



Lanesra Group

9 Woodchurch Road

Transport Statement

August 2023

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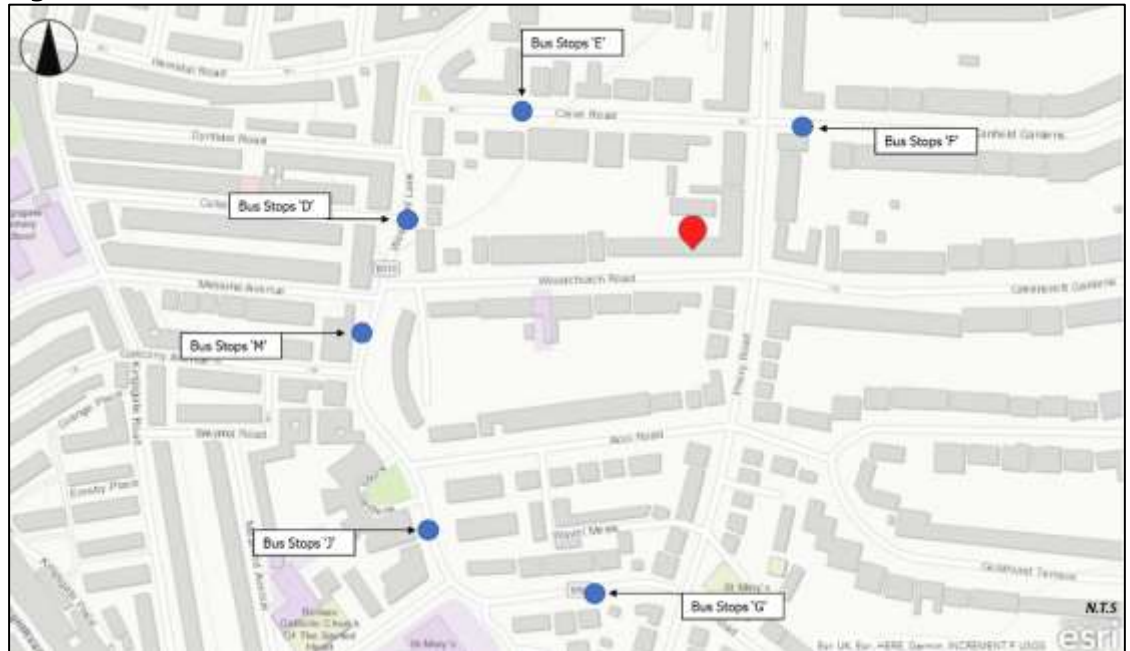
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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for the Site at 9 Woodchurch Road.

Figure 1.1: Site Location Plan



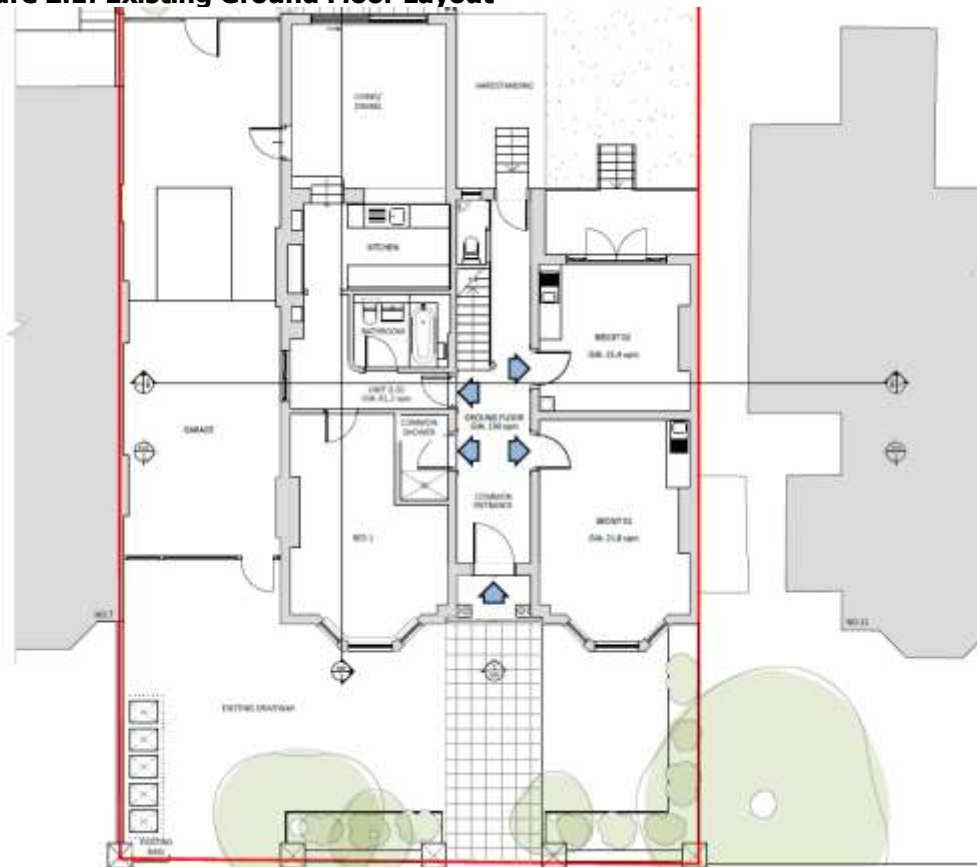
- 1.2 The Site is currently comprises of a 8 bedroom House of Multiple Occupation (HMO) with a garage and parking in front along with refuse storage. This report has been prepared to support an application for a side extension along with a reconfiguration of the existing house to create a total of 8 units as illustrated on the plans in **Appendix A**.
- 1.3 This Transport Statement considers the development in transport terms including, car parking, cycle parking, trip generation, and deliveries and servicing. The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 reviews relevant transport policies;
 - Section 4 considers the effects of development; and
 - Section 5 provides a summary and conclusion.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The Site is located on the northwest side of Woodchurch Road approximately 600m northeast of Kilburn High Road shops, 540m south of West Hampstead Station and in close proximity to local bus services. The Site is currently occupied by a 2-storey detached dwelling (8 x studio/bedsit) with a floor area of 303.6sqm. The building is set back from the main road by approximately 6m. Pedestrian access is taken via Woodchurch Road and there is an existing vehicular access from Woodchurch Road.

Figure 2.1: Existing Ground Floor Layout

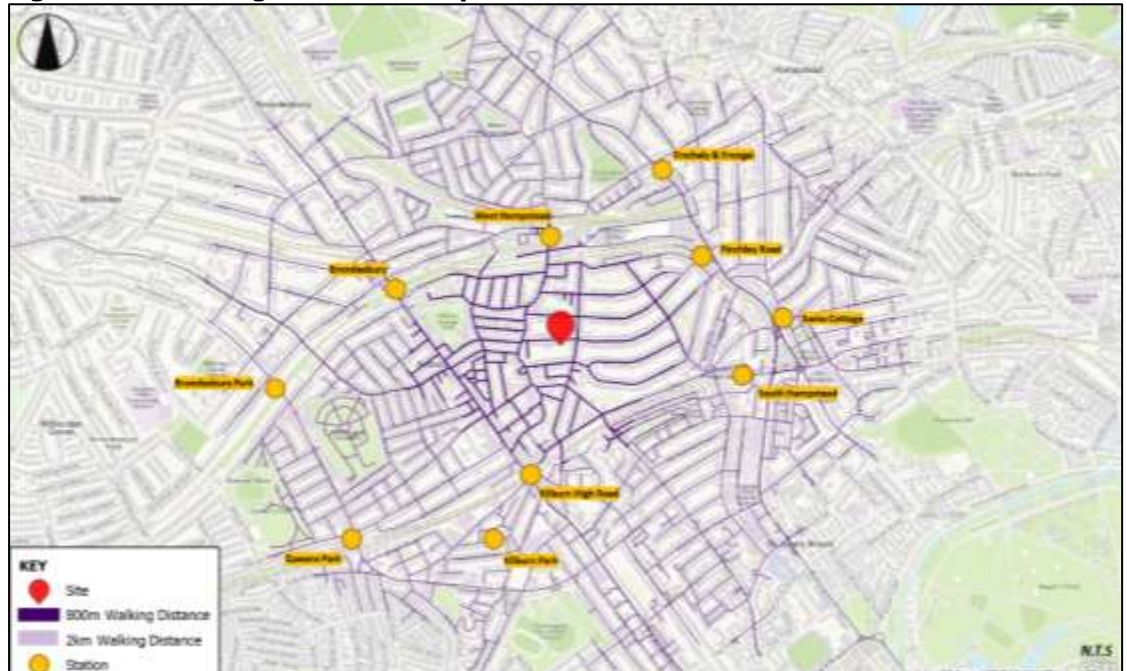


- 2.2 The surrounding area comprises a mix of residential and commercial uses. The surrounding residential dwellings are predominantly characterised by semi-detached houses with some flats located further west on Woodchurch Road. Kilburn High Road is located 600m to the southwest and provides access to a number of amenities including, supermarkets, restaurants, barbers, and a pharmacy. Kilburn Grange Park is located 500m west of the site, providing open green space. The wider surrounding area is predominately residential, with a variety of dwelling types and Camden town to the west.

