

Fitzjohn's Avenue, NW3

Prepared for the London Borough of Camden

Transport Assessment

A detailed planning application, submitted on behalf of PegasusLife to provide specialist living accommodation for older people



PegasusLife



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Arthur West House,
79 Fitzjohn's Avenue,

Transport Assessment

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1 INTRODUCTION

- 1.1 TTP Consulting are retained by PegasusLife ('the Applicant') to provide traffic and transport advice in relation to their proposal to redevelop Arthur West House at 79 Fitzjohn's Avenue, in Hampstead, within the London Borough of Camden (LBC). The site location is indicated at **Figure 1**.
- 1.2 The proposal seeks to provide specialist living accommodation for older people comprising up to 42 flats at Arthur West House. All of the flats will be wheelchair accessible and will have shared communal facilities, a health and well-being facility, and, accommodation for staff and visitors. The specialist living accommodation will provide safe and secure parking for both residents and employees.
- 1.3 It is envisaged that many of the prospective residents will have previously lived in the area and own a car. Mobility and independence are key factors influencing the decision making process for the elderly. Therefore, the ability to own a car and park/store it on-site is important for many prospective residents.
- 1.4 Arthur West House currently falls within a sui generis use class. The current use of Arthur West House as a hostel comprises approximately 140 rooms.
- 1.5 This Transport Assessment considers the effect of the proposals on transport issues including parking provision in the context of local, regional and national planning policy, trip generation, the operation of the local highway network and servicing.

Scope of the Report

- 1.6 The remainder of the report is set out as follows:
- Section 2 sets out the existing situation and the accessibility of the site;
 - Section 3 sets out the development proposals;
 - Section 4 provides a summary of relevant national, regional and local planning policies;
 - Section 5 sets out the effects of the proposals; and,
 - Section 6 provides a summary and conclusion.

2 EXISTING SITUATION

Background

- 2.1 The development site Arthur West House, is located on Fitzjohn's Avenue approximately 3-4 minutes' walk to the south of Hampstead Station, in the London Borough of Camden.
- 2.2 The site is well located within walking and cycling distance of a large number of employment, leisure and shopping opportunities as well as being served by public transport links via London Underground Stations and a number of bus routes.

Local Highway Network

- 2.3 Arthur West House fronts on to the western corner of the junction between Fitzjohn's Avenue and Prince Arthur Road.
- 2.4 The B511/Fitzjohn's Avenue is a residential street which has a single lane for traffic in either direction. It operates in a broadly north-south orientation. There are double yellow lines along the western side of the carriageway in the vicinity of the site and residents permit parking bays on the eastern side. Fitzjohn's Avenue runs between Hampstead High Street to the north and the A41 (Swiss Cottage) to the south. It is subject to a 30mph speed limit.
- 2.5 Prince Arthur Road dissects Fitzjohn's Avenue offering a broadly east-west route with residents permit parking on either side of the road.
- 2.6 The A502/Rosslyn Hill is a strategic route through the Borough and, in the vicinity of the site, is subject to a 20mph speed limit. Rosslyn Hill operates in a northwest-southeast orientation connecting to Hampstead to the north and Belsize Park to the south.

On-Street Parking

- 2.7 The roads surrounding Arthur West House are within zone CA-H (Hampstead) of the Controlled Parking Zone (CPZ) where restrictions apply Monday to Saturday between 09:00 and 20:00.
- 2.8 A copy of the relevant CPZ plan for the LBC is included at **Appendix A**.

Car Clubs

- 2.9 Car clubs offer a viable alternative to owning a car for people living / working in the vicinity, particularly for those that require the use of a car infrequently.
- 2.10 There are several car club bays in the vicinity of Arthur West House as follows:
- Zipcar vehicle on Fitzjohns Avenue;

- Zipcar vehicle on Hampstead High Street; and
- Zipcar vehicle on Willoughby Rd.

Accessing the Site by non-car modes

Walking

- 2.11 The site is located within walking distance of shops, businesses and services located in the surrounding area. Hampstead Station is within walking distance of Arthur West House. A range of amenities such as chemists, newsagents, banks, pubs, cafés and restaurants, etc. are located along Hampstead High Street and Rosslyn Hill which are within walking distance of the site to the north.
- 2.12 In summary, the site has good pedestrian accessibility to the surrounding retail, employment, leisure and public transport access points. Footpaths are present on the likely pedestrian desire lines, are of an appropriate width and have lighting columns present at frequent intervals. There are crossing facilities at key locations.

