

Transport Statement

**150-152 Clerkenwell Road & 2 Eyre Street
Hill**

March 2017

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1. Introduction

- 1.1 This Transport Statement has been prepared on behalf of Fordham University to support a planning application for the proposed change of use of the building at 150-152 Clerkenwell Road & 2 Eyre Street Hill from Class B1 (office) use to a dual use as Class B1 (office) and Class D1 (educational institution) use.

The Application Site

- 1.2 150-152 Clerkenwell Road & 2 Eyre Street Hill, hereafter referred to as ('the site'), is located within the Holborn & Covent Garden Ward, in the London Borough of Camden. The site occupies a corner site and is bounded by Clerkenwell Road to (the south), Eyre Street Hill to (the west).
- 1.3 The Site, 150 – 152 Clerkenwell Road is an existing office building, arranging over ground and four upper floors, comprising (circa 17,445 sq. ft.) office floorspace. Following the departure of the previous occupier 'Ben Shearman' in June 2016, the building is now vacant. The landlord has marketed the building to a range of office occupiers, over a period from January 2016 to March 2017. During this period the most significant interest has been expressed by the Fordham University, which will seek to occupy the building for a hybrid office / education use.

Application proposals

- 1.4 As detailed in the section above, Fordham University is seeking to apply for a flexible change of use of the building for a dual Class B1 (office) and Class D1 (educational institution) use, to allow for their occupation of the unit as a higher education facility.

2. Existing Condition

Site Access

- 2.1 As illustrated on the existing and proposed drawings included within this application submission, the main pedestrian access to the building is provided in the form of an entrance lobby on the Eyre Street Hill elevation of the building.
- 2.2 At present no car parking spaces are provided on site to accommodate the users of the office accommodation. In addition to this, no cycle parking facilities have been provided on site.

Road Network and Existing Traffic Flow

- 2.3 The site is bordered by Clerkenwell Road to the south and Eyre Street Hill to the west. Clerkenwell Road is classified as a major distributor road (A2501), with Eyre Street Hill functioning as a minor access route.

Pedestrian Facilities and Existing Pedestrian Flows

- 2.4 To the south of the site is Clerkenwell Road, a street open to vehicular traffic. Clerkenwell Road has footways on both sides of the carriageways. Formal crossings are provided within walking distance at the site both east and west.
- 2.5 To the west is Eyre Street Hill, which is also open to vehicular traffic, with narrower footways than mentioned above and no formal crossings.

Public Transport Accessibility

- 2.6 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point of interest to the public transport network, taking into account walk access time and service availability.
- 2.7 PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to Rail and Underground stations.
- 2.8 The TfL Planning Information Database has been used to calculate the PTAL for the site. The results show the sites has a PTAL rating of 6b equating to a BREEAM Accessibility index score over 18, the highest achievable. The summary PTAL report is provided as Appendix 1.

Mainline Rail

- 2.9 In accordance with PTAL walk access times the maximum accessible walk distance to a rail station is considered to be in the region of 960m, which equates to a 12 minute journey time by foot. Table 2.1 identifies one overground rail station within the 960m catchment area.

Table 2.1 – Nearby Mainline Rail Stations

Station	Service
Farringdon Turnmill	Thameslink

London Underground

- 2.10 In accordance with PTAL walk access times the maximum accessible walk distance to a rail station is considered to be in the region of 960m, which equates to a 12 minute journey time by foot. Table 2.1 identifies three London underground stations within the 960m catchment area with others in close proximity to the site.

Table 2.2 – Nearby London Underground Stations

Station	Approximate distance from site	Service
Farringdon	460m	Metropolitan, Hammersmith & City and Circle Line
Holborn	920m	Central & Piccadilly Line
Chancery Lane	920m	Central & Waterloo and City Line
Russell Square	1280m	Piccadilly Line

- 2.11 Table 2.2 shows five London Overground and Underground routes within an accessible walking distance of the site, with access to a number of services including the Circle, Hammersmith and City, Metropolitan, Piccadilly Line, Waterloo and City Line. In addition to the above, it is noted that following the completion of the Crossrail Station at Farringdon, the number of services operating across Central London is set to increase significantly.

