



**ttp consulting**  
transport planning specialists

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Gardner) Limited**

**Francis Gardner Hall,  
89 – 91 West End Lane**

**Transport Statement**

**February 2020**

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## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>EXISTING SITUATION.....</b>	<b>2</b>
	<b>The Site and Surrounding Area .....</b>	<b>2</b>
	<b>Local Highway Network .....</b>	<b>2</b>
	<b>Accessibility .....</b>	<b>2</b>
	<b>Cycling .....</b>	<b>4</b>
	<b>Public Transport.....</b>	<b>5</b>
	<b>Public Transport Accessibility Level.....</b>	<b>7</b>
	<b>Existing Travel Modes .....</b>	<b>7</b>
<b>3</b>	<b>POLICY .....</b>	<b>9</b>
	<b>National Policy .....</b>	<b>9</b>
	<b>National Planning Policy Framework.....</b>	<b>9</b>
	<b>Regional Policy.....</b>	<b>10</b>
	<b>London Plan .....</b>	<b>10</b>
	<b>Intend to Publish London Plan .....</b>	<b>10</b>
	<b>Local Policy .....</b>	<b>11</b>
	<b>Policy Summary .....</b>	<b>14</b>
<b>4</b>	<b>DEVELOPMENT PROPOSAL AND EFFECTS.....</b>	<b>15</b>
	<b>Access .....</b>	<b>15</b>
	<b>Cycle Parking .....</b>	<b>16</b>
	<b>Delivery and Servicing .....</b>	<b>16</b>
	<b>Refuse and Recycling.....</b>	<b>16</b>
	<b>Trip Generation .....</b>	<b>17</b>
	<b>Mitigation Measures.....</b>	<b>18</b>
<b>5</b>	<b>SUMMARY AND CONCLUSION .....</b>	<b>20</b>
	<b>Conclusion.....</b>	<b>20</b>

## Appendices

Appendix A -	Proposed Plans
Appendix B -	TfL Bus Spidermap
Appendix C -	PTAL Report
Appendix D -	Swept Path Analysis
Appendix E -	TRICs Output Files

# 1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Empiric (London Francis Gardner) Limited to provide traffic and transport advice in relation to Francis Gardner Hall, 89 – 91 West End Lane which is situated in the London Borough of Camden (LBC). The site location is shown in **Figure 1.1**.

**Figure 1.1 – Site Location Plan**



- 1.2 The site is situated on the west side of West End Lane. It lies within a highly accessible area of Central London and benefits from very good access to public transport, being located within a walking distance of London Underground, London Overground and Thameslink services.
- 1.3 The site comprises a five-storey building which provides student accommodation. It currently contains 70 beds and communal facilities. No general car parking is provided on site, however there is an area of hardstanding at the front of the site that allows drop-off activity to take place. Cycle parking is located in-front of the existing building.
- 1.4 The proposed building will provide a total of 88 bedrooms. As such, the effect of the development in transport terms will relate to the provision of an additional 18 bedrooms. The proposed layout plan is included at **Appendix A**.
- 1.5 The remainder of this report is set out as follows:
- Section 2 describes the existing situation;
  - Section 3 reviews relevant transport policies;
  - Section 4 presents the proposed development and the potential effects; and
  - Section 5 provides a summary and conclusion.

## 2 EXISTING SITUATION

### The Site and Surrounding Area

- 2.1 The site, 89 – 91 West End Lane, is a five-storey building with current use as student accommodation. Vehicular and pedestrian access to the site is taken from West End Lane. There are two vehicle crossovers at either end of the site, which lead to an area of hardstanding. Cycle parking is currently provided in front of the existing building.
- 2.2 The surrounding area is an established residential area, with King's Gardens Mansions located immediately to the south, whilst to the immediate north of the site there are 3 – 4 storey dwellings. The site is located within a short walk of West Hampstead Town Centre.
- 2.3 West Hampstead Underground Station is located 550m to the north of the site, West Hampstead Rail Station a further 50m to the north and West Hampstead Thameslink Station a further 150m. Kilburn High Road Overground Station is located 700m to the south of the site. Additionally, Brondesbury Overground Station, Swiss Cottage Underground Station, South Hampstead Overground Station and Finchley Road Underground Station are within 1.2km of the site and can be reached within a 15-minute walk / 5 minute cycle.

### Local Highway Network

- 2.4 West End Lane (B510) runs north – south along the east of the site from Fortune Green Road to Kilburn High Road (A5). It provides a single lane for traffic in either direction. West End Lane and surrounding roads have a 20mph speed limit. A single yellow line runs along the west side of West End Lane and a double yellow line runs along the eastern side.

### On-Street Parking

- 2.5 The site is located within Controlled Parking Zone (CPZ) CA-Q-K-R which is in operation Monday through Friday between the hours of 8:30am and 6:30pm.

### Accessibility

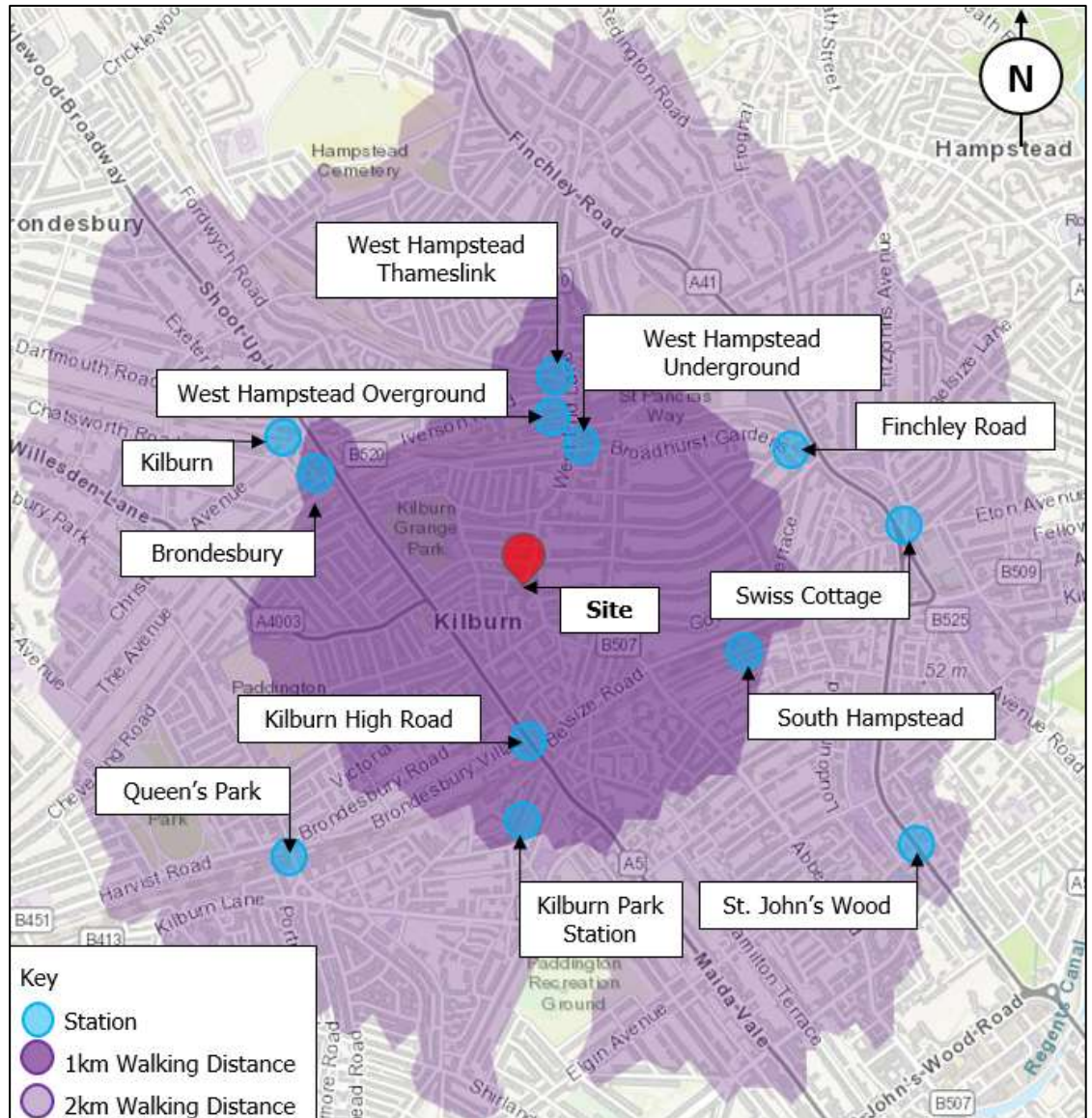
- 2.6 The site benefits from a very good level of accessibility (with a PTAL rating of 5), being within walking and cycling distance public transport opportunities. Moreover, there are local facilities and amenities within walking distance of the site in West Hampstead Town Centre.