Cycling

- 2.13 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the CIHT in 1996. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8 kilometres) of which 60% are by car. The guidelines highlight that there is a 'Substantial potential for substituting cycling for driving' for distances up to 5 miles. Much of north London is within five miles of the site, specifically areas including: Hampstead Heath, Golders Hill Park, The Royal Parks and Camden. Therefore, there is scope for the uptake of this sustainable mode in particular by staff or visitors to the site.
- 2.14 Fitzjohn's Avenue is designated as '*routes signed for use by cyclists on a mixture of quiet and busier roads*' by Transport for London (TfL). In addition, the off-street '*greenway*' cycle routes present within Hampstead Heath are in close proximity to the site. These routes connect to the wider cycle network in London.

Public Transport

- 2.15 This section explores the opportunities to travel to and from the site by public transport.

Bus Services

- 2.16 The closest bus stop to Arthur West House is located on Fitzjohn's Avenue, approximately 85m to the south of the site. Routes 46 and 603 can be caught from here.

2.17 A further bus stop outside Hampstead Station approximately 125m to the north is served by the number 268 bus.

2.18 **Table 2.2** provides a summary of the bus services available in the local area, as described above and includes the associated frequencies. **Appendix B** contains the relevant TfL Bus Route Map.

Table 2.2: Bus Services Accessible from the Site			
Service No	Destination	Frequency (every 'x' minutes)	
		Weekday	Weekend
46	St Bartholomew's Hosptial to Westbourne Street	10-12	10
268	O2 Centre/Sainsbury's to Golders Green Station	9-13	10-14
603	Swiss Cottage to Muswell Hill	2 per day	-

London Underground Services

2.19 Hampstead Station is the closest to Arthur West House located on Hampstead High Street approximately 315m to the north. Tubes run through the station regularly throughout the day between Edgware and Morden via Charing Cross or Bank.

London Overground Services

2.20 Finchley Road and Frognal Station is located approximately 690m to the southwest of Arthur West House offering 8 services every hour towards Stratford, 4 towards Richmond and 3 towards Clapham Junction.

Public Transport Accessibility Level

2.21 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

2.22 Walk times are calculated from the specified point of interest to all public transport access points: bus stops, light rail stations, underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point.

- 2.23 A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail, etc.) are then added to give a single value. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.
- 2.24 The measure, therefore, reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.
- 2.25 Arthur West House has a PTAL rating of 3, measured from the centre of the site in accordance with best practice, which indicates a moderate level of accessibility to public transport. **Appendix C** contains the TfL PTAL summary reports.

3 DEVELOPMENT PROPOSAL

- 3.1 This section sets out the details of the proposed development. A copy of the architect's ground and basement floor layout plan has been included at **Appendix D**.
- 3.2 It is envisaged that the proposed specialist living accommodation for older people, on Fitzjohn's Avenue, will deliver up to 42 flats. All units will be designed to adaptable wheelchair standards. The development will also support shared communal facilities, a health and well-being facility, concierge facilities and accommodation for staff and visitors.
- 3.3 In addition, and in line with other comparable facilities, the development will incorporate a basement car parking storage facility that will be electronically operated.
- 3.4 It is envisaged that parking for up to 33 cars will be provided at the development which equates to a parking ratio for residents of up to 1:1. The level of car parking is comparable with other similar extra care facilities around the country and reflects the demographic characteristic and needs of potential purchasers. Parking provision is considered further at **Sections 4 and 5**.
- 3.5 Cycle parking will be provided, in particular, for visitors and staff. Vehicular access into the site is proposed to be to / from Prince Arthur Road via an existing crossover across the public footway. Servicing and refuse collection will take place as existing from Fitzjohn's Avenue.
- 3.6 The layout plans at **Appendix D** illustrate the access arrangements and location of the bicycle store. Further detail is provided in **Section 5**.

