TRANSPORT STATEMENT

LAND TO THE REAR OF 202-204 FINCHLEY ROAD, CAMDEN 'PROJECT OASIS'

Client: Tindall Overseas

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QUALITY MANAGEMENT

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CONTENTS

FIGURES

APPENDICES

SECTION 1 INTRODUCTION

1.1 Background

1.1.1 Tindall Overseas has appointed i-Transport to provide transport and highways advice for the proposed re-development of an area of land to the rear of 202-204 Finchley Road in Camden, North West London.

1.1.2 The main building, located to the front of the 202-204 Finchley Road site received planning consent for B1 office use in December 2005 with 38 car parking spaces and access from Finchley Road.

1.1.3 This application is for an area of land to the rear of the site, which currently houses a bungalow and a separate storage building. There is an extant planning permission (Application reference PWX0302161) for a 'perimeter scheme' covering the site as a whole which included a two-storey office development of 670sqm on the area of land in question with car parking and access from Finchley Road.

1.1.4 An application for a three-storey B1 office development was submitted to the London Borough of Camden (LBC) in October 2006. LBC returned the application, requesting additional information, including a Transport Statement. A further application (reference 2007/2801/P) was then submitted to LBC in June 2007, proposing demolition of the existing bungalow and storage building and construction of an office building of 1,534sqm Gross Floor Area (GFA). The planning application was subsequently refused by LBC in October 2007, primarily on grounds unrelated to transport.

1.2 Development Proposal

1.2.1 A revised proposal now forms the subject of this new planning application. This application is for the re-development of the land to the rear of the site, including demolition of the existing bungalow and storage building to provide a new B1 office building of 1,493sqm GFA,

1.3 Scope of Transport Statement

1.3.1 i-Transport has been commissioned to prepare a Transport Statement and Travel Plan to accompany the new planning application. The Transport Statement considers local and national transport policy, the accessibility of the site by a range of modes of transport, access, car parking and servicing arrangements and trip generation.

1.3.2 This Transport Statement has been prepared with regard to Camden's Planning Guidance document and guidance given in Transport for London's (TfL) Transport Assessment Guidance. LBC has been contacted to discuss and agree the scope of the Transport Statement.

1.3.3 A decision notice issued by LBC lists eight reasons for refusal to grant planning permission to the previous proposal. It includes a number of comments regarding the transport information submitted in support of that planning application. Discussions have been held with officers at LBC in order to decide how these comments should be taken forward in the Transport Statement, which will support the new planning application to be submitted to LBC. The agreed outcome of these discussions has been recorded in an email dated 08 November 2007, which is included in Appendix A, and has been taken into consideration in the preparation of this revised Transport Statement.

1.3.4 The report demonstrates the following:

- That the proposal is in accordance with local and national transport policy;
- That the site is in a highly accessible location with a Public Transport Accessibility Level (PTAL) of 5 ('very good'); the Camden Local Implementation Plan considers Finchley Road to be a route with 'high public transport accessibility'. As such, the site offers the opportunity for staff to travel to work by non-car modes of transport;
- That the proposal will provide an overall reduction in the level of car parking provided on site;
- That the existing site access junction provides safe and adequate access into the site for both vehicles and pedestrians;

- That the site provides adequate arrangements for service vehicles to access, egress and manoeuvre within the site; and

- That the proposal will not have a material or noticeable impact on the safety or operation of the local highway network during peak hours.

1.3.5 A sustainable transport strategy for the site is set out in the accompanying Travel Plan (report reference ITB2085-002).

1.4 Structure

1.4.1 The remainder of this report is structured as follows:

- Section 2 sets out the relevant national, regional and local policy background;

- Section 3 sets out the existing transport conditions in the vicinity of the site and analyses the accessibility of the site by non-car modes of transport;

- Section 4 summarises the development proposals;

- Section 5 assesses the predicted traffic and transport impact of the development; and

- Section 6 provides a summary and conclusions.

SECTION 2 POLICY REVIEW

2.1 Introduction

2.1.1 This section of the report provides an overview of national and local transport policy relevant to the proposed redevelopment and provides the context for the transport assessment of the development proposals.