### Walking

- 2.7 **Figure 2.1** provides details of a 1km and 2km walking catchment zone surrounding the site. The map shows how well connected the site is to Underground / Overground and train stations.

- 2.8 The map also shows that several retail areas can be accessed on foot including in Kilburn, West / South Hampstead and Maida Vale.

**Figure 2.1 – 1km and 2km Walking Catchment of the Site**



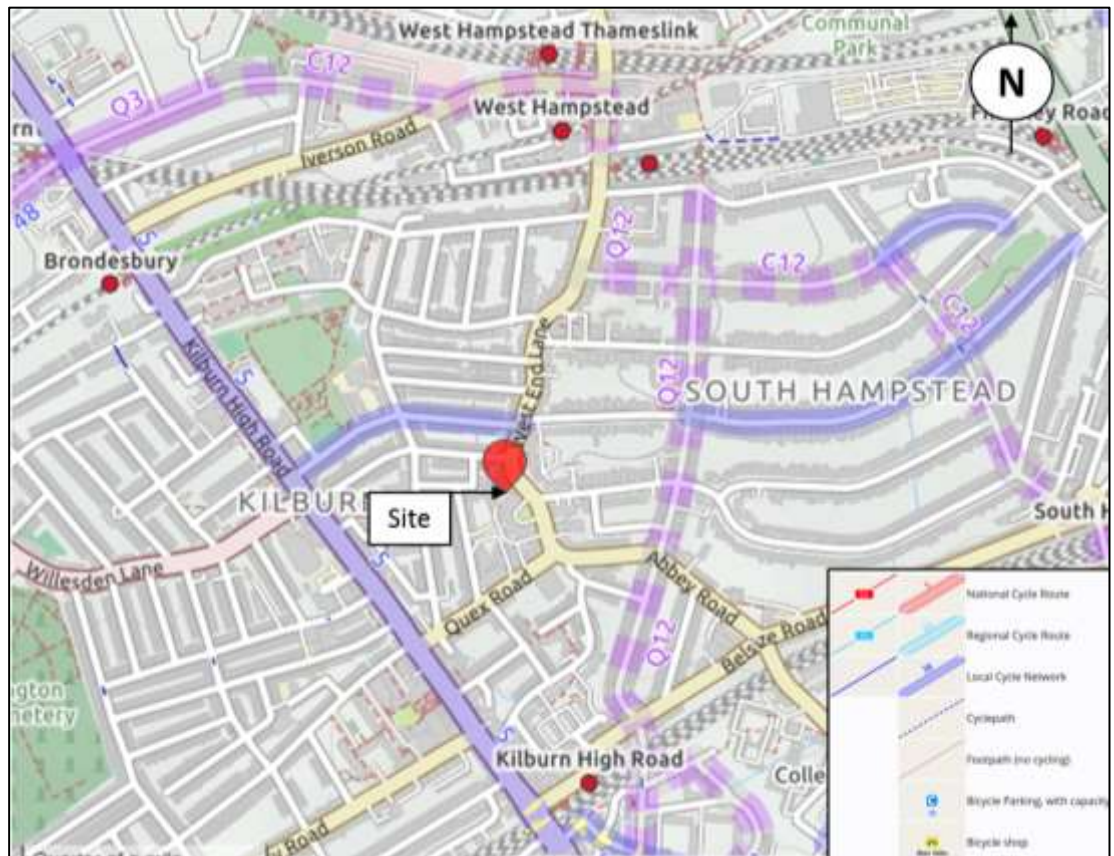
- 2.9 The site is well connected to the main pedestrian routes that serve public transport facilities and local amenities found on Finchley Road and Kilburn High Road. The majority of crossings in the area are provided with dropped kerbs and tactile paving. Across West End Lane a zebra crossing is present 110m to the south of the site and push-button/green-man facilities are available 110m to the north of the site.



## Cycling

- 2.10 The site is close to a network of streets which are considered suitable for cycling. Camden's interactive mapping tool allows journey planning and displays the local cycle routes. An extract of the mapping tool is included at **Figure 2.2** which shows the cycle infrastructure close to the site. Messina Avenue, Greencroft Gardens and Kilburn High Road are identified as local cycle routes, whilst Quietway 3 is located within a short cycle distance of the site. Quietway 3 provides a route between Regent's Park and Gladstone Park (Brent). It is noted that the map shows information regarding Quietway 12, which was planned but was not implemented.
- 2.11 Transport for London (TfL) are replacing cycle superhighways and Quietways with cycleways, which are routes that connect communities, businesses and destinations. As such, over time it is envisaged the nearby infrastructure to the site will be replaced.