4 JUSTIFICATION FOR PARKING

- 4.1 This section summarises the relevant transport policies at national, regional and local level which will be considered. The following paragraphs set out the national and local planning policy justification for parking to be provided at the site at a ratio of up to 1:1.
- 4.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.
- 4.3 With regards to parking, paragraph 39 states that: *"If setting local parking standards for residential and non-residential development, local planning authorities should take into account:*
- *the accessibility of the development;*
 - *the type, mix and use of development;*
 - *the availability of and opportunities for public transport;*
 - *local car ownership levels; and*
 - *an overall need to reduce the use of high-emission vehicles."*
- 4.4 The NPPF, which postdates all local policy takes a deliberately pragmatic and reasonable approach to parking and states (at para 39) that car parking standards should take account of the accessibility of a development and, importantly, *"the type, mix and use of development"*.
- 4.5 Earlier at paragraph 32 (third bullet point), it states that *"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."* This is a new and deliberate attempt to ensure that transportation issues do not stand in the way of economic activity.
- 4.6 We address the five key issues which the NPPF identifies that need to be considered when setting parking standards and, by implication, which need to be considered when assessing the level of parking proposed within a development proposal.

Accessibility

- 4.7 The Camden Development Policies (CDP) document, which was adopted in 2010, forms part of Camden's Local Development Framework. Policy DP18 (Parking standards and limiting the availability of car parking) at paragraph 18.3 states that *"the Central London Area and our town centres, other than Hampstead, are well-equipped to support car free households and businesses as they have high levels of public transport accessibility...Camden will expect development in these areas to be car-free and will resist the inclusion of general car parking unless supported by a Transport Assessment or other compelling justification"*.

- 4.8 Furthermore, Policy DP18 of the Camden Development Policies document implies that development sites within Hampstead are not well equipped to support car free households. The site is located on the western side of Fitzjohn's Avenue which forms the boundary between the Frognal and Fitzjohn's Ward and the Hampstead Town Ward and, therefore, although the site is not formally located within Hampstead, it is located adjacent to its boundary and is, therefore, located in a part of Camden that is not well suited to car-free or car-capped development.

Type, Mix and Use of Development

- 4.9 As noted above, the development proposal aims to provide specialist living accommodation for older people. All residents will be 60 plus, although the average age at point of entry is likely to be 70 plus (and in 5-10 years' time it is anticipated that the average age will be 75-80 plus) and all of the rooms will be wheelchair accessible.
- 4.10 Camden Planning Guidance 7 (CPG 7 Transport) states that "*where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling*". Consequently, our view is that providing 1:1 car parking for the specialist living accommodation for older people (incorporating 100% wheelchair compliant units) would comply with Camden Policy which requires on-site parking for each wheelchair unit.
- 4.11 CPG7 also states that "*the Council will consider a request for a designated disabled space on-street in the same way whether the development is formally car free or not*". Therefore, if permitted, many residents are likely to be able to apply for a disabled parking space on-street in accordance with CPG7, displacing existing residents. Therefore, the provision of on-site parking would assist in reducing on-street parking demand in the future.

Access to Public Transport

- 4.12 The site is located within walking distance of Hampstead Station (approximately 310m) and has a Public Transport Accessibility Level (PTAL) rating of 3, which Transport for London considers to be an average level of public transport accessibility.

- 4.13 Reference is made to the Officer Committee Report for New End Nurses Home (Application Ref: 2012/3089/P) which states at paragraph 6.64 that:

"The site [New End Nurses Home] has a PTAL of 3, which means it is not reasonable to insist the development is made car-free and this position was agreed by officers in 2007, prior to applications and discussions from 2008 onwards for schemes which also included a basement car park. It is recognised that the adopted policy has changed since this time, as car-free is strongly encouraged in highly accessible areas. However, the CPG7 guidance details that the policies relating to car-free are more easily supported and promoted from PTAL 4 or above and it is considered that it would be difficult to resist new on-site car parking in the light of this rating situation.

Notwithstanding, the applicant has agreed that the development will be car-capped to mitigate on-street parking impacts, which would prevent residents from applying for on-street parking permits and this will be secured by S106".

- 4.14 This is relevant in so far as it reiterates the point that car-free developments are encouraged in highly accessible areas with a PTAL 4 or above.
- 4.15 The PTAL rating of the site is 3, as measured from the centre of the site, in accordance with best practice. It is worth noting at this point that circa 92% of the site has a PTAL rating of 3 with only the north-west corner of the site benefitting from a PTAL rating of 4. As the site does not benefit from a high PTAL rating it is therefore not considered to be reasonable to insist that the development is car-free or car-capped.

