

Transport Statement

UCL Ramsey Hall, Maple Street, Camden

Iceni Projects Limited on behalf of University College London (UCL) Estates August 2015 ICENI PROJECTS LIMITED ON BEHALF OF UNIVERSITY COLLEGE LONDON (UCL) ESTATES

AUGUST 2015

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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 Ramsey Hall, Maple 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 is proposing to refurbish the student accommodation at Ramsey Hall. The proposals are for:

"Refurbishment of Ramsay Hall comprising a single storey roof top extension above the Rome block; external alterations associated with remodelling of 5th floor; the creation of a rear glazed walkway extension; relocation of main access, elevational alterations and associated works for student accommodation (Sui Generis)'

- 1.4 The methodology used in the preparation of this Transport Statement (TS) principally follows 'travel plans, transport assessments and statements in decision taking' (March 2014), which forms part of the Planning Practice Guidance, as well as Transport for London's (TfL) 'Best Practice' guidance document updated in November 2014.
- 1.5 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 northern side of Maple Street within the Bloomsbury area of Camden, London.
- 2.2 The site is bounded by the Indian YMCA building and Grafton Way to the north, Whitfield Street to the east, Fitzroy Street to the west and Maple Street to the south.

Site Description

- 2.3 Ramsey Hall, currently serves as accommodation for students studying at UCL. There are currently 502 bedrooms at Ramsey Hall with a library and cafeteria facilities.
- 2.4 There are two vehicular accesses into Ramsey Hall; these are located on Maple Street and Whitfield Street, both providing access to the internal parking and servicing areas. The main Pedestrian access is located on Maple Street and runs alongside the internal access road in the form of a raised footway.

Existing Highway Network

- 2.5 The eastern boundary of the site fronts Whitfield Street which is a one-way single carriageway road running in a north/south direction with a contra-flow cycle lane between the junctions with Maple Street and Grafton Way. Whitfield Street is subject to a 20mph speed limit. The carriageway is approximately 4m in width outside of the existing parking bays and has 2m footways on both sides of the road. A single disabled bay is provided at the Maple Road junction and a double Doctor Permit Bay located outside the Marie Stopes Clinic with Pay & Display spaces encompassing the remaining spaces. Outside of the allocated parking area, Whitfield Street is subject to single yellow line restrictions. Travelling north Whitfield Streets crosses Grafton Way before ending at its junction with Warren Street, traveling south Whitfield Street runs parallel to Tottenham Court Road before becoming Windmill Street.
- 2.6 Grafton Way runs along the north eastern boundary of the site and is a one-way single carriageway road running in an east/west direction and is subject to 20mph speed limit. On street parking is provided along much of Grafton Way in the form of Residential Permit Bays (CA-E) and are enforced Monday to Saturday between 08:30 and 18:30. Outside of the allocated parking area, Grafton Way is subject to single yellow line restrictions. Grafton Way begins east of the site at Gower Street, crossing Huntley Street, Tottenham Court Road and Whitfield Street before becoming Fitzroy Street.

- 2.7 Fitzroy Street fronts the western boundary of the site and is a one-way single carriageway road with a north/south alignment and a contra-flow cycle lane between the maple street junction and the point it becomes Grafton Way. Fitzroy Street is subject to a 20mph speed limit and travels south before becoming Charlotte Street at the Howland Street Junction. On street parking is provided along much of Fitzroy Street in the form of Residential Permit Bays (CA-E), enforced Monday to Saturday between 08:30 and 18:30. Two disabled bays and a single diplomatic space are also provided. Outside of the allocated parking areas, Fitzroy Street is subject to single yellow line restrictions. The carriageway is approximately 3m in width outside of the parking bays and the contra-flow cycle lane. In terms of pedestrian facilities, wide well-lit footways are provided on both sides of the carriageway and a zebra crossing is provided at the junction with Maple Street.
- 2.8 The Southern boundary of the site fronts Maple Street which is a one-way single carriageway road with a west/east alignment. A with-flow segregated cycle lane is also provided. Maple Street is subject to a 20mph speed limit and travels east until it meets Tottenham Court Road via a signal junction. On-street parking is provided on Maple Street along the frontage of the site in the form of Residential Permit Bays (CA-E), enforced Monday to Saturday between 08:30 and 18:30. The carriageway is approximately 3m in width outside of the parking bays. In terms of pedestrian facilities, wide well-lit footways are provided on both sides of the carriageway and zebra crossings are provided at the junctions with Fitzroy Street and Whitfield Street.
- 2.9 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, Euston Square and Warren Street underground stations. Additionally, the nearest bus stops are conveniently located on both sides of the carriageway on Tottenham Court Road and Great Portland Street 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

- 2.10 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.
- 2.11 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 is also provided at the junction crossing points.

