



ttp consulting
transport planning specialists

Summit Hotels Ltd

**HOLIDAY INN, SWISS
COTTAGE**

Transport Assessment

November 2018

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Summit Hotels Limited (“the Applicant”) to provide traffic and transport advice in relation to the proposed development at 152 – 156 Finchley Road (the Site) in the London Borough of Camden (LBC).
- 1.2 The Site is located on Finchley Road and benefits from excellent public transport services with numerous opportunities to travel by bus, rail and underground within a short walking distance as shown at **Figure 1**.
- 1.3 The Site comprises of a 6-storey building providing an 80-room hotel that fronts Finchley Road with a courtyard and a sloping embankment located to its rear. There are 2 wheelchair accessible parking spaces located within the courtyard and associated cycle parking. Servicing activity takes place via Frognal Court with the refuse storage area located within the courtyard.
- 1.4 The Applicant is seeking consent for an additional 51 bedrooms as illustrated on the plans in **Appendix A**, through a rear extension hotel along with internal and external alterations to the existing hotel to provide a 130-room hotel. A total of 3 wheelchair accessible car parking spaces will be provided within the courtyard, i.e. an increase of one, with cycle parking being provided in accordance with London Plan standards. Servicing will continue to take place in-line with existing arrangements.
- 1.5 The remainder of this report will be set out as follows:
- Section 2: describes the existing situation and accessibility to the site;
 - Section 3: presents relevant policy;
 - Section 4: describes details of the proposed development;
 - Section 5: assesses the potential impacts of the development; and
 - Section 6: concludes and summarises the report.

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The Site comprises a 6-storey 2,817sqm GEA building that provides a 80-room hotel fronting Finchley Road with a courtyard located to its rear. There are 2 wheelchair accessible parking spaces located within the courtyard and associated cycle parking. Servicing activity currently takes place via Frogнал Court with the refuse storage area located within the courtyard.
- 2.2 The surrounding area comprises a mixture of residential and commercial land uses with a number of public transport opportunities available near to the Site. The O2 Shopping Centre is located directly opposite the Site to the west with a Homebase located beyond this. To the north and east are residential properties with a number of commercial uses located to the south.

Local Highway Network

- 2.3 The A41 Finchley Road runs in a broadly north – south orientation from the A501 in the south to the A1 in the north. In the vicinity of the Site, Finchley Road is a TfL road with 3 lanes in each direction with two lanes for general traffic and one bus lane. Double red lines are present on both sides of the carriageway which prevents stopping from Monday to Saturday between 7.00am – 7.00pm but allows loading Monday to Saturday 10.00am – 4.00pm. There are footways on both sides of the road with guard rail located in the middle of the carriageway to ensure that pedestrians utilise the pedestrian crossings. The road is subject to a 20/30mph speed limit.
- 2.4 Frogнал Court is a private cul-de-sac road which comprises a number of parking bays associated with the surrounding buildings. Frogнал Court also provides access to the courtyard area associated with the Site. The junction with the A41 Finchley Road is signalised.

Parking

General Parking

- 2.5 The Site is located within a Controlled Parking Zone (CPZ) ('CA-B') which is in operation from 9.00am – 6.30pm Monday through Friday and on a Saturday between 9.30am – 1.30pm.
- 2.6 Furthermore, as noted above, the Site fronts onto Finchley Road which is a TfL red route with parking restricted Monday through Saturday between 7am and 7pm. Vehicles are also restricted from parking within Frogнал Court which is private land.

- 2.7 There are nearby parking opportunities opposite the Site at the O2 Shopping Centre which charges £35 for 25 hours of parking.

Coach Parking

- 2.8 The nearest coach pick-up/drop-off opportunity is located approximately 10m south of the Site on Finchley Road. This is dedicated to coach activity. This provides a step-free route to the main entrance of the Site.

Cycle Parking

- 2.9 The Site provides parking for 6 bicycles located in the courtyard in the form of 3 Sheffield style stands.

Accessibility

Walking

- 2.10 The Chartered Institution of Highways and Transportation (CIHT) published a document in April 2015 titled 'Planning for Walking' which states that after driving and being driven, walking is the most common form of travel in Britain. It accounted for 22% of all journeys in 2012 (National Travel Survey, Department for Transport, annual). Furthermore, across Britain it was considered that about 80% of journeys shorter than 1 mile were made wholly on foot. (DfT, annual).
- 2.11 **Table 2.1** sets out details of approximate distances between the Site and local amenities which illustrates that there are a number of local amenities located within a 'desirable' and 'acceptable' walking distance with average walking speed assumed to be 80m per minute. A map showing the location of the main local amenities as shown on **Figure 2**.
- 2.12 The local area benefits from a good pedestrian environment providing access to numerous local facilities and public transport services. Specifically, the local area benefits from footways, street lighting and many signalised crossings points with green-man/push-button facilities, dropped kerbs and tactile paving present.
- 2.13 The walking route from the Site to the Finchley Road Underground Station is provided with push-button/green-man crossing facilities which comprise dropped kerbs and tactile paving and therefore provides a step-free route.

Table 2.1: Approximate Distances to Local Amenities

	Amenity	Location	Distance	Approximate Walking Time
Public Transport	Bus	Finchley Road	50m	1 minute
	LUL Underground Station	Finchley Road	160m	2 minutes
	Railway Station	Finchley Road & Frognal, Finchley Road	260m	3 minutes
Local Amenities	Sainsbury's	Finchley Road	40m	<1 minute
	Pizza Express	Finchley Road	40m	<1 minute
	Starbucks	Finchley Road	40m	<1 minute
	Chicken Cottage	Finchley Road	90m	1 minute
	Dominoes	Finchley Road	140m	2 minutes
	Waitrose	Finchley Road	250m	3 minutes
	Freud Museum	Maresfield Gardens	460m	6 minutes
	McDonalds	Harben Parade	550m	7 minutes
	Primrose Hill	Primrose Hill Road	1.7km	21 minutes

Cycling

2.14 The Chartered Institution of Highways and Transportation (CIHT) published a document in October 2015 titled 'Planning for Cycling' which states that the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. The majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).

2.15 There are a number of cycle routes in the vicinity as follows;

- Frognal, Maresfield Gardens and Fitzjohn's Avenue are highlighted as '*routes signed or marked for use by cyclists on a mixture of quiet or busier roads*' within the Transport for London Cycling Guide 4.
- Lymington Road and Broadhurst Gardens are designated as '*other roads that have been recommended by cyclists which may connect other route sections*'.

2.16 Cycle Superhighway CS11 which is proposed to be completed by 2018 will offer a route from Swiss Cottage to the West End via Regent's Park and will pass directly outside the Site along Finchley Road.

Public Transport

Bus Services

2.17 The closest bus stops are located on Finchley Road adjacent to the Site. There are 16 daytime and 5 night-time bus services that call at the stops on a regular basis combining to provide approximately 2 services per minute in each direction during the day. The bus stops provide shelter and timetable information.

