



## West End Lane, West Hampstead

### Transport note

#### Introduction

1. Following submission of revised development proposals for A2 Dominion's site at 156 West End Lane, West Hampstead, London Borough of Camden Planning Officers have requested further information on the transport implications associated therewith.
2. This Technical Note presents the findings of the analysis relating to the revised development proposals, comparing the results to those presented in the original planning application.

#### Revised development schedule

3. The revised development schedule for West End Lane include the following;
  - Increasing the employment floorspace to 500sqm of start-up units on the ground floor of the west building, an increase of 46% from the June amendments and a total of 505sqm of flexible office floorspace at first floor of the west building, an increase of 5% from the June amendments;
  - Increasing the affordable rented provision (to 62% of the affordable housing homes);
  - Increasing the number of family units within the proposed affordable rented tenure to 21x3-bedroom units and one 4-bedroom unit, which equates to 47% of the total amount of affordable rent provision. This is an increase of 9% from the June amendments;
  - Increasing the number of 1-bedroom units within the proposed intermediate tenure equating to 60% (21x1-bedroom unit) of units within this tenure, an uplift of 19% from the June amendments;
  - Increasing the wheelchair units to 18 with 83% of these provided within the proposed affordable tenure and the inclusion of three wheelchair units within the proposed private tenure;
  - Increasing window widths and reconfiguration of flat layouts throughout the proposed scheme to increase internal daylighting;
  - Increasing the non-residential floorspace BREEAM rating from 'Very Good' to 'Excellent';
  - Changes to room layouts of units; and
  - Increase of one unit back to a total of 164.

### Trip generation

4. The changes summarised above have been reviewed and a trip generation exercise undertaken to assess the impact of these changes in respect of trips made to the development.
5. The table below displays the difference in the total number of trips made to the development when compared to the trip generation presented in the Transport Assessment submitted for Planning.

Mode	AM peak			PM Peak		
	In	Out	Total	In	Out	Total
Underground	2	1	3	1	2	3
Train	1	0	1	0	1	2
Bus, minibus or coach	1	0	1	0	1	1
Taxi or minicab	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0
On foot	1	0	1	0	1	1
Other	0	0	0	0	0	0
<b>Total</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>7</b>

6. The above table shows that the revised development proposals result in a net increase of 6 two-way trips in the AM peak and 7 in the PM peak.

### Pedestrian comfort level assessment

7. As the site is car-free it has been assumed, for the purposes of this assessment, that the additional trips be made by non-car modes. The start or end leg of the journey is likely to take place on foot, most likely walking to surrounding public transport interchanges. In March 2016 TPP prepared a Technical Note which assessed the impact of the proposed development on the footpaths either side of West End Lane. The conclusion of this study showed that there would be no material impact to the pedestrian comfort level as a result of the proposed development.

8. The table below shows the pedestrian flows by time period and location under the previous development proposals.

Location	Time period					Average
	0700 - 0800	0800 - 0900	1200 - 1300	1700 - 1800	1800 - 1900	
Western footway	607	1068	378	704	967	745
Eastern footway	579	998	469	781	1026	771

9. As stated previously, we have assumed that, irrespective of main mode, the start or end leg of the journey to/from the proposed site will be made on foot. Therefore, we have assessed the impact of the additional 6 and 7 two-way trips for the AM and PM peak hours respectively generated by the revised proposals.
10. We have assumed that all the additional trips will be travelling along the eastern footway of West End Lane. The results of this assessment identify a net increase of 0.6% of footfall in the AM peak and 0.9% in the PM peak.
11. It is considered that this is unlikely to have a material impact on the prevailing footway conditions of West End Lane.
12. It is also considered that an increase of 6 and 7 two-way trips during the AM and PM peak hours will not have an adverse impact on public transport services to and from the proposed development.

### Conclusion

13. The revised development proposals for 156 West End Lane have resulted in a minor increase in trips to the site. A total of 6 and 7 two-way trips during the AM and PM peak hours respectively. This identifies a net increase of 0.6% and 0.9% of footfall in the AM and PM peak from the previous development proposals.
14. It is considered that the slight increase in trips will not have an adverse impact on either pedestrian comfort or public transport services in the vicinity of the site.