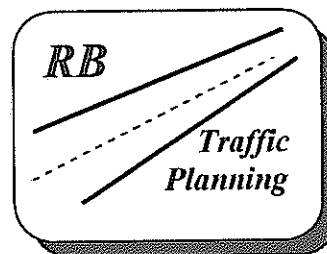


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**PALMERS LODGE,
40, COLLEGE CRESCENT, HAMPSTEAD,
LONDON, NW3 5LB.
PROPOSED
REGULARISATION OF USE WITH
ACCOMMODATION FOR 300 GUESTS AND
ASSOCIATED IMPROVEMENTS TO ACCESS

TRANSPORT STATEMENT**

JR/AR/9024
19th January, 2010.
9024ts

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1.0 INTRODUCTION

- 1.1 This Transport Statement is prepared in support of a planning application submitted to the London Borough of Camden for regularisation of the use of the premises as a hostel for general public use with accommodation for 300 guests and proposed alterations to the existing access arrangement at Palmers Lodge, 40, College Crescent, Hampstead, London, NW3.
- 1.2 Pre-application enquiries have taken place with officers of the Planning Services Department of the London Borough of Camden and a summary of the Council's pre-application comments is given in the letter reference: 2007/1235/NEW dated 5th August, 2008, from the Planning Officer.
- 1.3 A previous planning application reference 2005/3256/P was submitted to the London Borough of Camden and was refused in 2005. The application was subsequently dismissed on Appeal.
- 1.4 The second reason given for refusal of the previous application referred to highway matters and reads as follows:-

"The transport requirements of 300 guests would be likely to be detrimental to the surrounding area in terms of traffic generation, parking requirements and road safety implications contrary to Policies TR7, TR8, TR19, TR20 and TR23 of the London Borough of Camden UDP 2000".

- 1.5 At the time of the Appeal, it was proposed that the existing access arrangements should be retained and that the site should operate with a one-way system such that vehicles would enter the site at the southeastern access and leave the site from the northwestern access.
- 1.6 The Planning Inspector concluded that the proposal would not lead to an unacceptable increase in vehicle movements and that both access points were capable of achieving the required sight lines. However, she concluded that the

existing access arrangements did not make satisfactory provision for coaches and heavy goods vehicles to leave the site safely.

- 1.7 Following submission of further drawings, the Transport and Highways Department of Camden Council provided a drawing, which illustrated in principle, an acceptable alteration to the existing southeastern access for the site, such that that access would accommodate all commercial vehicle and coach movements into and out from Palmers Lodge. That drawing forms the basis of the proposed access improvement.
- 1.8 Section 2 of this Transport Statement gives details of the application site and the surrounding road network.
- 1.9 Section 3 gives details of the application proposal. It provides information on the proposed alterations to the access, arrangements for accommodating service vehicles and details of the facility to accommodate coaches within the site. It makes reference to the Autotrack model and to drawings which are provided to demonstrate that the site can adequately accommodate the parking requirements of such vehicles and that those vehicles could turn within the site so that vehicle movements to and from the public highway would be made in a forward gear.
- 1.10 In Section 4 details are provided of the means of travel for members of staff and for guests. Reference is made to the Schedule of Service Vehicles which visit the site for delivery of goods and collection of waste and recyclable materials. It will be noted that a very high percentage of guests travel to and from Palmers Lodge using the public transport network and that very few travel by car.
- 1.11 Section 5 deals with the sustainability of the site. It provides information on the local bus routes, the coach routes which provide direct links with Stansted Airport and Luton Airport, the service available from Swiss Cottage Station on the London Underground Jubilee Line, the service available from Finchley Road Station on the London Underground Metropolitan Line and the main line train service available from South Hampstead Station and from Finchley Road and

Frognal Station. It will be noted that the site is within an area of medium to high accessibility to the public transport network.

1.12 Section 6 gives an outline of the benefits of the location of the application site noting that it is conveniently located for access to local commercial and retail facilities as well as the public transport network, and well located for access to the airport link coach routes.

1.13 Section 7 provides a summary of the Transport Statement and draws the conclusion that, as far as highway and transport matters are concerned, the application for alterations to the existing access arrangements and for regularisation of the use of the site to provide accommodation for 300 guests, is acceptable.

2.0 BRIEF DESCRIPTION OF THE APPLICATION SITE AND SURROUNDING ROAD NETWORK

- 2.1 A full description of the application site is given in the Design & Access Statement. A copy of the site location plan is provided with the planning application.
- 2.2 The application site comprises the existing property, known as Palmers Lodge, at 40, College Crescent, Hampstead. Palmers Lodge is currently in use as a hostel for the general public and provides accommodation for up to 300 guests.
- 2.3 The application site has two existing points of access which lead from College Crescent. The northwestern access, centred at a point approximately 5 metres from the northern boundary of the site, is constructed to a width of approximately 3.2 metres. The southerneastern access, centred at a point approximately 12 metres from the southern boundary of the site, was originally constructed to a similar width. During refurbishment of the building, the width of the entrance of the southeastern access was increased to approximately 4.5 metres. As part of the current planning application, this access would be widened to 6.75 metres, in accordance with the requirements of the London Borough of Camden.
- 2.4 Both of the existing accesses are available for pedestrian and vehicle use into and out from the site, for access to the pick-up and drop-off point, the parking spaces and the delivery area.
- 2.5 With the existing arrangements, parking spaces are provided on the main forecourt, to the side of the building adjacent to the southern boundary and to the rear of the building, adjacent to the western boundary. Whilst there are two vehicular access points for the site, the majority of vehicle movements and all of the delivery vehicle and coach movements take place at the southeastern access.
- 2.6 A secure cycle store for 10 cycles is provided adjacent to the southern boundary of the site close to the southeastern access.

- 2.7 The application site has extensive frontage to College Crescent and is located close to the junction of Fitzjohn's Avenue, classified B511, with College Crescent (north). Fitzjohn's Avenue and College Crescent (south) provide a direct classified road link between Swiss Cottage and Hampstead. Immediately to the south of the application site there is a zebra crossing across College Crescent (south) to the north of the junction with Belsize Park. Further to the south, a double pelican crossing provides pedestrians with a controlled crossing facility across the southern section of College Crescent, near to its junction with Finchley Road and further to the north, a zebra crossing close to the junction with Belsize Lane provides the third pedestrian crossing route.
- 2.8 The application site is well located for access to bus stops on Fitzjohn's Avenue, College Crescent and Finchley Road. On Fitzjohn's Avenue there are bus stops for northbound buses approximately 200 metres to the north and 225 metres to the south of the application site and bus stops for southbound buses approximately 120 metres to the north and 225 metres to the south of the site. The bus stops to the north of the site are served by buses on routes 46 and 603 whilst the bus stops to the south of the site are served by buses on routes 46, 268 and 603.
- 2.9 There are additional bus routes along Finchley Road. For southbound buses the bus stop is approximately 275 metres from the site located adjacent to Swiss Cottage Station. For northbound buses, the bus stop is on Finchley Road within about 300 metres of the site. These bus stops are served by buses on routes 13, 82, 113, 187, 268, C11 and N13.
- 2.10 There are bus stops at Swiss Cottage Station, within 400 metres of the application site for buses in each direction on routes 31 and N31.
- 2.11 For access to the airport link coach routes 757 and A6, there are bus stops at Finchley Road Station, within about 500 metres of the application site.
- 2.12 The application site is within approximately 275 metres of Swiss Cottage Station on the London Underground Jubilee Line and within 500 metres of Finchley Road

Station which is on the Metropolitan Line and Jubilee Line of the London Underground. The site is within approximately 700 metres of South Hampstead Station on the London Overground main line railway between Euston and Watford Junction, and within approximately 850 metres of Finchley Road and Frognal Station on the London Overground main line railway between Stratford and Richmond.

- 2.13 The application site has a frontage of approximately 54 metres on the southwest side of College Crescent. The unclassified (northern) section of College Crescent has a road width which varies between 6.5 metres and 7.5 metres along the site frontage. There is a footway which varies in width between 2.0 and 2.5 metres on the southwest side along the site frontage. This section of College Crescent is within the Camden Controlled Parking Zone (CPZ). Waiting restrictions apply on both sides of College Crescent during the CPZ restricted hours.
- 2.14 The section of College Crescent which is classified B511 and which continues as Fitzjohn's Avenue towards Hampstead, has a width of 8.5 metres to the south of the application site and a width of 7.5 metres immediately to the north of the junction with College Crescent (north) from which point it widens to between 12.0 and 13.0 metres to the north of its junction with Belsize Lane. In that wider section, parking bays are provided on either side of the road.
- 2.15 Fitzjohn's Avenue is also within the Camden CPZ. To the north of its junction with Belsize Lane, Fitzjohn's Avenue is subject to waiting restrictions during the CPZ hours which include sections for Residents' Permit Parking Only and sections for Pay and Display general parking. There are about 12 parking spaces for Pay and Display parking immediately to the north of the junction with Belsize Lane. The CPZ restrictions apply between 09.00 and 18.30 hours on Mondays to Fridays and between 09.30 and 13.30 hours on Saturdays.
- 2.16 College Crescent, Fitzjohn's Avenue and Finchley Road are all subject to a 30 mph speed limit compatible with the urban area.

3.0 THE APPLICATION PROPOSAL

- 3.1 There are two elements to the planning application. Firstly, the application is for alterations to the existing access arrangement and secondly, the application is to regularise the use of Palmers Lodge as a hostel with accommodation for up to 300 guests.

Access Arrangements

- 3.2 In correspondence between the applicant and the London Borough of Camden, the Planning Officer has advised that the Borough Council's Transport Department would require all coaches and heavy goods vehicles to enter and leave the application site using an improved southeastern access. Consequently, that requires adequate space within the site for vehicles to turn, so that movements to and from the public highway would be made in a forward gear.
- 3.3 The Transport Department have provided a drawing illustrating the principle of a widened site access together with other off-site highway works including kerb realignment and paving works together with minor relocation of the zebra crossing located immediately to the south of the southeastern site access. The drawing is not dated or numbered but is indicated as Revision A. For the purpose of this Transport Statement the drawing will be referred to as Drawing A. A copy of the Camden Drawing A is provided at Appendix 1.
- 3.4 A new base plan, drawing numbered 9024/1, incorporates the proposed alterations to the southeastern access and the Camden off-site highway works and illustrates the proposed parking arrangements and delivery area within the site. A copy of drawing 9024/2 is provided at Appendix 2.
- 3.5 The proposal drawing, 9024/2, shows the location for the coach pick-up and drop-off point close to the frontage of the building and shows the unloading bay adjacent to the side elevation of the building at a point convenient for delivery of goods and supplies to Palmers Lodge.