2.18 **Table 2.2** sets out information regarding the service frequency of routes in the vicinity. The local area bus spider map is included at **Appendix B** which provides further information regarding the bus routes. There are two bus services operating between Luton and London (Route 757 & 758) which call at bus stop Finchley Road CH located approximately 20m south of the Site and offer circa 4 services an hour Monday through Sunday providing a connection between Luton Airport and the hotel. There is also a National Express bus stop located approximately 110m south of the Site which allows National Express services to pick-up / set-down passengers.

Bus Stop	Number	Route	Frequency every 'x' minutes		
			Mon – Fri	Saturday	Sunday
Finchley Road O2 Centre (Stop 'FH')	13	North Finchley Bus Station / Victoria Bus Station	4 – 7	6 – 9	8 – 12
	113	Edgware Bus Station / Oxford Street	6 – 9	5 – 8	10 – 12
	187	Central Middlesex Hospital / O2 Centre	8 – 11	9 – 11	15 – 18
	268	Golders Green Station / O2 Centre	10 – 13	11 – 13	10 – 13
	N113	Edgware Bus Station / Trafalgar Square	30	30	30
Finchley Road (Stop 'FJ')	C11	Archway Station / Brent Cross Shopping Centre	7 – 10	7 – 10	12 – 14
Fairfax Road (Stop 'P')	31	Bayham Street / White City Bus Station	6 – 10	7 – 11	6 – 10
	N28	Bayham Street / Mapleton Crescent	30	30	30
	N31	Bayham Street / Clapham Junction Station	30	30	30

Rail Services

- 2.19 The nearest rail station is Finchley Road & Frognal which is located approximately 260m north west of the Site (3 minutes' walk) and forms part of the London Overground Network offering approximately 12 services an hour (6 eastbound and 6 westbound) to destinations in London:
- 6 trains per hour eastbound to Stratford via Camden Road, Highbury and Hackney;
 - 2 trains per hour westbound to Clapham Junction; and
 - 4 trains per hour westbound to Richmond via Willesden.
- 2.20 South Hampstead railway station which is located approximately 880m to the south (11 minutes' walk) and also forms part of the London Overground offers 3 trains per hour to London Euston and 3 trains per hour to Watford Junction.

London Underground Services

- 2.21 Finchley Road Underground Station which is located approximately 160m to the south (2 minutes' walk) provides access to the Jubilee and Metropolitan Lines. The Jubilee Line operates between Stanmore and Stratford via Canary Wharf, London Bridge and Bond Street. The Metropolitan Line operates between Aldgate, Amersham and Uxbridge.
- 2.22 There are in excess of 15 services each-way from the station during peak hours.

Public Transport Accessibility Level (PTAL)

- 2.23 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 2.24 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 2.25 Using the Transport for London (TfL) WebCAT Database, the Site has a PTAL rating of 6a demonstrating an excellent level of accessibility to public transport. The PTAL report is contained in **Appendix C**.

Taxi

- 2.26 The closest taxi rank is located outside Waitrose on Canfield Gardens adjacent to Finchley Road station which is approximately 250m to the south. In addition, taxis able to drop-off / pick-up passengers from the courtyard to the rear, Frogal Court or on the A41 Finchley Road adjacent to the Hotel.

Car Clubs

- 2.27 There are three Car Club vehicles within 500m of the Site all of which are operated by Enterprise Car Club, the location of these are as follows:
- Broadhurst Gardens (NW6 3QT) approximately 290m south (4 minutes' walk);
 - Lindfield Gardens (NW3 6BH) approximately 310m north (4 minutes' walk); and
 - Nutley Terrace (NW3 5BX) approximately 500m east (6 minutes' walk).

3 POLICY CONTEXT

National Planning Policy Framework (NPPF)

3.1 The National Planning Policy Framework (NPPF) was published on the 24th July 2018 setting out the Government's planning policies for England and how these are expected to be applied.

3.2 When considering the transport effects of a development, the NPPF states that:

"All developments that will generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

3.3 Paragraph 109 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

The London Plan (2016)

3.4 The London Plan provides policies and advice on matters that are of strategic importance to Greater London. It is a requirement that local policies, as set out in Unitary Development Plans (UDPs) and emerging Local Development Frameworks (LDFs), should be in accordance with it. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

3.5 Policy 6.1 Strategic Approach states that:

"The Mayor will work with all relevant partners to encourage the closer integration of transport and development ... encouraging patterns and nodes of development that reduce the need to travel, especially by car."

3.6 Policy 6.13 Parking states that:

A - "The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."

b - "in locations with high public transport accessibility, car-free developments should be promoted"

3.7 The London Plan cycle parking standards are summarised in **Table 3.1**.

Table 3.1: London Plan Cycle Parking Standards		
Land Use	Long-stay	Short-stay
C1 Hotel	1 space per 20 bedrooms	1 space per 50 bedrooms

Local Policy

Camden Local Plan (Adopted June 2017)

3.8 Camden's Local Plan sets out the key elements of the borough's planning vision and strategy to help achieve its objectives, this is done by adopting a number of policies.

3.9 Policy G1 – 'Delivery and location of growth' states:

"The Council will create the conditions for growth to deliver the homes, jobs, infrastructure and facilities to meet Camden's identified needs and harness the benefits for those who live and work in the borough."

The Council will deliver growth by securing high quality development and promoting the most efficient use of land and buildings in Camden by:

- a) Supporting development that makes best use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;*
- b) Resisting development that makes inefficient use of Camden's limited land;*
- c) Expecting the provision of a mix of uses where appropriate, in particular in the most accessible parts of the borough, including an element of self-contained housing where possible; and*
- d) Supporting a mix of uses either on site or across multiple sites as part of an agreed coordinated development approach, where it can be demonstrated that this contributes towards achieving the strategic objectives and delivers the greatest benefit to the key priorities of the Plan."*

3.10 Policy T1 – 'Prioritising walking, cycling and public transport' states:

"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- e) Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate*

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

h) provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the site and location of the development;

i) makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort."

3.11 Policy T2 – ‘Parking and car-free development’ states:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

- a. Not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- b. Limit on-site parking to:
 - i. Spaces designated for disabled people where necessary, and/or*
 - ii. Essential operational or servicing needs;**
- c. Support the redevelopment of existing car parks for alternative uses; and*
- d. Resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

3.12 Policy T3 – ‘Transport infrastructure’ states:

"The Council will seek improvements to transport infrastructure in the borough.