2.2 National Policy

2.2.1 PPG13 (March 2001) provides advice on transport for new developments. It seeks to integrate land use planning and transport and, in particular, seeks to promote accessibility by non-car modes of transport. The main objectives of PPG13 are to:

> **"- Promote more sustainable transport choices for both people and for moving freight;**
>
> **- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and**
>
> **- Reduce the need to travel especially by car."**

2.2.2 Promotion of accessibility by modes other than the private car forms a key component of PPG13. New development should be accessible by walking, cycling and public transport.

2.2.3 In terms of walking and cycling, PPG13 identifies that walking forms the most appropriate mode of travel for short journeys of up to 2km. Also it encourages cycling for journeys of up to 5km or as part of a longer journey by public transport. It requires local authorities and developers to promote facilities to encourage the use of these modes for shorter journeys.

2.3 Local Policy

London Plan

2.3.1 The London Plan, adopted in February 2004, provides a spatial development strategy for Greater London. In transport terms, the plan aims to transform London's Transport network, taking an integrated approach to transport provision, improving the public transport, walking and cycling networks and tackling congestion. It requires new developments to be located so as to be accessible by public transport, with existing or planned capacity. It requires the Boroughs, through their UDP's, to seek to improve the walking, cycling, bus, rail and London underground networks, adopt maximum car parking standards, reduce the amount of existing private non-residential car parking as opportunities arise and make adequate provision for the mobility impaired.

London Borough of Camden (LBC) Unitary Development Plan (UDP)

2.3.2 Local transport policy is provided by the LBC Replacement Unitary Development Plan (adopted 2006).

2.3.3 Policy T1 allows Camden to grant planning permission for new developments that will encourage the use of sustainable modes of transport and minimise the need to use the private car. It requires developers to produce transport assessments and travel plans to support proposals for new development.

2.3.4 Policy T2 states that Camden will consider development proposals where the travel demand can be accommodated within the capacity of either the existing or committed transport network. The plan identifies the Finchley Road / Swiss Cottage, town centre area as:

> **"having a level of public transport accessibility necessary for locating land uses that will generate a significant travel demand"**

2.3.5 For B1 uses, 'significant travel demand' is defined as greater than 2,500sqm GFA. The current application is for 1,493sqm GFA which is below this threshold.

2.3.6 Policy T3 requires developments to make satisfactory provision for pedestrians and cyclists and Policy T4, regarding public transport requires developers to consider and make adequate provision for the accessibility of their site by a good standard of public transport, with sufficient capacity to accommodate demand. LBC considers acceptable walking distance to a bus stop to be 400m and 800m to an underground station.

2.3.7 Policy T7 gives LBC's car parking standards. For B1 use, the maximum car parking standard is 1 space per 1,000sqm for staff/operational parking. Provision for service vehicle parking and disabled car parking is required for developments above a threshold of 2,500sqm (i.e. not required for this development of 1,493sqm). Staff cycle parking of 1 space per 250sqm plus a minimum of 2 visitor cycle parking spaces or 10% of the total number of visitors likely to be on site at any one time is required from a threshold of 500sqm.

2.3.8 Appendix 7 of the UDP defines Finchley Road, south of Hendon Way as a strategic route forming part of the Transport for London Road Network (TLRN).

Camden Green Transport Strategy

2.3.9 The main theme of this document is to reduce dependence on private vehicles, and maximise the potential of walking, cycling and public transport as alternative methods of travel. The document requires development in Camden to be located so as to promote this change. The strategy promotes the development of workplace Travel Plans aiming to promote walking, cycling and public transport use as well as green servicing strategies where appropriate. Under the umbrella of this document, Camden has developed a Walking Plan and a Cycling Plan which establish a strategy for encouraging walking and cycling in the Borough. A Camden Green Travel Network has been set up to support and encourage the development of green travel plans by local employers.

2.4 Summary

2.4.1 National and local transport policy guidance requires new developments to be located so as to be accessible by a range of modes of transport including walking, cycling and public transport. The following sections of the report describe how the development proposals for this site fully comply with these policy considerations.

SECTION 3 EXISTING SITUATION AND ACCESSIBILITY

3.1 Site Location

3.1.1 The site is located to the rear of the existing 202-204 Finchley Road in Camden. Figure 3.1 provides a site location plan.