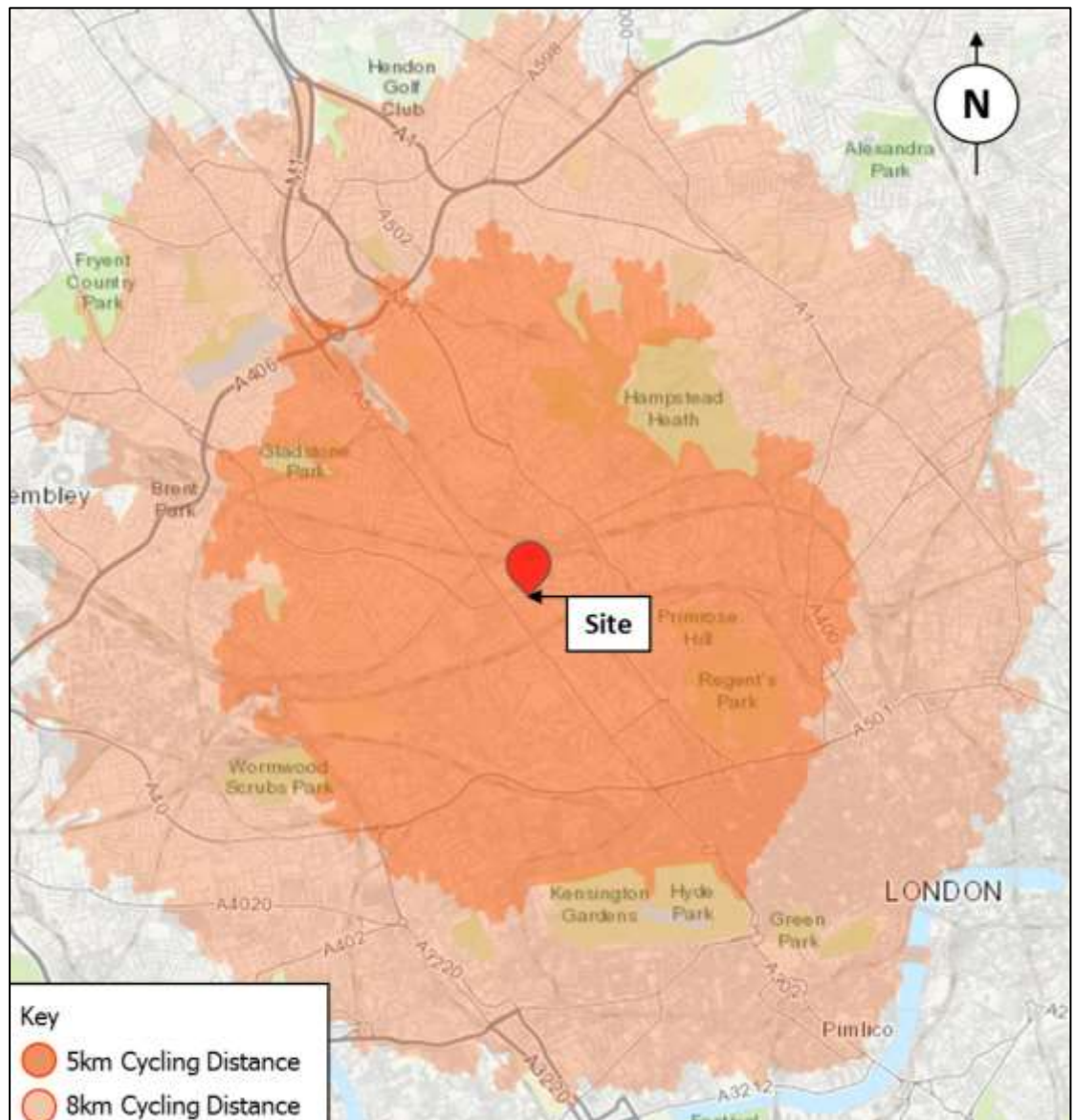
**Figure 2.2 – Extract of Camden's Cycling Tool**



Source: <https://camden.cyclestreets.net/journey/>

- 2.12 It is generally accepted that cycling is a suitable mode of travel for journeys up to 8km in length although in London longer journeys are commonplace. Much of North London is accessible in less than 8km cycling distance of the site. **Figure 2.3** sets out catchment maps for a 5km and 8km cycle of the site.

### Figure 2.3 – Cycling Catchment Map



- 2.13 The map shows that Maida Vale, Childs Hill, Dollis Hill, Notting Hill and Harlesden are within a 5km cycle of the site. Additionally, Finchley, Pentonville, Camden Town, Hammersmith, Chelsea and Wembley are located within an 8km cycle of the site.

## Public Transport

## Bus Services

- |      |  |
|------|--|
| 2.14 | The closest bus stops to the site are located on West End Lane 60m (northbound route) – 140m (southbound) of the site. Both bus stops benefit from seating, shelter and timetable information. |
| 2.15 | Step free access is provided to/from the southbound bus stop with push-button green-man facilities across West End Lane. A summary of the services available from bus stops available          |

within walking distance of the is shown in **Table 2.1**. The relevant TfL bus route map is included at **Appendix B**.

<b>Table 2.1 – Summary of Bus Services</b>					
<b>Bus Stop</b>	<b>Route</b>		<b>Frequency (every 'x' minutes)</b>		
			<b>Mon-Fri</b>	<b>Saturday</b>	<b>Sunday</b>
West End Lane	139	Golders Green and Waterloo	5 – 8	6 – 10	8 – 10
	328	Marble Arch and Brent Cross	6 – 10	4 – 8	10 – 13
Cleve Road	C11	Archway and Brent Cross	8 – 12	9 – 13	11 – 14
Quex Road	189	Marble Arch and Brent Cross	6 – 10	4 – 9	11 – 13
Kingsgate Place	16	Cricklewood and Victoria Station	6 – 9	5 – 11	9 – 11
	32	Edgware to Kilburn Park Station	7 – 10	6 – 8	15
	316	Cricklewood to White City	6 – 10	7 – 10	12 – 15
	332	Brent Park to Bishops Bridge	8 – 11	8 – 12	10 – 14
Willesden Lane	98	Willesden and Bloomsbury Square	6 – 10	6 – 8	7 – 12

#### London Underground / Rail Services

- 2.16 The site is located 550m to the south of West Hampstead Underground Station, 600m to the south of West Hampstead Rail Station, 750m to the south of West Hampstead Thameslink Station and 700m to the north of Kilburn High Road Station.
- 2.17 West Hampstead Underground Station is served by Jubilee Line services between Stanmore / Willesden Green and Stratford. There are services approximately every 2 – 6 minutes.
- 2.18 West Hampstead Rail Station is served by London Overground trains with services to Stratford, South Acton Rail Station, Richmond and Clapham Junction. There are services to Stratford every 5 – 10 minutes whilst services to Richmond, South Acton and Clapham Junction operate approximately every 15 minutes.
- 2.19 West Hampstead Thameslink Station is served by services to Rainham (Kent), St Albans City, Bedford, Sutton (Surrey), Brighton and Luton. There are approximately 2 trains per hour to Rainham, Brighton, Bedford and Luton and 4 trains per hour to St Albans and Sutton.
- 2.20 Kilburn High Road Station is served by London Overground trains to London Euston Rail Station and Watford Junction Rail Station. There are approximately 4 services per hour in each direction.



## Public Transport Accessibility Level

- 2.21 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a point.
- 2.22 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The site has a PTAL level of 5, demonstrating that it has a 'very good' level of accessibility to public transport. The PTAL report is included at **Appendix C**.

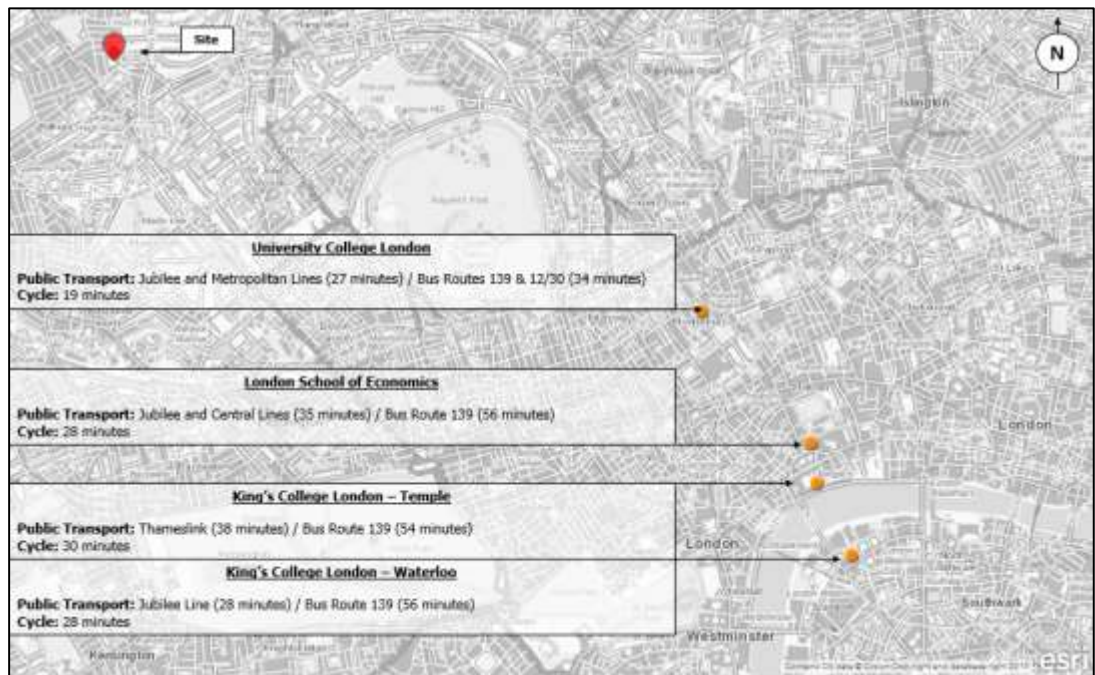
## Existing Travel Modes

- 2.23 A survey was carried out in order to find out how existing residents currently travel to the site on a daily basis, i.e. what mode they use and what university / college they attend. Existing residents were also asked how they travel when they initially move in. A summary of the results of existing residents daily travel modes to university/college is shown in **Table 3.3**.