We will:

- a. Not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*
- b. Protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance."*

3.13 Policy T4 – ‘Sustainable movement of goods and materials’ states:

"The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:

- a. Encourage the movement of goods and materials by canal, rail and bicycle where possible;*

- b. Protect existing facilities for waterborne and rail freight traffic and;*
- c. Promote the provision and use of freight consolidation facilities.*

Developments of over 2,500sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

- d. Minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;*
- e. Accommodate goods vehicles on site; and*
- f. Provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.”*

Section Summary

- 3.14 The objectives of transport policy in respect of development is to locate significant generators of movement or travel demand in highly accessible areas, to maximise opportunities for sustainable travel modes, minimising reliance on the car and to ensure that day to day operations do not result in unacceptable adverse impacts on road users.

4 EFFECTS OF DEVELOPMENT

4.1 This section outlines the proposals and provides an assessment of the effect of the development, including trip generation, parking matters, deliveries, and refuse storage & collection.

Development Proposals

4.2 The proposals seek to provide an additional 51 bedrooms through a rear extension along with internal and external alterations to the existing hotel thereby increasing the overall number to 130 rooms.

4.3 The key features of the development are as follows:

- A 50-bed extension to the rear above the courtyard.
- The reconfiguration of the internal layout of the existing hotel at upper level to the rear plus a side extension and a pedestrian link to the rear extension.
- A total of 3 wheelchair accessible car parking spaces will be provided in the rear courtyard.
- Cycle parking will be increased to 10 spaces with 7 x short-stay and 3 x long-stay spaces
- Taxi and coach pick-up/drop-off activity will be accommodated as per the existing.
- Servicing and refuse collection will occur in-line with existing arrangements.

Trip Generation

4.4 A trip generation assessment has been undertaken to estimate the number of person trips made throughout a typical weekday.

4.5 Reference was made to the TRICS database with the selected sites based on the following criteria:

- Hotels;
- Greater London Only;
- Town Centre; and
- Sites surveyed since January 1st 2009.

4.6 The assessment generated 4 suitable sites for comparison with one other site being manually deselected as a result of having a low PTAL. A summary of the selected TRICS output is included at **Appendix D**.

4.7 **Table 4.1** presents the person trip rates and resultant flows associated with 51 additional bedrooms.

Table 4.1: Total Person Trips Rates and Flows					
Period	Trip Rates (Based on 1 Room)		Flows (Based on 51 Rooms)		Two-way Movements
	Arrive	Depart	Arrive	Depart	
0700-0800	0.090	0.197	5	11	16
0800-0900	0.143	0.459	8	26	34
0900-1000	0.161	0.396	9	22	31
1700-1800	0.249	0.241	14	13	27
1800-1900	0.317	0.273	18	15	33
1900-2000	0.438	0.264	25	14	39

4.8 The share to each mode has been based on TRICS and adjusted to reflect the car parking at the Site and is presented below in **Table 4.2**.

Table 4.2 – Modal Split		
Mode	Percentage Travel by Mode Based on TRICS Data	Adjusted
Car Driver + Passenger	11%	0%
Rail/LUL	24%	28%
Bus/Coach	11%	12%
Taxi	14%	15%
Cycle	0%	0%
Walk	40%	45%
Total	100%	100%

- 4.9 The adjusted values from **Table 4.2** were then applied to the total person's trip generation data to provide an estimate on how people would travel for the proposed development with the results shown in **Table 4.3**.

Period	Rail/LUL		Bus/Coach		Taxi		Cycle		Walk		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
0700-0800	1	3	1	1	1	1	2	4	0	0	5	10
0800-0900	2	6	1	3	1	3	3	10	0	0	7	23
0900-1000	2	5	1	2	1	3	4	9	0	0	8	20
0700-1000	5	14	2	7	3	8	9	24	0	0	20	53
1700-1800	3	3	2	1	2	2	6	5	0	0	12	12
1800-1900	4	4	2	2	2	2	7	6	0	0	16	14
1900-2000	6	4	3	2	3	2	10	6	0	0	22	13
1700-2000	14	11	6	5	8	6	22	17	0	0	50	39

- 4.10 The 51-bed extension is expected to generate an additional 30 two-way person trips (7 arrivals and 23 departures) during the AM peak hour (0800-0900) and 35 two-way person trips (22 arrivals and 13 departures) during the PM peak hour (1900-2000).

Effect on Highway Network

- 4.11 The hotel is expected to generate 4 two-way taxi trips (1 arrival and 3 departures) during the AM peak hour (0800-0900) and 5 two-way taxi trips (3 arrivals and 2 departures) during the PM peak hour (1900-2000). The increase in taxi movements would not impact on the local highway network.

Effect on Public Transport

- 4.12 The potential impact on public transport services is expected to be minimal. For example, the table shows that during the traditional AM peak hour (0800-0900) there are predicted to be 8 additional two-way rail/tube trips and 4 additional two-way bus/coach trips. In the PM peak hour (1900-2000) there are predicted to be 10 additional two-way rail/tube trips and 5 additional two-way bus/coach trips.
- 4.13 The rail trips will be split between Finchley Road Underground Station and Finchley Road & Frognal Railway Station where there are in excess of 20 arrivals in each direction, i.e. a total of 40 arrivals and 40 departing trains per hour.

- 4.14 As such, the additional 10 two-way rail trips (6 arrivals / 4 departures) in evening peak would equate to approximately 1 additional person per 5 to 6 trains which would not impact the levels of service for existing users and will fall within daily fluctuations.
- 4.15 There are approximately 44 bus services per hour in the vicinity in each direction, i.e. 88 arrivals and 88 departures. As such, the 5 additional two-way bus trips (3 arrivals / 2 departures) in the evening peak which equates to approximately 1 additional person per every 29 buses and will therefore not impact the levels of service for existing users.

Effect on Walking and Cycling

- 4.16 Walking is part of every trip to/from the Site even if it is not the main mode of transport other than for car and cycling trips. As such, there would be an additional 34 two-way movements during the AM peak period (0800-0900) and an additional 39 two-way trips during the PM peak hour (1900-2000) which would not impact the conditions for existing users.

Parking

Car Parking

- 4.17 The proposals will provide 3 wheelchair accessible parking spaces within the courtyard area to the rear which is an increase of one space.
- 4.18 Blue badge holders can also park in the following locations:
- Any disabled bay (observe time limits on signs in short-stay disabled bays);
 - Pay and display bays – free of charge and no time limit;
 - Shared use (permit holders or pay and display) – free of charge and no time limit; and
 - Waiting restrictions (single or double yellow lines) – up to three hours, provided the clock card is displayed and set to time of arrival.
- 4.19 No general parking is provided.

Cycle Parking

- 4.20 There is currently parking for up to 6 bicycles in the courtyard. The proposals include increasing the number to 10 spaces (7 x long-stay and 3 x short-stay) in accordance with London Plan standards with an additional 2 Sheffield style stands located within the courtyard area.

Coach pick-up/drop-off

- 4.21 Coach pick-up and drop-off will continue to take place from the existing coach bay located on Finchley Road. It is considered that if any coach parties were to attend the hotel, the logistics of this would be managed during the booking process with groups made aware of parking opportunities.

