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Job Title

WAC Arts, Haverstock Hill

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## Transport Note

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## 1. Introduction

Civic Engineers have been appointed by WAC Arts to carry out the Civil and Structural

Engineering design and provide transport advice for the proposed alterations at the WAC Arts building, formally Hampstead Town Hall, 213 Haverstock Hill, in the London Borough of Camden.

A meeting with Camden's Transport Officer was requested to agree the scope of the transport work. We await a formal response. This Transport Note report has been prepared as part of the planning application to understand the impact of the proposed work will have on the highway.

### 1.1 The site

The Old Town Hall is on the corner of Haverstock Hill and Belsize Avenue. There are three

main buildings that are interlinked known as the Victorian Building, the Edwardian Building and the 20th Century Building.

Along Haverstock Hill, the pavement line recess at the front stairs of the Victorian Building. Historically this is where carriages would stop, the kerb alignment has now become part of the heritage of the building.

Beside the Victorian Building, adjacent to Belsize Avenue, there is a hardstanding parking area also occasionally used for loading/unloading. To the rear of the 20th Century building there is further parking and a service area.

The WAC Arts centre provides courses, acts as a community hub, host events and shows and has a café facility.

The site location is provided at Figure 1.



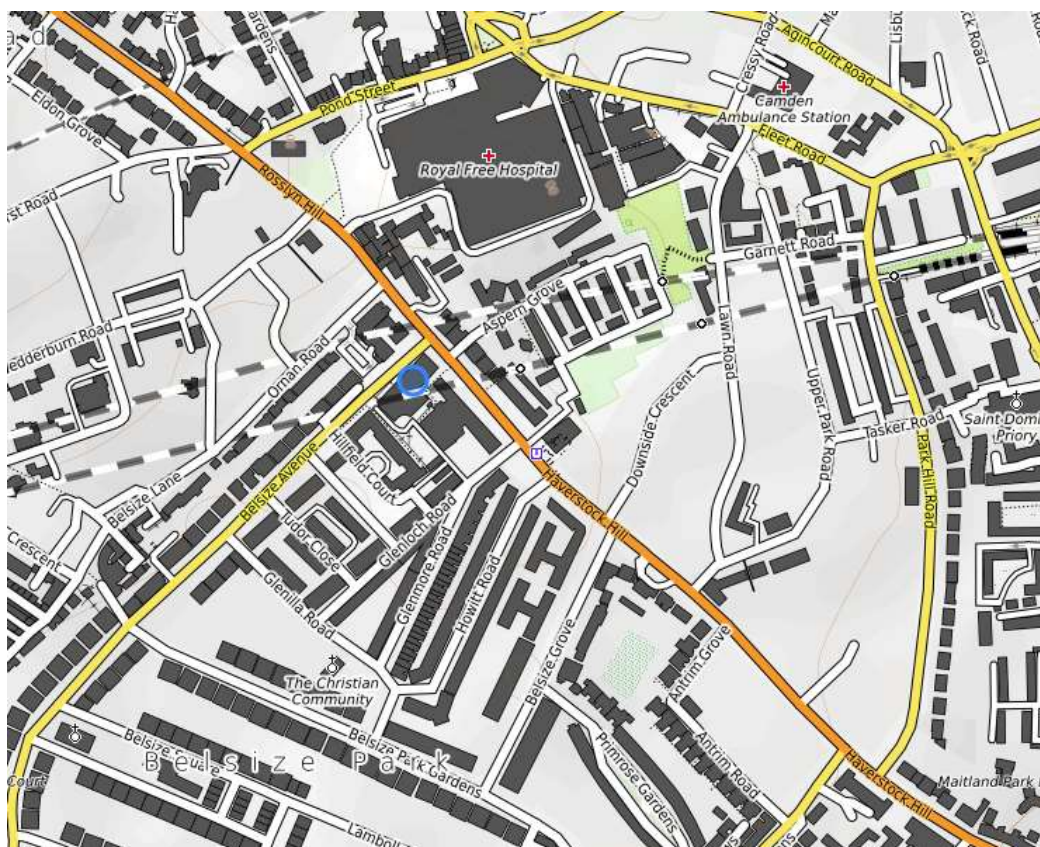


Figure 1 Location Plans - Source OpenStreet Maps

## 1.2 Proposal

The planning application is for alterations to the building and parking areas. The proposals are part of the Inside Out WAC Arts scheme, which aims to open up the existing building and the organisation, increasing visibility by improving the public face and outreach of WAC Arts onto the local high street, Haverstock Hill.