3.1.2 The A41 Finchley Road provides a link between central London and the M1 Motorway, which is located approximately 5km to the north.

3.1.3 Finchley and Frognal Station is located directly opposite the site. Finchley Road London Underground (LU) station is approximately 450m to the south and West Hampstead Station which provides services to a wider variety of destinations than Finchley and Frognal station, is located approximately 950m to the west of the site.

3.1.4 Local facilities are available along the length of Finchley Road. The O2 Centre including a Sainsburys, Homebase, a cinema and a variety of bars and restaurants is located adjacent to Finchley Road tube station (450m south of the site).

3.2 Existing Land Uses

3.2.1 The existing land uses at 202-204 Finchley Road comprise a B1 office building of some 1,839sqm GFA located at the front of the site. The existing office space, which encompasses the ground and first floors is predominantly occupied by Allied Irish Bank (GB) which occupies some 1,526sqm GFA. Tindall Overseas retains an office of the remaining 313sqm GFA on the ground floor building. In addition to the office space on the lower floors, this building provides seven residential apartments on the second, third and fourth floors.

3.2.2 There is a bungalow and storage building located to the rear of the site, which will be demolished under the current application.

3.2.3 There are 39 existing car parking spaces allocated to the existing businesses and residential apartments.

3.2.4 A plan showing the existing car parking provision is attached in Appendix B.

3.2.5 Access to the site is from Finchley Road, via an archway under the existing building. The archway has a height restriction of 3.2m. Within the archway an entry barrier controls vehicular access into the site.

3.2.6 Visibility at the site access junction has been measured in accordance with guidance given in the recently published Manual for Streets (MfS). For a 30mph (48kph) speed limit, MfS suggests that a visibility splay of 40m is appropriate from an x-distance of 2.4m. i-Transport Drawing number ITB2085-GA-003 provided in Appendix C shows that at the site entrance, a 2.4m x 40m visibility splay can be provided in both directions.

3.2.7 Camden's Planning Guidance also provides guidance on visibility standards and sightlines for emerging vehicles. For proposals where vehicles cross the footway, Camden requires a 2.4m sightline from an x-distance of 2.4m. On the London Distributor Road Network, the guidance requires a 90m visibility splay from an x-distance of 2.4m. i-Transport Drawing number ITB2085-GA-003 provided in Appendix C also shows that these visibility standards can be met.

3.3 Walking and Cycling Facilities

3.3.1 Footways are provided on both sides of Finchley Road. Outside the site, on the eastern side of the road, the footway is some 3.3m in width, increasing to between 4 and 5m south of the site. On the western side of the road, the footway varies between 2-3m in width. A controlled pedestrian crossing is provided approximately 100m to the south of the site. There is a central refuge island located just to the north of the site entrance that assists crossing. Finchley Road is well lit, with street lights at approximately 50m intervals.

3.3.2 The walking route to Finchley Road LU Station and the O2 Centre to the south of the site is therefore of a good standard. To access these facilities, pedestrians from the site will walk in a southbound direction, cross Finchley Road at the controlled crossing described above and walk along the footway on the western side of the road. There are two side roads to cross, both with narrowed entrances, dropped kerbs and tactile paving. Just north of Finchley Road LU station there is a further signalised junction with controlled pedestrian crossing facilities.

3.3.3 The bus lane on both sides of Finchley Road provides a route for cyclists. Camden also has numerous local cycle route facilities and these are shown on Figure 3.2.

3.3.4 Two Sheffield cycle stands are currently provided on in the car park, providing parking for 4 bicycles. The AIB Office has two additional cycle parking spaces located outside their side entrance.

3.4 Public Transport

3.4.1 The Camden Local Implementation Plan considers Finchley Road to be a route with 'high public transport accessibility'. As such, the site is highly accessible by public transport, with three stations (LU and rail) and regular and frequent bus routes located within a close proximity.

Bus

3.4.2 LBC suggests that the maximum walking distance to a bus stop is 400m or 5 minutes[1]. Transport for London (TfL) suggests that the maximum walking distance to a bus stop is 640m or 8 minutes[2]. Bus stops and walking distances are indicated on Figure 3.3. The closest northbound bus stop is located directly opposite the site entrance, less than a one minute walk from the site. Pedestrians can cross Finchley Road using either the nearby central refuge island or at the Arkwright Road signalised junction to the north. The southbound bus stop is located less than 100m to the south of the site entrance. Both bus stops are well lit and passenger waiting facilities include bus shelters and timetables.