Taxi pick-up/drop-off

- 4.22 All taxi pick-ups and drop-offs will continue to take place in-line with existing arrangements via Frogнал Court, the courtyard or on Finchley Road subject to prevailing restrictions, and from the taxi rank on Canfield Gardens.

Access

- 4.23 The proposed development retains all existing access routes whilst providing an additional pedestrian access into the new building from within the courtyard. A raised pedestrian walkway will also be provided above the courtyard area so that there is a connection between the existing building and the proposed rear extension.

Servicing and Refuse Collection

- 4.24 Deliveries will continue to take place in-line with existing arrangements. Vehicles are permitted to load for up to 20minutes from Finchley Road between 10am – 4pm Monday to Saturday and at any time on Sundays. Delivery vehicles can also utilise the area of hardstanding to the north of the Site on Frogнал Court which allows smaller vehicles to enter and exit in forward gear.
- 4.25 The development is not expected to increase the number of deliveries per day. The delivery vehicles will simply deliver more stock each time to cater for the additional rooms. The deliveries will comprise of laundry pick-up & collection, food and drink and toiletries.
- 4.26 Refuse collection will continue to take place in-line with existing arrangements.

Construction Management Plan

- 4.27 It is acknowledged that the development will need to be constructed in the least disruptive way possible and therefore a Construction Management Plan has been submitted as part of this planning application and will be secured and implemented through a S106 agreement or planning condition.

5 SUMMARY AND CONCLUSION

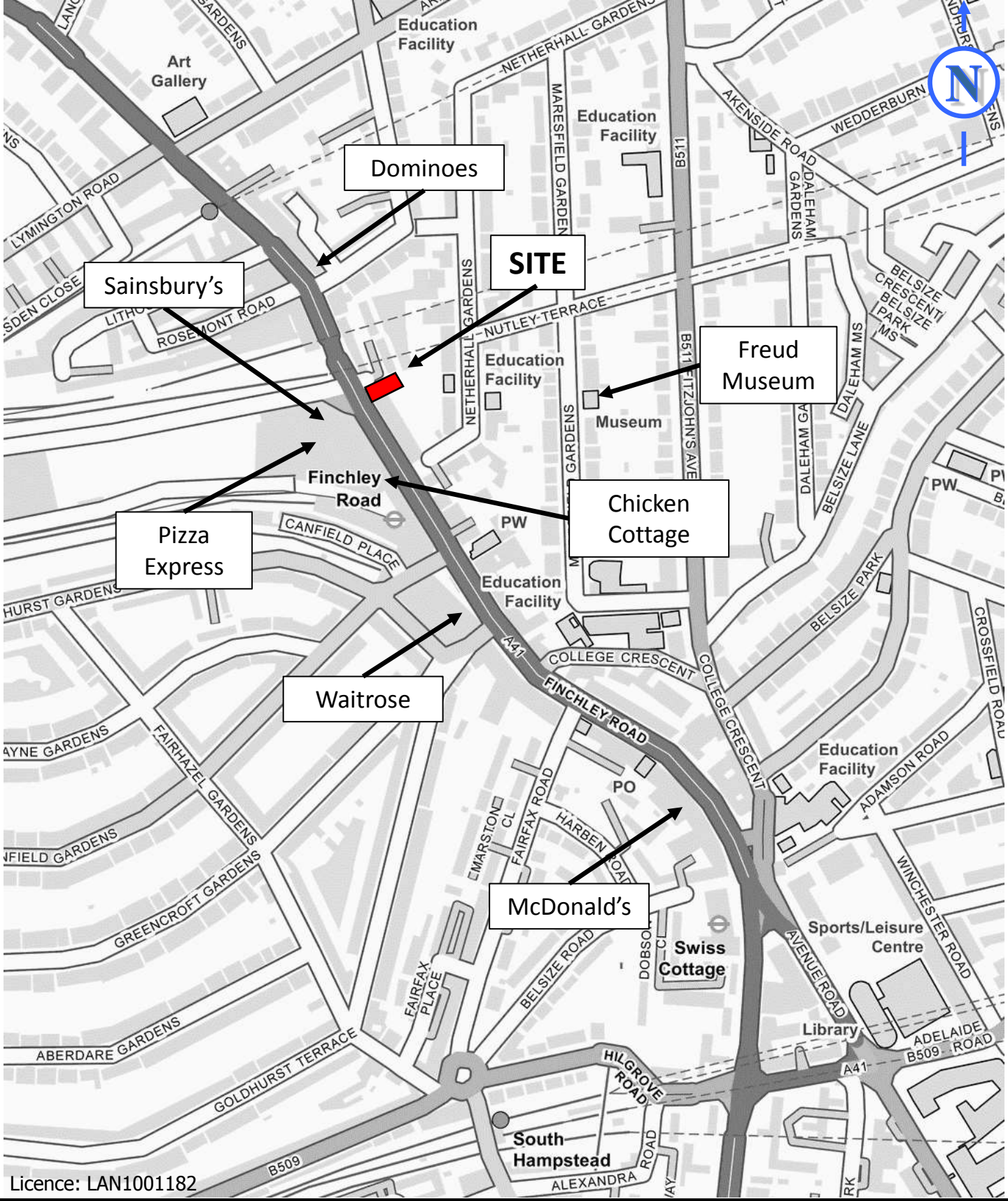
Summary

- 5.1 TTP Consulting has been appointed to provide transport planning advice relevant to the proposed development at 152 – 156 Finchley Road, NW3 5HS, within the London Borough of Camden.
- 5.2 The Applicant is seeking to provide an additional 51 bedrooms through a rear extension along with internal and external alterations to the existing hotel to provide a total of 130-rooms.
- 5.3 The Site achieves a PTAL rating of 6a indicating an excellent level of accessibility to public transport. Furthermore, being located opposite the O2 Shopping Centre offers numerous facilities and amenities.
- 5.4 A total of 3 on-site wheelchair accessible car parking spaces will be provided within the courtyard. No additional parking spaces will be provided.
- 5.5 The potential number of trips associated with the additional rooms has been estimated based on trip rate information in the TRICS database, and distributed by mode taking into account the car parking provision. The exercise demonstrates that there would not be any impact on the local highway or transport network.
- 5.6 Cycle parking will be increased and provided in accordance with standards with 7 spaces provided for staff and 3 spaces provided for guests.
- 5.7 Refuse collection will continue to occur in-line with existing arrangements.
- 5.8 Deliveries will continue to take place from either Froggnal Court or from Finchley Road, in-line with existing arrangements. The total number of deliveries is not expected to increase as the existing delivery vehicles will simply deliver more stock each time.

Conclusion

- 5.9 In light of the above, we conclude that the proposed development is acceptable in highways and transport terms.

