

Castlehaven Row Ltd
**1-11 Hawley Crescent Roof
Extension**
Transport Statement

001

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

1.1 Background

Arup has been commissioned by Castlehaven Row Ltd to provide a Transport Statement (TS) in support of the planning application for the proposed redevelopment of 1 - 11 Hawley Crescent, in the London Borough of Camden (LBC).

The existing building is five storeys in height with basement car parking and comprises a mixed office and residential building. The ground, first and second floors are occupied by the Open University (B1 use). The third and fourth floors are residential with four flats on the third floor and two on the fourth floor (six in total).

The application relates to the provision of additional residential accommodation by infilling the third and fourth floor and creating a new fifth floor level. The site location is shown in **Figure 1**.

Figure 1: Site Location

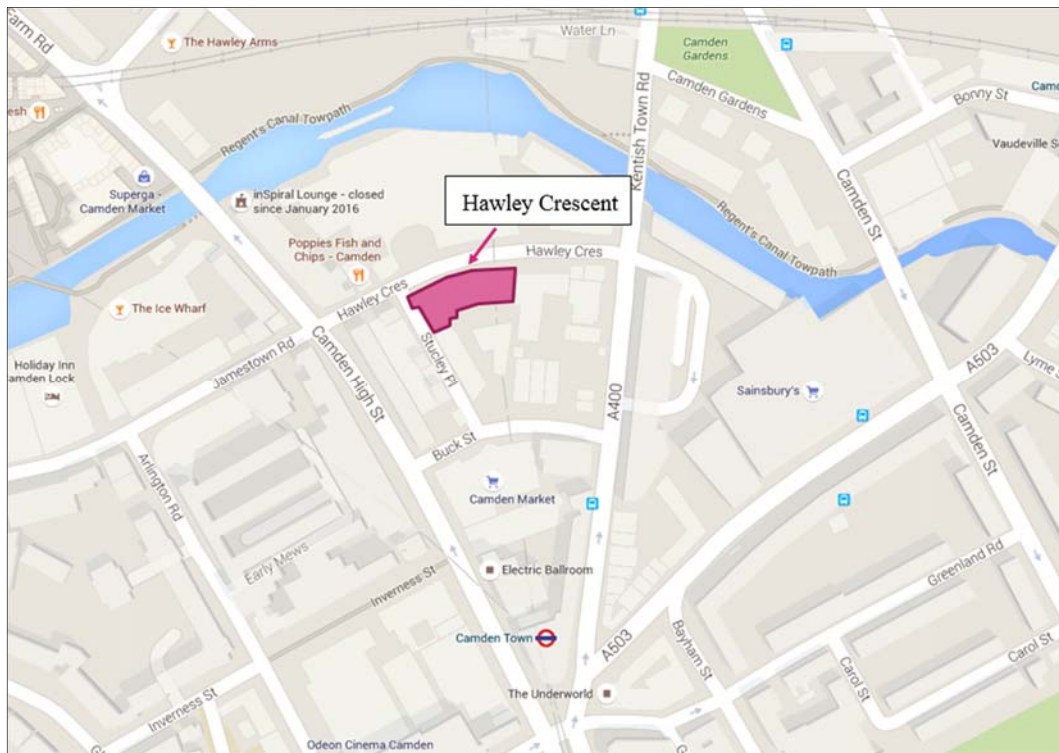


Image Source: Map Data © 2016 Google

The purpose of this report is to demonstrate to LBC, the local planning and highway authority, that the redevelopment proposals are aligned with relevant planning policy and will not have a significant impact on the surrounding transport networks.

2 Site Description

2.1 Site Location

The site is bound by Hawley Crescent to the north and Stucley Place to the west, and is opposite the MTV Studios. The existing building comprises a mix of office and residential units. The offices are currently let to the Open University and there are a total of six residential apartments located on the third and fourth floors (four flats and two duplexes).

A basement parking area is provided which is accessed off Stucley Place. There are ten car parking spaces, one disabled parking bay and ten cycle parking spaces.

2.2 Proposed Development

The proposals include the redevelopment of the upper floors of the building to provide a total of 15 residential units (an increase of nine from the six currently). The mix of units will be as follows:

- Four one-bedroom units;
- Ten two-bedroom units; and
- One three-bedroom unit.

The additional residential developments will be located on the third, fourth and fifth floor. The total GEA of the additional residential units is 866sqm.

Additional cycle parking will provided for the new residential units. The proposals include the provision of an additional 26 cycle parking spaces (there are ten existing spaces) within the basement of the building. The provision of 26 spaces for the residential aspect of the development complies with the adopted Greater London Authority's *London Plan* standards. These are outlined in **Table 1**.