- 3.6 The drawing shows the location of the bins for storage of waste and recyclable materials. The bin store is located close to the southeastern access of the site for convenient collection by a refuse vehicle parked on street. Alternatively the refuse vehicle could enter the site in a forward gear, turn within the site, and then leave the site, again in a forward gear.

Parking Provision

- 3.7 The application drawing shows 2 car parking spaces adjacent to the southern boundary of the site and 5 car parking spaces along the rear boundary of the site. One additional parking space marked at dimensions appropriate for parking by disabled persons is located in the front forecourt area. The drawing shows the location of the 2 proposed coach parking spaces each of which could accommodate a 12.0 metres length coach.

Servicing Arrangements

- 3.8 The Autotrack model has been used to demonstrate the adequacy of the improved access arrangements firstly, to accommodate coaches and secondly to accommodate delivery vehicles. The Autotrack analysis is illustrated on a series of drawings.
- 3.9 Drawing 9024/T1 shows the entry path for a 12.0 metres length coach making a left turn into the site and proceeding to the coach pick-up and drop-off point. The left turn path has been shown since this is tighter than the right turn path in for a vehicle entering the site. Drawing 9024/T2 shows a coach reversing from the pick-up and drop-off area, to turn within the site, then proceeding back to make a right turn back on to the southern section of College Crescent. The drawing shows that the proposed forecourt area could adequately accommodate the turning manoeuvres of the coach within the application site. Copies of drawings 9024/T1 and 9024/T2 are provided at Appendix 3.
- 3.10 The Autotrack model has also been used to examine the access and forecourt arrangements for delivery vehicles. The largest vehicle expected to require access into the site would be a standard FTA 10.0 metres length rigid HGV.

Drawing 9024/T3 shows a vehicle of this size making a left turn into the site and proceeding to the forecourt in front of the building and then making a reverse movement back to the unloading bay adjacent to the side elevation of the building. Drawing 9024/T4 shows the same vehicle emerging from the site and making a right turn back on to the southern section of College Crescent. The Autotrack drawings show that the proposed improvements to the site access would adequately accommodate the turning path requirements of a 10.0 metres rigid length HGV. Copies of drawings 9024/T3 and 9024/T4 are provided at Appendix 4.

- 3.11 The Autotrack drawings 9024/T1 and 9024/T2 show that a 12.0 metres length coach could gain access to the site and could turn within the site even if both of the coach parking spaces were to be occupied and when a delivery vehicle is standing in the unloading bay.
- 3.12 The Autotrack drawings 9024/T3 and 9024/T4 show that a 10.0 metres length rigid HGV could gain access to the site and turn within the site even if both of the coach parking spaces were to be occupied and an additional coach were to be standing in the pick-up and drop-off area.
- 3.13 In the unlikely event that 2 delivery vehicles would be present at the site at any time, the first vehicle would occupy the unloading bay and the second vehicle would either wait until that bay is vacated or, in the case of a light goods delivery vehicle, it is more likely that the vehicle would reverse to the side forecourt to a point close to the unloading bay.
- 3.14 The series of Autotrack drawings shows that the site could accommodate up to 3 coaches at any time, although it is extremely unlikely such an occurrence would arise.
- 3.15 The Autotrack analysis demonstrates that the proposed access arrangement would be adequate to accommodate all commercial vehicles likely to visit the site, so that those vehicles could enter and leave the site in a forward gear.

4.0 VEHICLE MOVEMENTS

- 4.1 Palmers Lodge currently provides accommodation for up to 300 guests. The planning application is for regularisation of the use to this level. Consequently, the current level of vehicle movements is that which would be expected for the full use of the hostel, providing accommodation for 300 guests.
- 4.2 Information has been obtained from Palmers Lodge, firstly on the means of travel for members of staff, secondly on the means of travel for guests and thirdly, on the regular schedule of commercial vehicles making deliveries to or collections from the site.

Means of Travel – Staff

- 4.3 All members of staff, either full time or part time, have been asked to complete a Travel to Work Survey Questionnaire. Questionnaires have been received from 22 of the 27 members of staff and have subsequently been analysed to establish their means of travel, as shown in the following table:-

Table P1

Means of Travel	Number	Percentage of Total
Walk	4	18.2%
Bus	2	9.1%
Cycle	0	0.0%
Car (Driver)	4	18.2%
Car Share	0	0.0%
Motor Cycle	1	4.5%
Train	2	9.1%
Underground	9	40.9%
All means of Travel	22	100.00%

This means of travel profile is illustrated in the pie chart at Appendix 5. It is relevant to note that only 4 members of staff are recorded using a car for journeys to and from Palmers Lodge. Of these, 2 are part-time staff and 2 are full-time staff, living in the outer London Boroughs.

Means of Travel – Guests

- 4.4 Information on the means of travel for guests has been obtained for a sample of 218 guests who arrived at Palmers Lodge between 23rd February and 11th April, 2009. The survey information notes the country of origin, the point of entry into the UK, where applicable, and the means of travel to Palmers Lodge. A minority of guests, only 11% are recorded as arriving from England, Scotland or the United Kingdom. The vast majority of guests (89%) are recorded as arriving from other countries, primarily from mainland Europe.
- 4.5 The guest travel survey results also indicate the means by which guests arrived at Palmers Lodge. Of the sample of 218 guests, only 4 are recorded as arriving by car and 1 guest arrived by taxi. This shows that less than 2% of guests arrive by car and that less than 0.5% of guests arrive by taxi. A summary of results of the guest travel survey is given in Table P2, a copy of which is provided at Appendix 6.
- 4.6 In the letter dated 5th August, 2008, from the Planning Officer for the London Borough of Camden, reference is made to vehicle movements recorded in the decision letter from The Planning Inspector who considered the previous Appeal. The letter notes that on weekdays, the projected number of vehicle visits for a hostel with 300 guests would be 21 to 45 and on a Sunday, it would be in the order of 10 vehicle visits.
- 4.7 The letter also notes that the Planning Inspector was satisfied that the proposal would not generate an unacceptable or harmful level of traffic.

Service Vehicles

- 4.8 Information has been obtained from the applicant on the number of service vehicles which currently visit Palmers Lodge. The schedule of service vehicle visits is given in Table P3, a copy of which is provided at Appendix 7. The schedule shows that about 25 commercial vehicles visit the site each week for delivery of goods or collection of waste and that a further 2 commercial vehicles visit the site for deliveries once a month. On the assumption that the monthly

deliveries could occur in the same week, that would give a total of about 27 commercial vehicle visits per week to service accommodation for up to 300 guests at Palmers Lodge. Four of the commercial vehicle visits each week are collection of waste and recyclable materials.

4.9 The schedule shows that the majority of commercial vehicles which visit the site are light goods vehicles with a gross vehicle weight of up to 3.5 tonnes. There are regular visits by heavy goods vehicles, comprising a daily delivery of laundry, twice weekly deliveries of dairy products, fruit and vegetables, drinks, catering products, confectionery, and miscellaneous deliveries including stationery, and weekly deliveries of other drinks and magazines. Additionally, the heavy goods vehicles are used for the collection of waste and recyclable materials. The schedule shows that 13 of the weekly deliveries or collections would be heavy goods vehicles whereas the remaining 14 deliveries would be light goods vehicles. The total of 27 commercial vehicle delivery visits is equivalent to an average of 5 to 6 commercial vehicle visits each weekday.

4.10 It must be acknowledged that the goods vehicles used for collection of general waste and recyclable materials would not necessarily need to enter the application site as the bin store is close to the southeastern access conveniently located for collection of materials from a refuse vehicle parked on street.

4.11 The Autotrack analysis has demonstrated that the largest vehicles expected to visit the application site can enter the site in a forward gear, can manoeuvre to turn within the site and can then leave the site again in a forward gear. Consequently, such vehicles would not need to make reverse turns into or out from the site.

Coach Travel

4.12 The results of the guest travel questionnaire indicate the means of travel to Palmers Lodge. Where that document indicates coach travel, it refers to scheduled coach service, for example, route A6 operated by National Express or Green Line route 757 which provide direct connections with Stansted Airport and Luton Airport, respectively. It does not include private contract coach travel.

- 4.13 Private contract coach travel is used by groups of guests and on occasions the coach parks at Palmers Lodge overnight. Information provided by the applicant indicates that a coach visits the site less than once per week, on average. There are occasions when coaches are parked at Palmers Lodge overnight. The applicant permits a maximum of 2 coaches to park at the site at any one time.
- 4.14 The application drawing numbered 9024/1 illustrates the location of the 2 coach parking bays on the forecourt of Palmers Lodge. It also shows that the 2 parking spaces do not conflict with the pick-up and drop-off point.
- 4.15 Palmers Lodge attracts regular visits by groups of students who travel by private contract coach generally from mainland Europe for stays of 3 or 4 nights. The groups of students are accommodated at Palmers Lodge during the traditional college terms for approximately 30 weeks of the year. During this period 1 or sometimes 2 coaches may be parked overnight at Palmers Lodge. During the remainder of the year, the number of coach visits would be minimal.
- 4.16 The Autotrack analysis illustrated on drawings 9024/T1 and 9024/T2 demonstrates that a 12.0 metres length coach can enter the site in a forward gear, can manoeuvre to turn within the site and can then leave the site in a forward gear. A coach pick-up and drop-off point is shown on the application drawing, clear of the 2 coach parking spaces.
- 4.17 On the basis of information provided by the applicant, an average of 6 commercial vehicles and an average of less than 1 coach would be expected to visit the site on a weekday. An average of about 13 car and taxi visits may be expected on a weekday by staff, guests and visitors to Palmers Lodge.
- 4.18 On this basis, it is estimated that Palmers Lodge, in use as a hostel with accommodation for 300 guests, would attract about 20 vehicle visits per day. This estimate is in line with the Inspector's comment on site traffic movements, given in paragraph 14 of the decision notice dated 12th February 2007.

5.0 SUSTAINABILITY

- 5.1 This section gives details of the public transport service provided by the London Bus network, the London Underground Railway and the main line railway.

