14 It has also been confirmed by the site manager that a number of the bikes currently stored have been on site for some time with the likelihood that they have been left by students that are no longer staying at the property. This is further evidence that the parking allocation is too high.

4.15 Camden Development Policy DP18 states that for a development if this size, 102 cycle spaces would be required. However, given the low usage of the current spaces at this site and evidence from the other UCL residential sites, the required cycle parking provision is deemed excessive.

4.16 Given the low usage of the current spaces, the required cycle parking provision is deemed excessive. To provide a more realistic cycle parking provision, a ratio has been calculated between used cycle parking spaces to existing beds. This gives a requirement of 0.04 cycle spaces per student bed. Based on this, 12 spaces would be a realistic level of provision.

4.17 Regardless of the actual need demonstrated above it is proposed to provide 44 secure cycle parking spaces to the rear of the site, accessible from both the Astor College and Bedford Passage. This is considerably above the current need and allows for extensive expansion in cyclist numbers. To reiterate, the location of the site has a large influence on the residents that will own/use a bike. With the main campus only 500m from the site the need is largely negated.

4.18 The minutes from the workshop held on 23rd July 2014 supplied by LBC state that the proposals should 'strike a balance between the policy requirements and the need/availability of space'. As such, it is deemed that 44 cycle spaces is acceptable for this development and would more than accommodate the existing and any future cycle parking requirements.

4.19 At 67.3m^2 GFA, the proposed A3 café unit falls below the Camden Development Policy DP18 threshold for cycle parking.

4.20 The cycle parking will be provided in accordance with the design principles for cycle parking as discussed within Camden Planning Guidance/Cycle Facilities (CPG7).

Deliveries & Refuse

4.21 All servicing, including refuse, will be undertaken from Charlotte Street, in line with existing practice. The number of deliveries is constant and it is not anticipated that the number per day/week will change due to the development. To provide an indication of the existing and proposed servicing please see below.

Types of Delivery

4.22 With the exception of Royal Mail there will continue to be limited daily deliveries to the site. There are general office and stationery deliveries and ad hoc deliveries to the site made by courier companies.

4.23 Table 4.2 shows the types of delivery being made to the site along with the frequency, typical time and typical vehicle type.

Table 4.2 Types of Delivery (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
Waste Collection	Daily (pass-by)	Transit Van	5.7m	11:00-13:00	10 minutes
General deliveries	Ad hoc	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

4.24 Breaking this down to vehicle movements/days, this equates to circa two per day, one of these is associated with Royal Mail collections. Clearly only a small amount of these trips will be travelling to the application site but will include a morning/mid-afternoon delivery/collection of post and one refuse pick up per day.

Summary

4.25 The existing servicing location, number of deliveries and arrangements will not change and have been shown to be fit for purpose and the site, as existing and proposed, will continue to have only a limited number of deliveries per day. Servicing will continue to be undertaken off-street, again in line with existing practice.

5. SUMMARY AND CONCLUSIONS

5.1 Iceni Projects Ltd has been appointed by the University College London (UCL) to provide highways advice in regard to their refurbishment proposals at Astor College, Charlotte Street, in the London Borough of Camden (LBC).

5.2 The site benefits from excellent pedestrian and cycle facilities in the locality providing opportunities for linked trips and multi-modal journeys.

5.3 The site is in a highly sustainable location (PTAL 6b) with excellent public transport accessibility

5.4 The majority of students or visitors will travel to the site either by public transport, cycle or walking. The impact of this in terms of additional trips is negligible and would not be perceived from daily fluctuations.