Figures



Licence: LAN1001182

TITLE:
Local Amenities

PROJECT:
Swiss Cottage Holiday Inn

CLIENT:
Summit Hotels Limited



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 transport planning specialists

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DRAWN: J.T
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 DATE: 30.08.2017
 SCALE: N.T.S.

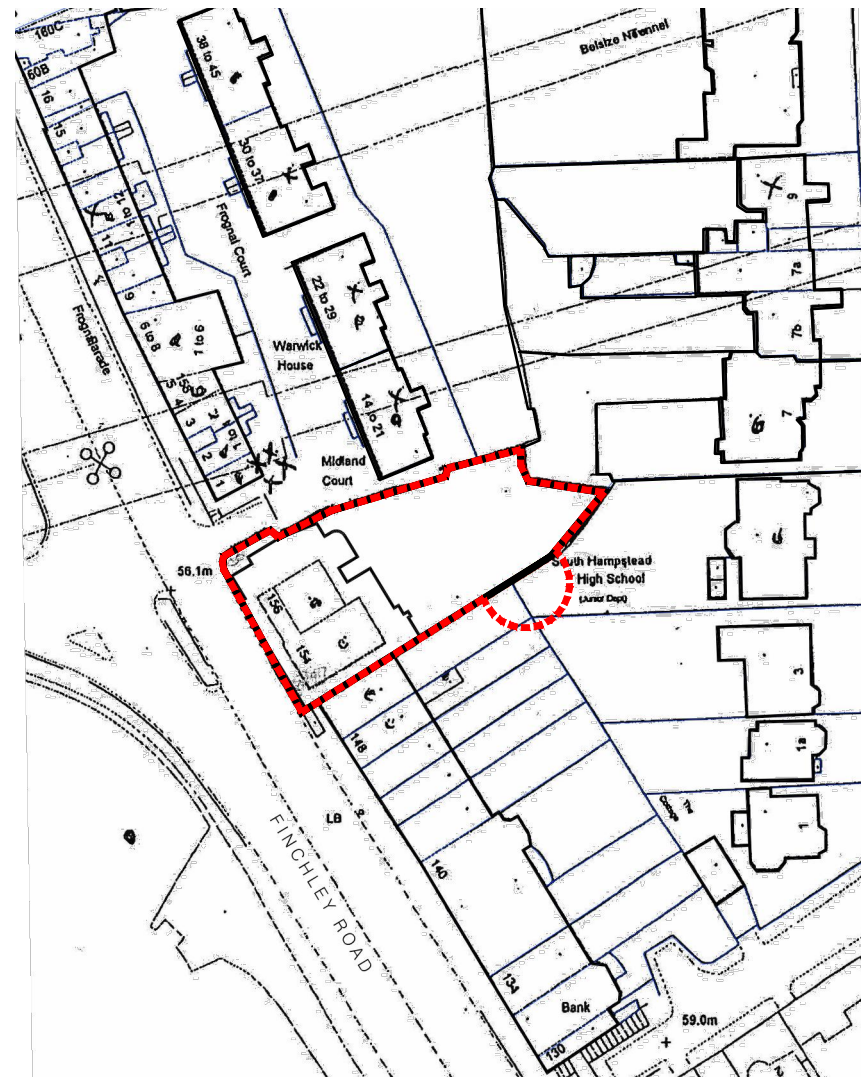
DRAWING REFERENCE: **Figure 2**
 REVISION: .

Appendix A

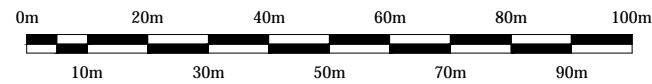
revisions //	by //	date //
A	CAD	20/10/17

Planning boundary revised to suit works to trees.

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Location Plan



----- Planning Boundary

Merchant Exchange
 20 Bell Street
 Glasgow
 G1 1LG



+44(0)141 552 2194
 weareica.com

project title //

Swiss Cottage Extension
 Holiday Inn Express
 for Summit Hotels Ltd

drawing title //

Location Plan
 as Existing

issue stage //

PLANNING

date //	drawn //	scale @ A3 //
AUG 16	LAS	1:1250

project //	dwg number //	revision //
228	PL100	A



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revisions //	by //	date //
A	CAD	20/10/17

Planning boundary revised to suit works to trees.

 Planning Boundary

Merchant Exchange
 20 Bell Street
 Glasgow
 G1 1LG
 +44(0)141 552 2194
 weareica.com



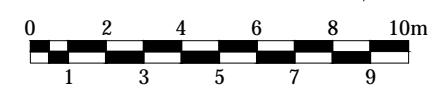
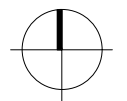
project title //
**Swiss Cottage Extension
 Holiday Inn Express
 for Summit Hotels Ltd**

drawing title //
**Site Plan
 as Existing**

issue stage //
PLANNING

date //	drawn //	scale @ A3 //
AUG 16	LAS	1:200

project //	dwg number //	revision //
228	PL101	A



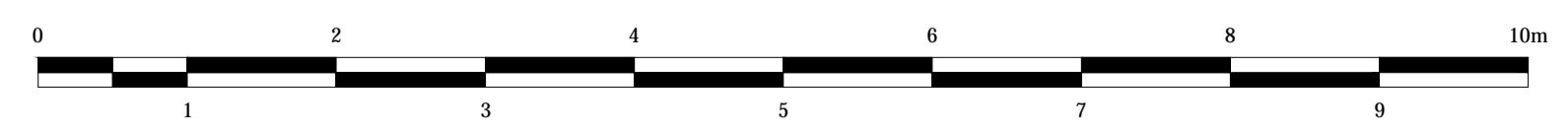


14-21
Frogmal Court

Frogmal Court

150
Finchley Road

Finchley Road



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Planning boundary revised to suit works to trees.
Drawing changed to 1:50 scale.

Schedule of Accommodation:	
Existing Bedrooms	79
Extension Bedrooms	55
Bedrooms removed for accommodated corridor link	-1
Additional Bedrooms added at corner	+2
Total	135