London Transport – Buses

- 5.2 The application site is conveniently located for access to bus routes 46 and 603 which run along Fitzjohn's Avenue and College Crescent (south), for bus routes 13, 82, 113, 187, 268, C11 and N13 which run along Finchley Road and bus routes 31 and N31 which run along Adelaide Road and Hillgrove Road at Swiss Cottage. On Fitzjohn's Avenue, the bus stop for northbound buses is 200 metres to the north and the bus stop for southbound buses is 120 metres to the north of the site for buses on routes 46 and 603. To the south of the site there are bus stops on each side of College Crescent (south) within 250 metres of the site for access to buses on routes 46, 268 and 603. The bus stops at Swiss Cottage Station for buses on routes 31 and N31 are within 400 metres of the site.
- 5.3 On Finchley Road, the bus stop for northbound buses is 300 metres to the south of the application site and the bus stop for southbound buses is 275 metres to the northwest of the Appeal site for access to routes 13, 82, 113, 187, 268, C11 and N13. A summary of the walk distances and journey times between the application site and the nearby bus stops is given in Table P9, a copy of which is provided at Appendix 13.
- 5.4 Buses on route 46 run between Warwick Avenue Station and Farringdon Street via Swiss Cottage and Fitzjohn's Avenue. Buses on route 603 run between Muswell Hill Broadway and Swiss Cottage via Hampstead and Fitzjohn's Avenue. Buses on route 13 run between Aldwych and Golders Green via Swiss Cottage and Finchley Road. Buses on route 31 run between Camden Town and White City via Swiss Cottage. Buses on route 82 run between Finchley and Victoria via Finchley Road and Swiss Cottage. Buses on route 113 run between Edgware and Oxford Circus via Finchley Road and Swiss Cottage. Buses on route 187 run between Park Royal and Finchley Road. Buses on route 268 run

between Golders Green and Finchley Road. Buses on route C11 run between Archway Station and Brent Cross via Swiss Cottage. Buses on route N13 run between Aldwych and North Finchley via Swiss Cottage and Finchley Road. Buses on route N31 run between Camden Town and Clapham Junction via Swiss Cottage. A summary of the bus routes and frequencies is given in Table P4, a copy of which is provided at Appendix 8.

5.5 In addition to the local bus network there are longer distances buses which provide direct links between central London and the airports at Luton and Stansted. Buses on route 757 run between the Green Line Coach Station at Victoria and Luton Airport. The northbound buses stop at Finchley Road Station and the southbound buses stop at Frognaal Court. These bus stops are within about 500 metres and 600 metres of the application site, respectively. Buses on route 757 run a 24 hour service at a frequency which varies between 15 minutes and 30 minutes throughout the day and night.

5.6 Buses on National Express route A6 run between Victoria Station in central London and Stansted Airport. Buses in each direction on route A6 stop at Finchley Road Station which is approximately 500 metres to the northwest of the application site.

Public Transport – London Underground Jubilee Line

5.7 Swiss Cottage Station, on the London Underground Jubilee Line, is approximately 275 metres to the south of the Appeal site. Finchley Road Station, also on the Jubilee Line is approximately 500 metres to the northwest of the Appeal site. The Jubilee Line extends northwards to Wembley Park and Stanmore. Southwards, the line runs from Swiss Cottage through Baker Street, Waterloo, London Bridge and Canary Wharf to Stratford. This line provides direct connections with the main line railway stations at Waterloo and London Bridge. It also provides indirect access to all the other main line stations and all parts of central and outer London through connections with other routes on the London Underground Railway network and the London bus network. Table P5 gives a summary of the

route and frequency of the London Underground Jubilee Line. A copy of Table P5 is provided at Appendix 9.

Public Transport – London Underground Metropolitan Line

- 5.8 Finchley Road Station is also on the London Underground Metropolitan Line. This line extends northwards towards Uxbridge, Watford, Amersham and Chesham. Southwards the line runs from Finchley Road through Bakers Street, Kings Cross and Liverpool Street to Aldgate. Table P5 gives a summary of the route and frequency of the London Underground Metropolitan Line service.

Public Transport – Main Line Railway

- 5.9 South Hampstead Station, approximately 700 metres to the southwest of the Appeal site is on the main line railway between Euston and Watford Junction. The frequency of trains through South Hampstead Station is summarised in Table P6, a copy of which is provided at Appendix 10.

- 5.10 Finchley Road and Frognal Station, approximately 850 metres to the northwest of the Appeal site is on the London Overground Line and serves the routes between Stratford and Richmond and between Stratford and Clapham Junction. The frequency of trains through Finchley Road and Frognal Station is summarised in Table P7, a copy of which is provided at Appendix 11.

- 5.11 The London bus network with bus stops on Fitzjohn's Avenue, College Crescent (south) and Finchley Road, the London Underground Jubilee Line which serves Swiss Cottage and Finchley Road Stations, the London Road Metropolitan Line which serves Finchley Road Station and the main line railway which serves South Hampstead and Finchley Road and Frognal Stations, together provide a comprehensive transport system easily accessible from the Appeal site.

- 5.12 The Accessibility Index of the Appeal site is calculated to be 24.480. The corresponding PTAL value is 5, indicating that the Appeal site is in an area of medium to high accessibility to the public transport network. The PTAL calculation is shown in Table P10, a copy of which is provided at Appendix 14.

6.0 BENEFITS OF SITE LOCATION

- 6.1 The application site is located within 250 metres of the main shopping centre on Finchley Road. The site is within 275 metres of Swiss Cottage Station on the London Underground Jubilee Line, within 500 metres of Finchley Road Station on the Metropolitan and Jubilee Lines, within 700 metres of South Hampstead Station on the main line railway between Euston and Watford Junction and within 850 metres of Finchley Road and Frognal Station on the main London Overground Railway. A summary of these walk distances is given in Table P8, a copy of which is provided at Appendix 12.
- 6.2 The application site is well located for access to bus routes. For routes 46 and 603 there are bus stops on Fitzjohn's Avenue within 120 metres of the site for northbound buses and within 200 metres of the site for southbound buses. There are bus stops on Finchley Road, in the shopping centre, within 275 metres of the site for southbound buses and within 300 metres of the site for northbound buses for routes 13, 82, 113, 187, 268, C11 and N13, and bus stops at Swiss Cottage Station within 400 metres of the site for bus routes 31 and N31. A summary of the walk distances and walk times between the application site and the bus stops is given in Table P9, a copy of which is provided at Appendix 13.
- 6.3 The application site is well located for access to the airport link coach routes. Coaches on Green Line route 757 which run between Victoria Coach Station and Luton Airport and coaches on National Express route A6 which run between Victoria Station and Stansted Airport, stop near Finchley Road Station which is about 500 metres to the northwest of the application site.
- 6.4 On this basis, the application site is within easy walking distance of a comprehensive public transport network and within easy walking distance of the Finchley Road major shopping centre with extensive retail and commercial facilities

- 6.5 It is entirely reasonable, therefore, to expect the majority of guests of the hostel to use public transport for journeys to and from the site. The results of the guest travel survey indicate that 97.7% of guests are recorded as using public transport for journeys to Palmers Lodge.
- 6.6 It must, therefore, follow that the application site is easily accessible to the bus stops on Fitzjohn's Avenue, College Crescent (south) and Finchley Road, and easily accessible to the stations at Swiss Cottage, Finchley Road, South Hampstead and Finchley Road and Frognaal. The site is also within easy walking distance of the major shopping centre at Swiss Cottage and Finchley Road.
- 6.7 The application site should therefore be considered to be in an accessible location where a very high proportion of trips to and from the site should be made by persons walking and using the public transport network.
- 6.8 The results of the guest travel survey show that of the sample of 218 guests who completed the survey, 4 guests arrived by car, 1 guest arrived by taxi but the remaining 213 guests travelled either by scheduled coach service, main line train or London Underground to the nearby bus stops or stations.
- 6.9 The results of the guest travel survey show that 97.7% of guests arrived at Palmers Lodge walking for the last segment of their journey having travelled by public transport. Such a high percentage of guests using the public transport network and walking to the site is entirely in accordance with National Guidance and the objective of reducing reliance on private car travel.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 The application site, currently occupied by Palmers Lodge, is located on the southwest side of College Crescent, close to its junction with Fitzjohn's Avenue.
- 7.2 Palmers Lodge is in use as a hostel for the general public and is used mainly by groups of young people who arrive from countries outside the United Kingdom and who are seeking budget accommodation within easy reach of central London. Palmers Lodge currently provides accommodation for up to 300 guests.
- 7.3 The application site currently has two points of vehicular access on to College Crescent. The northwestern access, close to the northern boundary of the site has a width of 3.2 metres and the southeastern access, close to the southern boundary of the site has a width of approximately 4.5 metres.
- 7.4 This Transport Statement is prepared in support of the application for alterations to the southeastern access and for regularisation of the use of Palmers Lodge as a hostel for 300 guests.
- 7.5 As a result of pre-application enquiries of the London Borough of Camden, the Council has provided a drawing which illustrates the principle of an improvement to the southeastern access together with associated off-site highway works.
- 7.6 The application drawing takes account of the proposed improvement to access and illustrates areas within the site which would be allocated for car parking, coach parking and delivery vehicle loading and unloading.
- 7.7 The Autotrack model has been used to examine the turning path requirements for a 12.0 metres length coach and for a standard 10.0 metres length FTA rigid heavy goods vehicle, the largest delivery vehicle which would be expected to visit the site. The set of Autotrack drawings provided as Appendices to this report demonstrate that the site has been designed to accommodate the turning requirements of coaches and heavy goods vehicles within the site so that those

vehicles can enter the site in a forward gear, can manoeuvre within the site to turn, and then can emerge from the site back on to the public highway in a forward gear.

- 7.8 Information has been obtained from the applicant on the means of travel by staff and guests. The results of the staff questionnaire survey show that 60% of staff travel by public transport, 18% of staff walk and 22% use a car or motorcycle for journeys to and from Palmers Lodge.
- 7.9 The results of the survey on means of travel for guests indicate that 97.7% of guests arrived using public transport and then took a short walk either from local bus stops or from the nearby underground or main line railway stations to Palmers Lodge. Only 2.3% of the guests are recorded travelling to Palmers Lodge by car or taxi.
- 7.10 A schedule has been provided of the regular delivery vehicles that visit the site. The schedule shows that about 25 commercial vehicles visit the site each week for the purpose of making deliveries of goods, or collection of waste and recyclable materials. The Autotrack analysis demonstrates that the site layout adequately accommodates the turning requirements of commercial vehicles.
- 7.11 Palmers Lodge attracts regular groups of students who travel by contract coach generally from mainland Europe. The groups of students are accommodated at Palmers Lodge during the traditional college terms for approximately 30 weeks of the year. At certain times during this period 1 coach, or occasionally 2 coaches, may be parked on site overnight.
- 7.12 The Autotrack analysis demonstrates that a 12 metres length coach can be accommodated within the site so that the vehicle enters the site in a forward gear, manoeuvres to turn within the site and then leaves the site again in a forward gear. A coach pick-up and drop-off point is shown on the application drawing, clear of the 2 coach parking spaces.