Cycling

- 2.12 There are currently 34 secure, covered cycle parking spaces located within the internal court yard area at the site. These spaces are accessed via the vehicular accesses on located on Maple Street and Whitfield Street
- 2.13 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 Maple Street, adjacent to the southern boundary 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.
- 2.14 On 30th July 2010 the Santander Cycles Scheme, formally Barclays Cycles Scheme was launched to the public. The scheme, covering 100km² includes the City of London and parts of 11 London boroughs. The nearest docking station is located approximately 200m south west of the site at the Howland Street/Cleveland Street signal junction.
- 2.15 In addition to the above there are a number of publicly accessible cycle parking spaces south of Maple Street on both Fitzroy Street and Whitfield Street in the form of 'Sheffield Stands'.

Public Transport

Public Transport Accessibility Levels (PTAL)

2.16 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 Grafton Way, Gower Street, Warren Street and Great Portland Street. 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 overleaf with a routing plan shown at Appendix A3.

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

Table 2.1 Local Bus Frequency Table

Underground Services

2.17 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 and Victoria Lines. Underground trains operate frequently, generally every 2 to 5 minutes throughout the day.

Rail Services

- 2.18 There are three main line rail stations close to the site, namely King's Cross, Euston and London St. Pancras International.
- 2.19 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.
- 2.20 Adjacent to London King's Cross Station is London St. Pancras International, which accommodates Eurostar services, together with routes similar to King's Cross.

- 2.21 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.
- 2.22 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

- 2.23 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.
- 2.24 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 Practice Guidance;
- The London Plan; and
- London Borough of Camden Core Strategy and Development Policies

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.

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 Whilst the refurbishment proposals provide an additional 17 bedrooms, this results in a net loss of bed spaces and therefore students on the site, due to the change in room typologies. As such, 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.
- 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.

11

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

- 3.16 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. However, on the 10th March 2015, the Mayor adopted the Further Alterations to the London Plan (FALP). As such, the FALP (the Mayor's spatial development strategy) forms part of the development plan for Greater London.
- 3.17 The Greater London Authority (GLA) Act 1999 requires that the London Plan deals only with matters that are of strategic importance to Greater London.

- 3.18 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.
- 3.19 The proposal adheres to the above criteria.
- 3.20 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

3.21 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

3.22 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. Ramsey Hall 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

3.23 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;

- 3.24 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 in line with the existing provision.
- 3.25 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, 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

- 3.26 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.
- 3.27 The site currently has four car parking spaces which will be removed as part of the redevelopment proposal.

Summary

- 3.28 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 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.
- 3.29 The site benefits from good walking facilities and is located within easy walking distance of the other UCL facilities and services.

3.30 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, accessible by modes other than the private car.

4. PROPOSED DEVELOPMENT

- 4.1 UCL is proposing to refurbish the student accommodation at Ramsey Hall. The planning application is for external works associated with the refurbishment of Ramsay Hall with a one storey extension on the Rome Block and a rear extension within the courtyard.
- 4.2 An architectural layout plan is attached at Appendix A4.

Access

- 4.3 As part of the development proposals the current main pedestrian entrance will be relocated to the south eastern corner of the site on Whitfield Street. This access will be step free and will provide a route to the reception and halls of residence. Vehicular access through the site will be removed, along with the existing car parking. The vehicular accesses on Maple Street and Whitfield Street which formed the entrance/exit to the internal parking area will remain but in the form of loading bays. The Whitfield Street access will be amended in size with changes to the radii onto the carriageway to accommodate swept path of service vehicles. Kerbs and footways will be reinstated as appropriate. These amendments to the access are shown on Drawing 15 T104_05A including swept path analysis for service vehicles which is shown on Drawing 15 T104_06 at Appendix A5
- 4.4 The access at Whitfield Way will also be utilised as cycle access/egress via a small locked entrance alongside the main vehicular locked entrance for service vehicles. This is in accordance with the existing cycle entrance facilities to the site and as such not new to students and/or staff.

