Abbey Road Phase 3

Transport Assessment

On behalf of **Wates Residential**

Project Ref: 47293/5001 | Rev: A | Date: April 2022

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1 Introduction

1.1 Overview

1.1.1 Stantec have been instructed by Wates Residential, to prepare a Transport Assessment (TA) in support of a full planning application for development on a site adjacent to the junction between Abbey Road and Belsize Road, London Borough of Camden (LBC), NW6 4DX.

1.1.2 The proposals are for the demolition and redevelopment of Emminster and Hinstock blocks including Belsize Priory Health Centre, Abbey Community Centre, public house and commercial units to provide new residential accommodation (Use Class C3) and ground floor commercial space (Use Class E/Sui Generis) to be used as flexible commercial units, across three buildings ranging from 4 to 11 storeys, along with car and bicycle parking, landscaping and all necessary ancillary and enabling works.

1.1.3 These proposals form Phase 3 of the programme and will complement the already built Phase 1 development and the consented Phase 2, which is under construction.

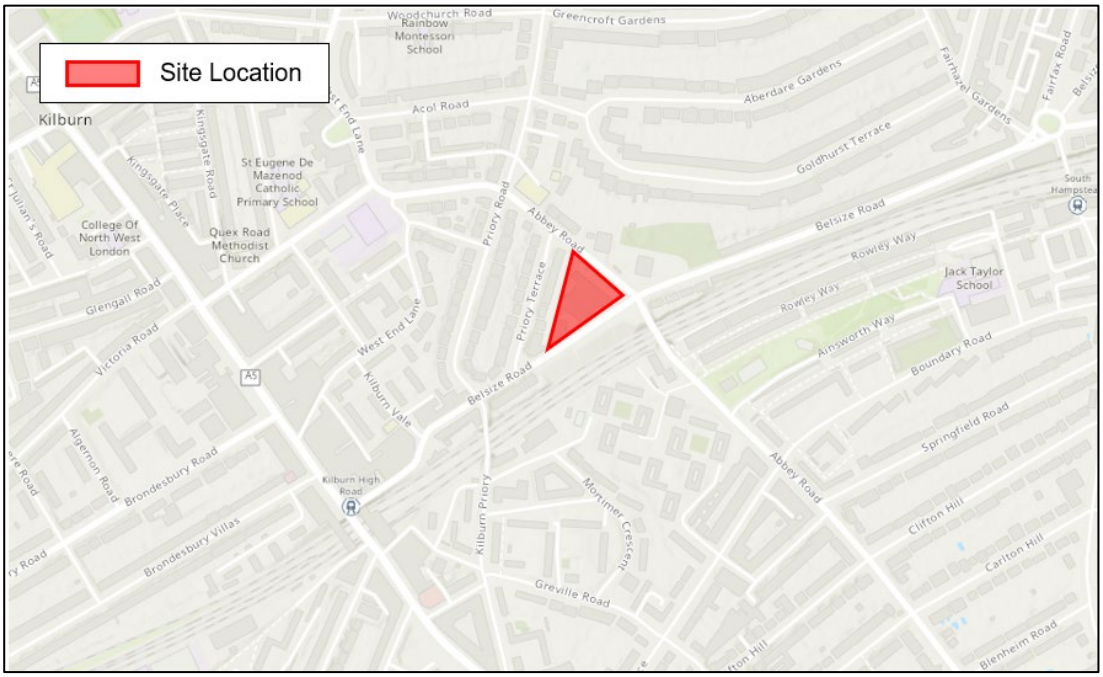
1.2 Site Location

1.2.1 The site is bounded by Abbey Road to the east and Belsize Road to the south. The site lies within a predominantly residential area located within the London Borough of Camden.

1.2.2 Within the site boundary, there are two existing residential blocks, Hinstock and Emminster. There is also a community centre, health centre, public house and commercial units present. The community and health centre have been relocated to Phase 2, which is currently under construction. There is a hardstanding area used for informal parking between the residential blocks and the community centre.

1.2.3 The site location is shown in Figure 1-1

Figure 1-1: Site Location[1]



1.3 Report Structure

1.3.1 The rest of the report will be set out as follows:

- **Chapter 2: Policy and Guidance Review:**
  This chapter will set out the relevant national, regional, and local planning policies and guidance documents that have been reviewed in preparation of this TA.

- **Chapter 3: Transport Planning for People:**
  This chapter sets out the anticipated users of the site based on existing local characteristics, how they will travel and their propensity to changing the way they travel.

- **Chapter 4: Site Description**
  This chapter establishes the baseline site conditions, including a review of the site accessibility across all modes, including pedestrian, cyclists, and public transport. It will also include a review of the current site use and access arrangements.

- **Chapter 5: Development Proposals:**
  This chapter will present the main elements of the proposed development, including description of land quantum, access proposals and parking provision.

- **Chapter 6: Active Travel Zone (ATZ) Assessment:**
  This chapter shall assess the key routes to local destinations and amenities, the safety of the neighbourhood, health characteristics and recommended improvements.

- **Chapter 7: Trip Generation and Network Impacts**:
  This chapter sets out the trip generation for the proposed development, including an assessment of the impact of the proposed trips on the existing local highway network.

[1] ArcGIS, 2022

- **Chapter 8: Outline Delivery and Servicing Plan:**
  This chapter sets out an outline of the expected delivery and servicing activity associated with the proposed development, and measures to manage future site operation.

- **Chapter 9: Outline Construction and Logistics Plan:**
  This chapter will provide an overview of the expected construction and logistics activity during the construction phase of the Development and management measures.

- **Chapter 10: Framework Travel Plan:**
  This chapter will provide an outline of the proposed arrangements for encouraging and monitoring the uptake of sustainable travel as well as measures to be implemented.

- **Chapter 11: Outline Car Park Management Plan:**
  This chapter provides an overview of the intended arrangements for managing, allocating, operating, and enforcing car parking on the proposed site.

- **Chapter 12: Summary and Conclusions:**
  This chapter will summarise and conclude the main findings of the assessment, demonstrating that how the proposed development is appropriate in transport terms.

2 Policy and Guidance Review

2.1 Introduction

2.1.1 A review of the relevant national, regional and local policy guidance forms this chapter which has guided the approach adopted for this TA.

2.1.2 This section provides a review of the existing national, regional and local policy relevant to the proposed development. The policies covered within this review are:

- National Planning Policy Framework (NPPF), 2021
- National Planning Practice Guidance (PPG), 2019
- The London Plan, 2021
- Mayor's Transport Strategy, 2018
- Draft Sustainable Transport, Walking and Cycling London Plan Guidance 2021
- Camden Local Plan, 2017
- Transport Camden Planning Guidance 2021

2.2 National Policy

National Planning Policy Framework (NPPF), 2021

2.2.1 Since being first published in 2012, there have been two iterations to the National Planning Policy Framework (NPPF), with the latest NPPF adopted in July 2021. Core to the policy is a presumption in favour of sustainable development, with Paragraph 11 stating:

"Plans and decisions should apply a presumption in favour of sustainable development."

2.2.2 In respect to transport, the NPPF advocates for transport matters to be considered from the early plan-making and proposal development stages. The purpose of this approach is to ensure that the potential impacts of development on transport networks can be addressed, and that opportunities to increase the uptake of sustainable modes of travel – primarily walking, cycling and public transport - from existing and proposed infrastructure are realised.

2.2.3 The NPPF also states that developments should be located and designed to prioritise pedestrian and cycle movements, and where possible improve access to public transport. The needs for people with disabilities should be considered in relation to all modes of transport. Furthermore, developments should be designed to allow for efficient delivery and servicing.

2.2.4 However, as Paragraph 105 of the NPPF acknowledges, opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Therefore, solutions considered as part of plan-making and decision-making need take the local context into account.

2.2.5 Regarding decision-making, Paragraph 111 of the NPPF states:

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

2.2.6 The definition of "severe" in this context is unique to the individual site under consideration. However, it may be helpful to consider that within the context of the Environmental Impact Assessment "severe" impacts are often described as those that would have a national or regional significance. In this respect the NPPF is seeking to strike a positive balance between potential local traffic impacts and local economic or social benefits.

2.2.7 Within context of the above, Paragraph 112 states that 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 facilitate 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;

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

2.2.8 This reflects earlier understandings, with a consistent and clear aspiration for developments to be designed to encourage and prioritise sustainable modes of travel: walking, cycling and public transport. However, this needs to be considered together with the requirements for those with disabilities and reduced mobility, and the need to ensure places are safe, secure, and attractive. The provision of electric vehicle infrastructure should also be considered and incorporated. In addition, developments need to allow for the efficient delivery of goods and servicing.

2.2.9 To support the achievement of sustainable travel aspirations Paragraph 113 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."

2.2.10 Accordingly, the proposed development impacts have been comprehensively assessed within this TA. A Framework Travel Plan has also been produced to support the physical measures included within the development and ensure the ongoing encouragement of sustainable travel. This is included in Chapter 10.

National Planning Practice Guidance (2019):

2.2.11 The National Planning Practice Guidance (NPPG), which was first published in March 2014, offers guidance for considering transport matters when planning development. This includes details on the scope and need for various transport reports required to demonstrate alignment with NPPF policies including Travel Plans, Transport Assessments and Transport Statements.

2.2.12 Given the scale of proposed development, the provision of a Transport Assessment is considered appropriate. Therefore, the recommended criteria, requirements, and scope outlined within the NPPG regarding Transport Assessments has been considered and accommodated within this document. In reference to Transport Assessments, the NPPG states the following:

"Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal… The Transport Assessment or Transport

Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts… Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe" …"

2.2.13 It is noted within the NPPG that Transport Assessments can positively contribute towards:

- *encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*
- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads.*

2.2.14 As shall be demonstrated, these aspects have been comprehensively considered throughout the design of the development proposals. The sustainable transport options and scope for improvements have also been carefully considered in respect to the site context and constraints.

2.3 Regional Policy and Guidance

The London Plan (2021)

2.3.1 The London Plan sets out the strategic plan for London, including an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. With population set to increase by 70,000 per year, demand on new homes along with space for employment will increase. The policies set within the London Plan are to provide an appropriate spatial strategy that plans growth within London in a sustainable way.

2.3.2 Chapter 10 of the plan sets out the policies in relation to Transport, the core aim of which is to reduce the dependency on cars and encourage increased uptake of sustainable and active modes of travel, in particular walking and cycling. An emphasis is placed on the requirement to shift away from car use, in turn supporting sustainable growth of the city.

2.3.3 Policy T1 "Strategic approach to Transport" states development should help to deliver the Mayor's target of 80% of trips in London to be made by foot, cycle, or public transport by 2041.

2.3.4 Policy T4 "Assessing and mitigating transport impacts" highlights the requirements for Transport Assessments/ Statements to ensure impacts on the capacity of the transport network (including pedestrian/ cycling) at local and network-wide level are fully assessed. Other documents such as Travel Plans, Parking Management Plans, Construction Logistics Plans and Delivery and Servicing Plans may also be required to support planning applications.

2.3.5 Policy T5 "Cycling" states that new developments should be well served by cycle infrastructure and include appropriate levels of quality cycling parking provision. Table 10.2 of the London Plan sets out the minimum cycle parking standards which should be designed in accordance with London Cycle Design Standards (LCDS). Chapter 8 (Cycle Parking) of the LCDS, recommends that at least 5% of all cycle parking spaces can accommodate larger cycle/ parking spaces for disabled users. The cycle parking standards are set out in the table below for relevant land uses. Whilst the commercial space will be classes as Sui Generis, the standards for A1 – A5 have been provided as the closest likely land uses.

Table 2-1: Residential Cycle Parking Standards (London Plan (2021))

Use Class	Long Stay (Residents)	Short Stay (Visitors)
A1 – Food retail above 100m2	1 space per 175m^2	1 space per 150m^2
A1 – Non-food retail above 100m2	First 1000m2: 1 space per 250m^2 thereafter: 1 space per 1000m^2	1 space per 500m^2
A2-A5 – Financial / professional services; cafes & restaurants	1 space per 175 sqm	1 space per 40 sqm
C3-C4 Dwellings (all)	1 space per studio or 1 person 1-bedroom dwelling 1.5 spacers per 2-person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces thereafter: 1 space per 40 dwellings
Sui Generis	As per most relevant other standard e.g. casino and theatre = D2, room in large-scale purpose-built shared living = studio C3	

2.3.6 Policy T6 "Car Parking" sets out the car parking requirements for new developments. In accordance with sustainable travel aspirations, these focus on providing car-free developments as a starting point for accessible locations that are, or plan to be well connected by public transport.

Table 2-2: Residential Car Parking Standards (London Plan (2021))

Location	No. of beds	Maximum parking provision
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	All	Up to 0.5 – 0.75 spaces per dwelling
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	All	Up to 1.5 space per dwelling

2.3.1 Policy T6.1 "Residential Parking" outlines the car parking provision within residential developments. Disabled parking requirements for new residential developments (of >10 units), as a minimum should provide:

a) "Ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.

b) Demonstrate as part of the Parking Design and Management Plan, how an additional 7% 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 planning stage".

2.3.2 It is also noted at least 20% of spaces should have active charging facilities, with the remaining 80% of spaces to have passive provision.

2.3.3 Policy T6.3 states that the starting point for assessing the need for parking provision for all new developments should be the use of existing parking provision such as town centre parking and shared parking such as retail and office use; therefore, making better use of land. As stated in Table 10.5, sites located in areas of PTAL 5-6 should be car-free with the exception of disabled parking.

2.3.4 Disabled parking requirements for non-residential developments are outlined within Policy T6.5. For retail uses it is stated that 6% of total parking provision should be designated disabled bays with 4% additional enlarged bays, enabling future conversion. The policy also states that disabled persons parking should be located on firm and level ground, as close as possible to the building entrance or facility which they are associated with.

2.3.5 Policy T7 "Deliveries, servicing and construction" sets out measures to facilitate sustainable movement of freight. This includes use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles. Developments should be designed and managed so that deliveries can be received outside of peak hours.

Draft Sustainable Transport, Walking and Cycling London Plan Guidance (September 2021)

2.3.6 The Draft Sustainable Transport, Walking and Cycling Guidance was developed to support boroughs and applicants meet the requirements of the London Plan Policy T3 Transport capacity, connectivity and safeguarding. This policy requires development plans and development proposals to protect existing land for transport and support the enhancement of public transport, walking and cycling networks to enable London's growth.

Mayor's Transport Strategy (March 2018)

2.3.7 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.3.8 The MTS places an emphasis on healthy streets and promoting sustainable travel. Its three main themes comprise:

- Healthy streets and healthy people
- A good public transport experience
- New homes and jobs

2.3.9 'Healthy streets and healthy people' involves creating streets and routes that encourage walking, cycling and public transport use to reduce car dependency and the resultant adverse health effects it has. Streets and neighbourhoods should be designed to make them pleasant places, with walking and cycling prioritised. Road danger will be reduced to help make people feel safer and more comfortable when walking and cycling. A shift away from car use will be pursued to help London's streets work more efficiently and reduce congestion.

2.3.10 'A good public transport experience' ensures that public transport is the most efficient way for people to travel distances that are too long to walk or cycle and enables a shift from private car

which could reduce the number of vehicles on London's streets. The whole journey will be made more attractive, including the station experience and onward journeys.

2.3.11 'New homes and jobs' is to ensure that the ever-increasing number of people living and working in London are well-connected. The growth must be 'good growth', which provides more opportunities, delivers affordable homes and improves the quality of life. People should be able to live in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips.

2.4 Local Policy

Camden Local Plan (2017)

2.4.1 The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). The Camden Local Plan sets out the Council's proposals for the future development of the borough over the next 15 years between 2016-2031. In order to do this, the borough has set out 5 strategic objectives

2.4.2 Within the Local Plan, Policy T1 'Prioritising walking, cycling and public transport' states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough. In order to promote walking in the borough and improve the pedestrian environment, the Council will seek to ensure that developments:

i. Improve the pedestrian environment by supporting high quality public realm improvement works

ii. Make improvements to the pedestrian environment including the provision of high-quality safe road crossings where needed, seating, signage and landscaping

iii. Are easy and safe to walk through ('permeable')

iv. Are adequately lit

v. 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

2.4.3 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:

vi. 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 Superhighways

vii. Provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within the 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

viii. Makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers

ix. Is easy and safe to cycle through ('permeable'

2.4.4 In order to safeguard and promote the provision of public transport in the borough the Council will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information.

2.4.5 The Council will seek contributions from developments whereby the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

2.4.6 Policy T2 refers to '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.

2.4.7 On-site parking will be required to be limited 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
- resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.

Camden Planning Guidance – Transport (January 2021)

2.4.8 This guidance is a Supplementary Planning Document (SPD) which was prepared by the Council to complement the Camden Local Plan adopted in 2017. This SPD provides guidance on all types of transport issues within the borough.

2.4.9 Regarding vehicle parking, LBC requires any development to be car-free. In the case where occupiers are to return to a property after redevelopment, the Council will consider reprovision of the parking available to them however future occupiers would be ineligible for on-street parking permits.

2.4.10 Regarding cycle parking, it states developments should seek an additional 20% provision above the standards set in the London Plan, in which LBC expects to be provided as a minimum. This is to support the expected future growth of cycling for people that live and work in Camden. It also stipulates all long stay cycle parking to be within 50m of the building entrance.

2.5 Summary

2.5.1 Effective transport policies help to promote sustainable travel, encourage more active lifestyles, and help with improving health and well-being of current and future occupiers. The relevant policy documents summarised above set standards for developments to adhere to such as the London Plan which stipulates the cycle parking, car parking, disabled parking, and electric vehicle parking requirements for London. The Development will adhere to the national, regional, and local policies and shall support the achievement sustainable development outcomes.

3 Transport Planning for People

3.1 Introduction

3.1.1 This chapter examines the demographics of people within the local area, to establish and provide an understanding of the likely travel behaviours of future site occupants. This has been used to inform the development proposals, which have been designed to create a pleasant and convenient environment for both future occupants and those already living in the area.

3.1.2 This exercise has been carried out using various sources of data including the Transport for London (TfL) Transport Classification of Londoners (TCoL) toolkit, the National Travel Survey (NTS) and the 2011 Census "Method of Travel to Work" dataset.

3.2 Existing Demographic and Travel Behaviours

Transport Classification of Londoners

3.2.1 This section considers the demographics and characteristics of surrounding residents, as well as the residents of the completed development. This chapter is included within the TA as a way of indicating the type of lifestyle and travel characteristics of those envisaged to occupy the proposed development and to set out how this will change existing travel patterns.