Access of Foot

- 2.3 The walking environment in the vicinity of the Site is such that footways are provided on both sides of Woodchurch Road with dropped kerbs offering step-free crossing points for pedestrians. The Site is well connected to the main pedestrian routes on Kilburn High Road that serve public transport facilities and local amenities.
- 2.4 Like much of London, the Site benefits from being within a short walking distance of public transport opportunities and local facilities. Roughly half of all walking journeys in London are part of longer public transport journeys, for example walking to or from the bus stop or tube / train station, whilst a third of car journeys are within a 25-minute (2km) walk, suggesting there are real opportunities for active modes to replace the car.
- 2.5 **Figure 2.2** provides details of an 800m (10-minute walk) and 2km (20-minute walk) catchment zone surrounding the Site. Within the 800m walking catchment, Kilburn High Road can be reached, which offers access to a number of retail and employment opportunities. The map also shows that a few underground / rail stations such as West Hampstead, Finchley Road, Kilburn High Road and South Hampstead can also be reached within a convenient walking time.

Figure 2.2: Walking Isochrone Map



- 2.6 **Table 2.1** sets out details of distances between the Site and public transport opportunities and local amenities. This illustrates that there are a number of public transport facilities within a short walking distance, as well as a number of local amenities.

Table 2.1: Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walk Time*
Bus Stops			
Cleve Road (Stop F)	Cleve Road	160m	2 – 3 minutes
Woodchurch Road (Stop D)	Wood End Lane	250m	3 – 4 minutes
Priory Road South Hampstead (Stop G)	Abbey Road	320m	4 – 5 minutes
Underground / Rail Stations			
West Hampstead	Wood End Lane	540m	6 – 7 minutes
Finchley Road	Canfield Gardens	860m	12 – 13 minutes
Kilburn Park	Cambridge Avenue	1.2km	15 – 16 minutes
*Based on 80m per minute			

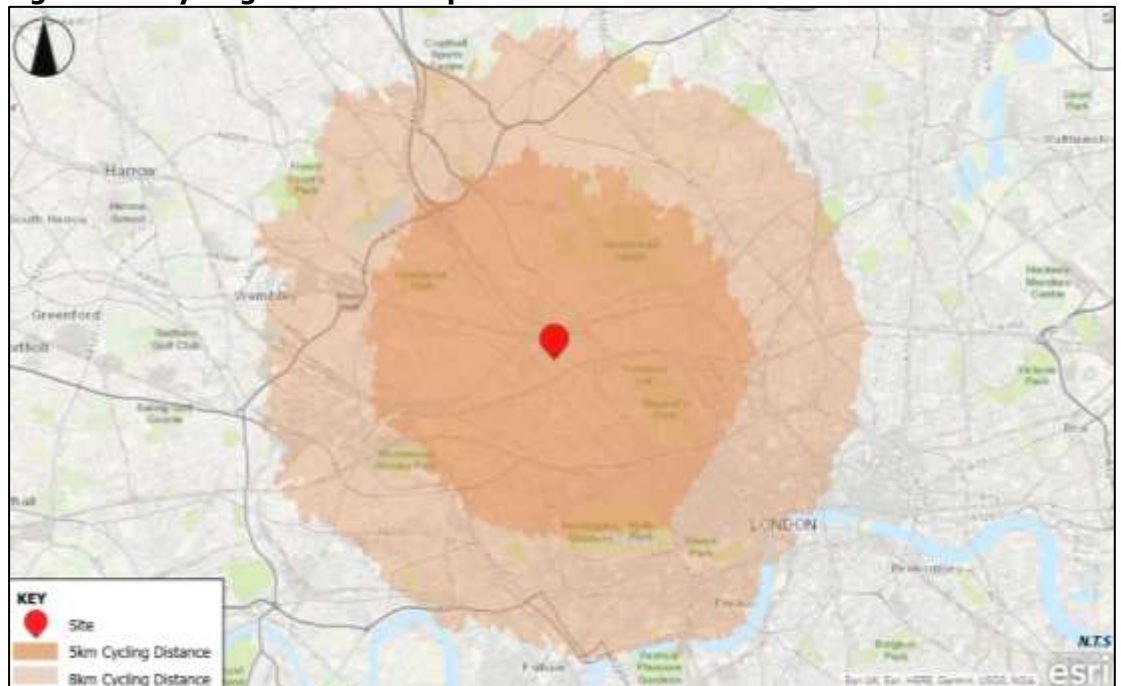
2.7 Local facilities and amenities including a nursery, banks, a post office, convenience stores and cafes are located a short walking distance from the site, a summary of which is shown in **Table 2.2.**

Table 2.2: Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walk Time*
Amenities			
N Family Club	Woodchurch Road	100m	1 – 2 minutes
NatWest	Abbey Road	400m	5 – 6 minutes
Luli Barbers	Broadhurst Gardens	450m	5 – 6 minutes
Sainsburys Local	Belsize Road	500m	6 – 7 minutes
Meze Restaurant	Kingsgate Road	500m	6 – 7 minutes
Kingsgate Cafe	Kingsgate Road	510m	6 – 7 minutes
Kingsgate Primary School	Kingsgate Road	520m	6 – 7 minutes
HIIT West Hampstead Gym	Broadhurst Gardens	550m	6 – 7 minutes
Post Office	Sherriff Road	650m	8 – 9 minutes
Boots Pharmacy	Kilburn High Road	850m	10 – 11 minutes
Aldi	Kilburn High Road	850m	10 – 11 minutes
South Hampstead High School	Maresfield Gardens	1km	12 – 13 minutes
*Based on 80m per minute			

Access by Bicycle

- 2.8 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are more commonplace. **Figure 2.3** shows a 5km and 8km cycling catchment from the Site. The map shows that a number of residential areas are within a 5km cycle of the Site including Cricklewood, Willesden, Harlesden, Camden and Kilburn. Additionally, Islington, Acton, Covent Garden, Chelsea, Hammersmith and Finchley are within an 8km cycle of the Site.

Figure 2.3: Cycling Isochrone Map



- 2.9 There are a number of cycle routes in the local area providing connections to areas such as Neasden and Central London. Approximately 1.1km north of the Site, Quietway 3 can be accessed via Messina Avenue/ Kilburn Grange Park and Kilburn High Road which runs towards Gladstone Park in the northwest. A map of the TfL cycle network is shown in **Figure 2.4**.
- 2.10 TfL's Journey Planner tool allows for cycle route planning dependent on the difficulty of the route, being fast, moderate, or easy. From the site, the following destinations can be reached within various journey times:
- Cricklewood (3.3km) – 9min / 12min / 16min
 - Camden Town (4.4km) – 14min / 17min / 23 min
 - Marylebone (5.6km) – 16min / 21min / 28min

Public Transport Accessibility Levels (PTALS)

- 2.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high levels of accessibility. The Site has a PTAL level of '6a' demonstrating that it has an excellent level of accessibility to public transport; a copy of the PTAL report is included at **Appendix B**.

The closest bu

- 2.12 The closest bus stop is located on Woodchurch Road (Stop M) approximately 170 southwest of the Site and provides access to northbound buses on Routes 139 and 328; southbound services are available from Stop D which is located circa 185m to the northwest of the Site. Both bus stops have seating and shelter.
- 2.13 Buses on Route C11 can be accessed from stops on Cleve Road (Stop G) a distance of circa 350m from the Site. Further services are available from stops on the A5; although the stops are outside the distance of 640m (being at circa 720m) used for calculating the PTAL Rating, they are considered to be accessible for residents. **Figure 2.5** sets out the Site's proximity to local bus stops whilst **Table 2.3** provides a summary of the local bus routes. The relevant TFL bus spider map is included at **Appendix C**.

