BRANCH HILL HOUSE, HAMPSTEAD

Transport Statement

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Transport Statement
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1 INTRODUCTION

Background

1.1 RPS has been commissioned by Almax Group to provide a Transport Statement (TS) to support the proposed redevelopment of Branch Hill House, Branch Hill, London NW3 7LT (referred to as the "Site"). The local planning and highway authority is the London Borough of Camden (LBC).

Existing Site

1.2 The Site comprises an Edwardian building referred to as 'Branch Hill House' and a 1960s extension. The Site is currently occupied by a care home that is now vacant, following a Council-led strategy to build new modern care homes to be funded through the disposal of existing care facilities for the elderly. The Site has been vacant since 2015.

1.3 The Site is accessed via Spedan Close, a private road forming priority junctions onto Branch Hill at the south-eastern corner of the site and Heysham Lane at the northern boundary.

1.4 **Figure 1** illustrates the location of the site.

Development Proposals

1.5 The description of the development proposal is as follows:

> **"Change of use of Branch Hill House from care home (Use Class C2) to residential (Use Class C3) and associated external alterations, demolition of the 1960s extension and erection of replacement building, including basement, comprising residential accommodation (Use Class C3), ancillary plant, access and servicing and car parking."**

1.6 The proposed residential development comprises 34 units. The proposed residential mix is as follows:

- 10 x 1-bedroom units;
- 10 x 2-bedroom units; and
- 14 x 3-bedroom units.

1.7 The development will be car-free with the exception of disabled car parking, in accordance with the Camden Local Plan (May 2017). Four disabled car parking spaces will be provided in the basement in accordance with the requirements of the Draft New London Plan (July 2019).

1.8 Cycle parking spaces will be provided on-site in accordance with the requirements of the Camden Planning Guidance (CPG) on Transport (March 2019) and the minimum standards of the Draft New London Plan (July 2019).

1.9 The proposed layout plans are included in **Appendix 1**.

Report Structure

1.10 This TS considers the transport characteristics within the vicinity of the site and assesses the likely transport impacts of the proposed development. The TS is structured as follows:

- **Section 2:** Baseline Conditions;
- **Section 3:** Policy Review;
- **Section 4:** Development Proposals;
- **Section 5:** Trip Generation;
- **Section 6:** Transport Impacts;
- **Section 7:** Travel Plan Statement; and
- **Section 8**: Summary and Conclusions.

Pre-Application Discussions with Camden Council

1.11 The scope of the TS has been discussed in detail with the Highways Officer at LBC. A copy of the relevant correspondence is included in **Appendix 2**.

2 SITE ACCESSIBILITY

Introduction

2.1 This section of the TS provides a description of the existing accessibility of the development Site and the surrounding transport networks. The Site is shown in its local context in **Figure 1.**

Existing Site

2.2 The Site is currently occupied by a care home that is now vacant, following a Council-led strategy to build new modern care homes to be funded through the disposal of existing care facilities for the elderly. The Site has been vacant since 2015.

2.3 It is bound to the north by Heysham Lane, to the east by Branch Hill, to the west by a residential estate and to the south by allotments. Surrounding land uses are predominantly residential properties. Hampstead town centre is located circa 500 metres to the southeast of the Site.

2.4 The Site is accessed via Spedan Close, a private road forming priority junctions onto Branch Hill at the south-eastern corner of the site and Heysham Lane at the northern boundary. The main pedestrian / cycle and vehicular access is via Branch Hill, with secondary access possible via Heysham Lane. The surrounding roads are subject to controlled parking zones.

2.5 The Site lies within an area identified with a Public Transport Accessibility Level (PTAL) rating of 1b (where 1 is least accessible and 6b is most accessible) which represents a low level of accessibility by public transport.

Pedestrian and Cycle Network

Pedestrian Infrastructure

2.6 The CIHT's guidance, *Guidelines for Providing for Journeys on Foot* (2000) states in paragraph 3.32 and Table 3.2 that the preferred maximum walking distance to facilities and local services is circa two kilometres. The distances for various land uses, are summarised in **Table 2.1**.

Table 2.1: Guidelines for acceptable walking distances for various land uses (IHT, 2000)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

2.7 There are well established footways within the vicinity of the Site. The existing footways in the locality provide a continuous pedestrian link southeast to the centre of Hampstead, via Branch Hill, Frognal Rise and Holy Hill. Hampstead Underground Station, local bus stops, retail and shopping areas and amenities such as bars, cafés and fitness facilities can be accessed in Hampstead town centre. Street lighting is provided at regular intervals where pedestrian footways are present. Dropped kerbs and tactile paving are used locally to assist pedestrians cross.

2.8 Within the Site a footpath provides a direct connection from Spedan Close to Branch Hill House.

2.9 Further, a shared surface running along the southern boundary of the site provides access for vehicles to the undercroft parking area located on the southern side of the building and enables pedestrians to connect through to the Heysham Estate via a narrow ramp and set of stairs.

2.10 Footways are present on both sides of Branch Hill / Frognal Rise. The width of the footways are approximately 1.5 to 2.5 metres.

2.11 An informal pedestrian crossing is available on Frognal Rise approximately 200 metres (3-minute walk) southeast of the site. The crossing is provided with dropped kerbs, tactile paving and a refuge island.

Cycle Infrastructure

2.12 Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).

2.13 Cycle routes around the site are illustrated within Local Cycling Guide 4 (2017) produced by TfL (for the area surrounding the site including Mill Hill, Hendon, Hampstead, Finchley, Wood Green, Tottenham, Woodford, Chingford, Walthamstow, Leyton and Hackney). The TfL cycle guides assigns a coloured code to different types of cycle lane infrastructure, these are:

- **Dark Blue:** Cycle Superhighways;
- **Light Blue:** Route signed for cyclists that may be on a mixture of quiet and busier roads;
- **Purple:** Quietways;
- **Yellow**: Other roads that have been recommended by cyclists;
- **Orange**: Pedestrian-only route which connects cycling sections where cyclists must dismount; and
- **Green**: Routes through parks, along canal towpaths or off-carriageway for walking and cycling.

2.14 Locally there are numerous Yellow cycle routes accessible from Frognal Rise and Lower Terrace. Lower Terrace links the site with Heath Street, where various shopping and leisure facilities exist, with further Yellow cycle routes linking to Hampstead Heath Park.

2.15 There are also Green cycle routes locally through parks and off-carriage locations such as throughout Hampstead Heath Park and along Oak Hill Way.

2.16 Light Blue cycle routes to the southwest of the site can be accessed via Yellow and Green routes. Combined, these routes provide cycle access to various areas such as Kilburn, Cricklewood, Kentish Town and Camden Town. Moreover, public transport services at Finchley and Frognal rail station and West Hampstead Thameslink could be accessed through the use of these routes.

2.17 A map showing these cycle routes is included in **Appendix 3.**

2.18 There are currently no cycle parking spaces located on-site or within the vicinity of Branch Hill House.

2.19 The local topography does is prohibitive to encouraging cycling.

Accessibility to Local Facilities

2.20 Current transport planning policy seeks to locate new developments in areas where there is a choice of transport modes to local facilities, particularly where people can travel by sustainable modes.

2.21 Manual for Streets (Paragraph 4.4.1) states the following:

> **"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot."**

2.22 There are numerous facilities and amenities within reasonable walking and cycling distances of the site. These include:

- Education facilities;
- Food stores;
- Medical facilities;
- Community facilities; and
- Leisure facilities including sports clubs and recreational grounds.

2.23 **Table 2.2** identifies the walking and cycle distance and time to local facilities and amenities measured from the centre of the Site. This table is not meant to provide an exhaustive list but rather an example of distances and travel time to local facilities and amenities that future residents of the proposed development are likely to use.

Table 2.2: Walking and cycling journey times to local facilities and amenities from Branch Hill House

Facility	Distance from Site (metres)	Appropriate Journey Time (minutes) Walking	Cycling
Educational Facilities			
Hampstead Parochial Primary School	450m	6	3
New End Primary School	550m	7	3
University College School Junior Branch	500m	6	2
University College School Senior School	700m	9	2
Food Stores			
Tesco Express	600m	8	3
Atlanta Supermarket	1,300m	16	4
M&S Simply Food	1,500m	19	6
Medical Facilities			
Ritz Pharmacy	400m	5	3
Boots Pharmacy	550m	7	3
Hampstead Dental & Medical Centre	350m	4	2
Queen Marys Hospital	400m	5	3
Royal Free Hospital	1,400m	18	6
Community Facilities			
The Holy Bush public house	270m	3	1
La Gaffe Italian restaurant	280m	4	1
Tinseltown	400m	5	2
Wagamama	550m	7	3
Post Office	600m	8	4
Barclays Bank	550m	7	4
HSBC	650m	8	4
Recreational / Leisure Facilities			
The Hill Garden	210m	3	1
Heartcore Fitness	400m	5	3
Everyman Hampstead Cinema	550m	7	3
Hampstead Heath Park	600m	8	4
Burgh House & Hampstead Museum	600m	8	3
Hampstead Golf Club	2,000m	25	7
Public Transport			
Bus Stop E: Whitestone Pond	450m	6	2
Hampstead Underground station	500m	6	3
Finchley Road and Frognal rail station	1,300m	16	3
West Hampstead Thameslink	1,700m	21	5
West Hampstead Underground station	1,900m	24	5

Note: Assumed walking speed of 4.8km/h and cycling speed as per Google's real-time journey planner. Distance and journey times rounded to the nearest whole figure. Not all facilities / services are noted above.

Public Transport Accessibility

PTAL

2.24 Public Transport Accessibility Levels (PTALs) provide a useful guide as to the accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest.

2.25 TfL's WebCAT[1] tool calculates a PTAL rating of 1b for the development site, which represents a 'poor' level of accessibility to public transport. The full PTAL report is provided in **Appendix 4**.

Bus Services

2.26 PTAL guidance considers that people are willing to walk up to eight minutes in order to access bus stop infrastructure. Thus, TfL consider that bus stops within 640 metres of a development (80 metres x 8 minutes) are considered to be accessible.

2.27 Branch Hill House is highly accessible by bus. The nearest bus stops, bus stop E (northbound) and bus stop P (southbound), are located approximately 450 metres and 550 metres east and northeast of the site, respectively, on Heath Street. These bus stops are served by routes 268, 603 and N5.

2.28 A further bus route is accessible at bus stops B (northwest bound) and R (southeast bound) on Hampstead High Street, circa 600 metres and 650 metres southeast of the site respectively. These bus stops are served by routes 46, 268 and N5.

2.29 These bus routes accessible from the Site provide a combined peak hour frequency of 12-13 services per hour. The aforementioned bus stops are provided with flagpoles, shelter, seating and route / timetable information. A brief summary of the local daytime bus service timetables is provided in **Table 2.3**.

Table 2.3: Local Bus Services

Service	Route	Frequency (Buses per hour)			
		AM Peak	PM Peak	Sat	Sun
Bus Stops E and P					
268	Golders Green Station – O2 Centre / Sainsbury's	5	4	5	3
Bus Stops B and R					
46	Lancaster Gate Station - St Bartholomew's Hospital	8	8	7	4
268	Golders Green Station – O2 Centre / Sainsbury's	5	4	4	3

Source: TfL (accessed November 2019).

2.30 **Table 2.3** demonstrates that there are a good number of bus services within easy walking distance of the site, which provide access to a wide range of destinations. A bus spider map illustrating the local bus routes is included in **Appendix 5**.

[1] https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?intcmp=25932

London Underground Services

2.31 Hampstead Underground station is located circa 500 metres (6-minute walk) southeast of the Site. The Northern Line operates at this station which is in Fare Zone 2/3.

2.32 Hampstead Underground station is located on the High Barnet branch of the Northern line. The Northern line runs from northwest London to southwest London and provides two branches through Central London, one via Charing Cross and one via Bank, providing stops at High Barnet, Edgware, King's Cross, Old Street, London Bridge and Waterloo.

2.33 This line operates a southbound and a northbound train circa every three minutes. The Northern Line also offers a weekend Night Tube service, which operates every 15 minutes in both directions. The Night Tube ensures a decreased demand on taxis during weekends and helps increase use of sustainable transport modes.

2.34 **Table 2.4** summarises the peak frequency of the routes operating through Hampstead Underground station.

Table 2.4: Underground Services Operating at Hampstead Underground Station

Line	Route	First Train	Last Train	Average Peak Frequency (per hour)
Northern Line	Northbound	06:06	00:56	18
	Southbound (King's Cross)	05:54	00:02	12
	Southbound (Waterloo)	05:38	00:17	12
	Night Tube (both directions)			4

Source: TfL (accessed November 2019)

2.35 These services allow quick and easy access to all areas within London. Given the proximity of Hampstead Underground station to the site and its level of integration with the rest of the London Underground network, it is anticipated that a large proportion of future residents will travel by this mode of transport.

2.36 A copy TfL's London Underground network map is provided at **Appendix 5.**

Rail Services

2.37 Finchley and Frognal rail station is located approximately 1.3 kilometres (16-minute walk) to the south of the site. This station provides direct access to various areas in London such as Richmond, Willesden Junction, Camden Road and Stratford via London Overground services.

2.38 PTAL guidance considers that people are willing to walk up to twelve minutes in order to access rail infrastructure in London, which equates to 960 metres (4.8 km/hour). However, the rail station can be accessed within a short cycle time (circa three-minute ride); therefore, rail travel is a

realistic mode of transport to be used by future residents when combined with the bicycle as part of a multi-modal trip.

2.39 **Table 2.5** provides a summary of the Overground services currently operating at Finchley and Frognal rail station.

Table 2.5: Rail Services Operating at Finchley and Frognal Station

Service	Route	First Train	Last Train	Average Peak Frequency (per hour)
Overground	Southbound (Richmond)	06:15	23:41	4
	Southbound (Clapham Junction)	06:35	23:08	4
	Eastbound (Stratford)	06:07	23:34	8

Source: TfL (accessed November 2019)

2.40 Additionally, Thameslink services can be accessed at West Hampstead Thameslink rail station, circa 1.7 kilometres from the site. This station provides direct connections to destinations such as St Pancras International, Elephant and Castle, Gatwick Airport and Luton Airport. The rail station can be accessed within a short cycle time (circa six-minute ride); travel via this station is therefore a realistic mode of transport to be used by future residents when combined with the bicycle, as part of a multi-modal trip.

2.41 **Appendix 5** includes the London Overground and Thameslink rail network maps.

Car Clubs

2.42 There are a number of car clubs located in the vicinity of the site. The nearest car club is available on Lower Terrace circa 40 metres east of the site.

2.43 **Table 2.6** illustrates the walking distance between the site and the nearby car club vehicles.

Table 2.6: Distance between Branch Hill House and nearby Car Clubs

Location	Walking Distance	Number of Spaces	Provider
Lower Terrace	40m	1	Zipcar
Frognal Rise	160m	1	Enterprise Car Club
Redington Road	550m	1	Zipcar
New End Square	550m	1	Enterprise Car Club

Source: Zipcar, Enterprise (accessed November 2019).

2.44 **Table 2.6** demonstrates that residents will have access to several car clubs located a short walking distance from the site.

Local Highway Network

2.45 Spedan Close has a northwest / southeast alignment within the site boundary and forms a priority junction with Branch Hill. Heysham Lane routes along the northern boundary of the site and forms a priority junction with Spedan Close. Spedan Close and Heysham Lane are both private roads.

2.46 Branch Hill forms the western boundary of the site and is a two-way single carriageway with a 20mph speed limit. The road forms a priority junction with Frognal Rise circa 100 metres southeast of the main site access.

2.47 Branch Hill provides connections with the A41 either via West Heath Road and Platts Lane (heading north) or via Frognal Rise and Frognal Lane (heading south)/

2.48 The A41 is a two-way dual carriageway routing northwest / southeast and is subject to a 30mph speed restriction. This road provides access to Central London to the south and connects with the North Circular (A406) and the M1 to the north.

Parking and Waiting Restrictions

2.49 There are currently seven car parking spaces on-site including a designated disabled person's parking space. Additionally, there is an ambulance parking space adjacent to Branch Hill House. Despite the allocation of parking spaces, it is noted that informal parking currently takes place on-site.

2.50 A 'Yellow Box' is provided at the junction between Spedan Close and Branch Hill, which keeps the site access clear of parked / waiting vehicles.

2.51 The site is within Controlled Parking Zone (CPZ) CA-H(b) Hampstead and Vale of Heath, which operates parking restrictions Monday – Saturday between 09:00 and 20:00 hours. Pay and Display parking spaces operate restrictions Monday – Saturday between 09:00 and 18:00 hours and could be used for a fee of £2.55 per hour with a maximum stay of four hours. On-street parking spaces are located along Branch Hill, Frognal Rise and Lower Terrace.

2.52 Double Yellow Lines (DYLs) currently cover all local adopted roads except for where there are on-street parking spaces. These restrict stopping at all times.

Road Safety

2.53 Personal Injury Accident (PIA) data has been obtained from TfL for the latest available 3-year period (January 2016 – January 2019). The study area comprises Branch Hill, Frognal Rise and Holly Hill as illustrated in **Appendix 6**.

2.54 During the latest 3-year period 16 injury accidents were recorded within the study area. Of these accidents, 15 were recorded as slight and one was recorded as serious.

Frognal Rise

2.55 Five slight injury accidents occurred on Frognal Rise. One involved a pedestrian, one involved a cyclist, two involved motorcyclists and the remaining one involved only cars.

2.56 Three accidents occurred south of the Site at the junction between Frognal Rise and Lower Terrace. At this junction, a vehicle collided with a motorcyclist after undertaking a poor

manoeuvre whilst in a hurry. Another motorcyclist sustained slight injuries at this junction after being struck by a stolen car driven by an inexperienced driver. The final accident at this junction involved a vehicle colliding with a lamp post.

2.57 Another accident that occurred on Frognal Rise involved a cyclist being hit by a car. The cause of the accident was not recorded. The remaining accident on Frognal Rise involved a pedestrian being hit by a car whilst crossing the road. The cause of the accident was attributed to the failure of the pedestrian to look properly.

Hampstead High Street / Heath Street Junction

2.58 There was a total of five injury accidents recorded at or close to the Hampstead High Street / Heath Street junction, four of which resulted in slight injuries and one serious injury. Of these accidents, two involved cyclists and cars, one involved a pedestrian and a car, and two involved only cars.

2.59 A cyclist sustained serious injuries as a car collided with them from behind. The cause of the accident was attributed to the car driver following the cyclist too closely. For the other accident involving a cyclist and a car (slight), the cause was noted as the failure of the driver to judge the path and speed of the cyclist. Slippery road conditions were also noted as a contributing cause of the accident.

2.60 A slight injury accident occurred at this junction after a car collided with a pedestrian as they were crossing the road. The cause of this accident was not reported.

2.61 One slight accident occurred at this junction and involved three cars, with a driver and a passenger sustaining slight injury. The accident involved a driver colliding with a vehicle in front that was pushed into another vehicle ahead. The cause was attributed to the driver of the vehicle behind failing to judge the speed of the vehicle ahead and being in a hurry.

2.62 Another slight accident occurred at this junction and resulted from a collision between two cars. The causation factor was identified as one of the car drivers disobeying a traffic signal and being impaired by alcohol.

Remaining PIAs

2.63 The remaining six accidents within the study area resulted in slight injuries. They all either involved a car colliding with a pedestrian or cars colliding with each other.

Summary

2.64 The PIA analysis has demonstrated that the incidents recorded on those roads within proximity of the site are attributable to factors unrelated to the design of the highway network. Overall it is considered that the existing safety record indicates that there is a reasonable level of safety on the local highway network. Therefore, there is no reason to believe that the redevelopment proposals will lead to an increase in PIAs in the local area.

Baseline Travel Characteristics

2.65 The 2011 Census 'Method of Travel to Work' data has been extracted for those residents in the local LSOA (lower-layer super output area) that covers the Site (Camden 004E), as shown in **Table 2.7**.