- 7.13 Reference has been made to the comprehensive network of local bus routes which serve the nearby bus stops on Finchley Road and College Crescent and to the airport link coach routes 757 and A6 which serve the bus stops at Finchley Road Station.
- 7.14 Reference has been made to the train service available from Swiss Cottage Station on the Jubilee Line and from Finchley Road Station on the Metropolitan Line and Jubilee Line of the London Underground.
- 7.15 Reference has also been made to the main line railway stations at South Hampstead on the London Overground route between London Euston and Watford Junction and to the main line railway station at Finchley Road and Frognal which is on the London Overground routes between Stratford and Richmond and between Stratford and Clapham Junction.
- 7.16 The application site is well located for easy access to a comprehensive public transport network for access to destinations throughout central London and for convenient access to the airports at Heathrow, Stansted and London City.
- 7.17 The conclusions are drawn firstly, that the transport impact of the proposal would be acceptable, and secondly, that the proposed alterations to the southeastern access for the application site would be of benefit in accommodating all vehicles including delivery vehicles and coaches such that those vehicles would enter and leave the site in a forward gear, using the improved southeastern access.

APPENDIX 1

[illegible] Camden

Engineering Service
London Borough of Camden
Town Hall, Angyle Street
London WC1H 8EQ
Tel 020 7278 4444, Fax 020 7974 8852
DX 2108 Euston, Minicom 020 7974 8868



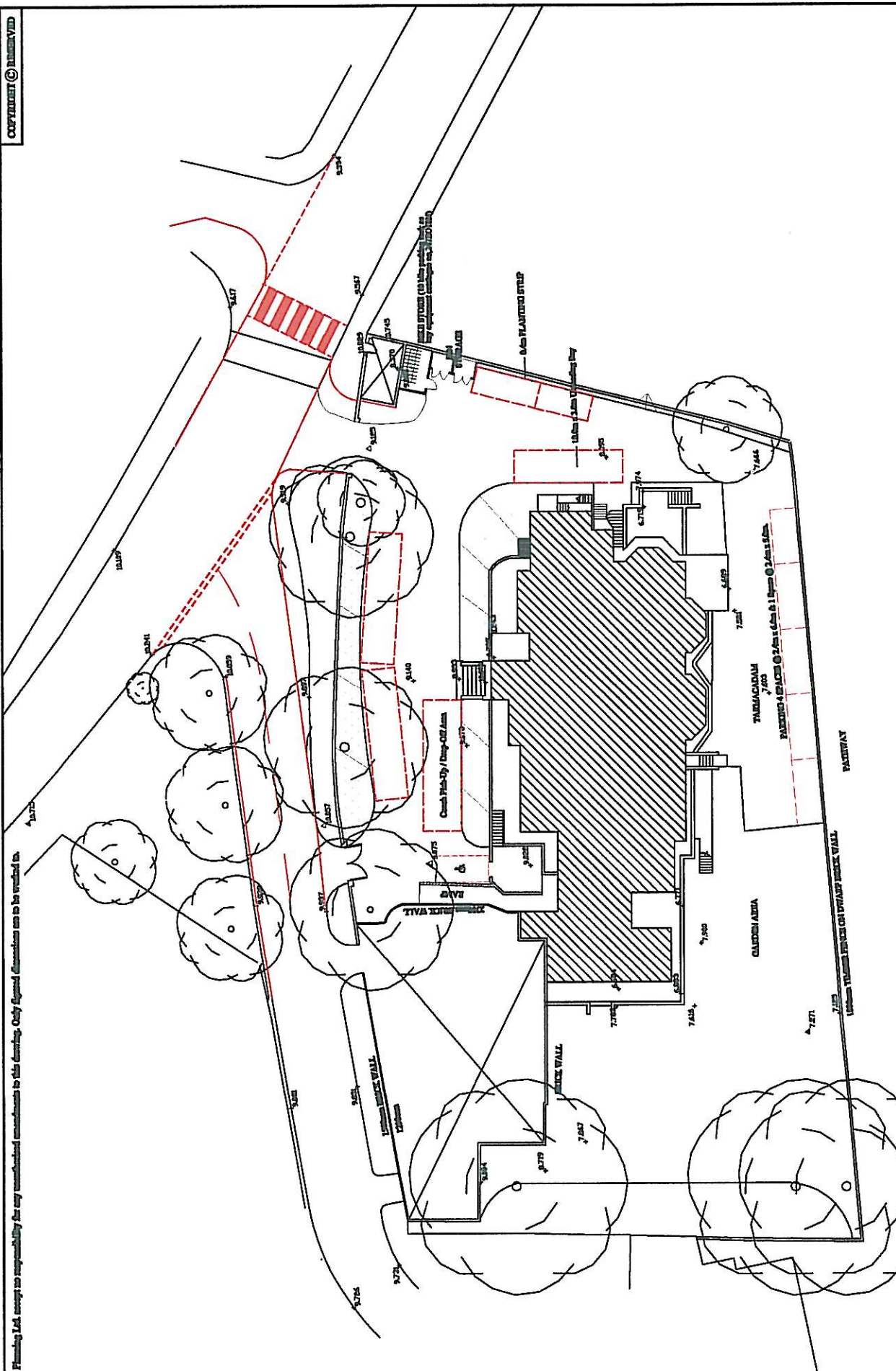
Project

Drawing Title

Case	Date
Exam By	File Ref
Investigated By	Drug Form
Study Location Study Number	

Flux. A

APPENDIX 2



Title

Rowland Biland Traffic Planning Ltd.
Highway and Traffic Planning Consultants.

2 Marsh Farm Road,
South Woodham Ferrers,
Chelmsford, Essex. CM3 5WP

Telephone: 01245 329943
Facsimile: 01245 328183

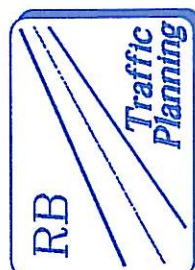
**Palmer Lodge,
40 College Crescent, South Hampstead.
Base Layout Showing Parking Arrangement.**

Date	15 January 2010	Scale 1:500 @ A4
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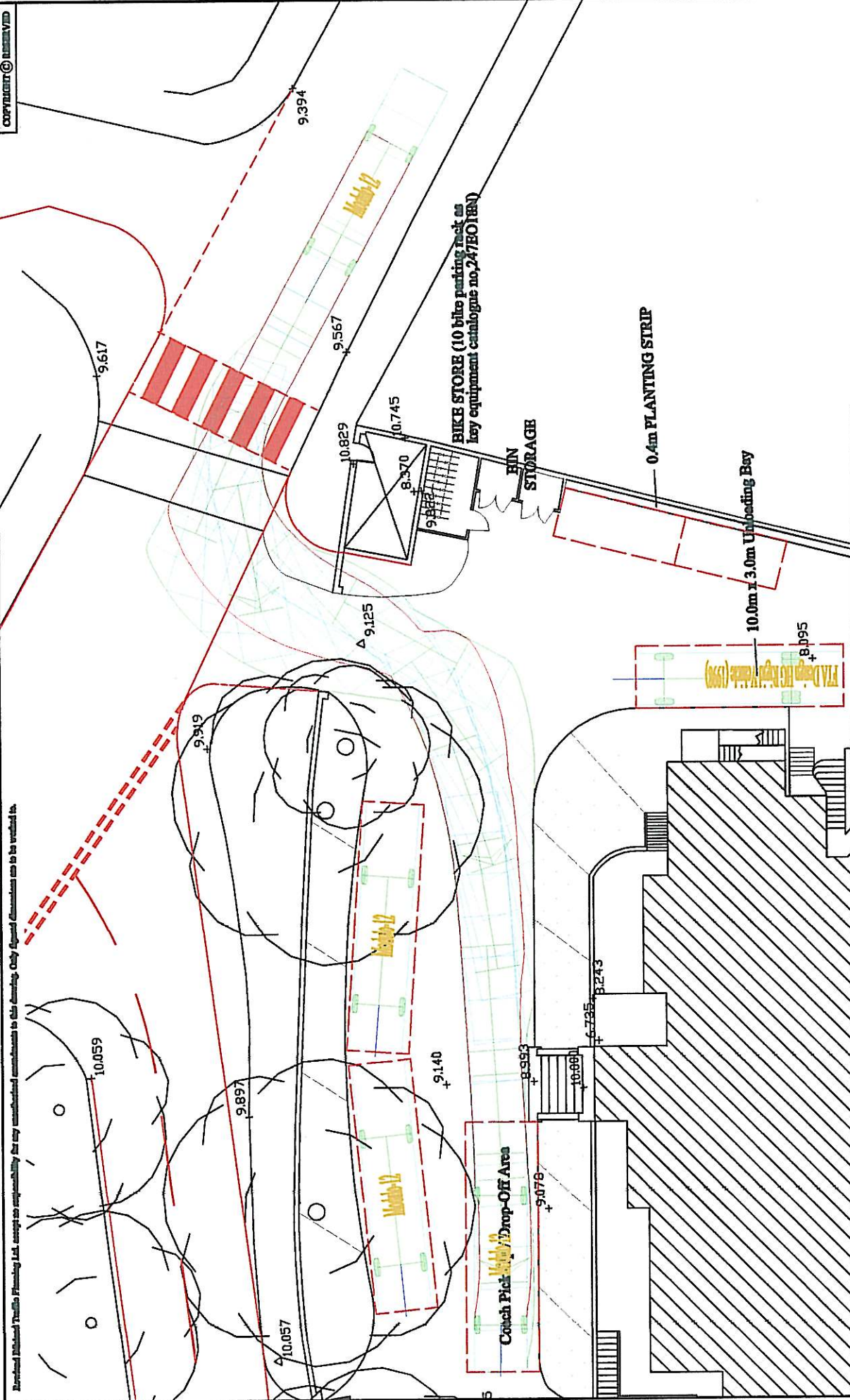
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Drawing No.