Local Car Ownership Levels

- 4.16 A review of (2011 Census) car ownership data for Camden indicates that the Frognal and Fitzjohns Ward exhibits the highest level of car ownership of any Ward in the Borough (of 0.83 per household) with, for example, only 41% of the population not having access to a car (compared to the Borough average of 61%).
- 4.17 It is also pertinent to note that in the Frognal and Fitzjohns Ward 18% of the local population own more than one car, with car ownership in the Ward of 0.83 per household.
- 4.18 Further, it is also pertinent to note that, based on PegasusLife's experience and knowledge of the market, the majority of residents of the proposed development are anticipated to already be living in the London Borough of Camden, many of whom are likely to be downsizing from properties local to the area (ie from Frognal and Fitzjohns and Hampstead Wards) and will, therefore, have lived in the area and had the benefit of an off-street parking space and/or access to parking permits previously.

- 4.19 In light of the above, in the context of the advice set out in the NPPF it is reasonable and appropriate to provide parking for future residents of the site.

The Need to Reduce the Use of High-Emission Vehicles

- 4.20 The provision of parking will not lead to a significant increase in car use, nor will it encourage the use of private cars.
- 4.21 The proposed development seeks to accommodate ageing (and, in some cases, vulnerable) residents. The applicant's experience at other sites is that whilst such residents are often car owners and reluctant to give up their cars, these residents do not use their cars regularly.
- 4.22 Therefore, the need for car ownership relates more to the need to offer residents of the site the feeling of safety and security (ie by being able to rely on a car, rather than active modes or public transport which ageing residents would not necessarily be suited to using) and will not necessarily lead to extensive use of the car on a day to day basis. Furthermore, there is no history of downsizing in the area since there is currently a lack of suitable accommodation, therefore PegasusLife's proposals are likely to be novel in the local market. It is anticipated that there will be a natural reluctance to downsize to appropriate accommodation with care and support, notwithstanding the way such accommodation can improve wellbeing and quality of life. It is therefore important to address barriers and lack of car parking is one such important barrier for this age-group.
- 4.23 This matter is considered further at paragraph 4.32 to 4.35.

Other Issues

Existing Use

- 4.24 Camden Planning Guidance 7 (CPG 7 Transport) states at paragraph 5.5 "*car-free or car-capped housing may be sought wherever development involves the creation of one or more additional dwellings – whether newly built, or created by conversion or change-of-use*".
- 4.25 Given that the existing site has approximately 140 units and that the proposed development will comprise up to 42 units there will be a reduction in the number of units on-site and therefore our view is that for this development proposal car-free or car capped housing would not be compliant with local policy.
- 4.26 In addition, it is pertinent to note that the existing use of the site does not have a permit free agreement in place and consequently long term residents of the site would have had the right to apply for an on-street parking permit. Therefore the reduction in the number of units at the site will reduce the parking demand, whether that be on-site or on-street.

4.27 Paragraph 6.67 of the Officer Committee Report for New End Nurses Home (Application Ref: 2012/3089/P) states that *"it can be argued that renewed occupation of the building as a 75 bedroom hostel (with unrestricted Sui Generis use) by students, medics or professional people could have higher car ownership levels than that of the old nurses' hostel"*. Thereby implying the right of residents of Sui Generis use class to own and obtain a parking permit. The point is held that the reduction in number of units on-site reduces the number of units capable of generating a demand for residents parking permits and hence, the Council's normal parking policies would not apply. It is therefore considered that it is not reasonable to resist on-site parking for the proposed specialist living accommodation for older people.

4.28 Furthermore, this point was tested at the 14 Netherhall Gardens appeal in which the Inspector, at Paragraph 11 of the Appeal Decision, concluded that *"the wording of the relevant passages of CPG7 is unambiguous"*.

Access

4.29 Vehicular access into the site is proposed to be to / from Prince Arthur Road via an existing crossover across the public footway. Therefore the provision of on-site parking would be compliant with Policy DP19 (Managing the impact of parking) which states that *"the Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment"*. Specifically Policy DP19 states that the Council would resist development that requires a *"detrimental amendment to existing or proposed Controlled Parking Zones"*.