Table 2.7: 2011 Census Method of Travel to Work

Mode	Mode Share (LSOA: Camden 004E)
Underground	41.9%
Train	4.1%
Bus	6.1%
Taxi	1.5%
Motorcycle	1.5%
Car Driver	24.7%
Car Passenger	2%
Cycle	5.9%
Foot	9.3%
Other	3%
Total	**100%**

Source: 2011 Census (QS701EW - Method of travel to work).

2.66 In total, it could be seen that 46% and 6.1% of residents currently travel to work by Underground / rail and bus services respectively. A total of 9.3% of local residents currently walk to work whilst 5.9% cycle. Therefore, 67.3% of local residents currently travel to work by sustainable modes of transport.

2.67 A review of the 2011 Census car ownership data for flats within the local LSOA covering the site indicates that 24% of existing residents do not own a car, while 52% own one car and 24% own two or more cars, equating to an average of 0.99 cars per flat in the local area.

Summary

2.68 The site is accessible by all modes of transport, with various bus services and Hampstead Underground station located within a 650-metre walk distance (8-minute walk) from the site.

2.69 The assessment of the baseline transport conditions demonstrates the site is accessible by all modes of travel and is therefore suitable to accommodate the proposed development.

3 POLICY CONTEXT

Introduction

3.1 This section summarises the relevant national, regional and local transport policy against which the development proposals have been considered.

National Policy

National Planning Policy Framework (NPPF)

3.2 National policy in relation to the transport planning of developments is set out in the National Planning Policy Framework (NPPF) (February 2019). Section 9 'Providing Sustainable Transport – considering development proposals.

3.3 Paragraph 108 states that:

> **"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
>
> - **Appropriate opportunities to promote sustainable transport modes can be – or have been taken up, given the type of development and its location;**
> - **Safe and suitable access to the site can be achieved for all users; and**
> - **Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."**

3.4 Paragraph 109 states that:

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

3.5 Paragraph 111 states that:

> **"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."**

3.6 With regard to parking, Paragraph 105 of the NPPF states that:

> **"If setting local parking standards for residential and non-residential development, policies should take into account:**
>
> - **The accessibility of the development;**
> - **The type, mix and use of the development;**
> - **The availability of and opportunities for Public Transport;**

- **Low car ownership levels; and**
- **the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."**

3.7 Paragraph 106 states that:

> **"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."**

Planning Practice Guidance

3.8 This Guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.

3.9 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter-touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

3.10 Transport Assessments and Statements can be used to establish whether the residual cumulative transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with NPPF.

Regional Policy

The Draft New London Plan - Consolidated Suggested Changes (July 2019)

3.11 In July 2019 the Mayor published a version of the draft new London Plan that consolidates all of the Mayor's suggested changes following the Examination in Public (EiP) of the draft Plan.

3.12 The new London Plan covers the period 2019 to 2041 and provides a long-term view of London's development to inform decision making. Once adopted, it will replace all previous versions. In terms of transport, the draft Plan promotes sustainability across Greater London with less car parking, more cycle parking and greater flexibility on accessible parking.

3.13 Policy T5 advises that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

> **"securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards, ensuring that a minimum of two**

short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision."

3.14 Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards (2016).

3.15 Minimum cycle parking standards for the residential development (Use Class C3) as set out in the London Plan are summarised in **Table 3.1**.

Table 3.1: Minimum Cycle Parking Standards (Draft New London Plan 2019)

Land Use	Long Stay	Short Stay
C3-C4 – Dwellings (all)	1 space per studio or 1 person 1-bedroom dwelling 1.5 spaces per 2-person 1-bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

3.16 Policy T6.1 sets out the maximum residential car parking standards within Table 10.3, which are summarised below in **Table 3.2.**

Table 3.2. Maximum Residential Car Parking Standards

Location	Maximum parking provision
Inner London PTAL 0 – 1	Up to 0.75 spaces per dwelling

3.17 Notwithstanding the maximum standards in Table 10.3, it is noted that:

"Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed."

3.18 Policy T6.1 also states that all residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

3.19 Policy T6.1 also notes that disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

"Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset; and

Demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage."

London Cycling Design Standards (LCDS, 2016)

3.20 This document sets out requirements and recommendations for the appropriate provision of cycle parking and best practice for parking arrangements.

3.21 Key items include:

- **Minimum height clearance of 2.6m recommended for two-tier cycle parking;**
- **2.5m aisle width within cycle store for two-tier cycle parking;**
- **1m spacing between Sheffield stands;**
- **An external door width to cycle stores of 2m;**
- **5 percent of all cycle spaces should accommodate larger cycles and therefore 5 percent Sheffield stands should be provided; and**
- **Doors into cycle stores should open inwards or slide.**

Mayor's Transport Strategy (MTS) for London (March 2018)

3.22 The MTS was published in March 2018 after a detailed public consultation. The document sets out the policies and proposals to reshape transport in London over the next two decades.

3.23 Central to the new strategy is the 'Healthy Streets Approach' which seeks to prioritise human health and experience in planning the city, and thus change London's transport mix so the city works better for everyone. As such, the key themes of the strategy are:

- **"Healthy Streets and healthy people- Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.**
- **A good public transport experience- Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.**
- **New homes and jobs- More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone."**

Local Planning Policy and Guidance

Camden Local Plan (May 2017)

3.24 The Camden Local Plan (adopted in May 2017) sets out LBC's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010).

3.25 Policy T1 states that LBC will promote sustainable transport by prioritising walking, cycling and public transport in the borough. In terms of walking, LBC will seek to ensure that developments:

- **“improve the pedestrian environment by supporting high quality public realm improvement works;**
- **make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;**
- **are easy and safe to walk through (‘permeable’);**
- **are adequately lit;**
- **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; and**
- **contribute towards bridges and water crossings where appropriate.”**

3.26 In terms of cycling, LBC will seek to ensure that development:

- **“provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;**
- **provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) 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 size and location of the development;**
- **makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;**
- **is easy and safe to cycle through (‘permeable’); and**
- **contribute towards bridges and water crossings suitable for cycle use where appropriate.”**

3.27 In terms of car parking allocation for new developments, Policy T2 highlights that LBC requires all proposals to be car-free. It states that LBC will:

- **“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;**
- **Limit on-site parking to:**
- **- Spaces designated for disabled people where necessary; and/or**
- **- Essential operational or servicing needs;**
- **Support the redevelopment of existing car parks for alternative uses; and**
- **Resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.”**

Camden Planning Guidance on Transport (March 2019)

3.28 LBC prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan 2017. This guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD).

3.29 Chapter 5 of the document details how LBC will implement Policy T2 of the Local Plan, which extends the car-free / permit-free requirement to all new developments within the entire borough. It is noted that the amount of disabled car parking should be provided in accordance with the London Plan.

3.30 Paragraph 8.6 states that the council will require all new developments to provide cycle parking spaces, which are at least in compliance with The London Plan. However, they may also:

> **"seek an additional 20% spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden."**

Summary

3.31 This section has outlined the policy context to which the proposed development relates and the frameworks with which the development proposal needs to comply.

3.32 It is clear that development should be sustainable in form and location, seeking to promote opportunities for sustainable modes of travel and reduce reliance on the private car. The proposal is required to be car-free / permit free, with the exception of disabled car parking, in accordance with the Camden Local Plan (2017). Disabled car parking should be provided in accordance with the requirements of the Draft New London Plan (2019).

3.33 The CPG on Transport (2019) requires the development to provide cycle parking at least in accordance with the minimum requirements of the Draft New London Plan (2019) and may also seek an additional 20% above these minimum standards. Cycle parking should accord with the specifications of the LCDS.

4 DEVELOPMENT PROPOSALS

Introduction

4.1 This section of the TS describes the proposed redevelopment in terms of land use, access arrangements for all main modes, cycle parking provision, car parking provision, servicing, refuse storage and collection arrangements.

Proposed Development

4.2 The description of the development proposal is as follows:

> "Change of use of Branch Hill House from care home (Use Class C2) to residential (Use Class C3) and associated external alterations, demolition of the 1960s extension and erection of replacement building, including basement, comprising residential accommodation (Use Class C3), ancillary plant, access and servicing and car parking."

4.3 The proposed residential development comprises 34 units. The proposed residential mix is as follows:

- 10 x 1-bedroom units;
- 10 x 2-bedroom units; and
- 14 x 3-bedroom units.

4.4 The proposed layout plans are included in **Appendix 1**.

Pedestrian and Cycle Access

4.5 Pedestrian and cycle access to the Site will be via Spedan Close, in accordance with existing arrangements.

4.6 Pedestrian circulation space will be provided at the frontages of all ground floor properties.

4.7 Pedestrians wishing to route along the southern boundary of the site to connect to the Heysham Estate located to the west of the Site, will continue to do so via an improved shared surface. The improvements will open this route up, making it less intimidating and feel safer, with an improved surface finish making it more usable.

4.8 On-site cycle movements will be accommodated on the carriageway of Spedan Close. Access to the on-site cycle parking will be via the shared surface routing along the southern boundary of the site, with access to the basement level cycle parking spaces via the proposed car / cycle lift towards the southern corner of the site.

Cycle Parking

4.9 70 long-stay cycle parking spaces will be provided in the basement in accordance with the requirements of the Camden Planning Guidance (CPG) on Transport (March 2019). The provision represents a 20 percent increase on the minimum standards of the Draft New London Plan (July 2019).

4.10 Furthermore, two short-stay cycle parking spaces for visitors will be provided close to the front entrance of the development, in accordance with the minimum standards of the Draft New London Plan (July 2019).

Vehicular Access

4.11 It is proposed that the site will be served by the existing vehicular access arrangements. The main access to the site is via Spedan Close from Branch Hill.

4.12 Access to the basement car parking spaces will be taken via the existing shared surface route along the southern boundary of the site. Improvements to the route are proposed, incorporating widening to enable two cars to pass safely if required, and a new surface finish.

4.13 A passing place is proposed close to the entrance to the basement car park to enabling vehicles to wait should the lift be in operation and thus enabling two cars to safely pass if required.

4.14 As detailed, the route will connect to a car lift at the southern corner of the site, providing access to the basement car parking spaces via a turntable. The swept path analysis included in **Appendix 7** demonstrates that a large car is able to access all parking spaces and navigate the basement vehicular route.

4.15 It is noted that vehicular movements and speeds on-site will be very low, minimising any potential conflicts with cyclists and pedestrians, with the route being improved from the current shared surface arrangement, providing more space for all movements to occur.

Car Parking

4.16 The development will be car-free, with the exception of disabled car parking, in accordance with Policy T2 of the Camden Local Plan (2017). Furthermore, the development proposals are permit-free and hence future residents will not be eligible for on-street residential parking permits.

4.17 Four disabled car parking spaces will be provided in the basement in accordance with Policy T6.1 of the Draft New London Plan (July 2019). The disabled parking bays will be 2.4 metres wide by 4.8 metres long with a 1.2-metre-wide zone provided between designated spaces and at the rear, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

Electric Vehicle Charging Points

4.18 Electric Vehicle Charging Points (EVCPs) will be provided for the basement car parking in line with the requirements of Policy T6.1 of the Draft New London Plan (July 2019). As such, one disabled parking bay will be provided with active charging facilities, with the remaining three bays provided with passive provision.

Servicing and Delivery Access

4.19 Servicing and Delivery vehicles will access the site via Spedan Close, in accordance with the existing access arrangements.

4.20 Regarding refuse collection, the on-site management team will transfer Eurobins from the basement stores to the refuse collection point immediately adjacent to Spedan Close. Electric tugs will be used to transfer bins from the basement to the collection point via the car lift and the shared surface along the southern boundary of the site. The collection point is within 10 metres of where the refuse vehicle will be waiting on Spedan Close. The collection point will be clearly marked and will be sufficient to enable operatives to return emptied bins to a position that does not obstruct the manoeuvring of containers yet to be emptied.

4.21 The full refuse strategy is set out in the Operational Waste Management Plan has been prepared by RPS (report ref: JCG24815; dated December 2019).

4.22 The swept path analysis included in **Appendix 7** demonstrates that the LBC refuse vehicle can enter Spedan Close from Branch Hill, turn on-site using the shared surface at the frontage of the proposed building and exit the site onto Branch Hill in forward gear.

4.23 The swept path analysis (**Appendix 7**) also demonstrates that a 7.5 tonne box van is able to access/egress the site in the same manner as described above.

Emergency Access

4.24 The fire strategy requires a fire tender to be able to pull up on the southern side of Spedan close in proximity to the building.

4.25 Emergency vehicles will therefore access the site via Spedan Close, in accordance with the existing access arrangements.

4.26 The swept path analysis included in **Appendix 7** demonstrates that an emergency vehicle can enter Spedan Close from Branch Hill, turn on-site using the shared surface at the frontage of the proposed building and exit the site onto Branch Hill in forward gear.

Summary

4.27 This section provides the details of the development proposals, which comprise:

1. Redevelopment of the existing care home to provide 34 residential units;
2. Access by all modes from Spedan Close via Branch Hill;
3. Total of 70 long-stay and two short-stay cycle parking spaces will be provided in accordance with the CPG on Transport (2019);
4. 4 disabled car parking spaces will be provided in the basement in accordance with the Draft New London Plan (2019);
5. Refuse collection and deliveries will be undertaken from Spedan Close, in accordance with existing arrangements; and
6. Fire tender access via Spedan Close in accordance with existing arrangements;
7. Improved shared surface along the southern boundary of the site; and
8. Sufficient waste storage.

5 TRIP GENERATION

Introduction

5.1 This section of the TS considers the existing and proposed trip generation of the site in order to derive a net change and assess the transport impacts of the proposals.

Existing Trip Generation

5.2 The existing care home accommodated 50 residents before it was closed in 2015.

5.3 Based on the vehicular trip rates sourced from a similar care home site within the TRICS database, it has been calculated that Branch Hill House generated up to 101 two-way daily vehicular trips when fully occupied.

5.4 However, given that the care home is now vacant, the potential existing trip generation has not been considered in this assessment in order to present a robust, worst case scenario.

Proposed Trip Generation

5.5 To establish trip rates for the proposed residential use, the TRICS (v.7.6.3) trip generation database has been interrogated. 'Flats – Privately Owned' sites within the database have been selected.

5.6 The trip rates have been derived from seven comparable sites within the Greater London region with comparable PTAL levels (PTAL 0-3) and locations ('Edge of Town Centre' and Suburban Area'). The selected parameters and resultant trip rates are shown at **Appendix 8** and are summarised in **Table 5.1**.

Table 5.1: Residential Person Trip Rates

Time	Trip Rate per Dwelling		
	Arrivals	Departures	Total
08:00-09:00	0.105	0.427	0.532
17:00-18:00	0.3	0.163	0.463
07:00-19:00	2.281	2.281	4.562

Source: TRICS (v.7.6.3) – accessed November 2019.

5.7 It is noted that the TRICS trip rate for 12-hour arrivals is 2.022 per dwelling; however, this has been adjusted to equal the trip rate for departures, as in reality the number of arrivals and departures across the 12-hour day will be comparable. The total daily two-way trip rate has also been adjusted to reflect this change.

5.8 The above trip rates have been applied to the proposed development quantum, being 34 units, to obtain the person trip generation for the proposed residential development. The proposed person trip generation is summarised in **Table 5.2**.

Table 5.2: Residential Person Trip Generation (34 Dwellings)

Time	Trip Rate per Dwelling		
	Arrivals	Departures	Total
08:00-09:00	4	15	18
17:00-18:00	10	6	16
07:00-19:00	78	78	155

Source: RPS Calculations. Note: Figures may not sum due to rounding.

5.9 **Table 5.2** demonstrates that the proposed residential development is expected to generate 18 two-way person trips in the morning peak and 16 two-way person trips in the evening peak, with a total of 155 two-way trips across the day.

Multi-Modal Trips

5.10 This 2011 Census mode share for existing local residents (as shown in **Table 2.7**) has been considered in generating the multi-modal trips of the proposed development.

5.11 Given the proposed development is car-free with only four disabled car parking spaces provided, a proportion of the car driver mode share has been redistributed amongst the other travel modes. It has been assumed, as a worst case, that the total trip generation attributed to four residential units will be undertaken by car (disabled car drivers). Accordingly, it has been calculated and forecasted that 12 percent (4 units / 34 units) of the proposed development trips will be undertaken by car drivers as the method of travel.

5.12 Therefore, 13 percent of car driver trips from **Table 2.7** have been re-distributed proportionally amongst the other modes. The adjusted mode share and proposed multi-modal trip generation is set out in **Tables 5.3**.

Table 5.3: Proposed Multi Modal Trips

Mode of Travel	Mode Share (%)	Person Trip Generation								
		AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
		Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Underground	49%	2	7	9	5	3	8	38	38	76
Train	5%	0	1	1	0	0	1	4	4	7
Bus, minibus or coach	7%	0	1	1	1	0	1	6	6	11
Taxi	2%	0	0	0	0	0	0	1	1	3
Motorcycle	2%	0	0	0	0	0	0	1	1	3
Car Driver	12%	0	2	2	1	1	2	9	9	18
Car Passenger	2%	0	0	0	0	0	0	2	2	4
Cycle	7%	1	1	2	1	0	1	5	5	10
On Foot	11%	0	2	2	1	1	2	8	8	16
Other	3%	0	1	1	0	1	0	2	3	5
Total	**100%**	**4**	**15**	**18**	**10**	**6**	**16**	**78**	**78**	**155**

Source: RPS Calculations, 2011 Census. Note: Figures may not sum due to rounding.

5.13 As it can be seen in **Table 5.3**, the proposed development is expected to generate, in a worst case, 18 two-way car trips per day, attributed to the four disabled parking bays. Of these trips, two will occur during the morning peak hour and two will occur during the evening peak hour. This is significantly less than the extant use would have generated when operational.

5.14 It is expected that the site will generate 76 two-way person trips per day through Hampstead Underground station. Of these trips, nine two-way trips will occur during the morning peak hour and eight will occur during the evening peak hour.

5.15 A total of seven two-way person trips per day will occur by rail, of which one will occur during both the morning and evening peaks.

5.16 A total of 11 two-way person trips per day will occur by bus, of which one will occur during both the morning and evening peaks.

5.17 A total of 16 two-way person trips per day will take place directly on foot, of which two will occur during the morning peak and two will occur during the evening peak. However, it should be noted that the above Underground, rail and bus trips will occur, in part, on foot.

5.18 A total of 10 two-way person trips per day will occur by cycle, of which two will occur in the morning peak and one will occur in the evening peak.

5.19 It is considered that the impact of the multi-modal trip generation as a result of the residential development is considered to be negligible during the morning and evening peak hours and will be minimal over the course of the day, with the majority of additional trips undertaken by sustainable modes.

Servicing and Delivery Trip Generation

5.20 It is anticipated that the proposed residential development will generate a low number of trips for the purposes of servicing and deliveries.

5.21 The same sites used to generate the person trip rates have been interrogated to source Light Goods Vehicle (LGV) trip rate counts. These have been used to infer delivery trip rates for the residential development. It is assumed that the vast majority of LGV's generated by the development are made for the purpose of deliveries.

5.22 The LGV trip rates and proposed LGV trip generation are summarised in **Table 5.4**.

Table 5.4: LGV Trip Rates / Trip Generation (34 Dwellings)

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Two Way	In	Out	Two Way	In	Out	Two Way
LGV Trip Rate	0.004	0.002	0.006	0.01	0.009	0.019	0.109	0.109	0.218
LGVs Trips	0	0	0	0	0	0	4	4	8

Source: TRICS (v.7.6.3) – accessed November 2019, RPS Calculations.

5.23 The results indicate that there will be circa eight two-way trips by LGVs to the site each day, with no trips occurring during the highway network peak hours.

5.24 In addition, the proposed development will be serviced by OGV's for the purpose of refuse collection. It is anticipated that refuse collection for the site would occur in conjunction with the local refuse collection for the area, therefore not creating any additional movements on the local highway network.

