T5.1 B1 - Business Use from TRAVL8.02 Database

Site	Gross Floor Area (GFA m²)	Parking Provision	On-street Parking Control	PTAL
Adshel Centre, 55 Philbeach Gardens, Earls Court, Kensington and Chelsea	498	12	Controlled Parking Zone	6
BT Power Engineering, Station Road, Tufnell Park, Islington	610	8	None	2

- Once again, the above B1 business sites have been chosen for their analogous qualities with the proposed development. Notably, both sites have on-site parking provision, and a similar GFA, one each is lower than the proposed development and the other which is minimally higher than the proposed development. However, it is important to note that there is also a range from 6 to 2 in terms of public transport accessibility. This in conjunction with the parking provision for at each site is considered to provide a robust analysis for the trip generation of the proposed site.
- Trip Generation for the residential and the B1 land-uses has been established from the TRAVL8.02 sites, as described above, based on the number of units and the Gross Floor Areas (GFA) respectively. These trips have been added together to provide the AM and PM peak trips generated for 08:00 09:00 and 17:00 18:00 respectively.
- 4.8 T5.2 below shows the residential and Business vehicle/ private car trip rates used for the analysis of the trips generated by the proposed mixed-use development and the combined trips generated for the AM peak.

T5.2 AM Peak Residential and B1 Land-use Trip Generation – Private Vehicles

Land-Use	Number of Units/ GFA -	ARRIV	ALS	DEPART	TURES
Lanu-ose	(m²)	Trip Rate	Total Trips	Trip Rate	Total Trips
Residential	14	0.01	0	0.08	1
Business	607.1	0.09	1	0.09	1
		TOTAL	1	TOTAL	2
			TOTAL	AM PEAK TRIPS	3

- 4.9 From the above table it can be seen that the predicted vehicle/ private car trip generation is expected to be minimal with a total of 3 trips in the AM peak period.
- 4.10 T5.3 overleaf shows the predicted residential and Business vehicle/ private car trip rates used for the analysis of the trips generated by the proposed mixed-use development and the combined trips generated for the AM peak, therein showing that the predicted vehicular impact of the mixed-use development will be minimal.

T5.3 PM Peak Residential and B1 Land-use Trip Generation - Vehicles

Land Has	Number of	ARRIV	ALS	DEPART	URES
Land-Use	Units/ GFA - (m²)	Trip Rate	Total Trips	Trip Rate	Total Trips
Residential	14	0.10	2	0.05	1
Business	607.1	0.00	0	0.36	2
		TOTAL	2	TOTAL	3
			TOTAL	PM PEAK TRIPS	5

- 4.11 From the above table it can be seen that the predicted vehicle/ private car trip generation is expected to be minimal with a total of 5 trips in the PM peak period, therein showing that the predicted vehicular impact of the mixed-use development will be minimal.
- 4.12 From T5.2 and T5.3 it can be seen that the TRAVL8 analysis predicts a total of 3 vehicle/ private car trips per day, thus showing that there will be a minimal impact on the local road network in term of operational impacts.
- 4.13 T5.4 below shows the predicted residential and Business walking and public transport trip rates used for the analysis of the trips generated by the proposed mixed-use development and the combined trips generated for the AM peak, therein showing that the predicted vehicular impact of the mixed-use development will be minimal.
- 4.14 The total 24 hour car/ private vehicle arrival and departure trips generated from the proposed development will be 23 and 22 respectively.

T5.4 AM Peak Residential and B1 Land-use Trip Generation – Walking and Public Transport

Land-Use	Number of Units/ GFA -	ARRIV	ALS	DEPART	TURES
Land-USE	(m²)	Trip Rate	Total Trips	Trip Rate	Total Trips
Residential	14	0.39	5	0.28	4
Business	607.1	0.54	4	0.09	1
		TOTAL	9	TOTAL	5
			TOTAL	AM PEAK TRIPS	14

- 4.15 From the above table it can be seen that the predicted walking and public transport trip generation is expected to be a total of 14 trips in the AM peak period, therein showing that the predicted dependency on walking and public transport is significantly higher than that of the private vehicle
- 4.16 T5.5 overleaf shows the predicted residential and Business walking and public transport trip rates used for the analysis of the trips generated by the proposed mixed-use development and the combined trips generated for the AM peak, therein showing that the predicted vehicular impact of the mixed-use development will be minimal.