<b>Table 3.3 – Existing Modal Split (To/From University/College)</b>	
<b>Mode</b>	<b>Total People</b>
Walk	29%
Underground	57%
Bus	14%
<b>Total</b>	<b>100%</b>

- 2.24 The results showed that 7% of existing residents attend University College London, 14% attend King's College London, 21% attend University of Westminster, whilst the remaining 58% attend other universities/colleges, of which all were different. As such, travel modes and services used by residents to travel to and from their university/college are likely to differ. The proximity of the site to the above three universities and the likely journey time by cycle, bus and rail/overground/underground are shown in **Figure 2.4**.
- 2.25 All of the three universities are located within a 30-minute cycle of the site and within a 60 minute journey by public transport.

**Figure 2.4 – Location of the Site and Universities Attended by Existing Residents**



## 3 POLICY

### National Policy

#### National Planning Policy Framework

3.1 The revised National Planning Policy Framework (NPPF) was published on the 19<sup>th</sup> February 2019 setting out the Government's planning policies for England and how these are expected to be applied.

3.2 When considering the transport effects of a development, NPPF 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."*

3.3 Paragraph 109 advises that:

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

3.4 Paragraph 110 states that:

*"Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

## Regional Policy

### London Plan

- 3.5 The London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years and was published in March 2016.

### Intend to Publish London Plan

- 3.6 The Intend to Publish London Plan, dated December 2019, shows the Mayor's suggested changes following the Examination in Public. The document strives to promote a healthier and more active London with improving air quality and reducing car parking provision at the forefront of the plan.

- 3.7 Policy T1 seeks a strategic approach to transport and states at paragraph 10.1.1. that:

*"The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably."*

- 3.8 Furthermore, Policy T2 sets out the Healthy Streets Approach which states that development Plans should:

- *"Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;*
- *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant; and,*
- *In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators."*



3.9 Policy T5, 'cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located.

3.10 For student accommodation, the minimum parking cycle standards are shown in **Table 3.1**.

<b>Table 3.1 – Intend to Publish London Plan Cycle Parking Standards</b>		
<b>Use Class</b>	<b>Long-stay</b>	<b>Short-stay</b>
Student Accommodation	0.75 spaces per bedroom	1 space per 40 bedrooms

3.11 Policy H15 sets out policies relating to purpose-built student accommodation. It states that accommodation should be developed in locations which are well connected by walking, cycling and public transport.

## **Local Policy**

### **Camden Local Plan**

3.12 Camden's Local Plan is the key strategic document in Camden's development plan. It sets out the vision for shaping the future of the Borough and contains policies for guiding planning decisions and was adopted in July 2017.

3.1 Transport related policies are set out in T1 through T4 and the relevant policies are summarised below.

#### Policy T1: Prioritising Walking, Cycling and Public Transport

##### *"Walking*

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

*a. improve the pedestrian environment by supporting high quality public realm improvement works;*

*b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*

*c. are easy and safe to walk through ('permeable');*

*d. are adequately lit;*

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

*f. contribute towards bridges and water crossings where appropriate.*

### *Cycling*

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

- g. 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;*
- h. 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;*
- i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- j. is easy and safe to cycle through ('permeable'); and*
- k. contribute towards bridges and water crossings suitable for cycle use where appropriate."*

### **Policy T2: Parking and Car-free Development**

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

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

### **Camden's Planning Guidance**

- 3.2 Camden's Planning Guidance (CPG) – Transport, was adopted in March 2019 and supports the policies in the Local Plan. It sets out what should be included within Transport Statements, Travel Plans and Delivery and Servicing Plans. It advises at 4.38 that:

*"For student accommodation, the DSP should also address the impact of arrivals and departures at the beginning and end of terms, staggering activity using a booking system to avoid undue impact on the highway network and disturbance to adjacent occupiers."*

3.3 Camden's Planning Guidance (CPG) – Student Accommodation, was adopted in March 2019. It sets out design guidance for student accommodation. It advises that:

*"Student housing can have significant impacts on the transport network and travel choices during and after development. Some of these impacts may be typical of high density housing developments, but others can have particular characteristics, such as pronounced tidal flows to and from the focus of the University of London in Bloomsbury, and a concentration of students arriving/ departing with luggage at the start and finish of term.*

*The Local Plan's transport policies focus on promoting sustainable transport choices for people, goods and materials, limiting the availability of car parking through car-free development, ensuring development is integrated into the transport network, protecting transport infrastructure and managing transport impacts. Reducing the use of motor vehicles helps us improve air quality and create safer neighbourhoods. Active travel choices, such as walking and cycling, provide opportunities for social interaction, increase physical fitness and contribute to health and wellbeing. Sustainable transport options also provide more affordable ways to access jobs, training shopping and leisure and enhance social inclusion.*

*The Council uses a wide variety of tools and requirements to ensure that development supports sustainable transport choices, including cycle parking standards, car-free agreements, Travel Plans and Construction Management Plans. This section identifies some requirements likely to apply to student housing development, but applicants are advised to consider all the information set out in our Camden Planning Guidance about Transport.*

*Student housing developments should be designed to meet or exceed the minimum standards for cycle parking set out in the London Plan. The design and layout of parking facilities should meet requirements of our Camden Planning Guidance about Transport.*

*A Transport Statement or Assessment and a Travel Plan may be required for student housing developments. Camden Planning Guidance on Transport provides two sets of thresholds (based on the size of development) that indicate whether a Transport Statement or Assessment is required, and whether a Local or Strategic Travel Plan is required. For the purpose of the thresholds, one student bedroom will be treated as equivalent to one residential unit (in Use Class C3). A Construction Management Plan (CMP) will also be required for developments involving significant impacts on the public highway or significant excavation. Monitoring and Measures financial contributions are required for Travel Plans and CMPs. Transport Assessments and Travel Plans should take account of any proposed alternative uses of the student housing outside term time.*

*A financial contribution to walking, cycling and public realm improvements will be sought if mitigation measures are required to overcome the impact of the development. A financial*

*contribution to highway works will be sought to repair any construction damage to transport infrastructure and reinstate all affected transport network links and road and footway surfaces.”*

## **Policy Summary**

- 3.4 National, regional and local planning policy relating to travel shares a common objective of reducing travel by car and in Camden in particular the provision of car parking is strongly discouraged in locations that are well located to public transport and have convenient access to facilities. The development is located within a highly accessible residential area and is conveniently located to enable site users and visitors to travel on foot, cycle or by public transport.



## 4 DEVELOPMENT PROPOSAL AND EFFECTS

- 4.1 The development proposal seeks to demolish the existing building and provide a new building, which will front onto West End Lane. There will be a total of 88 student bedrooms provided, an uplift of 18-bedrooms when compared to the existing building. The forecourt will be rearranged to provide additional landscaping and a turning area for vehicles, whilst a cycle store and gym for residents will be provided internally. The Architect's layout plans are included at **Appendix A**.

