TECHNICAL NOTE

Job Name:	Abbey Road, Phase 3
Job No:	47293
Note No:	TN02
Date:	July 2022
Prepared By:	O Akpengbe
Reviewed By:	T Haslam
Approved By:	M Dwivedi
Subject:	**Response to Transport Comments**

1. Introduction

1.1. This Technical Note has been produced by Stantec on behalf of Wates Residential, to provide a response to the comments received from the Transport Officer at Camden Council on 20th July 2022 regarding the Transport Assessment (TA) submitted to support the full planning application for development on a site adjacent to the junction between Abbey Road and Belsize Road (Planning Application: 2022/2542/P).

2. Response to Comments

2.1. Stantec received a number of comments on the TA. These included the following together with our response to each

Car parking

1. *The applicant should provide a schedule all the spaces (residents' bays, paid-for-parking etc.) that would be lost because of the scheme. It should be noted that there is an existing Electric Vehicle Charging Point in Belsize Road, about 70 west of the junction with Abbey Road, and we would be reluctant to have it lost.*

   As presented in the TA section 5.4.1, the development proposals include 5 disabled parking bays for the residents and 1 disabled parking bay for the commercial land uses. The remaining 3 parking disabled bays are proposed to replace the existing on street bays on Abbey Road and Belsize Road, to ensure no loss in disabled parking.

   Taking the above into account, there will be a total of 11 spaces that would be lost, as listed below:
   - On Abbey Rd: 3x paid for parking spaces,
   - Belsize Rd: 2x paid for parking spaces, 1 x electric vehicle charging, 5x permit holders.

   On-street parking surveys undertaken in November 2019, as outlined in the TA, demonstrate that on-street parking stress in proximity of the site shows spare capacity with over 100 spaces spare overnight. Therefore, demonstrating that the 11 spaces lost as a result of the development proposals can be comfortably accommodated elsewhere on-street. This would result in an approximate 1-2% increase in parking stress within the survey area, which would allow sufficient capacity within existing on-street parking.

   Additionally, we understand the existing electric vehicle charging point was recently installed on Belsize Road, however as a result of the carrying distances required to serve the development as outlined within 'Camden's Environment Service technical guidance for recycling and waste', the loading bay will need to be located in its proposed location. The existing electric vehicle charging point will therefore need to be relocated to accommodate

the loading bay. It is suggested that this is relocated further west of Belsize Road. The applicant will work with Camden to agree an appropriate solution and alternative location for the electric vehicle charging space.

2. *The TA refers to parking survey and presents a summary of the results. In order to verify how the figures were derived, we need plans etc. This is a standard requirement of the Lambeth Parking Survey Guidance viz: A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.*

   Please find the survey plans attached in Appendix A. These parking surveys were agreed and undertaken during discussions with Camden as part of Phase 2 of the scheme.

3. *As mentioned in separate correspondence, I would seek clarification on the existing on-site parking whether any residents' parking privileges will be retained.*

   After discussions with Wates, the existing residents have been permanently relocated, so no residents' parking privileges will need to be retained.

Cycle parking

4. *I am unable to equate the 252 Long-Stay cycle parking spaces, referred to in the TA, with the ground floor drawings submitted; there appears to be a shortfall of around 40%. Further explanation is required.*

   There are 252 long-stay cycle parking spaces provided. The ground floor planning drawing appears to have a shortfall because the type of product proposed to be used for the development are the Broxap Sheffield – 2 Tier System which provides a Sheffield stand (providing two cycle parking spaces) at the base for easy access with a top loading tiered cycle stand for second plan. The specification is attached in Appendix B. Each bay shown on the planning drawings are 1m wide by 1.8m long. Within each bay is one Sheffield stand (for two cycles at the base) and two top loading tiered cycle stands. Effectively accommodating four cycles per bay.

Delivery and servicing

5. *The applicant needs to demonstrate that the expected number of deliveries at any one time will not exceed the capacity of the proposed loading provision, in accordance with CPG Transport clause 4.5. The check should acknowledge the uneven distribution of vehicle visits during the day with more occurring before noon than after.*

   Following the comment above, the delivery and servicing trips have been reviewed. At present, there is no established method in assessing these trips, especially following the Covid-19 pandemic. Therefore, we have been advised by officers at TfL, in reference to a separate planning application, that the methodology below can be applied to determine the number of loading bays required at the site. This method is considered appropriate given the location of the site however further details will be provided in a Detailed Delivery and Serving Plan to be produced as part of the discharge of conditions.