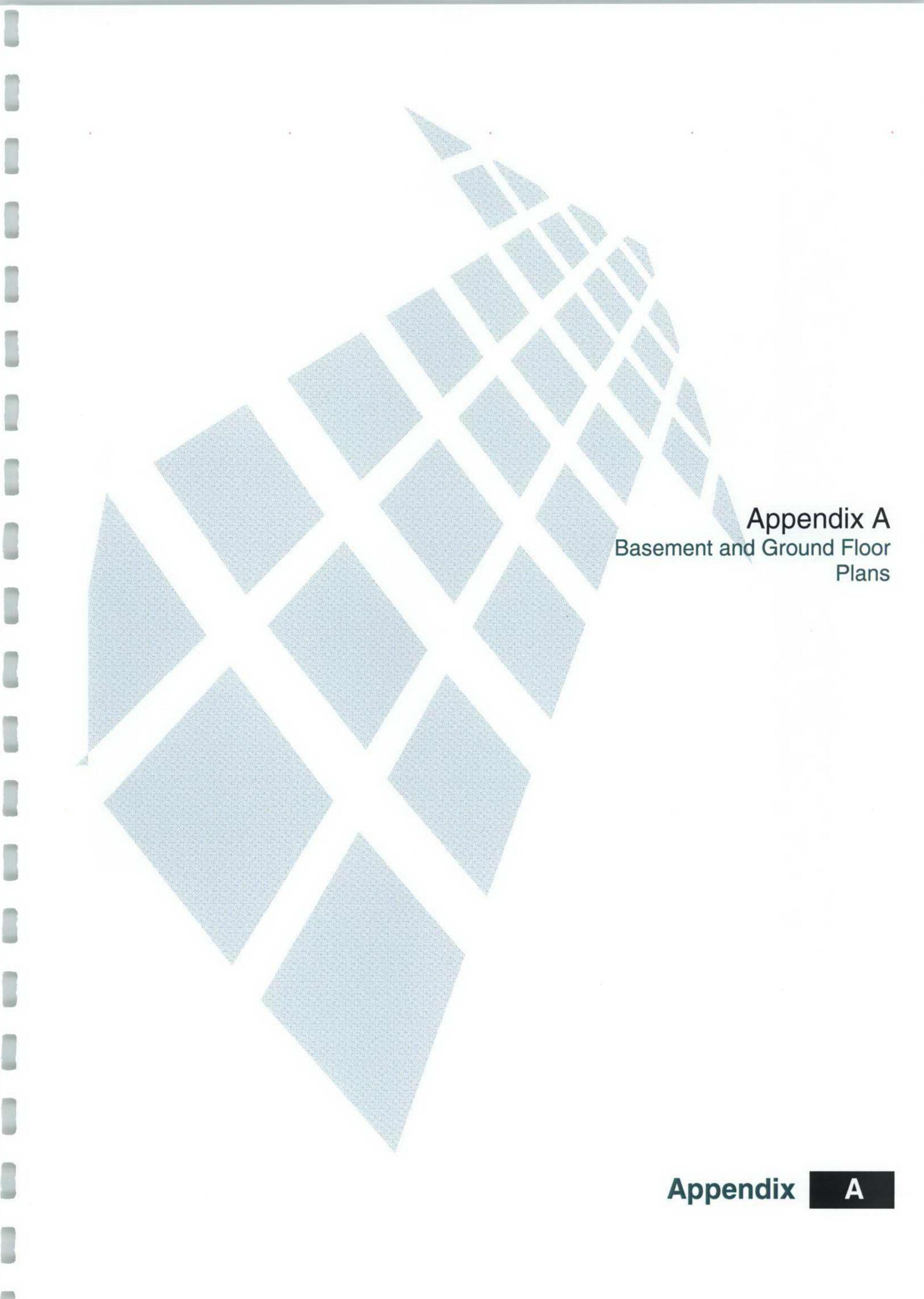
T5.5 PM Peak Residential and B1 Land-use Trip Generation – Walking and Public Transport