The proposals are intended to create:

a publicly accessible social enterprise-run café including a terrace on the existing area of hardstanding used for 4 x disabled bays

- a new reception point
- a refurbished Council Chamber venue
- improved accessibility
- improved WC provision
- improved landscaping around the building
- conversion of existing parking bays to 4 x disabled spaces in the rear service area
- Formalised servicing arrangements using the rear of the building
- Cycle parking



## 2. Site Accessibility

### 2.1 Public Transport Accessibility Level (PTAL)

The PTAL measure rates a selected place based on how close it is to public transport and how frequent services are in the area. The PTAL rating ranges from zero to six, where the highest value represents the best connectivity. The PTAL score for the site is 4 suggesting good links to public transport. Figure 2 shows the PTAL rating extracted from TfL's WebCAT planning tool online service.

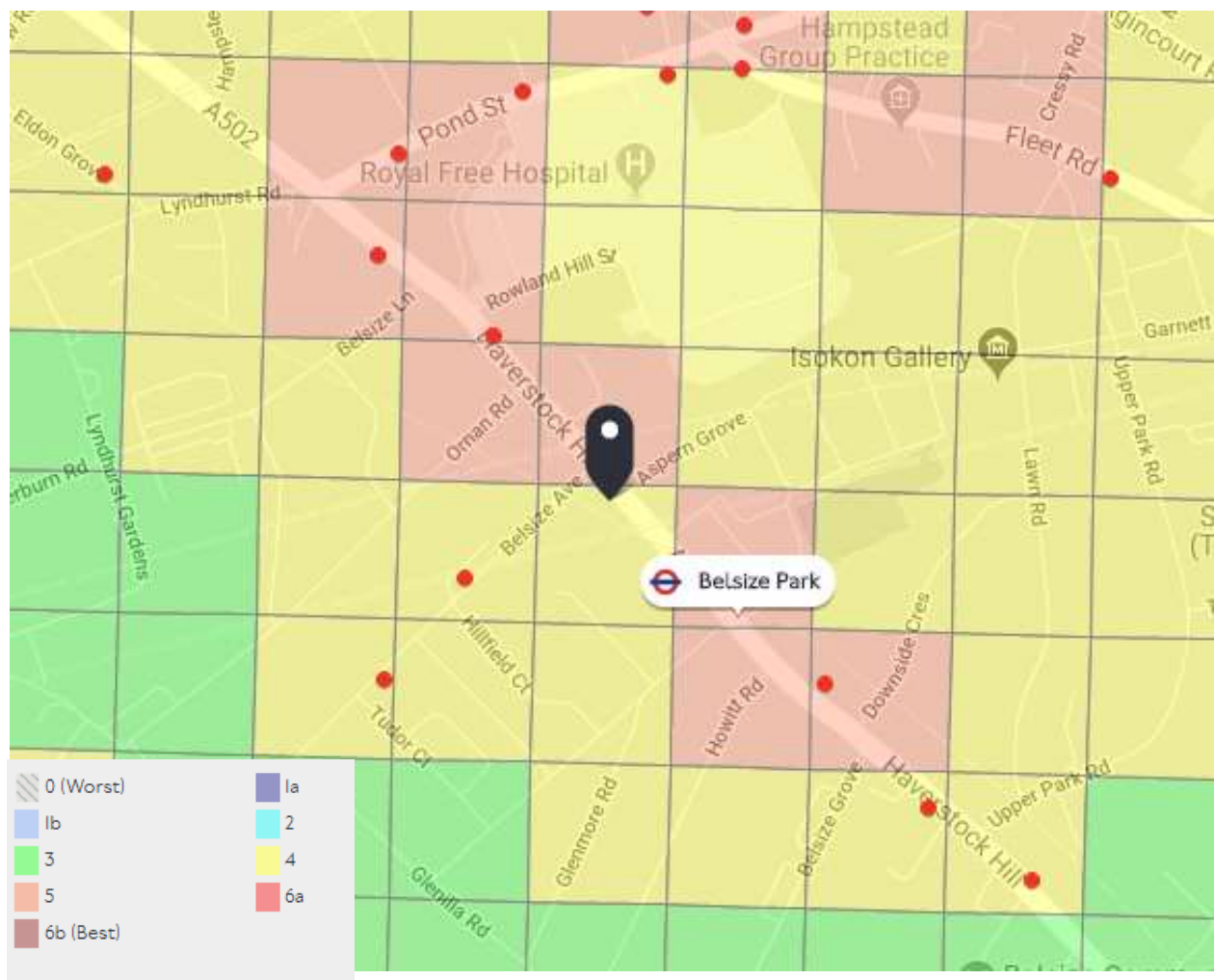


Figure 2 Source TfL. PTAL Rating 4

Belsize Underground station which serves the Northern Line is located 150m to the south of the site. Bus Stop K Belsize Park Station on the same side of Haverstock hill is located 88m to the south for northbound services and Belsize Park station Bus stop L is located 90m to the south of the site.

