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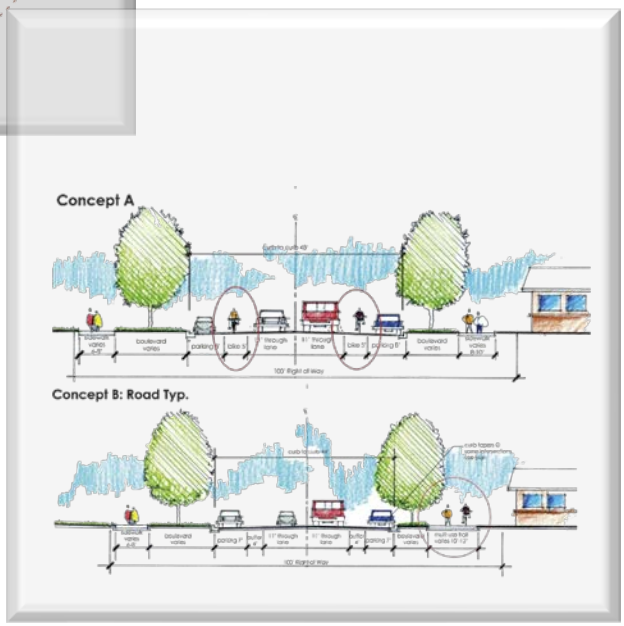

itransport assessment

Proposed Change of Use from

Private Members Leisure Club to Children's Nursery

81 Belsize Park Gardens

London NW3 4NJ

Creative Minds, *Intelligent Thinking*

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i. iTransport Planning, a specialist member of iPRT© Group of companies, has been commissioned by the Applicant to provide a Transport Assessment analysis (Analysis) for the proposed Change of Use from 1,456m^2 Leisure Club (including creche) Use Class D2 to children nursery (age range 3 months – 5 years old) Use Class D1 at 81 Belsize Park Gardens, London, NW3 4NJ, google maps link https://bit.ly/2Y5OF7f .

ii. The building is located in PTAL 3 however key and of more relevance is the nursery location relative to its target catchment area, a well-established localised residential community which makes the nursery highly accessible by walking, cycling and public transport.

iii. The development proposals are in line with the relevant national, regional and local transport policies.

iv. There are no known committed developments or highway network changes that may have an impact on the findings of this Analysis.

v. It is anticipated that the development would attract the usual servicing requirements which will continue as per the existing consented arrangements.

vi. The nursery is car-free with 5 cycle parking spaces and buggy storage located at the front of the building.

vii. A Travel Plan has been produced to ensure the impact, if any, on the adjoining roads network is mitigated.

viii. Analysis has demonstrated that:

   a. The highway network is adequate to support the vehicle movements for the proposed development, so as not to be detrimental to highway safety of road users;

   b. No mitigation measures are required; and

   c. The development does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 109 of the Revised NPPF.

ix. It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network and as such, there are no transport/highways reasons for refusal of planning permission.

Chapter 1
- Introduction
- Development Proposals
- Site Location

Chapter 2
- Scoping Study (if undertaken)
- Guidance & Methodology

Chapter 3
- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents (if undertaken)

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- Development Proposals
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- Preliminary Mitigation Proposals (if applicable)
- Travel Plan / Welcome Pack recommendations
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Chapter 6
- Summary & Conclusions

Chapter 1

- Introduction
- Development Proposals
- Site Location

1.1 iTransport Planning, a specialist member of iPRT© Group of companies, a specialist member of iPRT© Group of companies, has been commissioned by the Applicant to provide a Transport Assessment analysis (Analysis) for the proposed Change of Use from 1,456m^2 Leisure Club (including creche) Use Class D2 to children nursery (age range 3 months – 5 years old) Use Class D1 at 81 Belsize Park Gardens, London, NW3 4NJ, google maps link https://bit.ly/2Y5OF7f .

1.2 The building is located in PTAL 3 however key and of more relevance is the nursery location relative to its target catchment area, a well-established localised residential community which makes the nursery highly accessible by walking, cycling and public transport.

SITE LOCATION

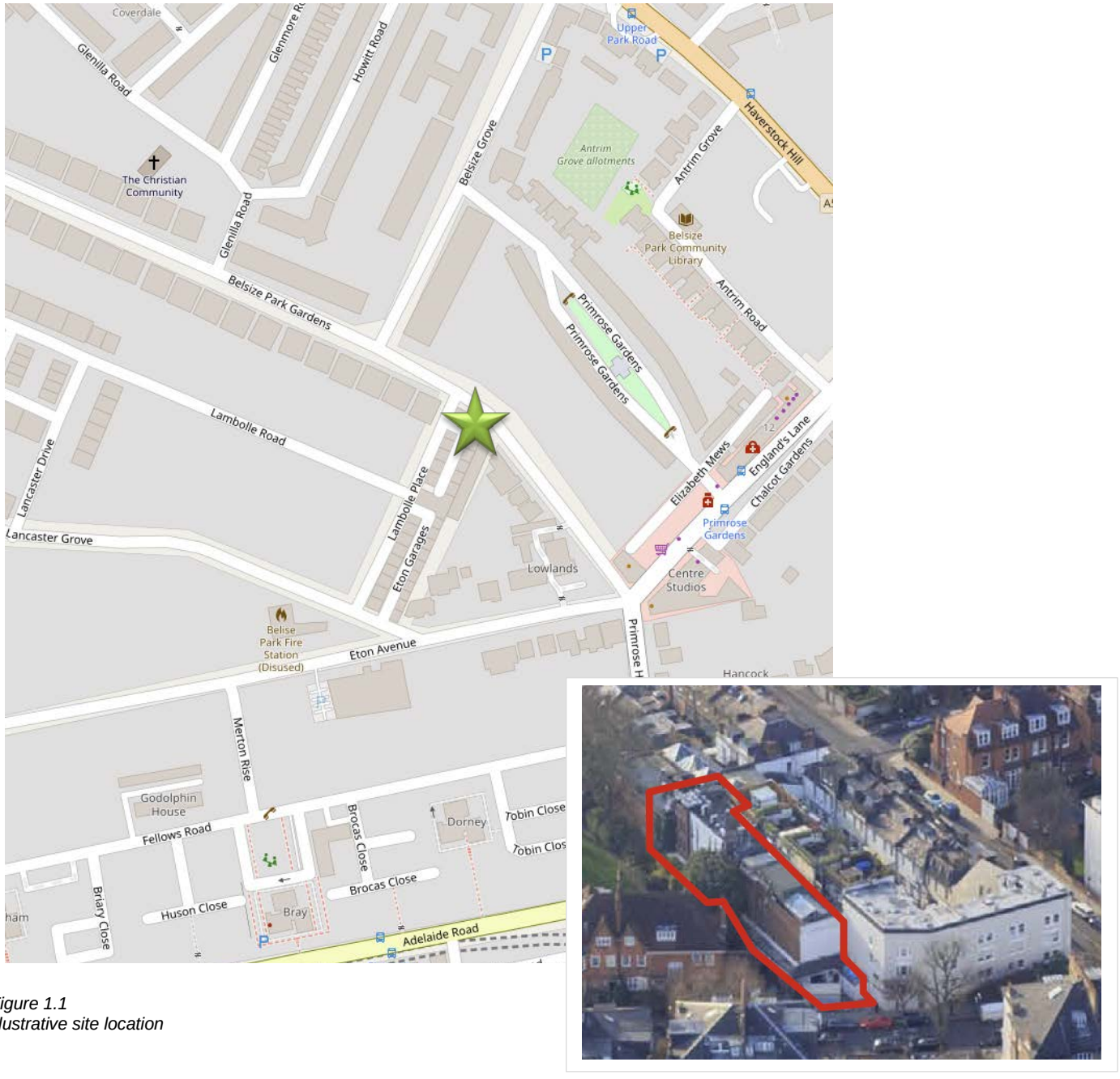


Figure 1.1
Illustrative site location

Chapter 2

- Scoping Study *(if undertaken)*
- References & Guidelines

2.1 In line with the Road Map and Contents (page 4), the Analysis will include:

Chapter 3

- A high-level review of the existing highway conditions.
- Site connectivity and sustainability.
- Consideration of any committed developments and associated highway network changes in the immediate vicinity of the site.

