Parker House

Planning & Conservation Area Consent Applications

SD8: Transport Statement

Prepared for Camden Council & E C Harris

November 2012

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The London Borough of Camden

Parker House, Camden

Transport Statement

Project Ref: 27474-002

November 2012

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Contents

Tables

Figures

Appendices

1 Introduction

1.1.1 Peter Brett Associates LLP (PBA) has been appointed by EC Harris on behalf of the London Borough of Camden to produce a Transport Statement to accompany the planning application for the redevelopment of Parker House Hostel. The hostel is to be redeveloped to provide 43 residential units in a car-free development.

1.1.2 The site is located on Parker Street, south of Holborn in the London Borough of Camden. As shown in Figure 1.1 it is bound to the north-west by Macklin Street and to the south east by Parker Street. The site is outlined in red on the map, showing the buildings that border Parker House to each side.

Figure 1.1: Existing Site Boundary

1.1.3 The existing development is bounded to the south east by Parker Street, to the north by St. Joseph's Primary School and Powis House, and to the north east and south west by Chamber's Management and Aldwych buildings respectively.

1.1.4 The existing site functions as a hostel for single homeless men, providing 128 bed spaces in total. Alongside this there are workshops to the rear of the site that provide storage and a small allocation of office space to a caretaker.

1.1.5 Whilst the building will be redeveloped the external appearance will remain similar to that of the existing, with some minor alterations being made to improve the building's perceived authenticity. For example the architect is keen to re-instate the original front entrance to the building, converting the existing access back into a window. Alongside this, the fourth floor extension will be removed and the parapet will be extended to mirror the existing façade. To meet building standards some of the building's windows will have to be replaced in a greater size to allow for daylight penetration into rooms.

1.2 Scope of Assessment

1.2.1 A note setting out our intended scope of assessment was issued to the London Borough of Camden in October 2012 and is attached in Appendix A along with the scoping response.

1.2.2 The car-free nature of the development was fully supported by the borough given the accessibility of the site by public transport. It was agreed that due to the development's car-free nature no highway capacity modelling will be provided and the impact was such that a transport statement was acceptable.

1.2.3 A Construction Management Plan was requested by London Borough of Camden due to the sensitive location of the development and this has been prepared by EC Harris.

1.2.4 A local-level Travel Plan was requested in the London Borough of Camden's scoping response however due to the development's car free status, excellent transport links and the fact that the development falls under the development scale threshold for the requirement of a local-level Travel Plan as outlined in the TfL document, Travel Planning for New Development in London, 2008, it was decided that a Travel Plan would not be required for the site.

1.2.5 A brief summary of the main points raised in the Construction Management Plan with regards to construction traffic is contained in this report.

1.3 Structure of the Report

1.3.1 This report is structured in the following way:

- Chapter 2 reviews the existing transport conditions around the site including a description of existing travel options;
- Chapter 3 provides a detailed description of the development proposals;
- Chapter 4 presents the current policy context at a national, regional and local level;
- Chapter 5 presents the likely net trip generation by mode at the proposed development site;
- Chapter 6 presents a summary of the likely transport impacts of the proposals;
- Chapter 7 summarises the assessment and presents our conclusions; and
- Chapters 8 and 9 form Appendix B which details trip generation.

2 Existing Transport Networks

2.1.1 The car free status of the development proposals for Parker House alongside its PTAL of 6b means that the highway network will see very little change from its baseline conditions and the site will rely heavily on public transport. This section will consider the transport links from the site in their baseline state.

2.2 The Highway Network and Parking Provision

2.2.1 Parker House can be accessed by vehicle from Parker Street. Although the north eastern end of Parker Street is one way, Parker House is located on the western end after the intersection with Newton Street, where two-way traffic is permitted.

2.2.2 There is an access to Parker House from Parker Mews; however this is not currently used as a vehicular access and there are regulations to stop stopping and parking here.

2.2.3 The wider area of the site is bounded by A-roads including the A4 to the south and the A40 to the north as shown previously in Figure 1.1. Both Kingsway to the east and High Holborn to the north are part of the Transport for London (TfL) Strategic Road Network (SRN).

2.2.4 There is no on-site parking provision at Parker House and it is understood that residents and employees of the hostel are not entitled to on-street parking permits. The roads around the site are included within the London Borough of Camden's Controlled Parking Zone (CPZ); in particular they are within CPZ Ca-C. As part of the Ca-C restrictions, residential parking bays are controlled 24 hours a day for 7 days a week. Parking controls on single yellow lines and pay and display parking bays are controlled from Monday to Saturday 8.30am till 18.30pm.

2.2.5 There is provision of pay and display parking within walking distance on Drury Lane, Great Queen Street and Newton Street providing up to two hours parking only. An NCP car park which is open 24 hours a day and provides 330 spaces is located adjacent to the development off Parker Street.

2.2.6 There is also pay and display motorcycle parking on Parker Street and Newton Street.

2.2.7 There nearest car club bay is the Zipcar bay located on the south-western end of Parker Street. There is also a car club bay run by Citycar on Great Queen Street to the south of the site.

2.2.8 Given the lack of free parking available on site and in the local area it can therefore be assumed that the number of existing journeys made by staff and residents by private car is low. The paid parking in the local area could be used by visitors, although the number of visitors is also expected to be low.

2.3 Cycling Links

2.3.1 No cycle parking facilities are currently provided on site.

2.3.2 The site is within a minute's walk of a Barclays Cycle Docking Station on Drury Lane with spaces for 22 cycles. Many further docking stations are located within fifteen minutes' walk, around the tube stations and along the major roads.

2.3.3 Although there are dedicated cycle lanes on Newton Street, Waterloo Bridge and Victoria Embankment, many are simply advisory routes.

2.4 Pedestrian Links

2.4.1 The site is within walking distance of a range of leisure, retail and employment opportunities. Within fifteen minutes' walk are The British Museum, Covent Garden, Oxford Street and Shaftsbury Avenue. The New London Theatre can be found at the end of Parker Street.

2.4.2 Access to the site is facilitated by pavements and street lighting on both sides of Parker Street. The roads surrounding the site also have good quality pavement and lighting provision. The road is two-way for traffic although it is not a major road and is lightly trafficked.

2.4.3 Where Parker Street intersects with other roads there is a good provision of both tactile paving and dropped kerbs. Formal pedestrian crossing facilities are provided at the intersection of Great Queen Street and Kingsway and at various points along Drury Lane.

2.4.4 Pavement widths along Parker Street vary but are generally around 3 meters. This width is especially adequate considering that there are not heavy flows of pedestrian movements on this route.

2.4.5 The site is extremely accessible by foot; this is facilitated by good pedestrian infrastructure, a moderate flow of traffic and wide pavements.

2.5 Public Transport

2.5.1 The site is conveniently located for reliance on sustainable modes of travel.

2.5.2 The two closest bus stops to the site are Holborn Station and High Holborn; both stops can be reached within a five minute walk and are served by a total of 50 buses in each direction during peak hours.