4.30 Reference is made to the aforementioned Appeal Decision for the proposed development at 14 Netherall Gardens, the proposal for which sought to reduce the number of residential units at the site. Paragraph 13 states that the reduction in the potential for residents to obtain parking permits represents a considerable benefit to the scheme:

"It is credible that refurbishment of the existing units, which is a potential fall-back position, would attract more affluent residents with a higher car ownership, but the evidence falls short of proving that the likely demand would be close to the maximum possible number of permits. Nonetheless, it is acknowledged that the reduction in potential demand for on-street parking would be a positive feature of the scheme, in an area of recognised parking stress, and in this respect would comply with the objectives of CDP Policy DP19".

4.31 The proposal for Arthur West House would significantly reduce the potential parking demand when compared to the existing potential parking demand and is therefore in compliance with the objectives of CDP Policy DP19 which states that the Council *"will resist developments that would harm on-street parking conditions or harm highway safety"*.

Understanding the need

Moving Distance

- 4.32 A national research project entitled '*Extra care housing: where do residents come from?*' has been undertaken by Carterwood, in collaboration with the Associated Retirement Community Operators (ARCO) and its members to ascertain if existing resident behaviour can inform the sector in setting its own industry standard catchments. In total, 3,823 elderly residents from 87 extra care housing schemes based in England and Wales and 12 ARCO members took part in the research project.
- 4.33 A calculation was made between the postcode of their last residence and the postcode of the extra care scheme where they currently reside, which indicated that 39% of those moving to extra care facilities, such as the proposed, come from within 3 miles, and that local geography is the most significant influencing factor. Furthermore, it was demonstrated that there is a direct correlation between how urban or rural an area is and how far people will travel. The more 'urban' an area, the shorter the average distance of travel and that whilst urban residents have good accessibility to road networks, they prefer to stay within their own locality.
- 4.34 It is therefore relevant that those moving to the proposed development are likely to have lived nearby and in many cases residents will have owned a car (see car ownership levels detailed earlier in this Section) and, as such, the ability to maintain car ownership would be an influencing factor, as well as geography, in their decision to move.
- 4.35 The research paper concludes that there is a genuine lack of supply of extra care housing, both private leasehold and affordable provision. In summary, local geography is a critical determinant for those residents moving to extra care facilities, as are mobility and indeed the continued perception of mobility and independence, which are discussed further in the following paragraphs.

Research Studies

- 4.36 A number of research studies have been undertaken in relation to car ownership and social well-being amongst the elderly. First and foremost the following quote is poignant:

"Many studies have verified that mobility, defined as actual or potential movement in physical space, enhances quality of life or wellbeing in later life. Quantitative research has repeatedly found positive statistical associations between indicators of trip-making, out-of home activity engagement, the availability of various means of transport and unfulfilled transport needs, on the one hand, and measures of wellbeing, on the other". [Banister and Bowling 2004]

- 4.37 The following quotes from studies / research papers consider the social and psychological benefits of elderly people using a car and being mobile in general:

"Giving up driving is associated with an increase in depressive symptoms (Ra et al, 1997). A reduction in mobility can result in an increase in isolation, loneliness and depression and an overall poorer quality of life." [Musselwhite and Haddad, 2010]

"Giving up driving for older people is often associated with a range of negative impacts. Previous research around older people and driving cessation has found a reduction in quality of life, as measured through subjective wellbeing. In some instances, giving up driving has also been linked with depression, as measured on a validated depression scale." [Musslewhite and Shergod, 2013]

"The transition to driving cessation is associated with health declines for older adults as measured by several indicators. Additionally, general health declines more sharply following driving cessation. These findings highlight the importance of interventions to sustain driving mobility among older adults." [Edwards, Rebok and Roth, 2009]

"Driving cessation may not only be associated with health declines, but with increased mortality risk as well. Edwards, Perkins and colleagues (2009) found that older adults who either ceased driving or never drove were four to six times more likely to die over the subsequent three years than older adults who continued driving." [Aging Health, 2013]

"Interestingly, health and physical performance not only influence the decision to drive, but appear to decline further after driving cessation occurs. Edwards, Lunsman and colleagues (2009) showed that older adults' transition to driving cessation was accompanied by declines in physical performance and self-reported physical and social health, while ratings of general health declined more rapidly following driving cessation." [Aging Health, 2013]

Summary

- 4.38 The quality of life for older people is closely related to mobility. Transport provides an essential link to friends, family and the wider community - a vital lifeline to maintaining independence. The aforementioned research studies clearly identify a link between mobility and social-wellbeing for the elderly. The provision of on-site parking at the proposed development not only accords with Camden planning policy CPG 7 but also supports the needs of residents to retain independence and therefore allow their quality of life to continue. It is considered that the scheme would provide an opportunity for people to make a managed move towards car-free living.