Figure 2.5: Map of Local Bus Stops

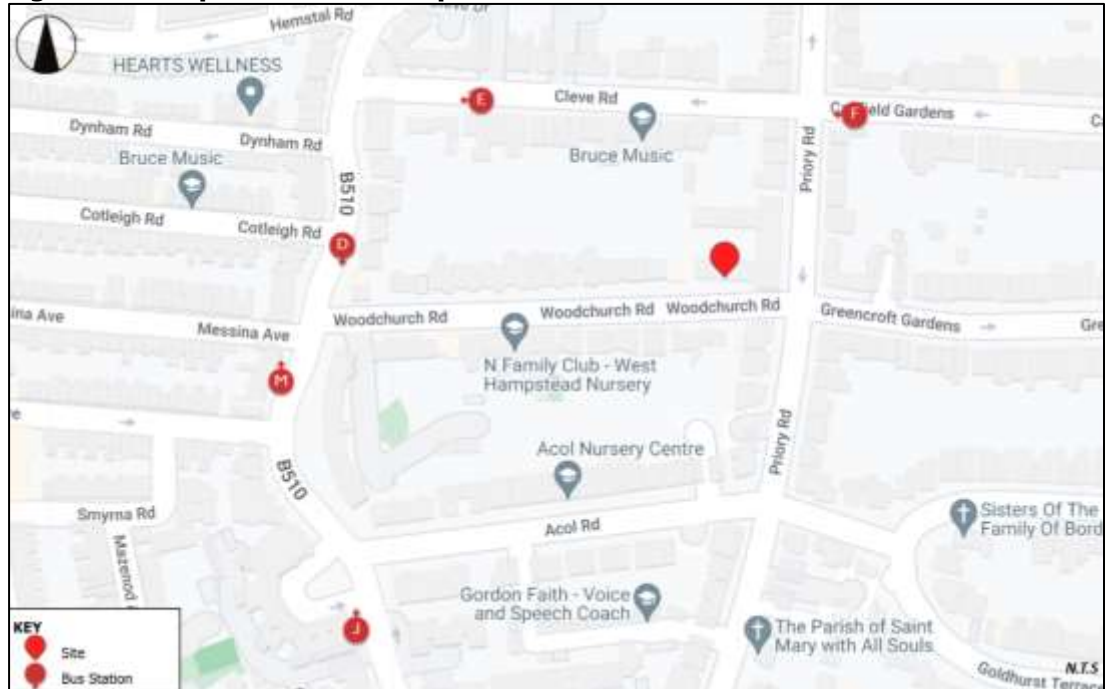


Table 2.3: Summary of Local Bus Services

Bus Stop	No.	Destination	Frequency every 'x' minutes		
			Week	Sat	Sun
Cleve Road (Stop E)	C11	Archway Station – Brent Cross Shopping Centre	8 - 12	9 - 12	12
Woodchurch Road (Stop M)	139	Golders Green Station – Waterloo Station/Waterloo Road	6 - 9	7 - 10	11 - 14
	328	Golders Green Station – Chelsea Worlds End or Limerston Street	9 - 13	9 - 13	11 - 13
Priory Road South Hampstead (Stop G)	189	Brent Cross Shopping Centre – Marble Arch Station	9 - 12	8 - 12	11 - 14

Underground/Rail Services

- 2.14 The closest rail station is West Hampstead Station located approximately 540m – 760m (7 -10-minute walk) to the north of the Site. West Hampstead has three stations served by Jubilee Line, Overground, National Rail services and are 90m apart from each other. The closest is served by the Jubilee line offering services towards Stanmore, Wembley, Waterloo and Stratford. The second is served the overground line offering services towards Camden Town, Euston, Shepards Bush and Liverpool Street.

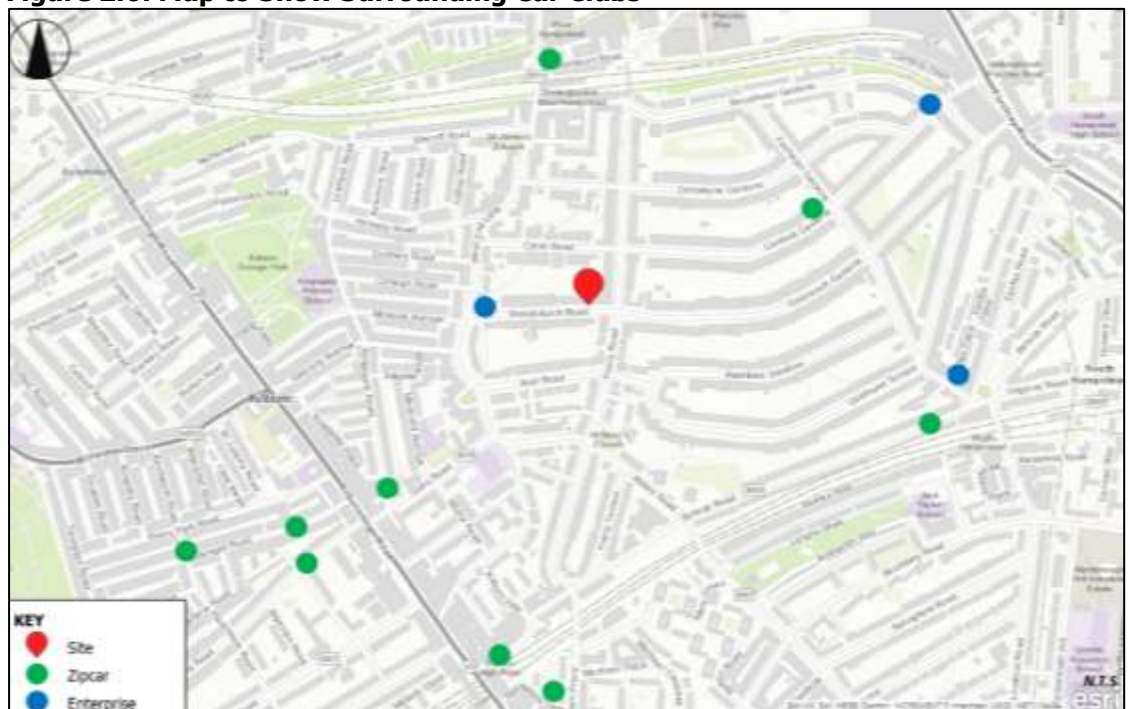
The Local Highway Network

- 2.15 Woodchurch Road bounds the Site to the south and is a two-way road that runs in a west to east alignment connecting Wood End Lane (B510) in the west and Priory Road to the east. The road is subject to 20mph speed restrictions and provided with footways on either side of the carriageway.
- 2.16 The existing Site is located within controlled parking zone 'CPZ' CA – R/ K/ Q which operates Monday to Friday 8.30am – 6.30pm. There are marked resident permit parking spaces on Woodchurch Road. There is a disabled space located opposite the Site.

Car Clubs

- 2.17 Car clubs can help offer an alternative method of travel whilst helping reduce car ownership. There are several Zipcar and Enterprise car club locations in the local vicinity with the nearest Enterprise Bay located circa 190m west of the Site on Woodchurch Road. Overall, there are a total of 10 Car Club locations within 1km of the Site as shown on **Figure 2.6**.

Figure 2.6: Map to Show Surrounding Car Clubs



Method of Travel to Work

- 2.18 The 2011 Census has been examined to establish the method of journey to work for the local resident population in the area. The data for the super output area – middle layer (Camden 016) in which the Site is located is summarised in **Table 2.4**. The table shows that 68% of residents travelled to work by public transport (underground, train, bus), whilst 11% of residents travelled to work via active travel modes (bicycle, foot) and 18% travel as a car driver.
- 2.19 The 2021 Census data shows a high proportion of residents working from home which may not be representative and is likely to be skewed because by Covid-19 restrictions in place at the time of collection and hence the 2011 data will be taken forward in the assessment.

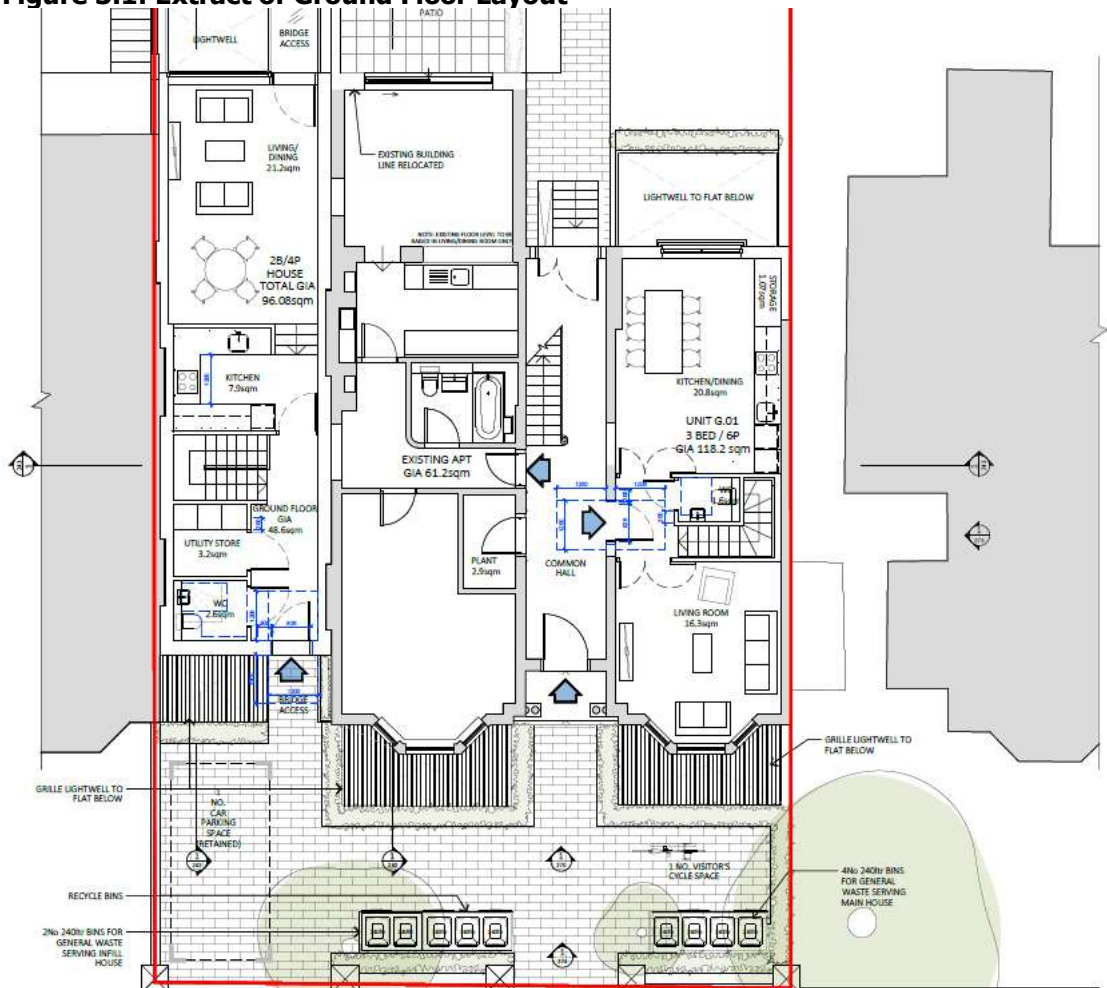
Table 2.4: 2011 Method of Travel to Work [016]	
Mode	Percentage
Underground / Overground	40%
Rail	15%
Bus	13%
Taxi	0%
Motorcycle	2%
Car Driver	18%
Car Passenger	1%
Bicycle	4%
Walking	7%
Total	100%