2.5.3 There are four London Underground stations reachable within fifteen minutes' walk from the site. The nearest Underground station is Holborn at a four minute walk north east of the site, served by the Central and Piccadilly lines. Access to the Northern line from the site is at either Tottenham Court Road or Leicester Square stations. To the south east of the site Temple Underground station is served by the Circle and District lines, and to the south west national rail services and the Bakerloo line run through Charing Cross station.

2.5.4 The frequency, direction and distance from the site of these services are discussed below in Tables 2.1 and 2.2.

Table 2.1: London Underground connections within 15 minutes' walk of the site and tubes that pass through per hour (TPH) on each.

Line	Closest Stop	Walk Time (mins)	Direction	TPH (peak)
Central	Holborn	3	West Ruislip to Epping	27
			Epping to West Ruislip	29
Piccadilly	Holborn	3	Heathrow to Cockfosters	24
			Cockfosters to Heathrow	25
Northern	Leicester Square	9	High Barnet to Morden	19
			Mordon to High Barnet	20
Circle	Temple	13	Hammersmith to Edgware Road	6
			Edgware Road to Hammersmith	6
District	Temple	13	Upminster to Ealing	22
			Ealing to Upminster	22
Bakerloo	Charing Cross	13	Queen's Park to Elephant and Castle	22
			Elephant and Castle to Queen's Park	22
Total				**244**

Table 2.2: Bus routes within 15 minutes' walk of the site and the number of buses per hour (BPH) on these routes.

Route	Closest Stop	Walk Time (mins)	Servicing Areas	BPH (peak)
59	Holborn Station	2	Kings Cross Station/York way to Telford Station	19
68	Holborn Station	2	West Norwood Station to Euston Bus Station	18
188	Holborn Station	2	North Greenwich Station to Russell Square Station	17
X68	Holborn Station	2	West Croydon Bus Station to Russell Square	4
1	Holborn Station	2	New Oxford Street to Canada Water Bus Station	17
91	Holborn Station	2	Tottenham Court Lane YMCA to Whitehall/ Trafalgar Square	17
168	Holborn Station	2	Royal Free Hospital to Dunton Road	18

Route	Closest Stop	Walk Time (mins)	Servicing Areas	BPH (peak)
243	Holborn Station	2	Redvers Road to Waterloo Station/ Mepham Street	21
171	Holborn Station	2	Holborn Station to Newquay Road	8
521	Holborn Station	2	Waterloo Station/ Tenison Way to London Bridge Station	34
242	High Holborn (eastbound) or Museum Street (westbound)	3 or 6	Hommerton Hospital/ Wardle Street to Tottenham Court Road Station	16
8	High Holborn (Eastbound) or Museum Street (westbound)	3 or 6	Holles Street to Bow Church	21
25	High Holborn (Eastbound) or Museum Street (westbound)	3 or 6	Holles Street to Hainault Street	18
19	Museum Street	6	Finsbury Park Interchange to Parkgate Road	16
38	Museum Street	6	Clapton Pond to Victoria Bus Station	35
55	High Holborn (Eastbound) or Museum Street (Westbound)	3 or 6	Pound Lane/ Willisden Bus Garage to red lion square	18
6	Aldwych/ Drury Lane (westbound) or Aldwych/ Sommerset House (eastbound)	6 or 10	Bertie Road to Aldwych / Drury Lane	9
13	Aldwych/ Drury Lane (westbound) or Aldwych/ Sommerset House (eastbound)	6 or 10	Golders Green Station to Aldwych/Drury Lane	8
87	Aldwych/ Drury Lane (westbound) or Aldwych/ Sommerset House (eastbound)	6 or 10	Wandsworth Plain to Aldwych/ Drury Lane	10
7	British Museum	7	Brunel Road to Russell Square Station	18
11	Aldwych (westbound) or Aldwych/ Somerset House (eastbound)	6 or 10	Fulham Town Hall to Liverpool Street Station	16
23	Aldwych (westbound) or Aldwych/ Somerset House (eastbound)	6 or 10	Great Western Road to Liverpool Street Station	19
172	Aldwych (northbound) or Aldwych/ Somerset House (southbound)	6 or 10	King Edward Street to Brockley Rise/ Chandos	12
RV1	Covent Garden/ Catherine St	7	Covent Garden/ Catherine Street to Tower Gateway	6
4	Aldwych (northbound) or Aldwych/ Somerset House (southbound)	6 or 10	Archway Station/ Junction Road to Waterloo Station/Road	14
26	Aldwych (northbound) or Aldwych/ Somerset House (southbound)	6 or 10	Hackney Wick/ Trowbridge Road to Waterloo Station/	15

Route	Closest Stop	Walk Time (mins)	Servicing Areas	BPH (peak)
			Road	
76	Aldwych (northbound) or Aldwych/ Somerset House (southbound)	6 or 10	Seven Sisters to Lower Marsh	17
341	Aldwych/ Drury Lane (northbound) or Aldwych/ Sommerset House (southbound)	6 or 10	Glover Drive/ Ikea to County Hall	13
9	Aldwych/ Drury Lane (westbound) or Aldwych/ Sommerset House (eastbound)	6 or 10	Aldwych/ Somerset House to Hammersmith Bus Station	9
15	Aldwych/ Drury Lane (westbound) or Aldwych/ Sommerset House (eastbound)	6 or 10	Conduit Street to Blackwall Station	16
176	Savoy Street/ Southampton Street	9 or 10	Penge/ Pawleyne Arms to Tottenham Court Road Station	13
Total				**492**

2.5.5 The tables above show that the area is well located for bus and Underground links. The Underground stations within a fifteen minute walk provide access to six central London Underground lines. These lines provide access to National and International Rail services including at Kings Cross St Pancras, Shepherd's Bush, Liverpool Street, Stratford, Euston, Waterloo and London Bridge. Charing Cross also provides a national rail access point within a walking distance of the site.

2.5.6 At peak there are 492 bus services running through the area. This area also forms a key interchange with many routes terminating nearby. Although terminating buses were not included in Table 2.2, for example some routes terminating at Tottenham Court Road were excluded since it cannot be assumed that all residents will be able to walk these distances.

Public Transport Accessibility

2.5.7 Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point from a development site to the public transport network taking into account walk access times and service availability. The method is essentially a way of measuring the density of the public transport network at particular points.

2.5.8 Walk times are calculated from the specified point(s) of interest to all public transport access points: bus stops, light rail stations, Underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is subsequently calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then produced for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail, etc) are then added to give a single value.

2.5.9 A PTAL score can range from 1a to 6b, where a score of 1 indicates a "very poor" level of accessibility and 6b indicates an "excellent" accessibility level. Parker House has a PTAL rating of 6b. This indicates excellent access to sustainable modes of transport. The site is very well located in relation to bus routes with 21 routes accessible within an eight minute walk of the site.