5 EFFECTS OF THE PROPOSALS

- 5.1 This Section considers the effects of the development proposals in traffic and transport terms.
- 5.2 Generally, a development of the scale and nature proposed will have little material impact in traffic / transport terms, in the context of the currently permitted use of the site. This Section of the report considers the following:

- Car parking - AECOM Parking Usage Survey;
- Trip generation;
- Cycle parking;
- Servicing and refuse collection; and,
- Travel Plan.

Car Parking

- 5.3 As mentioned previously, the development proposal seeks to provide up to 33 parking spaces. This is considered to be an acceptable level for the development reflecting the demographic characteristics and demands of potential buyers, whilst adhering to Camden planning policy.
- 5.4 The development will feature electric vehicle charging points in accordance with London Plan policy to encourage the takeup of electric vehicle ownership and reduce the localised CO2 emissions of the development.

AECOM Parking Usage Survey

- 5.5 A parking survey was undertaken by AECOM in August 2014 at two existing retirement developments within London with on-site parking provision in order to gain an understanding of the likely level of use of parking at the site. The results of the survey were used to inform the level of parking required to support the development.
- 5.6 The two sites were located in Acton and Isleworth. The site in Acton is considered to be comparable to the proposed development on Fitzjohn's Avenue due to its level of accessibility and PTAL rating of 2. The site had 44 residential units and 18 parking spaces equating to a parking ratio of 0.43. It is worth noting that on-street parking was also available on the local roads in the vicinity of the site.

- 5.7 The survey determined how many on-site parking spaces were utilised at the site in Acton throughout the day and the length of stay of each vehicle. A full analysis of the results can be found within the Technical Note prepared by AECOM which also supports the planning application proposal.
- 5.8 The surveys indicated that utilisation was highest between 14:00 – 14:30 when 13 (or 72%) of the 18 spaces were in use. The results also indicate that just under 30% of the residents at the site parked a car in the car park, however, it is noted that there is also parking available on-street in the area which residents may have utilised. When applied to the Fitzjohn's Avenue development, of the 33 spaces in the car park, 10 would potentially be utilised by residents at the busiest time of day.
- 5.9 The survey also indicated that in total, 10 of the 18 spaces (over half of the spaces) at the site were occupied for the entire day by vehicles owned by residents. This suggests that the car parks were considered to act as car storage areas as opposed to car parking, as the spaces had a low turnover of use and were utilised for extended periods of time. If the same percentage is applied to the Fitzjohn's Avenue development then it can be expected that of the 33 spaces, cars owned by residents would be likely to park in 18 of the spaces throughout the day.
- 5.10 As mentioned in Section 4, a review of (2011 Census) car ownership data for Camden was undertaken which indicates that the Frognal and Fitzjohns Ward, in which the site is located, exhibits the highest level of car ownership of any Ward in the Borough (of 0.83 per household). It is also relevant to reiterate the fact (as noted in Section 4) that the majority of residents of the proposed development are anticipated to already be living in the London Borough of Camden, many of whom are likely to be downsizing from properties local to the area (i.e. from Frognal and Fitzjohns and Hampstead Wards) and will, therefore, have lived in the area and had the benefit of an off-street parking space and/or access to parking permits previously.
- 5.11 It is therefore anticipated that a higher level of car ownership will occur at the proposed development. This is expected to be due to a number of factors including:
- the age of prospective residents;
 - the fact that the Acton and Isleworth sites are established developments where the level of car ownership is likely to have reduced over time; and,
 - the level of accessibility of the site by public transport.

- 5.12 The existing residents of the 140 bedroom hostel at Arthur West House would have been entitled to purchase resident parking permits (see Terms and Conditions for Resident Parking Permits in **Appendix E**) although it is unlikely that many will have done so due to the demographic characteristics of the residents.
- 5.13 The proposal seeks to reduce the number of dwellings on-site which suggests that Paragraph 5.5 of CPG7 is relevant in this case, which states that car-free or car-capped housing may be sought where development involves the creation of one or more additional dwelling. Notwithstanding this, the Applicant has confirmed that, should 33 on-site parking spaces be provided, it is willing to enter into a permit free agreement for the development to restrict future residents from being able to purchase resident parking permits. The proposed level of parking provision will provide sufficient parking for the development and will ensure there is no overspill parking as a result of the proposal.