Bus services 68 and C11 serve Haverstock Hill. The 68 with services to the north to Hampstead Heath and to Old Kent Road in the south has a frequency of 8 services an hour. The C11 has services to Brent Cross and Archway with a frequency of 7 services and hour.

Figure3 shows the site's location in relation to bus stops, Underground and pedestrian crossing facilities.

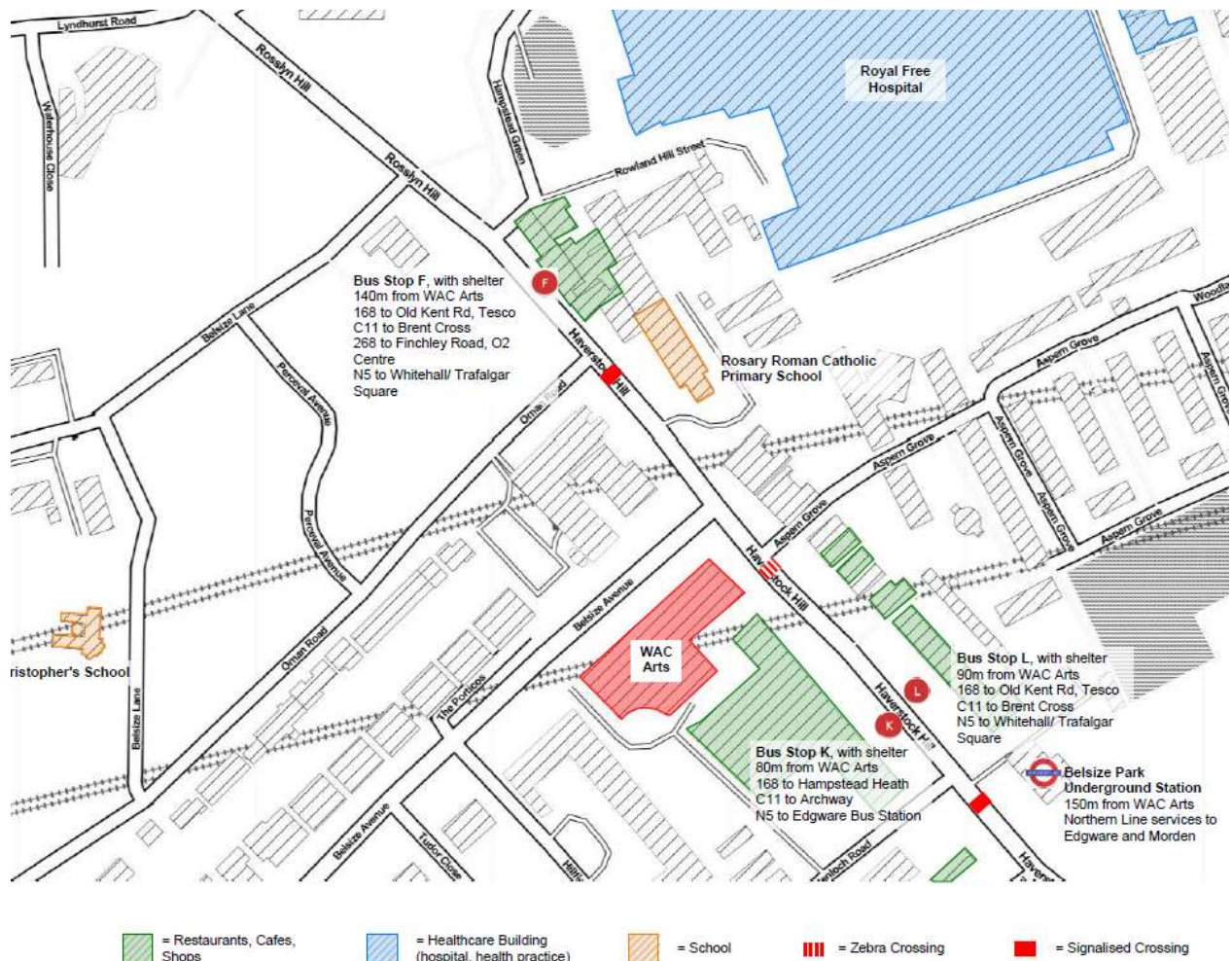


Figure 3 Public transport and pedestrian crossings



## 2.2 Pedestrian Connectivity

The site is connected via a network of wide footways ranging from 2.6, to 3.6m. A zebra crossing is located at the southern section of the site allowing access to Belsize Underground Station and bus stop L.

