TRANSPORT NOTE

To: **London Borough of Camden Council**

From: **Iceni Projects Ltd**

Date: **18th August 2015**

Title: **Transport Note for 286-290 Kilburn High Road, Kilburn (Prior Notification Submission)**

a. Introduction

1. Iceni Projects Ltd has been instructed by AFJ Properties Ltd. to advise on the highways and transport matters relating to the proposed change of use of the ground (part), 1st, 2nd and 3rd floors of 286-290 Kilburn High Road (an existing office building (Use Class B1a)) located in Kilburn to residential (Class C3) Use.

2. This note has been prepared to support a Prior Notification application submitted to Camden Council in August 2015. The Prior Notification is submitted in accordance with the Town and Country Planning (General Permitted Development) (Amendment) Order 2013 – in particular 'Class J'.

b. Existing Site

Site Description and Surrounding Highway Network

3. The existing building currently comprises approximately 858.5sq.m (9,241sq.ft) of floorspace over four storeys. The area surrounding the site comprises a mix of uses including retail, residential, leisure and employment uses.

4. Kilburn High Road is a single carriageway road running in a northwest to southeast direction between the A406 to the north and the A404 to the south. The road is subject to a 30mph speed limit passing the site frontage is well lit and has footways on either side with a minimum width of 2.0m.

Sustainability

5. The site has a PTAL rating of 5 (Very Good). This is due to the application site's close proximity and high frequency of bus and rail services. The carriageway width of Kilburn High Road adjacent to the site measures 11m, which is made up of two traffic lanes in either direction, a southbound bus/cycle lane on the eastern side and short stay parking and loading bays on the western side.

6. The nearest bus stops are located within approximately 120m (2 minutes) walk distance of the site on Kilburn High Road. These stops provide access to approximately 6 bus services providing approximately 45 bus services per hour in the peak hours serving the surrounding area.

7. The underground station of Kilburn is in close proximity to the site (420m, 5 minutes' walk distance). The services include the Central Line providing access to east London (including Stratford), south London, central London and west London. Underground trains operate frequently generally every 2 to 3 minutes approximately throughout the day. With a number of additional stations en route and the potential for connection changes, the services available offer opportunities for both commuter trips and leisure trips to be undertaken using the underground.

8. Two overground National Rail stations are also within walking distance of the site Brondesbury (approximately 200m from the site) and Kilburn High Road (approximately 950m from the site). Table 1.1 below provides a summary of the rail services;

Table 1.1 – Summary of National Rail Services

Station	Service	Average Frequency	Days/Times of Operation
Brondesbury	Clapham Junction to Stratford	2 per hour	Mon-Fri 0606 to 0018 Sat 0605 to 0018 Sun 0908 to 2338
	Richmond to Stratford	4 per hour	
Kilburn High Road	London Euston to Watford Junction	3 per hour	Mon-Fri 0544 to 0004 Sat 0544 to 0004 Sun 0654 to 2359

NOTE: Timetable information taken from TfL website

9. As a result for those living and working in the local area there is a good level of bus and rail services available within a short walking distance of the site providing frequent routes to a number of destinations.

10. A provision of good quality footways and cycleways are also in existence within the local area, whilst suitable crossing facilities (comprising of pedestrian refuge islands and signal controlled crossings) are also provided at appropriate locations, enabling access on foot and by cycle to a number of local amenities.

2011 Census Data

11. The site is located in the Kilburn Ward of Camden Borough. Population statistics have been obtained from the 2011 Census Data for the ward, borough of Camden, London and England. The 2011 Census data for Car/Van availability is summarised in Table 1.2 below.

Table 1.2 - Car or Van Availability per Dwelling (2011 Census Data)

Car or Van Availability	Kilburn Ward	Camden Borough	London Region	England
No Cars or Vans in Household	68.3%	61.1%	41.6%	25.8%
1 Car or Van in Household	27.7%	31.8%	40.5%	42.2%
2 Cars or Vans in Household	3.6%	5.9%	14.0%	24.7%
3 Cars or Vans in Household	0.3%	0.9%	2.9%	5.5%
4 or More Cars or Vans in Household	0.2%	0.3%	0.9%	1.9%
Overall Parking Ratio per Dwelling	**0.37**	**0.48**	**0.82**	**1.16**

NOTE: 2011 Census Data taken from Office for National Statistics Website

12. Table 1.2 demonstrates that the average level of car ownership in the Kilburn Ward is 0.37 cars per household, which is less than Camden Borough (0.48 cars per household), London (0.82 cars per household) and England (1.16 cars per household). The proportion of households with no access to a car is 68% which is greater than the Borough (61%), London (42%) and England (26%).