London Buses

- 2.12 In accordance with PTAL walk access times, a maximum walk distance to a bus stop is 640m, which equates to an 8-minute journey time by foot.
- 2.13 Approximately 4 bus routes were identified within a 640m catchment of the site. Further information on these bus routes can be found in Appendix 1.
- 2.14 The bus routes identified in the PTAL report indicates that services operate along Grays Inn Road, Hatton Garden, Roseberry Square and Farringdon Road.

Cycling

- 2.15 The site does not have direct access to any formal cycle routes or cycle lanes; however the local roads in the immediate vicinity are quieter roads and used by cyclists. In addition to the above, local routes such as Clerkenwell Road and Hatton Garden are classified as quieter roads that have been recommended on the Central London cycle map.
- 2.16 An analysis of the TFL cycle docking facilities, has indicated that docking stations are available on Hatton Wall and Farringdon Lane. At present no cycle parking facilities are provided on site, given the constrained nature of the site, there are significant constraints over the location and suitability of installation of cycle parking facilities to serve the occupants of the development.

Pedestrian Movements

- 2.17 The application site is surrounded by a well-developed pedestrian network with all streets providing footways on one or both sides of the street. The existing network provides easy access to all local facilities, transport nodes, schools and places of interest. The majority of the footways in the vicinity of the Estate are in reasonably good condition.

Car Parking

- 2.18 No Car parking spaces are provided on site. However, the site is located in close proximity to a number of public car parks and NCP car parks in the surrounding area, including the Farringdon NCP car park which has a capacity of over 294 spaces.

Deliveries and Servicing

- 2.19 It is expected that the delivery and servicing of the building will remain the same; with all deliveries and refuse collections to be made from the loading bays on the edge of Clerkenwell Road.

- 2.20 A central waste and recycling store will be provided within the building as per the existing situation. All waste will be stored internally, with refuse transferred to the collection areas on the scheduled collection dates.

3. Development Proposals

- 3.1 The building occupies circa 1,608 sqm of floorspace over four floors including the basement level. This application seeks permission for the change of use of the entirety of the building for use as a hybrid office / educational use.

Cycle parking

- 3.2 Policy DP 18 of the Development Management Policies Document sets out a requirement for new development to minimise the provision of car parking facilities, whilst making provision for the delivery of cycle parking facilities in accordance with LB Camden's standards. As detailed below, LBC will require proposals for new Class D1 (educational institutions) to make provision of cycle parking facilities in accordance with the standards below;

- Staff – Long Stay: 1 space per 4 members of staff
- Students – Long Stay: 1 space per 20 students
- Students – Short Stay: 1 space per 7 students

- 3.3 Based on the thresholds above, it has been anticipated that there would be a requirement to provide 35 cycle parking spaces to meet demand from the proposed occupants of the building. Whilst there is a requirement for new development to make provision for the installation of cycle parking facilities, consideration should be paid to the site specific constraints associated with refurbishment schemes / change of use applications. As detailed on the planning drawings, the site is subject to a number of constraints which limit the potential for the provision of cycle parking facilities on site, with the only location for bike storage being in the basement of the building. Given the constraints of the buildings floorplates and access arrangements, it is suggested that it may be difficult to transport bicycles from any storage location to street level, without causing disruption to the occupants of the building.

- 3.4 As detailed in the section above, the site lies in an area with good accessibility to public transportation, with a good level of connectivity to overground, underground rail line and bus transport connections. Accordingly, it is suggested that due to the nature of the occupants of the education floorspace, on short term courses / periods of study. It is likely that the students and members of staff are more likely to be reliant bus or rail transportation, rather than alternative modes of transportation. It is therefore likely that the majority of the students will not have a requirement to use the cycle parking facilities. It is therefore proposed that cycle parking facilities will not be required on site.

- 3.5 It is therefore proposed that due to the nature of the existing context of the site, the proposed change of use it is therefore proposed that the provision of cycle parking facilities on site would be impractical. It is therefore proposed that the development accords with LB Camden Policy DP13.

Deliveries and Servicing

- 3.6 Refuse and recycling facilities will be provided on site, as per the existing situation. All refuse collections will be made from Eyre Street Hill.
- 3.7 The delivery and servicing of the building will remain the same with the proposed change of use. There will be no changes to the servicing arrangements at the site which will still be managed by Fordham University.