5.25 Based on 1 Branch Hill, a residential property adjacent to Branch Hill House, it is expected that domestic rubbish collection would be undertaken every Wednesday fortnightly. Additionally, domestic food would take place on a weekly basis on Wednesdays, and communal recycle collection would be undertaken once a week every Thursday.

5.26 Therefore, the proposed development would generate circa 2-3 OGV trips per week.

5.27 It is considered that the servicing and delivery proposals are not anticipated to have a significant impact on the local highway network based on the small number of trips and given that they will not occur during morning or evening peak hours.

Summary

5.28 This section demonstrates that the proposed development would generate minimal trips by all modes of travel. The vast majority of trips will be undertaken via sustainable modes of transport, particularly via Hampstead Heath Underground station.

5.29 The development is expected to generate only two two-way car trips during both the morning and evening peak hours, with a total of 18 two-way trips across the 12-hour day.

5.30 However, it should be noted that the existing care home would have potentially generated circa 101 vehicular trips per day to the site when fully operational. Therefore, the proposed development will likely result in a substantial net reduction in vehicular trips.

6 TRANSPORT IMPACTS

Introduction

6.1 This section of the TS considers the transport impacts arising from the development proposals.

Highway Network

6.2 The trip generation assessment identifies that the development proposals are expected to generate, in a worst case, only two, two-way car driver trips during the morning peak hour and two two-way car driver trips in the evening peak hour. These car driver trips are attributable to the four disabled car parking spaces provided in accordance with the Draft New London Plan (2019). The proposed development is otherwise car-free / permit-free hence there will be no impacts on local on-street parking.

6.3 Furthermore, the proposed development will likely result a substantial net reduction in vehicular trips to the site when offset from the vehicular trips generated by the existing care home.

6.4 The proposed development site will be designed such that servicing and refuse operations minimise impacts on the local transport networks. A suitably sized refuse collection area will be provided immediately adjacent to Spedan Close, minimising the waiting time of refuse vehicles on-site.

6.5 Therefore, no notable impacts are expected on the local highway network.

Pedestrian and Cycle Networks

6.6 The development is forecast to generate two, two-way trips directly on foot during both the peak hours. However, as noted, Underground, rail and bus trips will use the surrounding pedestrian network. As such a total of 13 and 12 two-way pedestrian trips will occur during the morning and evening peak hours respectively.

6.7 The pedestrian environment within and around the site is of a good with well-maintained and legible footways and street lighting.

6.8 Furthermore, it is anticipated that the development will generate two, two-way cycle trips during the morning peak hour and one two-way cycle trip during the evening peak hour.

6.9 Based on the number of expected pedestrian and cycle trips, it is anticipated that the predicted pedestrian and cycle trips could be readily accommodated by the existing local networks and would not have a material impact on them.

Public Transport Networks

6.10 The predicted number of two-way trips on public transport during the day amounts to 94. However, only a small proportion of these trips would be undertaken during the morning and evening peak hours. The predicted number of two-way public transport trips for the morning and evening peak hours are 11 and 10 respectively.

6.11 Of these, nine and eight two-way trips would be undertaken by London Underground during the morning and evening peak hours. As mentioned in **Section 2** of this report, Hampstead

Underground station is served by 24 southbound and 18 northbound trains every hour during rush hour periods. The development would therefore result in less than one additional passengers per train on average and would therefore have a negligible impact on the existing Underground services.

6.12 Similarly, based on the frequency of the national rail service Finchley and Frognal rail station as well as the frequency of local bus services, there will be less than one additional passenger on each service as a result of the proposed development and would therefore the development would be expected to have a negligible impact on these services.

Summary

6.13 Based on the above information, no notable impacts are expected on the local transport or highway networks that are readily accessible to the site as a result of the development proposals. Further, the proposed development would be expected to generate fewer trips than the extant care home use, with particular regard to vehicular trips.

6.14 From this is it clear that the development would not result in a severe impact on the local transport and highway networks in accordance with the requirements of the NPPF. Furthermore, the development will provide a safe means of access to the site.

7 TRAVEL PLAN STATEMENT

Introduction

7.1 This Travel Plan Statement (TPS) has been prepared in accordance with relevant policy and latest best practice travel plan guidance. A TPS has been included within this TS in order to demonstrate the Applicant's commitment to encouraging travel by sustainable modes to and from the proposed development in terms of:

- Residents' travel to/from work;
- Visitor travel; and
- Servicing and delivery trips.

7.2 The objective of the TPS is:

"to facilitate the sustainable movement of residents, visitors and goods to and from the proposed development, with particular regard to active travel modes."

7.3 This will be achieved through:

- Ensuring the site is accessible to all and respects the needs of vulnerable groups e.g. those with mobility problems;
- The location of the site, in terms of the proximity of the local facilities and public transport services which will encourage sustainable modes of travel;
- Promoting smarter living practices that reduce the need to travel overall or in the peak periods through internet connectivity to provide the opportunity for residents to work and shop from home; and
- Encouraging residents and visitors to use sustainable transport modes to access the site, particularly walking and cycling.

7.4 The proposed development, and implementation of the TPS to meet the objective will benefit residents and visitors. The benefits would include:

- Reduced traffic on surrounding roads and local communities;
- Reduced cost of personal travel;
- Improved personal and wider community health; and
- Reduced air and noise pollution.

Management and Initiatives

7.5 The following initiatives will be provided as part of the development to help support the objective of the TPS:

- The provision of a car-free / permit-free development, with the exception of disabled car parking;

- The provision of four disabled car parking bays to ensure that the site is accessible to the mobility impaired;
- The provision of cycle parking for the proposed residential units (for residents and visitors) in accordance with LBC policy guidance will encourage sustainable travel by these modes;
- The accessibility of the site to local facilities within a reasonable walk or cycle. This will inherently provide opportunities for people to travel by active, sustainable modes;
- Internet connectivity in each residential unit will encourage residents to work from home and reduce impacts on local public transport networks at peak times; and
- Sufficient servicing and waste facilities conveniently located to the residential units for ease of collection by refuse vehicles.

Parking Management

7.6 A total of four blue badge car parking spaces for disabled people will be provided at the development site.

7.7 The proposals also include 76 accessible, secure and covered cycle parking spaces for residents and two spaces for visitors to the residential units will encourage travel by this mode.

Walking and Cycling

7.8 To encourage walking and cycling as sustainable modes of travel to/from the development, information will be provided to residents on the local facilities and amenities in the area including local pedestrian and cycle routes to and from the site.

Public Transport

7.9 A number of public transport services (London Underground, rail and bus services) are located within walking distance of the site providing access to a wide range of destinations including Edgware, King's Cross, London Bridge, Finsbury Park and Golders Green. Furthermore, Finchley and Frognal rail station is located approximately 15-minute walk from the site.

7.10 To encourage residents to travel by public transport to and from the site, local public transport information will be provided to residents to ensure they are aware of the bus routes and train timetables for public transport services operating in the vicinity of the site.

7.11 In addition, the use of public transport will be maximised in the following ways:

- Liaising with LBC to ensure that pedestrian routes between the local bus stops / rail station and the site are suitably surfaced, lit and clear of any obstructions for safe and convenient use by all pedestrians, including those with impaired mobility; and
- Residents will be made aware of the option to purchase season tickets when travelling regularly by train. Alternatively, for those travelling outside of peak hours it may be beneficial to purchase a railcard which entitles users to discounted tickets on various services.

8 SUMMARY AND CONCLUSIONS

Summary

8.1 RPS have prepared this Transport Statement (TS) on behalf of Almax Group, to support the proposed redevelopment of Branch Hill House, Branch Hill, London NW3 7LT. The proposal is to redevelop the existing vacant care home to provide 34 residential flats.

8.2 The site is accessible by all modes of transport, with Hampstead Underground station and local bus services accessible within 650 metres of the site (8-minute walk). The site is therefore accessible to non-car modes of travel.

8.3 Pedestrian and cycle access to the site will be via Spedan Close, in accordance with existing arrangements.

8.4 The existing shared surface routing along the southern boundary of the site will be improved, maintaining vehicular access to the southern side of the building and access for pedestrians wishing to route to the Heysham Estate to the west.

8.5 Cycle and disabled car parking are to be provided in the basement. A lift providing access for cars and cycles will be provided on the southern side of the building and will be accessed via the shared surface running along this boundary.

8.6 70 long-stay cycle parking spaces will be provided in accordance with the requirements of the Camden Planning Guidance (CPG) on Transport (March 2019). The provision represents a 20 percent increase on the minimum standards of the Draft New London Plan (July 2019). Furthermore, two short-stay cycle parking spaces for visitors will be provided close to the front entrance of the development, in accordance with the minimum standards of the Draft New London Plan (July 2019).

8.7 Vehicular access to the site will be taken from Spedan Close via Branch Hill, in accordance with existing arrangements

8.8 The development will be car-free with the exception of four disabled car parking spaces provided in the basement in accordance with the Draft New London Plan (July 2019). One disabled parking bay will be provided with an active Electric Vehicle Charging Point (ECVP), with the remaining three bays provided with passive provision in accordance with the Draft New London Plan (July 2019).

8.9 Deliveries and servicing, including refuse collection, and emergency vehicle access will be from Spedan Close, via Branch Hill.

8.10 A multi-modal trip generation assessment has been undertaken for the proposed residential development. It is expected the proposals will generate 155 two-way person trips per day. The majority of person trips are expected to be undertaken by public transport.

8.11 No notable impacts are expected on the local transport or highway networks given the minimal number of trips expected to be generated by all modes of travel. The proposals therefore accord with the requirements of the NPPF.

8.12 Furthermore, the development is expected to reduce the overall level of trips generated by the site in comparison to the extant care home use, with particular reference to vehicular trips.

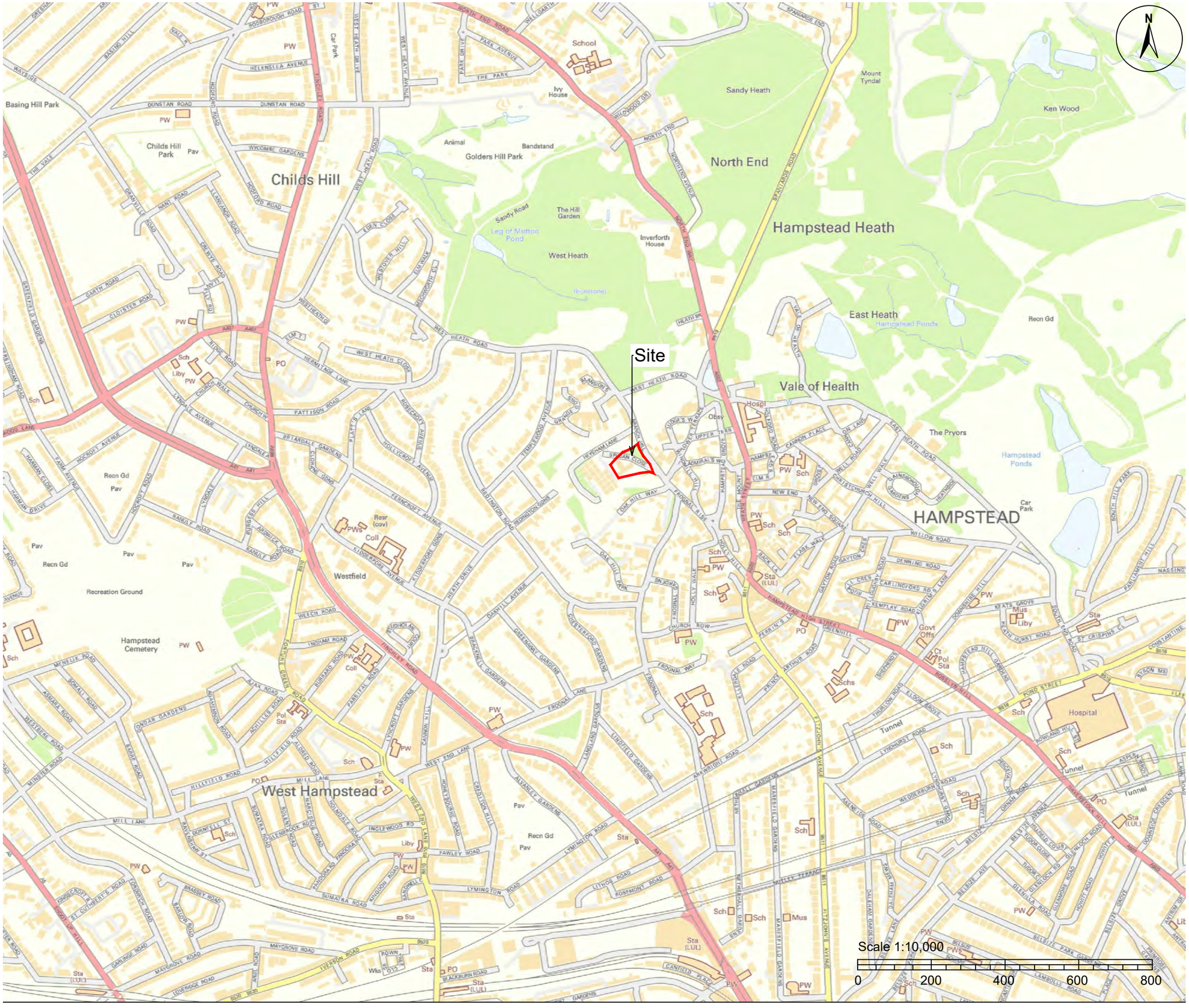
Concluding Comments

8.13 In conclusion, the Transport Statement establishes that the site is acceptable to serve the proposed development of 34 residential units.

8.14 It has also been concluded that the impact of the proposed development would not have a severe impact on the local transport and highway networks in accordance with the requirements of the NPPF. Furthermore, the development will provide a safe means of access to the site.

Figures

Figure 1 – Site Location



NOTES

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Rev	Description	By	CB	Date

MAKING COMPLEX EASY

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Client Almax Group

Project Branch Hill, Hampstead

Title Site Location

Status	Drawn By	PM/Checked by
INFORMATION	AJ	SRD
Project Number	**Scale @ A3**	**Date Created**
JNY9823	1:10000	17.12.19

RPS Drawing/Figure Number
Figure 1

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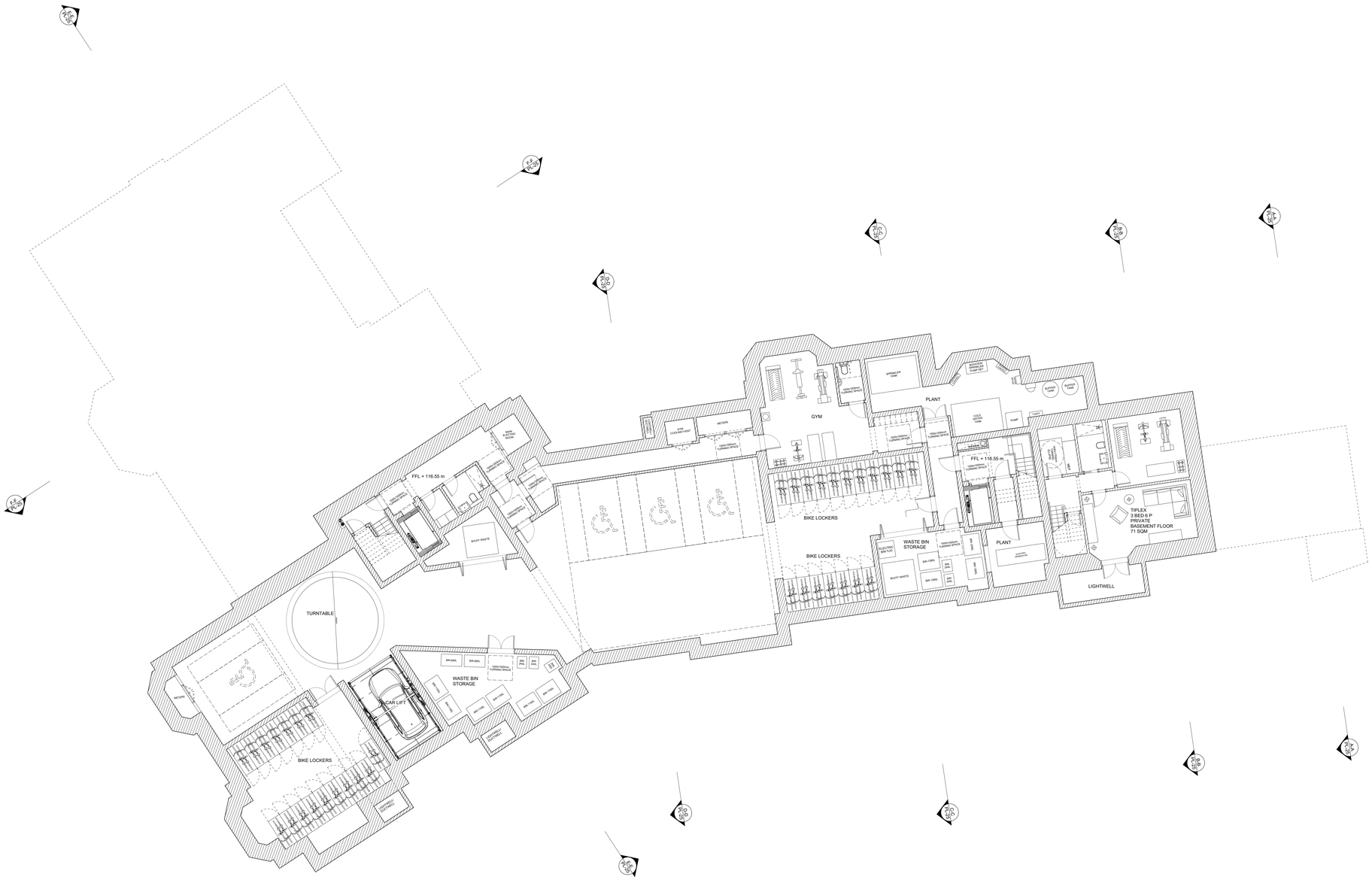
Drawing Ref: P:\JNY9823 - Branch Hill, Hampstead\Highways\Drawings\JNY9823-13 Site Location.dwg

Appendices

Appendix 1 – Proposed Site Layout



REV.	DATE	DESCRIPTION

BRANCH HILL HOUSE
LONDON

PROPOSED BASEMENT PLAN

DRNG No	SCALE	DATE
PL-17	1:100 @ A0 1:200 @ A2	MONTH 2017

Stanhope Gate Architecture

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LONDON SW1Y 4JU
T 020 7451 0955 mail@stanhopegate.co.uk
www.stanhopegatearchitecture.com

NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

Extent of Proposed Landscape Works

Revision	Date	Description	Drawn	Apprvd.
S1-P02	16-12-19	Arrival Gardens Update	SH	AN

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Client Almax Group

Project Branch Hill House

Drg Title Landscape General Arrangement

Created on	Created by	Approved by
12.12.19	SH	AN

Scale	Size	Workstage
1:200	A1	PLANNING

Drg No.	Suitability	Revision
1926-PLA-00-GF-DR-L-0001	S1	P02

1.5m high retaining wall

1.2m high retaining wall

Sub Station

FLAT 1
2 BED 4 P + STUDY
PRIVATE
178 SQM

FFL + 119.75 m

FLAT 2
3 BED 6 P + STUDY
PRIVATE
221 SQM

FFL + 119.75 m

FFL + 119.750 m

FLAT 3
2 BED 4 P + STUDY
PRIVATE
138 SQM

FLAT 4
2 BED 3 P
INTERMEDIATE
89 SQM

FLAT 5
3 BED 6 P + STUDY
PRIVATE
180 SQM

FFL + 119.750 m

FLAT 8
3 BED 6 P + STUDY
PRIVATE
263 SQM

FFL + 119.750 m

UNIT 6 - TRIPLEX
3 BED 6 P + STUDY
PRIVATE
GROUND FLOOR
77 SQM

FFL + 119.30 m

GATE HOUSE
PRIVATE
GROUND FLOOR 36SQM

LIGHTWELL

N

S

0 1 2 3 4 5 10m

REV.	DATE	DESCRIPTION

BRANCH HILL HOUSE
LONDON

PROPOSED GROUND FLOOR PLAN

DRNG No	SCALE	DATE
PL-18	1:100 @ A0 1:200 @ A2	DEC 2019

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Appendix 2 – Scoping Correspondence

PROPOSED RESIDENTIAL DEVELOPMENT BRANCH HILL HAMPSTEAD

SCOPING REPORT

5 October 2018

Our Ref: SRD/MB/adf/JNY9823-02b

RPS
140 London Wall
London
EC2Y 5DN

Tel: 020 7280 3300
Email: rpslp@rpsgroup.com

QUALITY MANAGEMENT

Prepared by:	**Matthew Brown**
Authorised by:	**Shelley Dix**
Date:	**5 October 2018**
Project Number/Document Reference:	**JNY9823-02b**

CONTENTS

1 INTRODUCTION

Introduction

1.1 RPS has been appointed by Almax Group as Transport Consultants to prepare a Transport Statement Scoping Report for the proposed re-development of the Branch Hill site to provide circa 30 apartments, located in Hampstead in the Borough of Camden. **Figure 1** illustrates the location of the site.