Table 1: London Plan Cycle Parking Standards

Land Use	London Plan standard	
	Long-stay	Short-stay
Residential (C3)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

The number of car parking spaces in the basement will reduce by four spaces to provide an additional disabled parking bay and accommodate an increase in cycle parking. In total there will be six car parking spaces, including two disabled bays.

3 Transport Networks

3.1 Public Transport

The building is located in an area of good public transport service provision with a Public Transport Accessibility Level (PTAL) rating of 6a-6b (with 1a being the lowest accessibility and 6b being the highest). The PTAL rating of 6b equates to an ‘excellent’ level of public transport accessibility. The excellent accessibility of the site can be attributed to the location of numerous bus stops within walking distance of the site and Camden Town London Underground (LU) station which is located 320m to the south of the site.

An overview of key existing sustainable transport facilities in the vicinity is shown in **Figure 2**.

Figure 2: Sustainable Transport Facilities

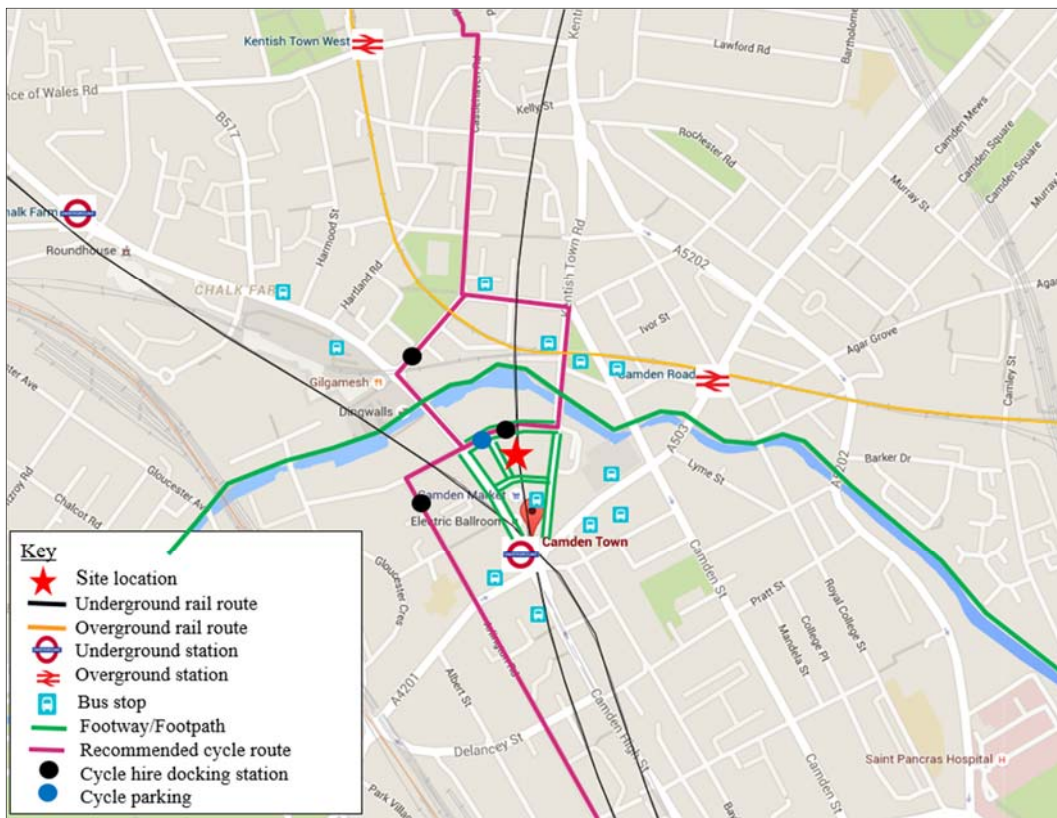


Image Source: Map Data © 2016 Google

Camden Town LU station, serviced by the Northern line, is the nearest LU station and Camden Road Overground station is located approximately 480m (5 minutes’ walk) to the east of the site. The location of the station is shown in **Figure 2**.

The bus stops closest to the site are Camden Gardens (Stop C), located on Camden Gardens approximately 160m to the north-east of the site and Camden Road Kentish Town Road (Stop L), approximately 160m to the south-east of the site. A summary of the services provided at the bus stops is shown in **Table 2**.