9024/2



APPENDIX 3



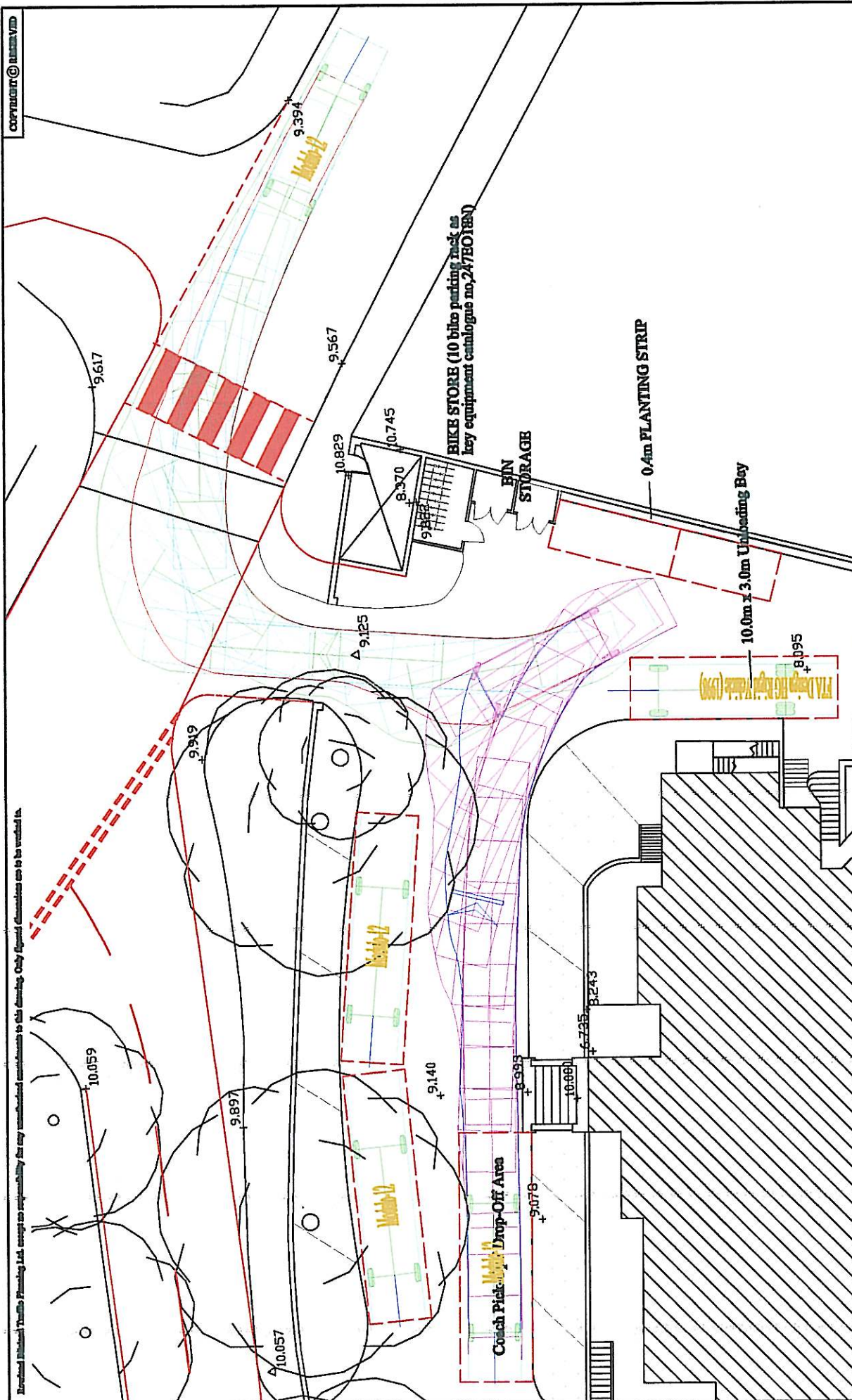
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Palmer's Lodge, 40 College Crescent, South Hampstead.	
Auto-Track Test, 11.98m Modulo-12 Coach.	
Entering through improved site access to drop-off area.	
Date	June 2009
Scale	1:250 @ A4
Drawing No.	9024 / T1



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Title
Palmer Lodge, 40 College Crescent, South Hampstead.
Auto-Track Test, 11.98m Modulo-12 Coach.
Entering through improved site access to drop-off area.

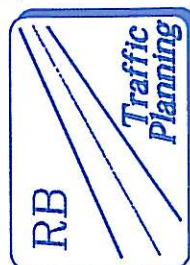
Date	June 2009	Scale 1:250 @ A4
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Drawing No. 9024 / T2

Rowland Bilisland Traffic Planning Ltd.
Highway and Traffic Planning Consultants.

2 Marsh Farm Road,
South Woodham Ferrers,
Chelmsford, Essex. CM3 5WP

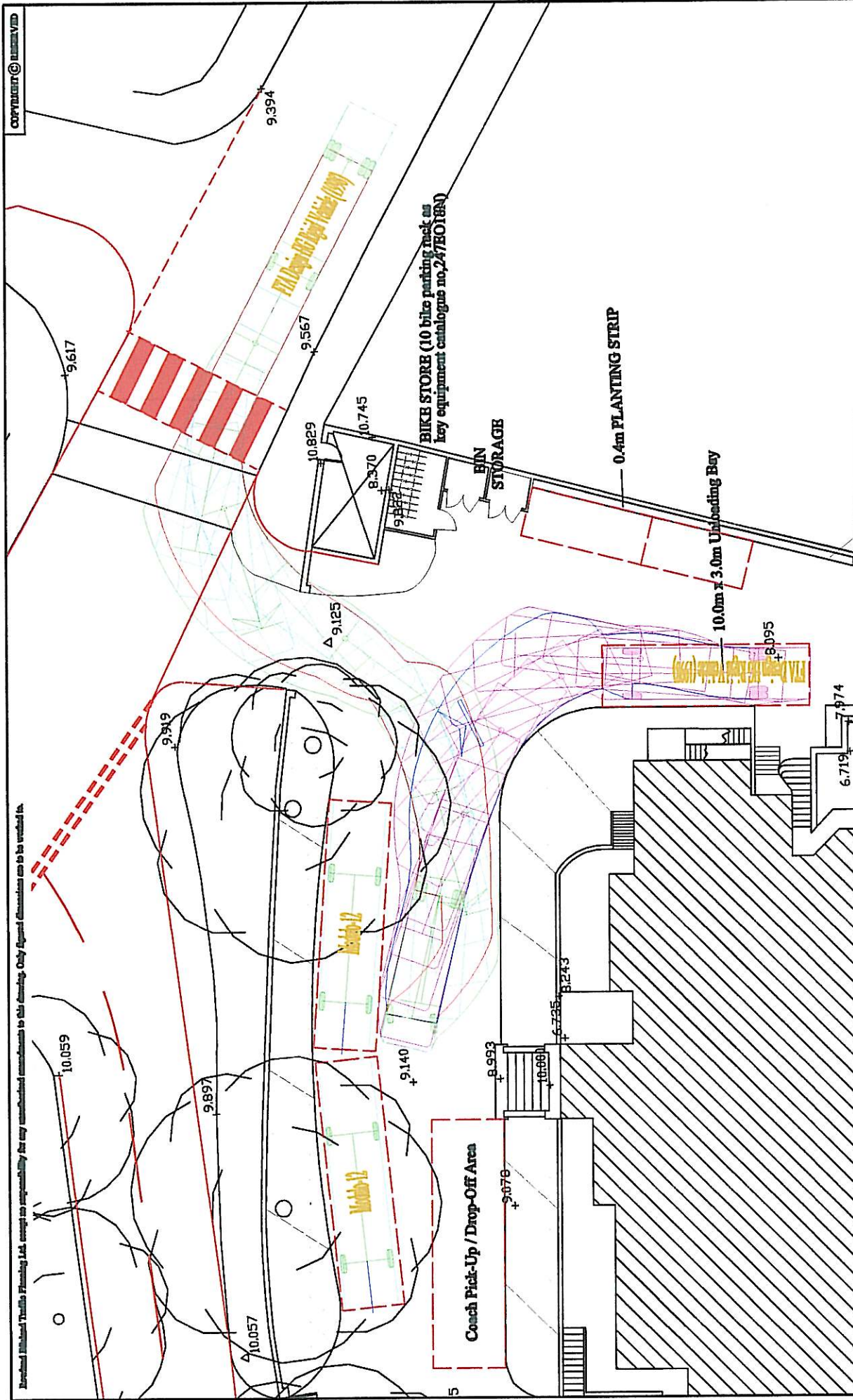
Telephone: 01245 329943
Facsimile: 01245 328183