Figure 1: Site Location Plan (Local)

Source: Camden Council Planning Statement (October 2017)

1.2 The site is currently occupied by a care home that is now vacant, following a Council led strategy to build new modern care homes to be funded through the disposal of existing care facilities for the elderly. The site has been vacant since 2015.

1.3 The Transport Statement (TS) is to be produced in accordance with the National Planning Policy Framework (2018) and Planning Practice Guidance (2014) Travel Plans, Transport Assessments and Statements.

1.4 The TS will set out any transport issues in relation to the proposed redevelopment. It will identify the anticipated transport impacts of the scheme, review accessibility to the public transport and local facilities and identify measures to improve accessibility.

1.5 This scoping report therefore sets out the main chapter headings and the parameters that are proposed to be used as part of the assessment work being carried out.

1.6 The introduction to the TS will provide the details of the proposal, any specific background information relating to the site and the report format description of each chapter.

2 BASELINE TRANSPORT CONDITIONS

Site Description and Location

2.1 The site is located to the west of Branch Hill, Hampstead and this section of the TS will include a detailed description of the location and existing use of the site and parking provision.

Local Highway Network

2.2 Existing pedestrian and vehicular access to the site is Spedan Close via Branch Hill, with a secondary access via Heysham Lane to the north of the site. A description of the local road network will be provided, including information relating to the following:

- Existing traffic flows;
- Road and footway widths;
- Street lighting provision;
- Speed limits;
- Parking and loading restrictions;
- On-Street Car Club Provision; and
- Description of routes to local key amenities.

Sustainability Assessment

2.3 The National Planning Policy Framework (NPPF) states that developments which generate significant movements should be:

> **"…. Located where the need to travel will be minimised and the use of sustainable transport can be maximised."**

2.4 Accessibility issues that will be considered in the TS will include:

- Access to the transport system – location access points and links for pedestrians and cyclists to the wider transport network;
- Access to the local area; including retail, leisure, health, education and employment opportunities; and
- Access to public transport including buses and rail and frequency of services.

2.5 A local facilities plan will be included in the appendices to the TS.

2.6 To aid the determination of the level of accessibility for the development, walking and cycling isochrones will be undertaken.

2.7 It is proposed to produce walking isochrones from the site based on a walking speed of 80 metres per minute (circa 4.8mph), up to a maximum of 2 kilometres from the centre of the site. Cycle isochrones from the site will be produced based on a cycle speed of 200 metres per minute (circa 12mph) to show the area within a 25-minute (5 kilometre) cycle ride from the site.

PTAL Assessment

2.8 TfL's WebCaT tool calculates a current PTAL rating of the site as 1b. The TfL PTAL scale states that a score of 1b indicates a 'poor' level of accessibility to public transport. The full details of PTAL assessment will be set out in the TS including the output from WebCat.

Personal Injury Accident (PIA) Data

2.9 Personal Injury Accident (PIA) records for the area surrounding the site will be obtained from TfL for the most recent three-year period. An analysis of the PIA data will be undertaken to ascertain if there are any existing road safety issues on the local highway network near the site.

Camden Council Feedback

2.10 It is requested that Camden Council confirm that the proposed extent of review of the baseline transport conditions is appropriate and proportionate for the scale of development proposed and whether any further considerations should be made.

3 TRANSPORT POLICY REVIEW

Introduction

3.1 The TS will consider the relevant national, regional and local transport and land use policy documents relevant to the development proposals. The following documents will be reviewed in more detail in the TS:

National Policy

- National Planning Policy Framework (NPPF; July 2018); and
- Planning Practice Guidance (2017) Travel Plans, Transport Assessments and Statements.

Regional Policy

- The London Plan (March 2016) adopted;
- The Draft New London Plan showing Minor Suggested Changes (13 August 2018); and
- Mayor's Transport Strategy 2018.

Local Policy

- Camden Local Plan 2017; and
- Camden Planning Guidance 7(CPG7): Transport (September 2011).

Camden Council Feedback

3.2 Please confirm whether the proposed scope of Policy review is appropriate and whether any further policy / guidance documents should be referred to.

4 PROPOSED DEVELOPMENT

4.1 The site is currently occupied by a care home that is now vacant. The proposal is to redevelop the care home to provide circa 30 apartments to be targeted at the over 55's.

4.2 A masterplan detailing the indicative layout of the site and schedule of development will be appended to the TS. The TS will include a comprehensive description of the proposed development and layout.

Vehicular Access Arrangements

4.3 It is proposed that the site will be served by the existing vehicular access arrangements. The main access to the site is from Spedan Close via Branch Hill, with a secondary access located to the north via Haysham Lane.

4.4 Full details of the existing site access arrangement to serve the re-development of the site will be provided in the TS.

Pedestrian and Cycle Access

4.5 The existing site access arrangements will also provide pedestrian and cycle access to the site.

Servicing and Delivery Vehicle Access

4.6 The proposals will include sufficient waste storage (recycling and non-recycling) facilities conveniently located so that the bins can be easily manoeuvred to the refuse collection points on collection days.

4.7 Swept Path analysis and management proposals for the expected refuse and delivery vehicles will be provided within the TS. However, the site has previously been served by refuse and delivery vehicles and therefore it is assumed the site access will be suitable to accommodate the required vehicular movements.

Car Parking Provision

4.8 The existing vacant care home was served by 6 car parking spaces, 1 disabled space and an ambulance bay.

4.9 The developer considers that site location would justify the residential apartments each being served by one car parking space.

4.10 The application of the Camden Local Plan 2017 parking policy T2 would not allow for any parking provision at the site other than disabled and operational. The requirement would be for the site to be essentially car-free.

4.11 The site and proposed development are not suitable for car free development, and should be considered as a policy exception, having regard for the policy reasoning as set out in paragraph 10.15: air pollution, congestion and attractiveness of local walking and cycling.

4.12 This scoping request should be read in conjunction with the accompanying Qualitative Air Quality Assessment, September 2018, prepared by Waterman.

4.13 Relevant transport and parking considerations include:

PTAL Assessment

- The PTAL assessment score of 1b indicates the site is in an area with a 'poor' level of accessibility by public transport. Although the site is located within the Borough of Camden and Inner London the low PTAL score is more consistent with an outer London Borough that would be expected to be served by parking provision; and
- The site is in an area with poor accessibility to public transport and therefore it is unrealistic to expect future residents to be totally reliant on walking, cycling and public transport for all journeys. Some journeys are likely to require the use of a car and the site should include parking provision to accommodate this need.

Over 55 Development

- Target purchasers are over 55. This will address strategic and local housing need and provide appropriate accommodation for local ageing population and downsizers, release family housing to address identified shortfall as identified in the Camden SHMA, February 2016.
- Camden has previously accepted on-site parking at a ratio of 0.47 spaces per residential unit (Hampstead Green Place; Application Reference: 2014/6449/P) and 1 space per residential unit (Fitzjohn's Avenue; Application Reference 2014/7851/P), based on purchaser profile, and access to blue badge permits, which could exacerbate on street parking stress. This was based on all the units being occupied by people over 60 years old at Hampstead Green Place and at least one resident in each unit being over 60 years old at Fitzjohn's Avenue.
- Existing car ownership within Camden as a whole for the over 55's is 0.6 spaces over household, with it being higher for the younger over 55's, reducing as people age and require more care. Thereby indicating that car travel for a good proportion of this group is the only realistic option.

Camden Planning Guidance 7 (CPG7); Transport (September 2011) – Parking Policies

- The car free parking policies contained in the Local Plan 2017 are at odds with the parking polices contained in Planning Guidance 7 that still apply. CPG7 states the following regarding car parking provision at residential developments:
  - Expects residential development to be car free in highly accessible location. Provides details of highly accessible location in the central London Area and defines such locations as having a PTAL score of 4 or above; and
  - For other less accessible locations some or all the dwellings may have a parking space in accordance with Camden's parking standards; and
- Based on the PTAL score of 1b some or all the proposed residential apartments could be served by parking.

Adopted and Draft London Plan

- The adopted and emerging London Plans allow for car parking to be provided at new developments, particularly in locations of low PTAL;
- The adopted London Plan car parking standards are based on dwelling size (bedrooms), although these are maximum standards that should be reduced as PTAL (accessibility) increases; and
- The application of the emerging London Plan based on the PTAL score of 1b for inner London sites would allow for a parking ratio of 0.75 spaces per dwelling.

National Planning Policy Framework (NPPF, July 2018)

- The new July 2018 NPPF advocates that Local Planning Authorities do not set maximum car parking standards and indicate that when setting car parking standards, several factors should be considered including access to / opportunities for public transport.

Traffic Generation and Car Ownership Data

- The predicted traffic generation for the proposed residential development based on comparable developments in TRICS, indicates the site has the potential to generate 5 two-way trips in the morning peak, 3 two-way trips in the evening and 45 daily two-way trips;
- The 2011 Census data for journeys to work for the LSOA area that covers the site indicates 1 in 4 journeys are made by car;
- The existing levels of car ownership for flats and apartments near the site indicate 1 car per dwelling, significantly higher than the Borough of Camden as whole, which for flats and apartments are 0.38 spaces per dwelling. Such areas of existing high car ownership with low PTAL scores would not normally be suitable locations for car free development; and
- Based on the predicted traffic generation and existing car ownership levels it is considered that parking provision would be appropriate.
- Accordingly, there is no impact on congestion as set out in Policy T2, supporting paragraph 10.15.

On Street Parking Stress

- Residents would not be permitted to apply for parking permits for the Controlled Parking Zone and therefore would not have impact on on-street parking demand in the locality.

Delivery / Maintenance Vehicle Parking

- The provision of some parking for operational purposes, which is supported by Camden Local Plan 2017 Policy T2.

Disabled Car Parking Provision

- The provision of some parking for disabled people, which is supported by Camden Local Plan 2017 Policy T2.

Overview of Justification for Parking Provision

4.14 In summary, the site is not located in a highly accessible location that would typically be considered suitable for car free development. The local area surrounding the site has high levels of car ownership and 25% of journeys to work are currently made by car. The site location does not lend itself to car free development and the prevention of car ownership. It is likely that some future residents will require a car for some journeys and parking should be provided at the site to accommodate this.

4.15 It is considered that the provision of 0.75 space per dwelling in accordance with the draft London Plan based on the PTAL score of 1b for an inner London site would be appropriate having consideration for site accessibility and purchaser demographics

4.16 It would be appreciated if the Borough of Camden could consider the acceptability of the above points to justify the proposed provision of 0.75 space per dwelling to serve the site.

Cycle Parking Provision

4.17 Covered and accessible cycle parking spaces will be provided on site in accordance with the adopted / draft London Plan as appropriate. The TS will assess the level of cycle parking demand against the proposed provision and policy standards.

4.18 The full details of the cycle parking provision will be set out in the TS. Local walking and cycling is therefore supported as a transport alternative, where feasible, in accordance with Policy T2, supporting paragraph 10.15.

Electric Charing Points

4.19 The TS will set out the requirements for electric charging points to encourage low emission vehicles at the site.

Residential Travel Plan Statement

4.20 The development proposal of circa 30 residential apartments falls below the threshold for a full Travel Plan. To encourage sustainable travel from the site it is proposed to prepare a Residential Travel Plan Statement that sets out positive measures promoting sustainable transport and an action plan for their implementation.

Car Club Space / Membership

4.21 Car Clubs provide an alternative to private car ownership. It is noted there is a Zip Car space provided on Lower Terrace to the east of the development site. There may be the opportunity to use this space and provide future residents with car club membership for a defined period. This will be investigated as part of the transport work to support the site.

5 TRIP GENERATION

Introduction

5.1 This section of the TS will consider the existing and proposed trip generation of the proposed redevelopment of the site for circa 30 residential dwellings.

5.2 The assessment will also consider the traffic generation that could arise from the established lawful use of the site (care home). This will allow the net impact of the development to be established.

Extant Trip Generation – Care Home

5.3 As detailed the site used to operate as a care home. It is proposed that the TRICS database will be interrogated to assess the morning, evening and daily person and vehicle movements associated with the extant use.

Proposed Residential Trip Generation

5.4 Total person trip generation rates (per unit) for the proposed residential apartments will be based on the TRICS database for other similar developments, in terms of size, PTAL score and location.

Modal Split

5.5 The 2011 Census 'Travel to Work' data for the Lower Super Output Area covering the site will be used to forecast the number of trips by mode.

Net Change in Trip Generation

5.6 Following the above assessment, a net change in trip generation will be derived to allow an impact assessment of the transport network to be undertaken.

Junction Assessments

5.7 Based on the level of development proposed, it is considered that no detailed junction assessments will be required.

Servicing Trip Generation

5.8 The TS will also include an assessment of the likely number of servicing trips that will be generated by the proposals.

6 PUBLIC TRANSPORT AND NON-CAR MODES ASSESSMENT

Introduction

6.1 This section will assess the transport impacts of the proposal on sustainable modes of transport, including public transport, on foot and by cycle.

Public Transport Impact

6.2 The TS will consider the potential effects of the proposed development on the local public transport infrastructure.

Walking Impact

6.3 The TS will consider the potential effect of the proposed development on the local pedestrian network.

Cycling Impact

6.4 The TS will consider the potential effect of the proposed development on the local cycle network, considering the existing and proposed cycle infrastructure that the site will benefit from, including on site cycle parking provision.

7 CONCLUSIONS

7.1 This report has been prepared to set out the scope of works to be covered within the TS, which are to be submitted to support the planning application for the proposed residential apartments.

7.2 The final section of the TS will summarise the key points and conclusion of the assessment.

7.3 It is intended that the content of this scoping report will be discussed and agreed by Camden Council.

Camden Council Response

7.4 Feedback from Camden Council regarding the following is specifically being sought:

1. Proposed scope of the Transport Statement;
2. Proposed extent of baseline transport conditions is appropriate and proportionate for the scale of development proposed and whether any further considerations should be made;
3. Proposed scope of Policy review is appropriate and whether any further policy / guidance documents should be referred to;
4. The principle of supporting car parking being provided is acceptable;
5. Acceptability of the principle of one car parking space per dwelling being provided to serve the site, based on the site specific matters set out herein;
6. The need for a Travel Plan Statement to be provided;
7. Acceptability of proposed trip generation methodology;
8. Acceptability of proposed modal split calculations;
9. The requirement for no junction capacity assessments to be undertaken; and
10. The proposed extent of public transport and non-car modes of transport considerations.

From:	Dewes, Tatai
To:	Shelley Dix; Fowler, David
Cc:	Sean Phillips; Richard Springett; Sam Pullar
Subject:	[EXT] RE: Branch Hill House: Transport Meeting Minutes (JNY9823)
Date:	28 November 2018 16:35:27
Attachments:	image006.png image007.png image008.png Spedan Close.msg

Hi Shelley

Heysham Lane and Spedan Close

I've discussed Heysham Lane with one of our highway engineers Elliot who worked on a scheme on the lane recently. Heysham Lane is part public highway (recently adopted) and part housing land. Please see attached diagram. The red outline shows what is now public highway, and the black line shows the boundary of the housing land. It is important to note that part of Spedan Close is actually on housing land.

Elliot is also in charge of all matters around stopping up of the public highway, and has confirmed that Spedan Close is a public right of way. See attached email from David on the matter.

Disabled Parking

With regard to the disabled parking, our policies and planning guidance (draft CPG7) refer to the London Plan guidance on disabled parking for residential developments. The draft Mayor's London Plan (which forms a material consideration) has the following guidance:

Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) *ensure that for three per cent of dwellings, at least one designated disabled persons parking bay is available from the outset*
2) *demonstrate on plan and as part of the Car Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with a designated disabled persons parking space in the future upon request. This should be provided as soon as existing provision is shown to be insufficient.*

Once we have a clear picture of the size of the development and the number (and type) of the units, we will be able to give a more definitive answer on the number of bays required, however the above provides the minimum we would expect.

The details about the spaces and how they are managed should be contained in the Car Parking Management Plan, which we will secured via a Section 106 agreement. The exact wording of the management plan and the S106 can be drafted when a full application is submitted and we have a clear idea on the number and type of units.

Travel Plan Statement

The development is likely to be below the threshold of 50 units for a Travel Plan. I have discussed the proposal briefly with our Travel Plan officer, however as we do not have precise details on the proposal he cannot confirm whether a full Local Level Travel Plan would be required. It is worth noting that we have secured travel plans in the past for sites that are below the threshold,

where there is potential for a development to have a significant impact on the transport system in the area. The location of the housing roads adjacent to the sites could justify the use of a travel plan.

Happy to discuss any of the above.

Regards

Tatai Dewes
Transport Planner

Telephone: 020 7974 3062

From: Shelley Dix <DixS@rpsgroup.com>
Sent: 14 November 2018 10:16
To: Fowler, David <David.Fowler@camden.gov.uk>; Ward, Kieran <Kieran.Ward@camden.gov.uk>; Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Cc: Sean Phillips <sean@almaxgroup.com>; Richard Springett <richard@almaxgroup.com>; Sam Pullar <sam.pullar@indigoplanning.com>
Subject: Branch Hill House: Transport Meeting Minutes (JNY9823)

David / Kieran / Tatai

Thank you for taking the time to meet with us last month to discuss transport matters associated with the redevelopment proposals for Branch Hill House. Please find attached a record of our meeting which I believe to be a true account of our discussions; however, please advise if any amendments are required.

Within our meeting there were a few items you were going to review and confirm as follows:

1. Whether or not Heysham Lane forms part of the adopted highway or whether it is maintained by Camden Housing;
2. Position regarding disabled car parking / S106 wording;
3. The provision of a Travel Plan Statement in order to encourage travel by sustainable modes would be appropriate.

I look forward to hearing from you as soon as possible.