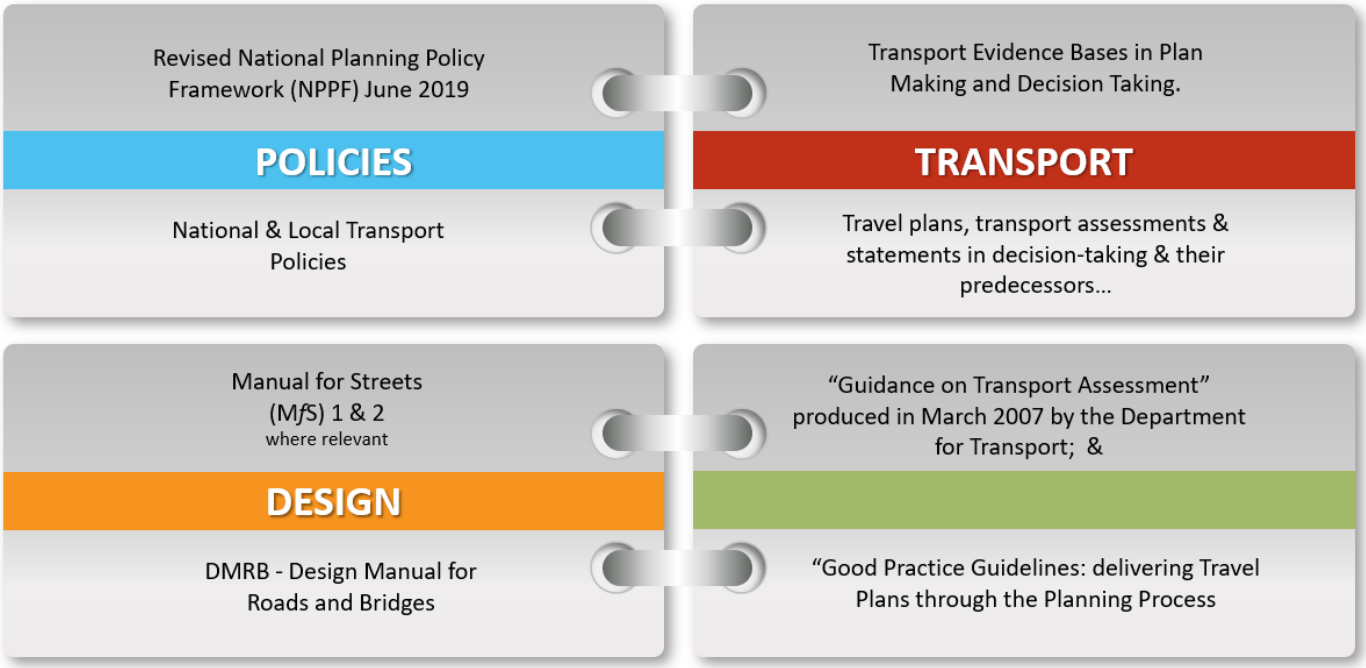
Chapter 4

- Site access proposals, servicing arrangements, parking provision.
- Development proposals, trip generation and residual impact on the adjoining roads network.

REFERENCES & GUIDELINES

2.2 Technical References are annotated as (Ref) the details of which are attached in Volume 3 – Technical References.

2.3 Where relevant, the Analysis will be in line with The Mayor's Transport Strategy, Healthy Streets, ATZ Assessment & Parking Standards and:



Chapter 3

- Existing Highway Conditions
- Non-Motorised Accessibility
- Committed Developments & Highway Network Changes
- Personal Injury Incidents *(if undertaken)*

3.1 Belsize Park is an affluent residential London suburb located within the Borough of Camden, bordered by Hampstead to the north and Primrose Hill to the south. The suburb is located approximately 3 miles (4.8 km) north of Central London and benefits from excellent road and rail communications.

3.2 The district is well served by public transport with Belsize Park (Northern Line), Chalk Farm (Northern Line) and Swiss Cottage (Jubilee Line) tube stations (all Zone 2) providing access into Central London with the fastest journey time of 13 minutes. Furthermore, numerous bus routes are serving major London transport hubs including Euston, Waterloo and Charing Cross every 10 minutes from Belsize Park station.

3.3 Belsize Park sits in between Finchley Road (A41) and Haverstock Hill (A502). Finchley Road is one of the main thoroughfares serving central London and provides direct access to the M1 motorway approximately 4 miles (6.4 km) to the north and Baker Street approximately 2 miles (3.2 km) to the south. Haverstock Hill provides access to Hampstead 0.8 miles (1.3 km) to the north and Camden 1 mile (1.6 km) to the south.

THE PROPERTY

3.4 The property comprises a four-storey (currently) private members gym of 1,456m^2 GFA and occupies a prominent position on the south side of Belsize Park Gardens, an attractive tree-lined street surrounded by highly sought after Georgian and Victorian properties. Adjacent to the property is Hampstead Fine Arts College and Lancaster Stables, an attractive residential Mews.

3.5 Belsize Park Underground Station (Northern Line) is located 600m north of the property within Zone 2 of the London Transport Network. The station is located on Haverstock Hill and is surrounded by several well-established restaurant operators such as Pizza Express, Giraffe and Gourmet Burger Kitchen. Other nearby occupiers include Boots Pharmacy, Costa, Starbucks and an Everyman cinema.

3.6 England's Lane, 100m south of the property, is occupied by several popular independent restaurants, cafés and delicatessens together with a Starbucks and Tesco Express.

DEMOGRAPHICS

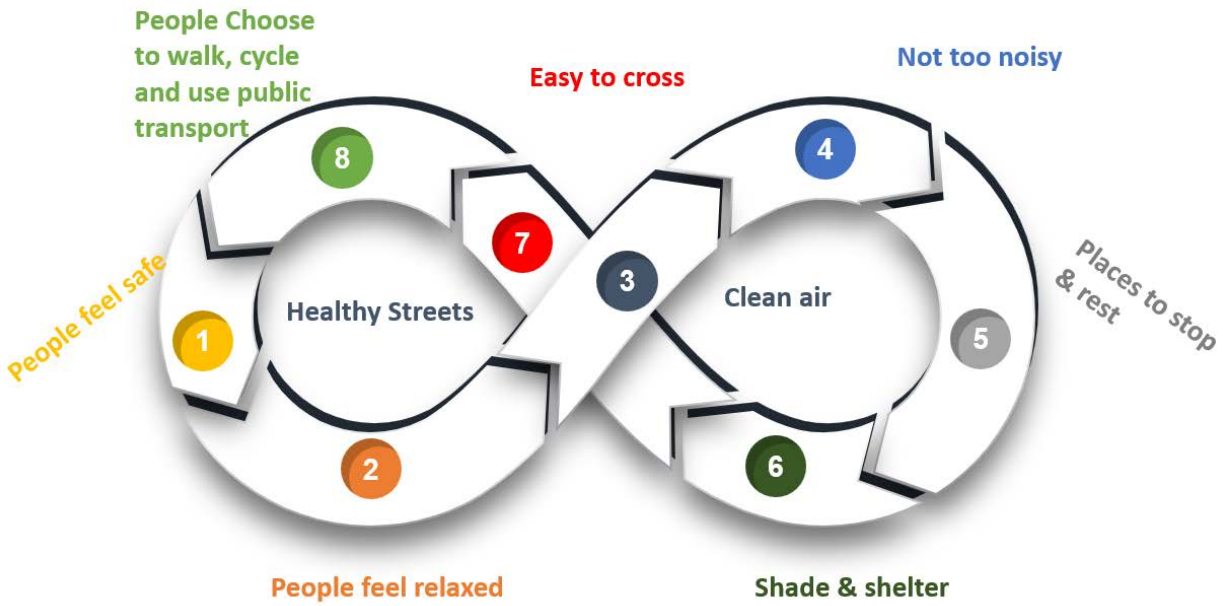
3.7 Belsize Park and adjoining areas such as Hampstead, Primrose Hill, Swiss Cottage and St. John's Wood are densely populated and highly affluent. Within a five minute drive-time of the property the population is estimated to be 81,000 people, rising to 318,000 within a ten minute drive-time.

3.8 The area is one of the most sought after residential districts in north London. Belsize Park has a higher proportion of residents in the age bracket 25-44 (40%) compared to the national average (28.3%). The largest proportions of the population are classified as Liberal Opinions (young, well-educated professionals) and Alpha-Territory (successful and substantially wealthy households).

BELSIZE PARK GARDENS

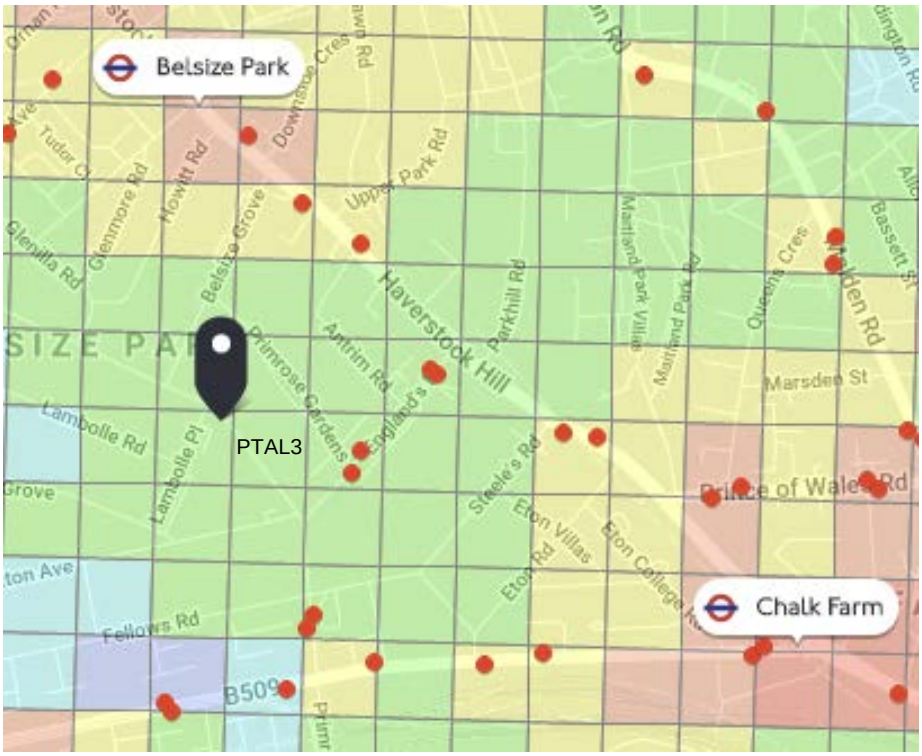
Figure 3.1
Belsize Park Gardens – key features

