



## 156 West End Lane, West Hampstead

### Response to Morgan Tucker's representations

#### Introduction

1. 156 West End Lane is located within the London Borough of Camden and is currently made up of a Travis Perkins builder's yard and Wickes retail store at ground floor, plus ca.2,400m<sup>2</sup> of vacant office space above.
2. The site is bounded by Network Rail railway tracks to the south, the rear of properties fronting Lymington Road to the north and a publicly accessible Multi Use Games Area (MUGA) to the west. It is on the edge of (but not in) the West End Green Conservation Area, which lies immediately to the north. West End Lane runs along the site's western boundary and provides the sole point of access for vehicles. The site is bounded to the south by Potteries Path. This is a pedestrian/cycle route providing access to the MUGA and links the Dresden Close residential area with West End Lane.
3. In November 2015, a planning application was submitted by A2Dominion Developments Limited to London Borough of Camden, which sought to demolish all existing buildings at 156 West End Lane and redevelop the site to provide 164 mixed-tenure homes (Use Class C3), new floorspace for town centre uses (Use Classes A1, A2, A3, D1 or D2), new employment floorspace (including four dedicated units for start-up businesses) (Use Class B1), a community meeting room and new and improved public open spaces, together with associated new landscaping, on-site access, servicing and disabled car parking".
4. Morgan Tucker were commissioned by Travis Perkins (an objector to the scheme) to undertake a review of the Transport Assessment for 156 West End Lane.
5. This Technical Note provides a response to the comments raised in Morgan Tucker's Review.

#### Review of Transport Assessment

##### Baseline Trip Generation

6. Appendix A of Morgan Tucker's Road Safety Audit includes a review of the Transport Assessment, in which it states that Morgan Tucker "has a wealth of experience and knowledge in highways and Transportation matters".
7. The Transport Assessment review generally accepts that the Transport Assessment, submitted in support of the planning application, is robust and appropriate for a development of this type and scale.
8. Paragraph 3.2 of Morgan Tucker's review accepts the figures relating to the volume of traffic generated by the existing uses in operation at the site. The surveyed trip generation of the Travis Perkins site was presented in Table 3.10 of the Transport Assessment. A copy of this Table is shown overleaf.

**Table 1 – Observed Travis Perkins trip generation (Table 3.10 from Transport Assessment)**

	AM 0800 - 0900		PM 1700 - 1800		All Day	
	In	Out	In	Out	In	Out
Total Vehicles	23	24	12	12	275	275
HGVs	6	7	0	2	172	172

9. The Travis Perkins builder’s merchants operates from 06:30 – 17:00 Monday to Friday and 08:00 – 12:00 Saturdays. Due to the nature of trade associated with builder’s merchants, the majority of trips generated by the site occur outside of the network peak hours. The survey of the Travis Perkins site access identified that 63% of the daily trips generated are made by goods vehicles.
10. Morgan Tucker accept (in Paragraph 3.5 of their review) that compared to the current Travis Perkins site, the proposed development will result in a net reduction in the number of delivery and servicing trips.

Swept Path Analysis

11. Paragraph 3.6 of Morgan Tucker’s review implies that there is insufficient space available within the proposed site for delivery and servicing vehicles to manoeuvre and that there is a risk of those vehicles reversing back on to the public highway.
12. TPP Drawings 30760/AC/027, 028 and 030 (provided in the Transport Assessment, submitted for Planning) confirm that there is sufficient capacity within the proposed development for service and delivery vehicles to enter and exit the site in a forward gear.

**Morgan Tucker – Stage 1 Road Safety Audit**

13. Section 1 of Morgan Tucker’s Road Safety Audit (RSA) states that the audit has been carried out in accordance with the Design Manual for Roads and Bridges HD19/15.
14. The stage 1 RSA prepared on behalf of the applicant, A2Dominion, was also carried out in accordance with this guidance.
15. Paragraph 1.5 of Morgan Tucker’s RSA states that no site visit of 156 West End Lane and its environs was undertaken because of time constraints and that plans, drawings and google streetview were used instead to interpret the local area and any constraints that may be present on the existing highway network. One of the mandatory requirements of HD19/95 is that the road safety audit team MUST undertake a site visit. Granted, google streetview is a useful tool but not one that should be used to replace site visits.
16. Notwithstanding this issue, Morgan Tucker’s stage 1 RSA identifies the following issues:
  - Vehicular access, West End Lane;
  - Potteries Path junction with West End Lane; and,
  - Lack of pick up / drop off area
17. These points are discussed in more detail overleaf.