Kind regards
Shelley

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MEETING MINUTES

Project:	Branch Hill House
Meeting Title:	Transport Pre-Application Meeting
Location:	Camden Council Offices, Kings Cross
Date:	12 October 2018
Time:	3:00pm

Attendees:	**David Fowler (DF)**	-	**Camden Council (Planning)**
	Kieran Ward (KW)	-	**Camden Council (Transport)**
	Tatai Dewes (TD)	-	**Camden Council (Transport)**
	Richard Springett (RS)	-	**Almax Group**
	Sam Pullar (SP)	-	**Indigo Planning**
	Shelley Dix (SRD)	-	**RPS**

POINT		**ACTION**
	Introductions and Project Overview Proposed redevelopment of existing care home to provide circa 30 residential apartments to be targeted at the over 55s with associated car and cycle parking. Spedan Close as it passes through the site is to be retained albeit slightly realigned to enable residential accommodation to be accommodated on the northern side of Spedan Close, whilst minimising the impact on the existing trees etc. on this side. Existing footpath that runs along the southern boundary of the site connecting to the Heysham Estate to be retained, although potentially to be incorporated as part of a shared surface. Transport Scoping Report dated 5 October 2018 was used as the Agenda for the meeting.	
	Spedan Close Spedan Close within the site is private, however TD advised that if proposals come forward to stop this up then the '20 year rule' may take effect, whereby if the public have been able to use it for 20 years or more the way is deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it. The presence of the gates at the main access from Branch Hill was discussed and the fact that these could have been closed at any time thereby preventing access along with clear signage that the access is the entrance to a care home. It was noted this would only potentially be an issue if Spedan Close were to be closed as a through route.	
	Heysham Lane KW advised that it is believed that Heysham Lane is Camden Housing Land and not part of the adopted highway. Camden Council to confirm.	KW / TD

	Baseline Transport Conditions KW confirmed the proposed scope of work for this section of the report was acceptable, with a focus on the sustainable travel side, in particular access by walking and cycling. KW confirmed that PIA data should be obtained for Branch Hill Road from its junction with West Heath Road to the north to Frognal Rise / Frognal to the south and south along Frognal Rise to its junction with Holly Mount.	
	Transport Policy Review KW confirmed that the proposed extent of the Transport Policy Review is appropriate, however advised that Camden Planning Guidance 7 is being updated and will therefore be superseded. A draft has not yet been issued, with draft issue expected in early 2019.	
	Proposed Development KW confirmed that the development proposals are generally acceptable. Specific comments only are summarised.	
	Proposed Vehicular access KW confirmed that as no changes are proposed to the access and the proposed level of development minimal, the access arrangements would be acceptable, however asked that the junction visibility splays be reviewed for information.	
	Proposed Servicing and Delivery Vehicle Access KW confirmed that as no real changes are proposed to the delivery and servicing access that this should be acceptable, however vehicular Swept Path Analysis should be provided to demonstrate the suitability of the proposals. It was also noted that if the proposals are likely to rely on the use of Heysham Lane to the north then this will need to be reviewed on the basis Heysham Lane is not adopted highway. **Proposed Car Parking Provision** SRD acknowledged that the proposals are currently at odds with Camden Parking Policy with 0.75 spaces per dwelling proposed (to include disabled) versus a zero car parking policy. The Scoping Report sets out the reasons why it is considered that this site should be treated as an exception. KW advised that Camden's new zero car parking policy for new developments is one of their flagship policies that they are unlikely to move from. KW advised:	

	▪ Aim is to reduce car ownership, car trips and car emissions; ▪ Policy has been tested through the Planning Inspectorate; and ▪ They have spoken to their legal team; who have given them no reasons to relax the policy. KW advised that there are the following 2 options: ▪ Proceed with car parking and Camden will not recommend approval; or ▪ Submit a revised, car free compliant scheme, which Camden Council can support. KW advised that encouraging active travel is a key theme running through all their policies and that they are pro sustainable and active travel and that the policies are long term strategies to improve life in Camden. KW cannot see members agreeing to the provision of any car parking.	
	Car Club Cars KW advised that whilst Camden has a large number of Car Club cars, there has not been a huge take up. Car Club provision can be considered, however Camden does not have a contract with a Car Club provider and therefore the discussions would need to be had direct with a Car Club provider; who will advise on the viability at this location. KW advised that free membership to a Car Club for one year can be provided to residents whether or not an on-site Car Club car is provided.	
	Electric Cars KW advised that whilst better than fuel based cars, electric cars are still not desirable due to the particulates they release on braking.	
	Disabled Car Parking Provision The provision of disabled car parking was discussed, with particular consideration to the over 55s target market. KW advised that spaces can be provided in accordance with the London Plan but would be required to be associated with active wheelchair units' only, not adaptable units. The ability for disabled drivers to apply for on-street CPZ parking permits was discussed, which is not restricted, and the potential impact this could have on on-street parking demand in the locality if sufficient on-site provision is not made, with particular regard to the target market.	

	KW noted that there are currently more car parking permits in this area than there are spaces and that the area has one of the greatest ratios of car parking permits to spaces in the borough. KW / TD noted they could potentially be flexible in S106 to allow for additional wheelchair parking (area reserved) on site in accordance with car park management plan, if wheelchair accessible units were sold and occupied. KW / TD to confirm suitable draft S106 mechanism and confirm what would be acceptable in terms of wheelchair parking.	DF / KW
	Car Parking Management Plan KW advised that if any car parking is to be provided, a Car Parking Management Plan will be required to manage the use of this.	
	Residential Travel Plan Statement SRD noted that a Travel Plan would not typically be required for a development of this scale, however that a Travel Plan Statement is being proposed to encourage active travel and travel by sustainable modes. KW confirmed this should be ok but will double check and advise accordingly.	KW
	Trip Generation ***Extant Care Home Trip Generation*** KW asked whether there was existing trip data for the care home from when it was operational. SRD advised that to our knowledge there is not, hence the use of TRICS to establish baseline trip generation. ***Modal Split*** KW asked that the modal split information within the Camden Transport Strategy also be reviewed.	SRD
	End	

From:	Shelley Dix
To:	Dewes, Tatai
Cc:	Harrison Bains
Subject:	RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)
Date:	29 April 2019 14:41:36
Attachments:	image001.png image002.png image003.png image005.png

Hello Tatai

This is very helpful.

Thank you for confirming.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport & Engineering)
M +44 7919 215465
E dixs@rpsgroup.com

From: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Sent: 29 April 2019 13:55
To: Shelley Dix <DixS@rpsgroup.com>
Cc: Harrison Bains <Harrison.Bains@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hi Shelley

I don't believe the development is required to submit a standalone Travel Plan, being well below the threshold of 50 units and within close proximity to public transport links.

We would expect some of the information contained in a Travel Plan Statement to be included in the Transport Assessment submitted with the proposed scheme, however sections such as travel plan objectives, targets, package of measures, monitoring and review, action plan and funding can be left out. There is guidance in our CPG Transport on what to include in the Transport Assessment which may prove helpful.

If you have any questions, don't hesitate to get in contact.

Kind regards

Tatai Dewes
Transport Planner

Telephone: 020 7974 3062

From: Shelley Dix <DixS@rpsgroup.com>
Sent: 26 April 2019 11:26

To: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Cc: Harrison Bains <Harrison.Bains@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hello Tatai

I hope you are well and enjoyed the Easter weekend.

I was just wondering if you have had a chance to review the below email and can advise?

Kind regards
Shelley

Shelley Dix
Associate Director (Transport & Engineering)
M +44 7919 215465
E dixs@rpsgroup.com

From: Shelley Dix
Sent: 15 April 2019 16:58
To: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Cc: Harrison Bains <Harrison.Bains@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hello Tatai

Now that the development quantum has been confirmed as a total of 34 units, please can you confirm whether we will be required to submit a Travel Plan Statement in support of the planning application.

I look forward to hearing from you, in the meantime, if you have any queries please call me.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport & Engineering)
M +44 7919 215465
E dixs@rpsgroup.com

From: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Sent: 03 April 2019 16:08
To: Shelley Dix <DixS@rpsgroup.com>
Cc: Harrison Bains <Harrison.Bains@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hi Shelley

Apologies for the delayed response. Things have been a bit manic here with the end of the financial year. I haven't been able to catch up with David yet unfortunately, but I'll give my opinion on the points you raised below.

Apologies for the confusion, I did mean wheelchair user units below not wheelchair adaptable, but thank you for responding with the information that 4 wheelchair user units. I think that 7 disabled units is too many for a development of this size, especially considering that there is

space on the site to create more disabled spaces in the future if they are required. We would rarely provide disabled spaces for up to or more than 10% of the units in a development within the site, as the bays are difficult to enforce (even with a Parking Management Plan) once they are put in. In this case 20% proposed.

I think a better approach would be have a much lower provision of disabled parking spaces, and allow future residents with blue badges to apply to have a space created within the site if/when necessary.

Happy to discuss.

Regards

Tatai Dewes
Transport Planner

Telephone: 020 7974 3062

From: Shelley Dix <DixS@rpsgroup.com>
Sent: 03 April 2019 14:18
To: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Cc: Harrison Bains <Harrison.Bains@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hello Tatai

I hope this email finds you well, I was just wondering when you think you will be able to provide a response to me below email of the 26 March 2019?

I look forward to hearing from you.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport & Engineering)
M +44 7919 215465
E dixs@rpsgroup.com

From: Shelley Dix
Sent: 01 April 2019 08:54
To: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Cc: Harrison Bains <Harrison.Bains@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hello Tatai

I hope you are well.

I was just wondering if you have had a chance to review the below and what your thoughts on it are?

I look forward to hearing from you.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport & Engineering)
M +44 7919 215465
E dixs@rpsgroup.com

From: Shelley Dix
Sent: 26 March 2019 10:40
To: 'Dewes, Tatai' <Tatai.Dewes@camden.gov.uk>
Cc: Harrison Bains <Harrison.Bains@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hello Tatai

Many thanks for your email, I have just sort confirmation of the wheelchair unit provision prior to responding.

Firstly, I can confirm that a total of 34 units are propose, of which 24 are market and 10 intermediate affordable.

Confirmation has been provided that 4 of the units will be designed for wheelchair users, with the remaining 30 units to be designed to be wheelchair accessible and adaptable.

This is in accordance with the National Technical Standards, which is reflected in Local Plan Policy H6 Housing choice and mix, which states:

'We will seek to secure high quality accessible homes in all developments that include housing. We will:

a. encourage design of all housing to provide functional, adaptable and accessible spaces;
b. expect all self-contained homes to meet the nationally described space standard;
c. require 90% of new-build self-contained homes in each development to be accessible and adaptable in accordance with Building Regulation M4(2); and
d. require 10% of new-build self-contained homes in each development to be suitable for occupation by a wheelchair user or easily adapted for occupation by a wheelchair user in accordance with Building Regulation M4(3).'

The provision of 7 disabled car parking spaces would therefore equate to a ratio of 0.2 disabled spaces per wheelchair / wheelchair adaptable dwelling; thereby enabling the development to accommodate varying demands over time.

ON this basis, please can you confirm that the proposed provision of 7 disabled car parking spaces will be acceptable and confirm following your discussions with David, how you would proposed to secure this. A Car Parking Management Plan may be a way of ensuring appropriate use of these spaces, which could be secured via a suitably wording planning condition.

I look forward to hearing from you, in the meantime if you have any queries please call me.

Happy to discuss.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport & Engineering)
M +44 7919 215465
E dixs@rpsgroup.com

From: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Sent: 19 March 2019 17:24
To: Shelley Dix <DixS@rpsgroup.com>
Subject: RE: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hi Shelley

Thank you for your email. Are you able to confirm how many of the units are wheelchair adaptable i.e. wheelchair user dwellings? We would not expect the number of onsite car parking spaces to exceed the number of wheelchair user dwellings.

Seven disabled spaces does sound like a lot for a development of only 24 units. Our main concern of supplying excess spaces is that unused spaces will be able to be utilised by non-disabled or blue badge users. I'd much rather we take the approach where the development supplies a low provision of disabled spaces, and is able to add spaces for disabled (blue badge holding) residents if/when necessary.

I'm not sure of the best way to secure the above approach, and will have to discuss it with David. I think the best mechanism would be for the provision of a set number of spaces to be secured by condition, and any subsequent spaces required can be applied for with a planning application.

I'll discuss the above with David in the next couple of days and get back to you. If you have any thoughts on the above please let me know.

Regards
Tatai

From: Shelley Dix <DixS@rpsgroup.com>
Sent: 18 March 2019 13:07
To: Dewes, Tatai <Tatai.Dewes@camden.gov.uk>
Subject: Branch Hill House, Camden: Disabled car parking / S106 clauses (JNY9823)

Hello Tatai

I hope you are keeping well.

Further to our previous discussions on this project, I can confirm that the following housing mix is now being looked at:

Dwelling Size	No. of units	
	Market	Intermediate Affordable
1-bedroom	1	5
2-bedroom	4	5
3-bedroom	18	0
4-bedroom	1	0
Total	**24**	**10**

Please can you confirm from Camden's perspective, what level of disabled car parking provision will be acceptable and the typical S106 clauses that Camden use to control the use of these.

The latest layout plans I have seen were providing in the region of seven disabled car parking spaces, which is a ratio of 0.21 disabled spaces per unit.

I look forward to hearing from you, in the meantime if you have any queries please call me.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport & Engineering)
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T +44 20 72 80 3300
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E dixs@rpsgroup.com
rpsgroup.com

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RPS Group Plc web link: http://www.rpsgroup.com

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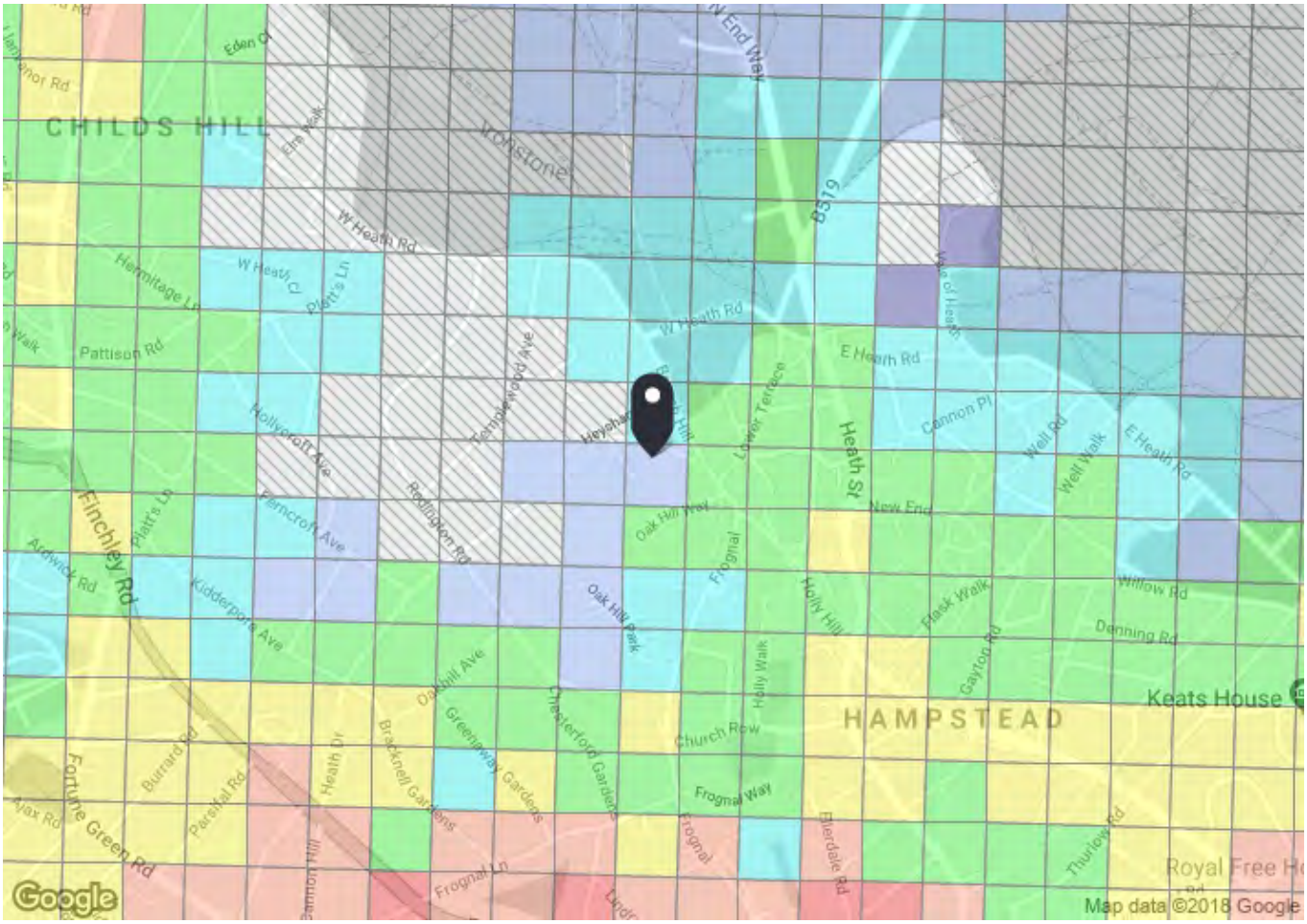
Appendix 3 – Local Cycle Routes


HEATH
INGRAM
Club House
Turners Wood
Golders Green
NORTH END ROAD A502
HAMPSTEAD LANE
North Wood
Kenwood House
Open Air Stage
KEN WOOD
Mount Tyndal
The Spaniards
SPANIARDS ROAD B519
Sandy Heath
GOLDERS HILL PARK
Leg of Mutton Pond
West Heath
The Hill
North End
HAMPSTEAD
CAMDEN
VALE OF HEALTH
East Heath
Jack Straw's Castle
Whitestone Pond
Sports Ground
Bathing Pond
HAMPSTEAD
Hampstead Ponds
Burgh Ho.
Hampstead
Kings Coll. (Hampstead Campus)
Fortune Green
FINCHLEY ROAD A41
FITZJOHN'S AVENUE
University College School
Camden Arts Cen.
WEST HAMPSTEAD
Finchley Rd. & Frognal
Finchley Rd.
West Hampstead Thameslink
West Hampstead
SOUTH HAMPSTEAD
Swiss Cottage
South Hampstead
Freud Mus.
Sigmund Freud Statue
Keats Ho.
Hampstead Heath
ROYAL FREE HOSPITAL
Belsize Pk.
Kilburn Grange Park
ROSSLYN HILL
POND ST.
HAVERSTOCK HILL
WEST END LANE
B510
B511
B518
B520
B509

Appendix 4 – PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
1b

NW3 7LS
London NW3 7LS, UK
Easting: 526041, Northing: 186065

Grid Cell: 109786

Report generated: 11/09/2018

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

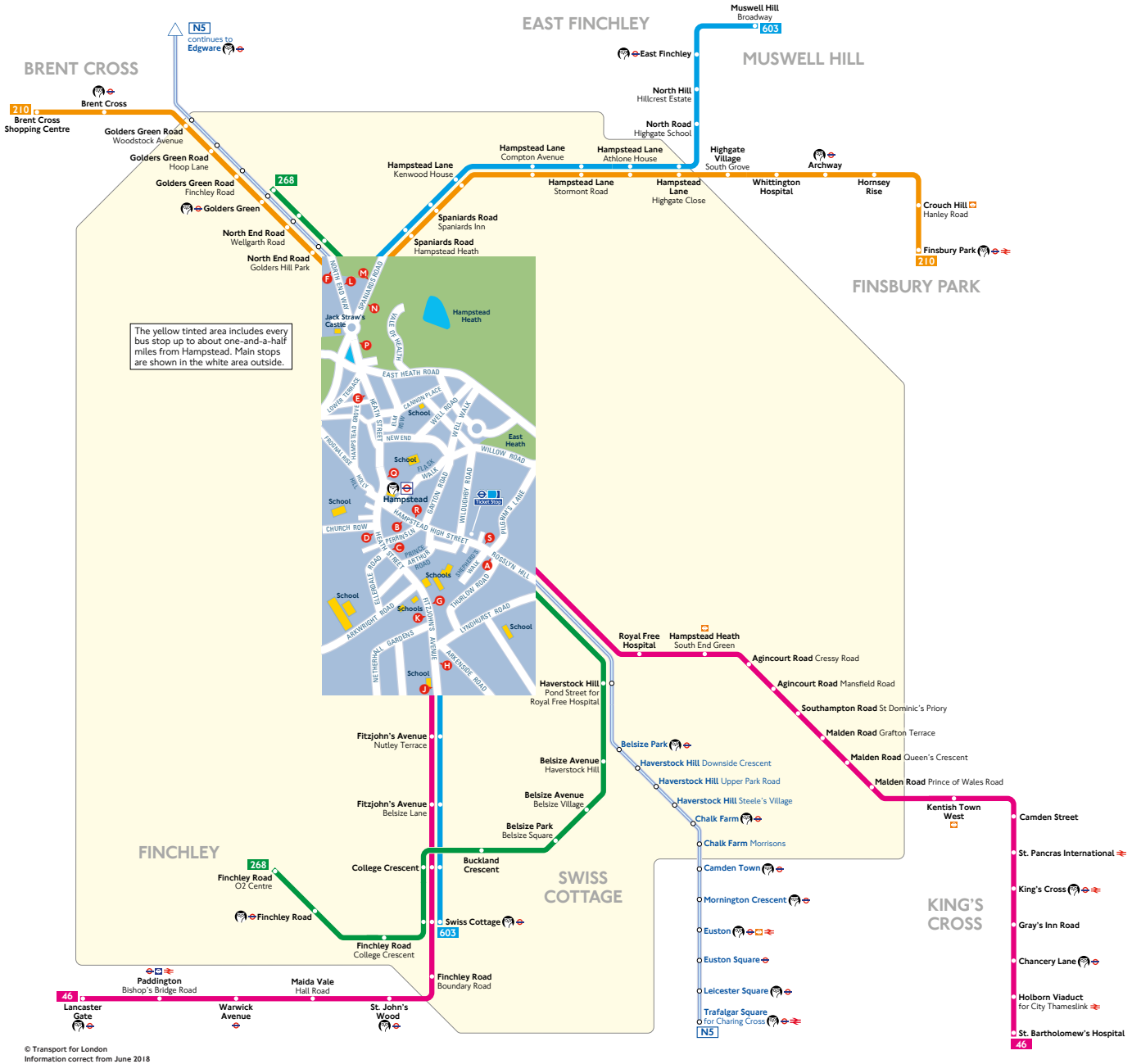
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Hampstead	'Edgware-Morden'	676.77	9	8.46	4.08	12.54	2.39	0.5	1.2
LUL	Hampstead	'Morden-Edgware'	676.77	4.67	8.46	7.17	15.63	1.92	0.5	0.96
LUL	Hampstead	'Kennington-Edgware'	676.77	14.67	8.46	2.79	11.25	2.67	1	2.67
									Total Grid Cell AI:	**4.83**