A signalised crossing is located 80m to the north with another located 145m to the south. Crossings in the vicinity of the site are equipped with dropped kerbs and tactile paving to assist more vulnerable road users and those with push chairs, mobility scooters or wheelchairs.

A 5, 10, 15-minute isochrone based on an average walking speed of 4.8km/h was developed to indicate the accessibility of the site from the surrounding areas. Belsize Park Underground station is less than a five-minute walk from the site.

The scheme proposes new entrances which will be level access and a platform lift by the main stair entrance. For further information refer to the Design and Access Statement which has been prepared by Ash Sakula.

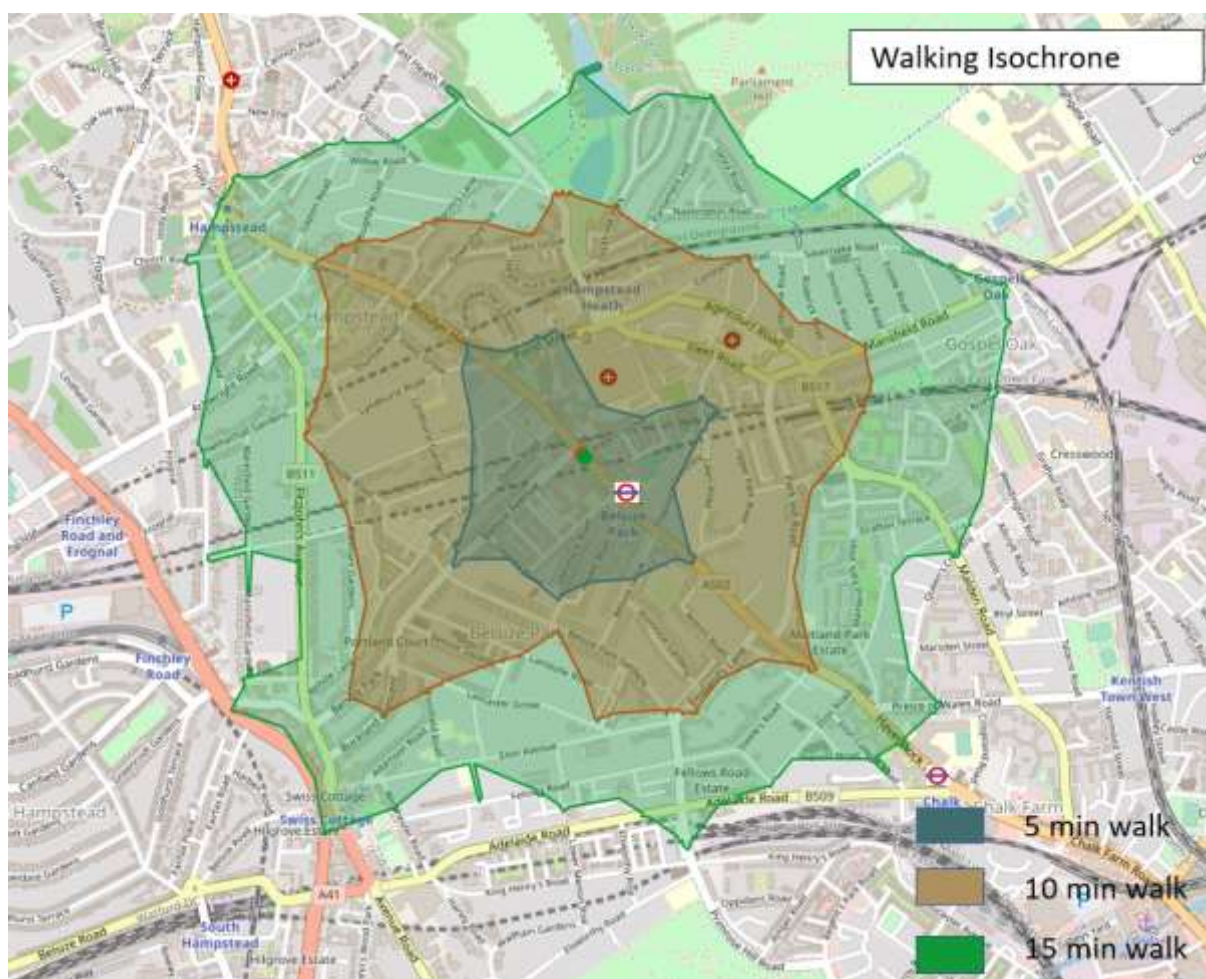


Figure 4 Walking Isochrones based on 4.8km/h walking speed. Map source Open Street