Vehicular Access, West End Lane

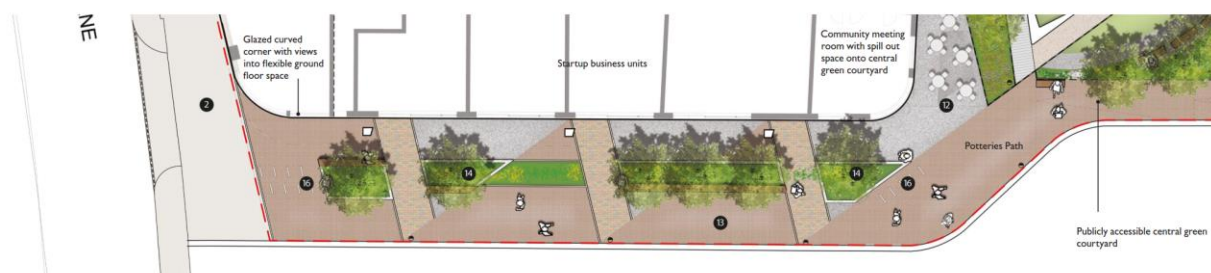
18. Morgan Tucker's review suggests that large vehicles turning left out of the proposed development would give rise to head-on type collisions because the vehicle sweeps into the oncoming vehicular lane.
19. Given that Morgan Tucker have been commissioned by Travis Perkins, they will be aware of the existing vehicular access to the site, which serves the Travis Perkins yard. This access, which will be stopped up should LB Camden resolve to grant planning consent for the proposed development, is located approximately 40m from the proposed access. No discernible difference in street geometry and forward visibility exists between the position of the existing and proposed access points.
20. As detailed in Table 1 of this Technical Note, 68% of vehicles accessing the Travis Perkins access are goods vehicles. Over the day this equates to some 174 vehicles travelling into and out of the access.
21. TPP have reviewed the footage of the survey to ascertain if large vehicles associated with the Travis Perkins access sweep into the oncoming lane when turning left out of the site. The screen shot of the survey footage below confirms that this does occur.



22. The collision data for the roads local to the site was provided by TfL and is included in Appendix 6 of the Transport Assessment. This data confirms that, for a three-year period up to May 2015, no collisions were recorded at the Travis Perkins access.
23. Based on the information provided in this Technical Note, the assertion made by Morgan Tucker that the proposed development would give rise to head-on type collisions is misleading. It is accepted by Morgan Tucker that, compared with the existing situation, the proposed development will result in a significant reduction in the number of large vehicles turning left out of the site on to (and therefore sweeping into the oncoming lane of) West End Lane. Based on this evidence, it is concluded that the risk of head-on type collisions would actually reduce with the proposed development in place.

Potteries Path junction with West End Lane

24. Morgan Tucker state that the widening of Potteries Path in the vicinity of the site has the potential to encourage greater speeds of cyclists using the path and that a buffer on the boundary wall should be provided to encourage slower speeds and improved visibility.
25. The proposed development affords the opportunity to create the new public space, which represents a substantial enhancement over the current provision. Page 76 of the Design and Access Statement, submitted as part of the planning application, illustrates the alignment of Potteries Path. This is replicated below.



26. As can be seen from the drawing above, the section of Potteries Path nearest West End Lane has two distinct parts, delineated by raised tree planters and different surface treatments. The original alignment of Potteries Path continues the red brick surface and the newly created public space is shown in a predominantly grey surface. There are also Sheffield stand cycle racks proposed at either end of the planters, which will serve to reduce the speed of cyclists and increase visibility to the south by narrowing the section of Potteries Path where it meets West End Lane.

Lack of pick up / drop off area

27. Morgan Tucker, in their stage 1 RSA, highlight the potential risk of conflicts from passing vehicles or vehicles mounting the kerbside to drop off passengers, because there is no drop-off layby proposed within the site.
28. Clearly, no boarding/alighting of passengers can take place on the zig-zag markings which form part of the pedestrian crossing, however there are several sections of West End Lane within a short distance of the site which are marked with single yellow lines, where passengers are legally permitted to board and/or alight a vehicle. As shown in the photograph overleaf, taken during a site visit in July 2015, passengers can legally board and/or alight on the roadside on the section of West End Lane immediately outside and to the north of the site.





29. It is therefore not a requirement of the developer to provide a vehicle layby, as there is sufficient provision already in place on the surrounding highway network.

### Summary and Conclusion

30. This Technical Note provides a response to Morgan Tucker's review of the 156 West End Lane Transport Assessment.
31. Morgan Tucker generally accept the Transport Assessment for 156 West End Lane and state that *the findings are broadly in line with the requirements of a robust assessment*. However, a number of issues were raised in relation to safety at the site. These concerns, none of which were identified in the Stage 1 RSA commissioned by the applicant, relate to:
- The site access;
  - Potteries Path; and,
  - Boarding and alighting vehicles
32. The issue regarding the increase risk of head-on type collisions from vehicles turning left out of the proposed development is unfounded. Put simply, the site currently generates a substantial amount of HGV trips, most of which turn left out of (and therefore sweep into the oncoming lane of) West End Lane and no collisions have been recorded at the existing site access during the 36 months to May 2015. In addition, the proposed development will generate far fewer HGV trips than the site currently does. Therefore it is reasonable to conclude that the proposed vehicular access would, if anything, be safer than the current access, with fewer HGV trips to and from the site.
33. Morgan Tucker suggest that the widening of Potteries Path where it meets West End Lane could make for higher cyclist speeds and increase the risk of collisions with pedestrians.

In reality, Potteries Path will retain its 3.0m width and the widening will be delineated by raised planters, making it difficult for cyclists to occupy the additional space gained. In addition, cycle parking provided on the boundary wall will narrow the section of Potteries Path where it meets West End Lane, therefore reducing cyclist speeds and increasing visibility to the south.

34. There is no requirement to provide a passenger drop off facility within the proposed development because the Traffic Regulation Orders are in place on West End Lane to allow boarding and/or alighting to take place from the roadside.