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

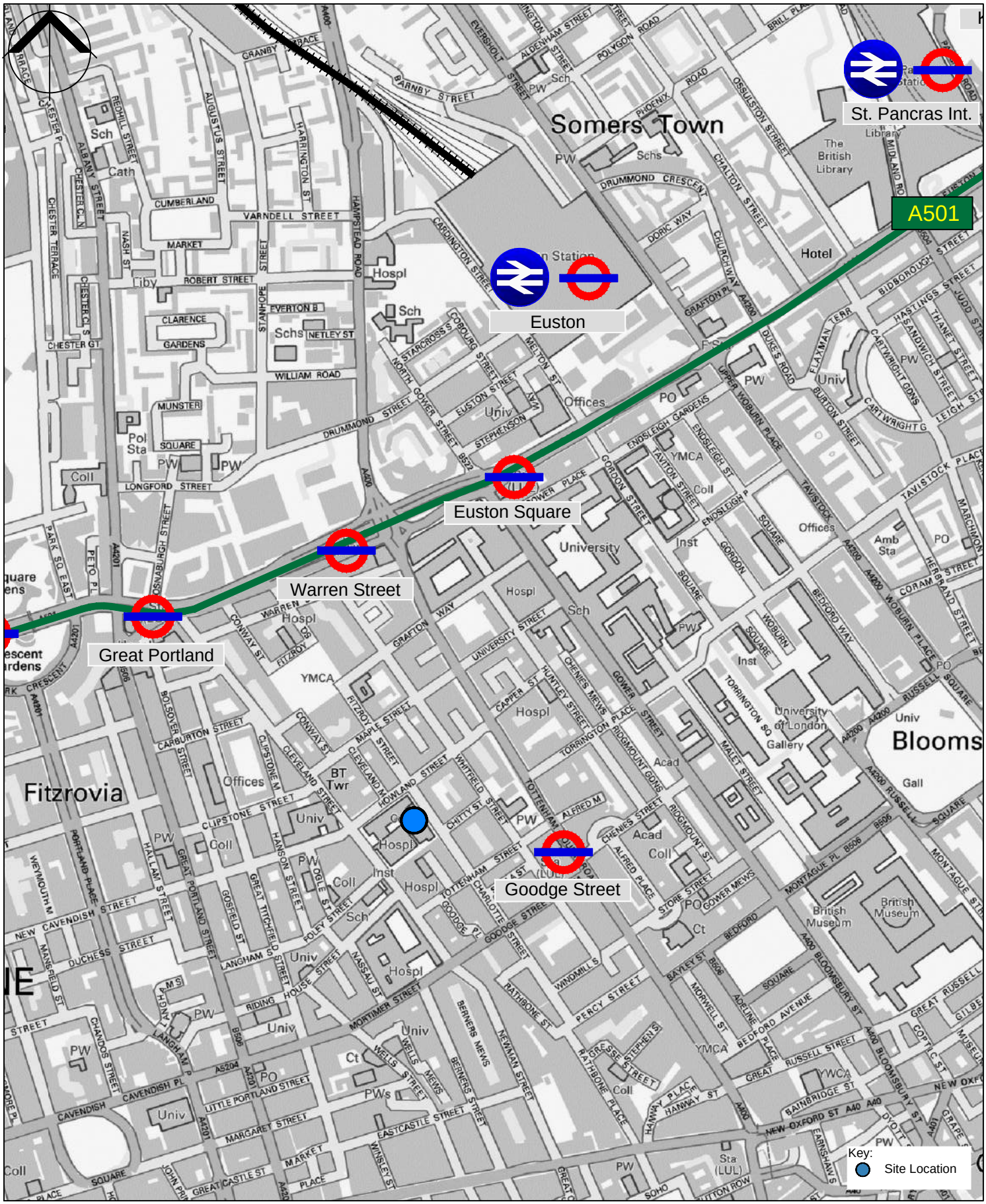
5.6 Cycle parking will be reduced to a more realistic provision given it central location supported by the results of cycle parking usage surveys and comments from the current site manager. These surveys showed that a provision of 90 cycle spaces is excessive for this site as up 91% (82 Spaces) and 93% (84 spaces) of spaces in the AM and PM peaks respectively where unused. The site manager also confirmed that a number of the bikes currently stored have been on site for some time with the likelihood that they have been left by students that are no longer staying at the property. As such, 44 secure cycle spaces will be provided on site.

5.7 Vehicular access to the site will be removed and servicing will continue undertaken on-street as per existing practices. Additionally deliveries to the site will be low in number and for the most part an existing journey undertaken between the UCL's buildings.