2.6 Summary

2.6.1 The location of the site and its proximity to local facilities and sustainable modes of transport means that it is highly accessible by foot.

2.6.2 The redevelopment site is well located for sustainable modes of transport, with a PTAL of 6b and an impressive set of links to major public transport systems. There are over 700 buses and tubes passing within fifteen minutes' walk of the site at peak. Not only are the links regular, they are also well connected to both the rest of London and the wider UK National Rail network. The development is in an ideal location to complement its car free status.

2.6.3 Walking and cycling provision is also good, with a network of advisory cycle route and a number of Barclay's Cycle Docking Stations within walking distance of the site and its public transport interchange points.

2.6.4 A lack of free parking options on site and in the local area, it can therefore be assumed that the number of existing journeys made by staff and residents by private car is low. The paid parking in the local area could be used by visitors, although the number of visitors is also expected to be low.

2.6.5 Although the development will be car-free there is still provision for visitor parking in both the pay and display and NCP Covent Garden Multi-storey car park. Nearby car club bays also provide the option of road travel when needed.

3 Development Proposals

3.1.1 The redevelopment of Parker House will see what is currently a hostel become a high-class residential development with a concierge service. The heritage of the building is expected to be enhanced and complimented.

3.1.2 We are not aware of any committed developments within the vicinity of the site that would have an impact on this redevelopment.

3.2 Residential Units

3.2.1 It is proposed that Parker House Hostel will be redeveloped to provide 43 residential units. Of these, 40 will be privately owned whilst three will be classed as affordable. Four units will be wheelchair accessible, of which three will be privately owned and one affordable.

3.2.2 The proposal for the redevelopment of Parker House Hostel includes extension of the elevation to occupy the full site frontage on all floors, and fourth and fifth storey roof extensions to provide further residential capacity.

3.2.3 The 40 private residential units will be distributed across seven floors from the basement to fifth floor of Parker House. The three affordable units, although included within the Parker House redevelopment plan will not be located in the Parker House Building. These flats will be located in Aldwych Courtyard, where the workshop buildings currently stand to the west of Parker House.

3.2.4 In addition to the residential units, community gardens will be provided on the first floor of the affordable building and the ground floor around both buildings. Some units will be provided with balconies.

3.2.5 The overall 43 unit development will have a total floor space of 3,265m^2. It will provide a combination of affordable and private units between one and three bedrooms in size, the distribution of these is shown below.

Table 3.1: Residential unit mix for the proposed development

Unit Type	Studio	1 bed	2 bed	3 bed	Total
Private	0	13	22	5	**40**
Affordable	0	1	2	0	**3**
Total	**0**	**14**	**24**	**5**	**43**

Parking Provision

3.2.6 Since the development is to operate as car free it is expected that there will be no parking provision. Residents will not be able to apply for on-street parking permits, including any mobility impaired residents.

3.2.7 Proposals for the development include provision for 75 cycle parking spaces in the basement of Parker House. Although this number is above the cycle parking standards this is in line with the 'Code for Sustainable Homes' Standards. Cycle parking will be provided in accordance with CPG7 design guidance and will be fully accessible, secure and covered

3.2.8 With regards to disabled parking provision; we have been made aware that Camden Blue Badge holders are permitted to park on-street without an on-street parking permit. However, it was also highlighted that within this part of Camden, a further level of control for disabled parking is in operation; if a resident is entitled to a Blue Badge they will also be required to hold a Green disabled badge to park within a designated space on-street.

3.2.9 Should a Blue Badge holder take up residence in the proposed development and wish to obtain the additional Green disabled badge, Camden will be happy to assess their eligibility for the scheme.

3.3 Delivery and Servicing

3.3.1 At present delivery and servicing of the Parker House Hostel is undertaken on Parker Street, using either the on-street parking bays in front of the building for a brief period if they are vacant or the designated loading bay at the south-eastern end of the street.

3.3.2 Since all the private units are concentrated together in the Parker House building they will all share a management strategy and concierge service. This strategy will manage transfer of refuse from the basement store onto the street via a scissor lift and out through a jib-door in the façade. This waste management strategy is designed to cause minimum impact to residents in terms of disruption and odours. In line with the London Borough of Camden's standards, bi-weekly collections are expected to be adequate here.

3.3.3 The Aldwych Courtyard building will have a separate management and refuse strategy. The drawings for this building show a refuse store of 16m^2. This refuse will be collected in line with the existing weekly collections from Aldwych.

3.3.4 Although the access from Parker Mews will remain, there are no proposals to permit vehicular access.

3.3.5 In addition to waste collection there are recycling points on High Holborn Road.

3.4 Construction Management Plan

3.4.1 A Construction Management Plan has been prepared by EC Harris for the proposed development. This plan outlines the demolition, including the façade retention and removal of substances, and the subsequent redevelopment construction.

3.4.2 It is anticipated that the construction period will be over a time frame of approximately 100 weeks, with the peak predicted HGV movements during this time frame to be 30 per day.

3.4.3 The Construction Management Plan also details the proposed route that vehicles will take when accessing the site. As the site is located in a sensitive area, the route of least impact

on the local road network and which provides ease of movement for HGVs has been selected.

4 Policy Context

4.1 Introduction

4.1.1 This chapter provides a review of existing national, regional and local policy and discusses how the proposed development accords with established policy objectives.

4.2 National Policy

The National Planning Policy Framework

4.2.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012 replacing all existing Planning Policy Statements and Planning Policy Guidelines, including PPG13. The new framework seeks to facilitate sustainable development. In respect of transport, the NPPF advocates that planning policies and decisions should consider whether:

- The opportunities for sustainable transport modes have been taken up depending upon the nature and location of the site to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual impacts of development are severe.

4.2.2 At a more detailed level, the NPPF states that developments should be located and designed in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities; and
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

4.2.3 The NPPF stresses the importance of providing a Travel Plan for all developments that generate significant amounts of movement. It also gives priority to provision for low emission vehicles, including in particular provision of charging facilities.

4.2.4 The proposed development complied with NPPF Standards because the site is located in an area with great opportunity for public transport and good access and provision of footways and cycle routes.

4.3 Regional Policy

The London Plan (2011)

4.3.1 The London Plan was published in July 2011 to provide an integrated economic, environmental, transport and social framework for the development of London over the next

20-25 years. Transport was noted as having a fundamental role in addressing the objectives of the Plan. These main objectives are to ensure London is:

- A city that meets the challenges of economic and population growth;
- An internationally competitive and successful city;
- A city of diverse, strong secure and accessible neighbourhoods;
- A city that delights the senses;
- A city that becomes a world leader in improving the environment;
- And a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.

4.3.2 Chapter 6 of the London Plan identifies polices to support the delivery of an efficient and effective transport system and places emphasis on encouraging sustainable travel through:

- Enhancing walking polices;
- Promoting electric car use; and
- Improving public transport capacity.