3.4.3 Table 3.1 indicates bus routes and frequencies for these stops. Bus routes are shown on Figure 3.4. Buses connect to a range of destinations including Central London destinations such as Oxford Street, Piccadilly Circus and Aldwych as well as Greater London destinations including Golders Green, North Finchley and Edgware. During the weekday peak hours (07.00-09.00 and 16.30-18.30), at least 20 buses per hour pass the site (one bus every three minutes), with a maximum of 32 buses per hour passing the site between 0700 and 0800 (just over one bus every two minutes). During the weekday daytimes some 20 buses per hour pass the site.

[1] Source: Camden UDP
[2] Source: TfL Transport Assessment Best Practice Guidance, May 2006

Table 3.1: Bus Routes and Frequencies

No	Route	Frequency		
		Mon-Fri AM Peak	Mon-Fri Daytimes	Sat/Sun Daytimes
13/N13	Golders Green – Swiss Cottage – Oxford Street – Picadilly Circus - Aldwych	5-8 mins	7-8 mins	9/12 mins
82	North Finchley – Golders Green – Swiss Cottage – Marble Arch - Victoria	5-8 mins	8 mins	8/12 mins
113	Edgware – Mill Hill – Hendon – Brent Cross – Swiss Cottage – Oxford Circus	7-10 mins	10 mins	10/20 mins

Source: Bus Timetable Information

London Underground (LU) and Rail

3.4.4 LBC suggests that the maximum walking distance to an underground station is 800m or 10 minutes[3]. Transport for London suggests that the maximum walking distance to access rail, underground and light rail services is 12 minutes or 960m[4]. These distances are marked on Figure 3.3. On this basis, the following stations are located within walking distance of the proposed development:

- Finchley Road and Frognal Station – 30m (1 min);
- Finchley Road LU - 450m (6 mins); and
- West Hampstead Station - 950m (12 mins).

3.4.5 Finchley and Frognal Station is located on the North London line. Trains are operated by Silverlink and run in the direction of either Stratford or Richmond. Stratford is one of the busiest transport interchanges outside Central London, providing onward connections to a wide range of local and regional destinations. West Hampstead Station offers rail services to Luton, Sutton and Moorgate, (and is also the next stop on the Silverlink line in the direction of Richmond).

[3] Source: Camden UDP
[4] Source: TfL Transport Assessment Best Practice Guidance document (May 2006)

3.4.6 Table 3.2 provides a summary of rail routes and frequencies from these stations.

Table 3.2: Rail Services and Frequencies

Station	Direction	Frequency		
		Mon-Fri AM Peak	Mon-Fri Daytime	Sat/Sun Daytimes
Finchley Rd + Frognal	Stratford	5 per hr	4 per hr	4 per hr (Sat) 2 per hr (Sun)
	Richmond	4 per hr	4 per hr	4 per hr (Sat) 2 per hr (Sun)
West Hampstead	Luton	2-3 per hr	2-3 per hr	4 per hr (Sat & Sun)
	Moorgate	7 per hr	6 per hr	4 per hr (Sat & Sun)
	Sutton	3 per hr	2 per hr	4 per hr

Source: National Rail Enquiries

3.4.7 Finchley Road Underground Station is on the Jubilee and Metropolitan lines. The Jubilee Line runs between Stanmore and Stratford and provides a connection to central London destinations including London Waterloo and London Bridge. Metropolitan line services run from Uxbridge/Amersham/Watford to Aldgate and provide connections to Euston, Kings Cross and Liverpool Street Stations.

Public Transport Accessibility Level (PTAL)

3.4.8 LBC has requested that the accessibility of the site to the public transport network is measured quantatively using the PTAL rating system. This measure assigns a value between 1 and 6 to a 'point of interest', which in this case is the site entrance. A PTAL score of 1 indicates a low level of accessibility to public transport and a score of 6 indicates a high level. The methodology for calculating the PTAL has been taken from Appendix B of TfL's guidance document 'Transport Assessment Best Practice (May 2006)'.