3 EFFECTS OF THE DEVELOPMENT

The Proposed Scheme

- 3.1 The Site currently comprises of a HMO with 8 rooms including 1 x 1 bedroom apartment, 1 x 2 bedroom apartment and 6 bedsits. There is a common area on the ground floor along with a bathroom on both floors; there is no cycle parking, with refuse storage located on the hardstanding in the front.
- 3.2 The proposed development includes a side extension through the removal of the garage to create a 2 bedroom 4 person house with a dedicated garden, and a reconfiguration of the existing house to provide a further 7 apartments (4 studios / 1 x 1 bedroom / 1 x 2 bedroom / 1 x 3 bedroom) as illustrated on the plans in **Appendix A**.

Figure 3.1: Extract of Ground Floor Layout



Trip Generation

- 3.3 The Site currently comprises of 8 HMO rooms which is anticipated to have a capacity of between 8 and 10 people.
- 3.4 The proposed mix of units is anticipated to have a occupancy of between 13 and 19 people based on the following:
- 1 to 1.5 people per studio / bedsit, i.e. a total of 4 – 6 people based on 4 units
 - 1 – 2 people per 1 bedroom flat, i.e. a total of 1 – 2 people based on 1 unit,
 - 2 – 3 people per 2 bedroom unit, i.e. a total of 4 – 6 people based on 2 units; and
 - 4 – 5 people per 3 bedroom flats, i.e. a total of 4 – 5 people based on 1 unit
- 3.5 As such, it is anticipated that there would be between 3 and 11 additional people living on the Site, not all of which would typically travel at the same time each day. Data from the 2011 Census suggests that 75% of people in the immediate vicinity travelled to work by public transport (64% rail / 11% bus), 12% travelled by car, with 3% cycling and 7.5% walking; data from the 2021 Census is not available yet for the local level, and could have been influenced by the COVID-19 pandemic, with the proportion of people cycling to work likely to have increased.
- 3.6 Overall, it can be concluded that the proposed development would not impact on levels of service on the local transportation network.

Car Parking

- 3.7 The Site currently comprises of a garage along with hardstanding to the front which is used for parking along with refuse storage, with access taken via a crossover. Data from the 2011 Census suggests that 60% of households in the immediate vicinity do not have access to a car, with 34% having one car and 6% having 2 or more cars. It is likely that car ownership would be higher for larger houses, and lower in smaller apartments in particular. None of the residents of the existing HMO are subject to a Permit Free Agreement.
- 3.8 The proposals associated with this application include the redevelopment of the garage which is unlikely to have been used for car parking, with the parking for one car retained on the hardstanding. It is proposed that all of the residents would be subject to a Permit Free Agreement.
- 3.9 As such, the proposed development would not impact on the availability of on-street parking.

Cycle Parking

- 3.10 There is currently no cycle parking on the premises.
- 3.11 The proposals include parking for up to 14 bicycles total which includes parking for 13 bicycles in the rear garden in secure lockers plus 1 space for visitors in the hardstanding to the front of the building.

Deliveries and Refuse Collection

- 3.12 It is anticipated that the proposed scheme would generate a demand for 1 to 2 deliveries per day which would typically be undertaken using a transit or similar sized vehicle and be associated with the delivery of on-line purchases; vehicles would stop on-street as per existing. Furthermore, it is envisaged many of the deliveries would be linked with a delivery to nearby existing properties. Deliveries to the proposed development would not impact on the operation of the local or wider highway network.
- 3.13 The proposed layout includes bins for general waste and recycling at the front of the property within acceptable walk distance of the apartments (for residents) and drag distance from the adopted highway for collection purposes.

Construction

- 3.14 The construction process would involve the excavation of a partial basement along with a side extension and internal reconfiguration, and as such would involve the export of spoil and the import of building materials. The appointed contractor will prepare a Construction Management Plan which will provide details on the storage of materials along with the number and size of construction vehicles to be used, and set out how the potential effects of the construction process will be mitigated.

4 SUMMARY AND CONCLUSION

Summary

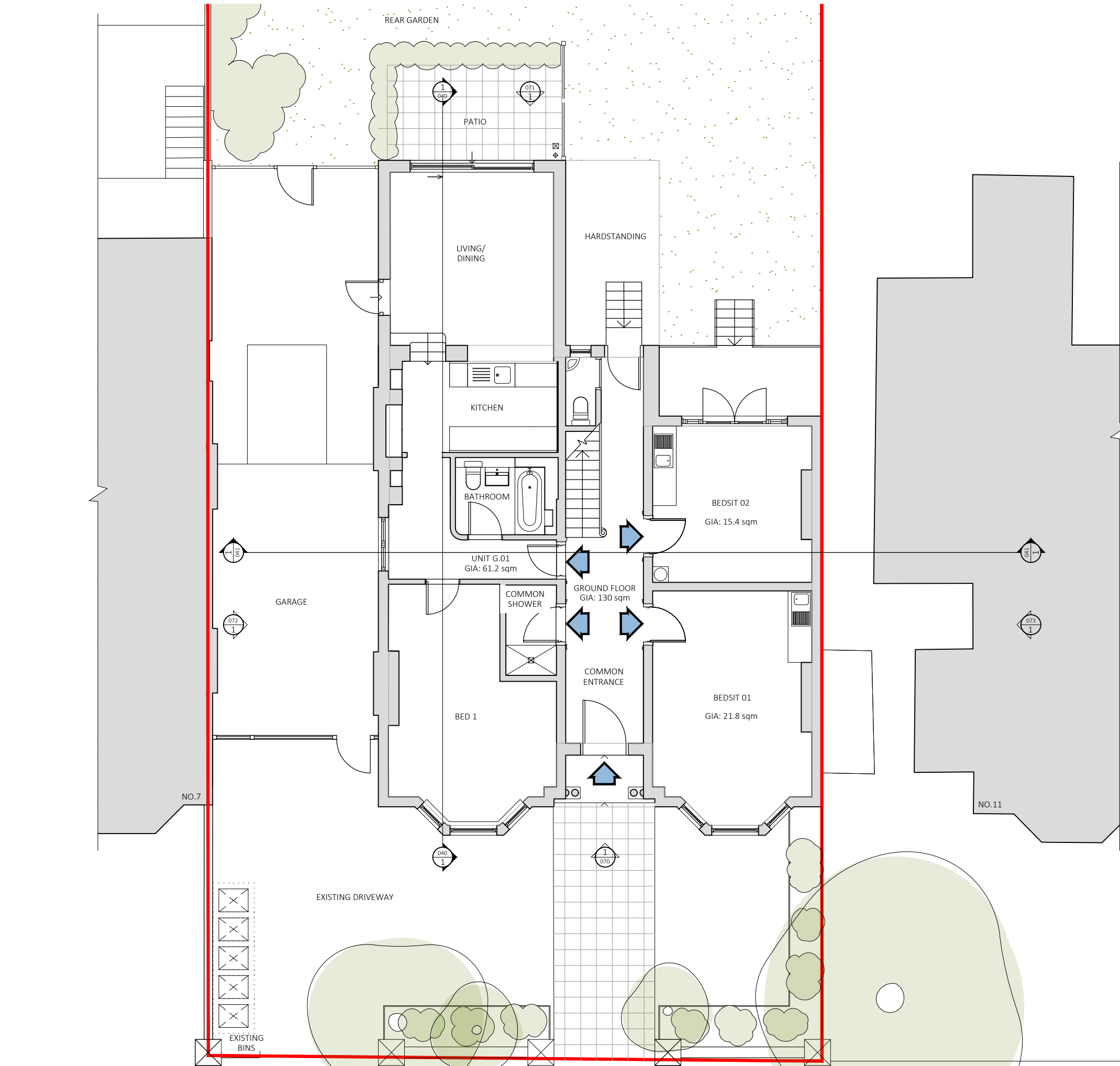
- 4.1 TTP Consulting is retained to provide highway and transport advice in relation to the proposals for 9 Woodchurch Road.
- 4.2 The Site currently comprises of a single dwelling that is made up of 8 HMO rooms / apartments with an area for car parking and refuse bins to the front; there is no formal cycle parking. It has an excellent level of accessibility to public transport with a PTAL Rating of 6a.
- 4.3 It is proposed to extend the house through the construction of a partial basement and a side extension along with a reconfiguration to provide a total of 8 units, i.e. one more than existing, albeit with a mix of Studios, one, two and three bedroom units.
- 4.4 It is estimated that there could be between an additional 3 and 12 people living on Site when compared to the existing situation. Data from the 2011 Census suggests that 75% of people travelled to work by public transport with 12% driving, 3% cycling and 7.5% walking; the proposed development would not impact on the operation of the local transportation network, typically with people not leaving for (or arriving from) a trip during the same hour.
- 4.5 It is proposed that one parking space is retained on Site and that all residents would be subjected to a Permit Free Agreement; this would represent a betterment when compared to the existing situation where none of the existing residents are subject to a Permit Free Agreement.
- 4.6 Parking will be provided for up to 14 bicycles including 1 space for visitors at the front of the property.
- 4.7 Deliveries will take place on-street as per existing.
- 4.8 Bins for general waste and recycling are provided at the front of the property.
- 4.9 The Contractor will implement a Construction Management Plan to mitigate the potential effects of the construction process.