3.2.2 TfL has produced the document "Transport Classification of Londoners (TCoL)", February 2017. TCoL is a multi-modal customer segmentation tool that has been developed to categorise Londoners based on travel choices made and the motivations for making those decisions. Therefore, enabling the existing and future travel behaviours of the local demographic to be better understood and considered.

3.2.3 The TCoL includes a map that categorises Londoners by geographic location and sets out the multi-modal travel behaviour and attitudes associated with each segment. This has been used to understand the local travel behaviours and future occupants of the development and inform the site travel strategy to encourage a shift to sustainable modes of travel.

3.2.4 The TCoL suggests the site is situated within an area with typically young working adults with no children and reasonable incomes. Car use is low, so residents rely on public transport and active modes for travel, particularly bus and cycle. This is classified as the 'Urban Mobility' category. This area is also surrounded by a mix of areas classified as 'City Living', 'Educational Advantage', 'Affordable Transitions' and 'Students & Graduates'. These areas also share low car usage and high public transport.

3.2.5 Car ownership is reported to be below average with 57% of residents with no car, 38% with 1 car, and 5% with 2 or more cars. Their propensity to change is average with the data suggesting that the main motivations for change include:

- Lifestyle changes
- Health & fitness
- Changes to PT
- Money
- Changes to roads and driving

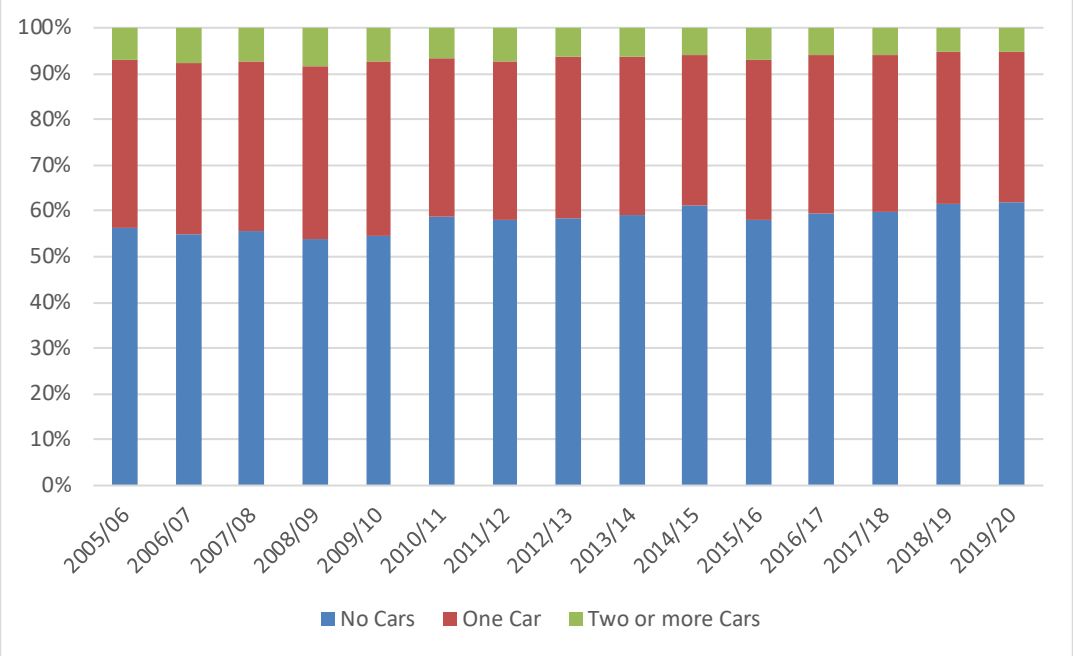
3.2.6 These main motivations can provide opportunities to encourage a modal split that favours sustainable travel behaviour.

Census Data

3.2.7 In addition, based on the 2011 Census data 'Car or van availability' for middle-super output areas (MSOA) in which the site is located (Camden 020), indicates that 69% of residents don't have a car, 27% have one car and 4% have two or more cars, demonstrating similar results to that presented within the TCoL.

3.2.8 The London Travel Demand Survey (LTDS), conducted in 2019/2020 provides the latest car ownership data for Greater London, Inner London and Outer London. Figure 3-1 illustrates the car ownership level for Inner London for the period from 2015 to 2020.

Figure 3-1: Car Ownership Levels in Inner London[2]

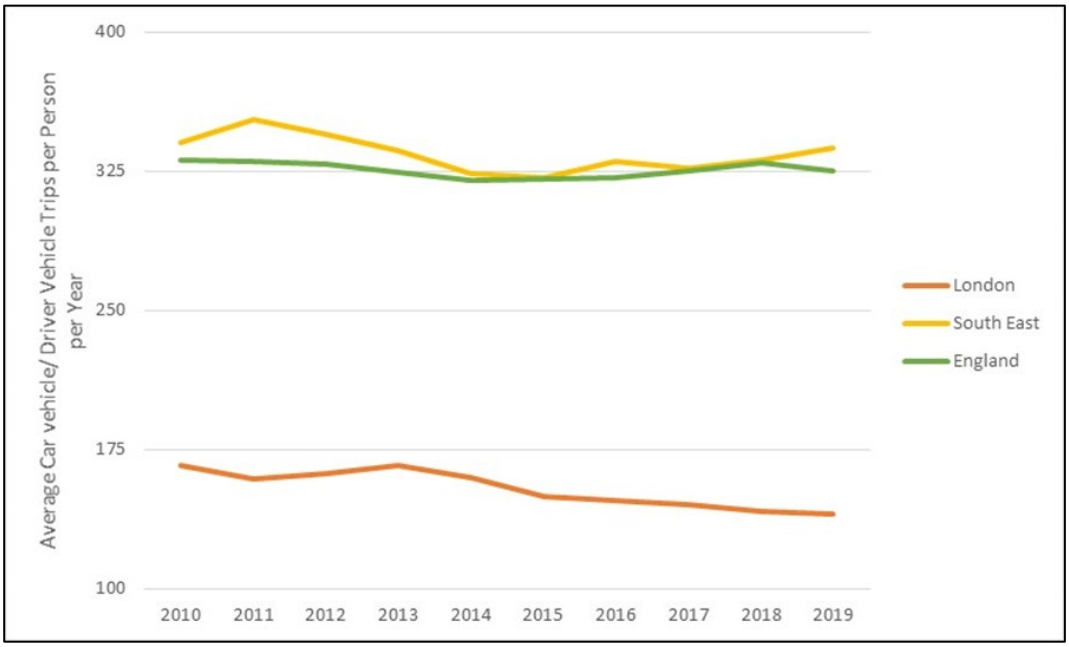


3.2.9 It has also highlighted that there has been a steady decline in the number of cars licensed in London since 2008. Car ownership is linked to how much walking and cycling people do. Walking levels decrease significantly as household car ownership increases therefore car ownership should be discouraged.

3.2.10 The Department for Transport (DfT) provides statistics on the average number of trips per mode for all regions within England. Data from the National Travel Survey (2019) was extracted, with Figure 3-2 representing the average vehicle trips per person across England. The data suggests that the average vehicle trips per person in London are significantly lower than the average for the South East and England as a whole. As there is already an established public transport network, which can be used as an alternative to the car, this places London in a good position to further minimise car travel, particularly in an area with good access to this network, such as Abbey Road.

[2] TfL, London Travel Demand Survey (2019/ 2020)

Figure 3-2: Average Vehicle Trips per Person across England[3]



3.2.11 Unsurprisingly, car ownership varies by area of London, with public transport availability undoubtedly a determining factor. In order to assess the local demand for car travel, the existing mode shares for the local area have been extracted from the 2011 Census "Method of Travel to Work" dataset for the middle-super output areas (MSOA) in which the site is located (Camden 020).

3.2.12 Table 3-1 below shows the residential and employment modal share for the MSOA. The residential mode shares reflect those travelling to work and it demonstrates that most residents travel by underground (35%). Trips by bus are the second highest (26%) which indicates a high public transport use. Car use is low at around 13% and closely followed by foot, train and cycle.

Table 3-1:Travel to work mode split (Census 2011)[4]

Mode	2011 Census Baseline
Underground, metro, light rail or tram	35%
Train	8%
Bus, minibus or coach	26%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a Car or Van	13%
Passenger in a Car or Van	1%
Bicycle	5%
Foot	11%
TOTAL	**100%**

[3] Source: National Travel Survey, Table NTS9903, 2019, Department for Transport
[4] Census Data, Travel to Work Mode Split, (2011)

3.2.13 Both TCoL and 2011 census data indicate a high use of public transport including the underground and bus. Additionally, the TCoL data reports also reports a low reliance on car use which is reflected in the 2011 census data.

3.3 Future Classification of Londoners

3.3.1 In transport planning terms it is preferable to reduce the amount of vehicle trips to reduce congestion and the impact on the environment and increase the amount of physical activity leading to both physical and mental health benefits. As such, the Proposed Site has been designed to encourage a shift to more active modes of travel and to discourage those living within the development to become less reliant on private vehicles where possible.

3.3.2 Whilst the design of the development will positively change the way people are encouraged to travel, the surrounding area and high accessibility to public transport and access to good quality walking and cycle infrastructure will also have a positive impact.

3.4 Proposed Users

3.4.1 The development will accommodate residents who among them will include a mix of families, couples and individuals.

3.4.2 It is expected that all proposed users will benefit from and be encouraged to use active travel modes. A low level of car drivers is also expected as the development is proposed to be car free except for disabled parking spaces and especially due to the high provision of public transport and active travel facilities around the site.

3.5 Summary

3.5.1 In summary, both TCoL and 2011 census data indicate a high use of public transport including the underground and bus and report low car use. There is also above average use of active modes such as walking and cycling. The Site benefits from good public transport provision with access to bus, underground and overground all located within walking distance. Proposed users of the site are therefore expected to travel in a more sustainable and active way with low reliance on car usage.

4 Site Description

4.1 Introduction

4.1.1 This chapter shall contextualise the existing site conditions and accessibility in relation to transport by outlining the site's transport connectivity including public transport, pedestrian and cycle, and highway networks. In addition, the existing site conditions and characteristics shall be detailed, including the current site use, as well as existing access, car and cycle provision.

4.2 Existing Site Use and Access

4.2.1 As outlined earlier, the site is located at the junction between Abbey Road and Belsize Road. There are currently two residential blocks within the site boundary as well as its associated car parking and refuse storage facilities. There is also a Community Centre, Health Centre, public house and ground floor commercial units.

4.2.2 The site has one access point for vehicle use, the access point is from Abbey Road. There are two accesses for pedestrians, one from Belsize Road and the other from Abbey Road.

Figure 4-1: Existing Site

4.3 Existing Pedestrian and Cycle Network

Pedestrian Network

4.3.1 The site is easy to access by foot. The site can be accessed by both Abbey Road and Belsize Road. Pelican crossings are provided on the Abbey Road / Belsize Road junction meaning that pedestrians can access the site easily and safely. Additionally, Stantec are aware of the ongoing upgrades to the Abbey Road / Belsize Road junction being undertaken by LBC. This will improve pedestrian and cycle connectivity to the site by providing better advanced stop lines for cyclists, removing guard railing and making crossings more direct.

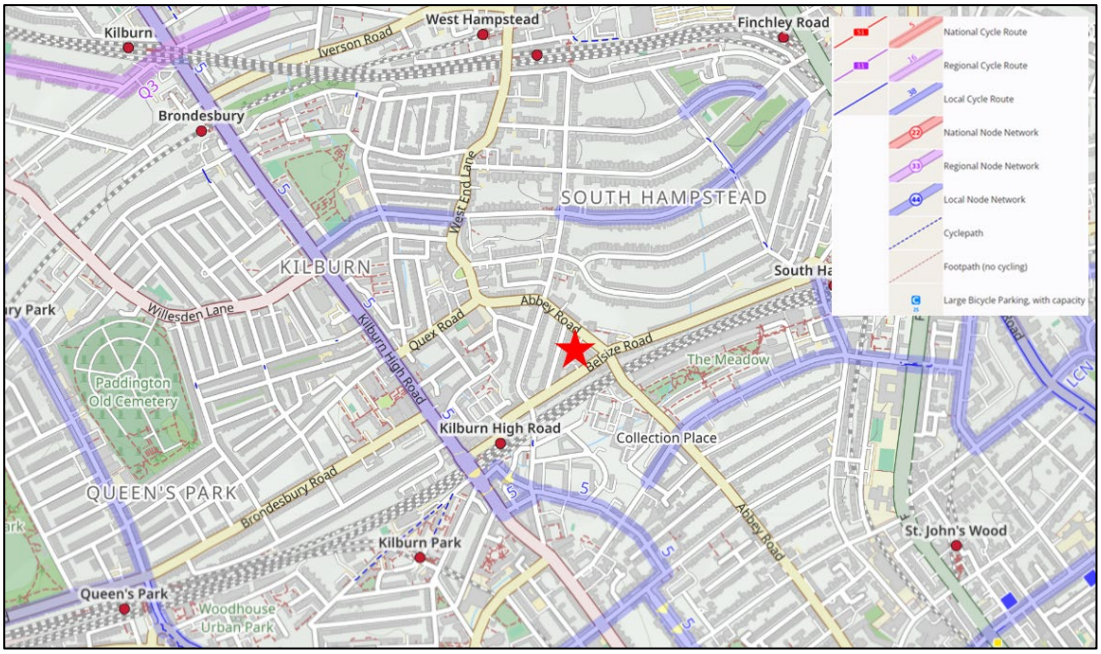
4.3.2 The pedestrian infrastructure in the vicinity is to a high standard with footpaths provided from the site to a number of key locations near to the site such as Kilburn High Road Station. Further details on the pedestrian network are presented in the Active Travel Zone audit.

Cycle Network

4.3.3 The cycle network surrounding the site is relatively poor in terms of designated cycle routes. However, surrounding the site there are several traffic calming measures in place to slow vehicle speeds and improve the environment for cyclists. As previously discussed, upgrades to the Abbey Road / Belsize Road junction will improve cycle connectivity. Measures will include increasing advanced stop lines for cyclists to 5m and a 5 second early release for cyclists on both Abbey Road approaches to the junction.

4.3.4 As presented in Figure 4-2 below, the nearest cycle route which runs west of the site on Kilburn High Road is route 5. This route heads towards Paddington and central London to the south and Edgware to the north. The wider London Cycle Network (LCN) is accessible east of the site, with several key destinations such as Islington, Mayfair and Chelsea.

Figure 4-2: Local Cycle Network[5]



4.4 Public Transport

Public Transport Accessibility Level (PTAL)

4.4.1 Transport for London (TfL) Public Transport Accessibility Level (PTAL) provides a useful tool in determining the public transport accessibility of a site. PTAL is an established measure of connectivity by public transport within London, having been widely used for several years.

4.4.2 The system provides an accessibility score for any given location within London which is calculated based on various factors including walking distances, public transport services and stops, waiting times and service frequency. Scores range between 0 and 6b, where a score of

[5] Open Streets Map, Cycle Infrastructure 2022

1 indicates a 'very poor' level of public transport accessibility and 6b indicates 'excellent' accessibility.

Figure 4-3: Existing Site PTAL[6]

4.4.3 The PTAL score for the site shown in Figure 4-3 above. As illustrated, the site is located with a PTAL zone of 6a, indicating very good accessibility. This is the same for the areas surrounding the site as there are various bus stops and Kilburn High Road Station close by.

4.4.4 PTAL reports show that the site will score the same in the future year of 2031.

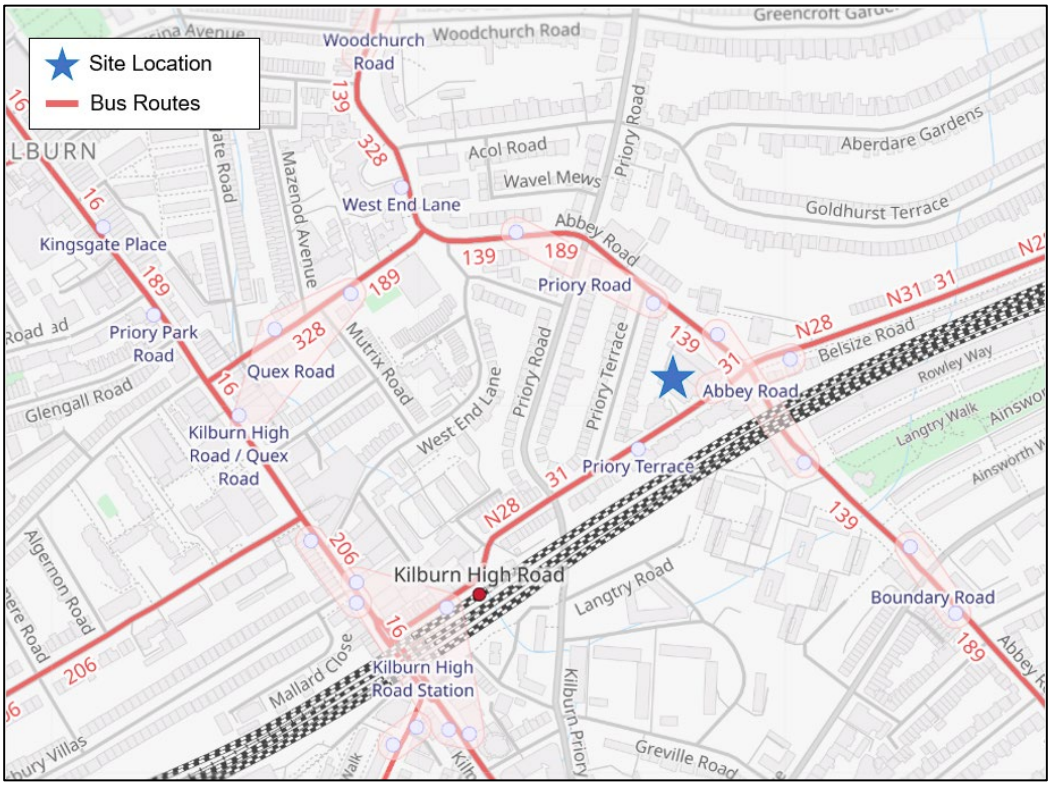
Bus Network

4.4.5 As mentioned earlier, the site is well served by bus services, with several bus stops located on Belsize Road and Abbey Road. There are also additional bus stops on roads within proximity to the site, including Kilburn High Road to the west and Quex Road to the north, all of which are within a 6-minute walking distance. The bus stop on Belsize Road is served by route 31, with routes 139 and 189 on Abbey Road. There are regular services to key destinations such as: Baker Street Station, Kilburn Station, Swiss Cottage Station and West Hampstead Station.