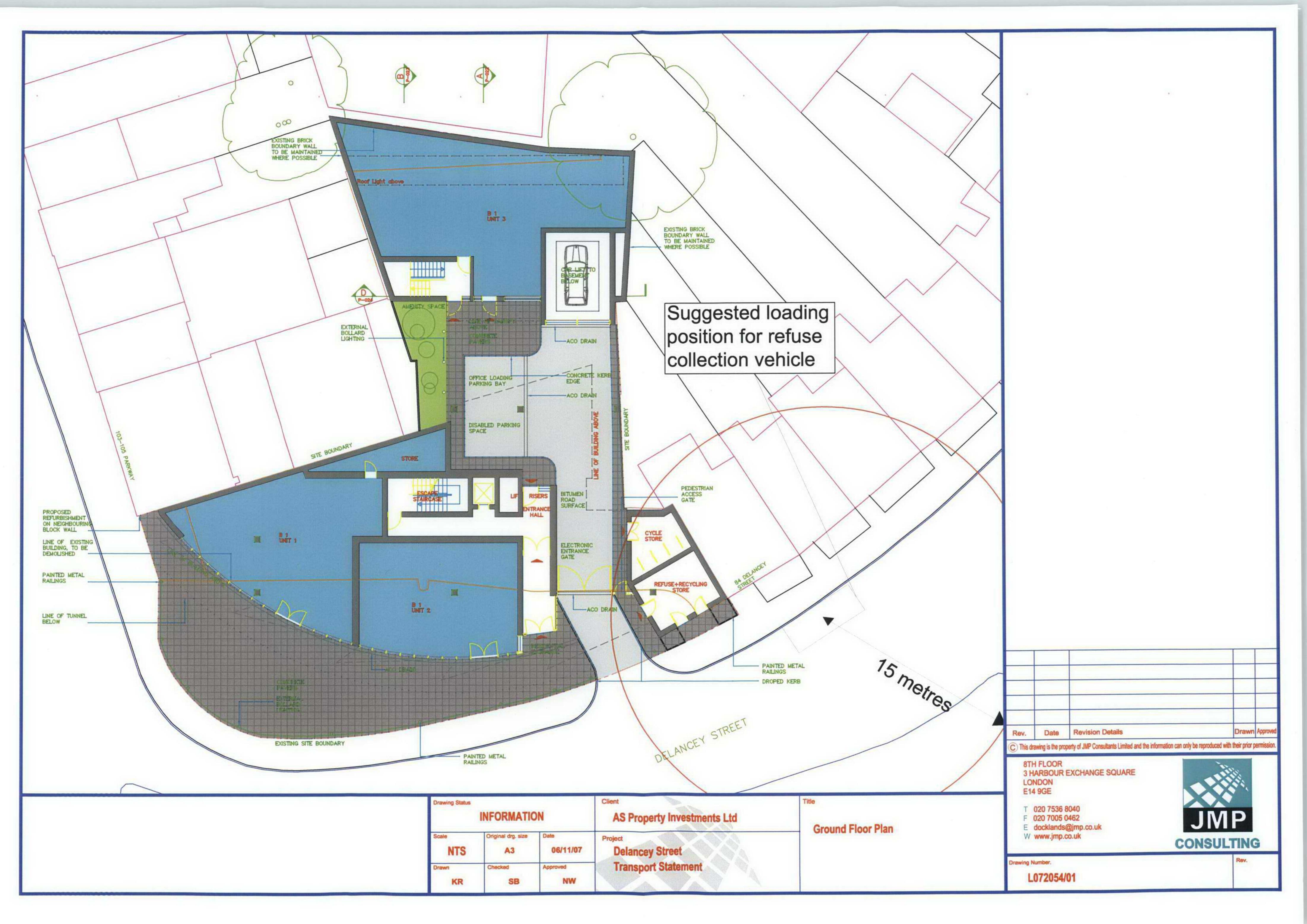
	Number of	ARRIV	ALS	DEPART	TURES
Land-Use	Units/ GFA - (m²)	Trip Rate	<b>Total Trips</b>	Trip Rate	Total Trips
Residential	14	0.22	3	0.30	4
Business	607.1	0.00	0	0.45	3
		TOTAL	3	TOTAL	7
			TOTAL	. PM PEAK TRIPS	10