4.3.3 The relevant policies included within this Chapter are outlined below:

Policy 6.1 Strategic Approach

4.3.4 The mayor will work with key parties to encourage integrated transport systems. This will be done by;

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car;
- Increasing the capacity of public transport, walking and cycling;
- Supporting development with a high trip generation at locations where there is good public transport accessibility and capacity;
- Improving interchange between different forms of public transport;
- Seeking increase of the blue ribbon network, particularly the Thames for passenger and freight use;
- Facilitation the efficient distribution of freight whilst minimising its impacts on the transport network;
- Supporting measure that encourage shifts to more sustainable modes and appropriate demand management;

- Promoting greater use of low-carbon technology to reduce carbon dioxide emissions and global warming contributions;
- Promoting walking by ensuring a improved public realm; and
- Ensuring that all parts of the public transport network can be used easily, safely and with dignity by all Londoners, including ensuring step-free access where appropriate.

Policy 6.2 Providing public transport capacity and safeguarding land for transport

4.3.5 The mayor will work to improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system. Whilst doing this the mayor will also work to increase the capacity of public transport

Policy 6.3 Assessing Transport Capacity

4.3.6 Development proposals should ensure that the impacts of the transport capacity and the transport network are considered and that Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice guidelines.

Policy 6.9 and Policy 6.10 Cycling and Walking

4.3.7 The Mayor will work to increase cycling and walking in London. Developments should:

- Provide secure, integrated and accessible cycle parking facilities in line with London Plan standards;
- Provide onsite showing and changing facilities;
- Integrate the Barclays Cycle Superhighways and facilitate the central London Cycle Hire scheme;
- Ensure pedestrian environments in and around new developments give emphasis to quality and streetscape; and
- Promote simplified streetscapes that are de-cluttered and provide access for all.

Policy 6.13 Parking

4.3.8 New developments should ensure a balance is met between promoting new development and avoiding excessive car parking that can reduce the use of sustainable travel.

4.3.9 When the car parking provision for new developments are being considered, maximum car parking standards (in line with London Plan policy) should be applied.

4.3.10 The London Plan identities Holborn as an intensification area for growth. This compliments the location of the proposed development.

4.3.11 The Proposed Development accords with the London Plan because it is to be a car-free development with provisions of cycle parking to encourage more sustainable ways to travel.

The Mayor's Transport Strategy (MTS)

4.3.12 The Mayor's Transport Strategy was published in May 2010 and aims to provide a framework to inform the strategic development of London, alongside the London Plan, for the next 20 years.

4.3.13 The strategy key aims include:

- Supporting economic development and population growth;
- Enhancing the quality of life for all Londoners;
- Improving the safety and security of Londoners;
- Improving the transport opportunities for all Londoners;
- Reducing transport's contribution to climate change, and improving its resilience; and
- Supporting the delivery of the London 2012 Olympic and Paralympic Games and its legacy

4.3.14 Throughout the strategy, emphasis is placed on:

- Improving cycling and walking in London;
- Improving the interchange between transport modes;
- Putting Crossrail into place;
- Promoting sustainable technologies such as electric vehicles;
- Providing better travel information to travellers; Encouraging the use of River Thames and other waterways to transport goods and people;
- Promoting strategic interchange between inner and outer areas of London and improving strategies to tackle road congestion.

4.3.15 The proposed development supports the Mayor's Transport Strategy as the new units will support population growth and improved public transport opportunities.

4.4 Local Policy

Camden Core Strategy (2010)

4.4.1 Camden's Core Strategy sets of the council's vision to promote sustainable travel. It hopes to do this using the policies discussed below.

Policy CS11: Promoting Sustainable and Efficient Travel

4.4.2 It is hoped that by promoting key transport infrastructure proposals, promoting sustainable travel and making private transport more sustainable that Camden can relieve existing pressures on the transport system. It aims to promote cycling and walking whilst reducing traffic in the borough by 15% from 2001 levels.

4.4.3 Key transport infrastructure proposals include:

- Kings Cross Station improvements;
- The redevelopment of Euston Station and the development of an improved public transport interchange;
- Crossrail services and associated station improvements at Tottenham Court Road;
- Improved interchange at West Hampstead;
- Improvement to facilities at Camden's London Underground and London Overground stations, including at Camden Town and Holborn; and
- Improvements to encourage walking and cycling as part of transport infrastructure works.

4.4.4 Whilst sustainable travel will be promoted by:

- Improving public spaces and pedestrian links across the borough;
- Continuing to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Scheme and enhancing cycle links;
- Working with Transport for London to improve the bus network and deliver related infrastructure and supporting proposals to improve service capacity on the London Underground and First Capital Connect's Thameslink line;
- Expanding the availability of car clubs and pool cars as an alternative to the private car;
- Minimising provision for private parking in new developments by making developments car-capped or even car-free in the most accessible areas of the borough;
- Restrict new public parking and promote the re-use of existing car parks where appropriate;
- Promote the use of low emission vehicles, including through the provision of electric charging points; and
- Ensure all growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.

4.4.5 In regard to freight, the Council will seek to remove freight movement by road; encouraging the movement of goods by canal, rail and bicycle. This will reduce the impact of freight movement on local amenity, traffic and the environment.

4.4.6 The proposed redevelopment follows these guidelines by providing public spaces within the redevelopment. The scheme also includes a vast provision of cycle parking, it is hoped this development could be one of the car-free developments Camden aims for.

Camden Transport Strategy (2011)

4.4.7 Camden Borough Council is working to improve both transport and the public realm. This work includes a parking simplification project to balance the demand for kerb space; public realm improvements to encourage walking and cycling for onward journeys; and continuing the use of developer contributions to address local transport and public realm issues in mitigating the impacts of development.

4.4.8 The Camden Transport Strategy outlines major objectives towards transport improvements, these include:

- Reduction of motor traffic and vehicle emissions;
- Encouraging healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden;
- Improved road safety and personal security for people travelling in Camden;
- Management of the road network to reduce congestion, improve reliability and ensure efficient movement of goods and people;
- Developing and maintaining high quality, accessible public streets and space, recognising streets are about more than movement;
- Ensuring that the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development;
- Ensuring that the transport systems supports access to local services and facilities, reduces inequalities and increases social inclusion; and
- Ensuring the provision of parking is fair by considering the needs of all users, whilst also encouraging sustainable travel choices.

4.4.9 Within these objectives, the document sets out a series of policies to help achieve the objectives, some of these are discussed below:

4.4.10 **Policy 1.3:** Camden will continue to encourage travel by sustainable modes, using the following road user hierarchy: Pedestrians, Cyclists, Public transport, Freight (including loading/unloading), Taxis, Motorcycles/Private Cars, and finally on street parking.