Car Parking

4.5 As part of the site proposals no car parking will provided. This will result in the existing four spaces being removed, further promoting sustainable travel.

Cycle Parking

- 4.6 There are currently 32 cycle spaces at the site which are secured by a padlocked access gate. Students are required to pay a deposit for an access key and as a result it is possible to understand the usage of the spaces on a year by year basis. Please note that there is no annual charge to use these facilities.
- 4.7 For the current 2014/2015 school year, 17 students have access to the cycle parking, a rise in three students compared to the 2013/2014 school year. This shows that the spaces are severely under used with 47% of cycle spaces being empty for the entirety of the 2014/2015 school year.

- 4.8 The reason for the low usage of the cycle parking is due to the fact that the site is located approximately 340m, a four minute walk, from the main UCL campus. Given its central location and distance from other UCL buildings; the need for a bike is severely reduced.
- 4.9 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 90 spaces provided at Astor College, which provides 231 beds, only 7 of the 90 spaces provided are in use, giving a cycle parking stress level of only 8%.
- 4.10 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.
- 4.11 The proposals seek to provide an additional 737 sqm of additional floorspace. However, this only includes 176 sqm of additional floorspace for student bedrooms as the majority of floorspace provides new student facilities on the ground floor.
- 4.12 The proposals will provide an additional 17 bedrooms. However, this will result in the net loss of 8 bedspaces and therefore students on the site. This is due to the change in room typologies with less twin beds being provided in the refurbished halls.
- 4.13 The FALP requires one cycle space per two students (for long-term parking) and one cycle space per 40 students (for short-term parking). Given the proposals result in a net loss of students on-site (even though there is an increase in floorspace); it is considered the existing cycle parking provision is sufficient. This approach has been discussed with LB Camden planning officers
- 4.14 The proposal of 32 cycle spaces, as existing, 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 340m from the site.
- 4.15 Lastly the existing cycle parking will be improved and provided in accordance with the design principles for cycle parking as discussed within Camden Planning Guidance/Cycle Facilities (CPG7). The cycle store will be within the courtyard for added security and as mentioned above cyclists with keys can take their bike through the loading bay off Whitfield Street, via a ramped channel adjacent to the steps leading into the courtyard.

Deliveries & Refuse

- 4.16 All servicing, including refuse, will be undertaken off the highway in the proposed loading bays on Maple Street and Whitfield Street. Both loading bays have side doors for pedestrian access.
- 4.17 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

- 4.18 With the exception of Royal Mail there will continue to be limited daily deliveries to the site. There are general office and stationery deliveries, catering deliveries and ad hoc deliveries to the site made by courier companies.
- 4.19 Table 4.1 shows the types of delivery being made to the site along with the frequency, typical time and typical vehicle type.

Delivery Type	Frequency	Typical Vehicle Type	Vehicle Length	Typical Delivery Time	Typical Dwell Time
Postal Delivery	Daily x2	Transit van	5.7m	10:00-16:00	5 minutes
Waste Collection	Daily x2	Refuse Vehicle	10m	10:00-16:00	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	Daily	Transit Van	5.7m	07:00-16:00	5-10 minutes
Catering deliveries	Daily	13/17 ton Truck	7.3m	10:00-16:00	5-10 minutes
Summer Laundry (June-September)	3 times per week	Transit Van	5.7m	10:00-16:00	5-10 minutes

Table 4.1 Types of Delivery (Proposed)

4.20 Breaking this down to vehicle movements/days, this equates to circa six per day, two 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, early morning catering and cleaning deliveries and two refuse pick-ups per day.

Summary

4.21 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 in line with existing practice.