5.8 Bedford Passage will be reopened to the public during the day (06:00-23:00, in the form of a 3.7m wide shared space for cyclists and pedestrians. To assist with LBC's long term aspirations, Bedford Passage has been designed to accommodate any potential development which may come forward for the MHA building.

5.9 In conclusion, the proposed redevelopment of the site is compatible with and supports national and local 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 consent.

A1. SITE LOCATION PLAN



Client: University College London (UCL) Estates		Project No.: 15-T008	Drawing No.: 01	
Project: UCL Astor College Charlotte Street, Camden		Scale @ A4: NTS	Date: 27/02/15	
Title: Site Location Plan		Drawn By: MG	Checked By: FP 27/02/15	Approved By: FP 27/02/15

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A2. CYCLE ROUTE PLAN

Notes;
This map is taken from TfL's Local Cycling Guide 7 published in April 2013. For up-to-date cycle route information visit www.tfl.gov.uk

Key;

- Cycle Superhighways (CS7)
- 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 (9)
- Nation Cycle Network routes (1)
- Site Location

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Client
University College London (UCL) Estates

Project
UCL Astor College, Charlotte Street, Camden

Title
Cycle Route Plan

Drawn By	Checked By	Approved By
MG	FP 27/01/15	FP 27/01/15

Scale @ A3	Date
NTS	27/01/15

Project No.	Drawing No.	Rev.
15-T008	02	-

A3. BUS ROUTE PLAN

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

Key;