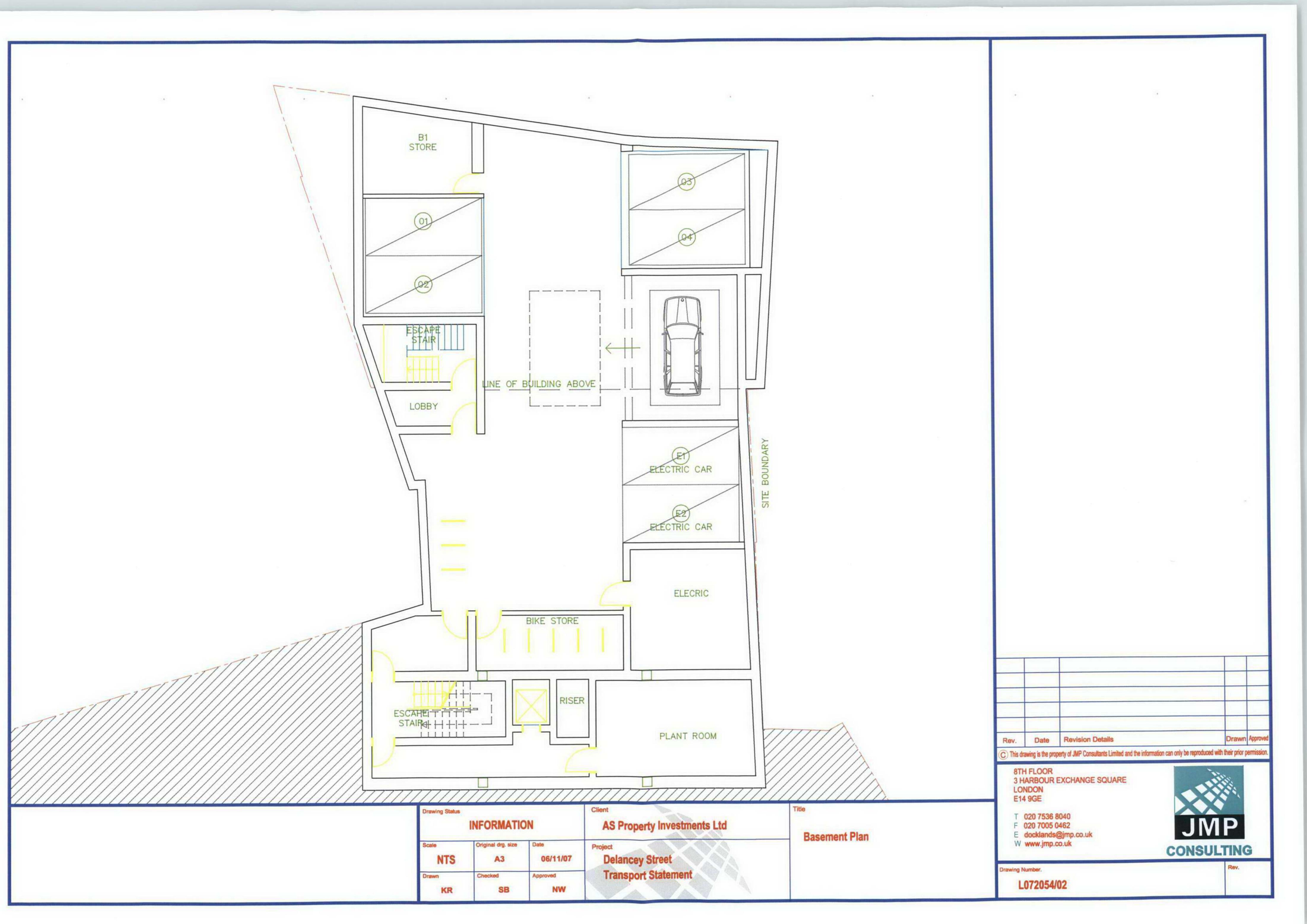
- 4.17 From the above table it can be seen that the predicted walking and public transport trip generation is expected to be a total of 10 trips in the PM peak period, therein showing that the predicted dependency on walking and public transport is significantly higher than that of the private vehicle
- 4.18 The total 24 hour walking and public transport arrival and departure trips generated from the proposed development will be 41 and 37 respectively.
- 4.19 Overall, the total multi-modal 24 hour arrival and departure trips generated by the proposed mixed-use development are 95 and 86 respectively. Therein it can be shown that the total 24 hour car/private vehicle arrival and departure trips of 23 and 22 respectively accounts for 24% of all trips made. It should be noted that this is a maximum figure and that it is considered that the actual number of private vehicle trips in this area of high level of public transport provision will potentially be less.
- 4.20 Moreover, it is likely that a substantial proportion of the car trips to and from the proposed development will be made by electric car since site users will be strongly encouraged to use electric cars through provision of dedicated parking spaces. Moreover, the London Borough of Camden is promoting the use of electric cars by allowing drivers to park free of charge in its parking spaces for up to 2 hours. Electric cars will be supplied to site users free of charge by the developer.
- 4.21 Overall analysis of T5.2 to T5.5 it can be seen that the proposed mixed use development will generate minimal levels of vehicle based traffic, furthermore it is considered that the residents and staff of the mixed-use development will use the excellent services provided by the high level of public transport and that this is supported from the predicted and highly sustainable travel profile detailed above.
- 4.22 Full details of all TRAVL8.02 output are contained within Appendix C.