### Access

- 4.2 The proposed arrangement will require the closure of the southern crossover and the provision of a new crossover to the north to allow access for vehicles. The length of dropped kerb at the north end of the site is proposed to be retained to assist with rolling bins between vehicles and the waste store. Car Parking / Drop-Off Facility
- 4.3 No car parking is proposed for the site, in line with policy initiatives to reduce the reliance of the car.
- 4.4 During a December 2019 survey, students were asked how they arrive at the start of term. Of which, for the final/main leg of the journey 86% of students arrived by taxi / private car. As such, the proposal will retain the ability for a large car / 4x4 sized vehicle to enter and exit the development in forward gear and can therefore act as a drop-off point for students when moving in/out if required. Swept path analysis demonstrating this manoeuvre is included at **Appendix D**.
- 4.5 The Student Management Plan provided as part of the application provides additional details on Move in/out process and how this is managed it states that:

*"The main move in period for new student tenants is at the beginning of the academic year and the move in period will be spread over a three or four day period. Students will be allocated one hour time slots to facilitate drop off. There are local parking pay and display bays to provide parking beyond the drop off slots allocated.*

*In addition to the main move in period, it is possible the site will have student residents arriving on an ad hoc basis following the main move in period. These students will mostly be from overseas or where there are differing start dates for their individual course. This is particularly relevant for postgraduate studies.*

*In the weeks prior to move in welcome packs are prepared for each student tenant. The welcome pack includes details of the site and how it operates, advice on living with in the building and local information. Preparation of this information enables a swift and largely*

*trouble-free process enabling the manager to welcome student tenants and direct them to their rooms quickly and efficiently. It is made clear to student tenants that the allocation of time slots is for their benefit to ensure a smooth and trouble-free move in and minimise any localised disruption in terms of vehicular movements. All room allocations for move in are spread throughout the building to minimise pressure on lifts and stairwells, if applicable. If student tenants or the individual helping them move in choose to ignore these timings we reserve the right to refuse access until the site is able to accept them"*

## **Cycle Parking**

- 4.6 The London Plan – Intend to Publish advises that for student accommodation 0.75 cycle parking spaces per bedroom should be provided.
- 4.7 The proposals show that the development will provide 88 long stay cycle spaces which will be located at ground floor level, adjacent to the main foyer. Of the 88 cycle spaces, 6 will be provided in the form of Sheffield stands and 82 in the form of two-tier cycle parking. As such, the level of cycle parking proposed exceeds the required level of provision.
- 4.8 In addition, there will be 3 Sheffield stands providing short stay cycle parking for 6 bicycles in front of the proposed building.

## **Delivery and Servicing**

- 4.9 Existing residents were asked to advise the number of deliveries that they receive on a weekly basis, with 21% receiving a delivery once a week, 43% 2 – 3 times a month, 21% once a month and 14% every 2-3 months. This is equivalent to 2 deliveries per bedroom per month. On this basis, it is reasonable to assume that the additional 18 rooms would generate no more than 10 deliveries a week, i.e. 1-2 a day. This level of activity is not considered to have an impact on the surrounding highway network.
- 4.10 Moreover, the majority of deliveries associated with the student accommodation are likely to be undertaken by smaller vehicles i.e. Transit-sized vans, with the deliveries comprising small goods. As such, the vehicles are expected to wait on-street for approximately 5-minutes.
- 4.11 Delivery vehicles would rely on available loading opportunities on-street in line with the existing arrangement at the site.

## **Refuse and Recycling**

- 4.12 A waste store is proposed at the northern end of the site. The store will be provided with direct, step-free access to the footway, where it is expected waste operatives will make use of the

existing dropped kerb to provide step-free access to the carriageway. The waste vehicle will occupy the length of single yellow line along the site frontage.

- 4.13 Camden's waste guidance advises that each dwelling with three bedrooms or less should be provided with storage for:
- 120 litres of general waste;
  - 140 litres of mixed dry recycling; and
  - 23 litres of food waste.
- 4.14 On this basis, a development, with up to 3-bedrooms per dwelling would require 10 x 1100L general waste bins, 11 x 1100L mixed dry recycling bins and 8 x 240L food waste bins. Given that the proposal is for student accommodation and not C3 Use Class property, there will be less waste generated, and as such, a relaxation of the standards is considered appropriate.
- 4.15 A scheme of 88 student bedrooms could be considered equivalent to 30 x 3-bed dwellings. It is therefore considered suitable to provide a minimum of 3,600L of general waste storage, 4,200L of mixed dry recycling and a minimum of 690L of food waste storage, equivalent to 4 x 1100L general waste bins, 4 x 1100L mixed dry recyclables bins and 3 x 240L bins. An area has been proposed which is capable of storing 16 x 1100L Eurobins and 4 x 240L food waste bins. This level of provision is therefore considered appropriate.

## Trip Generation

- 4.16 The TRICS database has been reviewed to understand the change in trip generation as a result of the additional 18 student accommodation rooms. The sites selected were located within Greater London, with a PTAL rating of 4+ and were provided with zero parking. The TRICs output file is included at **Appendix E**.
- 4.17 The assessment suggested that as a result of the additional rooms, there would be no more than an additional 2 total person trips in each hour, with 11 arrivals and 13 departures over the course of a 7am-9pm period. It is considered relevant to note that residents will have different start times i.e. a 9am lecture or a 2pm lecture and hence arrivals and departures are expected to be staggered.
- 4.18 The total daily trip generation suggests that not every student will leave the building everyday and hence could be considered a little low. A first principles approach has therefore been taken assuming that all 18 additional students leave the building and return across the course of the day.

- 4.19 Based on the student travel surveys, of the 18 students, 13 (71%) would travel to/from their university using public transport whilst the remaining 5 (29%) would use active modes of travel, i.e. walk / cycle. Given the array of public transport services available within walking distance of the site, this is not considered to be significant. Moreover, given the very good accessibility of the site, the lack of parking opportunities and the low level of trips it is not considered relevant to undertake a detailed trip generation assessment.
- 4.20 In addition to total person trip rates, the TRICs sites selected include vehicle trip rates, which suggest that over the course of a 7am – 9pm period, the additional 18 student rooms could generate 2 vehicle trips (1 arrival / 1 departure). This is considered to be in line with the student survey information obtained.

## **Mitigation Measures**

### **Travel Plan**

- 4.21 Residents and visitors at the proposed development will be encouraged to travel to the site by sustainable modes through the implementation of a Travel Plan. A draft Travel Plan has been prepared and included as a separate document as part of the planning application.
- 4.22 The primary objective of the Travel Plan will be to set out a strategy to facilitate and encourage sustainable modes of travel to the site. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling as these offer health benefits.
- 4.23 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking and zero car parking. The 'soft' measures include initiatives such as providing information on public transport services and walking and cycling routes.
- 4.24 The Travel Plan would be finalised and agreed prior to the occupation of the proposed development.

### **Delivery and Servicing Plan**

- 4.25 A draft Delivery and Servicing Plan (DSP) has been prepared by TTP Consulting. This is included as a separate document as part of the planning application and will be secured by way of condition. The purpose of the DSP will be to mitigate the potential impacts of servicing activity associated with the development. The DSP will:
- Make residents aware of the closest Amazon locker facilities;
  - Seek to reduce the dwell time vehicles, by increasing the efficiency of the delivery, through the provision of reception facilities; and



- Make residents aware that there are reception facilities on-site and the hours that goods can be received, i.e. reducing the risk of a missed collection and hence reducing the impact on the highway network.