SUSTAINABLE MODES OF TRAVEL



Bus Services

3.9 The building is physically located in PTAL 3 (Figure 3.2). Bus stops are within 6 minutes walk from the actual building as illustrated below. An illustrative summary of bus services are listed in Figure 3.2 with full-time tables available at https://tfl.gov.uk/travel-information/timetables/



Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)
Bus	BELSIZE PARK GARDENS	268	589.02	5	7.36
Bus	ADELAIDE R PRIMROSE HL R	31	464.01	10	5.8
Bus	HAVERSTOCK H DOWNSIDE CR	168	456.15	9	5.7
Bus	Englands L Belsize Pk Gs	C11	309.04	7.5	3.86
LUL	Belsize Park	'Edgware-Morden'	593.33	9	7.42
LUL	Belsize Park	'Morden-Edgware'	593.33	4.67	7.42
LUL	Belsize Park	'Kennington-Edgware'	593.33	14.67	7.42

Figure 3.2
Site location relative to bus stops and underground

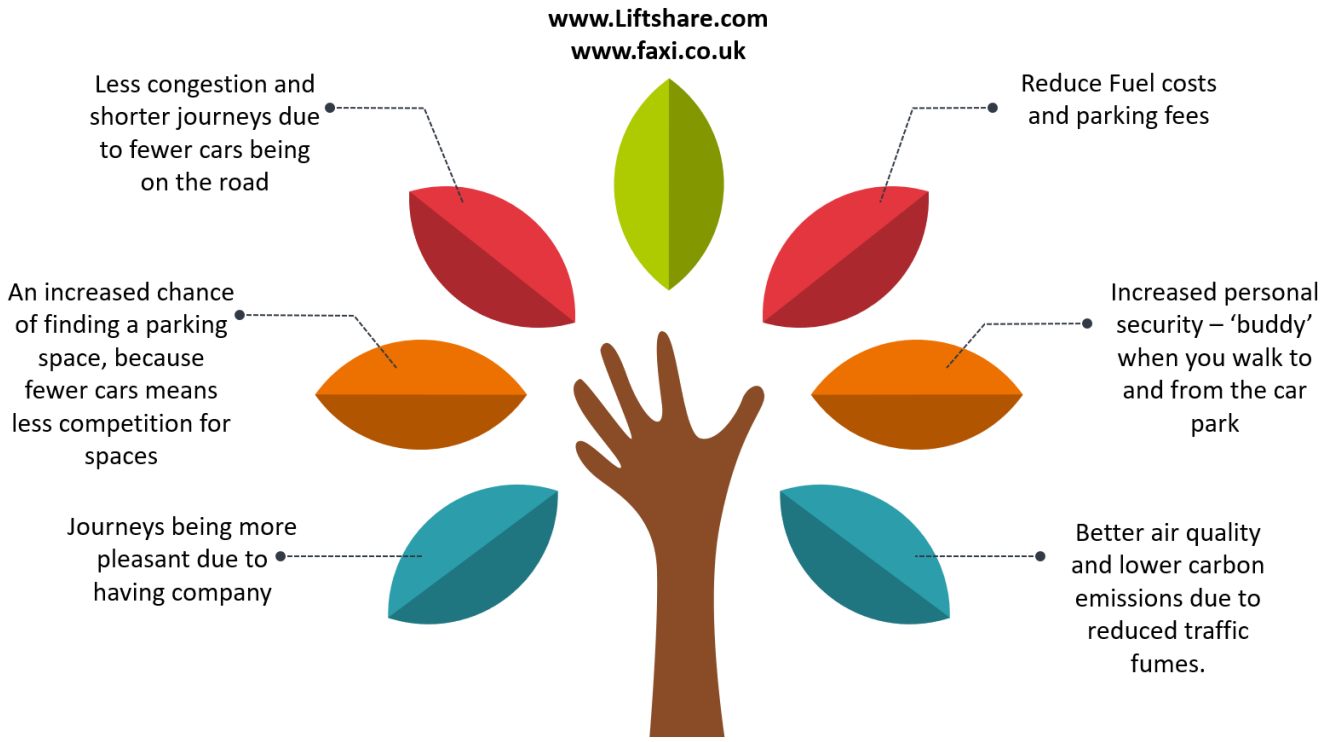
Belsize Park Underground Station

3.10 Belsize Park Underground Station (Northern Line) is located 600m north of the property and is served by c. 5-15 services (vehicles) per hour as demonstrated in Figure 3.2.

3.11 Therefore, given the range of destinations, catchment areas and bus/underground frequency available to public transport users, it is considered that the site is accessible by cycle and offers significant opportunities for access by public transport.

Car Sharing

3.12 Liftshare.com and faxi.co.uk are examples of many car-sharing platforms operating throughout the UK. The programmes allow staff & residents to sign up and view any car-sharing opportunities in their area. This will allow some staff/commuters travelling by car to potentially car share with others.



Non-Motorised Accessibility

Walking (Ref. A4)

3.13 As illustrated in Figures 3.1 footways are generally continuous along the adjoining roads network with numerous crossings and dropped kerbs where required. In Addition, Figure 3.3 below demonstrates the substantial residential catchment area within a mere 15mins walking time from the site (1200m).

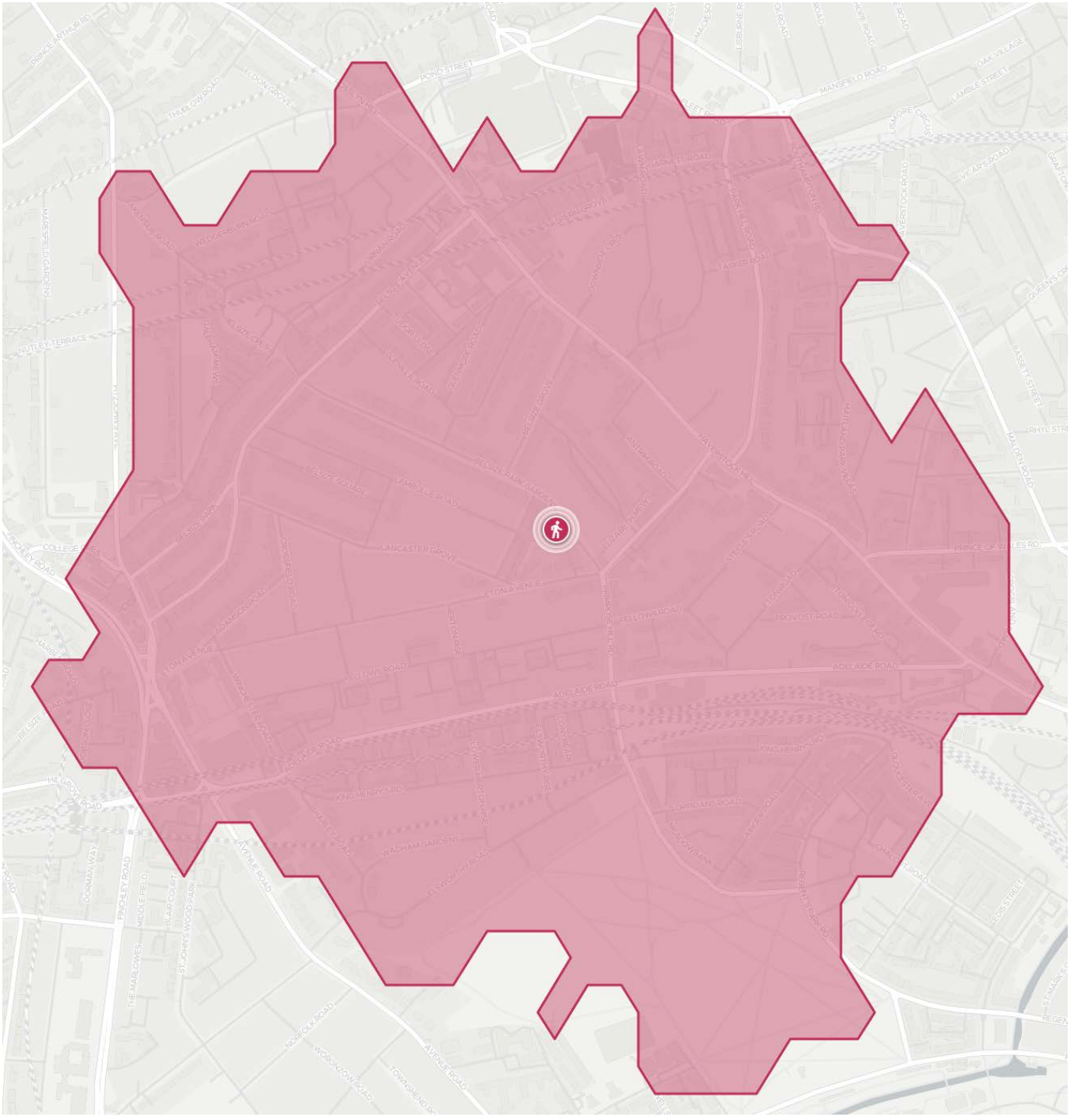


Figure 3.3
15 mins walk isochrone

Cycling (Ref. A6)

3.14 Although there are no local routes in the immediate vicinity of the site, there is an extensive network of local routes in close proximity to the site as demonstrated in Figure 3.4; Figure 3.5 illustrates the substantial residential catchment area within 30 mins cycling time.