Conclusion

- 4.10 The proposals are acceptable in highways and transport terms.

Appendix A

(Application Plans)





NORTH

01m2m5m

Site Boundary

Indicates Existing Building Fabric

P03

21.10.22

AE

JM

Issue for Planning

P02

14.10.22

AE

JM

Issue for Planning

rev

date


drawn

checked

description

stage

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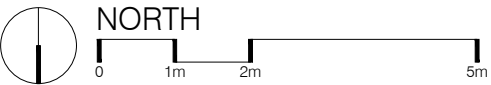
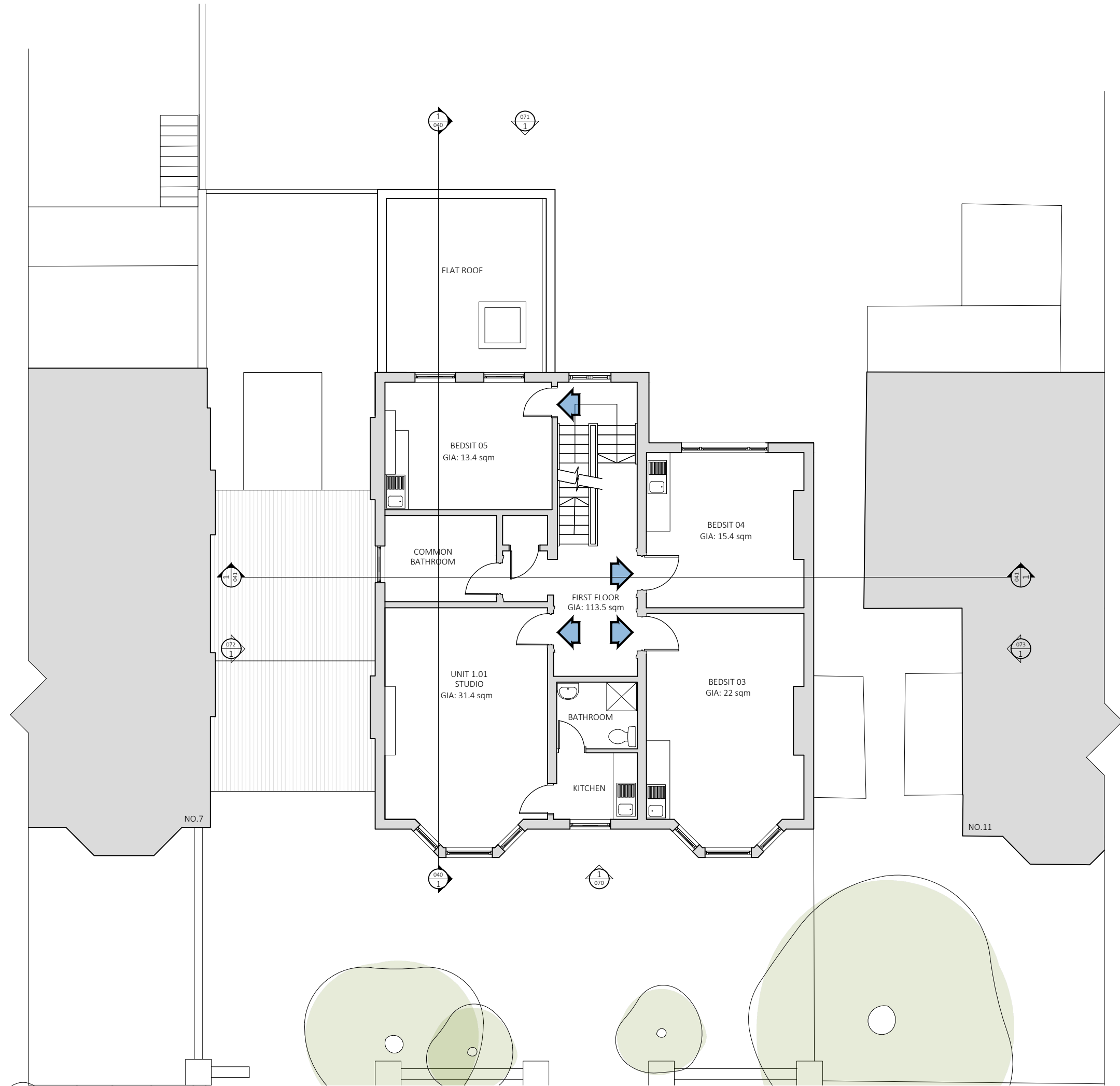
Existing Ground Floor Plan

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Indicates Existing Building Fabric

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AE	JM	
P03	19.10.22	Issue for Planning
AE	JM	
P02	14.10.22	Issue for Planning
AE	JM	
rev	date	description
	drawn	checked

stage

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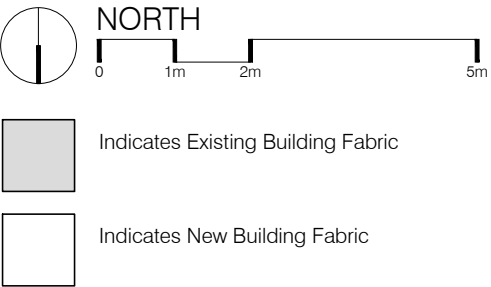
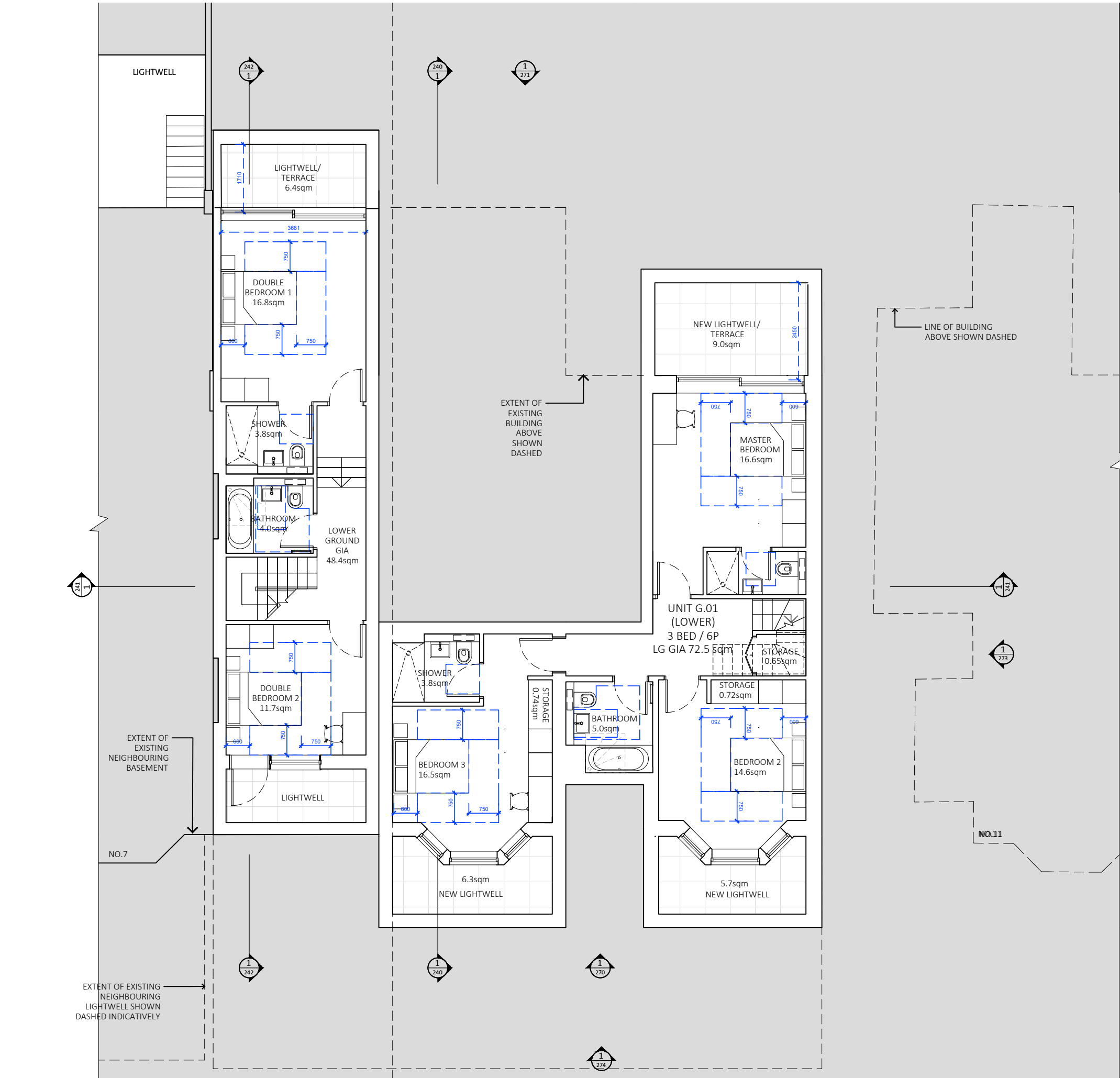
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9 Woodchurch Road, London, NW6 3PL
drawing title
Existing First Floor Plan
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PROJECT	ORIGINATOR	FUNCTION	SPATIAL	TYPE	ROLE	NUMBER	REV
22034	MS	PL	01	DR	A	011	P04