4.4.6 The existing bus routes within proximity of the site, as described, are shown in Figure 4-4 below.

[6] WebCAT Planning Tool, TfL (2022)

Figure 4-4: Existing Bus Routes[7]



4.4.7 Table 4-1 below details the frequency of the local bus services outlined above. The main destinations are

Table 4-1: Bus Route and Frequencies[8]

Bus No.	Bus Stop	Route	Approx. Frequency (buses per hour/ per direction)	
			AM Peak (08:00-09:00)	PM peak (17:00-18:00)
16	Kilburn High Road Station	Mora Road – Victoria Station	4-6	4-6
31	Abbey Road	White City Bus Station – Bayham Street	5-7	5-7
32	Kilburn High Road Station	Edgware Bus Station – Kilburn Park Station	6-8	6-8
139	Belsize Road	Golders Green Station - Waterloo Station / Waterloo Road	6-10	6-10
189	Belsize Road	Marble Arch Station - Brent Cross Shopping Centre	5-6	5-6
206	Kilburn High Road Station	The Paddocks – Kilburn Park Station	4-6	4-6

[7] Open Street Map, Bus Routes (March 2022)

[8] TfL (tfl.gov.uk) Bus Timetables (March 2022)

328	Kilburn High Road Station	Golders Green Station – Chelsea Worlds End	5-6	5-6

4.4.8 The proximity of bus stops and frequency of services demonstrates that there is excellent connectivity via bus to various destinations. These established services will be advantageous to residents of the development enabling them to reduce dependency upon the private car.

4.4.9 In addition, Route 139 serves West Hampstead station and Baker Street Underground Station which are 12-minute and 20-minute journeys from the site respectively. Route 31, then serves Swiss Cottage Station and is a 7-minute bus journey west of the site.

London Underground and Overground Network

4.4.10 The nearest London Underground services available are from Swiss Cottage Station and Kilburn Park Station. These stations are approximately 850m from the site (10-minute walk).

4.4.11 Swiss Cottage Station is served by the Jubilee Line, which provides a service between Stratford Underground Station and Stanmore Underground Station. Kilburn Park Station is served by the Bakerloo Line, providing a service between Harrow and Wealdstone Underground Station and Elephant and Castle Underground Station.

4.4.12 Details of each underground service, destination and peak hour frequency is shown in Table 4-2.

Table 4-2: London Underground Services[9]

Service	Destination	Approx. Frequency (trains per hour / per direction)	
		AM peak (08:00-09:00)	PM peak (17:00-18:00)
Bakerloo	Kilburn – Elephant and Castle	22	21
Bakerloo	Kilburn – Harrow and Wealdstone	5	6
Jubilee	Swiss Cottage - Stratford	29	30
Jubilee	Swiss Cottage – Stanmore	18	18

4.4.13 Table 4-2 shows that the total number of tube services for the Bakerloo line in the AM peak is 27 and in the PM peak there are 27 services. For the Jubilee line there is a total of 47 services in the AM and 48 services in the PM peak.

4.4.14 The nearest London Overground service available is from Kilburn High Road Station west of the site and is approximately a 6-minute walk away. The destinations from Kilburn High Road are London Euston and Watford Junction. In both the morning and evening peak, four services run towards London Euston and four services run towards Watford Junctions.

[9] Transport for London, Tube Timetables March 2022

National Rail

4.4.15 The nearest National Rail services are provided from West Hampstead Thameslink. West Hampstead Thameslink is approximately 1.3km away from the site. A frequent bus service (139) which stops along Abbey Road passes the station; the duration of the bus journey is 10 minutes. Additionally, it is just 16-minute walk and a 5-minute cycle to the station where parking is provided there.

4.4.16 West Hampstead Thameslink serves a number of key destinations. All services that travel south stop at various London stations and continue towards Brighton where the service terminates. The services also travel north towards St Albans and Bedford.

Table 4-3: National Rail Services[10]

Train Operator	Destination	Approx. Frequency (trains per hour/ per direction)		Average Journey Time (minutes)
		AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	
Great Northern & Thameslink	London Blackfriars	6	5	17
Great Northern & Thameslink	London Bridge	3	3	23
Great Northern & Thameslink	Brighton	2	2	92
Great Northern & Thameslink	Sutton (Surrey)	2	2	61
Great Northern & Thameslink	St Albans	5	5	23
Great Northern & Thameslink	Luton	4	4	39
Great Northern & Thameslink	Bedford	2	2	52

4.5 Local Amenities

4.5.1 There are lots of nearby amenities in the surrounding area. Table 4-4 shows a list of key amenities in the area and their distances to the Proposed Site. This includes public green spaces, education facilities, places of worship, hospitals, health care facilities and supermarkets.

Table 4-4: Local Amenities

Amenity Type	Name	Distance	Approx. Walking Time	Approx. Cycling Time
Supermarket	Sainsbury's Local	0.05km	1 minute	-
	Sainsbury's	0.6km	7 minutes	3 minutes
Bank	HSBC	0.45km	5 minutes	3 minutes
	Nationwide	0.45km	5 minutes	3 minutes

[10] Thameslink Timetable (as of March 2022)

Amenity Type	Name	Distance	Approx. Walking Time	Approx. Cycling Time
Pharmacy	Kilburn Park Pharmacy	0.7km	9 minutes	3 minutes
Open Spaces	Abbey Road Phase 2 Open Space	0.12km	2 minutes	1 minute
	Paddington Recreation Grounds	1.1km	14 minutes	5 minutes
	Primrose Hill	2.3km	31 minutes	14 minutes
Primary School	St Mary's C or E Primary School	0.5km	6 minutes	2 minutes
	St Augustine's C of E Primary School	0.75km	9 minutes	3 minutes
Secondary School	St Augustine's C of E Secondary School	0.75km	9 minutes	3 minutes
	UCL Academy	1.2km	18 minutes	7 minutes

4.6 Local Highway Network

4.6.1 The site is bound by Belsize Road to the south of the site. Belsize Road is a single carriageway road. The speed limit on the link is 30mph. Belsize Road links onto Kilburn High Road which has local amenities and provides a link to Kilburn High Road Overground Station.

4.6.2 Abbey Road lies to the east of the site and is also a single carriageway, with a speed limit of 30mph. Abbey Road provides a north south link between at A41 and the A40.

4.6.3 There are parking spaces north of Belsize Road, adjacent to the site. Similarly on Abbey Road, there are parking spaces located southwest of Abbey Road. The next section discusses this in more detail.

4.7 Existing Parking Situation

4.7.1 The site straddles two of Camden's Controlled Parking Zones (CPZ) 'CA-K Kilburn Priory' and 'CA-K/R'. 'CA-K Kilburn Priory' has paid-for bays in operation 08:30-18:30 Monday to Friday and likewise for CPZ 'CA-K/R'. Resident permit bays are also in operation 08:30-18:30 Monday to Friday as well as a number of designated disabled bays.

4.7.2 Parking surveys were undertaken as part of the Phase 2 proposals to demonstrate that there is existing capacity within the vicinity of the site to be able to provide sufficient disabled parking required for the proposed development. The scope of these surveys covered the extent needed for Phase 3.

4.7.3 Countsequential Surveys were commissioned to undertaken three separate parking beat surveys over two consecutive weeknights (Tuesday – Thursday), in accordance with the Lambeth Methodology. These surveys were undertaken at 04:45, 07:00 – 07:30, 09:00 – 09:30 and 10:00 – 10:30. These times are regarded appropriate, as they cover overnight residential parking, commuter patterns and school drop off. The extent of the area surveyed is shown in Appendix A.

4.7.4 The surveys were carried out on Tuesday 19th and Wednesday 20th November 2019 and involved on-street and off-street parking beat surveys for the time period mentioned. As the data is no more than three years old it is still considered to be representative of overnight parking patterns. Parking data from 2019 represents the most recent, reliable baseline data for parking currently available. People to a certain extent, are still returning to the office and a normal daytime baseline from 2019 represents the best 'normal' state of operation. The surveys covered all types of parking including illegal parking and any permit details were also captured. A car length of 5m has been assumed for the surveys. The scope of surveys and methodology was agreed beforehand with LBC.

On-Street Parking

4.7.5 The following section provides an analysis of the on-street parking capacity and stress levels in the vicinity of the site. The on-street parking is categorised into CPZ & Restricted, Pay by Phone and Single Yellow Spaces parking.

4.7.6 Table 4-5 provides a summary of the on-street parking status in the vicinity of the site.

Table 4-5: Summary of On-Street Parking

Time Period	CPZ & Restricted			Pay by Phone			Single Yellow Spaces		
	Parking Capacity	No. of Parked Cars	% Stress	Parking Capacity	No. of Parked Cars	% Stress	Parking Capacity	No. of Parked Cars	% Stress
04:45	413	308	74%	30	22	72%	62	5	7%
07:00 – 07:30	413	290	70%	30	21	68%	62	4	6%
09:00 – 09:30	413	243	59%	30	15	50%	62	1	1%
10:00 – 10:30	413	246	60%	30	19	62%	62	0	0%

4.7.7 As seen in Table 4-5 the car parking occupancy reduces as the day progresses across all three restriction types. There are 413 spaces in the CPZ and parking restricted zones, with the 09:00 – 09:30 highlighted as the period where there is greatest availability in the area with 170 spaces available out of the 413 spaces.

4.7.8 There are 30 Pay by Phone parking spaces located in the vicinity of the site. The peak occupancy was recorded at 04:45, across both surveyed days, with stress level of 72%. This occupancy drops to 50% by 09:00 – 09:30, which indicates 15 spaces are available during this time period. A total of 62 single yellow spaces were recorded, however these spaces are minimally used, with the peak car parking occupancy being 7% in the 04:45 survey time period. This shows a high level of available capacity within the single yellow zone in the surveyed area.

4.7.9 Within the CPZs and restricted area zone the level of car parking did not exceed the capacity in any of the survey periods.

4.7.10 Further analysis was also undertaken of the parking capacity and stress levels of the streets adjacent to the proposed development.

4.7.11 Immediately outside Phase 3 on Belsize Road West, there is a Pay by Phone parking area with capacity of 15 cars, disabled bays, bus stop is within a CPZ (CA-K), in operation Mon-Fri 08:30-18:30. Belsize Road West (N) and Belsize Road West (S) has a combined length of 127m and 24 spaces designated within the CPZ and restricted zone. Table 4-6 provides a detailed summary of the stress level for each surveyed period for the CPZ & Restricted zone only.

Table 4-6:Belsize Road West (N&S) Car Parking Occupancy

	Belsize Road West (N) (capacity 12)		Belsize Road West (S) (capacity 12)		Total (capacity 24)	
	No. of Cars Parked	% Stress	No. of Cars Parked	% Stress	No. of Cars Parked	% Stress
Tuesday 04:45	11	92%	10	83%	21	88%
Tuesday 07:00 – 07:30	10	83%	10	83%	20	83%
Tuesday 09:00 – 09:30	9	75%	10	83%	19	79%
Tuesday 10:00 – 10:30	11	92%	11	92%	22	92%
Wednesday 04:45	11	92%	9	75%	20	83%
Wednesday 07:00 – 07:30	11	92%	10	83%	21	88%
Wednesday 09:00 – 09:30	9	75%	9	75%	18	75%
Wednesday 10:00 – 10:30	8	67%	9	75%	17	71%

4.7.12 As seen in Table 4-6, Tuesday 10:00 – 10:30 was the peak period of occupancy when a total of 22 cars were parked, equating to 92% stress level. The results demonstrate that the car parking occupancy remains somewhat constant as the day progresses with little spare car parking capacity.

4.7.13 Furthermore, immediately outside Phase 2 on Belsize Road East, there is a Pay by Phone parking area with capacity of 3 cars, disabled bays, bus stops and the remainder of the road is within a CPZ (CA-K/R), in operation Mon-Fri 08:30-18:30. Belsize Road East (N) and Belsize Road East (S) has a combined length of 810m and 160 spaces designated within the CPZ and restricted zone. Table 4-7 provides a detailed summary of the stress level for each surveyed period for the CPZ & Restricted zone only.

Table 4-7: Belsize Road East (N&S) Car Parking Occupancy

	Belsize Road East (N) (capacity 83)		Belsize Road East (N) (capacity 77)		Total (capacity 160)	
	No. of Cars Parked	% Stress	No. of Cars Parked	% Stress	No. of Cars Parked	% Stress
Tuesday 04:45	52	63%	46	60%	98	61%
Tuesday 07:00 – 07:30	47	57%	38	49%	85	53%
Tuesday 09:00 – 09:30	41	49%	30	39%	71	44%
Tuesday 10:00 – 10:30	43	52%	28	36%	71	44%
Wednesday 04:45	58	70%	45	58%	103	64%
Wednesday 07:00 – 07:30	48	58%	43	56%	91	57%
Wednesday 09:00 – 09:30	45	54%	28	36%	73	46%
Wednesday 10:00 – 10:30	**46**	**55%**	**32**	**42%**	**78**	**49%**

4.7.14 As seen in Table 4-7, Wednesday 04:45 was the peak period of occupancy when a total of 103 cars were parked, equating to 64% stress level. The results have demonstrated that the car parking occupancy reduces as the day progresses, with 10:00-10:30 periods for both surveyed days demonstrating spare car parking capacity.

4.7.15 Abbey Road North (N&E, S&W), borders Phase 3 along the western boundary, has a combination of CPZ (CA-K/R) permit holder parking (60 spaces, 308m combined length), in operation Mon-Fri 08:30-18:30 and Pay by Phone (6 spaces). Table 4-8 provides a detailed summary of the stress level for CPZ & Restricted parking only for each of the surveyed periods

Table 4-8: Abbey Road North (N&E, S&W) Car Parking Occupancy

	Abbey Road North (N&E) (capacity 34)		Abbey Road North (S&W) (capacity 26)		Total (capacity 60)	
	No. of Cars Parked	% Stress	No. of Cars Parked	% Stress	No. of Cars Parked	% Stress
Tuesday 04:45	23	68%	12	46%	35	58%
Tuesday 07:00 – 07:30	23	68%	10	38%	33	55%
Tuesday 09:00 – 09:30	12	35%	12	46%	24	40%
Tuesday 10:00 – 10:30	11	32%	9	35%	20	33%
Wednesday 04:45	21	62%	14	54%	35	58%
Wednesday 07:00 – 07:30	22	65%	14	54%	36	60%
Wednesday 09:00 – 09:30	14	41%	9	35%	23	38%
Wednesday 10:00 – 10:30	15	44%	10	38%	25	42%

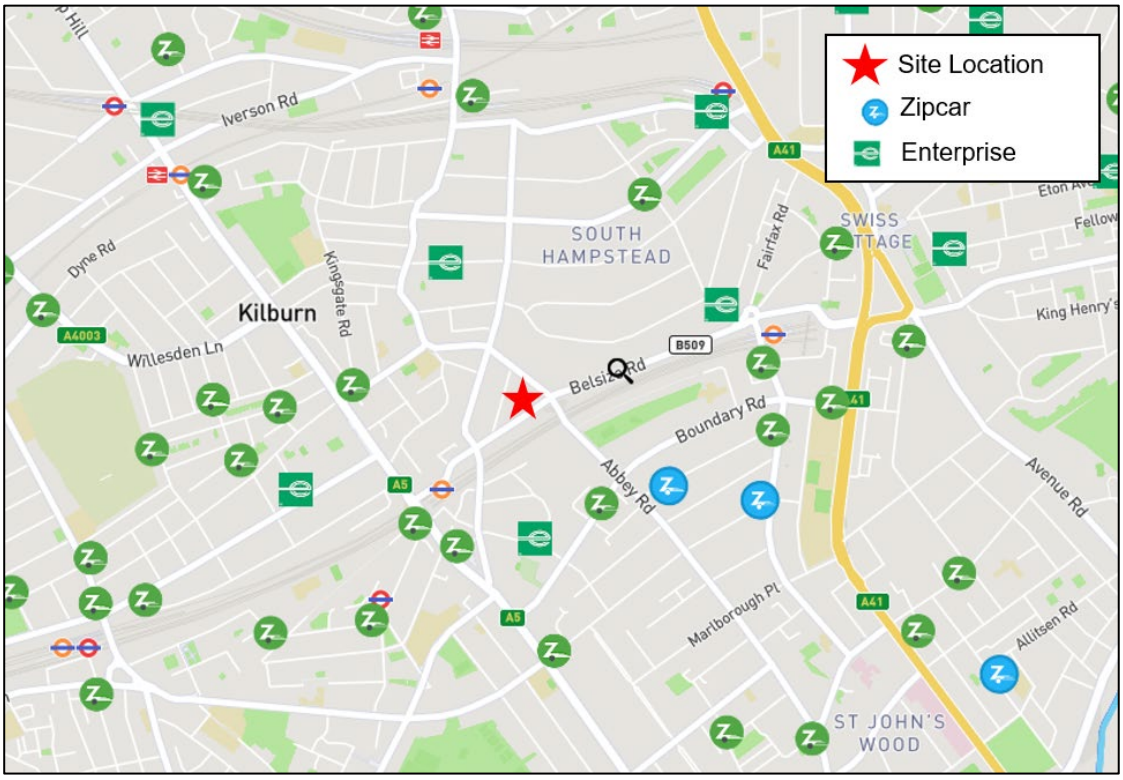
4.7.16 As seen in Table 4-8, Wednesday 07:00-07:30 was the peak period of occupancy when a total of 36 cars were parked, equating to 60% stress level. The results have demonstrated that the car parking occupancy reduces as the day progresses, with 09:00-09:30 period demonstrating maximum spare car parking capacity on Abbey Road North, with 37 spaces available.

4.7.17 Although Belsize Road West experiences high parking stress, Abbey Road and Belsize Road East demonstrate that there is sufficient capacity within the existing on-street parking on Abbey Road to be able to provide the required disabled parking for the proposed development of Phase 3.

4.8 Car Clubs

4.8.1 A Car Club offers short-term car rental services to members, allowing access to locally parked cars and pay by the minute, hour or day. As seen below in Figure 4-5 there are many car sharing options provided by Zipcar and Enterprise in close proximity to the site. The closest space is approximately 450m south of the Site on Boundary Road, where the service is offered by Zipcar.

Figure 4-5: Car Club Locations in Proximity to the Site



4.9 Personal Injury Collision Review

4.9.1 Stantec has obtained three-year Personal Injury Collision (PIC) data, for the local highway network surrounding the Proposed Site, from TfL. The records cover a period from November 2018 – October 2021 and the full PIC data report is presented within Appendix B the extent of the data requested is illustrated in Figure 4-6. This extent also covers the eight key routes and destinations in the Active Travel Zone agreed with LBC.

Figure 4-6: PIC Extent

4.9.2 The collision casualties are classified into three categories, based on severity: Slight, Serious and Fatal, definitions of which are provided below:

- Slight Injury: Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as slight).
- Serious Injury: Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the accident. The serious category, therefore, covers a very broad range of injuries.
- Fatal Injury: Injuries which cause death either immediately or any time up to 30 days after the accident.