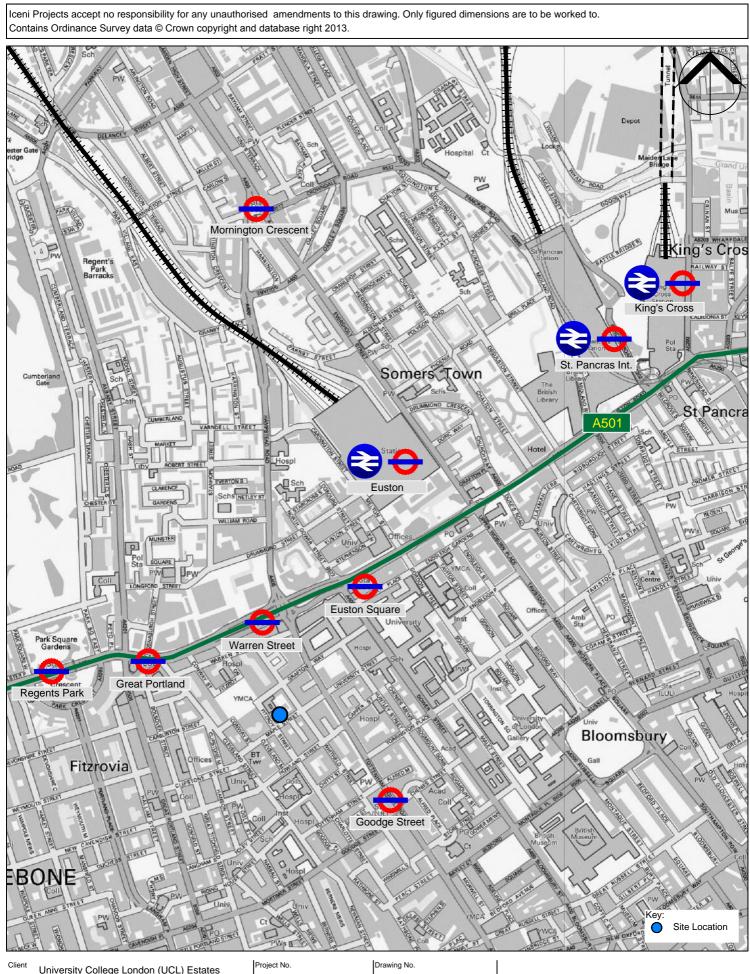
Impact

- 4.22 Given the net reduction of 8 bed spaces it is anticipated that the trips associated with the site will have a net decrease or worst case nil detriment.
- 4.23 In summary any trips (vehicular, cycles, public transport and walking) resulting from the proposal would not be discernible from daily fluctuations noted on the network or local transport nodes.

5. SUMMARY AND CONCLUSIONS

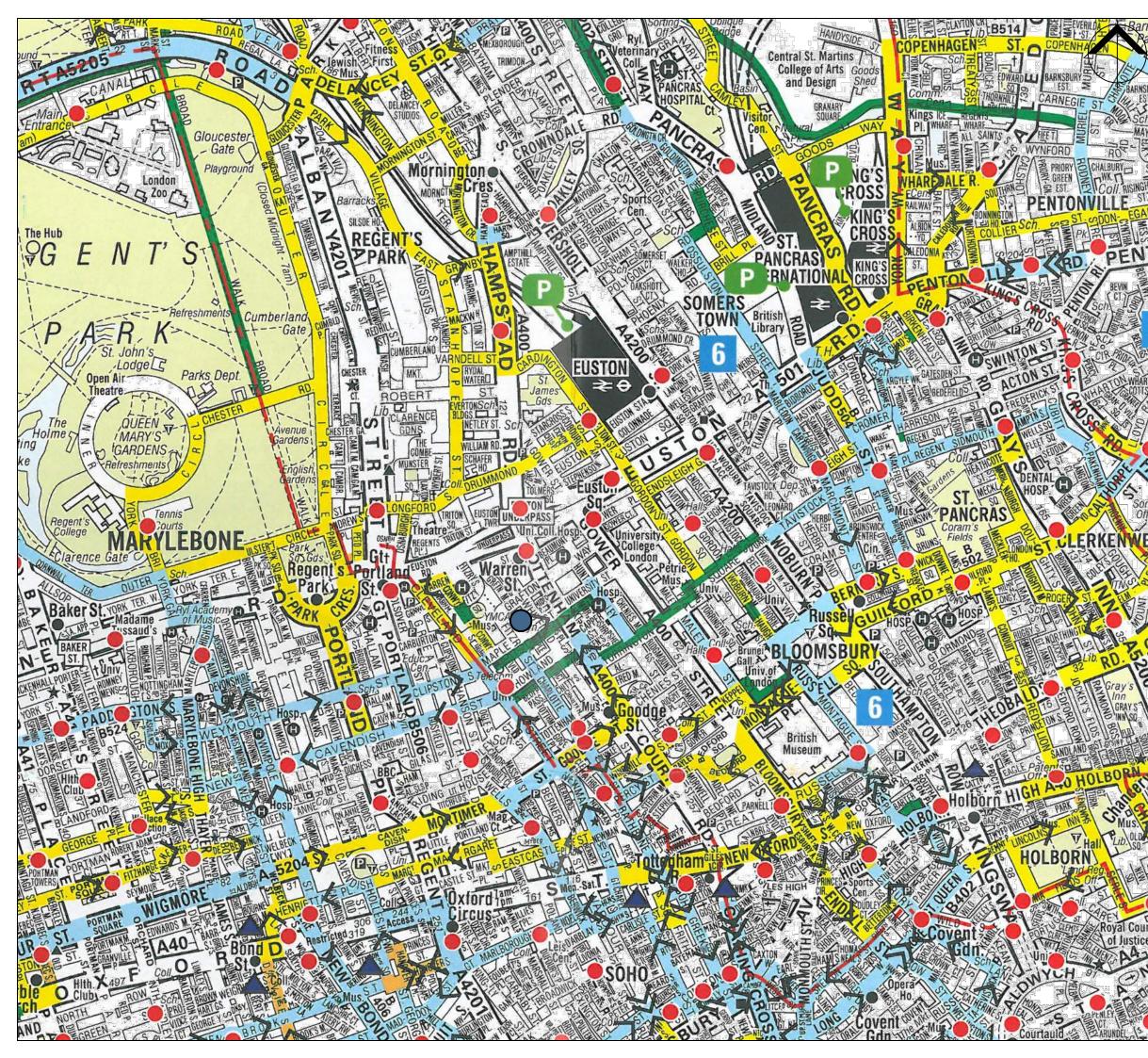
- 5.1 Iceni Projects Ltd has been appointed by the University College London (UCL) to provide highways advice in regard to their refurbishment proposals at Ramsey Hall, Maple Street in the London Borough of Camden (LBC).
- 5.2 The site benefits from excellent pedestrian and cycle facilities in the locality 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 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 The refurbishment and minor extension results in a net loss of bed spaces and students on site. No additional cycle parking is therefore proposed. This is supported by the results of parking usage surveys which showed that the existing provision of 32 cycle spaces is excessive for this site as up 47% were unused. As such, 32 secure cycle spaces will be provided on site.
- 5.7 Vehicular access through the site will be removed, along with the existing car parking. The vehicular accesses on Maple Street and Whitfield Street which formed the entrance/exit to the internal parking area will remain but in the form of loading bays. 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 In conclusion, the proposed refurbishment 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