## 2.3 Cycling

There is no dedicated cycle lane on Haverstock Hill. Roads surrounding the site such as Ponds Fleet, Belsize Grove, Belsize Lane and Belsize Road are, according to TfL cycle mapping, routes recommended by cyclists.

The nearest docking station operated by TfL and sponsored by Santander is located at Castlehaven Road at the intersection with Chalk Farm Road. The docking station has space for 19 bicycles. It is located approximately 1.8km or a 25minute walk from the site.

Currently 5 Sheffield stands are provided on site for space for 10 bicycles. In front of the building at that corner with Belsize Avenue an M shaped bike stand for space for 2 bicycles is provided. South of the site located in proximity to the zebra crossing, an M shaped cycle stand is provided for space for 2 cycles providing cycle parking for visitors to WAC Arts and the parade of shops along Haverstock Hill.

The development proposal increases the number of cycles stands on the footway in front of the building providing additional space for visitors to WAC Arts and the area in general, encouraging further trips by this mode.

## 2.4 Car Clubs

The site is well served by car club bays. According to CoMoUK an organisation which promotes the development of shared modes, their website indicates that within approximately 300m radius of the site the following car club spaces are available (see Figure 4):

- 167 Haverstock Hill NW3 4QT - 1 Vehicle
- Belsize Grove – 2 Vehicles
- Ornan Rd - 1 Vehicle
- Belsize Avenue NW3 4BL - 2 Vehicles

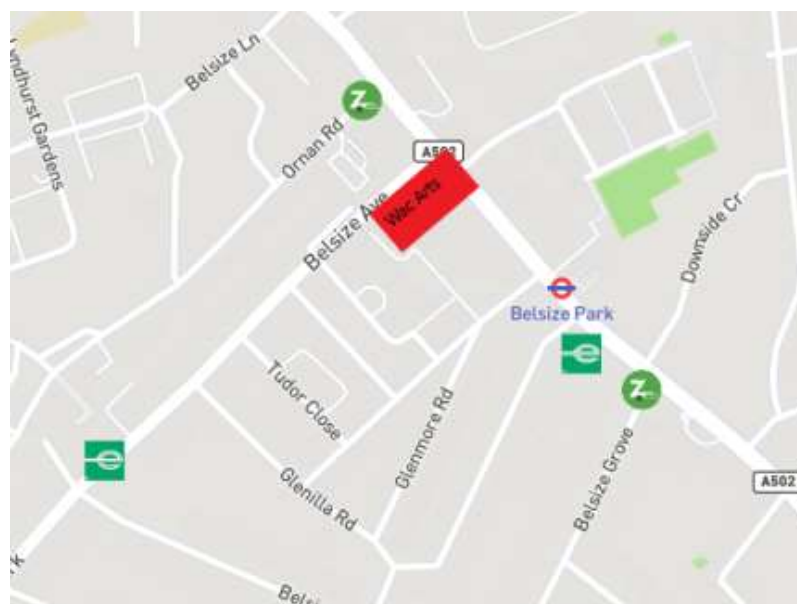


Figure 5 Car Club locations in proximity to WAC Arts

Car clubs provide a sustainable and affordable alternative to car ownership. The provision of car club spaces in the vicinity of the site, provides an option for patrons, employees/volunteers to travel by this mode to the site, availing of parking spaces in dedicated car club bays.

## 2.5 Road Network & Parking

The site is located on Haverstock Hill, A502, which links to the North Circular Road to the north, and the A400 for connection to central London in the south. The A41 is located to the west and the B517A1 and the A5202 to the east.

The historic coach layby directly in front of WAC Arts is covered by zig-zag restrictions associated with the zebra crossing, prohibiting stopping/waiting at this location with double yellow line restrictions tying in with Belsize Avenue.