## 5 SUMMARY AND CONCLUSION

5.1 TTP Consulting has been appointed by Empiric (London Francis Gardner) Limited to provide traffic and transport advice in relation to the proposed development at Francis Gardner Hall, 89 – 91 West End Lane, located in the London Borough of Camden (LBC). In summary:

5.2 The proposed building will provide a total of 88 bedrooms. As such, the effect of the development in transport terms will relate to the provision of an additional 18 bedrooms. The proposal will require the closure of the southern crossover and a new crossover to the north. The existing northern crossover will be retained to allow the step-free transfer of waste. The proposed site layout plan is included at **Appendix A**.

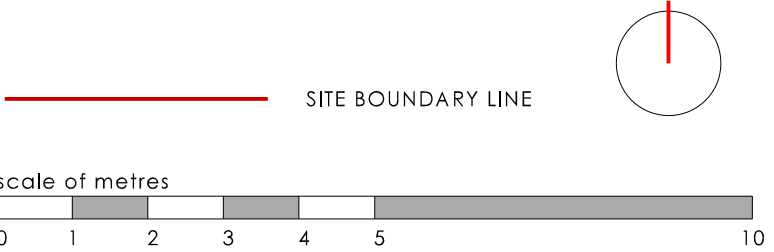
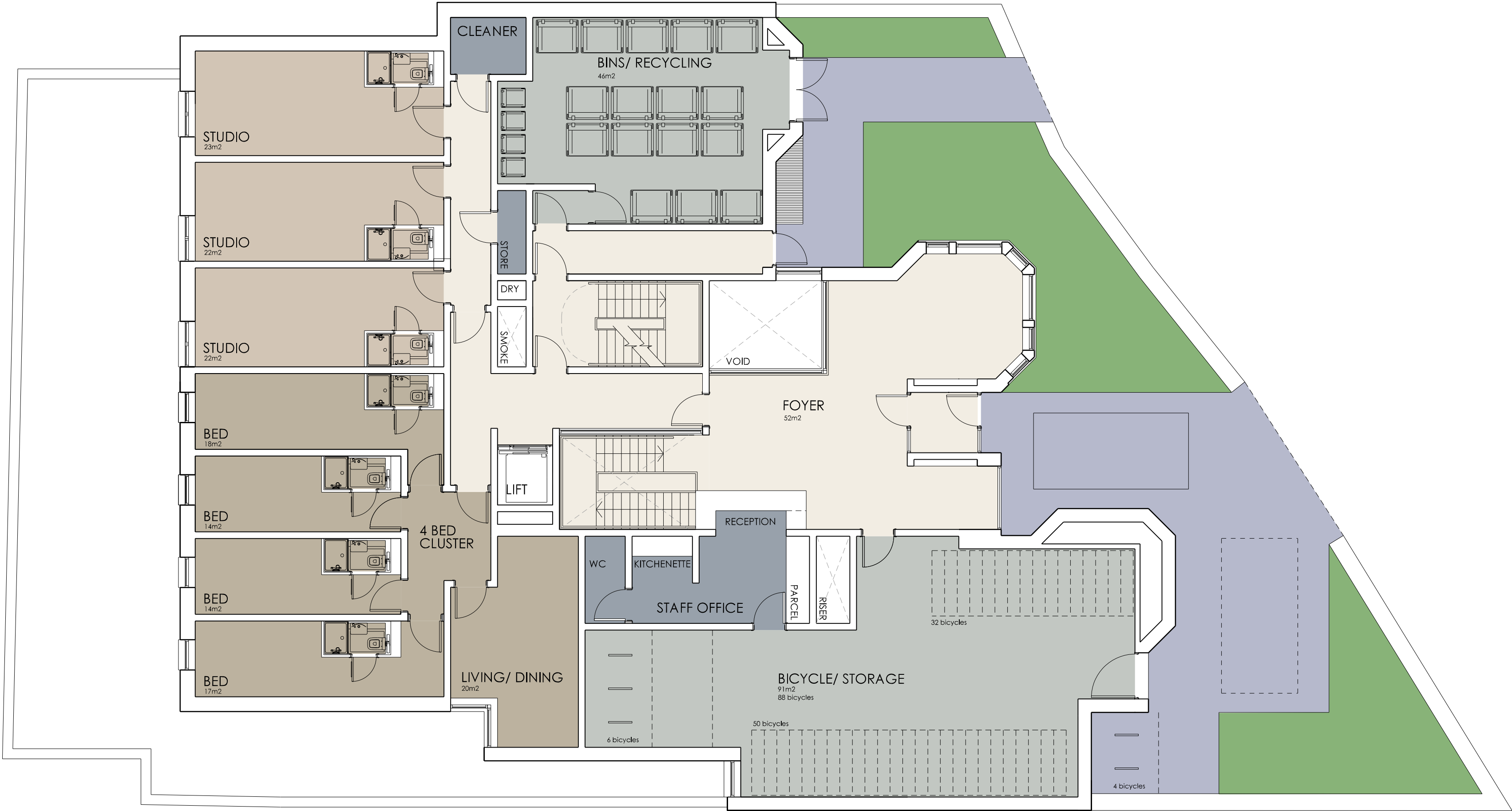
- The site is located on the west side of West End Lane. It lies within a highly accessible area of Central London and benefits from very good access to public transport (PTAL 5);
- No parking is provided for the existing building, but there is an area of hardstanding at the front of the site, that can accommodate drop-off activity. The ability for drop-off activity to take place on-site will be retained;
- The southern access will be closed and the northern retained to allow the step-free transfer of waste. A new access is proposed between the two to allow vehicle access to the drop-off space;
- Cycle parking will be provided in accordance with the Intend to Publish London Plan. A total of 88 long stay spaces and 6 short stay spaces will be provided at ground floor level;
- Delivery and servicing activity would take place on-street in accordance with the existing arrangement;
- Waste storage will be provided at the northern end of the site and the level of provision is considered to be appropriate. The waste vehicle will stop on-street in accordance with the existing arrangement; and
- The additional 18 bedrooms are likely to generate no more than an additional 2 total person vehicle trips throughout the day (7am-9pm). There will be an element of additional vehicle activity when student move in/out. However, arrival times will be staggered to reduce the impact of students moving in.

### Conclusion

5.3 In light of the above, it is concluded that the proposals accord with land-use and transport policy objectives by locating residential development in a highly accessible location and that, by reference to the National Planning Policy Framework (Paragraph 109) there would be no unacceptable impacts on highway safety and the impacts of the development on the road network will not be severe.