	University Conege London (UCL) Estates	15-T014			01		Iceni Projects Limited Flitcroft House	
Project	Ramsey Hall	Scale @ A4 10,000		Date	18/02/15		114-116 Charing Cross Road London, WC2H 0JR T +44 (0)20 3640 8508 (
Title	Site Location Plan	Drawn By AG	Checked B	^{3y} RB 18/02/15	Approved By 18/(FP 02/15	F +44 (0)20 3435 4228 mail@iceniprojects.com	[iceniprojects]

A2. CYCLE ROUTE PLAN



Key;		
CS7	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	
9	London Cycle Network routes	
1	Nation Cycle Network routes	
	Site Location	

F 020 3435 4228 mail@iceniprojects.com



Client

University College London (UCL) Estates

Projec

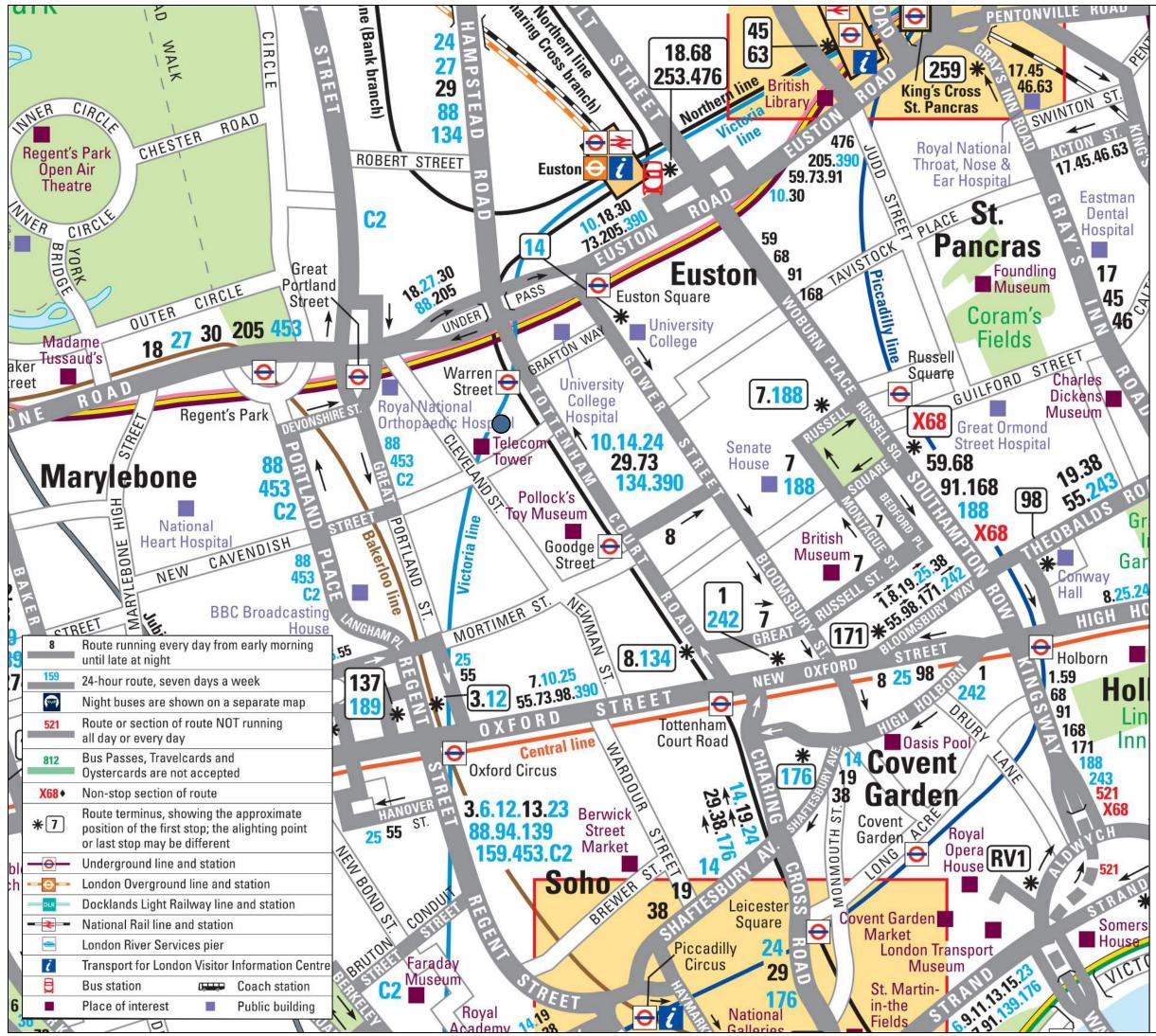
Ramsey Hall

Title

Cycle Route Plan

Drawn By	Checked By	RB	Approved By	FP
AG		18/02/15		18/02/15
Scale @ A3		Date		
NTS			18/02/15	
Project No.		Drawing No.		Rev.
15-T014			03	-
	ny unauthorised amend	5		-

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

Iceni Projects Flitcroft House 114-116 Charing Cross Road London, WC2H 0JR

T 020 3640 8508 F 020 3435 4228 mail@iceniprojects.com



[iceniprojects]