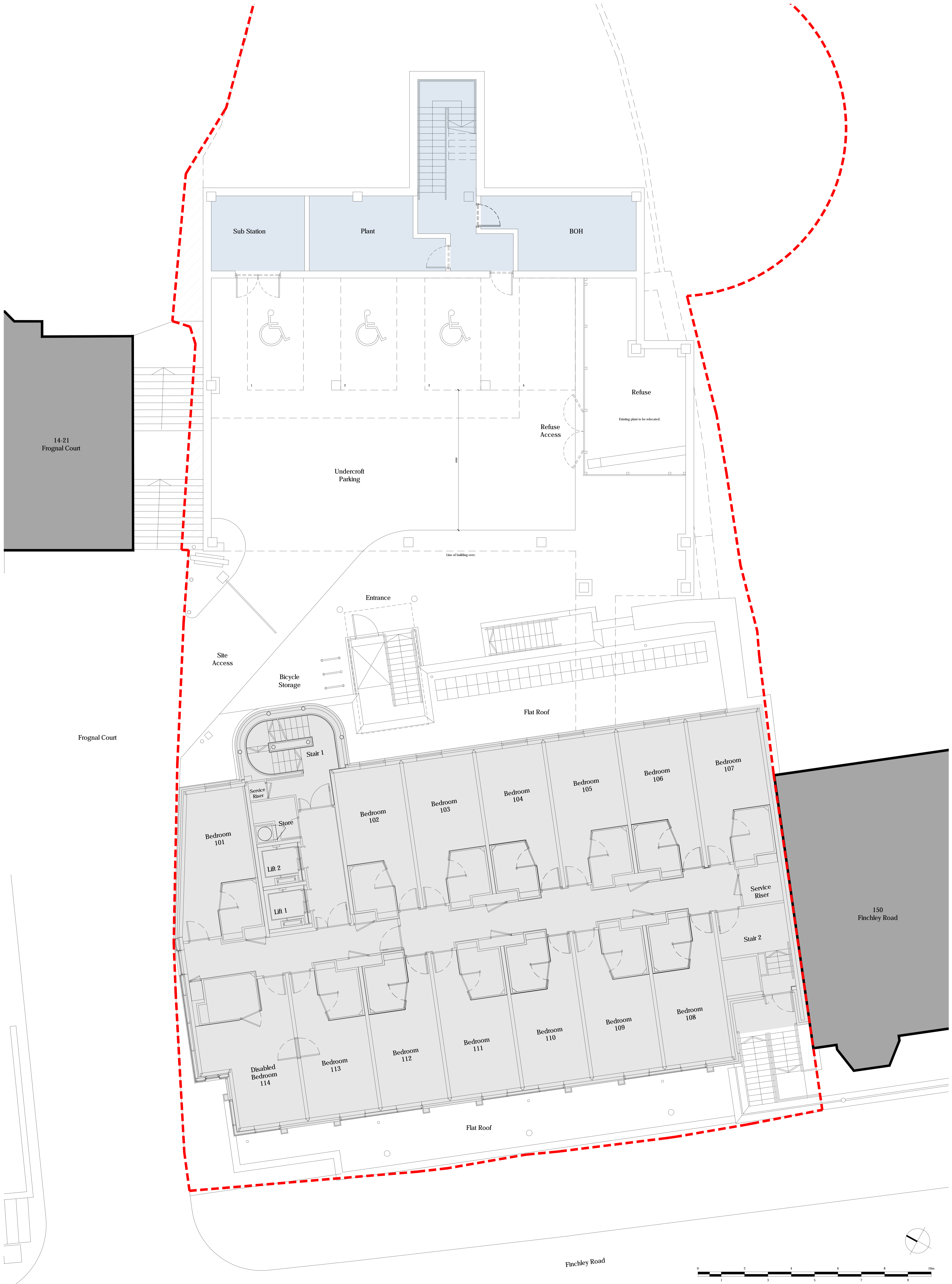
Accessible rooms:
110m² and accessible (5m² existing & 5m²
proposed).
Extension GFA = 1807m²
Extension GFA = 1024m²

Legend:
 Area of proposed works.
 Area of existing hotel outwith
proposals.
 Planning Boundary.

project title //
Swiss Cottage Extension
Holiday Inn Express
for Summit Hotels Ltd
drawing title //
First Floor Plan
as Existing

issue stage //
PLANNING
date // drawn // scale @ A0 //
Jun 2017 CAD 1:50
project // dwg number // revision //
228 PL201 A

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 revisions // by // date //
 A // CAD // 20/10/17
 Planning boundary revised to suit works to trees.
 Drawing changed to 1:50 scale.

B
 Parking revised to show 3 No disabled spaces.
 CAD 14/11/17

Schedule of Accommodation:	
Existing Bedrooms	79
Extension Bedrooms	55
Bedrooms removed to accommodate corridor link	-1
Additional Bedrooms added at corner	+2
Total	135

Accessible rooms: 110sq. and accessible. (5sq. existing & 5sq. proposed).	
Extension GFA = 1807sq'	
Extension GFA = 1024sq'	

Legend:	
	Area of proposed works.
	Area of existing hotel outwith proposal.
	Planning Boundary.

project title //
**Swiss Cottage Extension
 Holiday Inn Express
 for Summit Hotels Ltd**

issue stage //
PLANNING

date // drawn // scale @ A0 //
Jun 2017 CAD 1:50

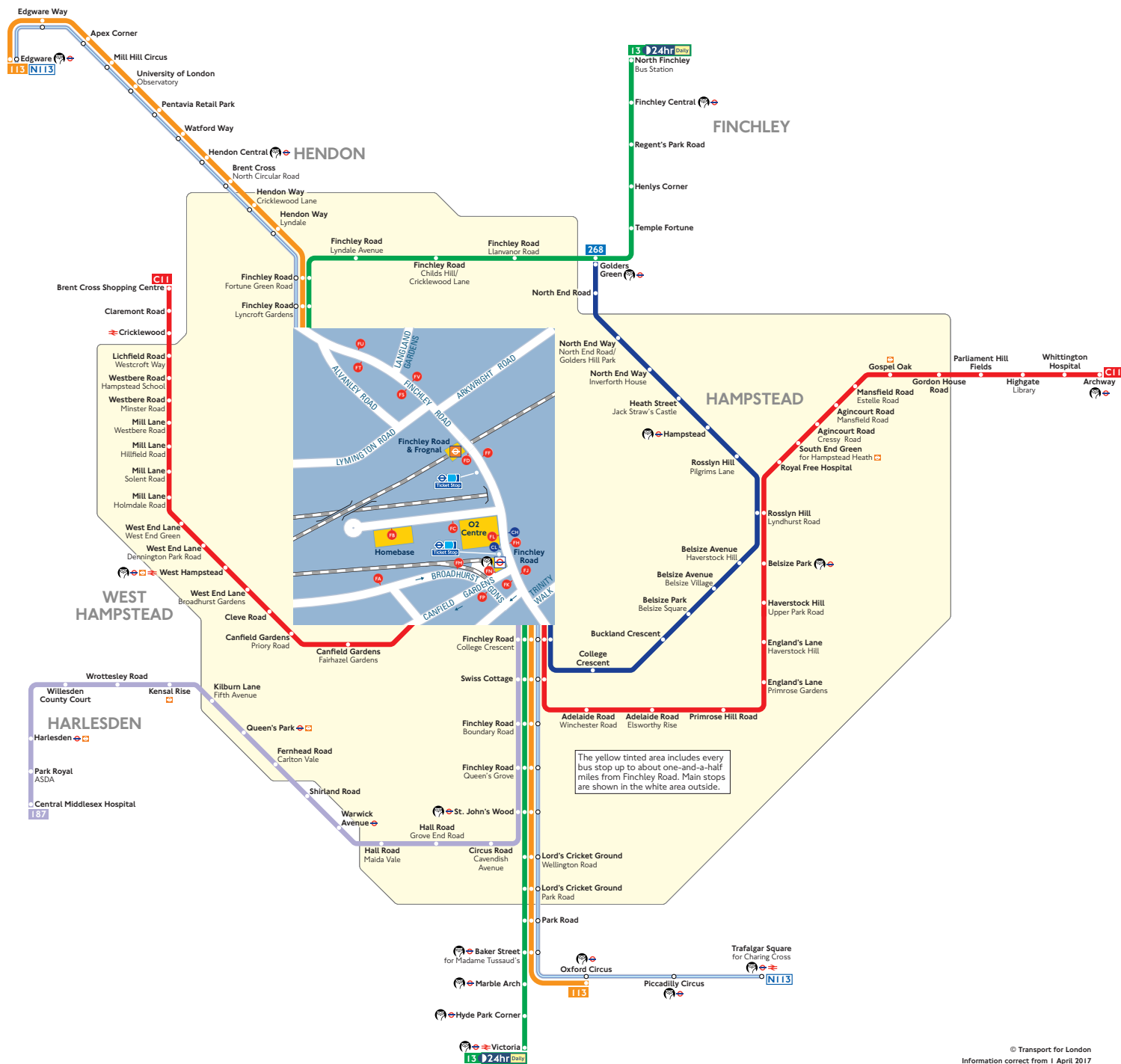
drawing title //
**First Floor Plan
 as Proposed**