# **Appendix A**

**(Proposed Layout Plans)**



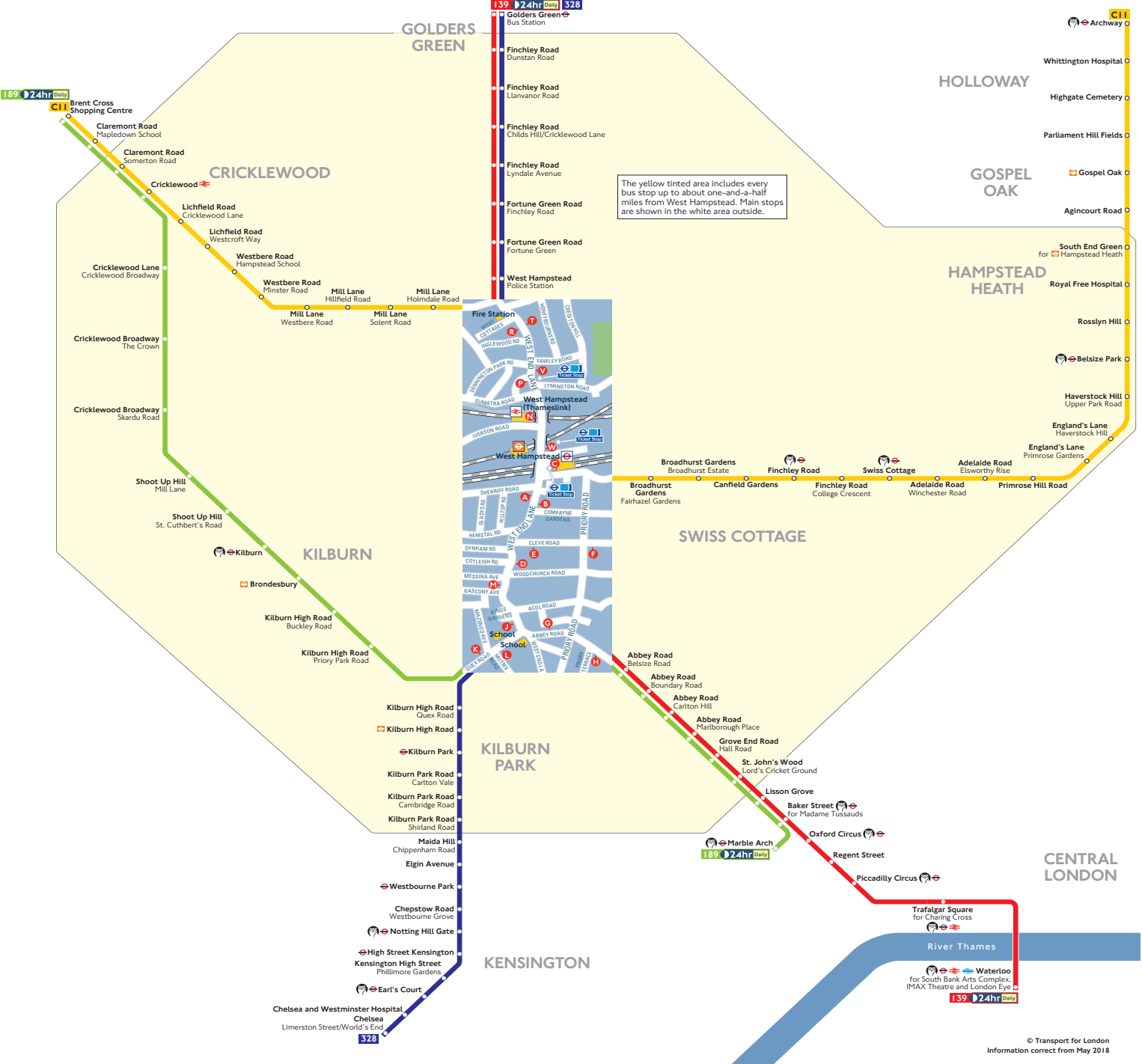
susan stephen architects				
project	17060	Francis Gardner Hall, London		
client	Empiric (London, Francis Gardner Hall) Limited			
drawing	Proposed Ground Floor Plan			
dwg no.	pl(23)02	revision	.	
scale	1 : 100 @ A2	drawn	.	
14 Alva Street Edinburgh EH2 4QG t 0131 220 3003 f 0131 220 3022 e info@susanstepharchitects.com www.susanstephenarchitects.com		do not scale from this drawing all dimensions to be checked on site. this drawing and its data are copyright of : Susan Stephen Architects Ltd and must not be used for any purpose other than that for which it is intended.		



## **Appendix B**

### **(Bus Route Map)**

# Buses from West Hampstead



## Route finder

Bus route	Towards	Bus stops
139	Golders Green	A H J M N P R
	Waterloo	B D G T V W
189	Brent Cross Shopping Centre	H L
	Marble Arch	G K
328	Chelsea	B D L T V W
	Golders Green	A J K M N P R
C11	Archway	C T V W
	Brent Cross Shopping Centre	A E N P R

## Key

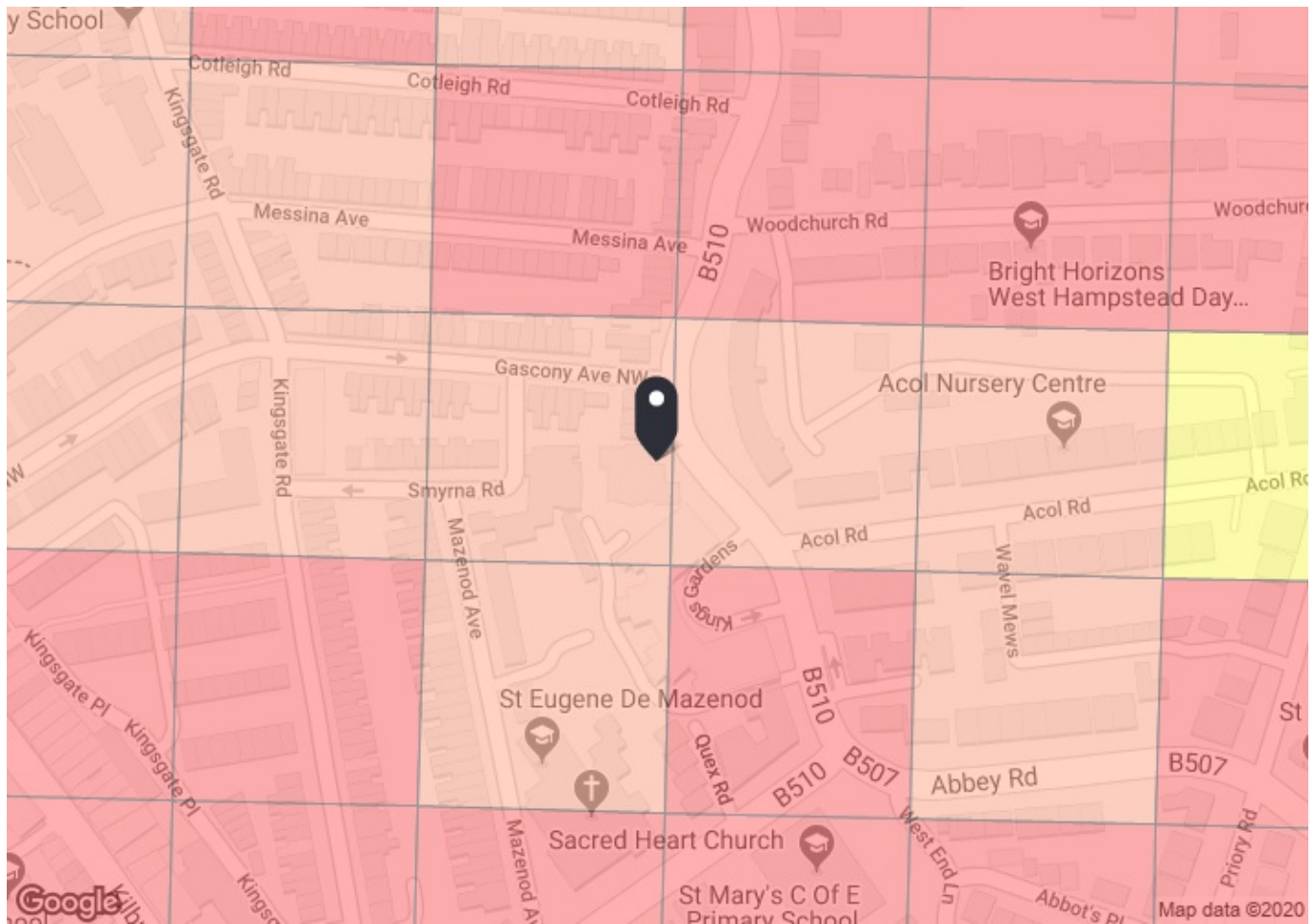
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

