**53 to 55 Chalton Street and 60 Churchway - Transport**

**Introduction**

The development consists of a 46-bedroom hotel and a 3-flat residential development to be provided within Somertown. The main hotel entrance will be from Chalton Street and an additional service access from Doric Way / Churchway; the residential access via Churchway.

The proposals include Doric Way / Churchway public realm improvements, with reinstatement of the current vehicular crossover, new landscaping, benches and/or cycle stands.

**Site Location**

Being located within Somertown the development site has easy and ready connections on foot to attractions such as:

* Madame Tussauds;
* London Zoo;
* Regent’s Park;
* British Library; and
* University of London.

Or via a short cycle or bus ride to attractions such as:

* Camden Town markets;
* Regent’s Canal; and
* The British Museum.

Or via the Underground to attractions such as:

* Oxford Street, Leicester Square, Piccadilly Circus shopping districts;
* Covent Garden including many theatres;
* Downing Street, Whitehall, Houses of Parliament;
* Westminster Abbey, St Paul’s, Buckingham Palace;
* St James’s Park, Hyde Park, Green Park;
* The City of London , Tower Bridge, Tower of London; and
* The Shard, London Eye, and London Aquarium.

Taking into account the wide variety of local facilities and the area’s excellent connections to central London visitors and residents are highly provided for without having to use private cars.

**Accessibility**

*Roads*

The development site fronts Chalton Street and Churchway. Chalton Street is a two lane single carriageway road, with street lighting, waiting and loading restrictions, a 20mph speed limit and relatively wide footways. Churchway to the south is a local access road, whilst to the north is a pedestrian only thoroughfare linking Chalton Street to Drummond Crescent/Doric Way.

Chalton Road connects with the A501 Euston Road to the south, and the A400 to the north (via a number of roads). The area is accessible to the A1 and A41 and from those roads to the A406 and to the M25 beyond.

On street car parking and loading is controlled in the area throughout the day with waiting and loading restrictions along Chalton Street; and Controlled Parking Zones operating in the local residential street providing some short term visitor parking but mainly residential permit parking.

**Public Transport**

The site has a public transport accessibility level (PTAL) of 6b which is excellent.

*London Overground*

The site lies within 7 minutes’ walk of Euston, and 8 minutes’ walk of King’s Cross & St Pancras stations. These stations provide access to International and domestic train services covering either directly or through easy connections access to many parts of the UK and beyond.

*London Undergound*

The site lies within 7 minutes’ walk of Euston Station, 8 minutes’ walk of King’s Cross St Pancras, 10 minutes’ walk of Euston Square, and 11 minutes’ walk of Russell Square. These stations provide access to the Northern Line, Victoria Line, Metropolitan Line, Circle Line, Hammersmith & City Line, and Piccadilly Line; which in turn provide easy access to the whole London Undergound system.

*London Buses*

There are numerous bus stops (with shelters) located within 3 minutes’ to 8 minutes’ walk along Euston Road, Upper Woburn Place, Midland Road, Eversholt Street, St Pancras Road, Euston Road, and King’s Cross, St Pancras & Euston stations. Daily bus (and 24 hour) services include the following:

* 10 St Pancras to Hammersmith – 24 hour service
* 18 (N18) Euston Station to Sudbury & Harrow Road Station (continues to Trafalgar Square and Harrow Weald)
* 30 Marble Arch (via Euston Station) to Hackney Wick
* 45 King’s Cross to Clapham Park
* 46 Lancaster Gate (via St Pancras) to St Bartholomew’s Hospital
* 59 King’s Cross to Streatham Hill
* 63 (N63) King’s Cross to Honor Oak (continues to Crystal Palace)
* 68 (N68) to Euston to West Norwood Station (Tottenham Court Road Station to Old Coulsdon)
* 73 (N73) Victoria (via Euston Station) to Stoke Newington (continues to Walthamstow Central Bus Station)
* 91 (N91) Trafalgar Square (via Euston Station) to Crouch End (continues to Cockfosters)
* 168 Old Kent Road to Hampstead Heath
* 205 (N205) Paddington Station (via Euston Station) to Bow Church (continues to Leyton – Drapers Field)
* 214 Morgate (via King’s Cross) to Highgate Village – 24 hour service
* 253 (N253) Euston Station to Hackney Central (Tottenham Court Road to Aldgate)
* 390 Notting Hill Gate (via St Pancras) to Archway Station – 24 hour service
* 476 Euston Station to Northumberland Park

*Cycling*

There are no designated formal cycle lanes in the immediate vicinity of the development site but there are intermittent cycle lanes along Euston road and where the road width allows cyclists can use the designated bus lanes.

The surrounding residential roads carry significant less traffic and are well suited for cyclists although on-street parking does restrict the carriageway width.

These cycle routes are complemented by a number of cycle stands located on the wider footways to accommodate the current demand.

*Walking*

Pedestrians are well accommodated with wide footways and crossings with tactile paving. The connectivity with the surrounding residential roads is very good with a good choice of links to the numerous local facilities.

Overall, the development site is has very good access to future residents’ day-to-day needs, and is supported in that respect by the excellent PTAL rating.

**Transport and Land Use Policies**

***Camden Local Plan (2017)***

The Local Plan has covers four policies specific to transport of which T1 and T2 are particularly relevant to the proposals.