Site Location

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Client

University College London (UCL) Estates

Project

UCL Astor College, Charlotte Street, Camden

Title

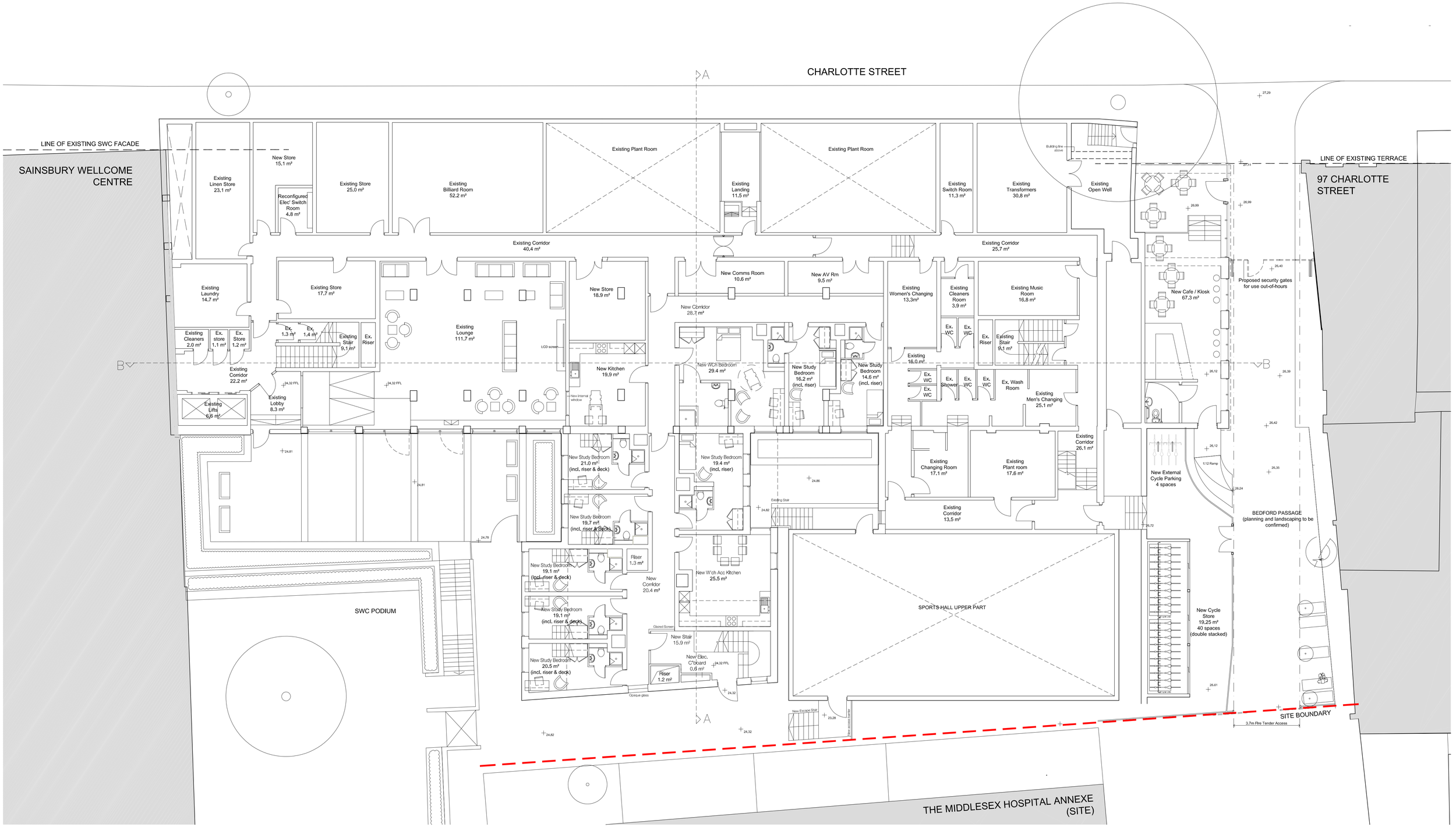
Bus Route Map

Drawn By	Checked By	Approved By
MG	FP 27/01/15	FP 27/01/15

Scale @ A3	Date	
NTS	27/01/15	
Project No. 15-T008	**Drawing No.** 03	**Rev.** -

- Route running all day every day
- 521 Route or section of route NOT running all day or every day
- 812 Bus Passes, Travelcards and Oystercards are not accepted
- X68♦ Non-stop section of route
- *12 Route terminus, showing the approximate position of the first stop; the alighting point or last stop may be different
- Underground line and station
- London Overground line and station
- Docklands Light Railway line and station
- National Rail line and station
- Bus station
- Coach station
- London River Services pier
- Place of interest
- Public building

A4. SITE LAYOUT PLAN



ASTOR COLLEGE, UCL

Charlotte Street, W1T 4QB

standard notes

1. Do not scale this drawing.
2. All dimensions must be checked on site and any discrepancies verified with the architect.
3. Unless shown otherwise, all dimensions are to structural surfaces.

THIS IS NOT A CONSTRUCTION DRAWING, IT IS UNSUITABLE FOR THE PURPOSE OF CONSTRUCTION AND MUST ON NO ACCOUNT BE USED AS SUCH.

drawing notes

revisions

P1	30,06,14	First Issue
P2	17,07,14	Pre-App Meeting
P3	23,07,14	Issue to Design Team
P4	30,07,14	Pre-App submission
P5	11,08,14	Revised riser locations
P6	29,08,14	Stage C Report
P7	11,09,14	Revised common area
P8	12,09,14	Revised layout following costing exercise
P9	16,09,14	VAT layout revisions
P10	30,09,14	Security gate in Bedford Passage
P11	06,10,14	Pre-App Meeting
P12	14,11,14	Retail unit frontage revised
P13	28,11,14	Revisions following pre-application advice
P14	05,12,14	Minor Revisions following client feedback
P15	08,12,14	Principals meeting
P16	09,12,14	Issue to design team

date June 2014

client UCL

scale 1:100@A1

drawing Proposed Lower Ground Floor

drawn	checked	drawing number	rev
AF	TG	2869 L099	P16

J:\2869 Astor College\CAD\1.0 Live Files\1.1 Models\01 Architecture\01 AutoCAD\02 Drawings