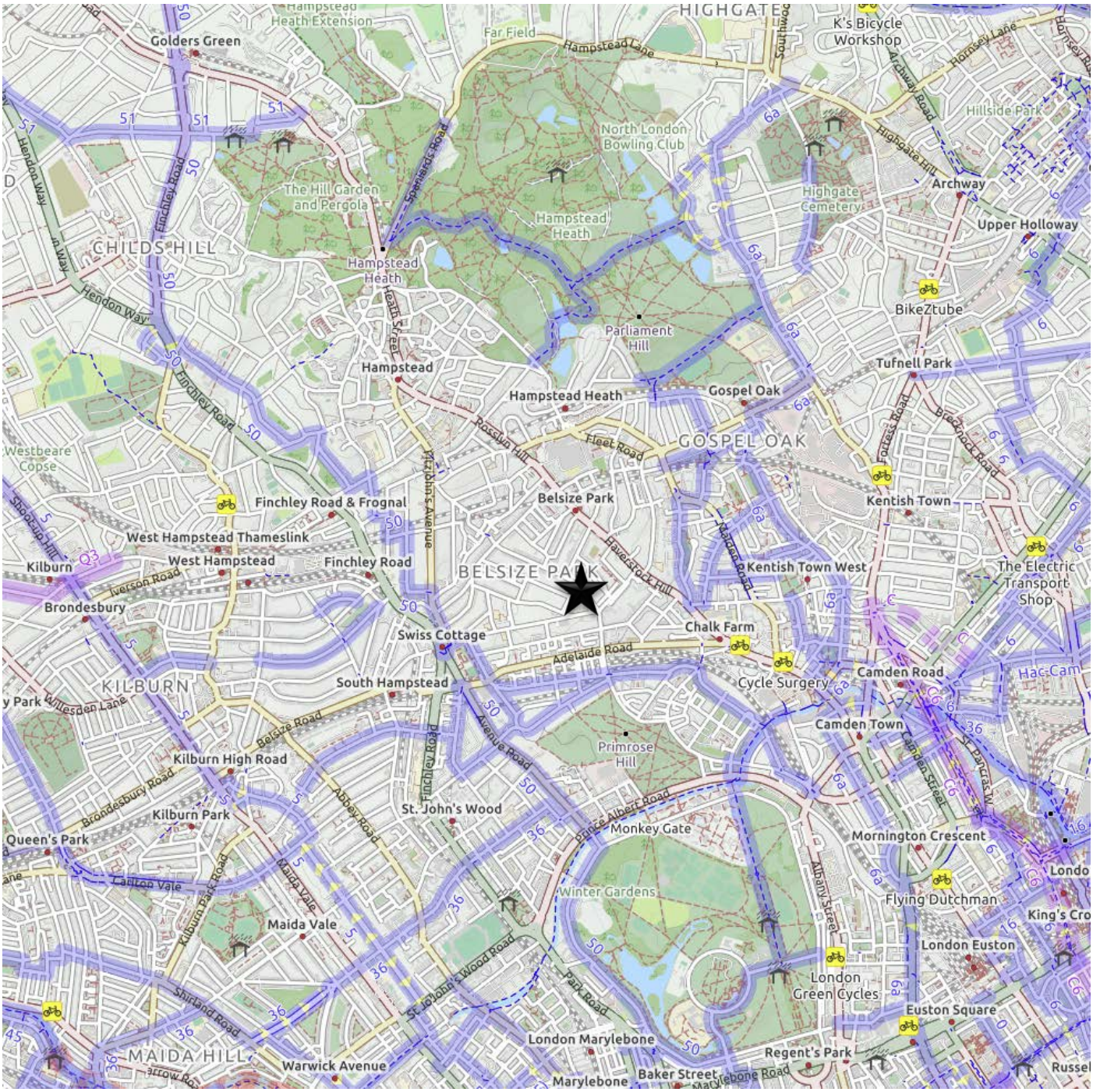


Figure 3.3
Cycle routes in the vicinity of the site

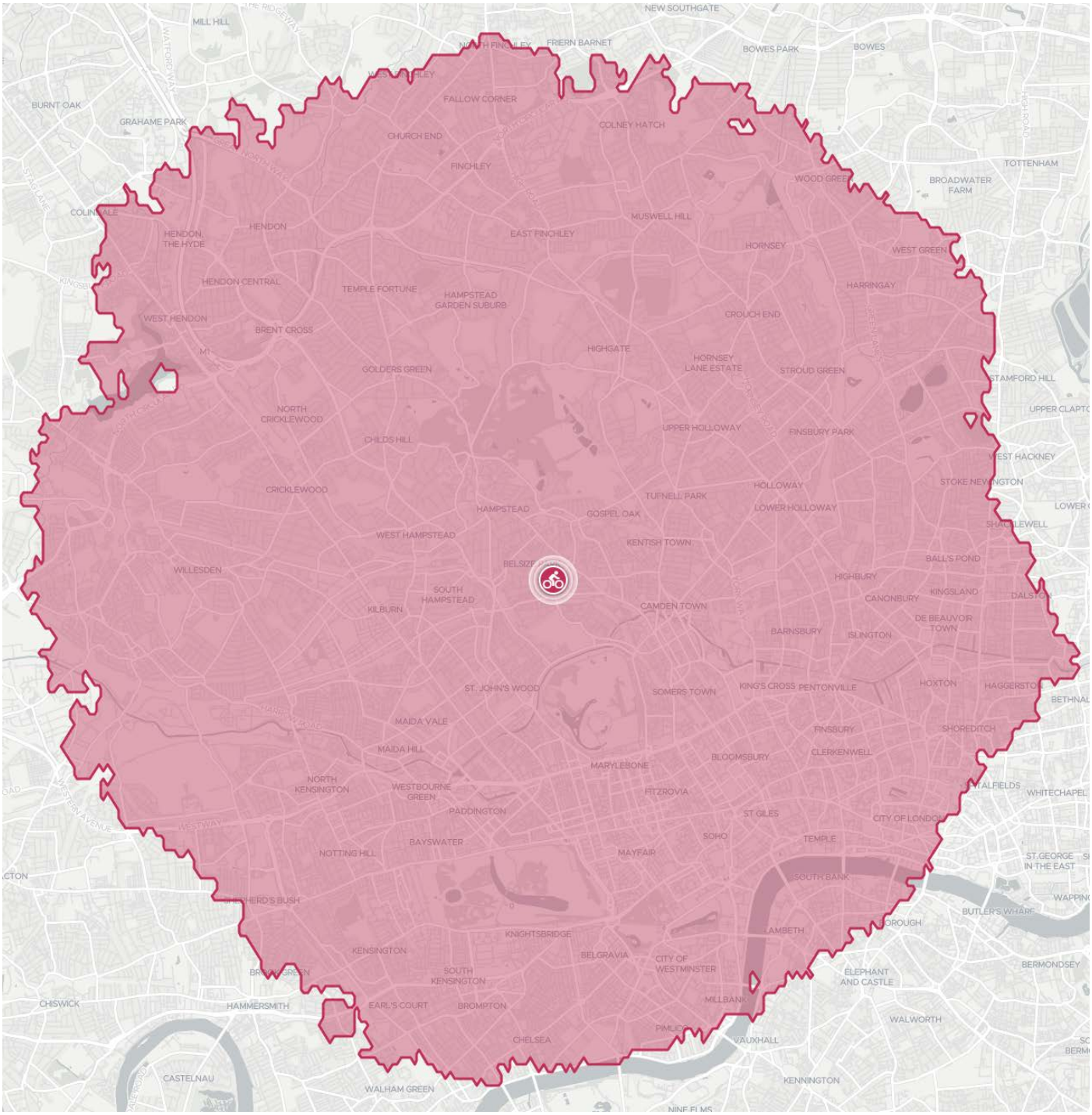


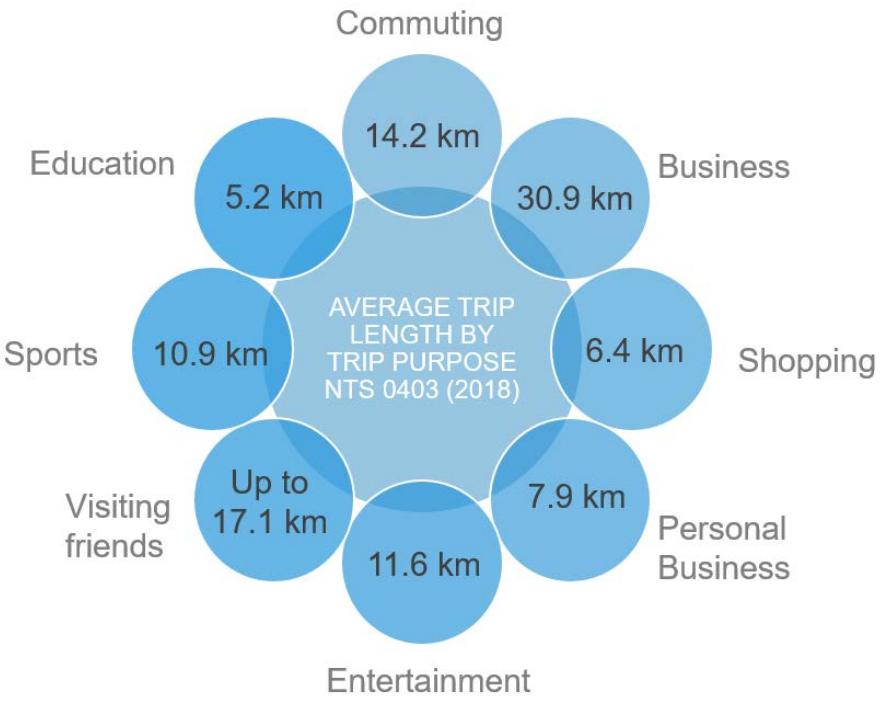
Figure 3.5
30 mins cycle isochrone

3.15 Therefore, in view of the substantial residential catchment area from 15mins walking time to 30 mins cycling distance, it is considered that the site is accessible on foot and by cycle and offers significant opportunities for access by non-motorised modes of travel.