4.9.3 A summary of the annual 12-month collision data (November – October) is provided in Table 4-9.

Table 4-9: Summary of Collisions and Casualties

	Severity	Year			Total
		1 (November 2018 – October 2019)	2 (November 2019 – October 2020)	3 (November 2020 – October 2021)	
Number of Collisions	Fatal	0	0	0	0
	Serious	18	12	16	46
	Slight	77	83	99	259
	Total	**95**	**95**	**115**	**305**

	Severity	Year			Total
		1 (November 2018 – October 2019)	2 (November 2019 – October 2020)	3 (November 2020 – October 2021)	
CASUALTIES					
Car Driver	Fatal	0	0	0	0
	Serious	1	0	1	2
	Slight	13	12	15	40
	Total	**14**	**12**	**16**	**42**
Car Passenger	Fatal	0	0	0	0
	Serious	0	0	1	1
	Slight	8	6	12	26
	Total	**8**	**6**	**13**	**27**
Pedestrian	Fatal	0	0	0	0
	Serious	8	3	6	17
	Slight	18	21	25	64
	Total	**26**	**24**	**31**	**81**
Cyclist	Fatal	0	0	0	0
	Serious	0	7	3	10
	Slight	16	21	25	62
	Total	**16**	**28**	**28**	**72**
Motorcycle Driver	Fatal	0	0	0	0
	Serious	8	1	3	12
	Slight	18	28	30	76
	Total	**26**	**29**	**33**	**88**
Motorcycle Passenger	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	0	1	0	1
	Total	**0**	**1**	**0**	**1**
Goods Vehicle Driver	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	4	1	1	6

	Severity	Year			Total
		1 (November 2018 – October 2019)	2 (November 2019 – October 2020)	3 (November 2020 – October 2021)	
	Total	**4**	**1**	**1**	**6**
Goods Vehicle Passenger	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	0	0	1	1
	Total	**0**	**0**	**1**	**1**
Bus or Coach Driver	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	0	0	1	1
	Total	**0**	**0**	**1**	**1**
Bus or Coach Passenger	Fatal	0	0	0	0
	Serious	2	0	1	3
	Slight	10	0	5	15
	Total	**12**	**0**	**6**	**18**
Private Hire Driver	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	1	1	1	3
	Total	**1**	**1**	**1**	**3**
Private Hire Passenger	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	1	0	0	1
	Total	**1**	**0**	**0**	**1**
Taxi Driver	Fatal	0	0	0	0
	Serious	0	0	0	0
	Slight	1	1	1	3
	Total	**1**	**1**	**1**	**3**
Other Vehicle Driver	Fatal	0	0	0	0
	Serious	0	1	0	1
	Slight	0	1	1	2

	Severity	Year			Total
		1 (November 2018 – October 2019)	2 (November 2019 – October 2020)	3 (November 2020 – October 2021)	
	Total	**0**	**2**	**1**	**3**
Other Vehicle Passenger	Fatal	0	0	0	0
	Serious	0	0	1	1
	Slight	0	0	3	3
	Total	**0**	**0**	**4**	**4**
All Casualties					
Fatal		0	0	0	0
Serious		19	12	16	47
Slight		90	93	121	304
Grand Total		**109**	**105**	**137**	**351**

4.9.4 The results in Table 4-9 shows that a total of 305 collisions occurred in this 36-month period, of which none were fatal, 46 (15%) serious collisions and 259 (85%) slight collisions.

4.9.5 Of these 305 collisions, it resulted in 351 casualties, of which none were fatal, 47 (13%) serious casualties and 304 (87%) slight casualties. Motorcyclist casualties accounted for the highest proportion (25%), with 12 serious and 76 slight casualties recorded. Pedestrians were the second highest proportion (23%) with 17 (5%) serious and 76 (18%) slight casualties recorded.

4.9.6 As part of TfL's Vision zero by 2041, all deaths and serious injuries should be eliminated from London's transport network. While it is difficult to mitigate for bad driver behavior or other bad practices as a cause, any collisions that could have been prevented, through improvements to the highway should be considered.

4.9.7 The data provided by TfL does not provide a detailed description of how the collision occurred, as they no longer receive a suitable, anonymised summary of the collision from the Police since November 2016. The report also states a number of the collisions were self-reported and no cause of collision was provided.

4.9.8 A detailed review of the serious collisions has been undertaken and briefly discussed below:

- 01190157149 – this collision occurred on Hillgrove Road, 5m west of the junction with Finchley Road. This resulted in a serious pedestrian casualty. A car was travelling westbound on Adelaide Road heading straight across Finchley Road where a pedestrian was standing on a kerb in the middle used to separate the two lanes. The pedestrian stepped out into the path of the vehicle, causing it to brake sharply but was not able to stop in time causing the collision and the pedestrian bounced off the bonnet of the vehicle.

- 01180152123 – this collision occurred at the junction of Finchley Road and College Crescent. This resulted in a serious car driver casualty. A vehicle travelling southbound along Finchley Road turned left onto College Crescent. As it was doing so, a bike came up on the near side of the vehicle to which the vehicle did not see causing the bike to hit the rear of the car causing the cyclist to fall off.

- 01190219732 – this collision occurred at the junction of Finchley Road and College Crescent. This resulted in a serious cyclist casualty. A vehicle was travelling southbound on Finchley Road and cyclist northbound. The cyclist realised he was in the wrong lane so cut across the central carriageway towards college crescent. While doing this he looked to the right as opposed to the left where oncoming traffic was approaching and as a result did not see the vehicle thus causing the collision.

- 01190215590 – this collision occurred at the junction of Kilburn High Road and Priory Park Road. This resulted in a serious pedestrian casualty. The pedestrian was crossing Kilburn High Road from east to west at the junction and the traffic was quite busy due to the time of the day. As the pedestrian got to the northbound side of Priory Park Road a cyclist had ridden into him causing a collision and continued cycling away.

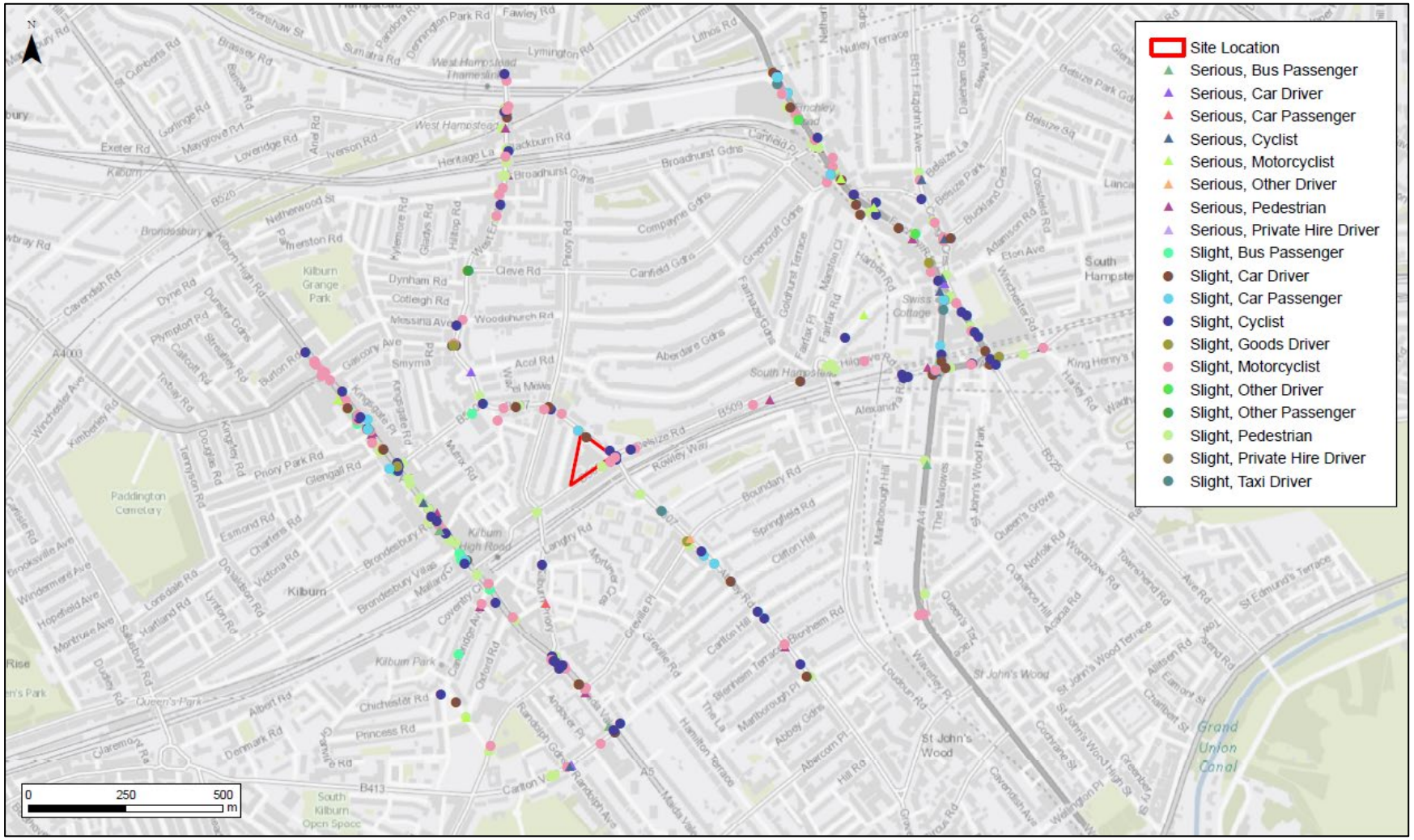
4.10 Summary

4.10.1 The site is located at the junction between Abbey Road and Belsize Road. Although the site is not well served by the cycle network, the Abbey Road / Belsize Road junction upgrades will improve cycle connectivity of the site. Additionally, the pedestrian infrastructure in the vicinity is to a high standard with footpaths, so the site is easily accessible by foot.

4.10.2 The PTAL zone in which the site is located indicates there is excellent accessibility with key transport links just a short walk from the site including Kilburn High Road and various bus stops close by. The nearest London Underground services available are from Swiss Cottage Station (east of the site) and Kilburn Park Station (west of the site).

4.10.3 Analysis of the collision records provided by TfL has not identified any specific concern with regards to the geometric design and/ or road layout of the local highway network and in the vicinity of the proposed site access.

Figure 4-7: Location of Collisions



5 Development Proposals

5.1 Introduction

5.1.1 This chapter details the development proposals, including site accesses, car and cycle parking provision and delivery and servicing arrangements.

5.2 Proposed Development

5.2.1 The development proposals will seek to provide a total of 139 residential units, comprising of 54 one-bedroom, 68 two-bedroom and 17 three-bedroom flats across three residential blocks. These shall be provided together with 305m^2 (GIA) of commercial Class E space, 4 disabled parking spaces, cycle parking and associated landscaping. The schedule of accommodation is shown in Table 5-1.

Table 5-1: Accommodation Schedule

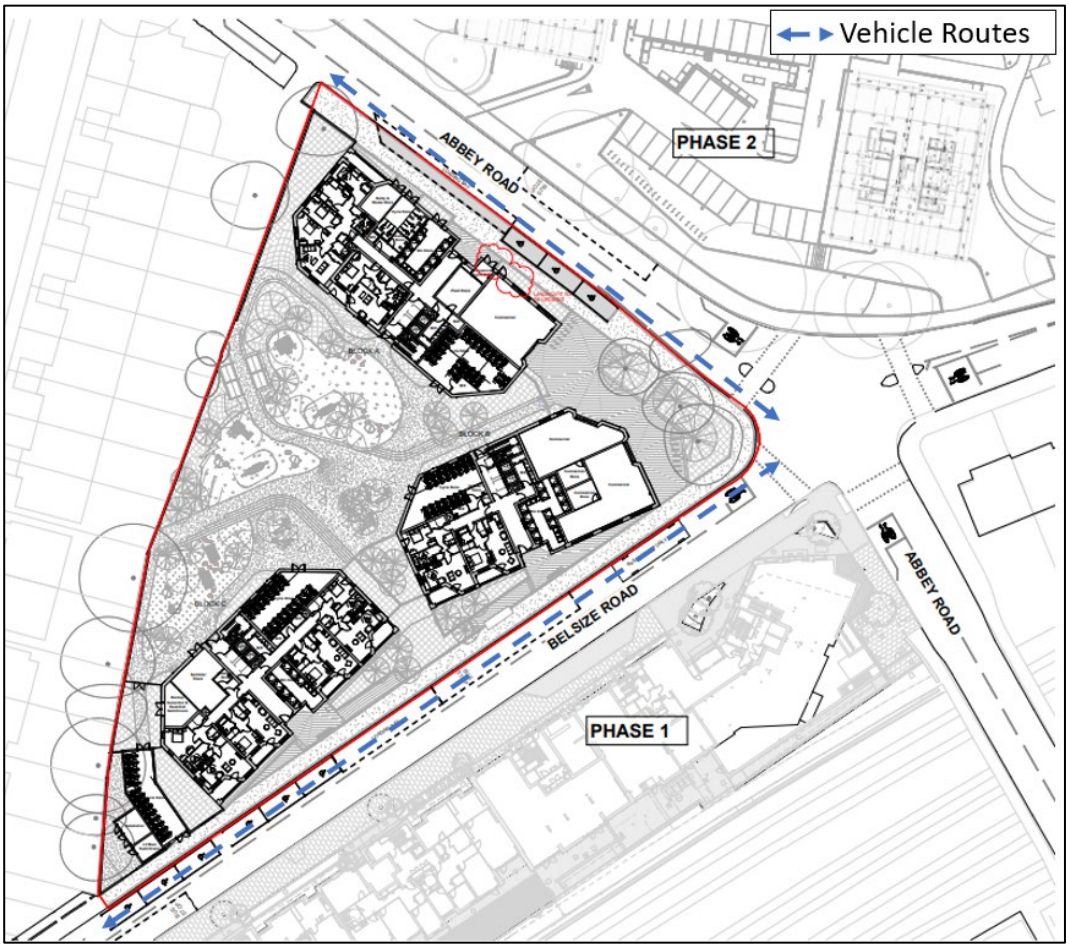
Block	Number of Beds			
	1-bed	2-bed	3-bed	Total
A	9	20	17	46
B	28	32	-	60
C	17	16	-	33
Total	**54**	**68**	**17**	**139**

5.3 Access Strategy

Vehicle Access

5.3.1 As the development is proposed to the be car free with the exception of disabled parking, these will be located on-street. Vehicles can access these spaces via Belsize Road and Abbey Road. These roads are single carriageways. In addition, all delivery and servicing vehicles will operate on-street. The access arrangements are detailed below.

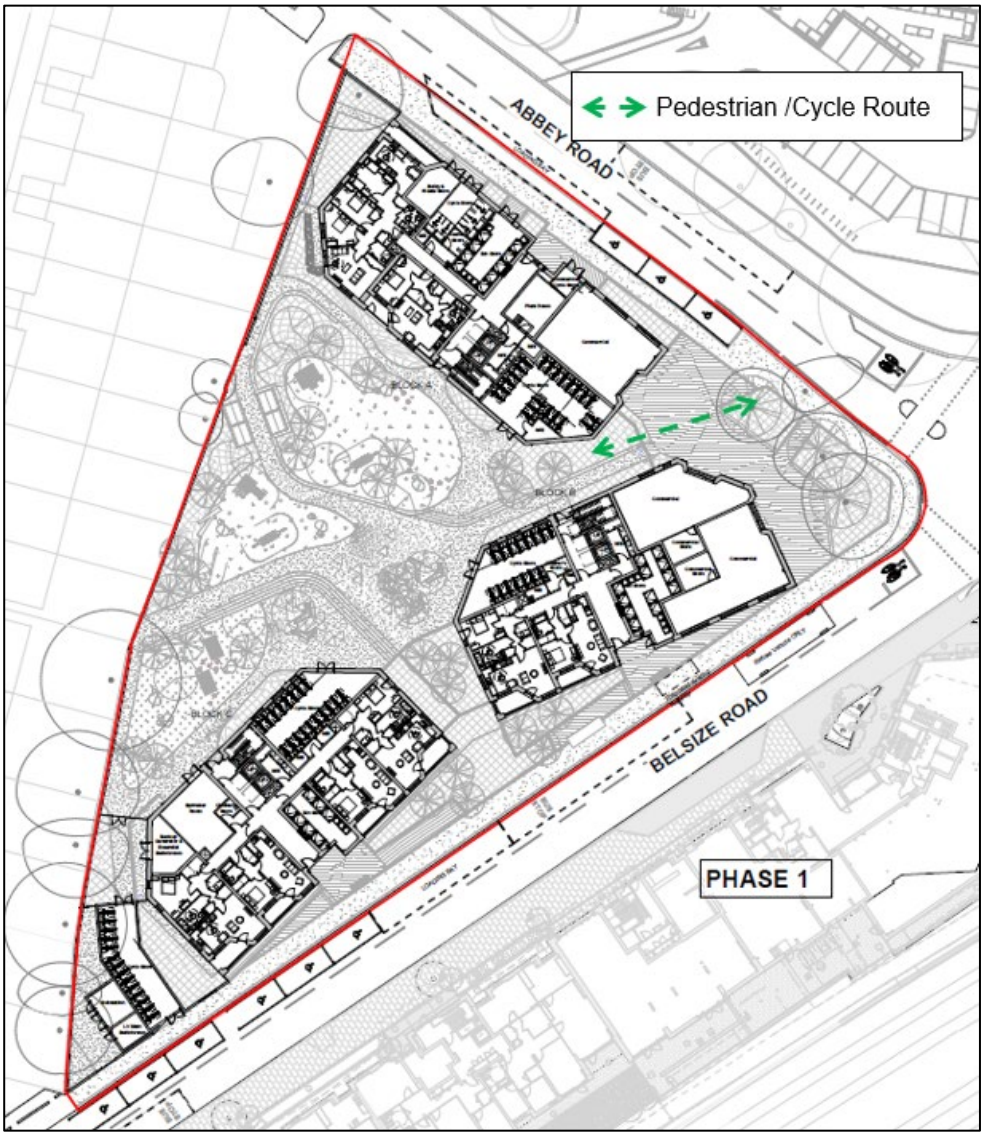
Figure 5-1: Proposed Access Arrangements



Pedestrian and Cycle Access

5.3.2 The site can be accessed by pedestrians and cyclists from Abbey Road and Belsize Road. There is one access point on each road along the southern and eastern borders of the Site. This will help improve and encourage permeability through the site with access point on both roads. These access points are shown below in Figure 5-2.