# 5 Summary and Conclusions

- JMP Consulting has been commissioned by AS Leisure Properties Ltd to provide highways and transportation advice in relation to the redevelopment of 86 88 Delancey Street, London, NW1 6AS as a mixed-use development comprising of 14 residential units and 607.1m2 of B1 Business Use.
- This Transport Statement has sought to principally address the typical requirements of the London Borough of Camden as the highway authority, demonstrating that the impact of the development proposals upon the operation of the local highway network would be minimal and that the location, design and operational requirements of the mixed-use development would allow for the site to be realised in a sustainable manner.
- This report firmly details the current level of accessibility afforded to Delancey Street area, within which the development site is located by all modes of transport considered applicable, and identifies the current level of practical and convenient access by non-car modes is high and the development is supported by a full range of travel modes.
- When considering the overall operational efficiency of the proposed development in terms of car/ private vehicle based traffic to and from the development, it is firstly evident that the profile of the traffic generated by the development will be able to be accommodated.
- 5.5 The level of parking provision at the proposed development will be less than half that of the site under its existing use, potentially leading to a significant reduction in the number of trips generated by the site which are currently 125 car trips alone per day.
- 5.6 Thus given that the impact of the proposed development is negligible and that by means of being brought forward against the background of sustainable accessibility the development would accord with policy, there should be no logical reasons why the proposed mixed-use development should not be supported on either highways or transportation issues.







Appendix B PTAL Calculation Appendix

# edevelopment - Public Transport Accessibility Level (PTAL) **Delancey Street R**

Date:

10th November 2006

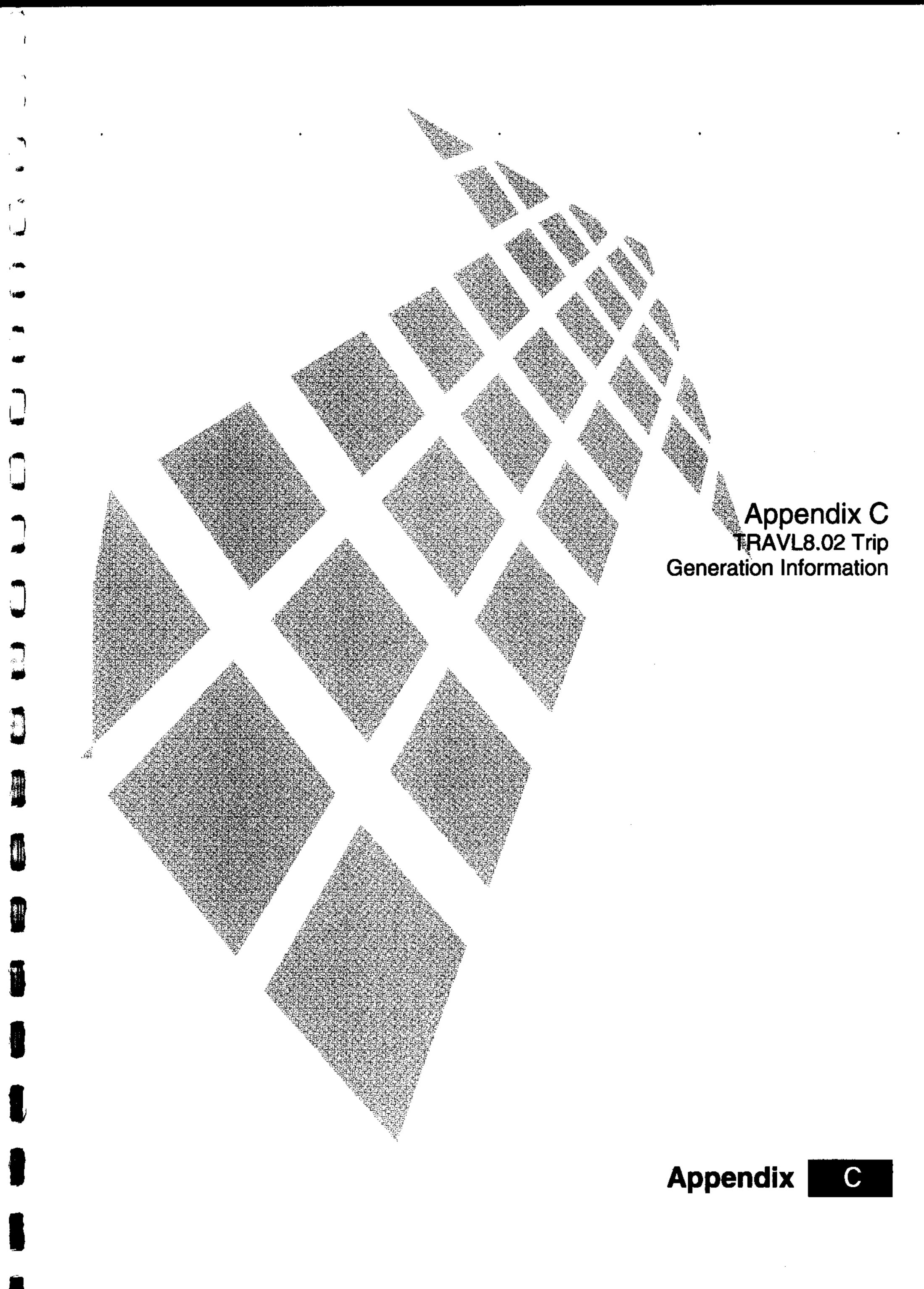
2 0.75 8 Parameters Walk Speed (metres/min) Bus reliability (mins) Rail reliability (mins)

Peak Periods

e i c	Stoo	Route	Distance (m)	Frequency (no./hr)	Weight	Walk Time (mins)	SWT (mins)	AWT (mins)	Access (mins)	EDF (mins)	Accessibility index
86 -88 Defancey Bus Services		1	189	6	1	1.25	3.33	5.33	6.58	4.56	4.56
Street	>	24	400	5	-	5.00	3.00	2.00	10.00	3.00	3.00
	z	27	240	g	-	3.00	5.00	7.00	10.00	3.00	3.00
	>	82	400	12	-	5.00	2.50	4.50	9.50	3.16	3.16
	<b>-</b>	88	440	ις	<del>-</del>	5.50	9.00	8.00	13.50	2.22	2.22
	<b>&gt;</b>	- 134 134	300	<del>1</del> 3	0.5	3.75	2.31	4.31	8.06	3.72	1.86
Railway							,				
	Cam	Camden Road	260	9	-	9.50	5.00	5.75	15.25	1.97	1.97
	Cam	Camden LUL	360	24	0.5	4.50	1.25	2.00	6.50	4.62	2.31
										Total	22.07