4.4.11 **Policy 1.1:** Camden will encourage mixed use development to reduce the frequency and length of people's journeys .Alongside this, Camden will continue to guide development so that it is well integrated with the transport network, minimises congestion and promotes sustainable modes of travel such as walking, cycling and public transport (Policy 1.6)

4.4.12 **Policy 2.1:** The council will seek to encourage, promote and priorities walking and cycling as the preferred modes of travel in the borough.

4.4.13 The council will encourage cycling by supporting the extension of the cycle hire scheme further north of Camden Town and across other areas of the borough, improving cycling networks and securing parking for cyclists (Policies 2.8, 2.9, 2.10, 2.11 and 2.12).

4.4.14 Where car journeys are essential, Camden will encourage the use of car clubs and electrical vehicles. This will require expansion of charging point and car club networks (Policies 1.5 and 1.10).

4.4.15 Camden will work with public transport providers to improve the public transport system, increase its capacity and make sure it is meeting the needs and requirements of residents, businesses and visitors. This will include work to the Underground, Overground and bus routes in the borough (Policies 2.13, 2.14, 2.16, 2.17 and 2.19).

4.4.16 Holborn is identified by the Camden Growth Strategy as one of the five priority growth areas, identified by the London Plan to contain much of Camden's growth and redevelopment. Alongside St Giles, Holborn is also identified as one of nine 'placeshaping' areas – an area the council has identified opportunity to bring together strategies, investment, services, facilities, public realm and infrastructure improvements to 'shape' the place in response to community need.

4.4.17 The transport strategy also outlines plans for a Kings Cross to Holborn cycle route and improved road safety and public realm improvements around Holborn tube station. There are plans for completion of the Drury Lane pedestrian scheme which would have a direct impact on the Parker House site since Parker Street adjoins Drury Lane. Opportunities for car-club bays, bus-stop improvements, cycle-parking and electrical vehicle charging points are to be considered.

4.4.18 The proposed redevelopment of Parker House compliments the Camden Transport Strategy by encouraging sustainable travel whilst providing cycle parking. It will also direct growth to the identified Holborn area.

4.5 Summary

4.5.1 This chapter has reviewed the national, local and regional policy which will influence the redevelopment of Parker House in Holborn, London Borough of Camden.

4.5.2 Existing policy is focussed on the need for sustainable developments with opportunities for sustainable travel rather than provision for the private car. The development's car-free status is fully compliant with this legislation.

4.5.3 The redevelopment will work to direct growth to those areas identified in by both Camden's local policy and the London Plan.

5 Net Trip Generation by Mode

5.1 Introduction

5.1.1 In this section we describe our trip generation and mode share assumptions for the existing and proposed developments. We then calculate the net change in trips by mode comparing the trips that the development proposals would generate to the existing site use.

5.1.2 Sites were selected using the TRAVL database to calculate trip generation. For the existing development, hostels and halls of residence in Inner London were initially selected. For the proposed development, residential sites in Inner London were initially selected. Appendix B discusses the selection of these sites and justifies the final selection from these sites for the calculations for both existing and proposed development. The final sites were used to calculate trip rates and mode splits.

5.1.3 As requested the results for the existing development were compared to those from the TRICS database. The results from the TRICS database were not found to be representative of Parker House, so TRAVL was used for both sites. Further detail on this is included in Appendix B.

5.2 Existing Travel Behaviour

5.2.1 Appendix B contains details of the trip generation calculations for the existing land uses at Parker House.

5.2.2 The workshops used as storage and small allocation of office space are not considered to generate trips at the existing site.

5.2.3 The TRAVL database was used to determine the number of trips by mode the existing accommodation is likely to generate, which is shown in Table 5.1.

Table 5.1: Existing Parker House Daily Trips by Mode

Mode	Total 2-Way Trips	Mode Split
Car Driver	1	<1%
Car Passenger	2	1%
Taxi	0	<1%
Bus	4	1%
Underground	8	3%
Cycle	1	<1%
Walk	244	94%
Total	**260**	**100%**

5.2.4 The mode split calculated shows a low number of car trips and a high number of walk trips, which is consistent with the type of existing accommodation and the lack of parking provision.

5.2.5 Of the calculated trips, 35 and 46 will take place in AM and PM peak hours respectively; of these trips all will be by foot except for one trip on the Underground in each of the peak hours and one by bus in the PM peak.

5.3 Trip Generation for Proposed Development

5.3.1 Table 5.2 presents the number of daily trips by mode expected to be generated by the car free and disabled units proposed at the Parker House site.

Table 5.2: Proposed Parker House Daily Trips by Mode

Mode	Car Free Units		Disabled Units		All Units	
	Total 2-Way Trips	Mode Split	Total 2-Way Trips	Mode Split	Total 2-Way Trips	Mode Split
Car Driver	0	0%	8	21%	8	2%
Car Passenger	0	0%	2	4%	2	0%
Taxi	0	0%	0	0%	0	0%
Motorcycle	5	1%	1	2%	6	2%
Bus	28	8%	1	3%	29	7%
Underground	13	4%	1	1%	14	3%
Cycle	32	9%	1	2%	33	8%
Walk	291	79%	25	66%	316	77%
Total	**371**	**100%**	**38**	**100%**	**408**	**100%**

5.3.2 A total of 408 trips are expected to be generated by the 43 residential units per day. Of these trips, eight are expected to be car trips, all of which are generated by the residents of the disabled units who will be permitted to park on street.

5.3.3 A total of 29 bus trips and 14 Underground trips can be expected. The majority of trips are expected to be made on foot as the local area contains a wide range of services and facilities easily accessible on foot.

5.3.4 Of the total number of trips expected to be generated, there will be approximately 44 and 25 trips undertaken in the AM and PM peak hours respectably. Of these trips one car trip is expected to be generated by the disabled units in each of the peak hours while there will be five public transport trips, four cycle trips and one motorcycle trip during the AM peak hour and four public transport, three cycle and one motorcycle trip in the PM peak hour. The

majority of the added trips to the network will be by foot with an expected 34 and 27 trips expected in the AM and PM peak hours respectively.

5.4 Net Trip Generation

5.4.1 By combining Table 5.2 with the existing trips generated by the Parker House site presented in Table 5.1 we have calculated the daily net trip generation by mode, as shown in Table 5.3.

Table 5.3: Daily Net Parker House Trips by Mode

Mode	Existing Trips		Proposed Trips		Net Trips	
	Total 2-Way Trips	Mode Split	Total 2-Way Trips	Mode Split	Total 2-Way Trips	Mode Split
Car Driver	1	<1%	8	2%	7	5%
Car Passenger	2	1%	2	0%	0	0%
Taxi	0	<1%	0	0%	0	0%
Motorcycle	0	0%	6	2%	6	4%
Bus	4	1%	29	7%	26	17%
Underground	8	3%	14	3%	6	4%
Cycle	1	<1%	33	8%	32	22%
Walk	244	94%	316	77%	72	48%
Total	**260**	**100%**	**408**	**100%**	**149**	**100%**

5.5 Net Trip Change Summary

5.5.1 The development proposals are expected to generate a net increase of 149 trips per day at the site. Car trips are expected to increase by seven trips per day while public transport trips are expected to increase by 26 on the buses and six on Underground services.