University College London (UCL) Estates

Project

Ramsey Hall

Bus Route Map

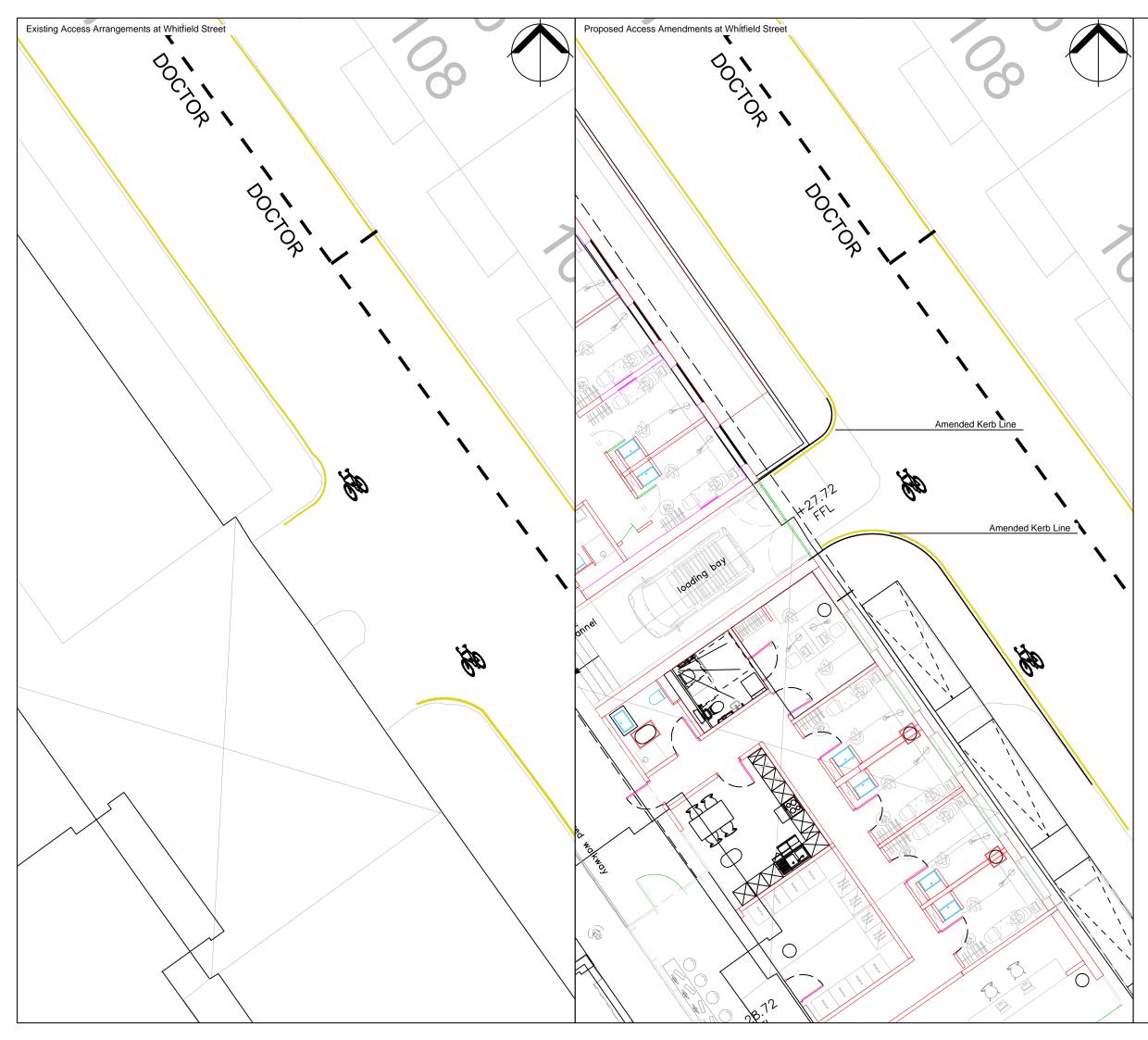
Drawn By	Checked By	RB	Approved By	FP
AG		18/02/2015	18/	/02/2015
Scale @ A3		Date		
NTS			18/02/2015	
Project No.		Drawing No.		Rev.
15-T014			02	-
Iceni Projects accept no responsibility for an	v unauthorised amend	ments to this drawing.	Only figured dimensions are	to be worked to.

A4. SITE LAYOUT PLAN



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<u>C9</u> <u>606</u>	
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610	159 St John Street mail@ London hawkinsbrown.com
	EC1V 4QJ www. 020 7336 8030t hawkinsbrown.com
	Project
	UCL Ramsay Hall Maple Street
612	Drawing Proposed Ground Floor Plan
613	Scale Date
	1:150 @ A1 July 2015
	Drawn by Checked by EP EP
61)	EP EP Job Number Status
	HB1438 Planning
	Drawing No. & Revision 1438-DWG-PL-200-A

A5. SWEPT PATH ANALYSIS AND ACCESS AMENDMENTS



Notes;

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

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в	11/08/15	Revised Layout	MG	FP	FP
Α	30/04/15	Revised Layout	RB	MG	FP
Rev	Date	Amendments	Drawn	Chk	Арр