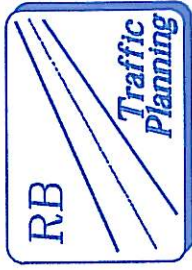
APPENDIX 4

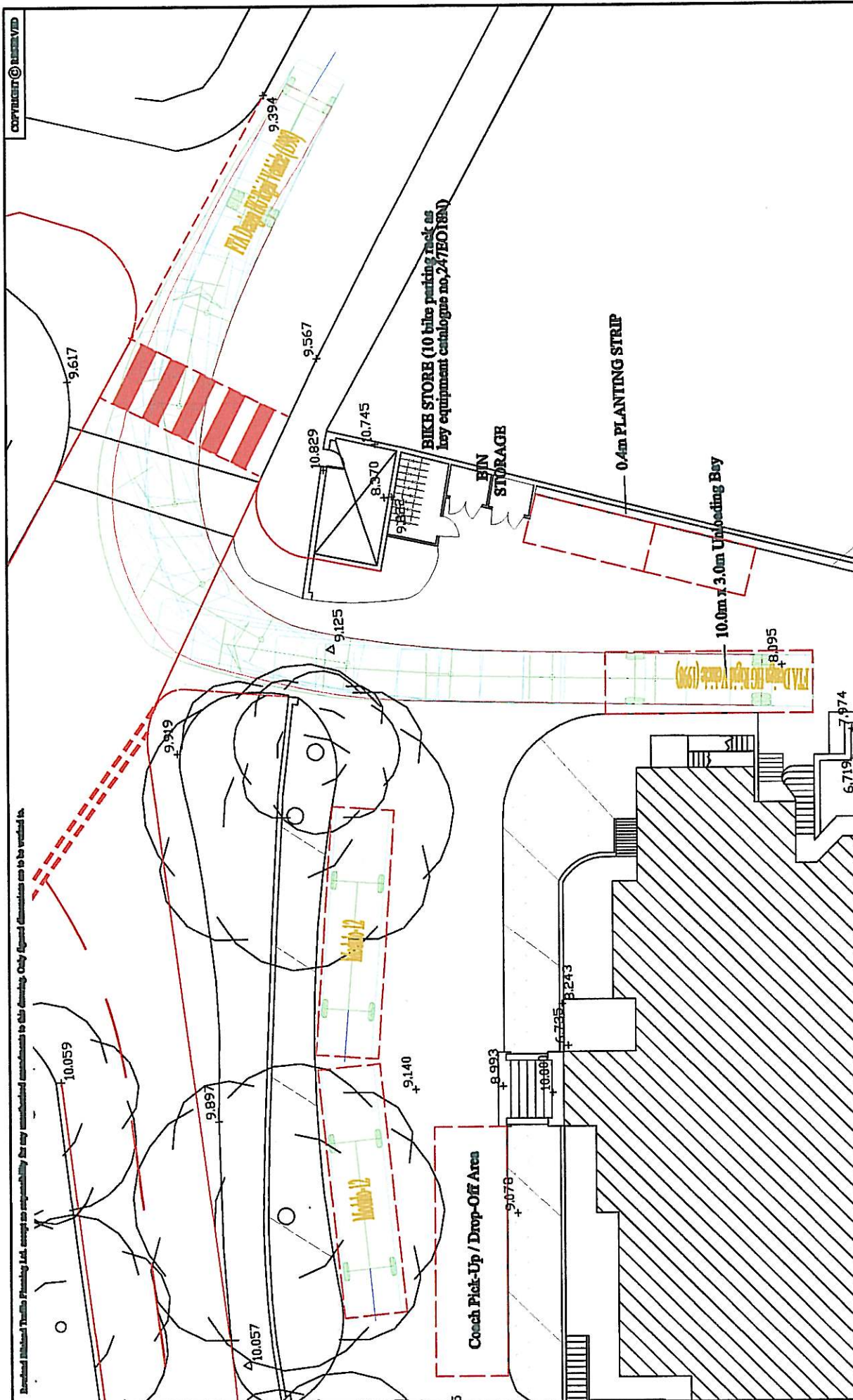
Rowland Bileland Traffic Planning Ltd. accept no responsibility for any unauthorised amendments to this drawing. Only signed drawings can be used for.

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Rowland Bileland Traffic Planning Ltd. <i>Highway and Traffic Planning Consultants.</i>		Title Palmer's Lodge, 40 College Crescent, South Hampstead. Auto-Track Test, 10.0m F.T.A. Rigid H.G.V. Entering through improved site access to unloading bay.	
2 Marsh Farm Road, South Woodham Ferrers, Chelmsford, Essex. CM3 5WP		Date June 2009	Scale 1:250 @ A4
Telephone: 01245 328943 Facsimile: 01245 328183		Drawing No. 9024 / T3	





Title

**Palmer's Lodge, 40 College Crescent, South Hampstead.
Auto-Track Test, 10.0m F.T.A. Rigid H.G.V.
Leaving unloading bay and exiting site.**

Date	June 2009	Scale 1:250 @ A4
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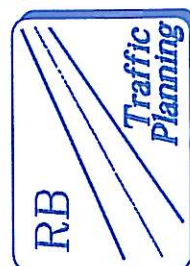
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Drawing No. 9024/T4

Rowland Bilisland Traffic Planning Ltd.
Highway and Traffic Planning Consultants.

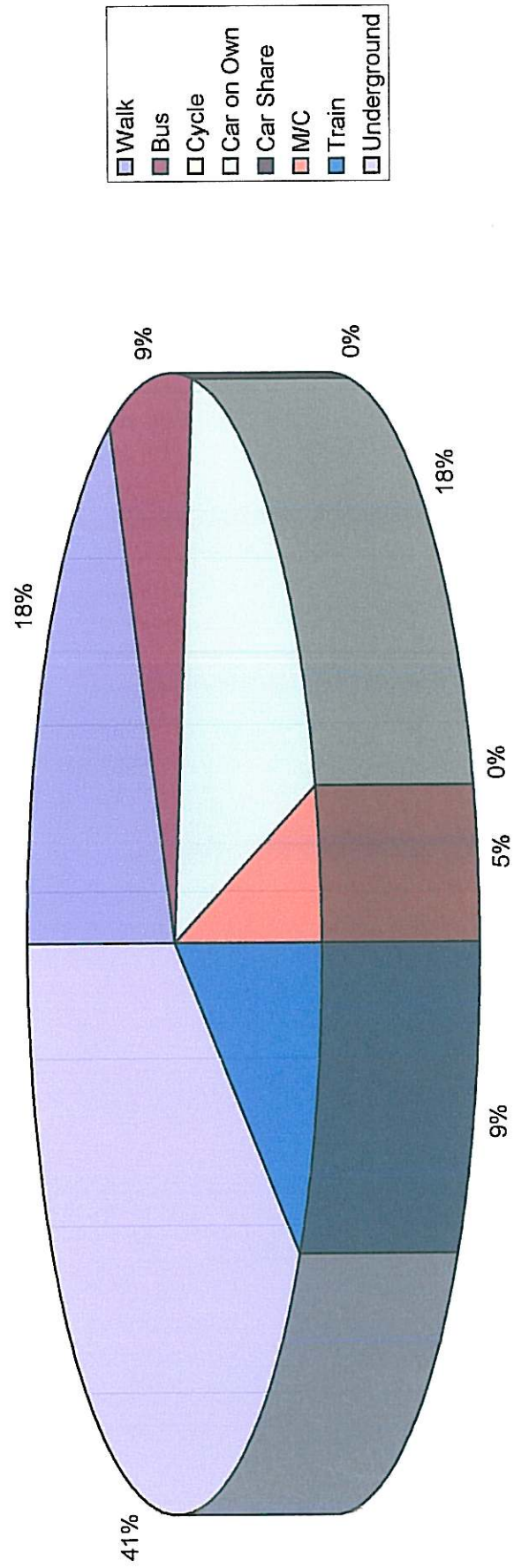
2 Marsh Farm Road,
South Woodham Ferrers,
Chelmsford, Essex. CM3 5WP

Telephone: 01245 329943
Facsimile: 01245 328183



APPENDIX 5

Palmers Lodge Staff - Existing Means of Travel



APPENDIX 6

TABLE P2

PALMERS LODGE, 40, COLLEGE CRESCENT, SOUTH HAMPSTEAD

SUMMARY RESULTS OF GUST TRAVEL SURVEY

Means of Travel to Palmers Lodge	Number of Guests	Percentage of Total
Car	4	1.83%
Coach (Scheduled Service)	82	37.61%
Train (Main Line)	57	26.15%
London Underground (Jubilee Line)	74	33.95%
Taxi	1	0.46%
All Means of Travel	218	100.00%

Source: Palmers Lodge records

NO.	NAME	DATE OF ARRIVAL	NO. IN GROUP	NIGHTS	COUNTRY OF ORIGIN	TRANSPORT INTO UK	POINT OF ENTRY	UK POSTCODE	TRANSPORT TO PALMER'S LODGE	OVER NIGHTS	CAR	COACH	TRAIN	TUBE	TAXI	Total
1	Ferguson, John	03-Apr	1	1	UK	PLANE	Luton		Coach	1		1				1
2	Schiller, Stefan	03-Apr	2	2	Germany	PLANE	Stansted		Coach	4		4				4
3	Rylander, Karin	03-Apr	2	2	Sweden	PLANE	Stansted		Train	4			4			4
4	Hannah	03-Apr	2	4	Italy	PLANE	Stansted		Coach	8		8				8
5	Lim, Gillian	03-Apr	2	3	Singapore	PLANE	Edinburgh		Train	6			6			6
6	Fuhrmann, Reinhold	03-Apr	1	4	Germany	PLANE	Stansted		Coach	4		4				4
7	Dylan, Scott	03-Apr	1	1	Australia	PLANE	Heathrow		Tube	1			1			1
8	Helman	03-Apr	1	1	Ireland	PLANE	Stansted		Train	1			1			1
9	Eltner, Molly	03-Apr	1	3	USA	PLANE	Gatwick		Train	3			3			3
10	Oparka, Kathryn	03-Apr	2	2	Scotland	PLANE	Heathrow		Tube	4			4			4
11	Cotes, Crystal	03-Apr	2	4	USA	PLANE	Gatwick		Train	8			8			8
12	Richards	03-Apr	4	3	Italy	PLANE	Gatwick		Train	12			12			12
13	Manning	03-Apr	2	2	Ireland	PLANE	Luton		Coach	4		4				4
14	Bemarchi, Maria	03-Apr	1	5	Italy	PLANE	Stansted		Train	5			5			5
15	Kruger, Nick	04-Mar	2	2	Netherlands	PLANE	Heathrow		Tube	4			4			4
16	Dodds, Jerica	04-Mar	2	3	USA	PLANE	Heathrow		Tube	6			6			6
17	Litschka, Ulrike	04-Apr	1	5	Scotland	PLANE	Stansted		Train	3			3			3
18	Chang, Chao-Kuei	03-Apr	1	5	Taiwan	PLANE	Heathrow		Coach	5		5				5
19	Shih, Shai	03-Apr	1	4	Israel	PLANE	Heathrow		Coach	4		4				4
20	Sullivan, Robbie	04-Mar	2	6	USA	PLANE	Heathrow		Tube	12			12			12
21	Skala, Eric	04-Mar	2	3	Ireland	PLANE	Gatwick		Train	6			6			6
22	Macfarland, Jorge	03-Apr	2	1	France	COACH	Victoria		Tube	2			2			2
23	Pui, San Lam	29-Feb	1	1	France	TRAIN	St Pancras		Tube	1			1			1
24	Rogers, Lynsey	28-Feb	2	5	UK	TRAIN	N/A	NE26 5JW	Tube	10			10			10
25	Esphosa, Rodrigo	28-Feb	2	4	Argentina	PLANE	Stansted		Coach	8		8				8
26	Savini, Mathew	28-Feb	3	3	USA	PLANE	Gatwick		Train	9			9			9
27	Lewis, Lauren	28-Feb	3	1	USA	PLANE	Stansted		Coach	3		3				3
28	Zeckel, Monica	28-Feb	1	1	USA	PLANE	Heathrow		Tube	1			1			1
29	Parish, Sam	28-Feb	5	1	England	TRAIN	N/A	BNG 9TD	Train	5			5			5
30	Walters, Elizabeth	28-Feb	2	2	England	TRAIN	N/A	L52 0LG	Train	4			4			4
31	Hohendorf, Hannah	28-Feb	2	2	USA	PLANE	Heathrow		Tube	4			4			4
32	Olivero, Laura	28-Feb	5	3	Italy	PLANE	Stansted		Train	15			15			15
33	Lindt, Rachel	28-Feb	2	2	USA	PLANE	Brighton		Train	4			4			4
34	Rudroff, Andrew	28-Feb	2	3	USA	PLANE	Stansted		Coach	6		6				6
35	Conner, Claire	28-Feb	2	1	France	TRAIN	St Pancras		Tube	2			2			2
36	Lee, Yur-Ching	30-Mar	1	1	Taiwan	PLANE	Heathrow		Coach	1		1				1
37	Rubero, Fernando	28-Mar	1	1	Brasil	PLANE	Stansted		Coach	1		1				1
38	Luckling, Kristina	28-Mar	2	2	Germany	PLANE	Stansted		Coach	4		4				4
39	Tablas	28-Mar	1	2	England	PLANE	City of Londr EC14		Tube	2			2			2
40	Mart, Anna	02-Apr	1	1	Japan	PLANE	Heathrow		Coach	1		1				1
41	Gil, Borja	02-Apr	1	5	Spain	TRAIN	St Pancras		Tube	5			5			5
42	Kossy, George	02-Apr	1	4	India	PLANE	Heathrow		Tube	4			4			4
43	Leberre, Yohan	02-Apr	1	7	France	PLANE	Stansted		Coach	7		7				7
44	Knuttila, Harri	02-Apr	1	2	Finland	PLANE	Stansted		Coach	2		2				2
45	Haula, Ann	02-Apr	2	3	Germany	PLANE	Stansted		Coach	6		6				6
46	Starac, Mauda	02-Apr	2	3	Germany	PLANE	Stansted		Coach	6		6				6
47	Andade, Rafael	02-Apr	1	3	Ireland	PLANE	Heathrow		Tube	3			3			3
48	Lund, Il	02-Apr	1	3	Denmark	PLANE	Heathrow		Tube	3			3			3
49	Heber, Justin	02-Apr	3	3	USA	PLANE	Luton		Coach	9		9				9
50	Grasso, Stephen	02-Apr	3	3	USA	PLANE	Luton		Coach	9		9				9
51	Gillan	04-Apr	1	5	Canada	PLANE	Heathrow		Tube	5			5			5
52	Kendall, Jackie	02-Apr	1	5	New Zealand	PLANE	Heathrow		Coach	5	5					5
53	Ionenbauch, Jamie-I	04-Apr	2	2	Germany	PLANE	Stansted		Coach	4		4				4
54	Pommier	04-Apr	2	1	France	TRAIN	St Pancras		Tube	2			2			2