5.5.2 A total of 32 additional cycle trips can be expected, while the greatest increase of trips is expected to be on foot.

6 Transport Impact

6.1 Vehicle Trips and Parking Impact

6.1.1 A net increase of seven car trips and six motorcycle trips is expected at the site per day. This would have a negligible impact on local highway capacity.

6.1.2 All the car trips generated by the proposed development would be generated by the disabled units. Each resident in the disabled units who is entitled to a Blue Badge would be eligible to request an on-street parking permit for designated disabled bays (a Green Badge) from the Council.

6.1.3 The number of on-street parking spaces required would therefore depend on the number of Blue Badge holders resident at the site. As there are only four disabled units on site we expect approximately four parking spaces could be required on street. This would be at the discretion of the Council.

6.1.4 The necessary motorcycle parking is expected to be accommodated by the existing motorcycle parking bays on Parker Street and Newton Street.

6.2 Public Transport Impact

6.2.1 A net increase of 26 buses trips and six Underground trips are expected at the site per day.

6.2.2 In Chapter 3 we determined that 492 bus services route within 15 minutes walk of the site in peak periods. At the Underground stations within 15 minutes walk of the site, a total of 244 trains per hour operate during peak periods.

6.2.3 The footways at and around the site are of good quality, wide and not suffering from crowding. There is adequate capacity to accommodate the additional flows.

6.2.4 This level of existing public transport service would accommodate the additional bus and Underground trips.

6.3 Walking and Cycling Impact

6.3.1 An additional 32 cycle trips and 72 walks trips would be generated by the development proposals over the course of a day. In addition, it is expected that all 32 public transport trips, seven car trips and six motorcycle trips would start or end their journey at the site on foot.

6.3.2 This level of additional cycle and walk trips per day could be accommodated by the existing pedestrian and cycle network

6.4 Safety Impact

6.4.1 Due to the small scale nature of the development proposals, it was determined during scoping that an accident analysis is not required for this assessment. Instead, we provide a qualitative assessment of the likely safety impact of the proposals.

6.4.2 The expected increase in vehicular traffic of 7 cars and 6 motorcycles per day can be expected to have a negligible impact on accidents.

6.4.3 Around 117 additional pedestrian trips and 32 cycle trips would be generated. The streets immediately around Parker House are lightly trafficked and the footways offer sufficient width to ensure pedestrian safety. The wider pedestrian network has a significant existing footfall and the additional trips represent a negligible increase. Overall the effect on pedestrian and cycle safety is expected to be negligible.

6.5 Trip Impact Summary

6.5.1 The existing accommodation is likely to generate around 260 trips per day, of which 94% are walk trips and less than 1% are car trips.

6.5.2 The level of additional trips generated by the site as a result of the development proposals is expected to be low.

6.5.3 The additional car trips are not expected to impact on highway capacity and any additional on street parking demand is expected to be low and would require a permit from the council.

6.5.4 There are a significant amount of existing public transport services within 15 minutes walk time of the site that could easily accommodate the additional public transport trips.

6.5.5 The existing cycle and pedestrian network is considered suitable to safely accommodate the additional trips by these modes.

6.5.6 Given the low increase in vehicular, pedestrian and cycle journeys along with the existing footway widths and traffic flows the impact on safety is expected to be negligible.

7 Summary and Conclusions

7.1 Summary

7.1.1 Peter Brett Associates LLP (PBA) has been appointed by the London Borough of Camden to produce a Transport Assessment to accompany the planning application for the redevelopment of Parker House Hostel.

7.1.2 The existing site provides 128 bed spaces for single homeless men as well as workshops that provide storage and a small allocation of office space to a caretaker.

7.1.3 The hostel is to be redeveloped to provide 43 residential units with a concierge service. Of these units, 40 would be privately owned and three would be classed as 'affordable'. Four disabled units would be provided.

7.1.4 The development would be car free, although residents who are Blue Badge holders would be eligible to apply for an on-street parking permit.

7.1.5 The scope of the assessment was discussed with LB Camden in October 2012 during which it was acknowledged that the car-free nature of the development was supported by the borough.

7.1.6 Existing national, regional and local policy was reviewed was found to be focussed on the need for sustainable developments with opportunities for sustainable travel rather than provision for the private car. The development's car-free status is fully compliant with this legislation.

7.1.7 The development site can be accessed by vehicle from Parker Street, which is lightly trafficked. The site currently has no on-site parking provision and the surrounding roads lie within a CPZ requiring residential parking permits for use, thus the potential for parking in the local area is restricted. Some pay and display parking, as well as motorcycle parking, is located nearby along with a car club bay.

7.1.8 A Construction Management Plan has been prepared by EC Harris and this details the number of construction vehicles expected per day in the peak period and the route these vehicles will take when accessing and egressing the site.

7.1.9 The existing site has no cycle parking facilities. A Barclays Cycle Docking Station is located on Drury Lane and there are advisory cycle lanes on-street in the vicinity.

7.1.10 A large range of services and facilities are located within walking distance of the site. Footways are of sufficient width and quality for pedestrians and formal crossing facilities are located on local major roads.

7.1.11 The TRAVL database was used to calculate the travel behaviour of existing residents. The trip rates and mode split were compared with the corresponding outputs in the TRICS database. A total of 244 Underground trains and 492 buses operate during peak periods

within 15 minutes walk of the site. The PTAL of the site is 6b, suggesting an excellent level of accessibility to public transport.

7.1.12 A total of 260 trips are likely to be generated by the existing site per day. Due to the nature of the existing residential usage the majority of trips generated by the existing site are expected to be walk trips (244) with around twelve trips undertaken by public transport. The number of car trips are likely to be very low.

7.1.13 The proposed development is expected to generate 408 trips per day. Around eight of these trips would be car trips generated by the disabled units. Around 10% of the total trips would be made by public transport and only 2% by car.

7.1.14 The development proposals would result in an increase of around 149 trips per day, with an increase of 32 trips by public transport, 32 by cycle, 72 by pedestrians and 7 by car.

7.1.15 The increase in vehicular trips would have a negligible impact on highway capacity. The increase in parking demand would be low and would be managed by the distribution of parking permits at the discretion of the council to Blue Badge holders only.

7.1.16 The net increase in public transport trips could be accommodated on the existing services. The net increase in walk and cycle trips could be accommodated by the existing pedestrian and cycle networks.

7.1.17 Given the low increase in vehicular, pedestrian and cycle journeys along with the existing footway widths and traffic flows the impact on safety is expected to be negligible.