13. Assessment of the travel to work statistics from the 2011 census data has also been undertaken for the Kilburn Ward, as shown in Table 1.3.

Table 1.3 - 'Travel to Work' Modal Share (2011 Census Data)

Method of Travel to Work	Kilburn Ward	Camden Borough	London Region	England
All Usual Residents Aged 16 to 74	100.0%	100.0%	100.0%	100.0%
Work Mainly at or From Home	3.4%	5.2%	3.3%	3.5%
Underground, Metro, Light Rail, Tram	23.5%	21.5%	14.7%	2.6%
Train	5.1%	4.1%	8.7%	3.5%
Bus, Minibus or Coach	13.0%	9.2%	9.2%	4.9%
Taxi	0.2%	0.4%	0.3%	0.3%
Motorcycle, Scooter or Moped	0.7%	0.7%	0.8%	0.5%
Driving a Car or Van	7.4%	6.3%	18.3%	36.9%
Passenger in a Car or Van	0.5%	0.5%	1.1%	3.3%
Bicycle	2.8%	4.1%	2.6%	1.9%
On Foot	6.2%	10.1%	5.8%	6.9%
Other Method of Travel to Work	0.4%	0.6%	0.5%	0.4%
Not in Employment	36.9%	37.3%	34.6%	35.3%
Total	100.0%	100.0%	100.0%	100.0%

NOTE: 2011 Census Data taken from Office for National Statistics Website

14. It is evident from Table 1.3 that for the Kilburn Ward between 51% of travel to work by sustainable modes of travel (bus 13%, underground/rail 29%, walk 6% and cycle 3%) whilst approximately 8% of those travelling to work are car/van or motorcycle drivers.

15. The Census data statistics demonstrates within both Table's 1.1 and 1.2 the minimal dependency placed on the private car for travel within the area. This is not unexpected given the location of this ward and its proximity to sustainable transport facilities, places of employment and other local amenities.

Existing Office Trip Generation

16. In order to estimate the number of multi-modal trips associated with the existing use, trip rates have been calculated based on similar sites available on the TRICS database. Suitable office employment sites were chosen with a comparable size and location. These sites provide vehicular trip rates for a typical weekday for the existing use. The peak hours for the AM and PM periods have been determined. The trip rates extrapolated and resulting person and vehicle trips estimated are summarised in Tables 1.4 and 1.5 below.

Table 1.4: Person Trip Generation – Existing Office Use

Period	Trip Rate per 100m^2			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.380	0.227	0.607	2	1	3
PM Peak (1700-1800)	0.170	0.372	0.542	1	2	3
Daily	9.078	9.206	18.28	48	48	96

NOTE: Person trip rate per 100sqm. Trips calculated on 525.8sqm office floorspace.

Table 1.5: Traffic Generation – Existing Office Use

Period	Trip Rate per 100m^2			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.623	0.097	0.720	3	1	4
PM Peak (1700-1800)	0.186	0.542	0.728	1	3	4
Daily	0.731	0.716	1.45	4	4	8

NOTE: Vehicle trip rate per 100sqm. Trips calculated on 525.8sqm office floorspace.

c. Proposed Use

17. Under Class J of the amended permitted development rights, the Applicant proposes to convert part of the existing office building into residential units. It is expected that 16 residential units could be accommodated, comprising of 4 studio flats, 11 x 1 bed flats and 1 x 2 bed flat, proposed across all four floors. On the Ground Floor approximately 220sqm of office space is to be retained.

Proposed Cycle Parking

18. LB Camden Council's transport guidance requires the delivery of cycle parking at a ratio of 1:1 (i.e.*'1 stand per unit'*). The proposed change of use would provide cycle parking in accordance with these parking standards and in accordance with the requirements of TfL's Cycle Parking guidance.

Proposed Trip Generation

19. In order to estimate the number of multi-modal trips associated with the proposed office and residential use of the site, trip rates have been calculated based on similar sites available on the TRICS database. Again, office employment sites with a comparable size and location were chosen, along with suitable sites within the 'Residential - Privately Owned Flats' category with a comparable location type.