Figure 5-2: Pedestrian and Cycle Access Points



5.4 Parking Provision

Vehicle Parking

5.4.1 In accordance with the residential car parking standards set out in the London Plan (2021), sites within a PTAL score of 6a, the development will be car free with the exception of disabled parking provision at an initial rate of 3% of the total number of dwellings. Therefore, it is proposed that 5 disabled parking spaces will be provided on-street on Abbey Road and Belsize Road for residents. These spaces will replace the existing on-street bays. Any future provision will be provided on Belsize Road where 3 additional accessible on-street spaces can be provided within the kerb space outside the site. Any additional bays on top of this, if and when demand dictates, will need to be provided further southwest on Belsize Road. However, it is not envisaged that with such good accessibility to public transport and local amenities that all 10% of spaces will be required in future.

5.4.2 In addition, 1 disabled parking space will be provided for the commercial unit in accordance with the London Plan. This will be located roadside on Abbey Road.

5.4.3 In accordance with the London Plan (2021), at least 20% of parking spaces are required to have active electric car charging provision, with passive provision for the remaining spaces. Therefore, of the 5 parking spaces, 1 space should have active provision and the remaining 3 will provide provision for future use.

Cycle Parking

Residential Units

5.4.4 Cycle parking will be provided in accordance with the standards set out in the London Plan (2021) Table 10.2 as part of Policy T5 and London Cycling Design Standards (LCDS, September 2016). This is also in line with the CPG for Transport which adopts the London Plan standards as a minimum provision.

5.4.5 It is proposed that all blocks will provide cycle parking spaces, in convenient locations on the ground floor of the buildings. Table 5-2 indicates the number of long stay cycle spaces required and to be provided within each block. Based on the cycle parking standards and the proposed provision, the development is meeting the minimum requirements as set out in the London Plan.

Table 5-2: Proposed Cycle Parking

Block	Long Stay		Short Stay	
	London Plan Cycle Parking Requirement	Proposed No. of Spaces	London Plan Cycle Parking Requirement	Proposed No. of Spaces
A	88	88	3	3
B*	106	106	3	3
C	58	58	2	2
Total	**252**	**252**	**8**	**8**

***Split between ground floor of block B and a free-standing external store**

5.4.6 As outlined above, the development will provide a total of 252 long stay cycle parking spaces across each site. Block B will accommodate the highest number of spaces (106 split between the ground floor and an external store) with Blocks A and B also accommodating substantial spaces (88 and 58 respectively). Additionally, there will be 8 short-stay cycle parking spaces across the site.

5.4.7 The cycle stores will be secured and covered, only accessible with the use of a fob; therefore, preventing people from accessing the stores that do not live within the respective block, in accordance with the LCDS

5.4.8 The LCDS sets out the requirements and guidance for the design of cycle-friendly spaces. Chapter 8 of the LCDS focuses on the design of cycle parking spaces, which states the recommended and minimum spacing between Sheffield stands should be 1.2m and 1.0m respectively. Spaces are however provided as set out in Camden Transport CPG 2021/ LCDS. Cycle spaces are 1800mm long, with a 2500mm aisle behind and 1000mm apart. These dimensions will be met in the design of the cycle parking. Additionally, the minimum and recommended bay width (length of cycle parked on a stand) is 2m and all double tier racks have at least 3m distance behind each space.

5.4.9 Chapter 8 of the LCDS also states that at least 5% of the total number of cycle parking spaces should be capable of accommodating a larger cycle. Accordingly, 12 of the proposed cycle parking spaces shall be enlarged, cargo bike spaces.

5.4.10 The long-stay spaces located within the cycle stores will be a mix of Sheffield stands and retractable stacked bicycle racks. Therefore, over half of the spaces will be on ground level and not require lifting.

Non-Residential Units

5.4.11 As outlined earlier, the development will also accommodate 305m^2 (GIA) of commercial floorspace shared between Blocks A and B.

5.4.12 To allow for the worst-case scenario and ensure sufficient cycle parking is provided in any situation, the cycle parking standards for the commercial units have been applied to the GEA for each commercial unit to determine the cycle parking requirements.

Commercial Units	Long Stay Spaces		Short Stay Spaces	
	Required	Provided	Required	Provided
Block A	1	1	6	8
Block B	2	2	12	14

5.5 Delivery and Servicing

5.5.1 Delivery and servicing vehicles will service the development from loading bays on Belsize Road and Abbey Road. These will be provided in addition to the existing loading bay provided outside Abbey Road Phase 1 on the opposite side of Belsize Road. The proposed loading layout allows for larger vehicles or multiple smaller delivery vehicles at one time. A plan showing the layout of these loading bays is provided in Figure 5-3. This plan has been agreed with LBC officers during the pre-application process, in terms of layout and refuse strategy.

5.5.2 The proposed loading layout includes moving the existing bus stop marking and associated shelter on Belsize Road by 12.4m and 7.3m west respectively. This is in order to meet the requirement stated in the CPG for Design which states bins should not be further than 10m from the vehicle access. This will enable the refuse vehicle to stop kerbside to service Block B.

5.5.3 An outline Delivery and Servicing Plan has been included in Chapter 8.

Figure 5-3: Loading Bay Layout

Summary

5.5.4 As outlined, the Development consists of 139 residential units together with 305m^2 of commercial class E space. 139 residential units, comprising of 54 one-bedroom, 68 two-bedroom and 17 three-bedroom flats across three residential blocks. These shall be provided together with 370m^2 of commercial Class E space, 5 disabled parking spaces, cycle parking and associated landscaping.

5.5.5 The Development will be car-free except for disabled car parking which is in line with standards set out the London Plan (2021) Table 10.3 as part of Policy T6 and the Camden Planning Guidance for Transport (January 2021). 5 disabled parking spaces will be provided for the residents while 1 disabled parking space will be for the commercial units.

5.5.6 With regards to cycle parking, the proposals present a total of 252 long-stay spaces as well as 8 short stay spaces for the residential units. In addition, there are a further 3 long stay spaces and 18 short stay spaces proposed for the commercial units to be provided on the site. This is in accordance with the standards set out in the London Plan (2021) Table 10.2 as part of Policy T5, London Cycling Design Standards (LCDS, September 2016) and the Camden Planning Guidance for Transport (January 2021).

5.5.7 There will be two loading bays, one on Belsize Road and the other on Abbey Road to accommodate delivery and servicing trips. This is in addition to refuse stopping kerbside to service Block B.

6 Active Travel Zone

6.1 Overview

6.1.1 This chapter details an assessment of the Active Travel Zone (ATZ) surrounding the proposed Site through a collection of maps and photographs. This exercise has been undertaken in accordance with TfL's ATZ assessment guidance, with the ATZ comprising of the main walking and cycling routes between the site and key location destinations, amenities and facilities.

6.1.2 The underlying purpose of the ATZ assessment is to support and demonstrate how the local area meets the TfL's 'Healthy Streets' indicators along the key routes likely to be used by future site occupants. As outlined with TfL guidance, the ten Healthy Streets indicators are as follows:

Figure 6-1: TfL's 10 Healthy Streets Indicators[11]

6.1.3 The maps discussed in this chapter present the key routes and destinations, the safety of the neighbourhood and the neighbourhood's healthy characteristics within the ATZ. Then the ATZ neighbourhood photographs of the key routes and areas surrounding the development will provide evidence on how the area meets TfL's 'Healthy Streets' indicators.

6.2 Methodology

6.2.1 This section sets out the methodology for the assessment carried out in the remainder of this chapter. In accordance with the Healthy Streets ATZ methodology, a map of the 20-minute walking and cycling isochrone has been generated to work out the possible destinations from the site. Key destinations include 7 different types: public transport stops, public transport stations, London's strategic cycle network, town centres, parks, schools/colleges,

[11] Guide to the Healthy Streets Indicators, (https://content.tfl.gov.uk/healthy-streets-for-london.pdf)

hospitals/doctors and places of worship. A table summarising the distance and the approximate time it takes to walk/cycle between the site and some of the key destinations is then presented.

6.2.2 An assessment of the active travel destinations was then carried out to determine their relevance according to the specific land use and proposed users of the site. A justification as to why some of the destinations have been excluded is provided.

6.2.3 The second map designates the active travel routes between the prioritised active travel destinations and the development site. The ATZ routes have been chosen based on the distance to key amenities surrounding the site, which future residents, employees and visitors of the site would travel to.

6.2.4 As per TfL guidance, neighbourhood safety was then analysed. Stantec obtained three-year Personal Injury Collision (PIC) data for the local highway network surrounding the Site from TfL. The records cover a period from November 2018 – October 2021 and the full PIC data report is presented within Appendix B. The collision casualties are classified into three categories, based on severity: Slight, Serious and Fatal. The casualties are then presented in a table according to when the accident occurred and the mode of transport.

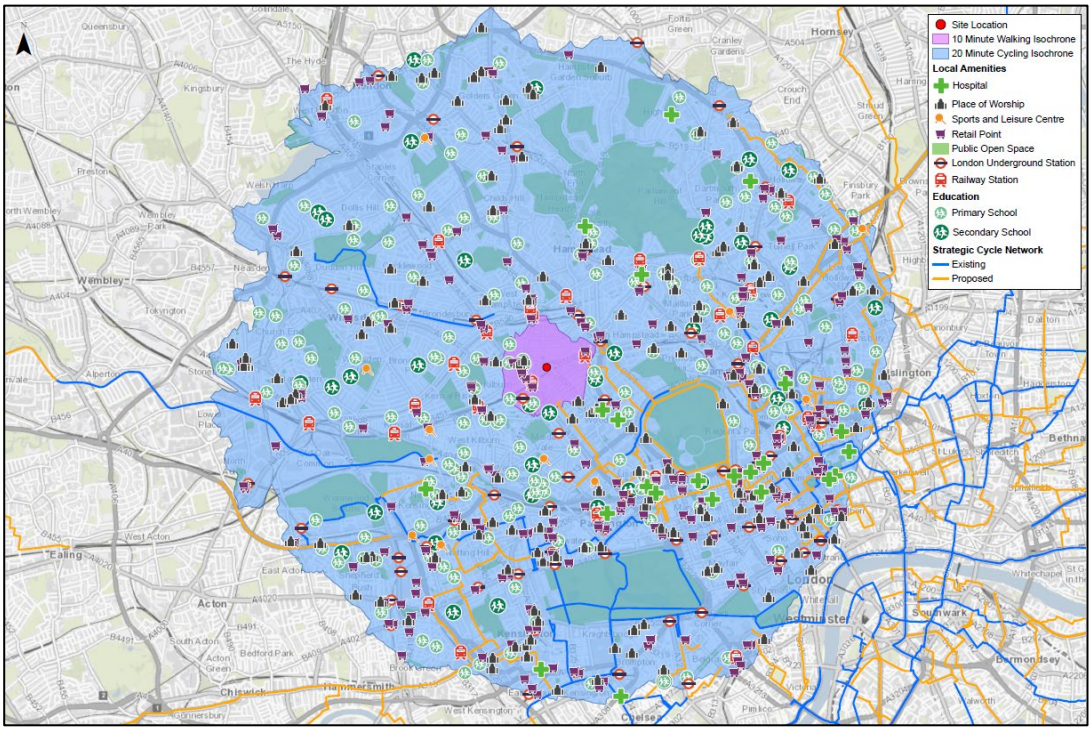
6.2.5 To understand the characteristics of a healthy neighbourhood, four parameters were taken into consideration: land use and density; street density; the availability of public transport; and green space within the ATZ surrounding the Site. The requirements and contents of each map are detailed below. All maps shown below are contained in Appendix C, at a larger scale.

6.2.6 Following the assessment set out above, Stantec completed an on-site ATZ audit on 24th March 2022 along all of the key routes identified (as shown in Figure 6-3) to observe and analyse the characteristics of the area surrounding the Site within the agreed ATZ extent. This involved travelling along the routes and taking a Point of View (POV) photograph along each of the ATZ routes. The audit was carried out between the hours of 14:30-16:30 in dry and sunny weather conditions.

Key Destinations within ATZ

6.2.7 Figure 6-2 below shows the key amenities and destinations surrounding the site within the ATZ. As per the TfL methodology a 20-minute cycle isochrone was identified surrounding the development. The map shows at least one of the 7 different types of destinations within the 20-minute isochrone has been identified. This will encourage residents to use active travel modes as all the key destinations are within walking and cycling distance.

Figure 6-2: 20-minute Cycling Isochrone[12]

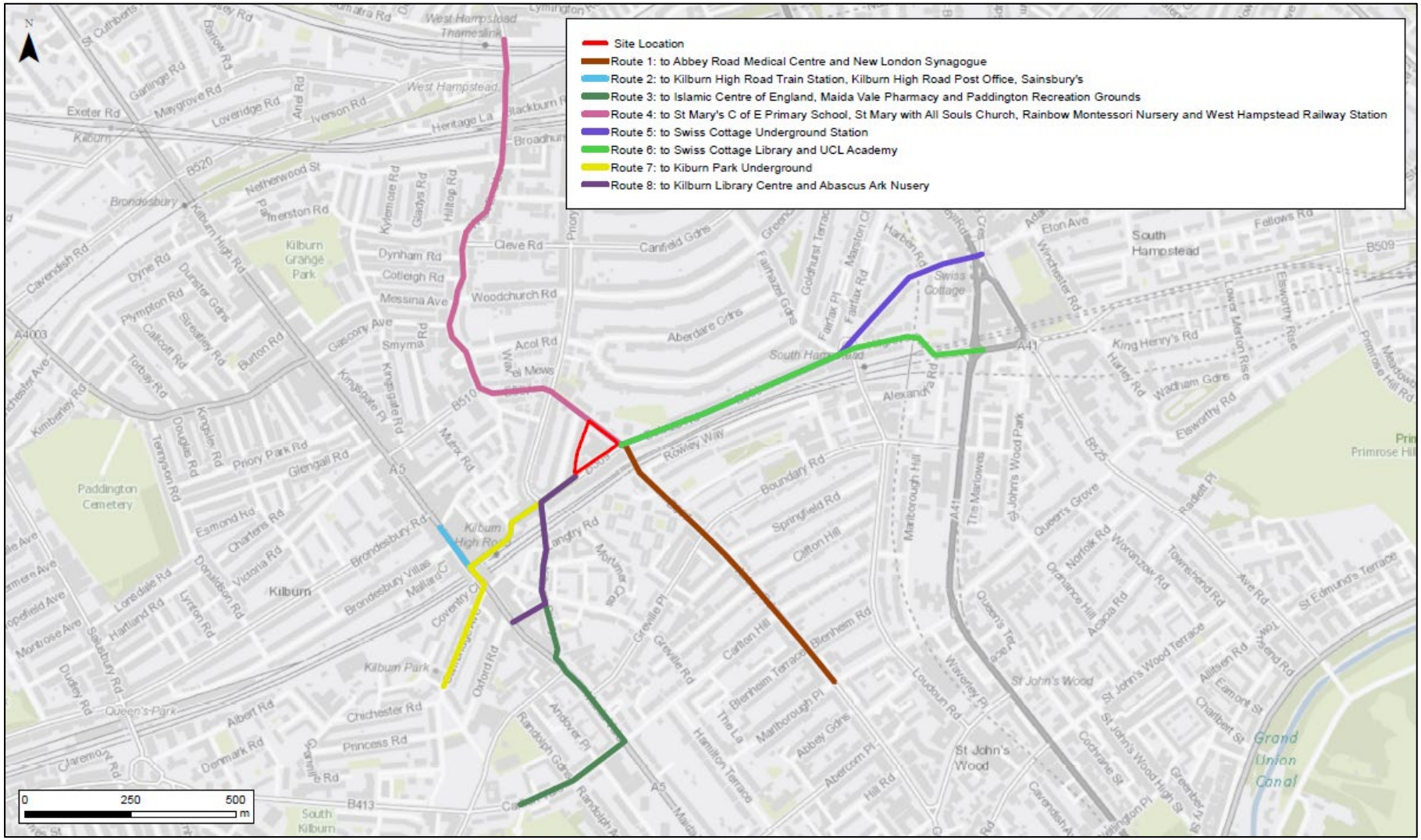


6.2.8 Less relevant active travel destinations were excluded, in this case usually because there are destinations of the same type closer to the site that would be more convenient for residents to visit. Most of the destinations are within the 20-minute walking isochrone however some destinations such as West Hampstead Railway Station, Kilburn High Road Station, Primrose Hill, St Augustine's C of E Primary School.

6.2.9 The ATZ routes have been chosen based on the key amenities surrounding the Site, which future residents, employees and visitors of the Site would travel to. Figure 6-3shows the following eight routes that have been identified and agreed with LBC and TfL prior to undertaking the audit.

[12] ArcGIS 2021

Figure 6-3: ATZ Routes

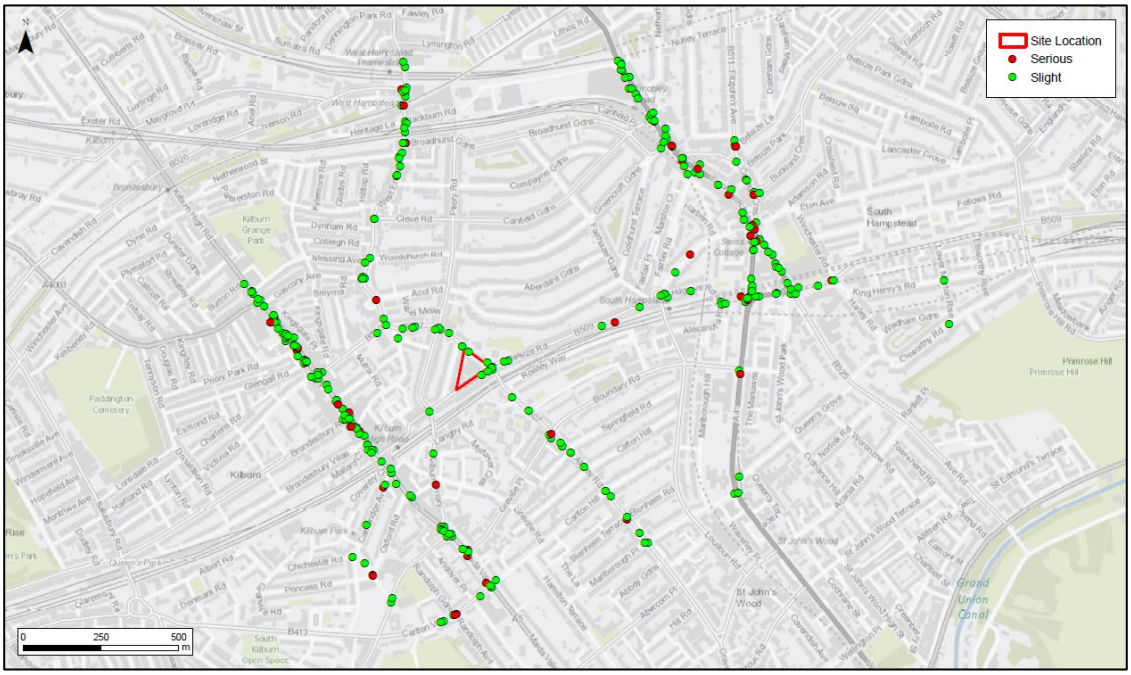


ATZ Neighbourhood Safety

6.2.10 This section identifies the most efficient walking and cycling routes to each of the key destinations. This included those that had the quickest walking and cycling time, and that were safest and the most accessible in terms of the quality of pedestrian and cycle environment.