Iceni Projects

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Client

UCL Estates

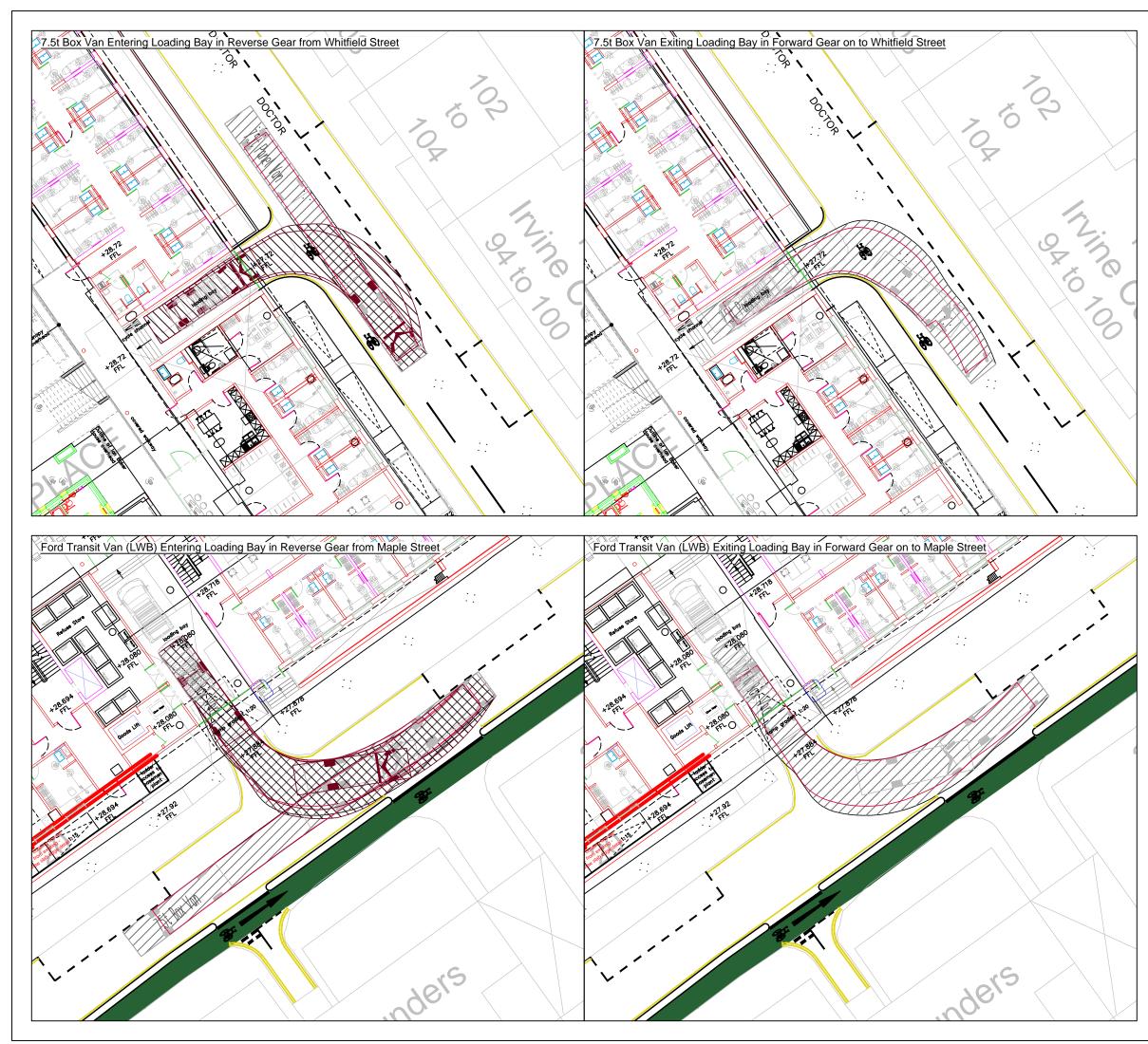
Project

Ramsey Hall

Title

Access Amendments on Whitfield Street

Drawn By	Checked By	MG	Approved By	FP
MG		26/02/2015	26/	02/2015
Scale @ A3		Date		
1:500			26/02/2015	
Project No.		Drawing No.		Rev.
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		3.01			
	1.21 4.25	;			
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	5.68	1			
	Overall Ler	→ sit 300 Van LWB ngth dth by Height		5.680 1.974 2.563	m
	Min Body (Max Track Lock to Loo Wall to Wa	dy Height Ground Clearance Width ck Time III Turning Radius		0.336 1.975 4.00s 7.150	m
в	11/08/15	Revised Layout	MG	FP	F
A	06/05/15	Revised Layout	RB	FP	F
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