Appendix 5 – Public Transport Maps

Buses from Hampstead



Information correct from June 2018

Route finder

Bus route	Towards	Bus stops
46	St. Bartholomew's Hospital	D J K R S
	Lancaster Gate	A B C G H
210	Brent Cross Shopping Centre	F N
	Finsbury Park	L M
268	Finchley Road	L P Q R S
	Golders Green	A B E F
603	Muswell Hill ■	D E J K M
	Swiss Cottage ■	C G H N P Q

Night buses

Bus route	Towards	Bus stops
N5	Edgware	A B E F
	Trafalgar Square	L P Q R S

Key

46	Day buses in black
N5	Night buses in blue
	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
■	Mondays to Fridays peak hours only

Ways to pay

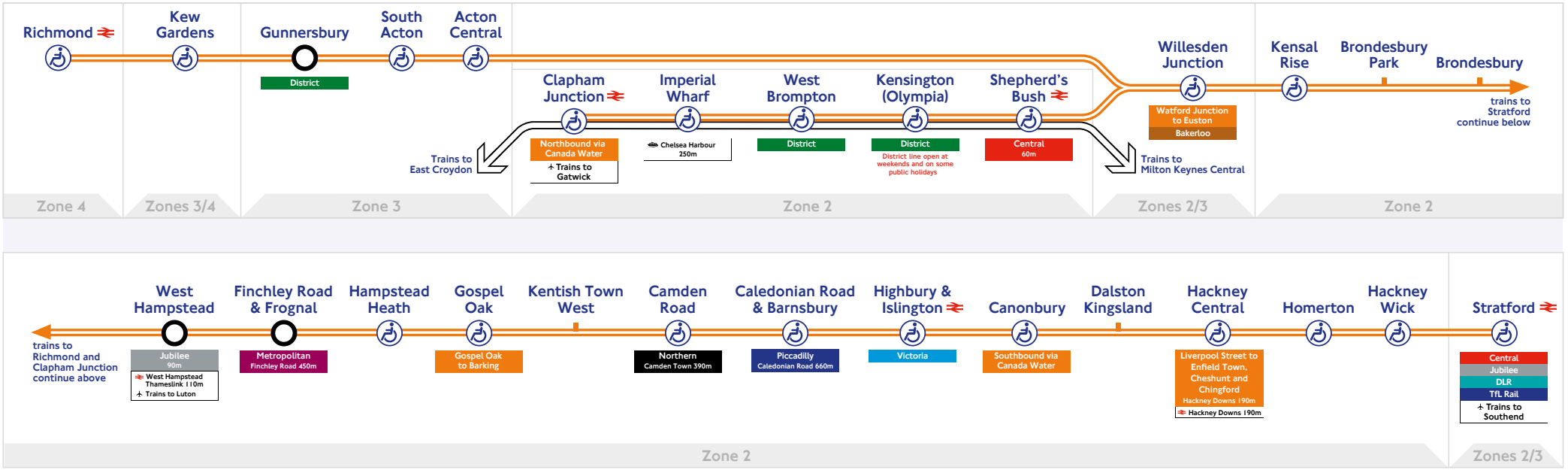
Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

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.

TfL 441.06.18 (P)

Richmond and Clapham Junction to Stratford route



Key to symbols

- Interchange stations
- Step-free access from street to platform
- National Rail
- Airport
- Riverboat services
- Service run by Southern

Engineering work and public holidays

To carry out improvements and maintenance, some parts of the network are closed at weekends. For more information, including alternative travel arrangements, please check your travel at **tfl.gov.uk**, follow us on Twitter **@LDNOverground** or see posters at stations.

On most public holidays an amended timetable runs, based on a Saturday frequency.

Bicycles on London Overground services on this route

Compact folded bicycles can be carried on our trains at any time.

Non-folded bicycles:

- Cannot be carried on our trains 07:30-09:30 or 16:00-19:00 on weekdays (restrictions do not apply on public holidays)
- Cannot be carried anytime on buses that replace trains due to engineering work

Service delay refunds

If you've been delayed on a London Overground journey, you may be able to claim for a service refund delay.

When we refund for service delays:

If your journey was delayed for reasons within our control by:

- 15 minutes or more on London Underground or DLR services
- 30 minutes or more on London Overground or TfL Rail services

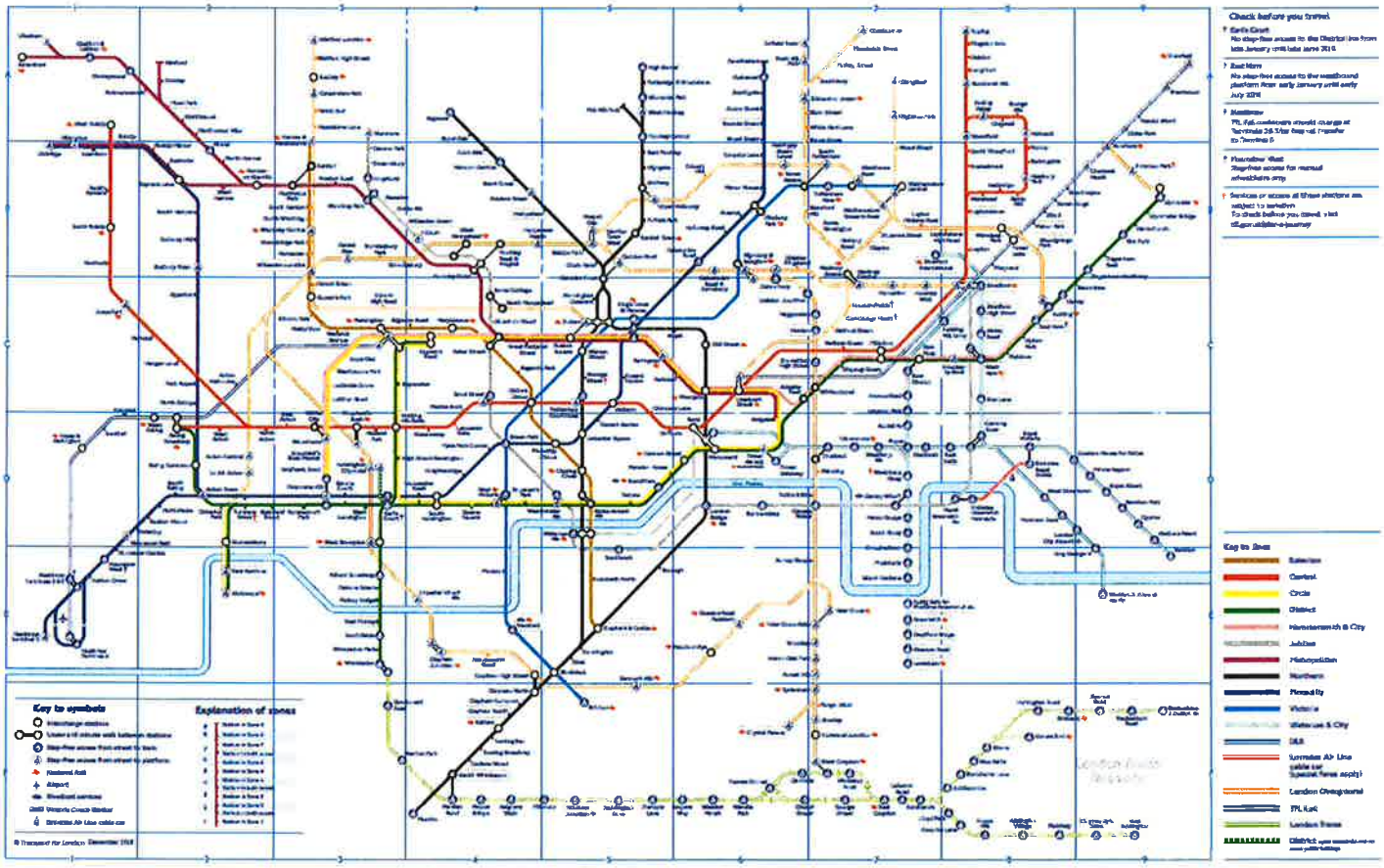
We'll refund you the single fare for your journey you were delayed on. For further details please visit the TfL website.

Index to stations

Explanation of symbols

- Stations with car parks
- Stations with bicycle parking
- Male/Female/baby changing/accessible toilets outside ticket gateline
- Male/Female/baby changing/accessible toilets inside ticket gateline
- † Toilet not managed by London Underground. You may be charged for these facilities. Ask staff for information
- Step-free access from street to train
- Step-free access from street to platform
- Stations with London Travel Information Centre
- + Services or access at these stations are subject to variation. To check before you travel, visit tfl.gov.uk/plan-a-journey

Tube map



MAYOR OF LONDON

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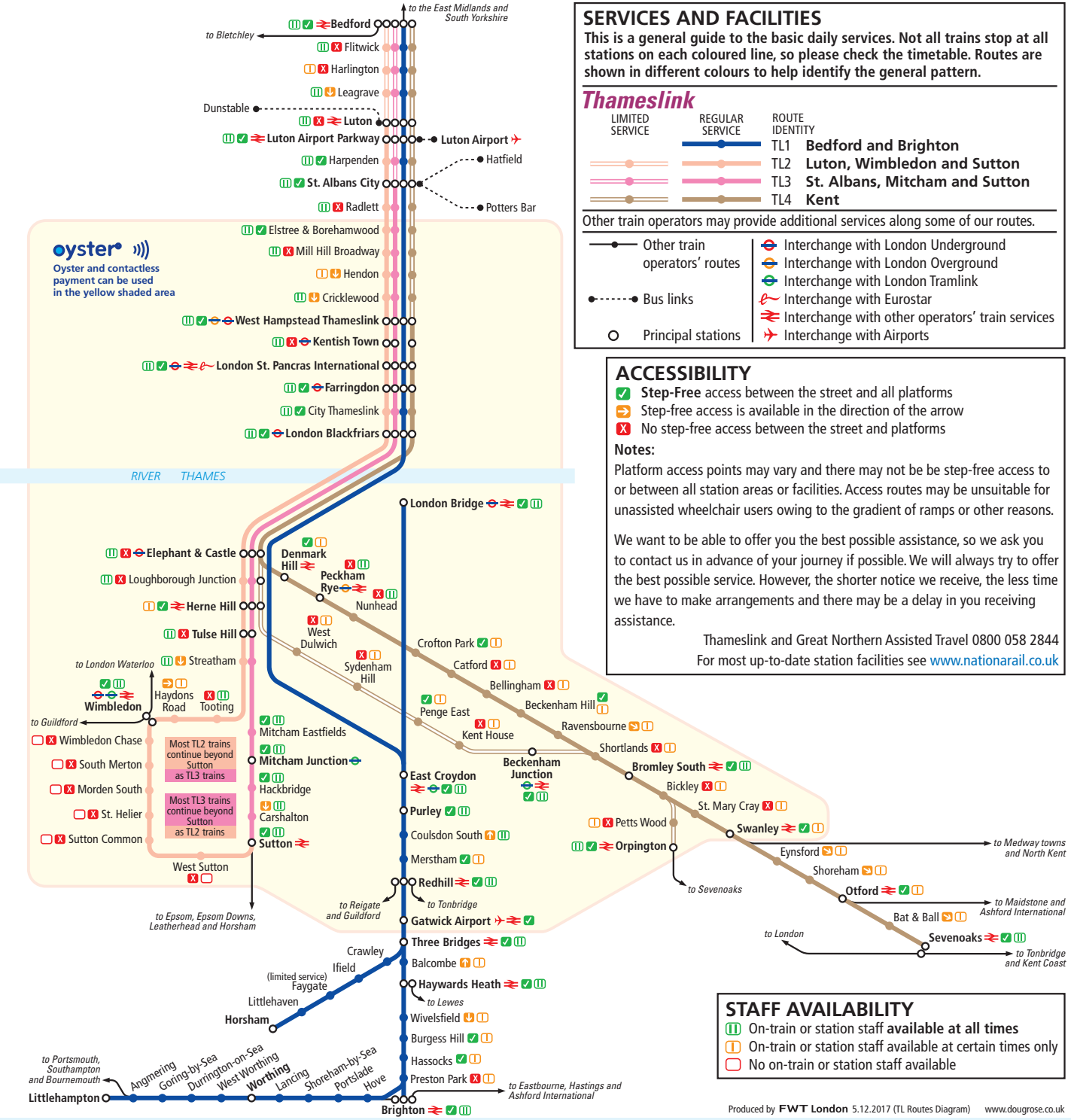
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS



SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line, so please check the timetable. Routes are shown in different colours to help identify the general pattern.

Thameslink

LIMITED SERVICE	REGULAR SERVICE	ROUTE IDENTITY	
		TL1	**Bedford and Brighton**
		TL2	**Luton, Wimbledon and Sutton**
		TL3	**St. Albans, Mitcham and Sutton**
		TL4	**Kent**

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Bus links
- Principal stations

- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports

ACCESSIBILITY

- **Step-Free** access between the street and all platforms
- Step-free access is available in the direction of the arrow
- No step-free access between the street and platforms

Notes:

Platform access points may vary and there may not be be step-free access to or between all station areas or facilities. Access routes may be unsuitable for unassisted wheelchair users owing to the gradient of ramps or other reasons.

We want to be able to offer you the best possible assistance, so we ask you to contact us in advance of your journey if possible. We will always try to offer the best possible service. However, the shorter notice we receive, the less time we have to make arrangements and there may be a delay in you receiving assistance.

Thameslink and Great Northern Assisted Travel 0800 058 2844
For most up-to-date station facilities see www.nationarail.co.uk

STAFF AVAILABILITY

- On-train or station staff **available at all times**
- On-train or station staff available at certain times only
- No on-train or station staff available

Produced by FWT London 5.12.2017 (TL Routes Diagram) www.dougrose.co.uk

Appendix 6 – PIA Data

Branch Hill area - 36 months collision data to end Jan 2019 provisional

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	ACCIDENT COUNT
TOPIC BASED QUERY		16

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION

TOPIC BASED QUERY

1

01160001115	TUE 01/11/2016 18:05	LIGHT	HOLLY HILL J/W HAMPSTEAD GROCE				LINK 218-219	526340/185790
SELF-REPORTED	UNKNOWN	WEATHER-UNKNOWN	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R		NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(63 YRS - M - NW3)	SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN -)	UNKNOWN	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

2

0116EK40131	SUN 06/03/2016 17:56	DARK	HAMPSTEAD HIGH ST J/W HEATH ST.				NODE 219	526380/185750
POLICE - OVER COU	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		PEDN PHASE ATS	NONE IN 50M

V1 & V3 WERE STATIONARY. V2 FAILED TO STOP & HIT REAR OF V1 & V1 WAS PUSHED INTO V3.

CASUALTY	001 (001)	(29 YRS - M - NW6)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(27 YRS - F - NW6)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(29 YRS - M - NW6)		WAITING - HELD UP		(SE TO NW) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - UNKN)		G/AHEAD - OTHER		(SE TO NW) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	003 (001)	CAR BT - DRV NOT CONTACTED	(? YRS - M - UNKN)		WAITING - HELD UP		(SE TO NW) BACK HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)						

3

0116EK40268	SAT 23/04/2016 19:50		LIGHT	FROGNAL RISE J/W LOWER TERRACE.			CELL 526000/186000	526140/186030
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

V2 PULLED OUT OF JUNCTION IN PATH OF V1 CAUSING COLLISION.