Table 2: Summary of Bus Services

Stop	Service	Route	Daytime frequency per direction
Stop L / C	88	Camden Town Station-Picadilly Circus-Westminster Station-Vauxhall Park-Omnibus Clapham	Every 6-10 minutes
Stop L	134	North Finchley Bus Station-Highgate Station-Archway Station-Kentish Town Station-Camden Town Station-New Oxford Street	Every 4-7 minutes
	214	Highgate School-Kentish Town Station-St Pancras International Station-Old Street Station-Finsbury Square	Every 7-10 minutes
	C2	Parliament Hill Fields-Kentish Town Station-Great Portland Street Station-Oxford Circus Station-Victoria Station	Every 7-9 minutes
* Only key intermediate stops noted Source: Transport for London			

An additional frequent (every 30 minute) night-time only bus service (N20) is provided at Stop L.

The locations of bus stops in the vicinity of the site are shown in **Figure 2**.

3.2 Walking and Cycling

The local pedestrian network provides excellent access to different land uses in the local area. Footways are provided on both sides of the roads that make up the local road network to and from the site. Camden High Street and Kentish Town Road benefit from wide footways.

Controlled pedestrian crossings are located on the Kentish Town Road / Hawley Crescent and on Hawley Crescent / Jamestown Road / Camden High Street junctions. Uncontrolled dropped kerb pedestrian crossings are located on all junctions in the vicinity of the site.

The site is well located with regards to cycling provision. Transport for London (TfL) identifies Jamestown Road, Arlington Road, Hawley Crescent, Castlehaven Road, Hawley Road and Kentish Town Road as routes recommended for cyclists. Cycle parking is currently provided on Hawley Crescent, approximately 80m to the west of the building entrance (outside The Elephants Head).

As part of the London Cycle Hire scheme, a series of local cycle docking stations have been installed throughout central London. The nearest docking stations are located just outside 1-11 Hawley Crescent. Cycling facilities in the vicinity of the site are shown on **Figure 2**.

3.3 Local Highway Network

The proposed development is located outside the central London Congestion Charging Zone (CCZ) and in an area subject to a 20mph speed limit. The streets surrounding the site can be described as follows:

- Hawley Crescent, a one way (westbound) street which runs to the north of the site and connects Jamestown Road and Camden High Street to the west and Kentish Town Road to the east;
- Kentish Town Road, a one-way (northbound) street which runs to the east of the site. Kentish Town Road connects to Buck Street, Camden High Street and Camden Road to the south and to Hawley Crescent to the north;
- Camden High Street, a one way (northbound) road which runs in a north south direction to the east of the site. Camden High Street is a key corridor through Camden Town and connects to Chalk Farm Road and Castlehaven Road to the north; and
- Stucley Place, a two way street to the west of the development which runs in a north south direction. Stucley Place connects to Buck Street to the south and Hawley Crescent to the north.

3.4 Taxis

The TfL appointed taxi rank closest to the site is on Hawley Crescent, approximately 70m to the west of the site entrance (outside The Elephants Head). The taxi rank provides three taxi bays and operates Saturdays and Sundays only.

3.5 Disabled Parking

The nearest disabled parking bay is located just outside 1-11 Hawley Crescent. Additional disabled car parking spaces are located on Buck Street. The proposed development will provide two disabled parking bays in the basement; one for residential use and the other for office tenants.

3.6 Car and Motorcycle Parking

The nearest on-street car and motorcycle parking spaces are located on both sides of Hawley Crescent.

The nearest off-street car park is located on Pratt Street approximately 640m to the south of the site. The car park provides 100 spaces.

Two car clubs operate locally; Zipcar and City Car Club. The nearest cars are parked on Castlehaven Road, approximately 320m (four minutes' walk) to the north of the site.

4 Trip Generation and Development Impact

4.1 Person Trips Estimate

The development proposals relate to the extension of 1-11 Hawley Crescent which will increase the number of residential units on the site from six to 15. The development impact is generally very limited due to the size of the proposed extension and the site location being in an area of very good public transport provision.

The current six residential units provide a total of nine bedrooms. The additional units will provide a further 18 bedrooms. It is therefore reasonable to forecast that the additional 18 bedrooms could result in an additional 18 daily trips. Existing travel characteristics of local residents has been obtained from the 2011 Census Method of travel to work data (Dataset QS701EW). The mode share is shown in **Table 3**.