## Ways to pay

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

## **Appendix C**

**(PTAL Output)**



### PTAL output for Base Year 5

91 West End Ln, London NW6 4SY, UK  
Easting: 525391, Northing: 184136

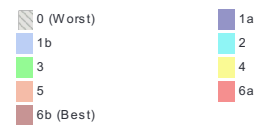
Grid Cell: 99258

Report generated: 15/01/2020

#### Calculation Parameters

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

#### Map key - PTAL



#### Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	QUEX R/W END LN/ABBAY RD	189	275.97	7.5	3.45	6	9.45	3.17	0.5	1.59
Bus	WEST END LN MESSINA AVE	139	174.49	7.5	2.18	6	8.18	3.67	0.5	1.83
Bus	WEST END LN MESSINA AVE	328	174.49	9	2.18	5.33	7.51	3.99	1	3.99
Bus	CLEVE ROAD	C11	375.62	7.5	4.7	6	10.7	2.8	0.5	1.4
Bus	KILBURN MARKET	16	471.07	9	5.89	5.33	11.22	2.67	0.5	1.34
Bus	KILBURN MARKET	32	471.07	7.5	5.89	6	11.89	2.52	0.5	1.26
Bus	KILBURN MARKET	316	471.07	7.5	5.89	6	11.89	2.52	0.5	1.26
Bus	KILBURN MARKET	332	471.07	6	5.89	7	12.89	2.33	0.5	1.16
Bus	WILLESDEN L KILBURN H RD	98	390.43	9	4.88	5.33	10.21	2.94	0.5	1.47
Rail	West Hampstead	'CLPHMJ2-STFD 2L50'	691.4	3.67	8.64	8.92	17.57	1.71	1	1.71
Rail	West Hampstead	'STFD-CLPHMJ2 2Y11'	691.4	3.67	8.64	8.92	17.57	1.71	0.5	0.85
Rail	Kilburn High Road	'WATFJDC-EUSTON 2C06'	746.94	2.67	9.34	11.99	21.32	1.41	0.5	0.7
Rail	Kilburn High Road	'EUSTON-WATFJDC 2D86'	746.94	3	9.34	10.75	20.09	1.49	0.5	0.75
LUL	West Hampstead	'WembleyPark-Stratfo'	607.04	3.67	7.59	8.92	16.51	1.82	0.5	0.91
LUL	West Hampstead	'WillesdenGreen-Stra'	607.04	4.33	7.59	7.68	15.27	1.97	0.5	0.98
LUL	West Hampstead	'Stanmore-Stratford'	607.04	17.65	7.59	2.45	10.04	2.99	1	2.99

Total Grid Cell AI: 24.2

## **Appendix D**

### **(Swept Path Analysis)**





## **Appendix E**

### **(Swept Path Analysis)**

Calculation Reference: AUDIT-752101-200121-0148

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : G - STUDENT ACCOMMODATION  
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
CN	CAMDEN	1 days
IS	ISLINGTON	1 days
KI	KINGSTON	1 days
LB	LAMBETH	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 residents  
 Actual Range: 146 to 1100 (units: )  
 Range Selected by User: 100 to 1100 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 26/06/19

*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:

Tuesday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	3

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	3

*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	4 days
----	--------

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

## Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	3 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
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

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

Travel Plan:

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

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

PTAL Rating:

4 Good	1 days
6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY KING'S CROSS		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	571	
	Survey date: TUESDAY	14/11/17	Survey Type: MANUAL
2	IS-03-G-01	STUDENT FLATS	ISLINGTON
	OLD STREET ST LUKE'S		
	Edge of Town Centre Built-Up Zone		
	Total Number of residents:	146	
	Survey date: FRIDAY	07/12/12	Survey Type: MANUAL
3	KI-03-G-02	STUDENT FLATS	KINGSTON
	CAMBRIDGE ROAD KINGSTON UPON THAMES NORBITON		
	Edge of Town Centre Residential Zone		
	Total Number of residents:	300	
	Survey date: WEDNESDAY	26/06/19	Survey Type: MANUAL
4	LB-03-G-02	STUDENT FLATS	LAMBETH
	WESTMINSTER BRIDGE RD LAMBETH		
	Town Centre Built-Up Zone		
	Total Number of residents:	1100	
	Survey date: TUESDAY	27/11/18	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KI-03-G-01	parking
TH-03-G-01	ptal

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION  
MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 18 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated 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	3	606	0.001	0.020	3	606	0.001	0.020	3	606	0.002	0.040
08:00 - 09:00	3	606	0.001	0.010	3	606	0.002	0.030	3	606	0.003	0.040
09:00 - 10:00	3	606	0.001	0.010	3	606	0.001	0.010	3	606	0.002	0.020
10:00 - 11:00	3	606	0.003	0.059	3	606	0.003	0.050	3	606	0.006	0.109
11:00 - 12:00	3	606	0.003	0.059	3	606	0.005	0.089	3	606	0.008	0.148
12:00 - 13:00	3	606	0.003	0.059	3	606	0.003	0.059	3	606	0.006	0.118
13:00 - 14:00	3	606	0.006	0.099	3	606	0.004	0.069	3	606	0.010	0.168
14:00 - 15:00	3	606	0.004	0.079	3	606	0.006	0.099	3	606	0.010	0.178
15:00 - 16:00	3	606	0.004	0.079	3	606	0.004	0.079	3	606	0.008	0.158
16:00 - 17:00	3	606	0.004	0.079	3	606	0.003	0.059	3	606	0.007	0.138
17:00 - 18:00	3	606	0.003	0.050	3	606	0.002	0.040	3	606	0.005	0.090
18:00 - 19:00	3	606	0.003	0.059	3	606	0.003	0.059	3	606	0.006	0.118
19:00 - 20:00	2	836	0.004	0.065	2	836	0.003	0.054	2	836	0.007	0.119
20:00 - 21:00	2	836	0.005	0.097	2	836	0.006	0.108	2	836	0.011	0.205
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.045	0.824			0.046	0.825			0.091	1.649

*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.*

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#### Parameter summary

Trip rate parameter range selected: 146 - 1100 (units: )  
 Survey date range: 01/01/11 - 26/06/19  
 Number of weekdays (Monday-Friday): 4  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 2

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



TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION  
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

Estimated TRIP rate value per 18 RESIDE shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	529	0.011	0.204	4	529	0.025	0.451	4	529	0.036	0.655
08:00 - 09:00	4	529	0.010	0.187	4	529	0.084	1.505	4	529	0.094	1.692
09:00 - 10:00	4	529	0.015	0.272	4	529	0.079	1.428	4	529	0.094	1.700
10:00 - 11:00	4	529	0.028	0.502	4	529	0.079	1.420	4	529	0.107	1.922
11:00 - 12:00	4	529	0.036	0.646	4	529	0.060	1.071	4	529	0.096	1.717
12:00 - 13:00	4	529	0.040	0.714	4	529	0.058	1.037	4	529	0.098	1.751
13:00 - 14:00	4	529	0.050	0.901	4	529	0.064	1.148	4	529	0.114	2.049
14:00 - 15:00	4	529	0.040	0.714	4	529	0.064	1.156	4	529	0.104	1.870
15:00 - 16:00	4	529	0.061	1.105	4	529	0.042	0.757	4	529	0.103	1.862
16:00 - 17:00	4	529	0.071	1.275	4	529	0.034	0.621	4	529	0.105	1.896
17:00 - 18:00	4	529	0.082	1.471	4	529	0.043	0.765	4	529	0.125	2.236
18:00 - 19:00	4	529	0.079	1.428	4	529	0.037	0.663	4	529	0.116	2.091
19:00 - 20:00	3	657	0.052	0.941	3	657	0.021	0.374	3	657	0.073	1.315
20:00 - 21:00	3	657	0.072	1.288	3	657	0.017	0.311	3	657	0.089	1.599
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.647	11.648			0.707	12.707			1.354	24.355

*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.*