3.4.9 In order to carry out the PTAL assessment the following have been identified:

- The public transport service access points within TfL's maximum walking times/distances of the point of interest;
- The public transport services available at the access points within the catchment area during the morning peak hour (0800-0900);

- The routes and frequencies of the available services; and
- Walking distances from the point of interest to the public transport access points.

3.4.10 Full details of the PTAL calculation are included in Appendix D. Table 3.3 provides a summary of the input to the calculation and the results obtained from it.

Table 3.3: Summary of PTAL Calculation for Proposed Development.

Stop	Route	Distance (m)	Frequency (per hour)	Accessibility Index
Rail				
Finchley Rd & Frognal	To Stratford	40	5	4.14
West Hampstead	To Moorgate	850	7	0.96
West Hampstead	To Sutton	850	3	0.70
London Underground				
Finchley Road	Jubilee Line	350	15	4.21
Finchley Road	Metropolitan Line	350	12	1.97
Bus				
Finchley Rd	13/N13	20	8	5.00
Finchley Rd	82	20	8	2.50
Finchley Rd	113	20	6	2.07
			Overall Accessibility Index	**21.54**

Source: Bus Timetables, National Rail Enquiries, TfL website.

3.4.11 According to Table 3.3, the sites overall accessibility index is 21.54. According to the TfL guidance this value falls into PTAL Band 5. Locations rated in PTAL Band 5 are described as having 'very good' accessibility to public transport.

3.5 Local Highway Network

3.5.1 Finchley Road is approximately 19m in width and has two vehicular lanes and a bus lane in each direction. Finchley Road is a 'Red Route'. The restriction is 'No stopping Monday-Saturday 7am to 7pm, except 20 minutes parking 7am-4pm'. The bus lane is in operation Monday to Friday 4pm-7pm. The speed limit on Finchley Road is 30mph.

3.5.2 To the south of the site, Finchley Road meets Frognal Road at a signalised crossroad junction. To the north of the site a further signalised crossroad junction links Finchley Road and Arkwright Road.

3.6 Summary

3.6.1 The site is located opposite a railway station and well within acceptable walking distance of an underground station. Bus stops are located within 100m of the site entrance in both directions and are served by at least 20 buses per hour. Finchley Road has a high standard of footway provision and good links to the local cycle network. The proposed development achieves a PTAL rating of 5 which means that it has very good accessibility to public transport. Overall the site has a very high existing level of accessibility by non-car modes of transport.

SECTION 4 DEVELOPMENT PROPOSAL

4.1 Development Proposal and Access

4.1.1 The proposal is for the redevelopment of an area of land at the rear of the 202-204 Finchley Road site to provide a new three-storey building totalling 1,493sqm GFA for B1 office use. A proposed site layout plan is provided in Appendix E.

4.1.2 The new building will replace the existing bungalow and storage building. Eight of the existing car parking spaces for 202-204 Finchley Road will also be removed as part of the proposal. These will be replaced by five new car parking spaces located under the first floor cantilever of the new building.

4.1.3 Pedestrian and vehicular access to the new building will be via the existing archway access from Finchley Road. The existing entry barrier will remain in place. Section 3 of this report demonstrated that visibility from this junction onto Finchley Road is acceptable in both directions.

4.2 Parking

4.2.1 The existing car parking provision on site is 39 spaces. A layout of the existing car park is included in Appendix B.

4.2.2 The development proposal is for an additional 1,493sqm office use. The UDP car parking standard for this land use is 1 space per 1,000sqm. Therefore car parking standards allow two additional car parking spaces to be provided for the proposed development, taking the total car parking on site to 41 spaces.

4.2.3 Eight existing spaces will be removed to accommodate the proposed development. Five of these spaces will be re-provided under the first floor cantilever of the new building, four next to the northern elevation and one to the west. With the development, the total number of car parking spaces on site will be 36 spaces; an overall reduction of three spaces compared with the existing situation and five below the total increase allowed by the UDP standards. The full provision of 36 car parking spaces is shown on the site layout plan in Appendix E.

4.2.4 The current proposal therefore reduces the overall level of car parking provision on site, which is in line with LBC off-street car parking policy.