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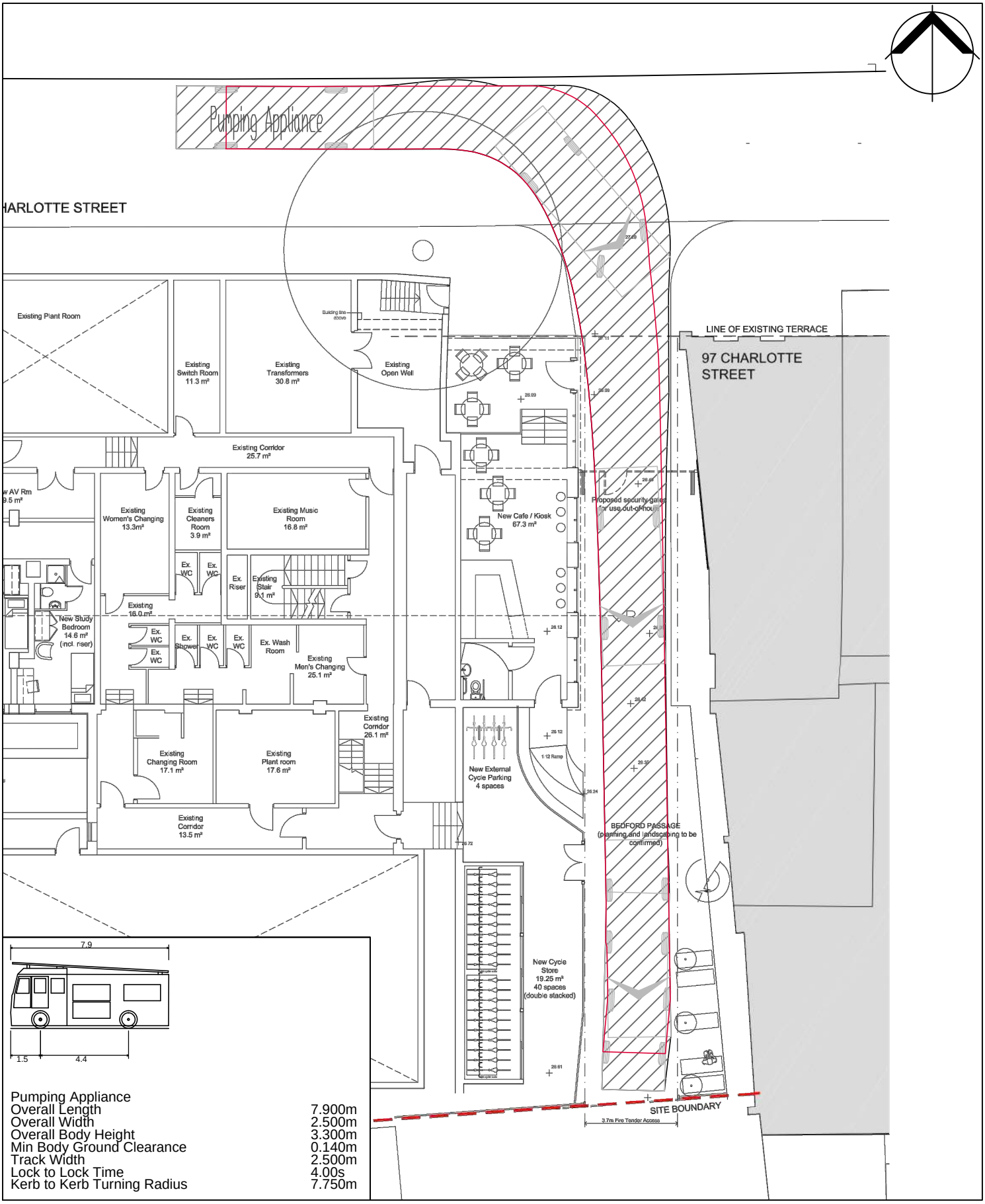
A5. SWEPT PATH ANALYSIS

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.
This drawing is based upon drawing number 2869 L099 supplied by Levitt Bernstein and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.750m

Client: University College London (UCL) Estates	Project No.: 15-T008	Drawing No.: 04	
Project: UCL Astor College, Charlotte Street, Camden	Scale @ A4: 1:200	Date: 03/02/15	
Title: Swept Path Analysis Fire Tender	Drawn By: MG	Checked By: FP 03/02/15	Approved By: FP 03/02/15

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