There is on-street parking provision in proximity to the site. Three disabled on-street spaces are located on Haverstock Hill directly south of the site providing parking for blue badge holders. These bays are located less than 50m from the site and are available to users of WAC Arts.

There are pay and display bays on either side of Haverstock Hill.

There is a single yellow parking restriction directly across from the site along Haverstock Hill where parking is permissible outside of operating times. See Figure 6 for parking bays and restrictions.



*Figure 6 Zig-zags at historic coach layby*

### 3. Servicing

Currently the site is serviced from the rear of the building from a service yard which is accessible from Glenloch Road through the access road which leads to WAC Arts and to Taglore House.

Refuse vehicles serve the site at a specific time from the rear. Currently the area to the side of the building, accessible from Haverstock Hill, provides parking for 4 disabled spaces but also acts as an informal loading/unloading area. See Figure 6 for service route and location of existing on street parking bays.

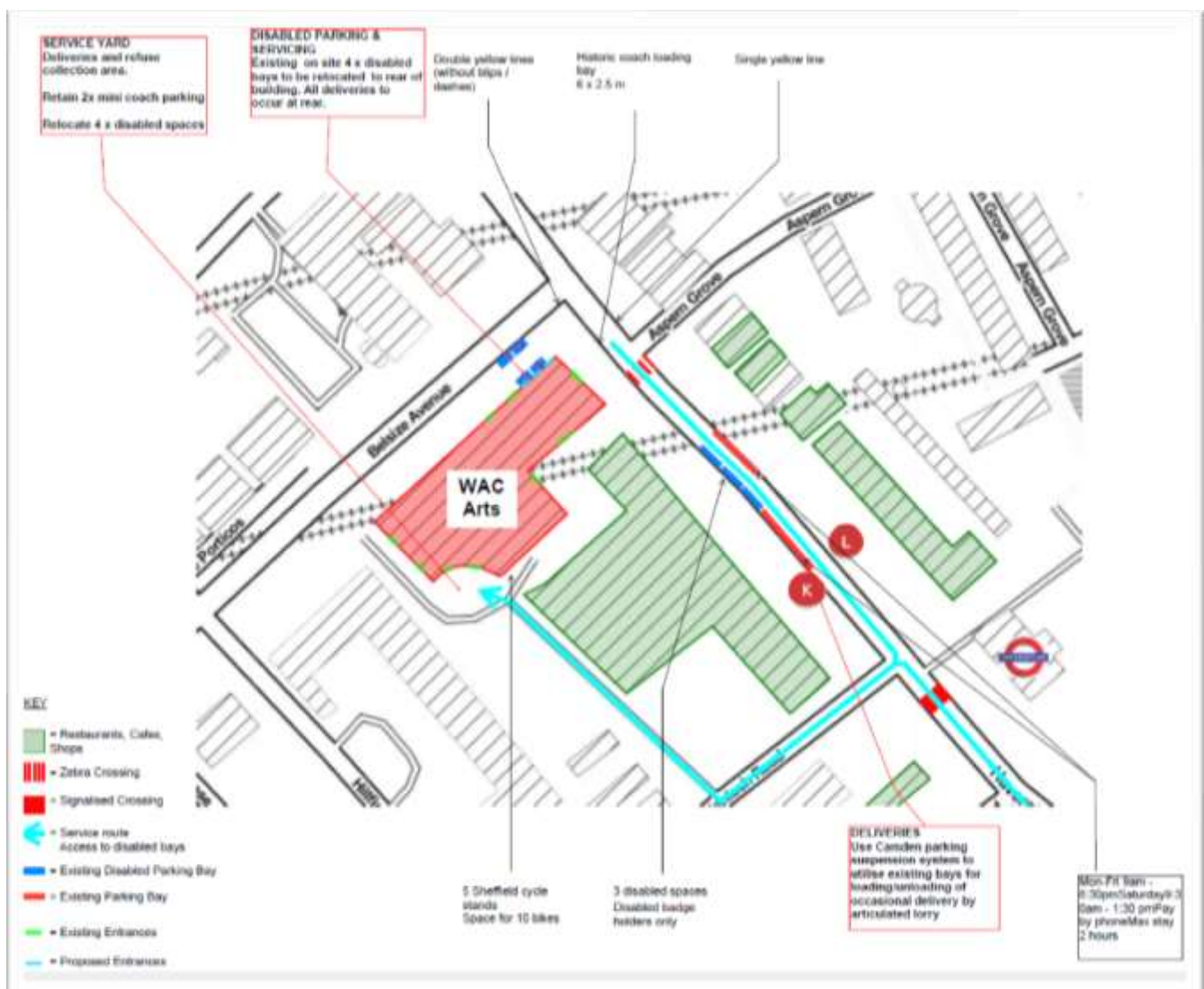


Figure 7 Service Route & Parking



### 3.1 Proposed Servicing

The proposal is for the cafe terrace to be built on the existing front parking area which will no longer be accessible to vehicles. All deliveries will be directed to the rear of the building to the service yard.