Trip Generation

- 5.14 With reference to the Technical Note prepared by AECOM, the average vehicular trip rate for both the Acton and Isleworth sites were calculated. A traffic survey was also conducted at the access point to the car parks at the Acton and Isleworth sites to establish the total number of vehicles into and out of the site throughout the day. This data has been used to calculate a vehicle trip rate for the Fitzjohn's development which, when compared to the trip rate for a traditional C3 residential development, is significantly lower.
- 5.15 **Table 5.1**, on the following page, summarises the vehicle trip generation results for the proposed development.

Table 5.1: Proposed Vehicle Trip Generation (42 units)

Time Period	Trip Rate			Number of Trips		
	In	Out	Total	In	Out	Total
0700-0800	0	0	0	0	0	0
0800-0900	0.023	0.023	0.046	1	1	2
0900-1000	0.057	0.012	0.069	2	0	2
1000-1100	0.024	0.035	0.059	1	1	2
1100-1200	0.011	0	0.011	0	0	0
1200-1300	0.035	0.023	0.058	1	1	2
1300-1400	0.058	0.011	0.069	2	0	2
1400-1500	0.035	0.081	0.116	1	3	4
1500-1600	0.011	0.035	0.046	0	1	2
1600-1700	0.023	0.046	0.069	1	2	2
1700-1800	0.023	0.046	0.069	1	2	2
1800-1900	0.023	0.011	0.034	1	0	1
Daily	0.323	0.323	0.646	11	11	22

- 5.16 The results indicate that there are anticipated to be low levels of vehicle movements at the proposed development. It is notable that there is little variation in the level of trips made at the extra care facilities throughout the day and in particular, the level of vehicle trip generation during usual highway network peak periods remains low.
- 5.17 The table shows that the highest number of vehicle trips made at the development are likely to be between 14:00-15:00 when 4 two-way movements can be expected. In total there are likely to be 22 two-way movements throughout the day.
- 5.18 Whilst the residents of the *existing* hostel will have been entitled to purchase a resident parking permit it is unlikely that many will have done so, indicating that the existing site will currently generate a low level of vehicle movements. There is therefore likely to be no material change in the number of vehicle movements generated by the site as a result of the proposed development. The level of change is likely to fall well within the day to day variation that is likely to occur in the local area in the normal course of events, and is therefore not considered likely to have an impact on the local highway conditions.

National Travel Survey

- 5.19 The National Travel Survey (NTS), conducted by the Department for Transport, provides a source for data on personal travel patterns. As noted previously, all residents will be 60 plus, although the average age is likely to be 70 plus (and in 5-10 years' time it is anticipated that the average age will be 75-80 plus).
- 5.20 The 2013 NTS data indicates that the peak age group for car/van travel is 40-49 years where, on average, 747 trips are made per person per year. By age 70+, the figure reduces to 470 trips per person per year which represents a reduction by 37%.
- 5.21 As mentioned previously, the prospective elderly residents are unlikely to travel during the usual local network peak hours when people are commuting to/from work or school. The 2013 NTS data provides a breakdown of the number of trips (per person per year) for each age group, by purpose. For those aged 70+, just 2% of trips are commuting trips, whilst the highest proportion, 38% are to the shops and the second highest purpose are personal business trips. Other trip purposes include visiting friends, and accessing sports / entertainment or education trips which can generally be made at any time of day and are not restricted to occur during peak periods.
- 5.22 In summary, the impact of the proposed development on the local area in transport terms is likely to be minimal considering that elderly people tend to travel less by car than those of other age groups, and, trips by all modes are likely to be made outside of the usual commuter/network peak periods.

Cycle Parking

- 5.23 Cycle parking will be provided on the lower ground floor for staff, residents and visitors of the development. Showers, changing facilities and lockers will be provided for staff to encourage them to travel to the site by bicycle.
- 5.24 The proposals include the provision of cycle parking in accordance with London Plan requirements. The Revised Early Minor Alterations to The London Plan, published in October 2013, suggest that for sui generis use class 1 space per 10 or 20 staff plus provision for visitors is required.
- 5.25 The Further Alterations to the London Plan, published in January 2014 but not yet adopted suggest the provision of 1 space per 8 staff for long-stay plus provision for short-stay.