6.2.11 Figure 6-4 highlights how safe the neighbourhood is surrounding the proposed development Site through identifying clusters of collisions which resulted in those involved being Killed or Seriously Injured (KSIs).

Figure 6-4: KSI Map



6.2.12 Stantec obtained KSI data directly from TfL for the latest available 3-year period (2018-2021), the extent is illustrated in Figure 4-6 and the raw data is provided in Appendix B. A total of 305 collisions have occurred along or adjacent to the eight key routes. The collision severity was recorded as follows; 46 (15%) serious collisions and 259 (85%) slight collisions.

6.3 ATZ Neighbourhood Healthy Characteristics

6.3.1 Four parameters were taken into consideration to understand the characteristics of a healthy neighbourhood, these included: land use and density, street density, the availability of public transport and green space within the ATZ surrounding the Site.

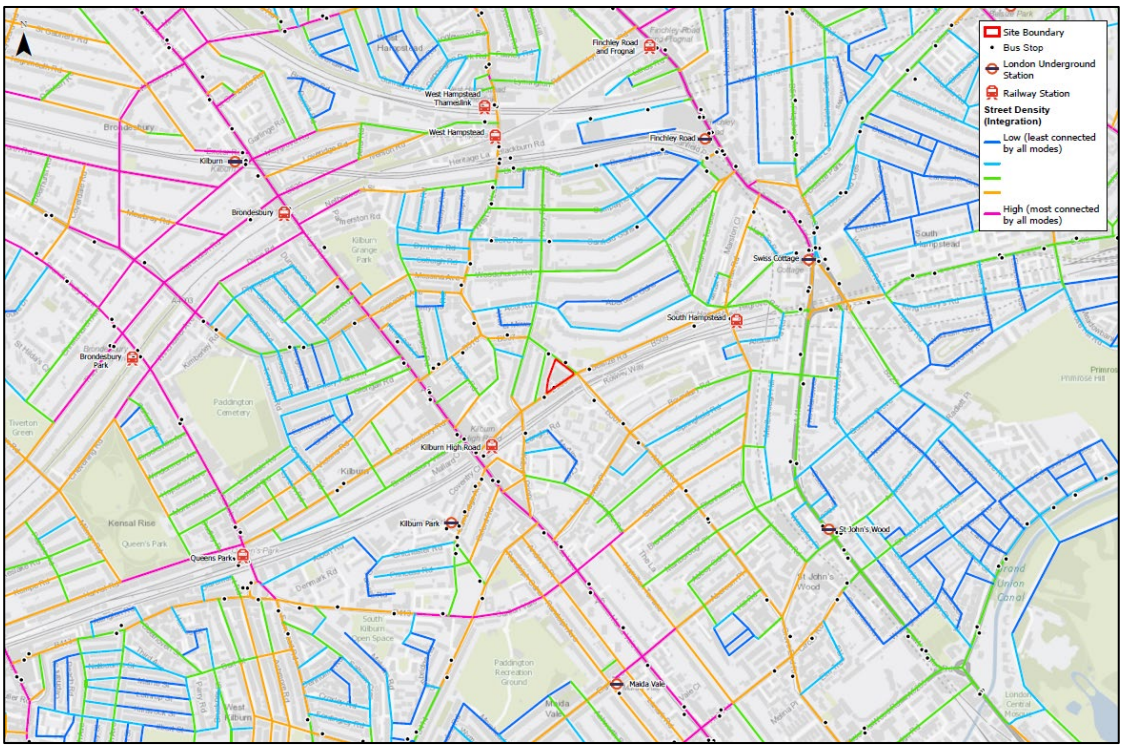
Land Use and Street Density

6.3.2 The street density refers to the number of routes available to pedestrians and is a measure of the permeability of the environment and indication of connectivity to / from the Site.

6.3.3 Figure 6-5 illustrates that the site is located on Belsize Road which is classified as a medium-to-high street density. This shows this street has good connectivity, providing a good provision of pedestrian infrastructure. Abbey Road ranges between low and high street density, with the northern section (adjacent to the site) being low-to-medium street density and the southern section being medium-to-high. Additionally, Kilburn High Road which is approximately 500m

east of the site has the highest density, indicating a high standard of connectivity and excellent provision of pedestrian infrastructure.

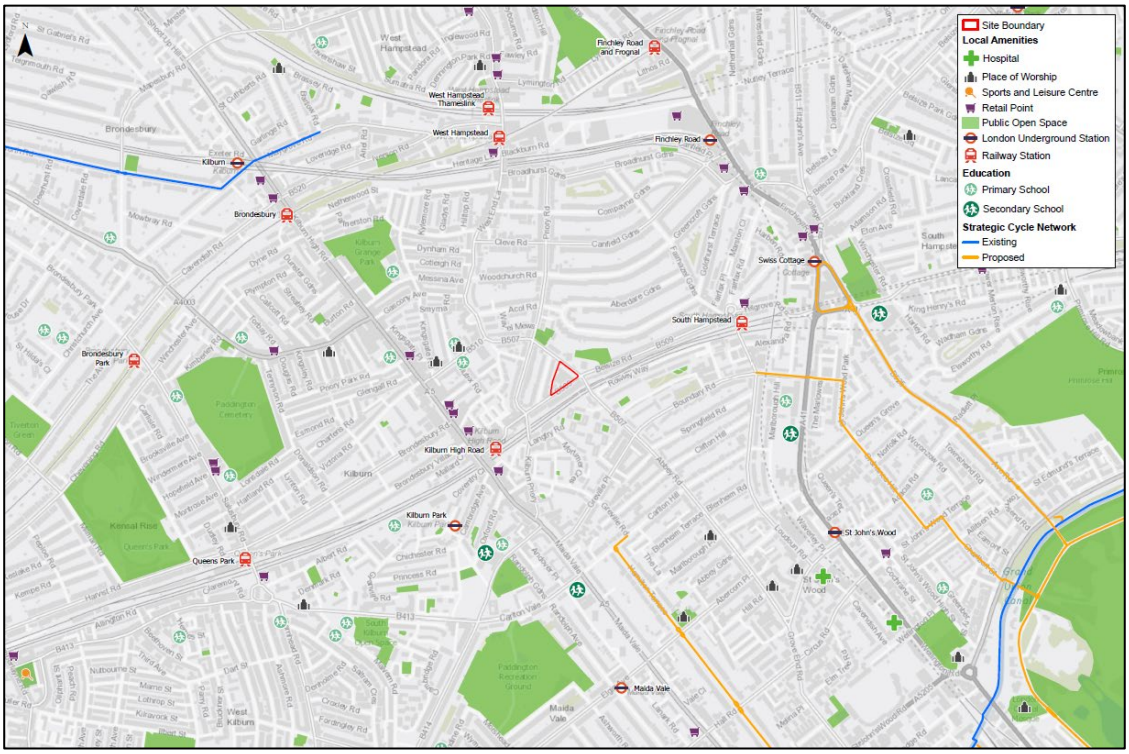
Figure 6-5: Street Density



Surrounding Public Green Spaces

6.3.4 Figure 6-6 illustrates the proximity to public open green spaces surrounding the site, which can be accessed within walking and cycling distance. This includes the consented Abbey Road Phase 2 open space (2-minute walk), Paddington Recreation Grounds southwest of the site (14-minutes' walk), and Primrose Hill (30-minute walk, 14-minute cycle). The availability to open green spaces should encourage users of the site to engage in active travel for leisure purposes as well as for getting about, as they can easily reach parks and playfields within a 15-minute walk. The routes to these key destinations will also need careful consideration as the quality and safety of the routes may determine how and if people travel there.

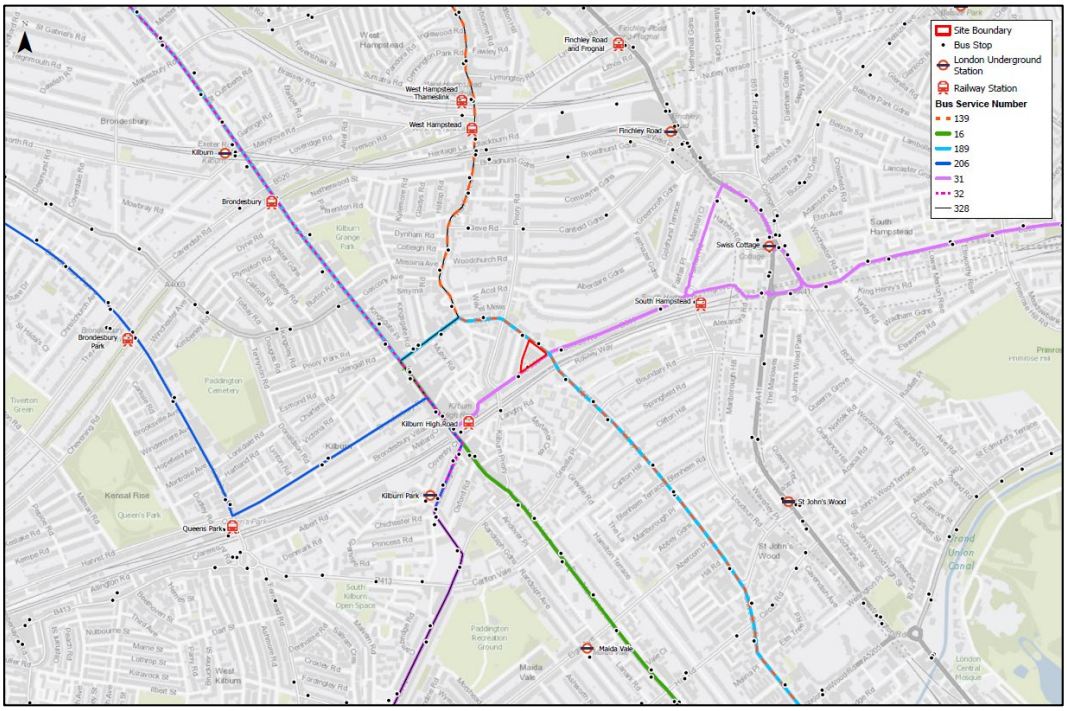
Figure 6-6: Public Spaces



The Availability of Public Transport

6.3.5 The site is well connected to the public transport network. As presented in Figure 6-7, the Site's connectivity to the public transport network will allow users of the proposed development to utilise sustainable travel methods to / from the Site, thus reducing the dependency on car usage. The closest bus stops to the site are situated outside the site on Belsize Road, which is served by the 31, N28 and N21 services. There is also a bus stop located on Abbey Road, again outside the site, which is served by the 139 and 189 services.

Figure 6-7: Public Transport



Summary of the Health Streets Neighbourhood Characteristics

6.3.6 The maps above show that there is no critical severance or deficiency in terms of how the development coincides with TfL's Healthy Streets neighbourhood approach as each of the key ATZ routes identified are well connected to the surrounding area.

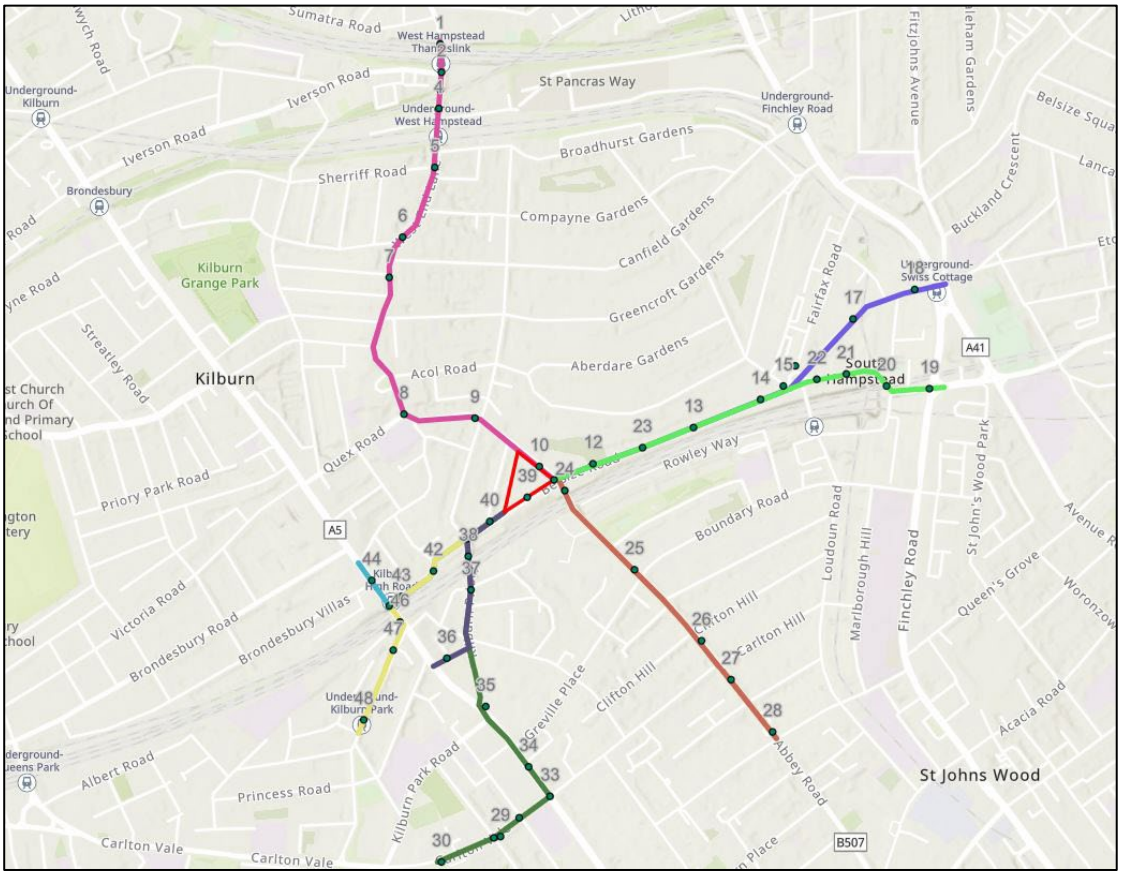
6.3.7 The accessibility and proximity of the public transport modes and key amenities aims to encourage proposed users of the site to adopt a healthy and reduced car orientated lifestyle approach and encourage the use of active travel modes.

6.4 ATZ Neighbourhood Photography

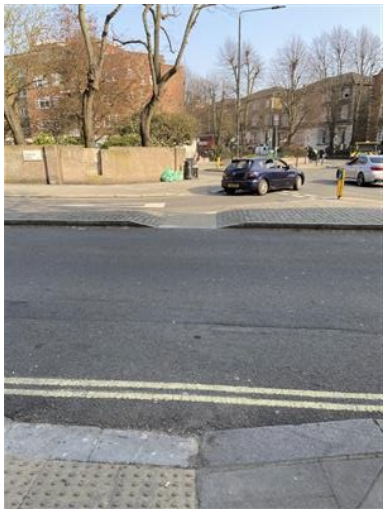
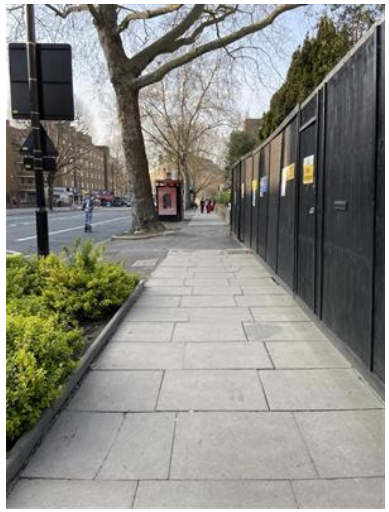
6.4.1 Stantec then completed an on-site ATZ audit along all the key routes identified in Figure 6-3 to observe and analyse the characteristics of the area surrounding the site. The quality of the routes was recorded through POV photographs which were taken approximately every 150m.

6.4.2 Figure 6-8 below shows each of the POV points where issues were identified taken along each of the ATZ routes, showing locations that can be considered for improvements.

Figure 6-8: ATZ POV Locations



6.4.3 Table 6-1 presents the outputs of the ATZ audit, along with the main issue found at each location where the Healthy Streets indicators are not met and the suggestions on how the existing situation can be improve or resolved. A full set of the POV photographs are included in Appendix C.

Point 6 **Tree is an Obstacle for Footway** Healthy Streets indicator(s) not met: - People feel relaxed - People feel safe **Issue(s):** - Tree is acting as an obstacle on the pavement making the footway narrower and feel cluttered. - Roots are making the pavement uneven which may be a trip hazard for pedestrians. **Suggested improvement(s):** Replanting a tree to increase width of footway and resurfacing the footway.		**Point 22** **Minimal Cycling Provision** Healthy Streets indicator(s) not met: - People feel safe - People feel relaxed **Issue(s):** - Although the surface is smooth and level for cyclists, the carriageway is not laid out in a way that makes it easy for cyclists to navigate. - Cyclists may be worried of being involved in a collision with a vehicle **Suggested improvement(s):** Introducing designated cycle lanes along this carriageway.	
Point 14 **Narrow Dropped Kerb** Healthy Streets indicator(s) not met: - Easy to Cross - People feel safe **Issue(s):** - Due to the island being narrow, people may feel uncomfortable waiting when there is a group present, for example multiple prams or wheelchairs. **Suggested improvement(s):** Increasing the width of the dropped kerb so it can comfortably and safely accommodate more than one person.		**Point 30** **Uneven Footway adjacent to the tree** Healthy Streets indicator(s) not met: - People feel safe - People feel relaxed **Issue(s):** - Poor quality section of footway could provide a trip hazard for pedestrians. **Suggested improvement(s):** Resurface this section of the footway.	