Table 3: Person Trips by Mode

Mode	Mode Split
Public Transport	54%
Driving a car or van	11%
Passenger	1%
Bicycle	10%
On foot	20%
Other	5%
Total	100%

4.2 Servicing and Waste

To determine the existing servicing activity associated with the site a servicing survey was undertaken on Thursday 26 and Saturday 28 May 2016 on Hawley Crescent and Stucley Place. Based on the survey data analysis the following were noted:

- No servicing activity associated with 1-11 Hawley Crescent took place on Hawley Crescent;
- Only one servicing event associated with the site was noted across the two locations over the course of the two days. The event took place on Stucley

Place on Thursday at 10:45 and lasted for approximately four minutes. The servicing event was made by a Light Goods Vehicle (LGV);

- The majority of servicing events to other buildings close to the site were made by LGVs:
 - 47% on Thursday and 77% on Saturday on Hawley Crescent; and
 - 80% on Thursday and 63% on Saturday on Stucley Place;
- Servicing activity by Heavy Goods Vehicles (HGVs) on Hawley Crescent on Thursday was approximately 32% of the total activity, whilst on Saturday only one servicing event by HGV was noted. On Stucley Place, 17% and 16% of servicing events were made by HGVs on Saturday and Thursday respectively.

Table 4 provides a summary of the servicing activity at the two locations.

Table 4: Summary of Total Servicing Activity

Day	Total Servicing Activity	
	Hawley Crescent	Stucley Place
Thursday	34	30
Saturday	13	19

Waste generated within the building will be stored in two waste rooms in the basement; one for B1 waste and the other for residential waste storage. An electric tug will be provided to transfer bins, via the ramp, to the ground floor waste collection space. Refuse collection will take place on Stucley Place adjacent to the collection space.

4.3 Development Impact

The proposed development is anticipated to generate approximately 18 additional daily person trips and a review of existing journey to work data for local residents suggest that the majority of trips will be made by public transport, walking or cycling.

It is anticipated that residential deliveries to the additional units will be limited. Based on the existing low level of servicing activity associated with the site, it is anticipated that any servicing associated with the proposed additional residential units will be able to be accommodated via existing arrangements on Hawley Crescent or Stucley Place.

The new development has waste storage facilities in the basement for commercial and residential waste. On collection days, bins will be placed in the collection space accessible from Stucley Place and collected, emptied and returned to the respective waste store.

Having considered the impact of the development on all modes of transport it is anticipated that the proposed development will not have any adverse impact on the local transport networks.

5 Promotion of Sustainable Transport

5.1 Aim

1 – 11 Hawley Crescent is located in an area of excellent public transport provision. The development also benefits from cycling and walking facilities in the immediate vicinity. The location of the development therefore offers numerous opportunities for individuals to travel to and from the site in a sustainable manner.

However, this section proposes a list of additional measures to ensure good travel patterns are established upon occupation of the additional residential units and to set in place a long-term strategy for encouraging sustainable modes of travel. The promotional measures are expected to become effective on occupation of the additional residential units.

5.2 Design Related Measures

The proposed development will not provide any additional car parking spaces. The number of bays will actually reduce by three to provide an additional disabled parking bay and extra cycle parking. A total of 16 new cycle parking spaces will be provided for residents in the basement parking area. This is 16 more than the current ten spaces provided which will be maintained for the office users. It is therefore expected that the design related changes to 1-11 Hawley Crescent will help to promote trips to the site by sustainable transport modes.

5.3 Promotional Measures

A series of promotional measures are proposed in order to facilitate sustainable mobility to the site even further. These include highlighting the proximity of the site to public transport, walking and cycling facilities and displaying up-to-date information on public transport, walking and cycling routes within the building where everyone can view them, as well as on the site's website. The building management will be responsible for marketing sustainable transport initiatives.

6 Summary and Conclusions

The proposed redevelopment of 1-11 Hawley Crescent represents a high quality proposal within a highly sustainable location. To summarise:

- The proposed development is located in an area of excellent public transport provision (6a-6b PTAL rating). This includes bus, Overground and Underground, cycling and walking facilities;
- The development will provide no additional car parking spaces and will encourage travel by sustainable transport modes by increasing the amount of cycle parking on the site. The residential units will benefit from 26 cycle parking spaces which is in accordance with *London Plan* cycle parking standards;
- It is anticipated that the person trips generated by the proposed development will not have an adverse effect on the local transport networks;
- A review of existing servicing activity has demonstrated that there are very few servicing trips to the site (one recorded across two days of surveys) and the addition of nine residential units is unlikely to generate many more trips; and
- Promotional measures to encourage sustainable travel will be implemented in order to build on the solid foundation of an accessible location and good public transport links. The building management will be responsible for the implementation of the measures.

The assessment therefore concludes that the proposed development is considered to be in accordance with current policy and is expected to have a negligible effect on the surrounding transport network.