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AE	JM	
P03	19.04.23	Issue for Information
AE	JM	
P02	14.10.22	Issue for Planning
AE	JM	
rev	date	description
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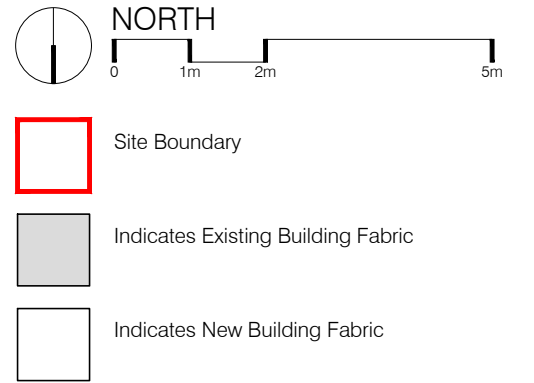
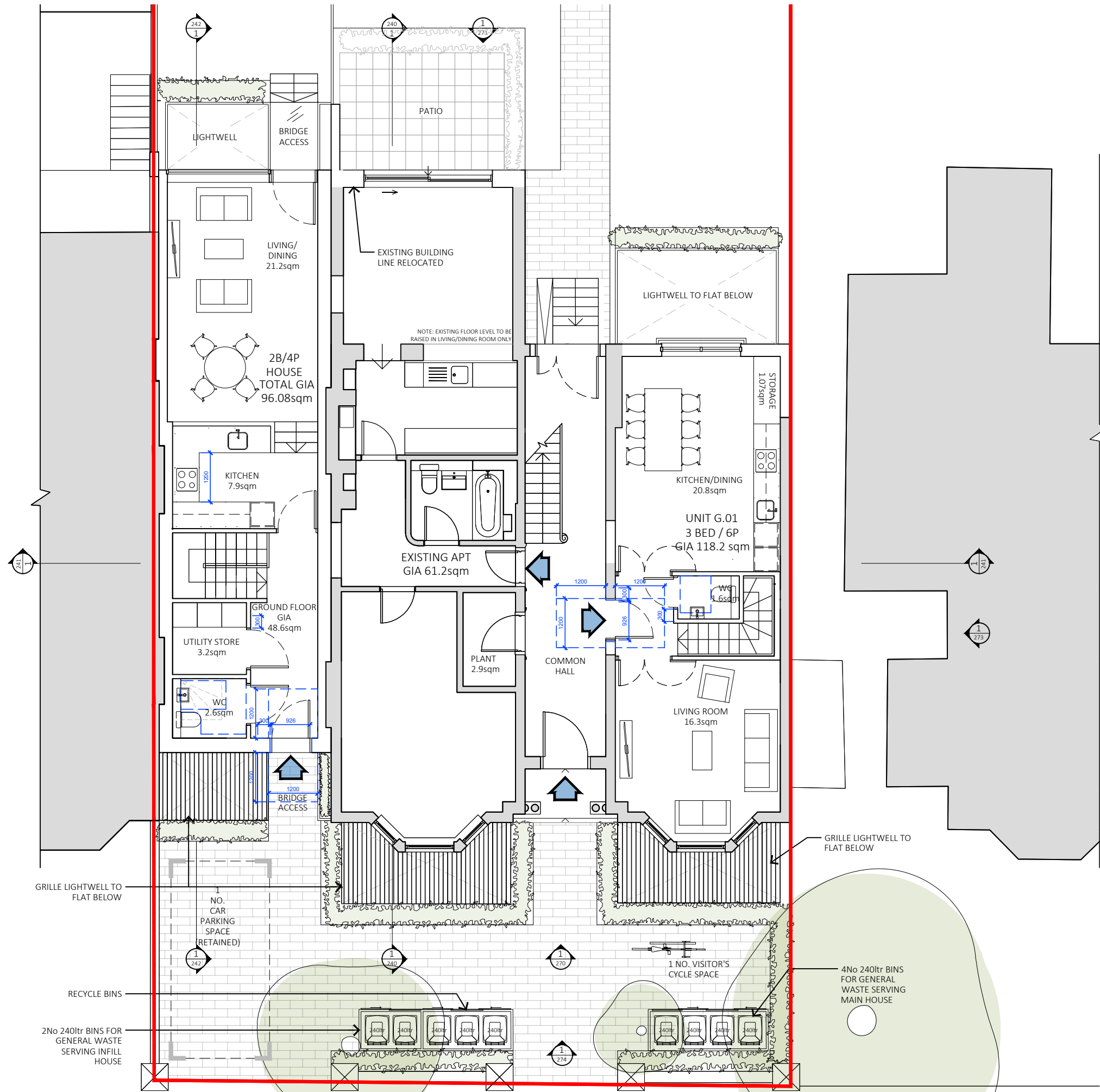
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drawing title
Proposed Lower Ground Floor Plan
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PROJECT	ORIGINATOR	FUNCTION	SPATIAL	TYPE	ROLE	NUMBER	REV
22034	MS	PL	B1	DR	A	109	P05

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1 PROPOSED LOWER GROUND FLOOR PLAN
1:100 @ A3



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AE	JM	
P03	21.10.22	Issue for Planning
JM	JM	
P02	14.10.22	Issue for Planning
AE	JM	
rev	date	description
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stage

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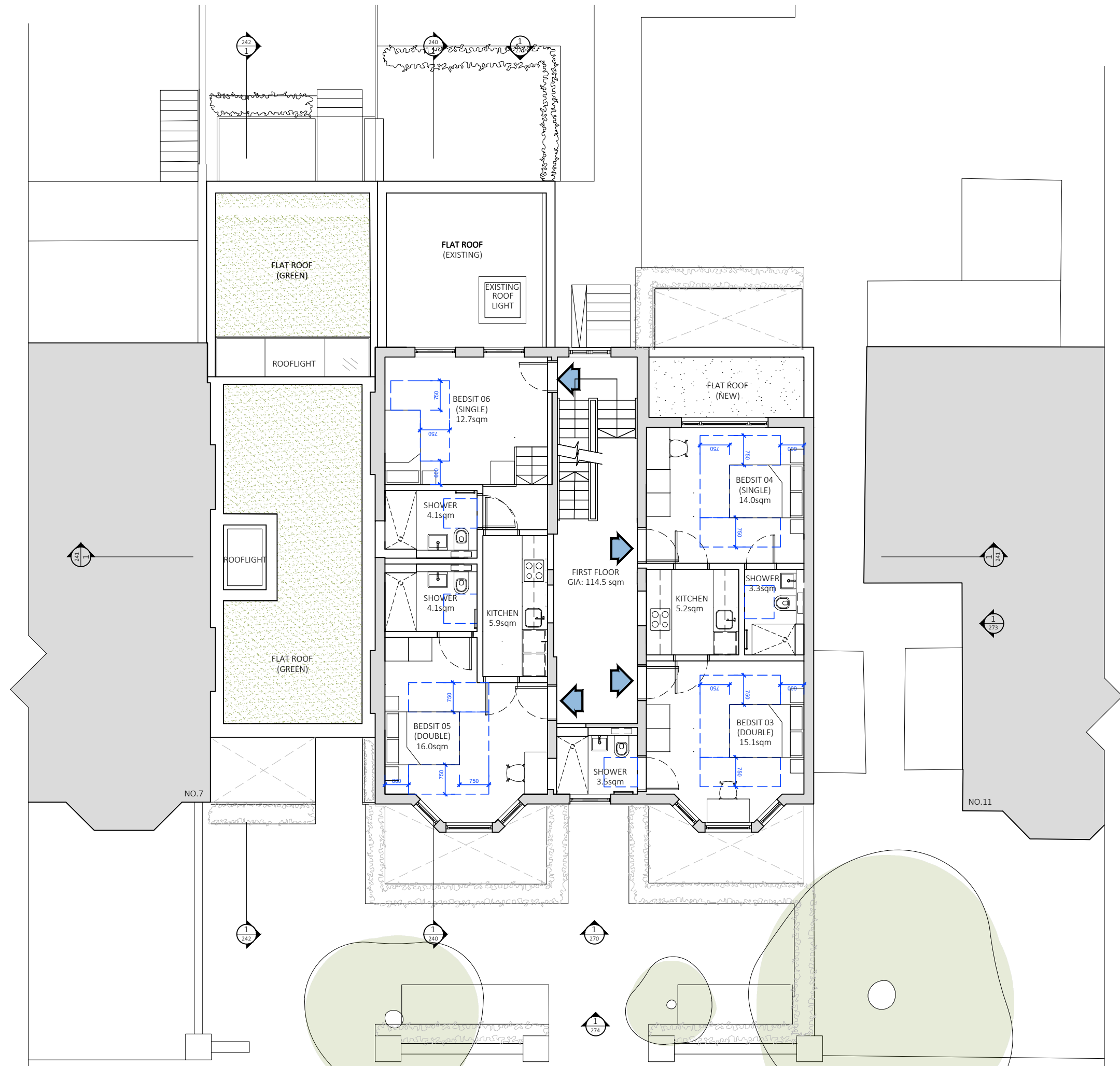
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
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drawing title
Proposed Ground Floor Plan
drawing
S3 (Suitable for Review & Comment)
scale
1:50@A1 (1:100@A3)