*T1 Prioritising walking, cycling and public transport*

This policy seeks to ensure that developments promote and encourage walking and cycling and bus use, through local improvements, providing accessible and secure cycle parking and cyclist facilities,

The Camden Planning Guidance on transport SPD contains details regarding cycle parking and design. The actual provision should be in accordance with the London Plan.

*T2 Parking and car-free development*

The Council require all new development to be car free unless necessary (for disable people) or essential for operational or servicing needs.

***London Plan***

The current London Plan cycle parking standards are:

* C1 Hotel – 1 long stay space per 20 bedrooms, and 1 short term space per 50 bedrooms
* C3 – Dwelling – 1 long term space per I bedroom unit and 2 long term spaces for all other dwellings’ plus 1 short term space per 40 units

The 46-bedroom hotel includes five cycle parking stands on site. According to the standards the required cycle parking is 3 long term spaces and 1 short term space.

The residential component of the scheme consists of 3 flats, one 2-bed, and two 1-bed. The larger flat has an internal cycle store to accommodate two bicycles, and smaller units have a cycle store within the entrance hall for a bicycle each.

In addition to the on-site cycle parking, in connection with Churchway public realm improvements there will be 6 Sheffield stands (or similar) providing for 12 cycles.

***Camden Planning Guidance (Transport – Draft December 2018)***

*Travel Plans*

Section 3 of the Guidance describes when Travel Plans are required, what they are and what they should include. Generally, Travel Plans should be prepared for any proposals that will significantly increase demand or would have a significant impact on travel or the transport system. Appendix 3: Thresholds for Travel Plans provides more specific guidance and gives a threshold for hotels (Local Level Travel Plan) as more than 20 staff but less than 50 beds.

The proposals are modest and it’s unlikely that they will result in any significant impact on travel or transport networks. Further although the hotel will have 46 bedrooms it is unlikely to have 20 staff members.

As such a standalone Travel Plan is not required but nevertheless consideration has been given to soft measures (in addition to the proposed on-site cycle parking) which will encourage active and sustainable travel including:

* Providing all new staff and residents with a Travel Pack with local train, tube and bus routes and timetables, local cycle route maps, and details regarding local cycle hire / loan facilities
* Providing guests via notice boards or leaflets with details of local public transport services, cycle hire facilities, and cycle and pedestrian route maps to London tourist destinations

*Delivery and Servicing*

Section 4 of the Guidance describes how Delivery and Servicing Plans can be used to manage and mitigate the potential impacts of deliveries and servicing on the amenity and safety of the public. Generally, Delivery and Servicing Plans should be prepared for any proposals that are likely to impact on the amenity or the safe and efficient operation of the transport network. The Council will also seek such Plans where any development is required to provide a Travel Plan.

The proposals are modest and it’s unlikely that they will result in any significant impact on amenity of safety of the transport networks; further, as no Travel Plan is required. It is therefore considered unnecessary to provide a standalone Delivery and Servicing Plan.

However, in accordance with the Guidance and mindful that providing an on-site delivery area is not feasible, consideration has been given to location of deliveries, delivery timing, routeing, vehicle types, and control (management) measures.

* Location
	+ Chalton Street has on-street space for a small to medium sized vehicle (size restricted due to width restrictions at Euston Road), and which can also can accommodate taxis for pick up / drop off.
	+ Doric Way / Churchway will also be used for refuse collection and some deliveries.
* Timings – deliveries to the hotel will generally occur outside the peak travel times, with laundry being collected and delivered mid mornings (10am), and food and beverages early morning (7am). There will be other deliveries, but these are unlikely to be more than 2 to 3 during the day.
* Vehicle routeing – will be along London’s principal road network other than travelling along Doric Way / Churchway and Chalton Street to gain final access to the site.
* Vehicle types – the largest delivery vehicles likely to be used are a large transit type van, and 8m small rigid vehicle.
* Control – the timings of all regular deliveries will be agreed between the occupiers and delivery companies as far as reasonably practicable. The focus will be on off-peak deliveries wherever possible.

**Transport Impact**

*Trip generation and mode share*

With a relatively small hotel of 46 bedrooms and 3 flats the number of person trips at peak times is unlikely to be significant, with the predominant time of travel being mid-morning and during the evenings. It is somewhat difficult to predict hourly trips (hotel) but over a day:

* Hotel – assuming 4-person trips (2 guests per room) per day per bedrooms equates to 184 daily person trips, plus approximately 40 staff trips (20 staff maximum over the day)
* Residential – circa. 8 trips in the morning peak period (7am to 9am) and a similar number during the evening peak period (5pm to 7pm)

The scheme does not include any designated car parking, and with on-street car parking limited to short term parking, as such it is very unlikely that future guests will use cars, or residents own cars. Such car-free developments are common in the area and reflect the excellent accessibility to public transport and local facilities.

In terms of mode share, this will vary for the hotel guests but generally most will use a combination of walking to a bus or tube stop, and then taking that mode onwards to the numerous tourist attractions throughout London. Staff and residents are likely to travel in a similar manner.

**Conclusion**

The development site is located within an area with excellent access to local facilities and public transport. The proposals include a commitment to travel plan initiatives including on-site cycle parking, and there are public realm improvements proposed along Doric Way / Churchway.

Deliveries and servicing will be very limited and will have no significant detrimental effects on local amenity of the local transport networks.

The proposals will generate a relatively low number of new trips, which will be virtually entirely by active and sustainable modes.

Overall, it is considered that the proposals accord with the local development plan and associated guidance, and as such should be permitted.