4.2.5 Although the development proposal is for significantly less than the 2,500sqm threshold for provision of disabled car parking on site, the total floor area of the buildings using the car park exceeds this threshold. Therefore, in line with UDP policy, two of the existing spaces have been designated as disabled car parking spaces (one staff and one visitor space).

4.2.6 Three dedicated spaces for motorcycles/mopeds will be located on the southern border of the site, to the west of the service bay.

4.2.7 Four Sheffield stands, providing eight new cycle parking spaces (six staff plus two visitor spaces) are proposed in line with LBC policy. These spaces will be located close to the entrance of the proposed new building under a large canopy. This canopy will extend some 5m out from the side of the building, overhanging the cycle parking area and providing shelter from wet weather. Parked cycles will be fully observed by staff working in the reception area of the building. As the cycle parking will be located some 100m from the street and an entry barrier is provided at the archway access, it is considered that overall a good level of security will be achieved.

4.3 Servicing

4.3.1 All servicing will be undertaken within the site. The height of the archway into the site (3.2m) restricts the size of vehicle that can be used to service the proposed new building. As a result, the largest vehicle that will be used for servicing is a 3.5 ton panel van. Tindall Overseas considers that this size of vehicle is sufficient for the servicing needs of the proposed development. A TRACK plot showing that a 3.5 ton panel van can access, egress and turn within the site is provided in drawing no ITB2085-GA-002 in Appendix F.

4.3.2 In line with Camden's Planning Guidance, a dedicated servicing bay of 3.5m x 8m has been provided along the southern boundary of the site. The location of this bay is also shown on drawing no ITB2085-GA-002 in Appendix F.

4.3.3 As requested by LBC, the accompanying Travel Plan contains a Servicing Management Plan.

4.4 Refuse Collection

4.4.1 Refuse bins are stored just inside the site entrance. This area will be expanded to allow space for the additional bins required for the new development. It is understood that refuse vehicles currently stop on Finchley Road and that bins are collected manually from this area. This situation will continue with development.

4.5 Emergency Vehicle Access

4.5.1 There are two dry riser inlets for the site located on Finchley Road. One of these is intended for the proposed development, and will be connected to a pipe which runs the perimeter of the site. Therefore, in the event of fire, fire tenders will not need to gain access to the rear of the site.

SECTION 5 TRIP GENERATION

5.1 Introduction

5.1.1 This section of the Transport Statement assesses the net trip generation impact of the development proposals. The existing trip generation of the site is estimated and compared to the predicted traffic generation of the proposed office use.

5.1.2 The highly accessible location of the site means that the majority of staff working in the new building will travel to work by non-car modes. An estimation of the number of non-car trips to the site has been made using data from the 2001 census.

5.2 Vehicular Trip Generation

Existing Uses – Trip Generation

5.2.1 It is understood that the existing bungalow and storage building is occasionally used by the current tenant to run a very small scale catering business. The trip generation of this use is extremely low and therefore the available trip generation tools such as the TRICS or TRAVL trip generation database are not suitable for estimating the traffic generation of the existing uses. Instead, a first principles assessment has been undertaken. As 'worst case', it is assumed that the existing bungalow generates one arrival in the AM Peak hour and one departure in the PM peak hour. The existing traffic generation is shown in Table 5.1 below.

5.2.2 The TRICS assessment undertaken for the office use (see paragraph 5.2 below) suggests that the morning peak hour for offices in London is 09.00 to 10.00; later than the traditional AM peak of 08.00-09.00. Therefore existing and future traffic generation has also been estimated for this time period.

Table 5.1: Existing Traffic Generation – Bungalow and Storage Building (estimated)

Period	Arrivals (vph)	Departures (vph)	Total (vph)
08.00-09.00	1	0	1
09.00-10.00	1	0	1
17.00-18.00	0	1	1

Source: Consultant's Estimates

Development Traffic Generation

5.2.3 The proposed development is for 1,493sqm GFA of B1 office use.

5.2.4 Traffic survey data from B1 office developments in Greater London locations contained in the TRICS trip generation database has been used to estimate the likely vehicular trip rate for the development proposals. The TRICS outputs are provided in Appendix G and the trip rates are summarised in Table 5.2 below. As outlined in paragraph 5.2.2 above, the TRICS assessment indicates that the AM peak hour for the development is 09.00-10.00. Therefore the assessment has been undertaken for the traditional AM peak hour of 08.00-09.00, a development AM peak hour of 09.00-10.00 and a PM peak hour of 17.00-18.00.