Servicing and refuse collection

- 5.26 Servicing and refuse and recycling collection will be undertaken on-street, from Fitzjohns Avenue, close to the access into the site. To facilitate refuse and recycling collection from Fitzjohns Avenue, refuse and recycling for the residential units would be stored at ground floor level close to the front of the site.
- 5.27 A first principles approach suggests that as the proposed development will significantly reduce the number of residents at the development, it is anticipated that there will be a reduction in the servicing requirements, which are likely to consist of regular laundry and catering deliveries.

Framework Residential Travel Plan

- 5.28 A draft Framework Residential Travel Plan has been prepared to support the planning application proposal. This is contained in **Appendix F**.
- 5.29 The Travel Plan will be part of the process of facilitating a planned transition to car-free living. The measures set out in the Travel Plan seek to reduce the number of car trips made to the development and encourage residents, staff and visitors to travel by sustainable modes of transport, in particular, by walking and cycling, where practical and possible.
- 5.30 The Framework Travel Plan is a strategy setting out sustainable travel options and measures. The primary objective of the Travel Plan is to set out a long term strategy to facilitate and encourage modes of travel to the site by sustainable modes.
- 5.31 The Travel Plan has been prepared in accordance with TfL's Travel Planning Guidance. It is anticipated that the final Travel Plan would be secured by way of a legal agreement or planning condition.
- 5.32 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe, sheltered and secure cycle parking. The 'soft' measures include initiatives providing information on public transport services.
- 5.33 The Travel Plan will be supported by an appointed Travel Plan Coordinator who will report the findings of monitoring surveys back to the Council.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 TTP Consulting are retained by PegasusLife ('the Applicant') to provide traffic and transport advice in relation to their proposals to redevelop Arthur West House at 79 Fitzjohn's Avenue, in Hampstead, Camden.
- 6.2 The proposal seeks to provide specialist living accommodation for older people comprising up to 42 wheelchair accessible flats at Arthur West House with safe and secure parking for residents, at a ratio of up to 1:1. All residents will be aged 60 plus, although the average age is likely to be 70 plus (and in 5-10 years' time it is anticipated that the average age will be 75-80 plus).
- 6.3 It is acknowledged that there is a lack of supply of specialist living accommodation for older people such as that which is proposed, both private leasehold and affordable provision, and that the development proposal for Arthur West House seeks to narrow the gap between supply and demand, locally, within Camden. Furthermore, due to the current lack of supply there is no history of downsizing to specialist accommodation amongst older people in the area.
- 6.4 The site has a PTAL rating of 3 demonstrating that the site has a moderate level of accessibility to public transport.
- 6.5 The proposed level of parking provision is in accordance with Camden Plan Guidance 7 which states that that "*where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling*". Consequently, as 100% of the units will be wheelchair compliant the provision of 1 car parking space per unit is considered to be appropriate.
- 6.6 In general, older people are less likely to travel than younger people, the number of journeys made declines with age and the trips get shorter, due to changing needs, income and disability. The National Travel Survey data indicates that the prospective elderly residents are unlikely to travel during the usual local network peak hours when people are commuting to/from work or school. Furthermore, the number of car/van trips made per person per year reduces by 37% for those aged 70+ when compared to the peak age group for trips by car/van. The trip generation exercise further suggests that there are likely to be a low level of vehicular movements generated by the proposed development, approximately 2 – 4 two-way movements on average per hour.

- 6.7 There will be opportunities for residents, but particularly staff and visitors, to make use of the sustainable modes of transport available in the local area. The site is located approximately 3-4 minutes' walk to the south of Hampstead Station where local bus services also pass. Finchley Road and Frognal Station is also nearby, located approximately 690m to the southwest of Arthur West House.
- 6.8 There are anticipated to be approximately 2-3 deliveries per day as a result of the proposal, which considering the existing use of the site as a 140 bedroom hostel, is likely to be a reduction in servicing movements. This is expected to have a beneficial impact on the operation of and the environmental condition of the surrounding highway network.
- 6.9 Cycle parking will be secure, sheltered and provided in line with Council's and London Plan standards.

Conclusion

- 6.10 In light of the above, it is concluded that there would not be any unacceptable impact on the highways and transportation network arising from the proposed development and therefore, that it will be entirely in accordance with the requirements of the NPPF.