7.1.18 A local level Travel Plan was not deemed necessary for the site given the development's car free status, the excellent public transport links in the area and as the number of proposed residential units falls under the development scale threshold of between 50 to 80 units for a local level plan.

7.1.19 Servicing and deliveries would subject to a management strategy.

7.2 Conclusions

7.2.1 The car-free nature of the development accords with local, national and regional policy to promote sustainable development in locations with good public transport access.

7.2.2 The net increase in trips generated by the development proposals would be low and would have a negligible impact on the local highway, public transport and pedestrian and cycle networks. The impact on safety would also be negligible.

7.2.3 This assessment concludes that this location is suitable to accommodate the development proposals with negligible adverse impact.

Appendix A – Scoping Note and Response

From: Trower, Zoe [mailto:Zoe.Trower@camden.gov.uk]
Sent: 01 November 2012 17:02
To: Laura Harney
Cc: michael.holland@echarris.com; c.bacon@pauldavisandpartners.com; Ashleigh Hall; Robert Parker; Peck, Amanda
Subject: RE: Parker House Transport Statement - Scoping Report

Laura,

Thank you for forwarding a draft Transport Statement in relation to the proposals being considered for Parker House, Parker Street. I have had the opportunity to review the submitted information and the following comments can be made.

Firstly, the principal of the Transport Statement is acceptable to Transport and the proposed headings cover the key points.

I have outlined a number of specific comments below:

- Trip Rates – It is noted that the trip rates have not been broken down into multi-modal trips, as highlighted within the draft TS this site does not have a significant level of vehicle trips. Therefore, it is considered more appropriate to cover multi-modal trips in more detail. I am also surprised that existing trip rate information is not available rather than using generic TRVAL data – is there not an opportunity to survey the existing use of the site?

- Car-free – this is fully supported given the accessibility of the site as detailed with the high PTAL rating.

- Disabled parking – Point of clarification Camden do not prevent disabled people who are entitled to a Blue Badge from parking on-street, the holder of the blue badge could park on-street without a parking permit. However, it is also highlighted that within this part of Camden, a further level of control for disabled parking is operated. If a resident is entitled to a Blue Badge they will also be required to hold a Green disabled badge to park within a designated space on-street. To provide for future Blue Badge provision a financial contribution of £3,000 may be sought to undertake a Traffic Management Order consultation, should an eligible resident request a Blue Badge bay.

- Travel Plan – This is agreed as a local level plan, please note that these have a monitoring fee of £3,000 attached to these and this will be required to be secured via a shadow S106 condition.

- Cycle parking – the number indicated in the TS is above the cycle parking standards. However, the cycle parking should be in accordance with CPG7 design guidance, which supports Josta and Sheffield stands and cycle parking should be fully accessible, secure and covered.

- Construction – a level of construction detail should be included within the TS. A CMP is considered required for this site given the proposals and location.

- Servicing – detailed information is required to be included in the TS, although a SMP is not considered necessary. This should cover how servicing is currently taking place and how this

situation will change and how it will be managed. It is noted that vehicle access can be made to the site via Parker Mews and details relating to this access point should also be included.

In relation to the accident data, I recognise that this forms an element of the TS considerations. However, in Camden we generally tend to request accident analysis for large scale developments, such as Bacton Low Rise. Therefore, in context of Parker House, my understanding of the proposals is that they would not be categorised as large scale as the bulk of works is internal changes rather than demolition and new build. In this instance the Obs process would cover accident considerations rather than requiring an accident analysis to be undertaken in the TS.

The above comments have been provided in isolation and have only considered the information as detailed in the draft TS. Should the submitted plans and information differ significantly from the information provided then the comments provided may need to be revised in reflect the situation.

Please do not hesitate to contact me for any clarification on the comments detailed above.

Regards

Zoe Trower
Senior Transport Planner

Telephone: 020 7974 2731

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From: Laura Harney [mailto:lharney@peterbrett.com]
Sent: 18 October 2012 11:13
To: Peck, Amanda
Cc: Trower, Zoe; michael.holland@echarris.com; c.bacon@pauldavisandpartners.com; Ashleigh Hall; Robert Parker
Subject: Parker House Transport Statement - Scoping Report

Dear Amanda,

Peter Brett Associates have been commissioned to prepare a Transport Statement for the redevelopment of Parker House Hostel, Camden.

Please find attached a scoping report which outlines the approach and methodology we propose for undertaking this element of work.

It would be much appreciated if you could review the attached and provide any feedback.

Please do not hesitate to contact me if you have any queries.

Kind regards,

Laura Harney
Senior Engineer

For and on behalf of Peter Brett Associates LLP
We have now moved to:
16 Brewhouse Yard, Clerkenwell, London, EC1V 4LJ
t: 02075668624
e: lharney@peterbrett.com
w: www.peterbrett.com

Roger Tym & Partners and Baker Associates are now part of Peter Brett Associates LLP.

Peter Brett Associates LLP is a limited liability partnership registered in England and Wales. Registered number: OC334398. Roger Tym & Partners and Baker Associates are part of Peter Brett Associates LLP. A list of members is open to inspection at our registered office. Registered Office: Caversham Bridge House, Waterman Place, Reading, Berkshire, RG1 8DN. UK T: +44 (0)118 950 0761 F: +44 (0)118 959 7498. Brett Consulting Limited is wholly owned by Peter Brett Associates LLP. Registered number: 07765026. Registered address: as above.
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Appendix B – Trip Rates and Mode Splits

8 Existing Travel Behaviour

8.1.1 The workshops used as storage and small allocation of office space are not considered to generate trips at the existing site.

8.1.2 The TRAVL database was used to determine the number of trips the existing accommodation is likely to generate. The database contains survey data collected at eight sites listed as hostels or halls of residence. The trip characteristics of these surveys is presented in Table B.1 and compared to Parker House.

Table B.1: Existing development compared with selected TRAVL Hostel/Hall of Residence sites

	Site Name	PTAL	Area	Total Number of Bedrooms	Total On-Site Parking Spaces	Total Daily trips per bedroom	Notes
-	Parker House Hostel	6	Inner	128	0	0	-
1	Arcade Hall	6	Inner	367	6	2.4	• Fit for use for trip rate • Mode share as no differentiation between walk and different public transport modes
2	Ifor Evans Hall	6	Inner	320	25	2.91	• Fit for use for trip rate • Parking provision would give higher car mode share than Parker House
3	Providence Row	6	Inner	Unknown	4	Unknown	• Unfit for use – no data available
4	Ramsay Halls	6	Inner	462	0	2.06	• Fit for use
5	St Christopher's Inn	6	Inner	44	0	9.41	• Mixed use development: considered unfit for use in trip rate calculation as rate is far greater than other sites • Fit for use for mode share calculation
6	Thomas Spencer Halls	6	Outer	255	54	0.52	• Unfit for use in trip rate calculation as rate is far lower than other sites • Parking provision would give higher car mode share than Parker House
7	UCL Hostel	4	Inner	738	67	1.55	• Fit for use for trip rate • Parking provision would give higher car mode share than Parker House
8	Wood Green Halls	6	Inner	160	16	1.66	• Fit for use for trip rate • Parking provision would give higher car mode share than Parker House

8.1.3 Using sites 1, 2, 4, 7 and 8 considered fit for use to calculate a trip rate suitable for Parker House development, we have calculated an average daily trip rate of 4.06 trips per bedroom.