Public Transport Accessibility Levels

PTAL	Range of Index
1a (low)	0.01 - 2.50
₽	2.51 - 5.00
~	5.01 - 10.00
6	10.01 - 15.00
4	15.01 - 20.00
5	20.01 - 25.00
<b>Ga</b>	25.01 - 40.00
6b (high)	40.01 +



Name	Adshel Centre	€		Survey Date	05/03/2001
Business	Office/studio			Survey Hours 1	08:00-18:00
Address	55 Philbeach	Gardens		Survey Hours 2	
District	Earls Court			Survey Code	316
Borough	KENSINGTO	N & CHELSE	A		
Postcode	SW5 9DW			Site Area (sq.m)	0
Location	Inner	PTAL	6	Gross Floor Area (sq.m)	498
Class	B1 - Office			Retail Floor Area (sq.m)	0

	Total	Disabled	Visitor	<b>Employee</b>	Coaches	<b>Load Bays</b>
Parking	12	2	2	8		

Managed Parking N Waiting Restriction C

	Monday	Tuesd	ay	Wednesday Th	ursday	Friday	Saturday	Sunday
Open Hours								
	Ho	me	Work	Else				
Home		1						
Work		1	19					
Eise		3		1				
Bort Timore	•							

2 Part Ilmers **Full Timers** 15

Disabled Access No Travel Plan Νo

Site Notes

This is a small office/studio located in modern premises close to Earls Court station. It is located at the end of a cul-de-sac and does not generally receive casual visitors.

There are two staff kitchens on site.

**Survey Note** 

The survey comprised a count of all people and vehicles entering and leaving the site, questionnaire interviews with visitors and self completion questionnaires for management and staff.

Six car driver trips and two car passenger trips made by workmen carrying out renovations to the building have been included in the visitor trips in the Journey Purpose and Site Parking tables. They have been included as work to work trips on the Origin & Destination table.

Origin/Destination postcode data has not been included due to the small number of trips involved.

Name	B.T. Power Er	ngineering		Survey Date	10/06/1992
Business	Offices			Survey Hours 1	06:00-18:00
Address	Unit 3, Engine	ering Works		Survey Hours 2	
District	Station Road,	Tufnell Park		Survey Code	16
Borough	ISLINGTON				
Postcode	N19			Site Area (sq.m)	0
Location	Inner	PTAL	2	Gross Floor Area (sq.m)	610
Class	B1 - Office			Retail Floor Area (sq.m)	0

Total Disabled Visitor Employee Coaches Load Bays
Parking 8 2 6 1

Managed Parking N Waiting Restriction N

Monday Tuesday Wednesday Thursday Friday Saturday Sunday
Open Hours 08:30-16:30 08:30-16:30 08:30-16:30 08:30-16:30

Home Work Else

Home Work
Home
Work
Else

Part Timers 10

Disabled Access No No No

Site Notes There was a redundant workshop (90m2) not included in the GFA.

Survey Note This survey was conducted by the LB Islington.

Name	Albion Wharf		Survey Date	19/04/2005
Business	Residential Develo	pment	Survey Hours 1	07:00-22:00
Address	6 Hester Road,		Survey Hours 2	
District	Battersea		Survey Code	417
Borough	LAMBETH			
Postcode	SW11 4AL		Site Area (sq.m)	402
Location	Central	PTAL 4	Gross Floor Area (sq.m)	1950
Class	C3 - Residential		Retail Floor Area (sq.m)	0

Parking	Total [	isabled	Visitor Em	ployee Co	aches Lo	ad Bays
	Managed Parking		Y Waiting Restriction C			
	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	6 Beds +
Num Dwellings	22	23				
Residential Units	45	%	Car ownershi	p 42		
Distance To School		Dis	stance To Sho	<b>ps</b> 161		
	Home	Work	Else			

Home Work Else

Disabled Access No

Owner Code

Local Council

**Travel Plan** 

Νo

**Site Notes** 

Albion Wharf is a 5-storey residential block consisting of 45 apartments with shops on the ground floor. It is set within a residential and commercial area, south of the River Thames adjacent to Battersea Bridge.