55	Thair, Franziska	04-Apr	2	1 Germany	PLANE	Bristol	Train	2	1	2	2	1
56	Bjerg, Martin	04-Apr	2	1 Spain	PLANE	Stansted	Coach	1	2			1
57	Steuil, Ashley	03-Apr	2	1 USA	PLANE	Stansted	Coach	2				2
58	Singh, Abhishek	04-Apr	1	2 Australia	PLANE	Heathrow	Tube	2		2		2
59	Staudt, Nicole	04-Apr	1	3 USA	PLANE	Gatwick	Train	3		3		3
60	Shubin	05-Apr	2	5 USA	BOAT	Hollyhead	Train	10		10		10
61	Pardani, Peter	05-Apr	1	1 Hungary	PLANE	Stansted	Coach	3		3		3
62	Cannah, Oslan	05-Apr	1	3 Wales	TRAIN	N/A	Train	1		1		1
63	Decours, Romain	26-Feb	3	2 France	PLANE	Stansted	Train	6		6		6
64	MacKinnon	26-Feb	1	1 USA	PLANE	Heathrow	Tube	1		1		1
65	Rummel, Claudia	26-Feb	1	2 Germany	PLANE	Heathrow	Tube	2		2		2
66	Hatos	26-Feb	1	4 Portugal	PLANE	Heathrow	Tube	4		4		4
67	Lanza, Stefano	25-Feb	1	3 Italy	PLANE	Stansted	Coach	3		3		3
68	Vassilev, Modelda	25-Feb	1	1 Bulgaria	PLANE	Heathrow	Tube	1		1		1
69	Horvera	25-Feb	1	4 Netherlands	PLANE	City of London	Tube	4		4		4
70	Stiobba	25-Feb	2	1 Holland	BOAT	Dover	Coach	2		2		2
71	Stranglova, Alena	25-Feb	1	7 Czech Rep	BOAT	Portsmouth	Train	7		7		7
72	Enuwyile, Marloes	25-Feb	2	3 Netherlands	PLANE	Stansted	Coach	6		6		6
73	Kume, Yasuo	25-Feb	2	1 Japan	PLANE	Heathrow	Coach	2		2		2
74	Fujikawa, Yuto	25-Feb	2	6 Japan	PLANE	Heathrow	Tube	12		12		12
75	Kuwana, Juri	25-Feb	2	3 Japan	PLANE	Heathrow	Tube	6		6		6
76	Tuuli, Elenor	25-Feb	2	1 Finland	PLANE	Aberdeen	Train	2		2		2
77	Bailey-Bond	25-Feb	1	1 UK	N/A	N/A	Train	1		1		1
78	Haasslet, Claudia	25-Feb	3	7 Germany	PLANE	Gatwick	Train	21		21		21
79	Benson	26-Feb	1	6 USA	PLANE	Stansted	Coach	6		6		6
80	Said	26-Feb	2	4 France	COACH	Victoria	Tube	8		8		8
81	Korrigier, Whitney	26-Feb	2	3 Germany	PLANE	Gatwick	Train	6		6		6
82	Moorey, Janine	26-Feb	1	2 China	PLANE	Heathrow	Tube	2		2		2
83	Schlenker	26-Feb	1	1 Canada	PLANE	Heathrow	Tube	1		1		1
84	Rosloff, Jacquelin	26-Feb	1	4 UK	N/A	N/A	Train	4		4		4
85	Hosiaux, Larissa	26-Feb	2	3 France	BOAT	Dover	Train	6		6		6
86	Simmons, Christopi	26-Feb	1	5 Germany	PLANE	Gatwick	Train	5		5		5
87	Pursell, Nicole	26-Feb	4	3 Spain	PLANE	Heathrow	Tube	12		12		12
88	Weber, Markus	26-Feb	1	5 Germany	PLANE	Stansted	Coach	5		5		5
89	Harrison, Amy	26-Feb	2	1 UK	N/A	N/A	Tube	2		2		2
90	McCreedy	26-Feb	2	2 Egypt	PLANE	Heathrow	Tube	4		4		4
91	Flachman, Jason	26-Feb	1	1 Belgium	COACH	Dover	Tube	1		1		1
92	Rawhara, Anssi	26-Feb	2	5 Finland	PLANE	Gatwick	Coach	10		10		10
93	Viklund, Sissy	26-Feb	2	5 Sweden	PLANE	Stansted	Coach	10		10		10
94	Cuguc, Michael	27-Feb	1	3 Spain	PLANE	Stansted	Train	3		3		3
95	Tyseland, Sara	27-Feb	1	3 Canada	PLANE	Gatwick	Train	3		3		3
96	Berthet, Jeremy	27-Feb	1	2 France	PLANE	Stansted	Coach	2		2		2
97	Ostmann, Kaja	27-Feb	3	2 Germany	PLANE	Stansted	Coach	6		6		6
98	Baiston, Jason	27-Feb	2	3 Canada	PLANE	Heathrow	Tube	6		6		6
99	Blick, Erin	27-Feb	3	3 USA	PLANE	Luton	Coach	9		9		9
100	Mark	27-Feb	1	3 Australia	PLANE	Stansted	Coach	3		3		3
101	Aregger, Kenneth	27-Feb	2	2 Switzerland	BOAT	Portsmouth	Train	4		4		4
102	Wansink, Vera	27-Feb	1	2 Netherlands	PLANE	Heathrow	Tube	2		2		2
103	Marradi, Valentina	27-Feb	1	5 Italy	PLANE	Gatwick	Train	5		5		5
104	Barros, David	27-Feb	1	1 Spain	PLANE	Stansted	Coach	1		1		1
105	Pilar, Uliza	28-Feb	1	1 UK	N/A	N/A	Coach	1		1		1
106	Lafontaine, Catherine	27-Feb	2	3 Canada	PLANE	Gatwick	Train	6		6		6
107	Menth, Breunne	27-Feb	1	2 USA	PLANE	Manchester	Train	2		2		2
108	Schliff, Erica	27-Feb	3	3 USA	PLANE	Luton	Coach	9		9		9
109	Giberg, Nicholas	23-Feb	1	1 South Africa	PLANE	Heathrow	Tube	1		1		1
110	Bosland, Hannah	27-Feb	4	3 Italy	PLANE	Stansted	Coach	12		12		12
111	Goetze, Hanna	27-Feb	1	1 Germany	PLANE	Luton	Coach	1		1		1
112	Fujiushima, Tomok	27-Feb	1	1 UK	N/A	N/A	Coach	1		1		1
113	Chun Ho, Lo	27-Feb	1	1 Hong Kong	PLANE	Heathrow	Tube	1		1		1