CASUALTY	001 (001)	(23 YRS - M - NW1)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (002)	M/C >500CC BT - NEG	(23 YRS - M - NW1)	G/AHEAD - OTHER	(SE TO NW) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - NEG	(26 YRS - M - NW2)	TURNING RIGHT	(NE TO NW) FRONT HIT FIRST	J/P - UNKN JCT MID

V002	A	403 (POOR TURN OR MANOEUVRE)	V002	A	405 (FAILED TO LOOK PROPERLY)
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

4

0116EK40453	WED 08/06/2016 16:30		LIGHT	HEATH ST J/W HAMPSTEAD HIGH ST			NODE 219	526360/185750
POLICE - OVER COU		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

V2 WENT INTO THE BACK OF PEDAL CYCLIST V1 AND THEN F.T.S

CASUALTY	001 (001)	(56 YRS - F - NW3)	SERIOUS	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - N/A	(56 YRS - F - NW3)	G/AHEAD - OTHER	(N TO S) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN -)	G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED

V002	A	308 (FOLLOWING TOO CLOSE)	V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)

5

0116EK40479	WED 06/07/2016 11:03	LIGHT	HOLY WALK 33M S OF J/W HOLLY BERRY LANE				CELL 526000/185500	526220/185790
POLICE - AT SCENE	ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	NO JUN IN 20M	N/A		NO XING FACIL IN 50M	NONE IN 50M

V1 TYRING TO GET PASSED SCAFFOLD LORRY ON NARROW ROAD ACCELERATED BY ACCIDENT AND LOST CONTROL

CASUALTY	001 (001)	(78 YRS - F - NW3)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(23 YRS - F - N3)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(78 YRS - F - NW3)		G/AHEAD - OTHER		(N TO S) N/S HIT FIRST	J/P - UNKN

V001	A	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))	V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)
V001	A	410 (LOSS OF CONTROL)	V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

6

0116EK40505	THU 14/07/2016 17:20	LIGHT	HEATH ST J/W HOLLY BUSH VALE				NODE 219	526360/185730
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		PELICAN OR SIML	NONE IN 50M

PED STEPPED OUT INTO ROAD INTO PATH OF PASSING V1

CASUALTY	001 (001)	(22 YRS - M - NW2)	SLIGHT	PEDESTRIAN		SE BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - UNKN)		G/AHEAD - OTHER		(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP

V001	A	405 (FAILED TO LOOK PROPERLY)	C001	A	802 (FAILED TO LOOK PROPERLY)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)			

7

01170021074	SAT 25/02/2017 16:38	LIGHT	FROGNAL RISE J/W LOWER TERRACE				CELL 526000/186000	526140/186030
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(27 YRS - F - NW2)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(27 YRS - F - NW2)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(18 YRS - M - N6)		TURNING - LEFT		(E TO S) DID NOT IMPACT	J/P - UNKN E/SLIP RD
V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)						

8

01170029933	WED 15/03/2017 08:02	LIGHT	HAMPSTEAD HIGH ST J/W HEATH ST				NODE 219	526370/185760
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(56 YRS - F - NW1)	SLIGHT	PEDESTRIAN		UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN -)		G/AHEAD - OTHER		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

9

01170045618	MON 05/06/2017 07:00		LIGHT	HEATH ST J/W MOUNT			LINK 218-219	526370/185880
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN	UNKNOWN

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(36 YRS - M - N13)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(36 YRS - M - N13)		WAITING - HELD UP	(N TO S) BACK HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ	(? YRS - M - UNKN)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID

10

01170047422	WED 28/06/2017 10:50		LIGHT	FROGNAL RISE J/W FROGNAL			CELL 526000/185500	526180/185980
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(59 YRS - F - NW3)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(59 YRS - F - NW3)		G/AHEAD - OTHER	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(87 YRS - M - NW3)		TURNING RIGHT	(MOVE UNKN) N/S HIT FIRST	J/P - UNKN E/MAIN RD

11

01170059431	MON 18/09/2017 03:02		DARK	FROGNAL RISE NW? J/W LOWER TERRACE NW3			CELL 526000/186000	526140/186030
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(? YRS - M - N1)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(60 YRS - M - N16)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(? YRS - M - N1)		G/AHEAD - OTHER	(SE TO NW) N/S HIT FIRST	J/P - UNKN JCT APP
V002	A	901 (STOLEN VEHICLE)				V002 A	605 (LEARNER OR INEXPERIENCED DRIVER)	

12

01170061732	THU 28/09/2017 10:50		LIGHT	MOUNT VERNON 25M S OF J/W FROGNAL RISE			CELL 526000/185500	526260/185900
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(58 YRS - F - NW3)		SLIGHT	PEDESTRIAN	STILL	WALKING - FACING TRAFFIC	
VEHICLE	001 (000)	CAR BT - NOT REQ		(51 YRS - F - NW3)		G/AHEAD - R-HAND BEND	(N TO S) O/S HIT FIRST	J/P - UNKN
C001	B	802 (FAILED TO LOOK PROPERLY)						

13

01170069465	SAT 11/11/2017 07:20		LIGHT	HEATH ST J/W HAMPSTEAD HIGH ST			NODE 219	526360/185760
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(42 YRS - M - NW4)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(72 YRS - M - SE22)		WAITING - TURN RIGHT	(N TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(42 YRS - M - NW4)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 A	103 (SLIPPERY ROAD (DUE TO WEATHER))	

14

01180114869	SUN 17/06/2018 14:40		LIGHT	WEST HEATH RD J/W BRANCH HILL			LINK 217-734	526010/186260
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(36 YRS - F - CR2)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(37 YRS - M - NW6)		TURNING RIGHT	(N TO S) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NOT REQ		(44 YRS - M - CR2)		TURNING RIGHT	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

15

01180117642	FRI 29/06/2018 20:00		LIGHT	MOUNT NW3 J/W HEATH ST NW3			LINK 218-219	526350/185910
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(22 YRS - M - N22)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(22 YRS - M - N22)	TURNING RIGHT	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(43 YRS - M - W9)	SLOWING/STOPPING	(N TO S) BACK HIT FIRST	JOURNEY P/O WORK JCT APP

V001	A	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)	V002	A	703 (ROAD LAYOUT (EG. BEND, WINDING ROAD, HILL CREST)
V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))	V002	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))

16

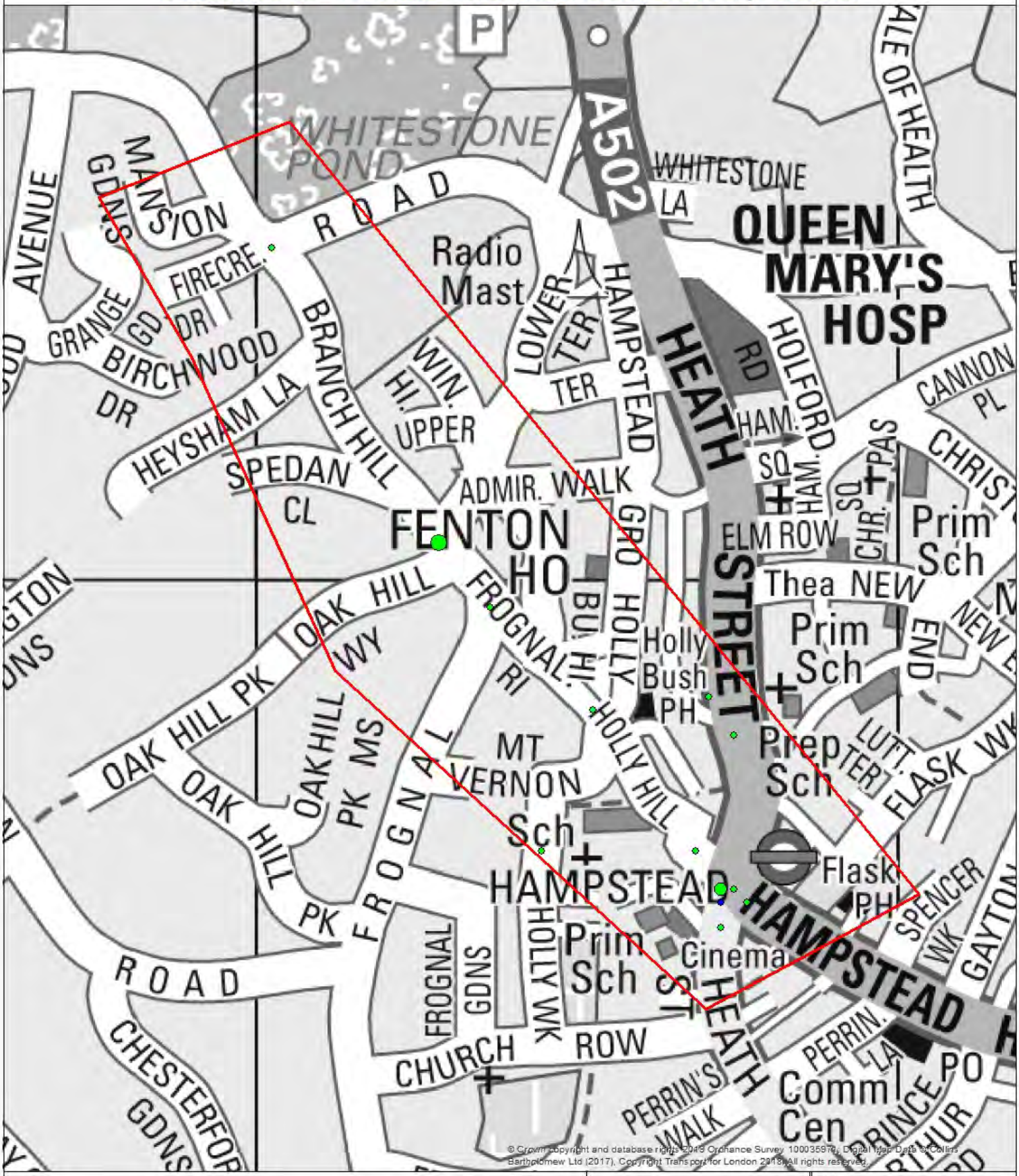
01180127625	FRI 17/08/2018 17:18		LIGHT	HAMPSTEAD HIGH ST J/W HEAT ST			NODE 219	526360/185760
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(32 YRS - M - NW8)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (002)	(30 YRS - F - NW6)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	CAR BT - POS	(32 YRS - M - NW8)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	CAR BT - NEG	(30 YRS - F - NW6)	G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID

V001	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)	V001	A	501 (IMPAIRED BY ALCOHOL)
V001	B	107 (TEMPORARY ROAD LAYOUT (EG. CONTRAFLOW))			

Branch Hill area - 36 months collision data to end Jan 2019 provisional



Severity of collision

Slight	1 (10)	2 (2)	3 (3)	4 (0)	5 (0)
Serious	1 (1)	2 (0)	3 (0)	4 (0)	5 (0)
Fatal	1 (0)	2 (0)	3 (0)	4 (0)	5 (0)

N

0 0.05 0.1 Km

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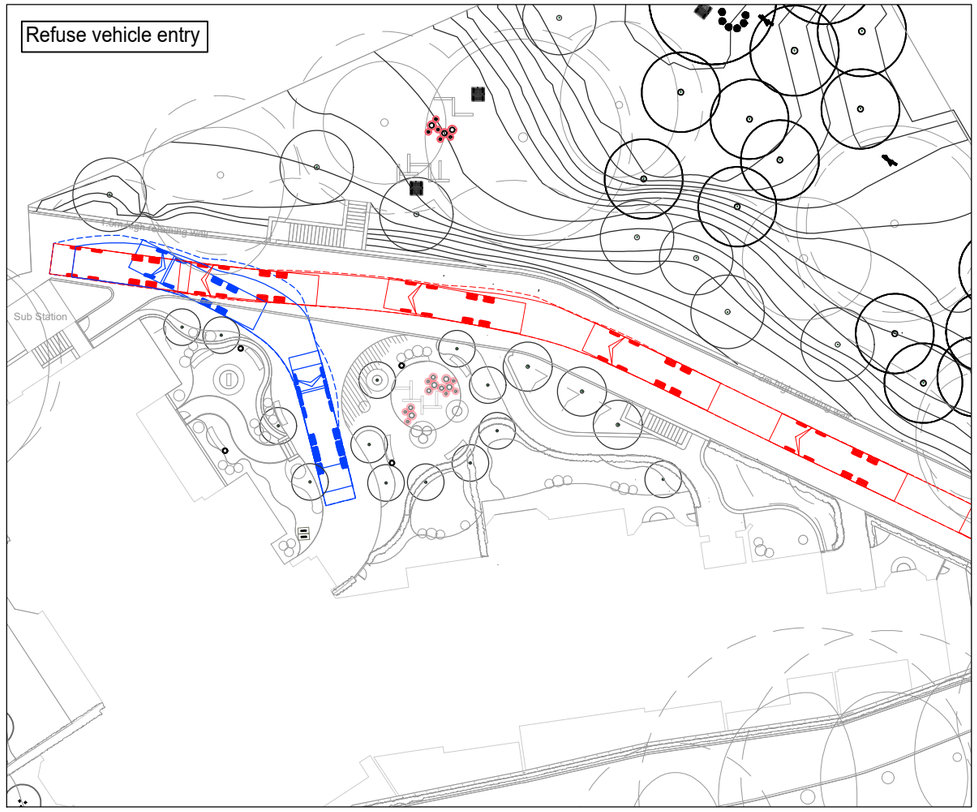
COLLSTATS 3 - TfL City Planning

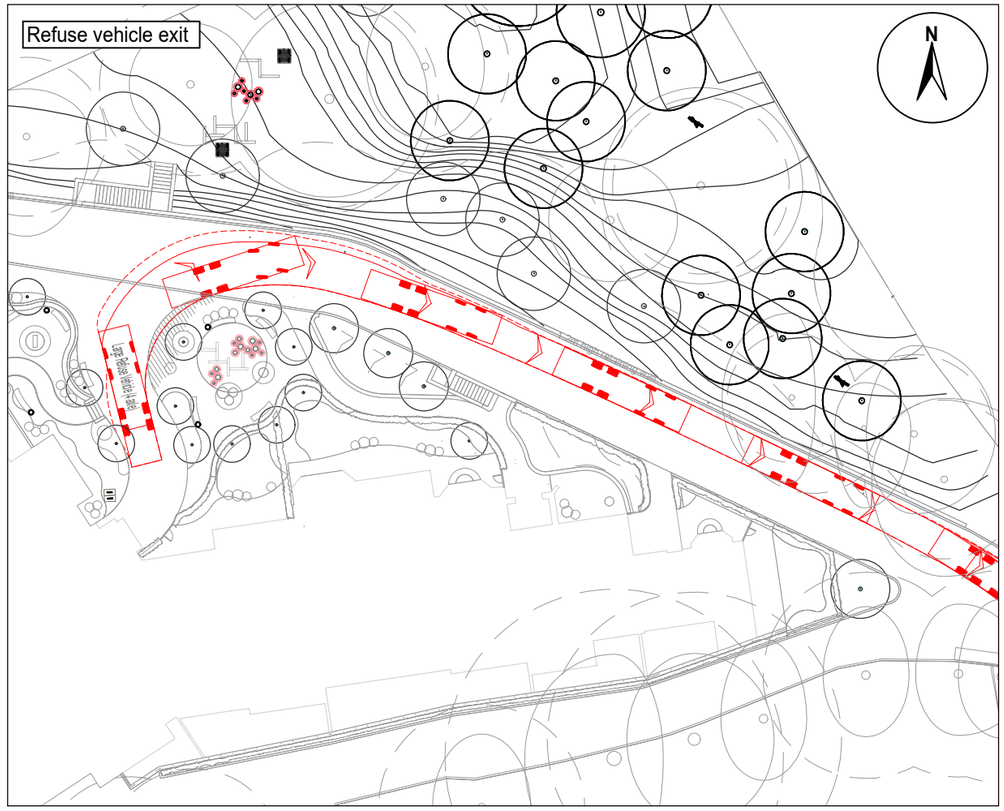
DATE:
21/11/2019

Appendix 7 – Swept Path Analysis

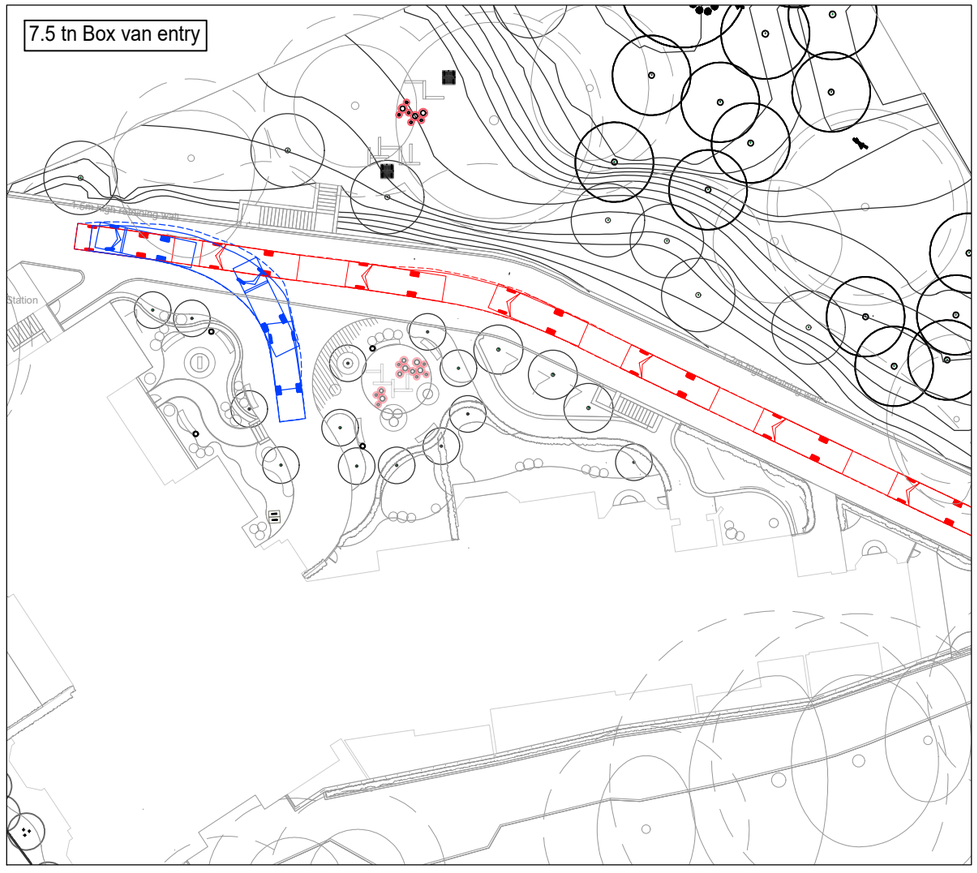
Refuse vehicle entry



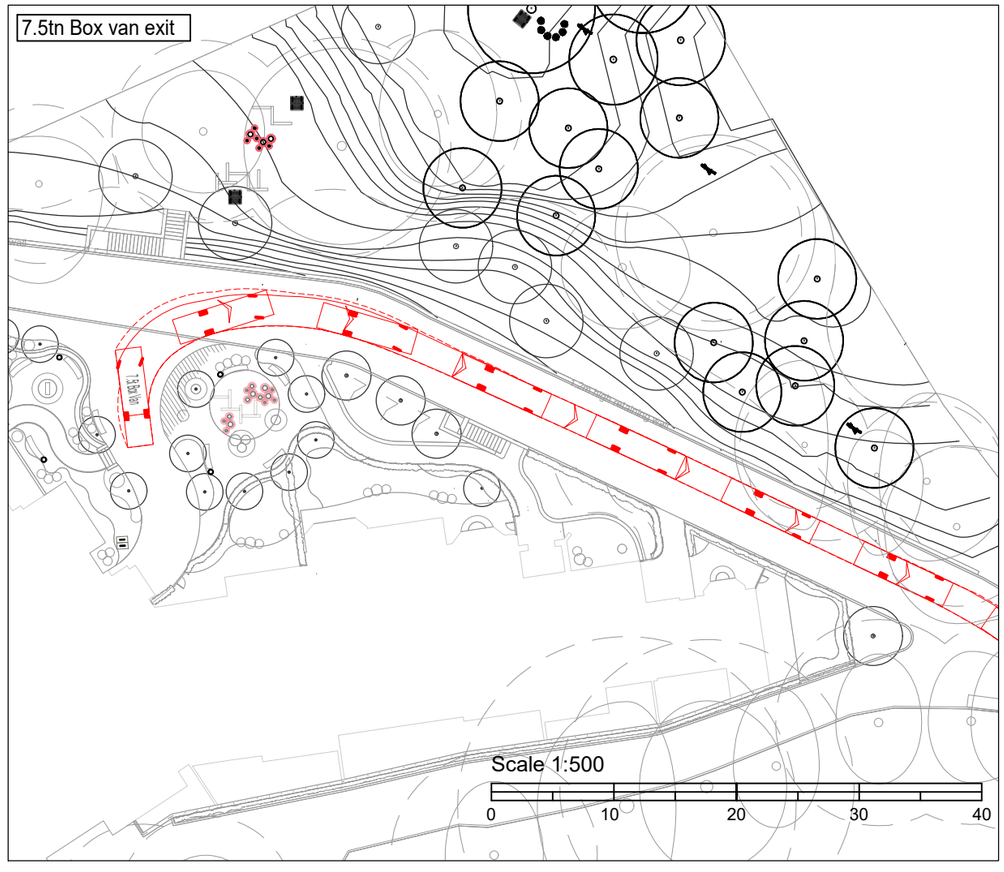
Refuse vehicle exit



7.5 tn Box van entry



7.5tn Box van exit



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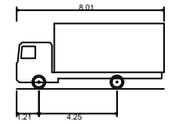
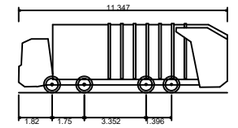


7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Based upon drawing 1926-PLA-00-GF-DR-L-0001-Landscape General Arrangement

Rev	Description	By	CB	Date
B	Latest layout added, tracking re-aligned	AJ	SRD	17:12:19
A	Latest layout added, tracking re-aligned	AJ	SRD	02:12:19

MAKING COMPLEX EASY

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Client Almax Group

Project Branch Hill, Hampstead

Title Proposed Access
Refuse and Service Vehicle
Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	AJ	SRD
Project Number	**Scale @ A3**	**Date Created**
JNY9823	1:500	26.09.19
RPS Drawing/Figure Number		**Rev**
JNY9823-10		B