Table 5.2: Vehicular Trip Rates per 100sqm – B1 Office – Greater London

Period	Arrivals	Departures	Total
08.00-09.00	0.203	0.017	0.220
09.00-10.00	0.609	0.119	0.728
17.00-18.00	0.119	0.491	0.610

Source: TRICS

5.2.5 The trip rates shown in Table 5.2 have been used to estimate the vehicular traffic generation of the development proposals. This is shown in Table 5.3.

Table 5.3: Total Vehicular Trips – Proposed Development

Period	Arrivals	Departures	Total
08.00-09.00	3	0	3
09.00-10.00	9	2	11
17.00-18.00	2	7	9

Source: TRICS

5.2.6 The development is forecast to generate the following traffic (gross traffic flows):

- 3 two-way trips in the AM network peak hour (08.00-09.00);
- 11 two-way trips in the AM development peak hour (09.00-10.00); and
- 9 two-way trips in the PM network peak hour (17.00-18.00).

Net Traffic Generation

5.2.7 The net traffic generation, i.e. the difference between the peak hour vehicular trip generation of the current use and the trip generation of the development proposals is shown in Table 5.4.

Table 5.4: Net Increase in Vehicular Trips with Development – Two Way

Period	AM Peak Hr 08.00-09.00	Devt AM Peak Hr 09.00-10.00	PM Peak Hr 17.00-18.00
Existing Use	1	1	1
Proposed Use	3	11	9
Net Difference	2	10	8

5.2.8 The development proposals are expected to generate the following additional vehicular trips during each of the peak hours:

- an additional 2 two-way vehicular trips during the network AM peak hour (08.00-09.00), equating to one additional vehicular trip every 30 minutes;
- an additional 10 two-way vehicular trips during the development AM peak hour (09.00-10.00), equating to one additional vehicular trip every 6 minutes; and
- an additional 8 two-way vehicular trips during the network PM peak hour (17.00-18.00), equating to one additional vehicular trip every 7.5 minutes.

5.2.9 This level of increase is extremely low and is well within the daily variation in traffic flows on the local highway network. The development proposals will therefore not result in a material or adverse impact on the safety or operation of Finchley Road and its adjacent junctions with Arkwright Road and Frognal Road.

5.2.10 It should also be noted that this is a 'worst case' assessment as the very low level of car parking allocated to the development site will allow very few staff to park a car. The site is in a highly accessible location with excellent access to buses, rail and the London underground system. Therefore it will be more attractive to travel to work by a non-car mode of transport.

5.3 Non-Car Mode Trip Generation

5.3.1 As a B1 office development, staff travel to work will be the main trip generator for the site, particularly during the peak hours. Two companies are expected to occupy the new development, 'Prime Interaction' and another subsidiary of Tindall Overseas. Eight members of Prime Interaction's staff are currently employed in the existing building at 202-204 Finchley Road and they will move within the site to the new building. The 42 employees of the subsidiary will relocate from a site in central London. Of these, 32 are expected to be employed within the new building and the remaining ten will occupy the premises vacated by Prime Interaction.

5.3.2 The new building will therefore initially accommodate some 40 personnel. However, it is expected that the total number of personnel on site will eventually grow to 87 over a five year period. In the interests of a robust assessment the following person trip generation forecast is based on the eventual full occupancy of the building by 87 staff. Assuming that on any one day, 85% of these staff are on site (accounting for leave, sickness, business travel etc), there are likely to be 74 staff in the building on a typical day.

5.3.3 A staff travel survey was undertaken amongst the future occupants of the proposed office building during the week beginning 12 November 2007. The survey was designed to understand how staff travel to their existing place of work and the likely future staff travel patterns to the new site. A total of 50 staff were interviewed, 8 at Prime Interaction and 42 at the other subsidiary, and their responses were used to forecast the future mode split for the 74 staff likely to be in the building on a typical day. The full survey results are provided in Appendix H.