8.1.4 Sites 1, 4 and 5 in Table were identified as suitable for calculating mode split for Parker House, which is shown in Table B.2. Table B.2 also shows the existing number of residential trips by mode generated by Parker House based on this mode split and the trip rate identified above using the TRAVL sites.

Table B.2: Existing residential development mode split based on TRAVL Hostel/Hall of Residence sites

Mode	Mode Split
Car Driver	<1%
Car Passenger	1%
Taxi	<1%
Bus	1%
Underground	3%
Cycle	<1%
Walk	94%
Total	**100%**

8.1.5 The mode split calculated shows a low number of car trips and a high number of walk trips, which is consistent with the type of existing accommodation and the lack of parking provision.

8.2 Comparison with TRICS

8.2.1 It was requested that we compare these results against similar sites in the TRICS database. The TRICS database contains trip rates based on trips per resident rather than per bedroom. However, as Parker House hostel residents are single men we consider these trip rate factors to be equal.

8.2.2 Four suitable student accommodation sites were identified in the TRICS database which had an average daily trip rate of 4.11 per resident. Only one suitable site classed as a hostel was identified and this site had an average trip rate of 5 trips per resident. As this latter trip rate is calculated from just one source and is significantly greater than the TRAVL trip rate and TRICS student trip rate we consider it is likely to be unrepresentative considering the type of current accommodation at Parker House.

8.2.3 The TRICS database was also considered for mode split calculations. The four student accommodation sites produced a car driver trip rate of 12% and the hostel produced a car driver trip rate of 28%, both of which we consider too high to be representative of Parker House.

9 Proposed Travel Behaviour

9.1 Car Free Development Trips

9.1.1 Survey data contained within the TRAVL database for private and affordable housing has been listed in Table B.3 and compared to the proposed Parker House development.

Table B.3: Proposed development compared with selected TRAVL Private and Affordable Residential sites

	Site Name	PTAL	Area	Total Number of Dwellings	Total On-Site Parking Spaces	Daily trip rate per dwelling	Notes
-	Parker House Hostel	6	Inner	43	0	-	-
1	Battersea Reach	4	Inner	440	650	5.15	• Unfit for use for trip rate as mixed use development with convenience store, gym, pub and café, plus not all dwellings are occupied • High parking provision and low PTAL make it unfit for mode split
2	Chelsea Bridge Wharf	4	Inner	893	690	3.68	• Unfit for use for trip rate as site trip rate is much lower than the average for all other sites • High parking provision and low PTAL make it unfit for mode split
3	Coopers Close	3	Inner	74	75	12.76	• Fit for use for trip rate • High parking provision and low PTAL make it unfit for mode split
4	Coverley Close	3	Inner	14	0	12.86	• Fit for use for trip rate and mode split
5	Discovery Dock	4	Inner	192	180	7.4	• Fit for use for trip rate • High parking provision and low PTAL make it unfit for mode split
6	Green Dragon House	6	Inner	29	0	9.48	• Fit for use: this development is close to Parker House site and is car free
7	Imperial Wharf	2	Inner	1263	1157	4.55	• Unfit for use as mixed use development and trips between land uses have not been recorded
8	Lee Conservatory Road	2	Inner	119	124	8.61	• Unfit for use for trip rate as is remote from local services • High parking provision and low PTAL make it unfit for mode split
9	Merryweather Place	4	Inner	226	104	4.5	• Unfit for use for trip rate as development only partially occupied • High parking provision and low PTAL make it unfit for mode split
10	Osier Crescent	1	Inner	116	270	24.13	• Unfit for use as area has more characteristics of outer than inner London with very few shops or services within easy walking distance
11	Porter Square	2	Inner	40	27	19.63	• Unfit for use for trip rate as site trip rate is much greater than the average for all other sites • Parking provision and low PTAL make it unfit for mode split
12	Putney Wharf	6	Inner	209	240	8.14	• Unfit for use as mixed use development
13	Riverside West	5	Inner	533	578	4.13	• Unfit for use as mixed use development

	Site Name	PTAL	Area	Total Number of Dwellings	Total On-Site Parking Spaces	Daily trip rate per dwelling	Notes
14	Rootes Estate	2	Inner	297	293	15.84	• Unfit for use for trip rate as site trip rate is much greater than the average for all other sites • High parking provision and low PTAL make it unfit for mode split
15	St George Wharf	6	Inner	927	793	6.39	• Unfit for use as mixed use development
16	Stanley Close	3	Inner	156	175	10.67	• Fit for use for trip rate • High parking provision and low PTAL make it unfit for mode split
17	Winchester Mews	3	Inner	22	0	13.55	• Unfit for use as mixed use development with leisure centre with swimming pool, library, doctors surgery and cafe

9.1.2 Using the five sites considered fit for use to calculate a trip rate suitable for the proposed Parker House development, we have calculated an average daily trip rate of 9.5 trips per dwelling. This average trip rate is the same as the trip rate for the Green Dragon House development site, which is a car free development located close to the Parker House site.

9.1.3 As the Green Dragon House site has the same car free nature as the proposed Parker House development and is located within a few minutes walking distance and the same trip rate characteristic as is expected at Parker House we have decided to utilise the mode split of the Green Dragon House residents for Parker House. This mode split is shown in Table B.4.

Table B.4: Proposed residential development mode split based on TRAVL car free development near Parker House

Mode	Mode Split
Car Driver	0%
Car Passenger	0%
Taxi	0%
Motorcycle	1%
Bus	8%
Underground	4%
Cycle	9%
Walk	79%
Total	**100%**

9.2 Disabled Unit Residents Trips

9.2.1 As residents of the disabled units would be permitted to apply for permission to park on street we have assumed that these units could generate car trips. We therefore selected sites within the TRAVL database that had a level of parking provision equal to or close to one parking space per dwelling and generated an average mode split, as presented in Table B.5.

Table B.5: Proposed residential development mode split based on TRAVL developments with parking

Mode	Mode Split
Car Driver	21%
Car Passenger	4%
Taxi	0%
Motorcycle	2%
Bus	3%
Underground	1%
Cycle	2%
Walk	66%
Total	**100%**

9.2.2 We consider the car driver mode share of 21% to be acceptable for use for the disabled units proposed at Parker House.

9.2.3 The TRAVL sites surveys for these developments did not include trips by Underground. We therefore assumed that the percentage of Underground trips compared to bus trips would be the same for the disabled residents as it would be for the car free development residents and adjusted the mode split accordingly.