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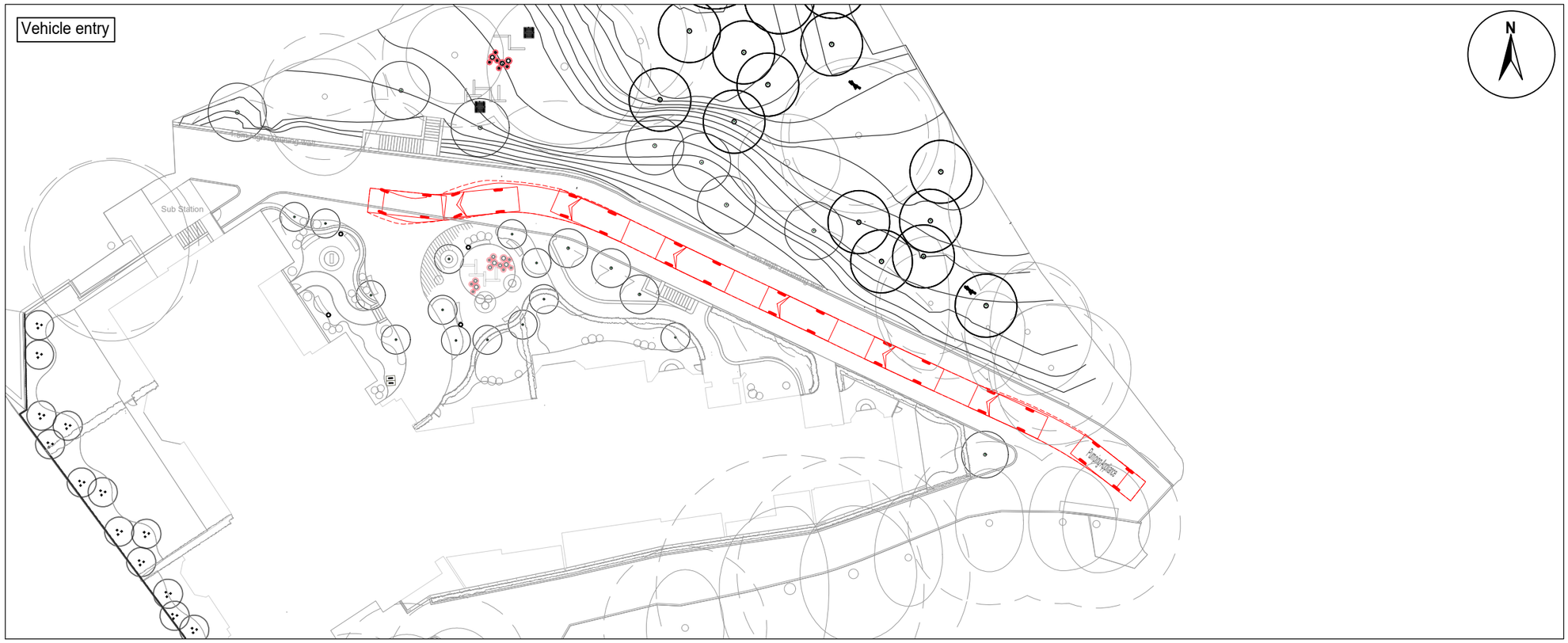
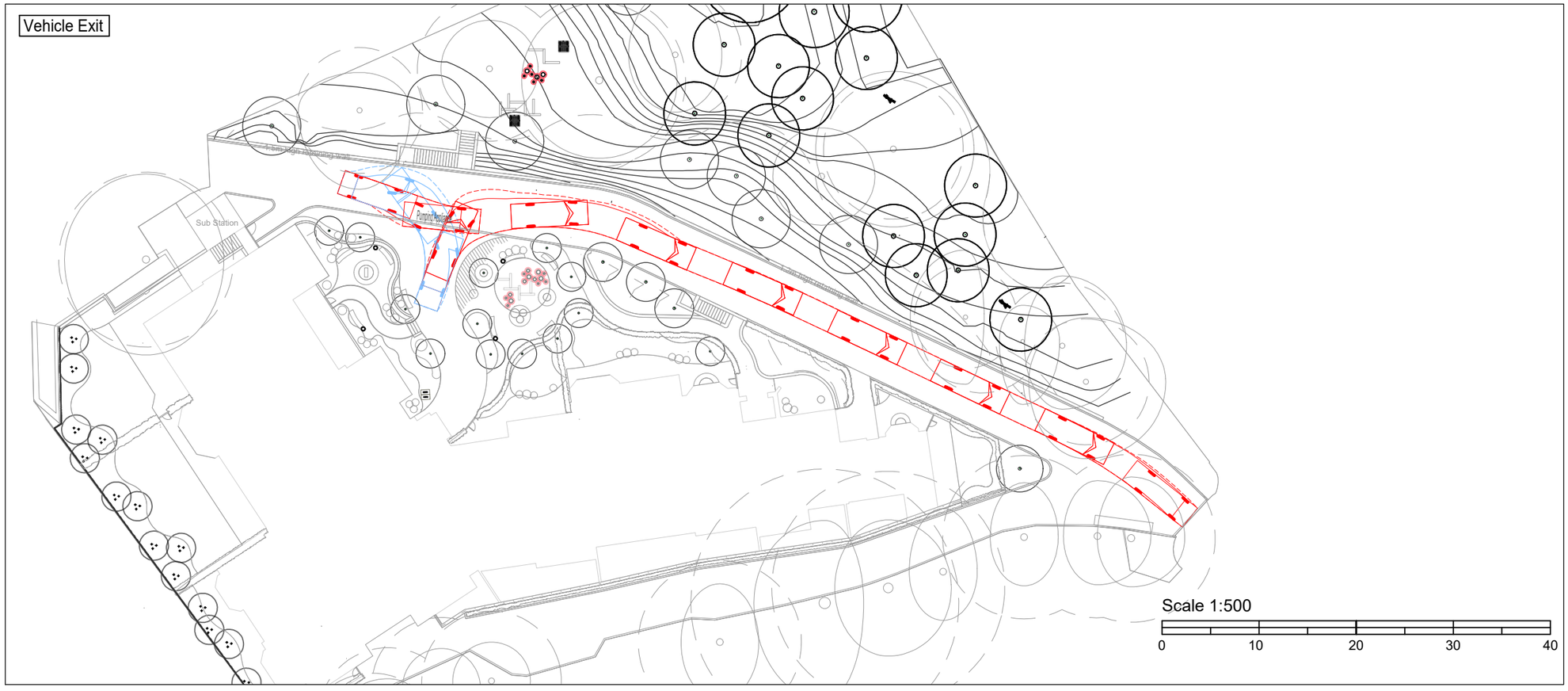
Drawing Ref: P:\JNY9823 - Branch Hill, Hampstead\Highways\Drawings\JNY9823-010B SPA.dwg





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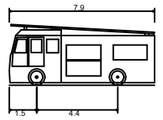

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Based upon drawing 1926-PLA-00-GF-DR-L-0001-Landscape General Arrangement

Rev	Description	By	CB	Date
A	Latest layout added	AJ	SRD	17.12.19

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Client Almax Group

Project Branch Hill, Hampstead

Title Proposed Access Emergency Vehicle Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	AJ	SRD
Project Number	**Scale @ A3**	**Date Created**
JNY9823	1:500	02.12.19
RPS Drawing/Figure Number		**Rev**
JNY9823-12		A

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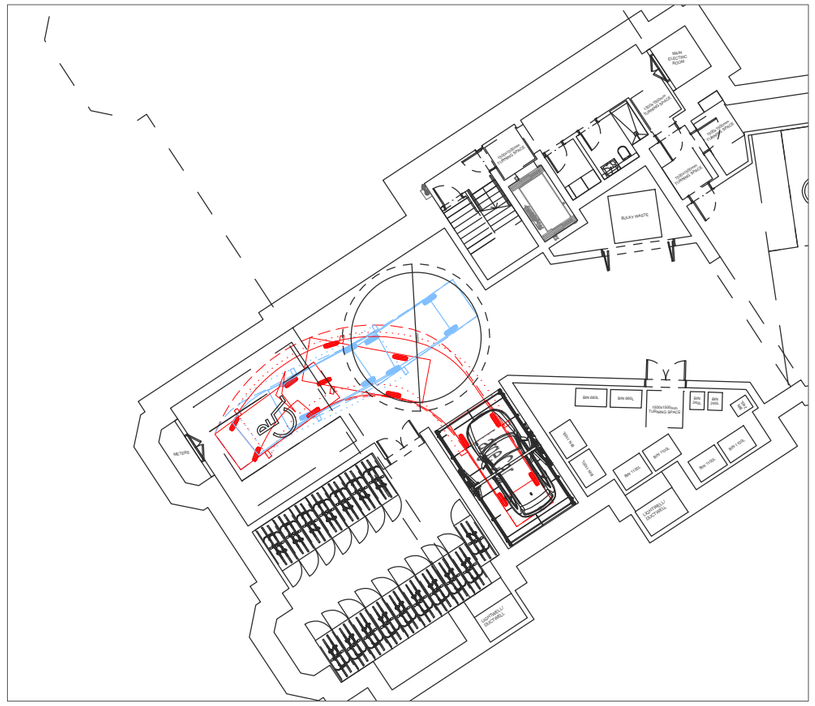
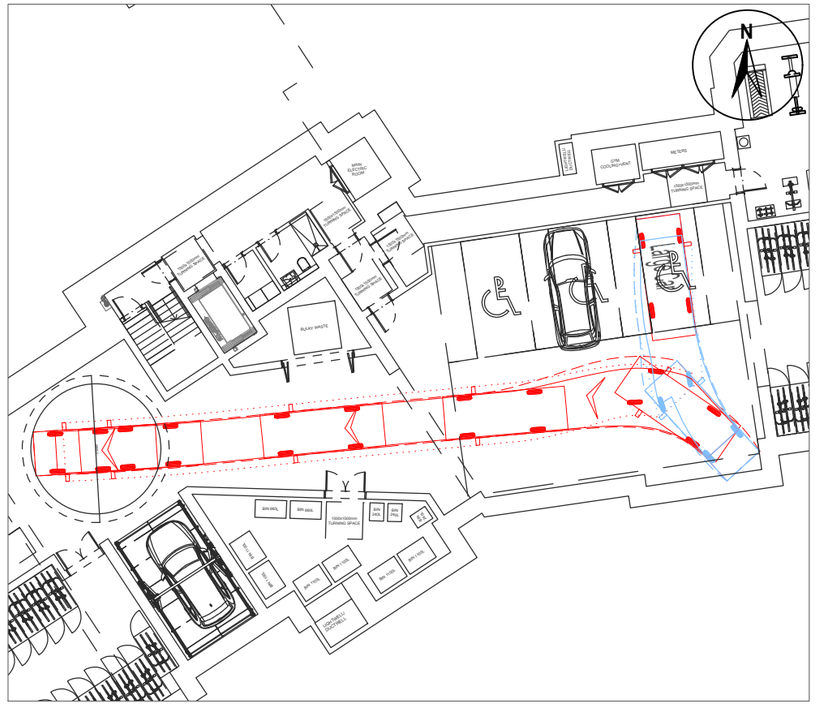
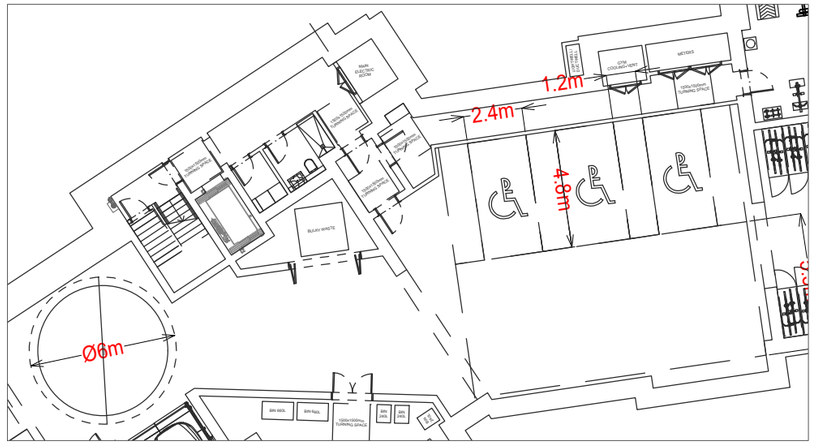
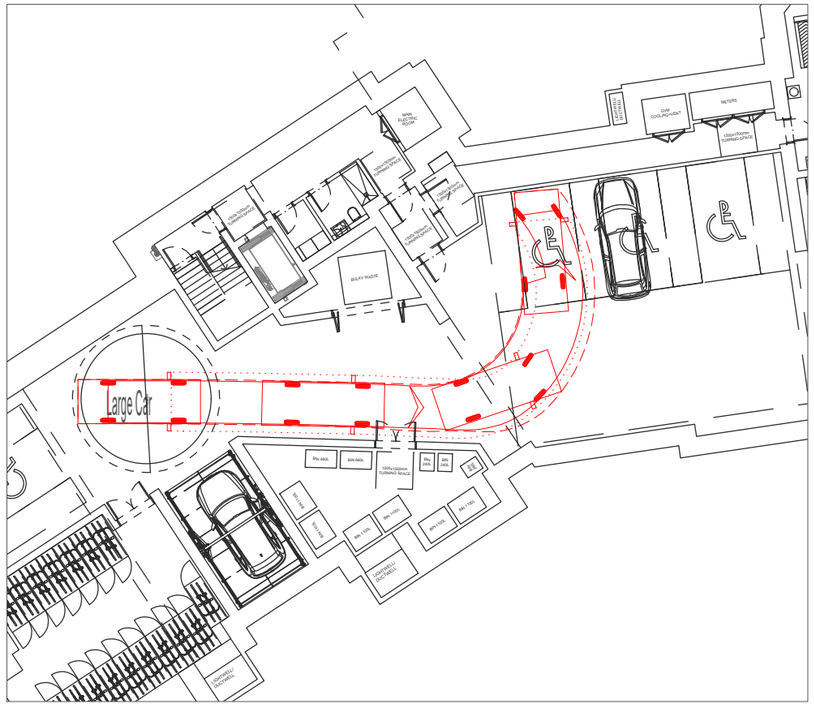
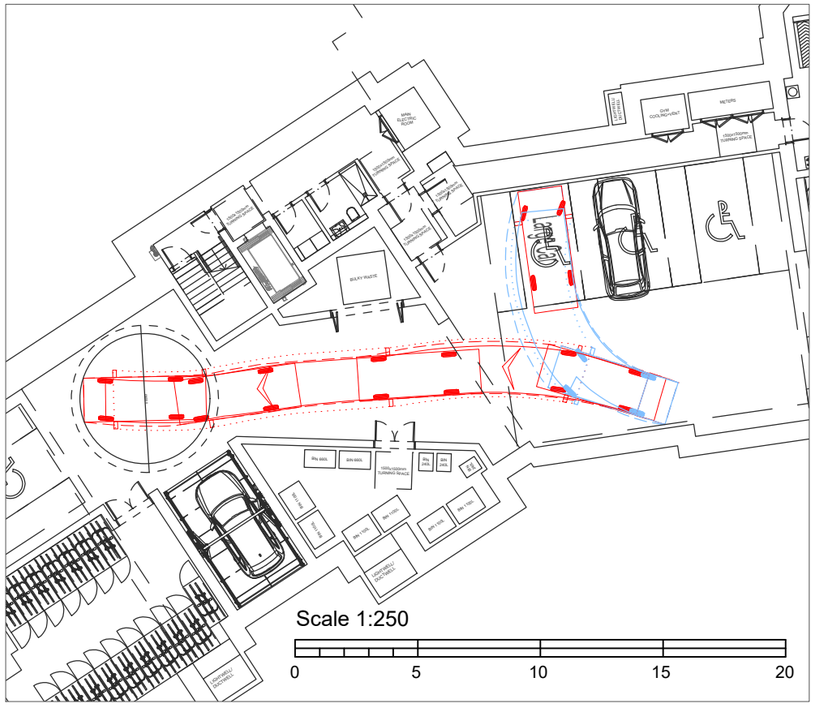
Drawing Ref: P:\JNY9823 - Branch Hill, Hampstead\Highways\Drawings\JNY9823-12A.dwg

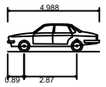












Large Car

Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m

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Client Almax Group

Project Branch Hill Hampstead

Title Basement Car Park Swept Path Analysis

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Rev	Description	By	CB	Date
A	Latest layout added (PL-17-PROPOSED BASEMENT PLAN)	AJ	SRD	18:12:19

Status: PRELIMINARY	Drawn By: AJ	PM/Checked by: SRD
Project Number: JNY9823	Scale @ A3: 1:250	Date Created: 02.12.19
RPS Drawing/Figure Number: JNY9823-11		Rev: A

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Drawing Ref: P:\JNY9823 - Branch Hill, Hampstead\Highways\Drawings\JNY9823-011A.dwg

Appendix 8 – TRICS Output

Calculation Reference: AUDIT-515506-191204-1217

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	EN	ENFIELD	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	1 days
	KI	KINGSTON	1 days
	RD	RICHMOND	1 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 dwellings
Actual Range: 18 to 493 (units:)
Range Selected by User: 9 to 500 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 21/06/19

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
Tuesday	1 days
Wednesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	4

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:

Development Zone	2
Residential Zone	4
Built-Up Zone	1

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:

C3	7 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:

10,001 to 15,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	6 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	5 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:

Yes	4 days
No	3 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:

No PTAL Present	1 days
1a (Low) Very poor	1 days
2 Poor	3 days
3 Moderate	2 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total Number of dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Number of dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

3 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

4 HO-03-C-03 BLOCKS OF FLATS HOUNSLOW
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total Number of dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

5 HV-03-C-02 BLOCKS OF FLATS HAVERING
WATERLOO ROAD
ROMFORD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 493
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

6 KI-03-C-03 BLOCK OF FLATS KINGSTON
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total Number of dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

7 RD-03-C-04 BLOCKS OF FLATS RICHMOND
BESSANT DRIVE
KEW

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 170
Survey date: WEDNESDAY *15/05/19* *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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	157	0.077	7	157	0.305	7	157	0.382
08:00 - 09:00	7	157	0.105	7	157	0.427	7	157	0.532
09:00 - 10:00	7	157	0.122	7	157	0.167	7	157	0.289
10:00 - 11:00	7	157	0.111	7	157	0.180	7	157	0.291
11:00 - 12:00	7	157	0.126	7	157	0.149	7	157	0.275
12:00 - 13:00	7	157	0.145	7	157	0.130	7	157	0.275
13:00 - 14:00	7	157	0.135	7	157	0.166	7	157	0.301
14:00 - 15:00	7	157	0.134	7	157	0.127	7	157	0.261
15:00 - 16:00	7	157	0.236	7	157	0.174	7	157	0.410
16:00 - 17:00	7	157	0.231	7	157	0.131	7	157	0.362
17:00 - 18:00	7	157	0.300	7	157	0.163	7	157	0.463
18:00 - 19:00	7	157	0.300	7	157	0.162	7	157	0.462
19:00 - 20:00	6	101	0.448	6	101	0.226	6	101	0.674
20:00 - 21:00	6	101	0.272	6	101	0.137	6	101	0.409
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.742			2.644			5.386

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	157	0.003	7	157	0.005	7	157	0.008
08:00 - 09:00	7	157	0.004	7	157	0.002	7	157	0.006
09:00 - 10:00	7	157	0.006	7	157	0.005	7	157	0.011
10:00 - 11:00	7	157	0.013	7	157	0.015	7	157	0.028
11:00 - 12:00	7	157	0.013	7	157	0.010	7	157	0.023
12:00 - 13:00	7	157	0.009	7	157	0.011	7	157	0.020
13:00 - 14:00	7	157	0.014	7	157	0.014	7	157	0.028
14:00 - 15:00	7	157	0.009	7	157	0.008	7	157	0.017
15:00 - 16:00	7	157	0.008	7	157	0.011	7	157	0.019
16:00 - 17:00	7	157	0.013	7	157	0.007	7	157	0.020
17:00 - 18:00	7	157	0.010	7	157	0.009	7	157	0.019
18:00 - 19:00	7	157	0.005	7	157	0.005	7	157	0.010
19:00 - 20:00	6	101	0.002	6	101	0.002	6	101	0.004
20:00 - 21:00	6	101	0.000	6	101	0.000	6	101	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.104			0.213

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.*

MAKING COMPLEX EASY

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