project // dwg number // revision //
228 PL301 B

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Appendix B

Buses from Finchley Road



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Finchley Road. Main stops are shown in the white area outside.

Route finder

Bus route	Towards	Bus stops
13 24hr Daily	North Finchley	FD FD FD FD FD
	Victoria	FD HD FD FD FD
113	Edgware	FD FD FD FD FD
	Oxford Circus	FD HD FD FD FD
187	Central Middlesex Hospital	FD FD FD FD FD
268	Golders Green	FD FD FD FD FD
C11	Archway	FD FD FD FD FD
	Brent Cross Shopping Centre	FD

Night buses

Bus route	Towards	Bus stops
NI13	Edgware	FD FD FD FD FD
	Trafalgar Square	FD HD FD FD FD

Coaches

Towards	Coach stops
Coaches northbound	CL
Coaches to central London	CH

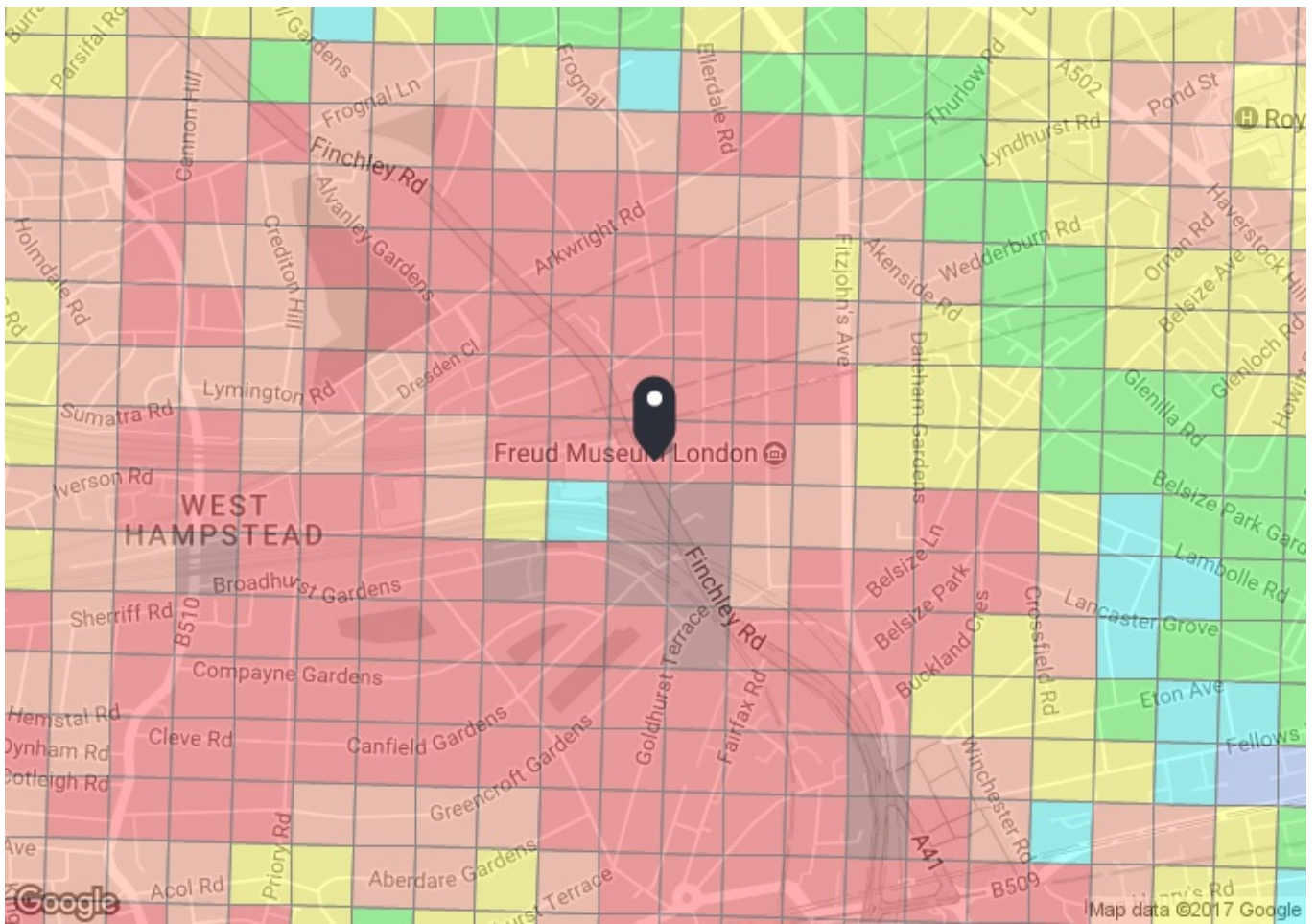
Key

- 13** Day buses in black
- NI13** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Tube station with 24-hour service Friday and Saturday nights

Ways to pay

- Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
- Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
- Sign up for an online account to top up online and see your travel history and spending.