PROJECT	ORIGINATOR	FUNCTION	SPATIAL	TYPE	ROLE	NUMBER	REV
22034	MS	PL	00	DR	A	110	P06

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1 PROPOSED GROUND FLOOR PLAN
1:100 @ A3





NORTH

0

1m

2m

5m


Indicates Existing Building Fabric

Indicates New Building Fabric

P06	29.06.23	Issue for Information
AE	JM	
P05	30.05.23	Issue for Information
AE	JM	
P04	19.04.23	Issue for Information
AE	JM	
P03	21.10.22	Issue for Planning
JM	JM	
P02	14.10.22	Issue for Planning
AE	JM	
rev	date	description
	drawn	checked

stage

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project name

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drawing title

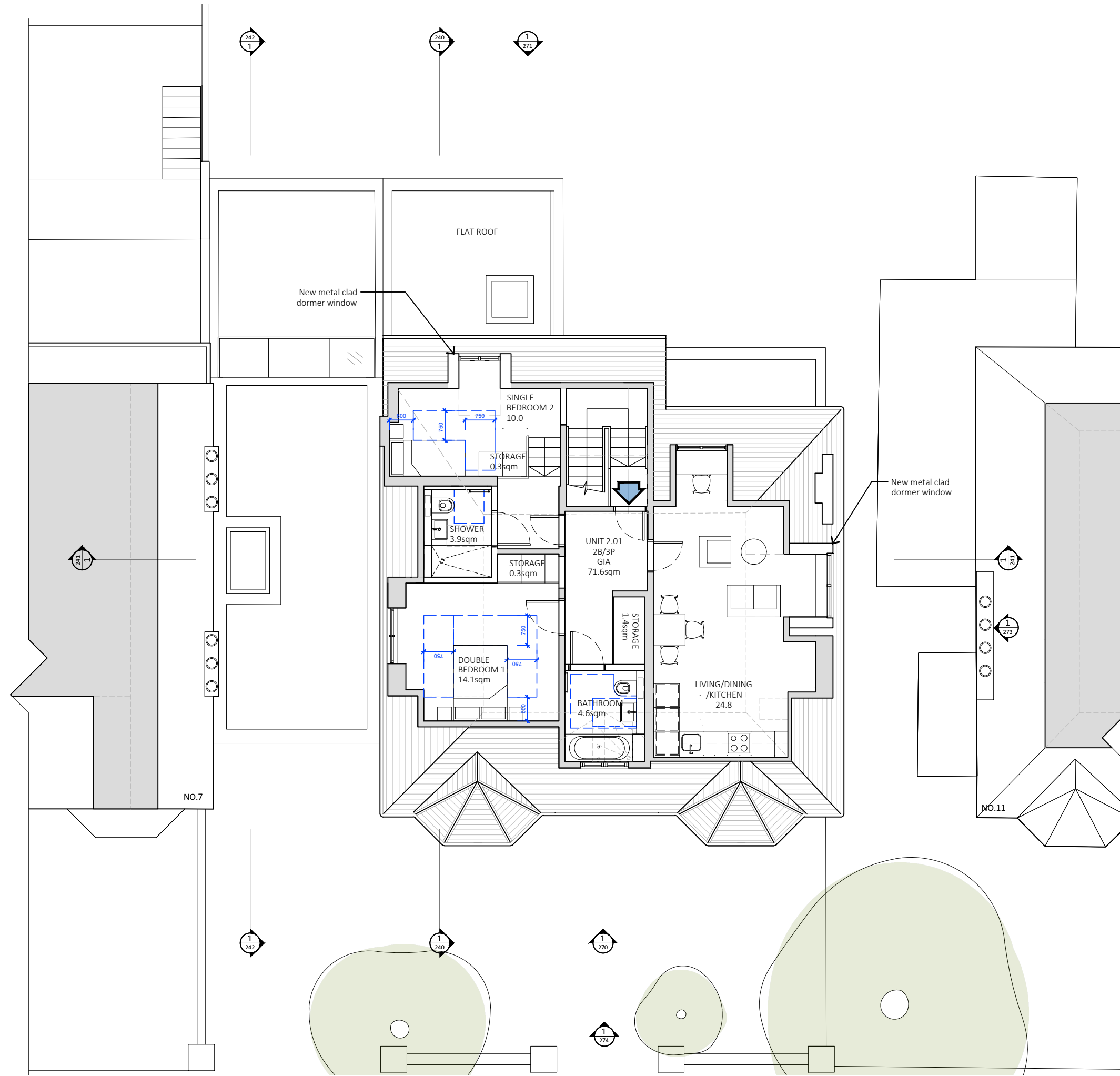
Proposed First Floor Plan


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S3 (Suitable for Review & Comment)

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NORTH

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1m

2m

5m

Indicates Existing Building Fabric

Indicates New Building Fabric

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AE	JM	
P03	19.04.23	Issue for Information
AE	JM	
P02	14.10.22	Issue for Planning
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project name

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drawing title

Proposed Second Floor Plan

scale

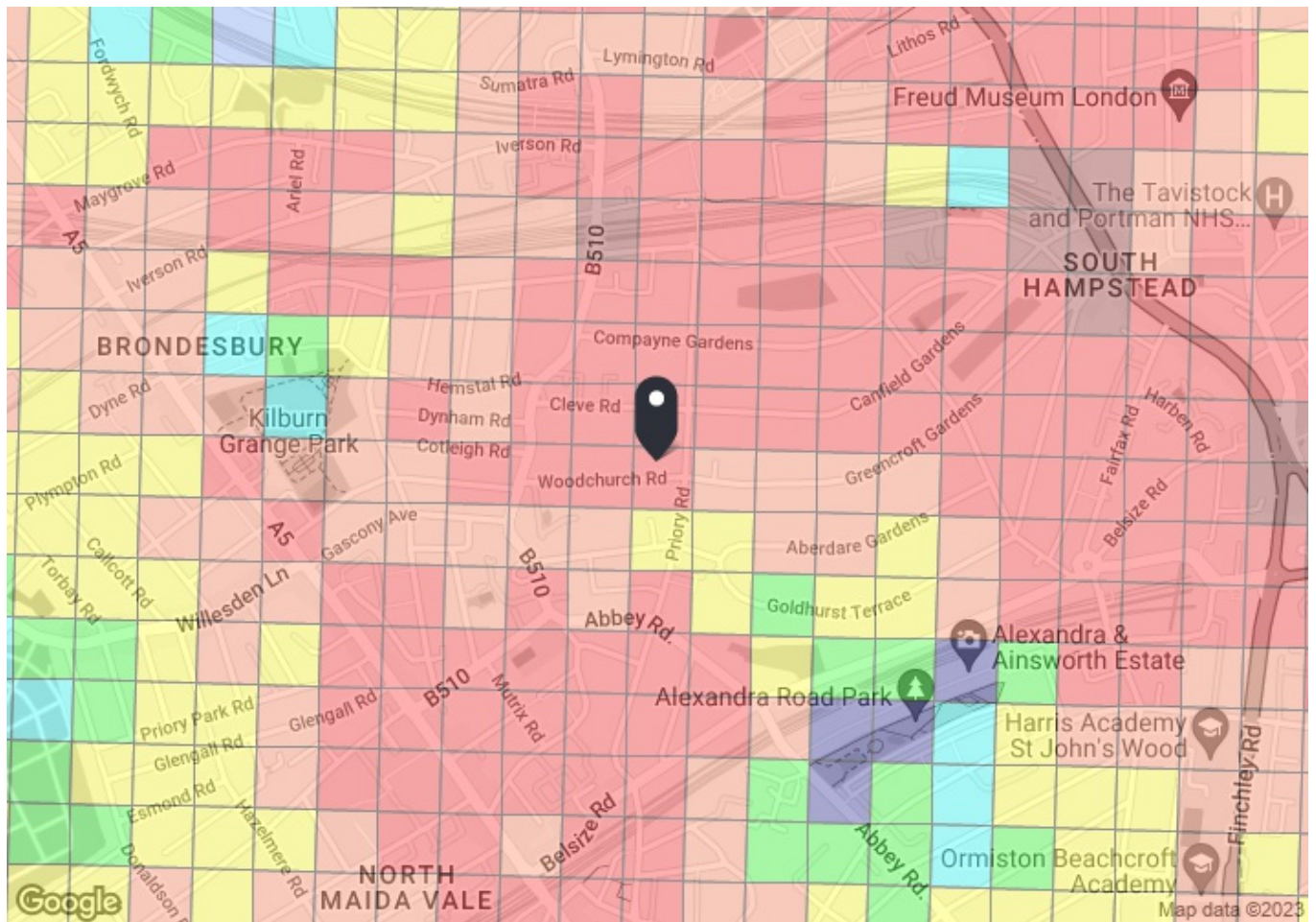
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Appendix B