National Travel Survey

3.16 The Revised NPPF (June 2019) continues to introduce the presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.

3.17 The Figure below from the National Travel Survey (Table 0403) outlines the average distances people will travel to undertake activities such as employment, shopping leisure, education and other key activities.



Accessibility Summary & Compliance with Policy

3.18 The previous sections of this report described the surrounding existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrated that the development proposal complies with the NPPF and national guidelines and policies detailed in Appendix 1.

3.19 In particular, the development is well served by public transport. The infrastructure surrounding the site provides safe links to other sections of the town centre and the wider area for pedestrians and cyclists.

3.20 Page 72 of the Revised June 2019 NPPF defines Sustainable transport modes as:

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car-sharing and public transport.

3.21 Para 148 of the NPPF states:

The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

3.1 Therefore, in line with the NPPF, it has also been demonstrated that the development proposal is situated in a sustainable location offering local residents access to child care facilities and fully accords with the objectives of the NPPF, which advises that In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

EXISTING USE

3.22 To estimate the vehicular movements associated with the existing use as a private leisure club, TRICS was used and this will be detailed in Chapter 4 however summarised as follows:

Time Period		Arrival		Departure		
		TRICS Rate	Vehicles	TRICS Rate	Vehicles	
0600	0700	1.027	15	0.342	5	20
0700	0800	0.504	7	0.886	13	20
0800	0900	0.463	7	0.483	7	14
0900	1000	0.604	9	0.423	6	15
1000	1100	0.443	6	0.544	8	14
1100	1200	0.383	6	0.423	6	12
1200	1300	0.463	7	0.443	6	13
1300	1400	0.483	7	0.463	7	14
1400	1500	0.624	9	0.584	9	18
1500	1600	0.423	6	0.524	8	14
1600	1700	0.544	8	0.524	8	16
1700	1800	0.926	13	0.322	5	18
1800	1900	1.289	19	1.229	18	37
1900	2000	1.128	16	1.309	19	35
2000	2100	0.785	11	1.208	18	29
2100	2200	0.282	4	0.806	12	16
2200	2300	0.182	3	0.545	8	11
2300	2400	0	0	0	0	0
						315

Figure 3.6
Vehicular trips associated with the existing use

3.23 It is worth highlighting that the leisure centres associated with the above trip rates do NOT contain creche facilities; this is noteworthy as leisure centres with creche facilities may attract a higher number of vehicular movements that those without.

COMMITTED DEVELOPMENTS & HIGHWAY NETWORK CHANGES

3.24 There are no known committed developments or highway network changes that may have an impact on the findings of this Analysis.

Chapter 4

- Development Proposals
- Movement & Accessibility Strategy
- Access Arrangements & Visibility Splays
- Parking Provision & Servicing Arrangements
- Trip Generation & Multi-Modal analysis

DEVELOPMENT PROPOSALS

4.1 The development proposals would comprise the Change of Use from 1,456m^2 Leisure Club (including creche) Use Class D2 to children nursery (age range 3 months – 5 years old) Use Class D1 at 81 Belsize Park Gardens.

OPENING HOURS

4.2 As typical of children nurseries, the opening hours are expected to be 07:00 – 19:00 (Mon-Fri).

NUMBER OF STAFF

4.3 The age range for the nursery will be from 3 months to 5 years. Based on a typical measurement and Ofsted regulation the nursery can accommodate up to 120 pupils at any given time (Figure 4.1)

4.4 The up to 120 children be supported by up 35 members of staff (at any one time) based on the following children and staff ratios:

AGE GROUP	RATIO	STAFF NUMBER	TOTAL ALLOCATED PUPIL NUMBER (FTE)
0-2 Years	1:3	16	40
2-3 Years	1:4	10	40
3-4 Years	1:8	5	40
Caretaker		1	
Overall	Manager/supervisor	3	
Total		35	120

Figure 4.1
Staff ratios & Children numbers

4.5 For safety and security, 2 members of staff would arrive at 7 am to open the nursery and similarly, 2 members of staff close the nursery at 18.30.

4.6 The vast majority of staff are of the teenage group with supervisors and managers of more experienced age.

ARRIVAL PATTERN

4.7 Nurseries do not operate like schools; *arrivals are spread throughout the morning with departures spread throughout the afternoon*. Generally speaking, there are 3 drop-off/pick-up periods:

- 07:30 – 09:30;
- 12:00 – 13:00; and
- 16:00 – 18:00.

4.8 Further, the applicant is an experienced nurseries operator and based on their extensive experience, c. 10% of the children have siblings attending the same nursery, e.g.

- Henley Nursery, 67 children on roll of whom 7 are younger siblings, so a total of 14 children arriving with 7 sets of parents; and
- Faringdon Nursery, 109 children on roll, of whom 13 are younger siblings so a total of 26 children arrive with 13 sets of parents.

4.9 What's unique at this nursery is its location; it is in close proximity to 50 schools and colleges within a 1-mile radius (below) which provides linked trips in whatever form of transport however in particular, on foot and cycle due to its unique localised catchment areas based on its proximity to adjoining residential communities and other nurseries (Figure 4.3).