Appendix C



PTAL output for Base Year 6a

NW3 5HS
Finchley Rd, London NW3 5HS, UK
Easting: 526272, Northing: 184820

Grid Cell: 103063

Report generated: 29/08/2017

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY RD STN S/B	C11	226.28	7.5	2.83	6	8.83	3.4	0.5	1.7
Bus	FINCHLEY RD STN S/B	113	226.28	7	2.83	6.29	9.11	3.29	0.5	1.65
Bus	FINCHLEY RD STN S/B	82	226.28	8.75	2.83	5.43	8.26	3.63	1	3.63
Bus	FINCHLEY RD STN S/B	13	226.28	8	2.83	5.75	8.58	3.5	0.5	1.75
Bus	FITZJOHNS AV/ NUTLEY TERR	46	564.49	6	7.06	7	14.06	2.13	0.5	1.07
Bus	FINCHLEY R O2 CENTRE STD	268	190.06	5	2.38	8	10.38	2.89	0.5	1.45
Bus	FINCHLEY R O2 CENTRE STD	187	190.06	5.5	2.38	7.45	9.83	3.05	0.5	1.53
Bus	FAIRFAX RD FINCHLEY RD	31	482.01	10	6.03	5	11.03	2.72	0.5	1.36
Rail	Finchley Road & Frognal	'CLPHMJ2-STFD 2L50'	300.79	3.67	3.76	8.92	12.68	2.37	1	2.37
Rail	Finchley Road & Frognal	'STFD-CLPHMJ2 2Y11'	300.79	3.67	3.76	8.92	12.68	2.37	0.5	1.18
LUL	Finchley Road	'WembleyPark-Stratfo'	264.39	3.67	3.3	8.92	12.23	2.45	0.5	1.23
LUL	Finchley Road	'WillesdenGreen-Stra'	264.39	4.33	3.3	7.68	10.98	2.73	0.5	1.37
LUL	Finchley Road	'Stanmore-Stratford'	264.39	17.65	3.3	2.45	5.75	5.21	1	5.21
LUL	Finchley Road	'Amer-AldgateFast'	264.39	1	3.3	30.75	34.05	0.88	0.5	0.44
LUL	Finchley Road	'Ches-AldgateFast'	264.39	2	3.3	15.75	19.05	1.57	0.5	0.79
LUL	Finchley Road	'Uxbridge-AldSlow'	264.39	5.33	3.3	6.38	9.68	3.1	0.5	1.55
LUL	Finchley Road	'BakerSt-AmerFast'	264.39	1.33	3.3	23.31	26.61	1.13	0.5	0.56
LUL	Finchley Road	'Watford-BStreetSF'	264.39	2.33	3.3	13.63	16.93	1.77	0.5	0.89
LUL	Finchley Road	'Watford-AldSfast'	264.39	3.67	3.3	8.92	12.23	2.45	0.5	1.23
LUL	Finchley Road	'Aldg-WatfordSlow'	264.39	3.67	3.3	8.92	12.23	2.45	0.5	1.23
LUL	Finchley Road	'BakStr-WatfordSlow'	264.39	1.67	3.3	18.71	22.02	1.36	0.5	0.68
LUL	Finchley Road	'BkStr-UxbridgeSFast'	264.39	2.33	3.3	13.63	16.93	1.77	0.5	0.89
LUL	Finchley Road	'Uxbridge-BStreetSl'	264.39	3.67	3.3	8.92	12.23	2.45	0.5	1.23
LUL	Finchley Road	'Ald-HarrowHill'	264.39	1.33	3.3	23.31	26.61	1.13	0.5	0.56
LUL	Finchley Road	'BStreet-WembleyPk'	264.39	0.33	3.3	91.66	94.96	0.32	0.5	0.16
LUL	Finchley Road	'BakerSt-HarrowHill'	264.39	0.67	3.3	45.53	48.83	0.61	0.5	0.31
Rail	South Hampstead	'WATFJDC-EUSTON 2C06'	878.79	2.67	10.98	11.99	22.97	1.31	0.5	0.65
Rail	South Hampstead	'EUSTON-WATFJDC 2D86'	878.79	3	10.98	10.75	21.73	1.38	0.5	0.69

Total Grid Cell AI: 37.35

Appendix D

Calculation Reference: AUDIT-752101-170919-0956

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	GR GREENWICH	2 days
	HO HOUNSLOW	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of bedrooms
Actual Range:	82 to 151 (units:)
Range Selected by User:	82 to 224 (units:)

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/09 to 29/11/13
-------------	----------------------

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Retail Zone	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	4 days
-----------------	--------

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 Good	1 days
6a Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GR-06-A-01	IBIS		GREENWICH
	STOCKWELL STREET			
	GREENWICH			
	Town Centre			
	No Sub Category			
	Total Number of bedrooms:		82	
	Survey date:	MONDAY	19/10/09	Survey Type: MANUAL
2	GR-06-A-03	NOVOTEL		GREENWICH
	GREENWICH HIGH ROAD			
	GREENWICH			
	Edge of Town Centre			
	No Sub Category			
	Total Number of bedrooms:		151	
	Survey date:	FRIDAY	22/11/13	Survey Type: MANUAL
3	HO-06-A-01	DAYS HOTEL		HOUNSLOW
	LAMPTON ROAD			
	HOUNSLOW			
	Edge of Town Centre			
	Commercial Zone			
	Total Number of bedrooms:		96	
	Survey date:	WEDNESDAY	16/06/10	Survey Type: MANUAL
4	HO-06-A-02	ETAP HOTEL		HOUNSLOW
	STAINES ROAD			
	HOUNSLOW			
	Edge of Town Centre			
	Retail Zone			
	Total Number of bedrooms:		148	
	Survey date:	WEDNESDAY	16/06/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-06-A-02	Low PTAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	119	0.090	4	119	0.197	4	119	0.287
08:00 - 09:00	4	119	0.143	4	119	0.459	4	119	0.602
09:00 - 10:00	4	119	0.161	4	119	0.396	4	119	0.557
10:00 - 11:00	4	119	0.149	4	119	0.275	4	119	0.424
11:00 - 12:00	4	119	0.147	4	119	0.243	4	119	0.390
12:00 - 13:00	4	119	0.128	4	119	0.193	4	119	0.321
13:00 - 14:00	4	119	0.153	4	119	0.151	4	119	0.304
14:00 - 15:00	4	119	0.136	4	119	0.126	4	119	0.262
15:00 - 16:00	4	119	0.164	4	119	0.226	4	119	0.390
16:00 - 17:00	4	119	0.252	4	119	0.143	4	119	0.395
17:00 - 18:00	4	119	0.249	4	119	0.241	4	119	0.490
18:00 - 19:00	4	119	0.317	4	119	0.273	4	119	0.590
19:00 - 20:00	4	119	0.438	4	119	0.264	4	119	0.702
20:00 - 21:00	4	119	0.367	4	119	0.224	4	119	0.591
21:00 - 22:00	4	119	0.556	4	119	0.134	4	119	0.690
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.450			3.545			6.995

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 82 - 151 (units:)
 Survey date date range: 01/01/09 - 29/11/13
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 2
 Surveys manually removed from selection: 1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.