

Job No: 2014-1955
File Ref: N05-PC-LBC Response
Date: March 2015
Job Title: Arthur West House, 79 Fitzjohn's Avenue

Subject: Response to LBC Transport Comments

Introduction

1. TTP Consulting are retained by the Pegasus Life ("the applicant") to provide traffic and transport advice in relation to the proposed redevelopment of Arthur West House, 79 Fitzjohn's Avenue in the London Borough of Camden to provide specialist living accommodation for older people.
2. This note has been prepared in response to comments made by the Council's Transport Officer.

Comment 1 – Cycle Parking

3. On behalf of the applicant, we confirm that sufficient space is available to provide 42 cycle parking spaces for residents plus 2 spaces for staff at lower ground floor level.
4. Following the proposed minor modifications to the planning submission, we can confirm that step free access will be available between lower ground floor level and ground floor level, via a DDA compliant ramp.
5. Cycle parking will be provided in the form of Sheffield style hoops and we confirm that the applicant is willing to accept a Planning Condition to ensure the delivery of cycle parking in accordance with FALP standards.

Comment 2 – Servicing

6. The Council has indicated that servicing activity would not be acceptable to/from Fitzjohn's Avenue, in light of the fact that it is a busy bus corridor and occasionally suffers from traffic congestion.
7. On behalf of the applicant, we confirm that the proposal does already envisage servicing activity being undertaken to/from Prince Arthur Road, with deliveries to be undertaken via the site's single point of access for residents and visitors alike.

8. We apologise for any confusion, but trust that this satisfactorily addresses the query.

Comment 3 – Vehicular Access

9. We confirm that the south western access would be redundant as a result of the proposed development and, on behalf of the applicant, confirm that the applicant would be willing to pay the relevant costs to enable the crossover to be removed.

Comment 4 – Landscaping Works

10. The proposed landscaping works are wholly contained within the site and, as such, there will be no effect on the public highway and, therefore, a TMP will not be required.

Comment 5 – TfL Response

11. **Appendix A** to this note contains our response to TfL.

Comment 6 – Changing, Showering and Locker Facilities

12. Changing, showering and locker facilities will be provided at lower ground floor level in close proximity to the staff cycle parking facilities. The applicant is willing to accept a Planning Condition to ensure the delivery of appropriate changing, showering and locker facilities.

Appendix A

TfL Response

Job No: 2014-1955
File Ref: N01-JP-TTP Consulting Response to TfL Comments (150311)
Job Title: Arthur West House, 79 Fitzjohn's Avenue

Subject: **Application reference:**
2014/7851/P Arthur West House 79 Fitzjohn's Avenue London

Introduction

1. TfL's comments are in bold and TTP Consulting's response is below.
 - **TfL request that the applicant clarifies whether any car parking spaces will be allocated to operational uses.**
2. It is not proposed to provide any staff car parking for operational uses. The applicant confirms that it is not necessary and, furthermore, that if any staff wanted to drive they could park at Henderson Court where public parking is available. Henderson Court is located approximately 1-2 minutes' walk from Arthur West House.
 - **The applicant should clarify the ratio of parking to units.**
3. There will be 35 on-site parking spaces for 42 residential units which equates to a parking ratio of 0.83 spaces per dwelling.
 - **TfL notes that the applicant has omitted use of car as a method of travelling to work in table 3.3 of the Travel Plan due to a lack of on-site parking provision for staff. TfL expect a small proportion of staff will drive to work, according to the census data (14%). Therefore, the applicant should amend table 4.1 of the Travel Plan which presumes no car usage. The Travel Plan should be a realistic representation of the modal share and aim to reduce car usage and encourage sustainable modes of travel such as public transport.**
4. It should be noted that the 2001 Census contains journey to work data for those travelling into the area to work (the daytime population), i.e. employees, as well as data for residents that live in Hampstead and travel from the area to work (the resident population). Daytime population data is not yet available from the 2011 Census.
5. The 2001 daytime data indicates that 24% of employees travel by car. However, this figure is disproportionately high considering the Census data is relatively dated and car usage in London has fallen considerably over the last decade or so.

6. **Table 3.3** of the Travel Plan, see following page, addresses TfL's comments and adds 14% car driver trips to the mode share of employees.
7. The 14% figure has been removed proportionally from the other modes of transport. Given that no car parking will be allocated to staff parking, our view is that 14% by car is not necessarily realistic / appropriate, but have amended the predicted mode share in accordance with TfL's comments / request.

Table 3.3 Predicted Mode Share	
Mode	Percentage
	Employees
Car driver	14%
Car passenger	-
Taxi	1%
Motorcycle	2%
Rail/Underground/Tram	48%
Bus	14%
Foot	19%
Pedal cycle	3%
Total	100%

8. **Table 4.1** of the Travel Plan has been updated, below, to take into account the changes to the predicted baseline mode split and to provide a target to reduce the mode share of car drivers by 3% over the travel plan period.

Table 4.1: Travel Plan AIM Targets					
Target	Indicator	Mode Split			
		Baseline Year 0	Interim Year 1	Interim Year 3	Final Year 5
Employees					
Achieve a 3% reduction in public transport trips	Modal Split monitoring from travel survey	62%	61%	60%	59%
Achieve a 3% reduction in car trips	Modal Split monitoring from travel survey	14%	13%	12%	11%
Achieve an increase in cycling by 3%	Modal Split monitoring from travel survey	3%	4%	5%	6%
Achieve an increase in walking by 3%	Modal Split monitoring from travel survey	19%	20%	21%	22%

- **TfL welcome the provision of Electric Vehicle Charging Points (EVCPs) in accordance with the Further Alterations to the London Plan (FALP).**
9. Policy 6.13 requires the provision of electrical charging points in new developments as part of parking provision requirements. Point D requires that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles.
10. This therefore requires 7 of the 35 on-site parking spaces to provide electrical charging points.
- **TfL request that the provision of staff cycle parking is increased in line with the FALP.**
11. Cycle parking provision will therefore be required to be in line with Table 6.3 of FALP.
12. On behalf of the applicant, we confirm that cycle parking will be provided in accordance with FALP standards: namely, 1:1 for the residential accommodation, plus 2 No spaces for staff (it is anticipated that the maximum number of staff on site at any one time will be circa 6).

13. We confirm that the applicant is willing to accept a Condition to ensure the delivery / provision of cycle parking.