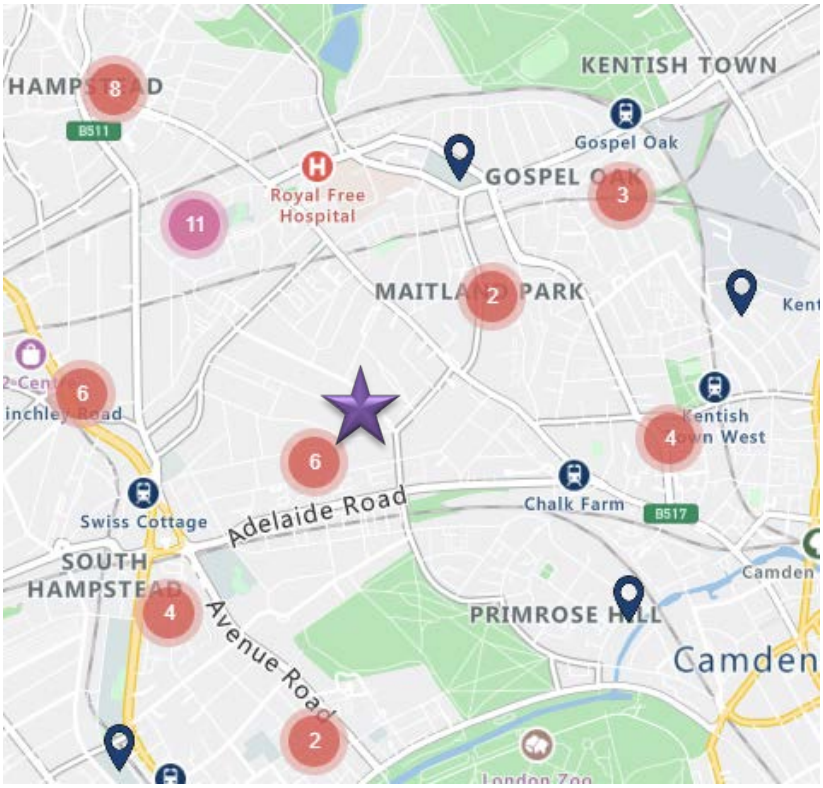


Figure 4.2
50 schools within 1 mile radius

Adjoining Schools

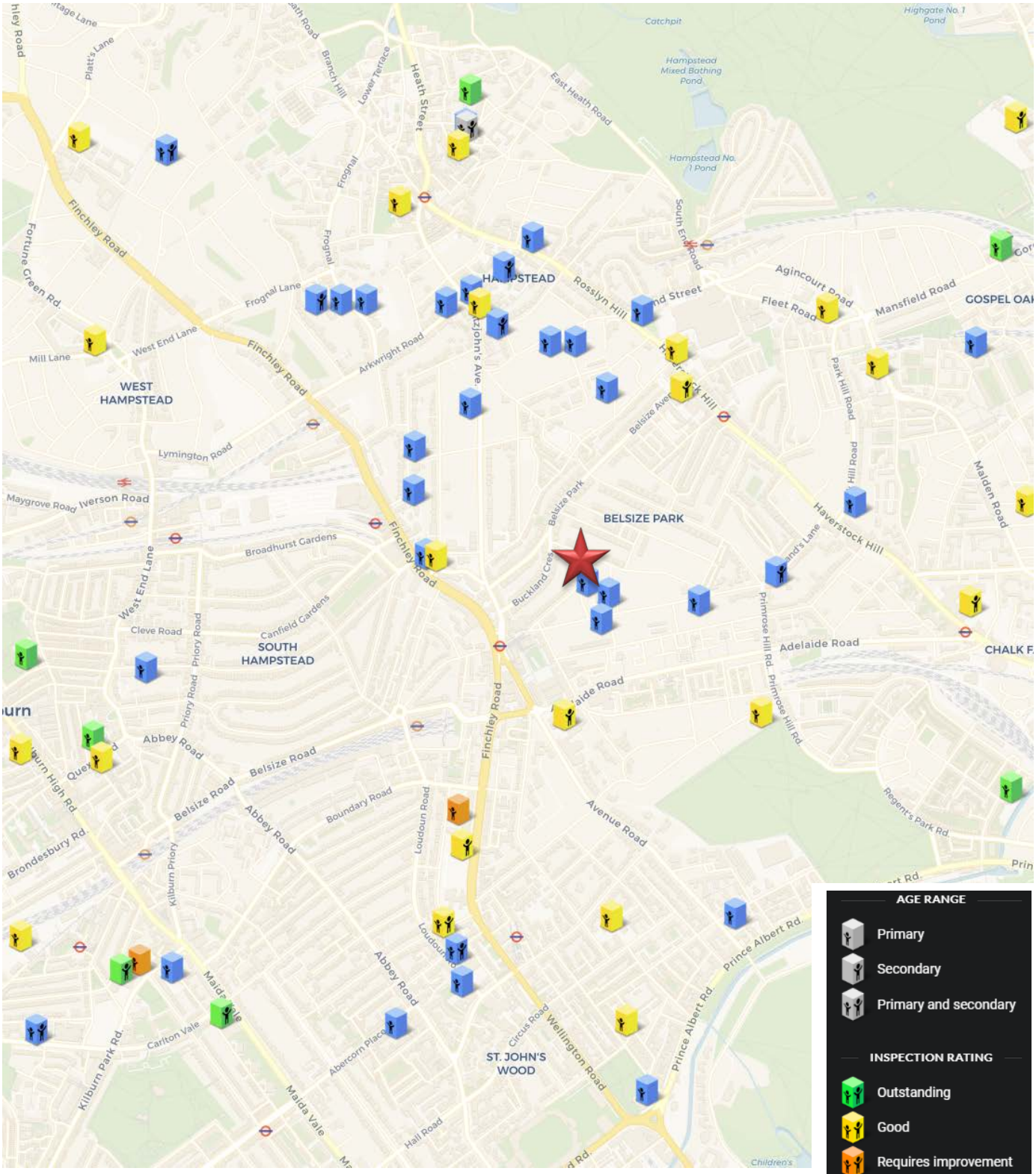


Figure 4.3
Schools in the vicinity of the Application site

Adjoining Nurseries

4.10 As illustrated in Chapter 3, the Application site is within a substantial residential catchment area with substantial similar nurseries nearby hence, the children and staff's catchment area is localised (Figure 4.4) which in turn makes it highly accessible on foot and cycle (for staff and parents / children).

4.11 The proximity of the schools, employment and residential areas makes the potential for passby, linked and car share a realistic and viable option.

4.12 Figure 4.4 illustrates 14 nurseries within 1 km radius from the Application site, 2 of which (Oliver's Montessori & Karen's Nursery) are within 400m / 5 minutes walk.

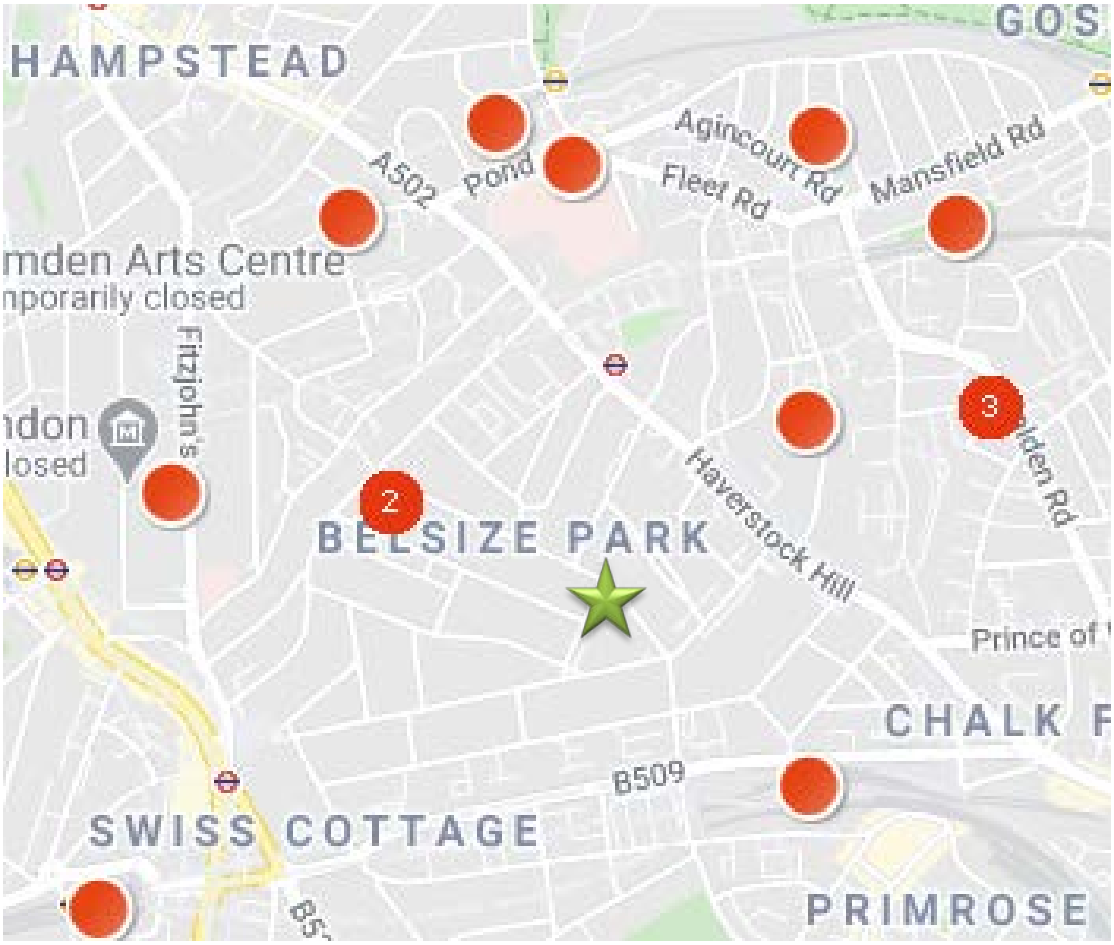


Figure 4.4
Nursery Locations relative to the Application site

4.13 Analysis of Figure 4.4 indicates that there is substantial competition in the vicinity of the application site which affirms the analysis findings that the catchment area for the proposed nursery would predominantly be localised.

ACCESSIBILITY AUDIT

Pedestrian and Cycle Connectivity

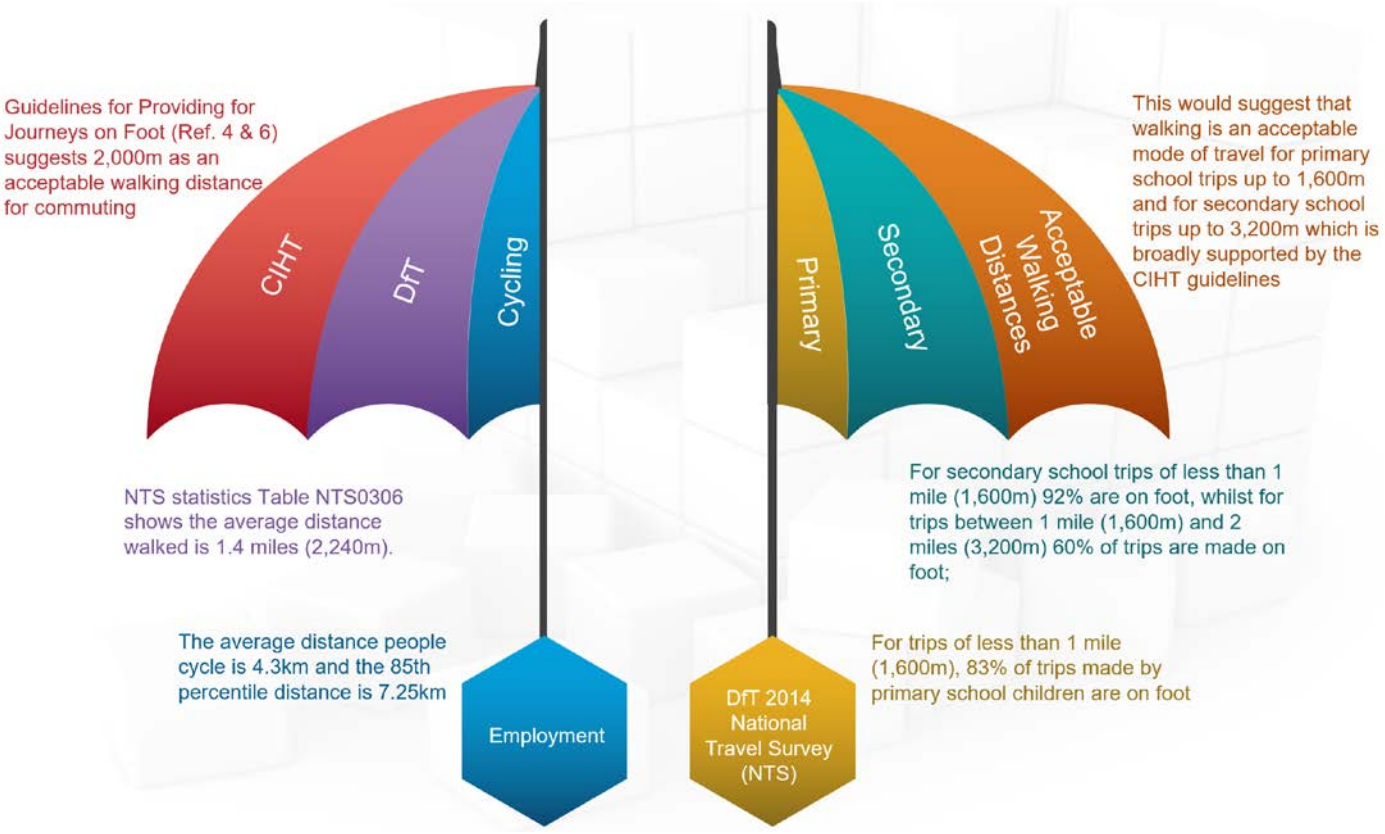
4.14 As detailed in Chapter 3:

- Footways are generally continuous along the adjoining roads network and, based on a review of the Personal Injury Collisions, has safely and adequately been serving the local community.
- there is an extensive network number of local routes in close proximity to the site as demonstrated in Figure 3.4.

4.15 It is therefore considered that the development site could be integrated with existing pedestrian and cycle infrastructure in the area.

Access to Residential areas, Education, Employment and Local Amenities

4.16 The site accessibility audit (Chapter 3) confirmed that the site is within an acceptable walking distance of a substantial residential catchment area, numerous schools and local amenities within the local area. These findings can be supported by the Department for Transport (DfT) National Travel Survey (NTS) data.



4.17 It is therefore considered that the proximity of the site to the surrounding schools, employment centres and local amenities provides an opportunity to encourage walking and cycling as an alternative to the use of the private car.

VEHICULAR & PEDESTRIAN ACCESS

4.18 The Application site would remain car-free with the main pedestrian and cyclists access being directly from Belsize Park Gardens; the access arrangements (and car free form of development) have adequately met the need of the leisure Club which included a creche where daily vehicular arrival and departure are higher than a nursery (Figures 3.6 and 4.5)

DISABLED ACCESS

4.19 Within the redline of the development, all newly constructed footpaths and kerbs would have level access approaches with drop kerbs at crossing points. It is intended that the development would be fully compliant with the Equality Act 2010.

SERVICING

4.20 It is anticipated that the development would attract the usual servicing requirements which will continue as per the existing arrangements; If deemed necessary, a waste and servicing management plan will be submitted in satisfaction of any planning conditions imposed and approved by a condition. This is to ensure that there are sufficient measures in place to ensure that this will not adversely impact on the road network.

CAR & CYCLE PARKING

4.21 For simplicity, reference is made to the Mayor of London MTS which sets out the vision for London for the next 23 years, Camden Transport Strategy (CTS) and Local Implementation Plan (LIP) which can be found at https://www.camden.gov.uk/transport-strategies-and-plans

4.22 The CTS aims to transform transport and mobility in Camden, enabling and encouraging people to travel, and goods to be transported, healthily and sustainably. The CTS sets objectives, policies and measures for achieving this goal and the priorities include:

- increasing walking and cycling
- improving public transport in the borough
- reducing car ownership and use
- improving the quality of our air
- making our streets and transport networks safe, accessible and inclusive for all

4.23 As discussed in Chapter 3, the adjoining roads network is TRO restricted and the Applicant is prepared to volunteer to exempt the application site from any parking permit scheme, a condition which can be secured by s106.

4.24 In relation to cycle parking, children would not cycle and the nursery will employ up to 35 members of staff. As such 5 **cycle spaces** will be provided to meet the staff demands and students / parents. In addition, **10 buggy/scooter storage** will be provided in an easily accessible location and close to entrances. Both provisions will be monitored by the Travel Plan Co-ordinator and increased as the demand requires and as the achievements of the Travel Plan materialise.

Staff Parking

4.24.1 Staff would be advised at the interview stage that no parking would be provided on-site and the limitations / restrictions of on-street parking in the vicinity of the site.

4.24.2 Nursery staff are typically young with limited income and employed from the adjoining local community hence, car ownership is rare particularly in such highly accessible location and taking into consideration its close proximity to the nearby residential communities.

Drop-off / Pick-up

4.24.3 Upon joining the nursery, parents will be advised of the nursery's commitment to sustainability and encourage parents through personalised travel planning to use sustainable modes of travel;

4.24.4 Parents who have no option but to use a car will be advised that any indiscriminate parking, particularly along the adjoining roads network will not be tolerated; This will be regularly monitored by a member of staff.

4.24.5 As part of the enrolment process, parents who have no option but to use a car, their drop-off/pick-up arrangements will be staggered with other drivers/parents;

4.24.6 All parents will be advised of the need to be courteous drivers and that inconsiderate parking is unacceptable; and

4.24.7 The adjoining roads in the immediate vicinity of the nursery will be regularly monitored by nursery staff to ensure parents compliance; in the unlikely scenario that a driver infringes, a written warning will be sent to the parent and if the infringement is repeated, the child will lose its space in the nursery;

VEHICULAR TRIP GENERATION

4.25 To estimate the multi-modal trips associated with a similar nursery in a similar location, Trafficsense were instructed at the end of Feb 2020 to survey Keren's Nursery Belsize Park located at 51 Belsize Sq, NW3 4HX which is an identical location to the proposed, however, due to the lockdown shortly after, it has not been possible to survey any of the adjoining nurseries; As such, TRICS was used and the selection criteria were:

- 04 - Education D – Nursery

  07 – Leisure K – Fitness Club (Private)

- The TRICS database version used was 2020 v7.7.1;
- Sites in Greater London were selected (TRICS database does not include multi-modal surveys for nurseries in Greater London);
- The busiest AM and PM peak hours between 07:00 – 09:00 and 16:00 – 18:00 is considered;
- Re-surveyed sites were filtered and the older data excluded; and
- The data was 'cross-tested'.

4.26 A summary of the TRICS output is shown in Figure 4.5 and a full set of printout included in Appendix 5.

Time Period		Arrival		Departure		
		TRICS Rate	Vehicles	TRICS Rate	Vehicles	
0600	0700	0	0	0	0	0
0700	0800	0.117	14	0.032	4	18
0800	0900	0.298	36	0.181	22	57
0900	1000	0.106	13	0.191	23	36
1000	1100	0.032	4	0.021	3	6
1100	1200	0.096	12	0.021	3	14
1200	1300	0.096	12	0.149	18	29
1300	1400	0.043	5	0.128	15	21
1400	1500	0.021	3	0.032	4	6
1500	1600	0.128	15	0.106	13	28
1600	1700	0.043	5	0.064	8	13
1700	1800	0.074	9	0.128	15	24
1800	1900	0.032	4	0.043	5	9
						262

Figure 4.5
Peak hour trips generated by the proposed development

4.27 To verify the findings of TRICS analysis, data from Dulwich Village Pre-School in Dulwich Common which was surveyed on 13th June 2019 indicated that:

- The nursery's vehicular busiest hours are outside the network peaks, generally between 08:15 – 10.45 am and 1:45 – 4:00 pm;
- The AM peak is 09:00 – 10:00 which has a factor of 0.174 arrivals and 0.283 departure;
- The PM peak is 2:30 – 3:30 pm which has a factor of 0.130 arrivals and 0.196 departure and
- The remaining arrivals and departures are predominantly on foot.

4.28 The 2015 Ofstead inspection report for Dulwich Village Pre-School stated that the number of children on the roll was 46 and the survey included the arrival and departure pattern of staff, students and parents; the raw data is included in Appendix 6.

	AM PEAK				PM PEAK			
	ARRIVAL		DEPARTURE		ARRIVAL		DEPARTURE	
Unit = child	Factor/unit	Trips	Factor/unit	Trips	Factor/unit	Trips	Factor/unit	Trips
120	0.174	21	0.283	34	0.130	16	0.196	24
Peak hour trips	55				40			

Figure 4.6
Peak hour trips generated by the proposed development

4.29 Based on an actual survey of the adjoining Dulwich Village Pre-School, Figure 4.6 illustrates that the development proposals may result in 55 and 40 movements in the AM and PM peak hours, however, based on the more general TRICS, the development proposals may generate 57 and 28 movements in the AM and PM peak hours respectively.

4.30 When Figure 4.6 (proposed use) is compared to Figure 3.6 (existing use), the residual is 37 additional movements in the AM and between 8-14 movements in the PM peak (after 6 pm the existing is 28 movements MORE than proposed). This should, however, be taken in the context of the actual site location:

- The proposed Application site in a much more accessible and closer to residential catchment areas than those in TRICS of Dulwich Village Pre-School hence, in all likelihood, the vehicular movements shown in Figures 4.5 and 4.6 are an exaggeration of actual residents' travel profile;
- The adjoining road network to the Application site is TRO restricted as discussed in chapter 3 hence, the likelihood of indiscriminate or uncourteous parking is non-existent;
- The site is currently a Fitness Centre with a creche and attracts visitors who duration of stay is much longer than those of a nursery and the principle of some form of children care on-site is already established and would account for additional vehicular movements that a typical 'adults' only Fitness Centre would attract;
- Drivers will arrive from any one of two directions (at least) hence, it is unlikely that any one junction or link will experience more than 30 movements is highly improbably; and
- Census Data – review of the 2011 Method of Travel to Work for the 4 Mid Layer Super Output Areas surrounding the site (006, 008, 011, 014) – Figure 4.7, the data indicate that only 11.7% travel to work by car hence, in principle, 11.7% of parents may drive to the nursery to drop-off a child or pick-up as the likelihood of someone driving to the nursery, dropping-off then returning home to park a car (or the reverse for pick-up) is so remote and improbably.