(PTAL Output)



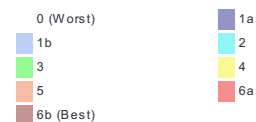
PTAL output for Base Year 6a

9 Woodchurch Rd
9 Woodchurch Rd, London NW6 3PL, UK
Easting: 525637, Northing: 184265

Grid Cell: 99796

Report generated: 04/07/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

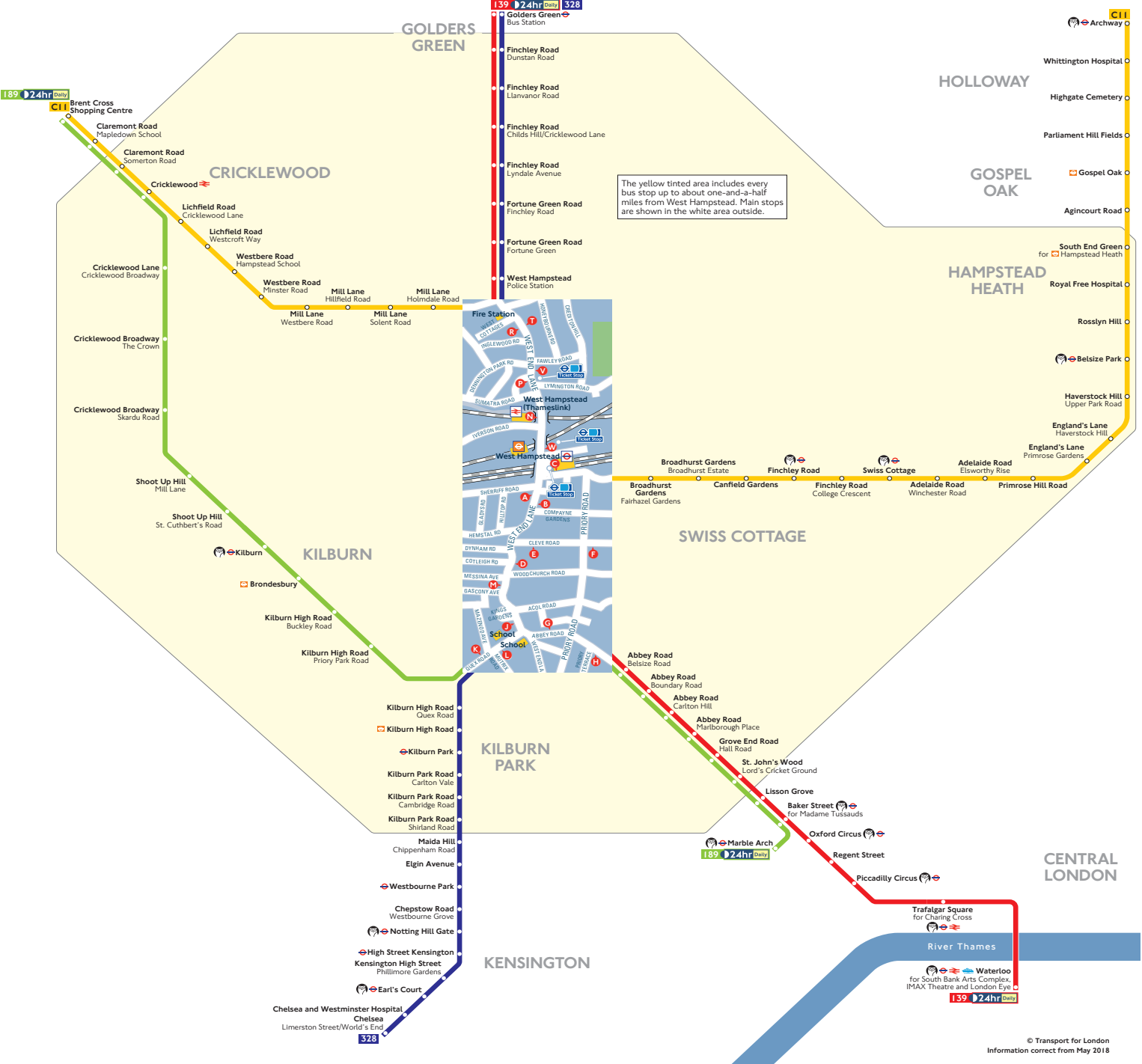
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CANFIELD GDNS PRIORITY RD	C11	180.1	7.5	2.25	6	8.25	3.64	1	3.64
Bus	BELSIZE ROAD/ABBAY ROAD	31	503.63	10	6.3	5	11.3	2.66	0.5	1.33
Bus	ABBAY RD PRIORITY RD	189	377.86	7.5	4.72	6	10.72	2.8	0.5	1.4
Bus	WEST END LN MESSINA AVE	139	248.75	7.5	3.11	6	9.11	3.29	0.5	1.65
Bus	WEST END LN MESSINA AVE	328	248.75	9	3.11	5.33	8.44	3.55	0.5	1.78
Rail	West Hampstead	'CLPHMJ2-STFD 2L50'	701.32	3.67	8.77	8.92	17.69	1.7	1	1.7
Rail	West Hampstead	'STFD-CLPHMJ2 2Y11'	701.32	3.67	8.77	8.92	17.69	1.7	0.5	0.85
Rail	Kilburn High Road	'WATFJDC-EUSTON 2C06'	827.91	2.67	10.35	11.99	22.33	1.34	0.5	0.67
Rail	Kilburn High Road	'EUSTON-WATFJDC 2D86'	827.91	3	10.35	10.75	21.1	1.42	0.5	0.71
LUL	Finchley Road	'Amer-AldgateFast'	899.33	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Finchley Road	'Ches-AldgateFast'	899.33	2	11.24	15.75	26.99	1.11	0.5	0.56
LUL	Finchley Road	'Uxbridge-AldSlow'	899.33	5.33	11.24	6.38	17.62	1.7	0.5	0.85
LUL	Finchley Road	'BakerSt-AmerFast'	899.33	1.33	11.24	23.31	34.55	0.87	0.5	0.43
LUL	Finchley Road	'Watford-BStreetSF'	899.33	2.33	11.24	13.63	24.87	1.21	0.5	0.6
LUL	Finchley Road	'Watford-AldSfast'	899.33	3.67	11.24	8.92	20.17	1.49	0.5	0.74
LUL	Finchley Road	'Aldg-WatfordSlow'	899.33	3.67	11.24	8.92	20.17	1.49	0.5	0.74
LUL	Finchley Road	'BakStr-WatfordSlow'	899.33	1.67	11.24	18.71	29.96	1	0.5	0.5
LUL	Finchley Road	'BkStr-UxbridgeSFast'	899.33	2.33	11.24	13.63	24.87	1.21	0.5	0.6
LUL	Finchley Road	'Uxbridge-BStreetSl'	899.33	3.67	11.24	8.92	20.17	1.49	0.5	0.74
LUL	Finchley Road	'Ald-HarrowHill'	899.33	1.33	11.24	23.31	34.55	0.87	0.5	0.43
LUL	Finchley Road	'BStreet-WembleyPk'	899.33	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Finchley Road	'BakerSt-HarrowHill'	899.33	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	West Hampstead	'WembleyPark-Stratfo'	616.96	3.67	7.71	8.92	16.64	1.8	0.5	0.9
LUL	West Hampstead	'WillesdenGreen-Stra'	616.96	4.33	7.71	7.68	15.39	1.95	0.5	0.97
LUL	West Hampstead	'Stanmore-Stratford'	616.96	17.65	7.71	2.45	10.16	2.95	1	2.95

Total Grid Cell AI: 25.5

Appendix C

(Bus Map)

Buses from West Hampstead



Route finder		
Bus route	Towards	Bus stops
139	24hr Daily	Golders Green Waterloo Brent Cross Shopping Centre Marble Arch Chelsea Golders Green Archway Brent Cross Shopping Centre
189	24hr Daily	Golders Green Waterloo Brent Cross Shopping Centre Marble Arch Chelsea Golders Green Archway Brent Cross Shopping Centre
328		Golders Green Waterloo Brent Cross Shopping Centre Marble Arch Chelsea Golders Green Archway Brent Cross Shopping Centre
C11		Golders Green Waterloo Brent Cross Shopping Centre Marble Arch Chelsea Golders Green Archway Brent Cross Shopping Centre

Key	
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay	
	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
Sign up for an online account to top up online and see your travel history and spending.	