To avoid conflicts, deliveries will be encouraged not to occur at times scheduled for refuse collection. The delivery area to the rear is linked internally to the proposed extended café area to the front of the building.

On occasion, there are deliveries of large theatrical sets to the centre. Articulated trucks are the largest vehicles used. In order to accommodate these large deliveries which cannot access the rear service yard, it is proposed that the parking suspension mechanism operated by LB Camden through the website <https://www.camden.gov.uk/parking-bay-suspensions#onid> is used.

Parking suspension is where the parking controls, waiting, parking and loading are suspended, and the space is reserved for a particular purpose which in this case will be for the occasional delivery of larger theatrical sets. The LB Camden operated parking suspensions can be booked for a single space, whole bay or group of bays.

The parking bay on the south of the site on Haverstock Hill in front of the parade of shops has been used previously for the occasional delivery of large items to site. This bank of parking bays is approximately 50m in length and is located within 50m of the site.

To minimise any impact on the network, all future large deliveries, which cannot be accommodated on site will use the pre-booking mechanism to serve the site.



Figure 8 Camden parking suspension mechanism on Haverstock Hill

#### 4. Car Parking

Currently there are 4 disabled marked spaces on site to the side of the building which is accessible from Haverstock Hill. To the rear of the site, within the service area there are 6 marked bays. Two bays are marked for mini vans and 4 are marked parking spaces.

It is proposed to retain the 2 mini van parking bays to rear which serve local schools and community groups. The remaining existing spaces will be converted to disabled bays to re-provide the 4 spaces from the front of the building. See Figure 6 for location of existing and proposed disabled bays.

Step-free access is available from the rear courtyard into and through the building to existing facilities and on to the proposed café and council chamber rehearsals/theatre space.

The proposed scheme will see an overall reduction of 4 parking spaces.

## 5. Construction Phase

The internal construction phase will utilise the existing courtyard / parking area to the side of the building. The vehicle access associated with the construction phase will use the side courtyard. Once the internal works are complete, the courtyard terrace will be constructed sequentially starting from the rear working towards Haverstock Hill. For the final phase approximately 1.2m of footway will be required to complete the works. At the narrowest point this would result in a footway of 1.2m left beyond the hoarding.

Deliveries vehicles associated with the external phase of the works can use the pre booked bay suspended bay system, the single yellow line located across from the site on Haverstock Hill and the double yellow line in front of the site provided this does not interfere with the operation of the highway. The contractor will provide a Construction Management Plan as part of their work.