4.31 **Therefore, in reality, 11.7% of the 120 children may be dropped-off or picked-up by car which is 14 movements that would have no material impact on the adjoining roads network.**

MULTI-MODAL MODES OF TRAVEL

4.32 To estimate the likely modal split associated with travel to/from the proposed nursery, the existing average travel characteristics of local residents [employed and not working from home] for Camden Mid Layer Super Output Areas 006, 008, 011 and 014 which were recorded during the 2011 Census have been studied.

4.33 The Census Data indicates that on average 11.7% of residents travel by single-occupancy vehicle [SOV] followed by public transport, walking and cycling. The total sustainable mode of travel [i.e. other than SOV] is a substantial c. 88.3%.

4.34 This data would be useful to the Travel Plan Co-ordinator, to benchmark the development and undertake steps to promote the sustainability and accessibility of the site.

Database QS701EW	*Camden 006, 008, 011, 014*
Mode of Travel	*Percentage*
Tram / Metro	49.0%
Train	4.8%
Bus	11.5%
Taxi	0.8%
Motorcycle	1.6%
Car	11.7%
Passenger	0.7%
Cycle	6.3%
Walking	12.7%
Other	0.9%
Total	100.0%

Figure 4.7
2011 Census Data – Method of Travel to Work
Person Trips by Mode

Chapter 5

- Multi-Modal Development Impact
- Preliminary Mitigation Proposals *(if applicable)*
- Travel Plan / Welcome Pack recommendations
- Residual Impact

DEVELOPMENT IMPACT

Vehicles

5.1 When Figure 4.6 (proposed use) is compared to Figure 3.6 (existing use), the residual is 37 additional movements in the AM and between 8-14 movements in the PM peak (after 6 pm the existing is 28 movements MORE than proposed) however, when taken in the context of the actual site location:

- The Census Data indicate that only 11.7% travel to work by car hence, in principle, 11.7% of parents may drive to the nursery to drop-off a child or pick-up as the likelihood of someone driving to the nursery, dropping-off then returning home to park a car (or the reverse for pick-up) is so remote and improbably.
- **Therefore, in** reality**, 11.7% of the 120 children may be dropped-off or picked-up by car which is 14 movements that would have no material impact on the adjoining roads network.**

NON-MOTORISED ACCESSIBILITY

5.2 As would be expected from a well-established residential area in close proximity to the heart of London, footways are generally available on both sides throughout the adjoining and wider highway network towards the town centre and local amenities.

5.3 Further, there is an extensive network of local routes in close proximity to the site as demonstrated in Figure 3.4. As would be expected and is normal practice in London, drivers are accustomed to cyclists using the roads network and are courteous towards them.

5.4 The site accessibility audit confirmed that the site is within an acceptable walking distance of substantial residential catchment area, schools, local amenities and public transport making the nursery easily accessible on foot or cycle.

TRAVEL PLAN

5.2 In accordance with any planning conditions imposed, a Travel Plan will be produced which sets out the overall Actions, Measures, outcomes, targets and indicators for the nursery.

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

5.3 In accordance with any planning conditions imposed, a CTMP will be produced and implements pre-commencements in satisfaction of any planning conditions imposed (ref: 13).

RESIDUAL IMPACT

5.4 Taking into account all the factors assessed in this report, a final analysis of the impacts resulting from the development proposals has been carried out and is summarised below:

- Junction Capacity — No Impact;
- Link Capacity — No Impact;
- Driver Delay — No Impact;
- Environmental Impact — No Impact [Ref. 10];
- Road Safety — No Impact;
- Public Rights of Way — No Impact; and
- Overall — No Impact.

5.1 It is therefore considered that the development proposals would have no impact in respect of highways and transport.

Chapter 6

- Summary & Conclusions

6.1 This Analysis assessed the impact of the proposed development on the highway network and concluded 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;
- The highway network in the area can accommodate the anticipated trip generation; and
- The highway remains unobstructed for the safe passage of all users of the highway and that any development does not have an adverse impact on the safety of all users of the highway.

6.2 The Analysis described the development proposals and surrounding residential catchment areas and existing facilities such as local services, pedestrian routes, public transport services and cycleways. These sections demonstrate that the development proposal complies with the local and national guidelines and policies.

6.3 Additionally, the Analysis tests the impact of the development on the highway network to establish the extent of any significant highway impacts and evaluates compliance with the NPPF transport planning 'test' which prevents refusal on transport grounds unless the impacts of development are 'severe'.

6.4 Detailed analysis demonstrated that:

- The total person trips can be accommodated within the existing infrastructure;
- The existing parking and servicing arrangements would adequately meet the development demands;
- No mitigation proposals are required; and
- The development proposal does not result in an unacceptable impact on highway safety or a residual cumulative impact on the road network that is severe and thus should not be refused on transport grounds, as set out in paragraph 109 of the Revised NPPF.

6.5 It is concluded that the proposed development meets all safety and Planning Policy requirements and will have no material impact onto the highway network.

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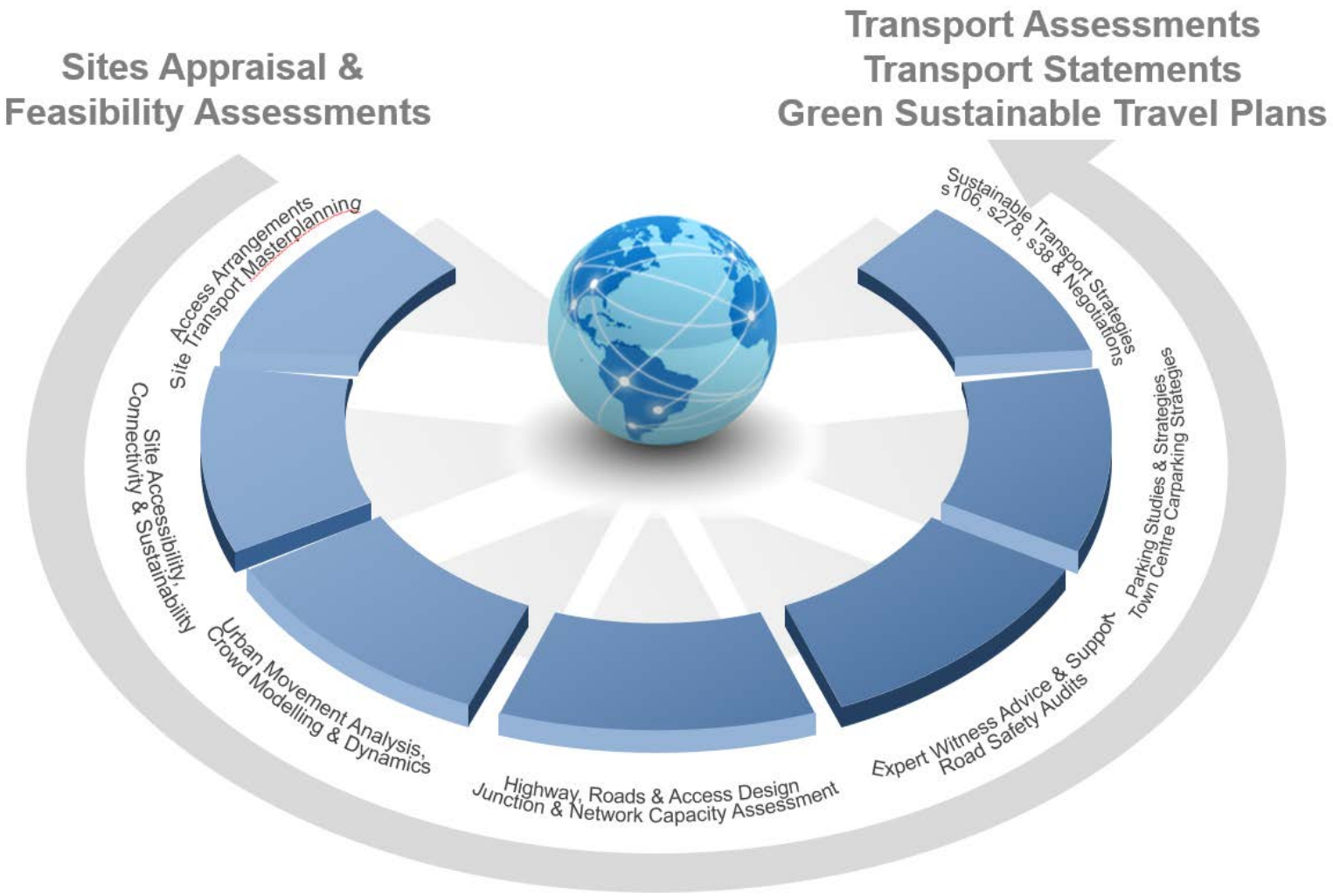

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