114	Ponlecran, Znes	27-Feb	1	2	Morocco	TRAIN	St Pancras	Tube	2	2	0	2	2
115	Norjerg, Michelle	27-Feb	2	4	Canada	PLANE	Heathrow	Taxi	6	6	0	8	8
116	Batha, Francesca	27-Feb	2	3	Italy	PLANE	Heathrow	Train	6	6	0	6	6
117	Cachick, Philippe	06-Apr	1	2	France	COACH	Stansted	Coach	2	2	0	2	2
118	Rouquette, Rami	06-Apr	3	3	France	COACH	Dover	Coach	9	9	0	9	9
119	Bethelin, Alexs	06-Apr	3	3	France	COACH	Dover	Coach	9	9	0	9	9
120	Pastore, Fabio	06-Apr	3	3	France	COACH	Dover	Coach	9	9	0	9	9
121	Jorgensen, Dorte	06-Apr	6	2	Denmark	PLANE	Gatwick	Train	6	6	0	6	6
122	Nrek, Toni	06-Apr	1	2	Hungary	PLANE	Heathrow	Tube	2	2	0	2	2
123	Rucq, Camille	06-Apr	2	1	Belgium	TRAIN	St Pancras	Tube	2	2	0	2	2
124	Gaux, Nathalie	06-Mar	2	1	Belgium	TRAIN	St Pancras	Tube	2	2	0	2	2
125	Carter, Kate	07-Apr	3	4	France	PLANE	Luton	Coach	12	12	0	12	12
126	Isaara	07-Apr	1	2	Italy	PLANE	Luton	Coach	2	2	0	2	2
127	Pete, Vanessa	07-Apr	2	3	Germany	PLANE	Heathrow	Tube	6	6	0	6	6
128	Hausemer, Tom	07-Apr	3	3	Luxembourg	TRAIN	St Pancras	Tube	9	9	0	9	9
129	Holman, Sam	07-Apr	3	3	Luxembourg	TRAIN	St Pancras	Tube	9	9	0	9	9
130	Hoang, Vu	07-Apr	1	2	Vietnam	PLANE	Bristol	Train	2	2	0	2	2
131	Fernandez, Federic	08-Apr	1	1	Spain	PLANE	Gatwick	Train	1	1	0	1	1
132	Bruch, Susanne	08-Apr	1	2	Germany	PLANE	Stansted	Coach	2	2	0	2	2
133	Fenghuili, Liu	08-Apr	2	3	Scotland	PLANE	Stansted	Train	6	6	0	6	6
134	Anna	08-Apr	1	1	UK	N/A	N/A	Tube	1	1	0	1	1
135	Hvam, Grethe	08-Apr	2	3	Denmark	PLANE	Stansted	Coach	6	6	0	6	6
136	Wah, Ho Sjo	08-Apr	1	3	Germany	PLANE	Stansted	Coach	3	3	0	3	3
137	Kozmich, Emanuel	08-Apr	1	2	Austria	PLANE	Stansted	Train	2	2	0	2	2
138	Wiesenack, Carl	08-Apr	1	2	Germany	PLANE	Heathrow	Tube	2	2	0	2	2
139	Bainbridge, Tim	08-Apr	1	3	Canada	PLANE	Heathrow	Tube	3	3	0	3	3
140	Prytulak, Mathew	08-Apr	1	3	Canada	PLANE	Heathrow	Tube	3	3	0	3	3
141	Casey, Jennifer	09-Apr	1	2	Bangkok	PLANE	Heathrow	Tube	2	2	0	2	2
142	Hornsetz, Ruth	09-Apr	2	5	USA	PLANE	Heathrow	Tube	10	10	0	10	10
143	Linkart, Joona	09-Apr	2	5	Finland	PLANE	Heathrow	Tube	10	10	0	10	10
144	Hurrie, Ann-Kathari	09-Apr	2	2	Germany	PLANE	City of London	Tube	4	4	0	4	4
145	Zitnik, Primoz	07-Apr	1	2	Slovenia	PLANE	Stansted	Coach	2	2	0	2	2
146	Veletz, Victor	08-Apr	1	7	USA	PLANE	Stansted	Train	7	7	0	7	7
147	Permpiboon, Al	09-Apr	2	1	Quatar	PLANE	Gatwick	Train	2	2	0	2	2
148	Ziminez, Stephanie	09-Apr	1	2	USA	PLANE	Heathrow	Tube	2	2	0	2	2
149	Secco, Flavia	09-Apr	2	3	Brazil	PLANE	Stansted	Coach	6	6	0	6	6
150	Kallay, Mathew	08-Apr	2	1	Canada	PLANE	Stansted	Train	2	2	0	2	2
151	Duck, Jeffery	08-Apr	3	5	Germany	TRAIN	St Pancras	Tube	15	15	0	15	15
152	Heimberg, David	08-Apr	1	1	Sweden	PLANE	Stansted	Coach	1	1	0	1	1
153	Anderson, Sarah	08-Apr	2	1	Norway	PLANE	Stansted	Coach	2	2	0	2	2
154	Hillister, Richard	08-Apr	2	8	Ireland	BOAT	Hollyhead	Train	16	16	0	16	16
155	Kozichev, Audley	08-Apr	1	2	Russia	PLANE	Luton	Coach	2	2	0	2	2
156	Canilla	08-Apr	1	3	Sweden	PLANE	Gatwick	Train	3	3	0	3	3
157	Caulins, Meliak	08-Apr	2	4	Austria	PLANE	Stansted	Coach	8	8	0	8	8
158	James, Eddie	08-Apr	2	3	Austria	PLANE	Stansted	Coach	6	6	0	6	6
159	Ichi, Tomoko	08-Apr	1	3	Japan	PLANE	Heathrow	Tube	3	3	0	3	3
160	Caurles	08-Apr	1	4	Italy	PLANE	Heathrow	Tube	4	4	0	4	4
161	Gregory, Kate	08-Apr	1	4	New Zealand	PLANE	Heathrow	Tube	4	4	0	4	4
162	Luong, Dat	08-Apr	1	1	USA	BOAT	Hollyhead	Train	1	1	0	1	1
163	Reid, Murray	08-Apr	6	3	Scotland	N/A	N/A	Car	18	18	0	18	18
164	Weinkelt, Michel	09-Apr	1	5	Germany	PLANE	Heathrow	Tube	5	5	0	5	5
165	Tanner, Cassie	09-Apr	1	8	Australia	PLANE	Heathrow	Tube	6	6	0	6	6
166	Ritter, Fabien	03-Apr	2	2	Germany	PLANE	Stansted	Coach	4	4	0	4	4
167	Thomas, Sarah	09-Apr	2	2	USA	PLANE	Luton	Coach	4	4	0	4	4
168	Rusu, Christina	09-Apr	1	1	Mexico	PLANE	Gatwick	Coach	1	1	0	1	1
169	Quaresma, Andrea	09-Apr	1	1	UK	N/A	N/A	Manchester Train	1	1	0	1	1
170	Yoon, Jung Sun	09-Apr	2	2	Korea	PLANE	Heathrow	Tube	4	4	0	4	4
171	Bergelt, Evan	09-Apr	1	2	USA	PLANE	Stansted	Coach	2	2	0	2	2
172	Schneider, Chad	09-Apr	1	2	USA	PLANE	Stansted	Coach	2	2	0	2	2

APPENDIX 7

TABLE P3PALMERS LODGE, 40, COLLEGE CRESCENT, SOUTH HAMPSTEADSUMMARY OF SERVICE VEHICLE VISITS

Supplier	Supply	Frequency	Weight (Kg)	Time
Lewis Milk Supplies	Dairy Products	2 x per week	3,500	03.00 – 04.00
EuroFrutta	Fruit & Veg	2 x per week	3,500	03.00 – 04.00
Sunlight	Laundry	Daily	12,000	09.00 – 11.00
Biffa	Waste: General	2 x per week	15,000	07.00
Biffa	Waste: Cardboard	1 x per week	15,000	09.00 – 17.00
Biffa	Waste: Glass	1 x per week	15,000	09.00 – 17.00
Coors	Drinks	1 x per week	3,500	10.00 – 16.00
Coke	Drinks	2 x per week	3,500	07.00
3663	Catering	2 x per week	18,000	07.00
Confectionery	Confectionery	2 x per week	2,900	07.00
Bunzl	Cleaning Materials	1 x per month	3,500	10.00 – 16.00
TNT	Magazines	1 x per week	2,900	03.00 – 04.00
PHS	Sanitary Disposal	1 x per month	2,900	09.00 – 17.00
General	Stationery & Others	2 x per week	3,500	09.00 – 17.00

APPENDIX 8

TABLE P4

PALMERS LODGE, 40, COLLEGE CRESCENT, SOUTH HAMPSTEADSUMMARY OF BUS ROUTES AND FREQUENCIES

Route No.	Route	Weekday AM Peak Frequency	
		Northbound	Southbound
13	Aldwych-Trafalgar Square-Oxford Circus-Baker Street-Swiss Cottage-Finchley Road-Golders Green	6 to 10 minutes	6 to 10 minutes
31	Camden Town-Chalk Farm-Swiss Cottage-Westbourne Park-Holland Park-Shepherds Bush-White City	3 to 6 minutes	3 to 6 minutes
46	Warwick Avenue Station-St. John's Wood-Swiss Cottage-Fitzjohn's Ave-Kings Cross-Holborn Circus-Farringdon Street	9 to 13 minutes	9 to 12 minutes
82	North Finchley-Golders Green-Finchley Rd-Swiss Cottage-Baker Street-Marble Arch-Victoria	5 to 9 minutes	5 to 9 minutes
113	Edgware-Mill Hill-Hendon Central-Brent Cross-Finchley Road-Swiss Cottage-Baker Street-Oxford Circus	7 to 11 minutes	7 to 10 minutes
187	Park Royal-Kensal Rise-Queens Park-St. John's Wood-Swiss Cottage-Finchley Rd	8 to 15 minutes	10 to 12 minutes
268	Golders Green-Hampstead-Belsize Avenue-Swiss Cottage-Finchley Road	10 to 12 minutes	11 to 12 minutes
603	Muswell Hill Broadway-East Finchley-Highgate Village-Hampstead-Fitzjohn's Ave-Swiss Cottage	30 minutes	30 minutes
757	Victoria Coach Station-Finchley Road Station-Brent Cross-Hemel Hempstead-Luton Airport-Luton Church Street	30 minutes	30 minutes
A6	Victoria Coach Station-Marble Arch-Marylebone-Finchley Road Station-Golders Green Station-Stansted Airport	20 minutes	20 minutes
C11	Archway Station-Hampstead Heath-Swiss Cottage-West Hampstead-Cricklewood-Brent Cross	6 to 10 minutes	5 to 8 minutes
N13	Aldwych-Trafalgar Square-Oxford Circus-Baker Street-Swiss Cottage-Finchley Road-Golders Green-North Finchley	-	-
N31	Camden Town-Swiss Cottage-Westbourne Park-Notting Hill Gate-Earls Court-Clapham Junction	-	-