5.3.4 Table 5.5 shows the existing and predicted future modal split for travel to work based on the survey results.

5.3.5 Table 5.5 suggests that 66% of staff will travel to work by public transport, including 32% on the London Underground, 22% by rail and 12% by bus. Given the highly accessible location of the site to public transport services, this is considered to be a reasonable prediction.

Table 5.5 – Modal Split for Travel to Work

Mode of Travel	Existing Modal Split		Future Modal Split	
	No	%	No	%
Car - Drive Alone	8	16	12	16
Car Share (Driver/Passenger)	0	0	0	0
Walk	1	2	7	10
Cycle	1	2	3	4
Bus	6	12	9	12
Underground	21	42	24	32
Train	11	22	16	22
Motorcycle / Moped	2	4	3	4
Total	**50**	**100**	**74**	**100**

Source: Staff Survey Results

5.3.6 The future modal split forecast in Table 5.5 is a 'worst case' assessment that does not take into account the potential impacts of the staff Travel Plan.

5.4 Summary

5.4.1 Using a 'worst case' assessment, the development proposals are expected to generate two additional two-way vehicular trips in the morning network peak hour, an additional ten two-way vehicular trips in the morning development peak hour and an additional six two-way vehicular trips in the evening peak hour. This level of increase is broadly equivalent to one additional vehicle trip every half an hour in the network morning peak hour and one additional vehicle trip every 10 minutes in the evening peak. This level of increase is likely to be well within the daily variation in traffic flows on the local highway network and is therefore very unlikely to be noticeable.

5.4.2 The development proposals will therefore not result in a material or adverse impact on the operation of Finchley Road or the wider local highway network.

5.4.3 It should also be noted that this represents a 'worst case' assessment because the limited on site parking and good level of public transport accessibility will act to make the use of non-car modes more attractive than the private car.

SECTION 6 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 The development proposal is for a new three storey office building comprising 1,493sqm GFA on land to the rear of 202-204 Finchley Road with parking and access from Finchley Road. To accommodate the proposed development, an existing bungalow and storage building will be demolished along with eight existing car parking spaces. The proposal incorporates five replacement car parking spaces located in a parking area under the first floor cantilever. Overall, a reduction of three parking spaces is proposed, taking the total parking on site to 36 spaces.

6.1.2 The site is highly accessible by non-car modes of transport. It is located opposite a railway station and well within acceptable walking distance of an underground station. Bus stops are located within 100m of the site in both directions and are served by at least 20 buses per hour. The site has achieved a PTAL score of 5 (very good). Finchley Road has a high standard of footway provision and good links to the local cycle network. This proposal is accompanied by a Travel Plan.

6.1.3 The existing access arrangements from Finchley Road are acceptable for providing access to the proposed development and visibility splays are provided in accordance with guidance in MfS and with Camden's Planning Guidance. Adequate provision is made for deliveries.

6.1.4 66% of trips to the site are expected to be made by public transport without taking into account the potential impact of a Travel Plan. The development proposals are expected to generate two additional two-way vehicular trips in the morning network peak hour, an additional ten two-way vehicular trips in the morning development peak hour and an additional six two-way vehicular trips in the evening peak hour. This level of increase is likely to be well within the daily variation in traffic flows on the local highway network and is therefore very unlikely to be noticeable. The development proposals will therefore not result in a material or adverse impact on the operation of Finchley Road or the wider local highway network.

6.2 Conclusions

6.2.1 This Transport Statement has demonstrated the following:

- That the proposal is in accordance with local and national transport policy;

- That the site is in a highly accessible location (PTAL=5) and offers a range of opportunities for staff to travel to work by non-car modes of transport;

- That the proposal will provide an overall reduction in the level of car parking provided on site from 39 spaces at present to 36 spaces with development;

- That the existing site access junction provides safe and adequate access into the site for both vehicles and pedestrians;

- That the site provides adequate arrangements for service vehicles to access, egress and manoeuvre within the site; and

- That the proposal will generate minimal traffic flows and will not have a material or noticeable impact on the safety or operation of the local highway network during peak hours.

6.2.2 On the basis of the analysis contained in the Transport Statement, it is considered that there are no transport reasons for refusing the planning application.