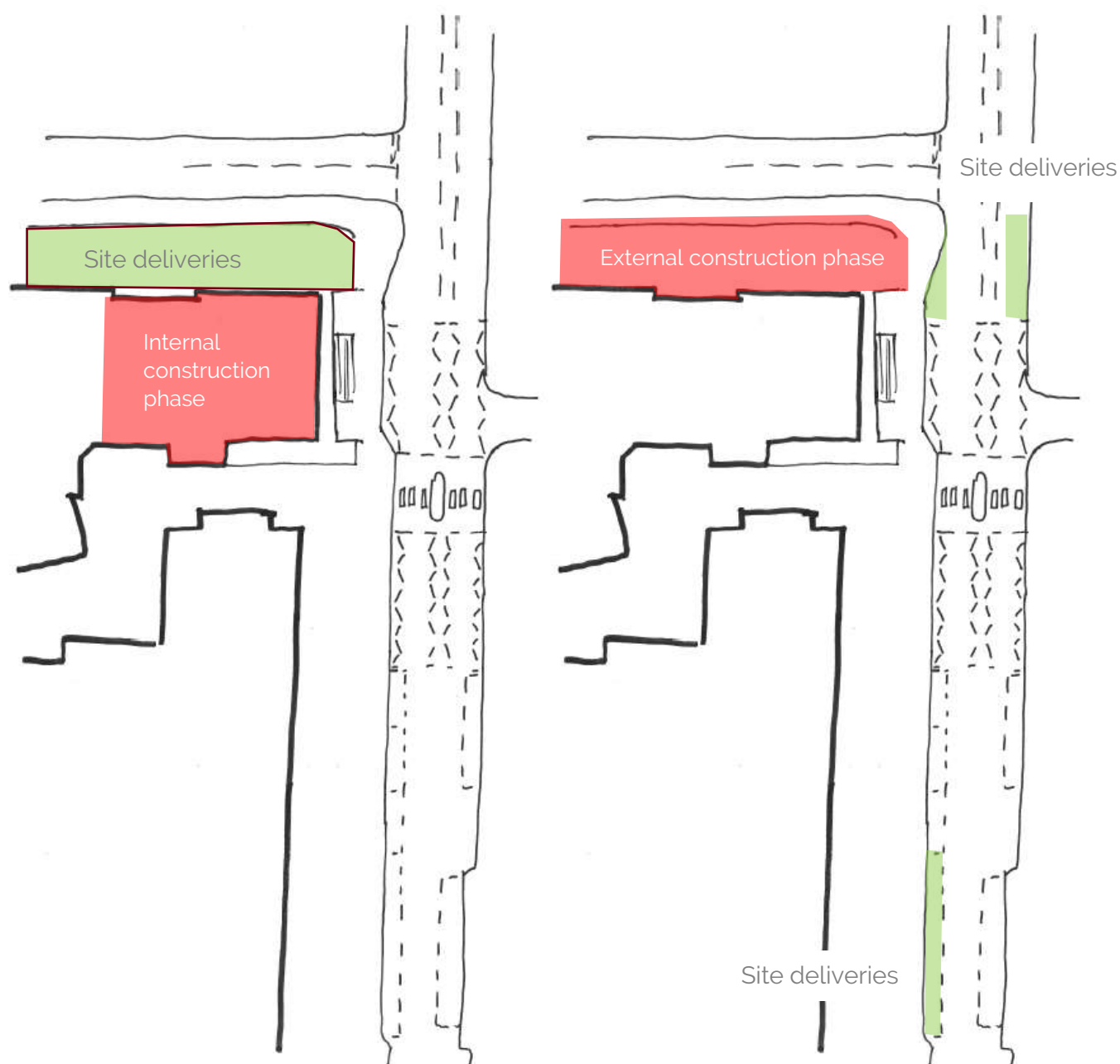


Figure 9 Anticipated construction phases



## 6. Trip Generation.

The café is currently used by older users of the building and the intention of the proposed development is to make the café more visible to the public to capture drop-ins from the high street.

The intention is also to cater for people who currently use the building for various events /courses but not the café facilities in its current form. Customers of the café are expected to be people who have already travelled to WAC Arts or who are already on the high street, thus the café is not expected to generate additional car trips on the network.

The old council chamber which is being refurbished will allow better use of the space for rehearsals/theatre space.

Overall the increase in visitors is expected to be 10 to 20% percentage, though this analysis is still being carried out by WAC.

There is currently no on-site customer parking provision except for disabled parking. It is expected that users/visitors will benefit from the very good transport links and will choose to travel by those modes. Visitors by car will use the pay and display and disabled parking bays on Haverstock Hill.

## 7. Conclusion

The site is highly accessible, being located 150m from Belsize Park Underground station and 90m from bus stops.

There is very good pedestrian connectivity on Haverstock Hill with wide footways equipped with dropped kerbs and tactile paving. Zebra crossing facilities are adjacent with signalised crossings located to the north and further south of the site.

On street parking is available in pay and display bays including 3 bays for blue badge holders on Haverstock Hill.

The proposal will add further bike stands to the front of the building in addition to the 2 currently provided and the 5 Sheffield stands onsite to assist further travel by sustainable means.

Accessibility will be increased by providing further points of entry including level accesses and a platform lift system to the front to the building.

The area currently used for parking at the front will be converted into a terraced area with no vehicular access. The 4 disabled spaces will be re-provided to the rear. These will result in fewer movements on/off Haverstock Hill.

Deliveries will take place from the rear of the building in the existing service area.

Occasional large deliveries will use the parking bay suspension system provided by LB Camden, WAC Arts intend to book space(s) in advance of the delivery/ loading time and schedule deliveries once space is booked.

The increase in visitors to the café and enhanced theatre/rehearsal space is not predicted to increase vehicular trips on the network considering the very good transport links to the site.

Construction phasing will be organised to minimise impacts on the network and on the footway in front of the building.

The proposed alterations are not expected to significantly impact on the local highway network.

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