Point 25 **No Tactile Paving** Healthy Streets indicator(s) not met: - People feel safe - Easy to cross **Issue(s):** - There is no tactile paving on either side of the street. This may make it difficult or unsafe for people with partial sight to cross from one side of the kerb to the other **Suggested improvement(s):** Introduce tactile paving along desire lines.		**Point 28** **No Tactile Paving** Healthy Streets indicator(s) not met: - People feel safe - Easy to cross **Issue(s):** - There is no tactile paving on either side of the street. This may make it difficult or unsafe for people with partial sight to cross from one side of the kerb to the other **Suggested improvement(s):** Introduce tactile paving along desire lines.	
Point 34 **Street Clutter** Healthy Streets indicator(s) not met: - People feel relaxed **Issue(s):** - Pedestrian guard railing feels like an obstacle on the footway as there is ample space on either side and it reduces footway width **Suggested improvement(s):** Remove guard railing to create a wider footway.			

6.5 ATZ Summary

6.5.1 In summary, the quality of footways and cycle provision of the ATZ study area is of good standard however the audit has identified some issues for pedestrians and cyclists along the key active travel routes. These locations have footways and cycle provision that are not adequate. The audit therefore suggests recommendations to improve the identified issues that would then comply with the 'Healthy Streets' indicators. For example, the implementation of tactile paving to make it safer for groups with partial vision and the improvement of cycle facilities particularly on the main roads.

6.5.2 However, it should be noted that the suggested improvements discussed above in the audit are the responsibility of Camden Highways to implement.

7 Trip Generation and Network Impact

7.1 Overview

7.1.1 This section provides an assessment of the likely network impacts arising from the proposed development. The methodology encompasses multi-modal trip generation including delivery and servicing trips, modal spilt, as well as the distribution and assignment of trips onto the local transport networks. This has been used to assess the impact on different transport modes.

7.2 Methodology

7.2.1 To forecast the net number of trips likely to be generated from the proposed development, surveys from the Trip Rate Information Computer System (TRICS) database version 7.8.4. have been analysed to obtain the person trip rates for the proposed scheme. The site surveys were selected based on similar locational characteristics, comparable PTAL ratings, and comparable land use quantum.

7.2.2 TRICS is a well-established system for undertaking trip generation analysis within the UK. The system comprises of a comprehensive database of traffic and multi-modal transport surveys covering a wide range of development types. Utilising this database, the system allows for future development trip rates to be estimated based on survey data from similar sites.

7.2.3 A calculation has been made to determine both the net number of trips from both the commercial and residential elements of the site. Given that the Phase 2 development is a relocation of the existing Community Centre and Health Centre on the existing Phase 3 site, it is assumed that the trips associated with the land use will not be removed from the network with any new trips being additional. However, any new trips to the small commercial units on site are likely to be extremely local, predominantly all made on foot and made by those already making trips on the network. Therefore a 100% pass-by factor has been included and no commercial trips are included in the final net trip generation. For the residential trip generation, the trip rates are then applied to both the existing and proposed number of units.

7.2.4 Following this, to provide an accurate, representative assessment, the trip rates have been adjusted to account for the car-free characteristic of the Development. This has been undertaken by reviewing local Census data and TRICS to establish existing mode shares and re-distribute the trip generation accordingly based on the parking availability for each land use.

7.2.5 The full TRICS output reports have been provided within Appendix D.

7.3 Trip Rates

Residential Trip Rates

7.3.1 The trip rates with the proposed number of residential units have been used to generate a proposed trip generation. Using this data, the impact of the development on the surrounding transport network has been assessed.

7.3.2 The following parameters were used to filter sites in TRICS based on similar location characteristics, comparable PTAL and comparable land use quantum for the residential element of the site:

- Land Use: 03 – Residential
- Sub-Land Use: M – Mixed Private / Affordable Housing

- Regions: Greater London
- Number of Units: 50 – 250
- PTAL Rating: 5 to 6b

7.3.3 Following initial primary and secondary filtering, various sites were selected based on the standard selection criteria including site use category dwelling numbers. However, after closer inspection of each individual site, several were excluded due to a variety of reasons including having a high parking ratio. In addition, several sites did not include servicing surveys; therefore, these were also excluded. The two sites remaining site used for analysis are detailed in Table 7-1.

Table 7-1: Selected Residential Sites from TRICS

Site ID	Location	London Borough	PTAL	No. of Units	Car Ownership per Dwelling
GR-03-M-01	SE10 8LF, Greenwich	Greenwich	5	226	0.460
SK-03-M-02	SE15 2PX, Peckham	Southwark	6a	122	0.197

7.3.4 Table 7-2 below presents the average person trip rates generated for the proposed development based on the above sites:

Table 7-2: Residential Person Trip Rates (TRICS)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Total Person Trip Rates (per Unit)	1.72	0.21	1.92	1.80	1.11	2.91

Commercial Trip Rates

7.3.5 The final occupier of the commercial land use is not yet known at this stage. Therefore, the land use trip rates presented is based on the assumption that the potential land use will be a convenience store as this is seen as a robust assessment.

7.3.6 The following parameters were used to filter sites in TRICS for the convenience store land use:

- Land Use: 01 – Retail
- Sub-Land Use: O – Convenience Store
- Region: Greater London
- GFA (m^2): 120 – 600

7.3.7 The selected rates:

Table 7-3: Selected Commercial Sites from TRICS

Site ID	Location	London Borough	Area (sqm)
KN-01-O-01	W2 4SB, Bayswater	Kensington and Chelsea	300
WE-01-O-01	W1T 3JG, Fitzrovia	Westminster	550

7.3.8 Table 7-4 below presents the average person trip rates generated for the proposed development based on the above sites:

Table 7-4: Commercial Person Trip Rates (TRICS)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Total Person Trip Rates (per sqm)	40.9	39.3	80.2	50.9	49.5	100.5

Existing Trip Generation

7.3.9 There are currently 74 residential units on the site. The residential trip rates above were used to calculate the existing number of trips for the residential land use. These residential sites are considered representative as they have a similar number of units and comparable accessibility to public transport. The Table 7-5 below presents the expected trip generation from the existing site.

Table 7-5: Existing Trip Generation

Total Person Trips	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Existing (74 units)	8	48	56	30	10	39

7.3.10 The existing Site is expected to generate 56 and 39 2-way trips during the AM and PM peak hours respectively.

Mode Share

7.3.11 The existing mode shares for the local area have been extracted from the 2011 Census for "Method of Travel to Work" dataset, for the lower super output level (MSOA) level (E02000185: Camden 020).

7.3.12 Table 7-6 presents the existing mode share. These mode shares have been adjusted for the residential land use to reflect existing car free development.

Table 7-6: Mode Shares

Method of Travel to Work	Existing Mode Share (2011 Census)	Adjusted Mode Shares for residential units
Underground, Metro	34.5%	39.1%
Train	7.7%	8.7%
Bus, Minibus or Coach	25.5%	29.0%
Taxi	0.3%	0.3%
Motorcycle, Scooter or Moped	1.1%	1.2%
Driving a Car or Van	12.9%	1.1%
Passenger in a Car or Van	0.9%	1.0%
Bicycle	4.8%	5.4%
On Foot	11.5%	13.0%
Other method of travel to work	0.9%	1.0%
Total	**100%**	**100%**

7.3.13 The table below demonstrates the existing trip generation for each mode.

Table 7-7: Existing Residential Trip Generation by Mode

Mode	Mode Share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr	Dep	Tot	Arr	Dep	Tot
Underground, metro	39%	3	19	22	12	4	15
Train	9%	1	4	5	3	1	3
Bus, Minibus or Coach	29%	2	14	16	9	3	11
Taxi	0%	0	0	0	0	0	0
Motorcycle, Scooter or Moped	1%	0	1	1	0	0	0
Driving a Car or Van	1%	0	1	1	0	0	0
Passenger in a Car or Van	1%	0	0	1	0	0	0
Bicycle	5%	0	3	3	2	1	2
On Foot	13%	1	6	7	4	1	5
Other method of travel to work	1%	0	0	1	0	0	0
Total	**100%**	**8**	**48**	**56**	**30**	**10**	**39**

NB, Figures rounded up to nearest whole number.

Proposed Trip Generation

7.3.14 Using the trip rates detailed above, the proposed residential and commercial trip generation are provided below in Table 7-8.

Table 7-8: Proposed Trip Generation

Total Person Trips	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-way	In	Out	Two-way
Residential (139 units)	15	90	104	55	18	74
Commercial unit (370m^2)	151	145	297	188	183	372
TOTAL	**166**	**235**	**401**	**244**	**202**	**446**

7.3.15 The trips generated from the commercial unit will very likely be linked internal trips or pass-by trips. Additionally, as the development will not provide any parking spaces for the commercial unit, except one disabled bay, this land use will likely not generate any significant vehicular trips during peak hours.

Commercial Mode Share

7.3.16 As the trips generated by the commercial unit will likely be linked internal trips or pass-by trips along with no provision of parking spaces for this land use, it is assumed that it will not generate any significant underground, bus or vehicular trips. This assumption is confirmed with the TRICS sites used for comparison, which shows 85% of trips were on foot. Although, to represent no provision of car parking spaces, the car mode share was reduced to 0%. As a result, the redistributed mode share from the TRICS output for the commercial land use was used as shown below in Table 7-9

Table 7-9: TRICS Mode Share for Commercial Units

Method of Travel to Work	TRICS Mode Share	Redistributed Mode Share
Underground, metro, train	7%	7%
Bus, Minibus or Coach	5%	5%
Taxi	0%	0%
Motorcycle, Scooter or Moped	0%	0%
Driving a Car or Van	2%	0%
Passenger in a Car or Van	0%	0%
Bicycle	1%	1%
On Foot	85%	87%
Other method of travel to work	0%	0%
Total	**100%**	**100%**

Proposed Trip Generation by Mode

7.3.17 As the development is proposed to be car-free, the existing residential mode shares above were used. Table 7-10 shows the proposed residential trip generation by mode for the proposed development.

Table 7-10: Proposed Residential Trip Generation by Mode

Mode	Mode Share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr	Dep	Tot	Arr	Dep	Tot
Underground, metro	39%	6	35	41	22	7	29
Train	9%	1	8	9	5	2	6
Bus, Minibus or Coach	29%	4	26	30	16	5	21
Taxi	0%	0	0	0	0	0	0
Motorcycle, Scooter or Moped	1%	0	1	1	1	0	1
Driving a Car or Van	1%	0	1	1	1	0	1
Passenger in a Car or Van	1%	0	1	1	1	0	1
Bicycle	5%	1	5	6	3	1	4
On Foot	13%	2	12	14	7	2	10
Other method of travel to work	1%	0	1	1	1	0	1
Total	**100%**	**15**	**90**	**104**	**55**	**18**	**74**

NB, Figures rounded up to nearest whole number.

7.3.18 Using the commercial mode shares above, Table 7-11 shows the proposed commercial trip generation by mode for the proposed development.

Table 7-11: Proposed Commercial Trip Generation by Mode

Mode	Mode Share	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr	Dep	Tot	Arr	Dep	Tot
Underground, metro, train	7%	11	10	21	13	13	26
Bus, Minibus or Coach	5%	8	8	15	10	10	19
Taxi	0%	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0%	0	0	0	0	0	0
Driving a Car or Van	0%	0	0	0	0	0	0
Passenger in a Car or Van	0%	1	1	1	1	1	2
Bicycle	1%	1	1	2	1	1	2
On Foot	87%	131	126	257	163	159	322

Other method of travel to work	0%	0	0	0	0	0	0
Total	**100%**	**151**	**145**	**297**	**188**	**183**	**372**

NB, Figures rounded up to nearest whole number.

7.3.19 As highlighted previously in the chapter, the commercial trips are likely to already be on the network. This can be seen by the results above in Table 7-11 which shows travelling on foot is envisaged to be the highest mode share. This is as expected due to the linked internal trips or pass-by trips of the commercial unit, and the majority of bus and rail trips are also likely to start on foot. Therefore, the commercial trips are assumed to be already on the network as trips to other uses such as the residential so have not been added to the total trip generation.

Net Trip Generation

7.3.20 The net trip generation has then been calculated by subtracting the existing residential trip generation from the proposed residential trip generation. This results in the following trips generated by mode.

Table 7-12: Net Trip Generation by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Tot	Arr	Dep	Tot
Underground, metro	3	16	19	10	3	14
Train	1	4	4	2	1	3
Bus, Minibus or Coach	2	12	14	8	2	10
Taxi	0	0	0	0	0	0
Motorcycle, Scooter or Moped	0	0	1	0	0	0
Driving a Car or Van	0	0	1	0	0	0
Passenger in a Car or Van	0	0	0	0	0	0
Bicycle	0	2	3	1	0	2
On Foot	1	5	6	3	1	4
Other method of travel to work	0	0	0	0	0	0
Total	**7**	**42**	**49**	**26**	**9**	**35**

7.3.21 Due to the increase in the number of dwellings on the Site, the total trip generation increases by 49 and 35 two-way person trips in the AM and PM peak respectively. These increase in trips will be across non-car modes, predominantly on-foot and the underground.

7.4 Trip Generation Summary

7.4.1 It is estimated that the residential element of the development will generate a total of 104 and 74 two-way trips person trips during the AM and PM peak hours, respectively. In regard to the commercial element, this will generate a total of 297 and 372 two-way trips during the AM and PM peak hours respectively. However, this has not been included in the total trip generation due to these trips likely being pass-by trips which will already be on the network.

7.4.2 The development is proposed to be car free with the exclusion of disabled car parking. Therefore, generating minimal vehicle trips, with 2 two-way vehicle trips in both the AM and PM peaks.

7.4.3 There is a significant proportion of trips undertaken by public transport as seen by most trips being undertaken by the underground and rail and bus. This is likely due to the excellent public transport connections in proximity which include Kilburn High Road Overground Station and Kilburn Park Underground Station. Additionally, trips made by foot is also significant which may too be attributed by the public transport provision and a car free development.

7.4.4 In summary, the trip generation from the proposed development is likely to have negligible impact on the operation of the local transport networks, including the highway and public transport with the majority of trips being undertaken using active travel modes.

8 Outline Delivery and Servicing Plan

8.1 Overview

8.1.1 This section provides an overview of the expected delivery and servicing activity associated with the proposed development.

8.1.2 The DSP will specifically aim to ensure that the servicing of the development can be carried out safely, legally and efficiently, without creating any negative impacts on the public realm, local highway network, neighbouring businesses, local residents and the environment.

8.2 Proposed Delivery and Servicing Strategy

8.2.1 It is envisaged that deliveries will take place throughout the day, with the majority being outside of peak hours within the development. The delivery and servicing strategy is for both residential and commercial vehicles to stop within the loading bays provided adjacent to buildings.

8.3 Vehicle Types

8.3.1 It is likely that a variety of vehicle types will visit the Site including:

- Motorcycles (couriers).
- Cars and vans up to 3.5 tonnes (LGVs).
- Medium/ Heavy Goods Vehicles (HGVs) over 3.5 tonnes including box vans and 10m delivery lorries.
- Large 4-axle refuse vehicle (10.15m).

8.3.2 It is considered likely that most of the delivery and servicing trips will be made by LGVs and rigid HGVs. It is thought highly unlikely, given the nature of the development, that any deliveries would be made using an articulated HGV.

8.3.3 The anticipated delivery and servicing trips for the development are provided in table 8-1 below.

Table 8-1: Proposed Delivery and Servicing Trips

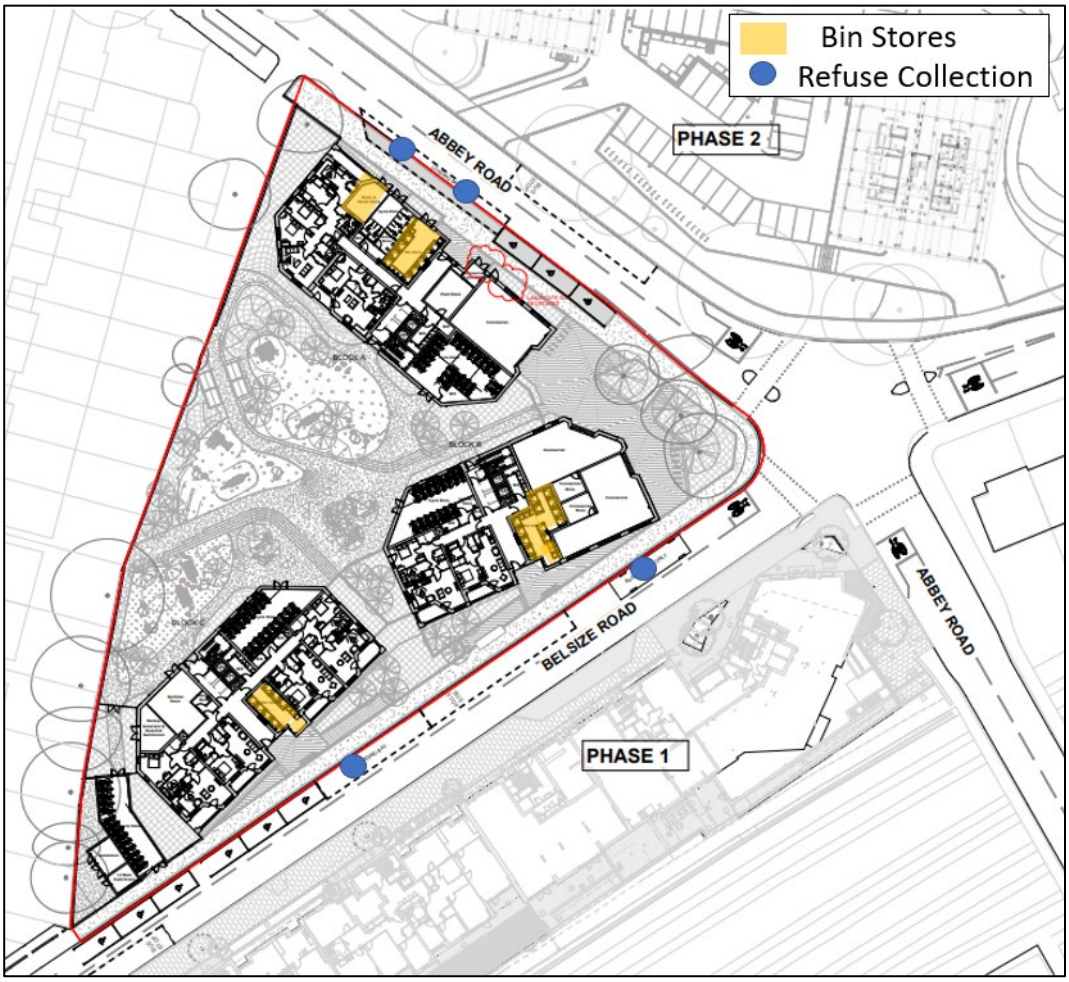
Land Use	Quantum	Daily		
		LGV	HGV	Total
C3 Residential	139 units	14	14	29
Class E	305 m^2	7	7	13
Total		**21**	**21**	**42**

8.4 Refuse Collection

8.4.1 The refuse collection on site will be carried out by LBC waste team. It is proposed that bin stores will be located in each block. The refuse vehicles will service from Belsize Road and Abbey Road.