The apartment is affordable in comparison to the surrounding residential blocks.

There is an underground car park, although this is not solely for use by the residents. Commercial businesses in the area use the car park more often than residents.

All residents own their apartments, nobody we interviewed stated that they rented.

**Survey Note** 

An enumerator counted outside the pedestrian/cycle access to the apartment block between 0700 and 1900 hours.

Self completion residential travel diaries were distributed to residents/visitors in the post a few days before the survey day and were collected on the survey day between 1700 and 2100 hours.

Name	Coverley Close		Survey Date	11/03/1998			
Business	Residential		Survey Hours 1	07:00-24:00			
Address	off Hanbury Stre	et	Survey Hours 2	Survey Hours 2			
District	Whitechapel		Survey Code	242			
Borough	TOWER HAMLE	ETS					
Postcode	E1 5HY		Site Area (sq.m)	2388			
Location	Inner	PTAL 3	Gross Floor Area (sq.m)	0			
Class	C3 - Residential		Retail Floor Area (sq.m)	0			

Parking	Total D	isabled	Visitor Emp	loyee Co	aches Lo	ad Bays
	Managed	i Parking	N Wai	ting Restri	iction C	
Num Dwellings	1 Bed	2 Bed 14	3 Bed	4 Bed	5 Bed	6 Beds +
Residential Units Distance To School	14		Car ownership stance To Shop	71 <b>s</b> 200		
Home	Home	Work	Else			

Home Work Else

Disabled Access No

Owner Code

Local Council

Travel Plan

Νo

**Site Notes** 

This is a small residential site in the heart of East London, about 400m from

Whitechapel Road. It comprises 14 two-bedroom houses.

**Survey Note** 

The survey involved a count of all people and vehicles entering and leaving the site. Diary type questionnaires were distributed to households on the day before, and collected the day after the survey. Residents were offered assistance with completion of the forms upon collection.

Name	Tysoe Avenue Development	<b>Survey Date</b> 13/07/20	05
Business	Mixed private and affordable	Survey Hours 1 07:00-22	2:00
Address	Tysoe Avenue	Survey Hours 2	
District	Enfield Lock	Survey Code 387	
Borough	ENFIELD		
Postcode	EN3 6FE	Site Area (sq.m) 396	0
Location	Outer PTAL 1	Gross Floor Area (sq.m) 118	37
Class	C3 - Residential	Retail Floor Area (sq.m)	0

Parking	<b>Total</b> 18	Disabled	Visitor Empl	oyee Co	aches Lo	ad Bays
	Managed Parking		Y Waiting Restriction W			
Num Dwellings	<b>1 Bed</b> 10	<b>2 Bed</b> 8	3 Bed	4 Bed	5 Bed	6 Beds +
Residential Units Distance To School	18		Car ownership stance To Shops	71 <b>s</b> 386		
Home Work Else	Home	Work	Else			
Disabled Access No	D.					

Owner Code

**Local Council** 

**Travel Plan** 

Νo

**Site Notes** 

The development is situated within a residential area and is within 5 minute walk of Enfield Lock Railway Station.

The modern development was built in 1998 and is situated at the far end of a cul-de-sac. The development comprises 7 apartment blocks, 5 are private and 2 are affordable housing units. Within the apartment blocks are a total of 84 residential units, of which 66 are private and 18 are affordable.

Residents park in allocated spaces on site.

**Survey Note** 

Vehicle, vehicle occupants and pedestrian counts took place between 0700 and 2200 hours at the access to the development and outside the two apartments blocks.

Residents and visitors were given travel diaries to fill out based on their travel for the day. Surveyors collected these diaries over two evenings.

The weather was dry, warm and sunny.

71% of all residents own 1 car and 29% do not own a car.