156 West End Lane, West Hampstead

Transport Assessment Addendum

Introduction

1. 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 a residential-led mixed use development comprising up to 164 mixed-tenure homes, retail, office and community space – LPA Ref: 2015/6455/P.

2. The scheme submitted sought consent for:

    - 164 residential units;
    - 895sqm non-residential use (assumed for assessment purposes to be a high street food retail store);
    - 899sqm employment space, and;
    - 63sqm community space.

3. Following post-application comments from Officers and other key stakeholders, the scheme has undergone some refinement, culminating in the most recently submitted scheme (November 2016) which sought consent for the following:

    - 164 residential units;
    - 891sqm non-residential use (assumed for assessment purposes to be a high street food retail store);
    - 871sqm employment space, and;
    - 62sqm community space.

Transport Planning Practice| 70 Cowcross Street | London | EC1M 6EL| Tel: 020 7608 0008 | email@tppweb.co.uk

4. Since the November 2016 submission, a further design review has taken place, which seeks consent for the following:

    - 164 residential units;
    - 763sqm non-residential use (assumed for assessment purposes to be a high street food retail store);
    - 1093sqm employment space, and;
    - 63sqm community space.

5. For simplicity this is referred to as the December 2016 version of the scheme.

6. The Transport Assessment submitted in support of the development proposals covers all transport-related matters pertinent to the site and the proposals. This Technical Note therefore deals specifically with the items of the Transport Assessment affected by changes in development quantum / mix. For clarity, these are:

    - Trip Generation, and;
    - Pedestrian Comfort Level Assessment.

Trip Generation

7. TPP Technical Note 30760/D10, presented the results of the trip generation associated with the November 2016 version of the scheme. This identified a net increase of 2 trips during the AM peak hour and a reduction of 9 two way trips during the evening peak hour.

8. The net change in trip generation for the December 2016 version of the scheme is presented in the Table below.

Mode	AM peak			PM Peak		
	In	Out	Total	In	Out	Total
Underground	-7	54	46	36	-9	27
Train	-8	12	4	8	-9	-1
Bus, minibus or coach	-7	6	-1	4	-8	-4
Taxi or minicab	0	0	0	0	0	0
Motorcycle, scooter or moped	-1	1	0	1	-1	0

Driving a car, van or HGV	-21	-17	-39	-7	-10	-18
Passenger in a car or van	-1	0	0	-1	-1	-1
Bicycle	-1	3	3	2	-1	2
On foot	-5	6	0	4	-6	-2
Other	0	0	0	0	0	0
Total	-52	65	13	47	-45	3

9. As can be seen from the analysis above, because of the car-free nature of the proposed development vehicular trips to and from the development are predicted to reduce by 39 and 18 vehicles in the AM and PM peak hours respectively. Across all modes, the revisions to the development proposals result in an additional 13 two-way trips in the morning peak hour and an additional 3 two-way trips in the evening peak hour, when compared with the extant uses. This represents an increase of 11 two way trips in the morning peak hour and 12 two way trips in the PM peak hour compare with the November 2016 proposals.

10. It is therefore considered that this number of additional trips is unlikely to impact significantly on the prevailing transport conditions on West End Lane.

Pedestrian Comfort Level Assessment

11. As detailed in the Transport Assessment, video surveys were undertaken outside 156 West End Lane on both sides of the footway to count the number of passing pedestrians. The flows were counted during the morning, evening and inter peaks at two locations, one on the eastern footway and the other on the western footway. The results of the surveys are presented below.

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

12. The net pedestrian and underground trips generated from the December 2016 version of the scheme together with the November 2016 figures (in brackets) have been added to

the surveyed pedestrian flows in the table above. The Table below shows the net additional pedestrian and underground flows generated.

Location	Time period					Average
	0700 - 0800	0800 - 0900	1200 - 1300	1700 - 1800	1800 - 1900	
Western footway	0	0	0	0	1	0
Eastern footway	33 (30)	53 (49)	18 (15)	34 (29)	52 (50)	38 (35)

13. The surveyed pedestrian flows were inserted into the PED assessment spreadsheet and the pedestrian comfort level for each footway is shown below.

Baseline Assessment

Location	1. Pedestrian Comfort Level (For Average Flows)			2. Pedestrian Comfort Level (For Peak Hour Flows)			3. Pedestrian Comfort Level (Average of Max Activity)		
	Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
Western footway	A-	1.70	1.50	B+	1.70	1.50	C	3.31	3.11
Eastern footway	A-	1.70	1.50	A-	1.70	1.50	C+	3.36	3.16

14. The Table below shows the baseline + development results of the PCL assessment for the December 2016 version of the scheme together with the November 2016 values (in brackets).

Baseline + Development Assessment

Location	1. Pedestrian Comfort Level (For Average Flows)			2. Pedestrian Comfort Level (For Peak Hour Flows)			3. Pedestrian Comfort Level (Average of Max Activity)		
	Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
Western footway	A- (A-)	1.70	1.50	B+ (B+)	1.70	1.50	C (C)	3.31	3.11
Eastern footway	A- (A-)	1.70	1.50	A- (A-)	1.70	1.50	C+ (C+)	3.51	3.31

15. As can be seen, the revised proposals have no impact on the pedestrian comfort level on West End Lane.

Summary and Conclusion

16. This Technical Note has been prepared to summarise the impacts of the recent, December 2016, design iteration of the scheme, which sought consent for slightly more non-residential space than the previous (November 2016) version of the scheme.

17. The analysis undertaken identifies that the proposals would generate approximately 11 extra two way trips in the morning peak hour and 12 extra trips in the evening peak hour when compared with the November 2016 version of the scheme.

18. TPP have undertaken a pedestrian comfort level assessment, taking account of the additional trips generated by the proposals. This analysis confirms that the revised development would have no material impact to pedestrian comfort levels on West End Lane.

19. It is therefore concluded that the revised scheme would have no significant impact on the transport infrastructure serving the proposed development site.