8.4.2 The refuse collection points, and the location of bin stores are included in blue. Swept path analysis for the refuse vehicle is included in Appendix E.

Figure 8-1: Refuse Collection Route and Bin Store Locations



8.5 DSP Management, Monitoring and Compliance

8.5.1 LBC shall appoint an Estate Management Company who will work with the building occupiers to undertake inspections and maintenance as required. The Estates Management team will be responsible for managing and monitoring the implementation of the DSP.

8.5.2 It will be this team's responsibility to ensure the DSP is implemented correctly and efficiently. The DSP management and monitoring process including meetings, reports and liaison will tie in with the overall management of the Site.

8.5.3 Additionally, it will be this team's responsibility to monitor the usage of the loading bays to ensure there is correct usage and enough capacity. Enforcement of loading bays will be carried out under normal traffic enforcement laws.

8.5.4 Further details will be provided in a detailed DSP which is to be conditioned as part of the consent.

9 Outline Construction and Logistics Plan

9.1 Overview

9.1.1 This chapter presents the outline Construction and Logistics Plan (CLP) which provides an overview of the logistics activity and management measures during the construction phase of the development.

9.1.2 A detailed CLP will be submitted as part of the discharge of planning conditions post submission.

9.2 CLP Objectives

9.2.1 The objective of the outline CLP is:

"To minimise the impacts of construction-related vehicle movements and facilitate sustainable construction travel to and from the proposed development"

- Demonstrate that construction materials can be delivered, and waste removed, in a safe, efficient and environmentally friendly way.
- Identify construction deliveries that could be reduced, re-timed or consolidated, particularly during peak periods.
- Encourage greater use of water and rail freight modes where practicable.
- Encourage use of modern, low emission vehicles.
- Ensure all contractors, suppliers and hauliers are familiar and compliant with the requirements of the CLP.
- Encourage construction workers to travel by non-car modes to the development site.

9.3 Site Hours

9.3.1 The hours of work will be specified within the detailed CLP. However, it is considered likely that the standard hours of work would be as set out below, as per London Borough of Camden's permitted hours:

- 08:00 to 18:00 hours Monday to Friday.
- 08:00 to 13:00 hours Saturday.
- No working on Sundays or Bank Holidays.

9.4 CLP Measures

9.4.1 The CLP will utilise a number of different measures to ensure the objectives of the CLP can be achieved. These include, but are not limited to:

- Construction vehicle routes to site will be agreed with LBC and will seek to minimise impact on the local road network and community. Wherever possible routes will avoid local schools and where this is not possible time restrictions will be put in place to avoid school start and finish times.

- Commitment to use a Delivery Management System (DMS) to ensure contractors and suppliers forward plan and pre-book deliveries. This will enable site managers to control deliveries and vehicle flow to site including avoiding peak network times where possible.
- Investigate the need for a vehicle holding area to help further control vehicle flow and manage deliveries to site.
- Investigate the use of construction consolidation centre to help maximise vehicle load efficiency and reduce vehicle trips.
- Investigate modular and pre-fabricated construction techniques to help minimise the number of deliveries to site.
- Commitment to use contractors and suppliers that are members of best practice schemes such as Considerate Constructors Scheme (CCS), Fleet Operators Recognition Scheme (FORS) and Construction Logistics and Community Safety (CLOCS).
- Ensure a sufficiently robust CLP management, monitoring and compliance regime is in place so that the CLP is implemented correctly, and remedial actions are taken when necessary.

9.5 Staff Travel

9.5.1 A Construction Staff Travel Plan (TP) will be prepared and implemented prior to commencement of any construction activities on site. This will highlight how construction staff can access the application site by sustainable modes of transport, e.g. walking, cycling and public transport. The aim of the Construction Staff TP will be to minimise the need to access the site via private car. Especially considering the lack of parking on site.

9.6 CLP Targets

9.6.1 The CLP targets should align with the objectives and measures set out above. Examples of targets that could be developed include:

- Zero, or a cap, on the construction trips to be undertaken during the AM and PM peak hours.
- No vehicles to be turned away from site i.e. 100% compliance with DMS and vehicle standards.
- All construction vehicles to adhere to minimum standard requirements on emissions, safety equipment, Direct Vision etc.
- All vehicle drivers to adhere to minimum driver training standards.

9.7 CLP Management, Monitoring and Compliance

9.7.1 The CLP will be owned, managed and implement by a name individual nominated by the main contractor such as the Site Manager or Logistics manager. It will be their responsibility to ensure the objectives are met and measures stated are implemented as described.

9.7.2 The DMS will be the primary monitoring tool with daily and weekly schedules and monthly reports used to monitor delivery activity, compliance with requirements and targets and remedial actions taken such as warning contractors of their obligations should a breach occur.

9.7.3 The full management, monitoring and compliance regime will be developed in the detailed CLP.

10 Framework Travel Plan

10.1 Overview

10.1.1 This chapter provides an overview of a Framework Travel Plan (FTP) for the proposed development.

10.1.2 The FTP objectives, targets and measures to help reduce the reliance on private vehicles and encourage residents and visitors to the site to travel more sustainably. This FTP has been produced in accordance with relevant national, regional and local planning policies and guidance documents.

10.2 Objectives

10.2.1 The objective of the FTP is:

"To promote the use of active and sustainable transport modes amongst residents to and from the Site".

10.2.2 To support the overarching objective, the following sub-objectives have been set out:

- Appoint a Travel Plan Co-Ordinator (TPC) for the residential units.
- Increase awareness of the FTP and its constituent measures through residents' welcome packs and regular communication.
- Encourage greater use of sustainable travel modes, particularly cycling and walling, through provision of high-quality cycle parking spaces.
- Influence the travel behaviour of residents and visitors of the development.
- Reduce the need to travel by single occupancy car vehicle.
- Improve the health of residents and visitors and minimise the development impacts on the surrounding environment.

10.2.3 The objectives are supported by a set of quantified SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imed) targets so that progress towards achieving them can be measured.

10.3 Targets

10.3.1 TRICS-compliant surveys (Trip Rate Information Computer System) will be conducted within six months into occupation of the proposed residential units. The targets presented in the FTP are based on the trip generation presented in this Transport Assessment and will be updated when monitoring surveys for the complete development are conducted.

10.4 Delivering the Travel Plan Objectives

Travel Plan Co-Ordinator

10.4.1 A travel plan co-ordinator (TPC) will be appointed for the residential units, who will be responsible for keeping the TP up-to-date and adapting the measures of the TP based on the initial travel behaviour of the residents at the Site. The TPC will be responsible for the overall management of the travel plan across the Site.

10.4.2 The appointment or nomination of the TPC is central to successful implementation and management of the TP. The proposed TPC at this stage is to be designated by the applicant. The TPC will act as the promoter of the components of the TP to secure its implementation, as well as being the key point of contact for the residents. The TPC will be responsible for leading on the delivery of the TP once approved by LBC. The TPC will also be required to liaise with LBC to devise any future measures required.

10.4.3 It is strongly advised that a Residents Steering Group is established to hold quarterly meetings with residents and other relevant parties; this would provide a communicative platform to ensure that TP is delivered effectively.

Securing and Funding the Travel Plan

10.4.4 It is envisaged that the TP will be secured through the Section 106 Agreement and that this will secure funding to include initial implementation, on-going monitoring and review of any additional measures that might be required as a result of this process.

Travel Plan Awareness

10.4.5 The success of the TP is dependent on the development and implementation of an effective marketing strategy. Once the TPC has been appointed, they will be responsible for the further development and implementation of the marketing strategy.

10.4.6 To increase awareness of the Travel Plan Objectives, residents will be given a Travel Welcome Pack upon induction. This will give information on the sustainable ways to travel around the area and the local services and facilities.

10.4.7 The Residents Steering Group will also serve to appraise the TP; documenting the advantages and drawbacks as well as suggesting improvements.

Travel Plan Monitoring and Review

10.4.8 Travel Plan progress is usually measured by comparing baseline travel data with the mode share targets. Post occupation, accurate baseline data is usually required for travel plans, which are typically undertaken at either of the following situations:

- 3 - 6 months after first occupation.
- At 50% occupation.

10.4.9 If it the case where the occupation rate is likely to be too low, then a new timescale can be negotiated with the council's Travel Plan Officer. The baseline data should then be used in order update the Travel Plan and to set the targets.

10.4.10 Frequency of monitoring for a residential TRICS SAM (Standard Assessment Methodology) compatible site should be as follows:

- Baseline at 3-6 months occupation – Questionnaire Survey.
- Year 1 (or 100% occupation) – TRICS SAM Survey
- Year 3 - TRICS SAM Survey.
- Year 5 - TRICS SAM Survey.

10.4.11 All monitoring reports are required to be submitted to LBC within 3 months of survey completion and should describe and evaluate progress against targets and actions.

10.4.12 The reports will present the results of the residents' travel surveys, the progress made against the travel plan targets and proposed changes of the travel plan, where appropriate.

10.4.13 Reviewing the results of the monitoring process will be essential in ensuring that the Travel Plans remains realistic and relevant. Any significant adjustments made to the Travel Plans will need to be agreed with LBC following the review process.

11 Outline Car Parking Management Plan

11.1 Overview

11.1.1 This Outline Car Parking Management Plan (CPMP) sets out the principles that will underpin the management of car parking associated with this development. The CPMP will cover the residential and commercial disabled car parking all of which will be provided on-street.

11.1.2 The overriding objective of the CPMP is to demonstrate how the on-street parking will be allocated and how residents within the site will be discouraged from owning a car.

11.1.3 A detailed CPMP will be produced if required subject to planning conditions.

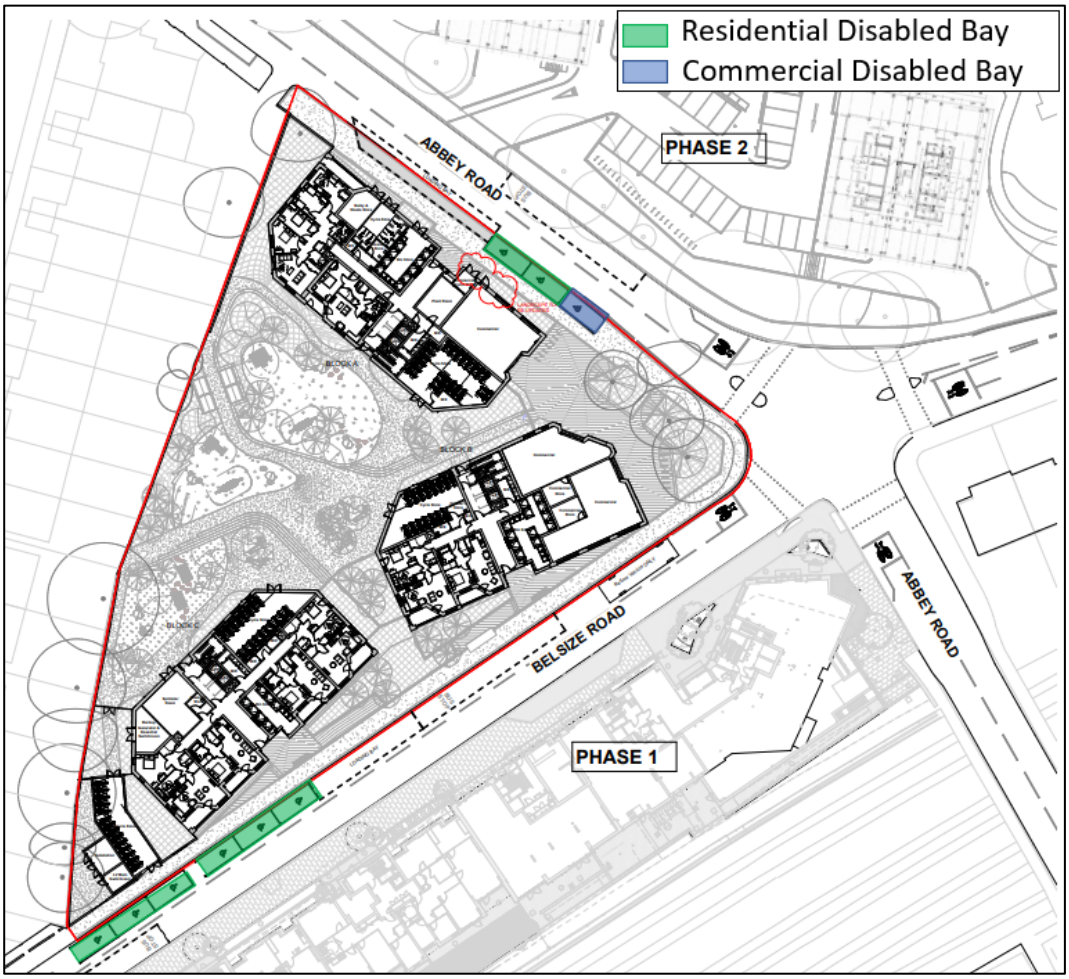
11.2 Proposed Residential and Commercial Parking Provision

11.2.1 In accordance with the residential car parking standards set out it in the adopted London Plan (2021), sites within PTAL of 5-6 are to be car-free developments with the exception of a policy compliant level of disabled parking.

11.2.2 It is proposed to provide four disabled parking bays for the residents of the development. The disabled parking bays will be located on the streets adjacent to the site. Two will be located on Belsize Road and the other two on Abbey Road. Specific permits will be allocated to specific spaces.

11.2.3 Additionally, the development will also seek to provide one commercial disabled space which will be located roadside on Abbey Road. The layout of the parking bays is illustrated in Figure 11-1

Figure 11-1: Layout of Parking Bays



11.2.4 The disabled car parking provision is based on 3% of residential units having access to a disabled parking space from the outset. Any future provision will be supplied on Belsize Road where 2 additional accessible on-street spaces can be provided within the kerb space outside the site. Any additional bays on top of this, if and when demand dictates, they are needed, will need to be provided further southwest on Belsize Road. However, it is not envisaged that with such good accessibility to public transport and local amenities that all 10% of spaces will be required in future.

Electric Charging

11.2.5 In accordance with the London Plan (2021), at least 20% of parking spaces are required to have active electric car charging provision, with passive provision for the remaining spaces. Therefore, of the 5 parking spaces, 1 space should have active provision and the remaining 4 will provide parking provision for future use.

Allocation of residential parking permits and signage

11.2.6 The disabled parking bays will only be allocated to blue badge holders who apply for a parking permit. The Estate Management Team will manage the on-site parking and permits will be allocated by LBC.

11.2.7 Should demand exceed supply, the LBC will establish a waiting list and will facilitate transfer of ownership as spaces become available.

11.2.8 The disabled parking bays will clearly be marked for the intended users.

12 Summary and Conclusions

12.1.1 Stantec have been instructed by Wates Residential, to prepare a Transport Assessment (TA) in support of a full planning application for development on a site adjacent to the junction between Abbey Road and Belsize Road, London Borough of Camden (LBC), NW6 4AD.

12.1.2 The proposals are Phase 3 of the programme and will complement the already built Phase 1 development and the already consented Phase 2.

12.1.3 The development proposals will seek to provide a total of 139 residential units, 305m^2 (GIA) of commercial Class E space, 5 disabled parking spaces including one commercial space and associated landscaping. A total of 252 long-stay as well as 8 short-stay cycle spaces are proposed for the residential units, together with 3 long-stay and 12 short-stay cycle spaces for the commercial units. This meets the Camden Planning Guidance (CPG) for Transport and exceeds the minimum standards set out in the London Plan.

12.1.4 The site is located at the junction between Abbey Road and Belsize Road and lies within a predominantly residential area located within the London Borough of Camden. There are currently two residential blocks within the site boundary as well as its associated car parking and refuse storage facilities. There is also a Community Centre, Health Centre, public house and other commercial units.

12.1.5 The pedestrian infrastructure in the vicinity is to a high standard with footpaths so the site is easily accessible by foot. The site can be accessed by both Abbey Road and Belsize Road. Pelican crossings are provided on the Abbey Road / Belsize Road junction meaning that pedestrians can access the site easily and safely.

12.1.6 The nearest London Underground services available are from Swiss Cottage Station (east of the site) and Kilburn Park Station (west of the site). These stations are approximately 850m from the site (10-minute walk). There is also an Overground service available is from Kilburn High Road Station (west of the site) and National Rail services from West Hampstead Station (north of the site) which are approximately a 6-minute walk and a 16-minute walk respectively.

12.1.7 Analysis of the collision records provided by TfL has not identified any specific concern with regards to the geometric design and/ or road layout of the local highway network and in the vicinity of the proposed site access. There is not an existing highway safety concern which could be exacerbated by the proposed development.

12.1.8 An Active Travel Zone (ATZ) audit was undertaken for key routes from the Site which included links to the railway station, local primary and secondary schools, open spaces and GP surgery. It highlighted a few locations which have footways and cycle provision that are not adequate and accordingly do not meet the 'Healthy Street' indicators. However, recommendations have been suggested for these locations such as resurfacing the footways and implementing tactile paving. It should be noted that the suggested improvements discussed are the responsibility of Camden Highways.

12.1.9 A trip generation assessment was undertaken, using trip rates derived from TRICS. The analysis indicated that the proposed development would generate a net increase in 49 and 35 two-way trips person trips during the AM and PM peak hours, respectively. Additionally, the net trip generation assessment indicates that there will be an increase, across all modes, in the number of trips to and from the development in the AM and PM peak hours. Most trips will be undertaken by underground / train, bus, and foot. There is a significant proportion of trips undertaken by public transport because of the car free development and excellent public transport connections. This can be seen by the minimal trips generated, with 2 two-way vehicle trips in both the AM and PM peaks.

12.1.10 In summary, the trip generation from the proposed development is likely to have negligible impact on the operation of the local transport networks, including the highway and public transport with the majority of trips being undertaken using active travel modes.

12.1.11 Delivery and serving, including refuse collection will take place on Belsize Road and kerbside along Abbey Road. Swept path analysis indicates that the layout of the bays will work for refuse collection.

12.1.12 A Framework Residential Travel Plan has been produced for the site which will aim to encourage higher levels of active travel and shift people from driving a car and using public transport to walking and cycling.

12.1.13 It can be concluded that this TA has comprehensively and robustly examined the potential transport related impacts from the development proposals and has shown that the scheme should be accepted on transport grounds.

Appendix A Parking Survey Extent

Appendix B PIC Data

Appendix C ATZ Maps and POVs

Appendix D TRICS Output

Appendix E Swept Path Analysis