20. The peak periods for the AM (08:00-09:00) and PM (17:00-18:00) have been determined for the provision of 16 dwellings. The trip rates extrapolated and resulting person and vehicle trips estimated are summarised in Tables 1.6 and 1.7.

Table 1.6: Person Trip Generation – Proposed Residential Units

Period	Trip Rate per 100m^2			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0900-0900)	0.028	0.113	0.141	1	2	3
PM Peak (1700-1800)	0.113	0.099	0.212	1	1	1
Daily	1.424	1.369	2.79	23	22	45

NOTE: Person trip rate per dwelling. Trips calculated on 16 dwellings.

Table 1.7: Traffic Generation – Proposed Residential Units

Period	Trip Rate per 100m^2			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0900-0900)	0.070	0.113	0.183	1	2	3
PM Peak (1700-1800)	0.042	0.042	0.084	1	1	1
Daily	0.731	0.716	1.45	12	11	23

NOTE: Vehicle trip rate per dwelling. Trips calculated on 16 dwellings.

21. The peak periods for the AM (08:00-09:00) and PM (17:00-18:00) have been determined for the retention of Ground Floor Office Use. The trip rates extrapolated and resulting person and vehicle trips estimated are summarised in Tables 1.8 and 1.9 below.

Table 1.8: Person Trip Generation – Retained Ground Floor Office Use

Period	Trip Rate per 100m^2			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	0.380	0.227	0.607	1	0	1
PM Peak (1700-1800)	0.170	0.372	0.542	0	1	1
Daily	9.078	9.206	18.28	14	14	28

NOTE: Person trip rate per 100sqm. Trips calculated on 155sqm office floorspace.

Table 1.9: Traffic Generation – Retained Ground Floor Office Use

Period	Trip Rate per 100m^2			Number of Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0730-0830)	0.623	0.097	0.720	1	0	1
PM Peak (1630-1730)	0.186	0.542	0.728	0	1	1
Daily	0.731	0.716	1.450	1	1	2

NOTE: Vehicle trip rate per 100sqm. Trips calculated on 155sqm office floorspace.

22. The peak periods for the AM (08:00-09:00) and PM (17:00-18:00) have been determined for the retention of Ground Floor Office Use. The trip rates extrapolated and resulting person and vehicle trips estimated are summarised in Tables 1.10 and 1.11.

Table 1.10: Person Trip Generation – Total and Net Difference in Person Trips

Period	Total Number of Trips[(1)]			Net difference in Trips[(2)]		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0800-0900)	2	2	4	0	1	1
PM Peak (1700-1800)	1	2	3	0	0	0
Daily	37	36	73	-11	-12	-23

NOTE: [(1)] Total Number of Trips combines figures from Tables 1.6 and 1.8.
[(2)] Net difference in Trips is a comparison between Table 1.4 and 1.10[(1)].

Table 1.11: Traffic Generation – Total and Net Difference in Vehicle Trips

Period	Total Number of Trips*			Net difference in Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (0730-0830)	2	2	4	-1	1	0
PM Peak (1630-1730)	1	2	3	0	-1	-1
Daily	13	12	25	9	8	17

NOTE: [1] Total Number of Trips combines figures from Tables 1.7 and 1.9.
[2] Net difference in Trips is a comparison between Table 1.5 and 1.11[1].

23. In comparison to the level of trips which could be generated by the existing office building the proposed application scheme would not result in a significant increase or a material change in the character of traffic in the vicinity of the site.

Conclusion

24. Therefore, in consideration of the above, the proposed change of use of the ground (part) first, second and third floors of the building from office to residential would generate similar person and vehicle trips in comparison to the existing office use. As a consequence the proposed 16 residential units would not result in a significant increase or a material change on the surrounding transport infrastructure and existing highway network.

25. The site is located in a highly accessible location with good footway and cycle links and close to frequent bus and rail services which supply good area coverage. TfL have confirmed that the application site has a PTAL rating of 5 which equates to a very good level of accessibility.

26. In conclusion the proposed change of use of the site is compatible with and supports national and local transport policies and would not give rise to any adverse transport impact. It is therefore considered that there is no highway related reason why the change of use application from office to residential use should not be granted planning consent.