   Although the TA discussed the anticipated number of delivery and servicing trips, this approach is considered a worst-case scenario for the Proposed Development.

   The principles adopted are as follows:

   - *deliveries per household per week, equating to 0.43 deliveries per household per day.*

- *Linked trips should be considered on a case by case basis. At least 20% of deliveries will be linked trips, providing a delivery to more than one household in the development. However this will been to be adjusted adjust depending on the size of the development and its location. The larger the developer the more linked trips there will be.*

- *The daily trip profile, and vehicle-type breakdown can be taken TRICS service vehicle surveys.*

There will need to be some consideration that a % of these trips will be via motorcycle/scooter/cycle, again this should be adjusted depending on location.

This approached is considered to be robust given the increasing prevalence of home deliveries

The approach has been taken to determine the number of delivery and servicing bays required for the proposed 139 dwellings.

Following Covid-19, there has been a significant change in travel behaviour with more people working from home. Although limited data is currently available, it is apparent that this has resulted in increased residential delivery and servicing trips. Therefore, to account for this increase, the delivery and servicing trip rate of 0.43 per household per day has been multiplied by 1.5 allowing for an approximate 50% increase in trips. This is an assumed figure, which will need to be reviewed as more data becomes available.

The table below shows there are to be 143 D&S trips per day at the proposed site.

Delivery and Servicing Trips per Household per Week	**Proposed Residential Units**	**Deliveries per week**	**Delivery and Servicing Trips per day**	**Two-Way D&S trips per day.**	**Accounting for 20% linked**
4.5	139	625.5	89	179	143

To determine how many D&S bays are to be provided the busiest peak is considered. The 143 D&S trips are distributed accordingly within the peak hours using data from TRICS.

The Trip Rate Information Computer System (TRICS) database v7.8.4 has been interrogated to obtain residential land use vehicle trip rates for the Development.

The below table shows the number of D&S trips in the peak hours.

	AM Peak (08:00 - 09:00)			**PM Peak (17:00 - 18:00)**			**Daily (07:00 - 19:00)**		
	In	**Out**	**Two-Way**	**In**	**Out**	**Two-Way**	**In**	**Out**	**Two-Way**
D&S Vehicle Trip Rates per Unit	0.02	0.023	0.043	0.006	0.009	0.015	0.104	0.104	0.208
Trip Generation	14	16	30	4	6	10	71	71	143

The above table demonstrates that a D&S capacity of at least 16 trips within an hour needs to be supported.

The data presented in the TfL's Kerbside Loading Guidance suggests that 8% of households have at least one commercial visitor who stayed more than 30 minutes. Therefore, while the majority of delivery and servicing trips are brief, nearly 10% are not. Dwell times will vary depending on the type of vehicle and goods being delivered or collected, or servicing being carried out. The below table provides the average dwell times associated with different vehicle types.

Vehicle Type	Dwell Time
Motorcycle (courier)	0 – 10 minutes
Cars and vans up to 3.5 tonnes (LGVs)	0 – 15 minutes
Medium – large sized refuse vehicles	5 – 30 minutes
HGVs over 3.5t up to 18t	5 – 30 minutes

An assumption has been made that the average dwell time for cars and LGVs is 5-minutes resulting in 12 vehicles an hour and 144 vehicles a day per bay.

Assuming a maximum of 16 residential D&S trips are to be made within the peak hour and each vehicle will be parked for 5-minutes, there would be a requirement for 1 D&S bay.

Furthermore, considering the proposed 305m^2 (GIA) of commercial Class E space, the table below shows the number of commercial D&S trips. As discussed in the TA, the final occupier of the commercial land use is not yet known at this stage, therefore for a robust assessment, the trip rates presented are based on the assumption that the potential land use will be a convenience store.

	AM Peak (10:00 - 11:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
D&S Vehicle Trip Rates per 100sqm	0.588	0.588	1.176	0.118	0.118	0.236	1.767	1.767	3.534
Trip Generation	2	2	4	0	0	1	7	7	13

The above table demonstrates that there will be a maximum of 2 D&S vehicle trips within the peak hour which will allow both vehicles a dwell time of 30 minutes which is sufficient time in 1 D&S bay.

3. Summary

3.1. This Technical Note has been produced by Stantec on behalf of Wates Residential, to provide a response to the comments received from the Transport Officer at Camden Council regarding the Transport Assessment (TA) submitted in support of the full Planning Application for development on a site adjacent to the junction between Abbey Road and Belsize Road.

3.2. The table below summarises the comments raised and our response.

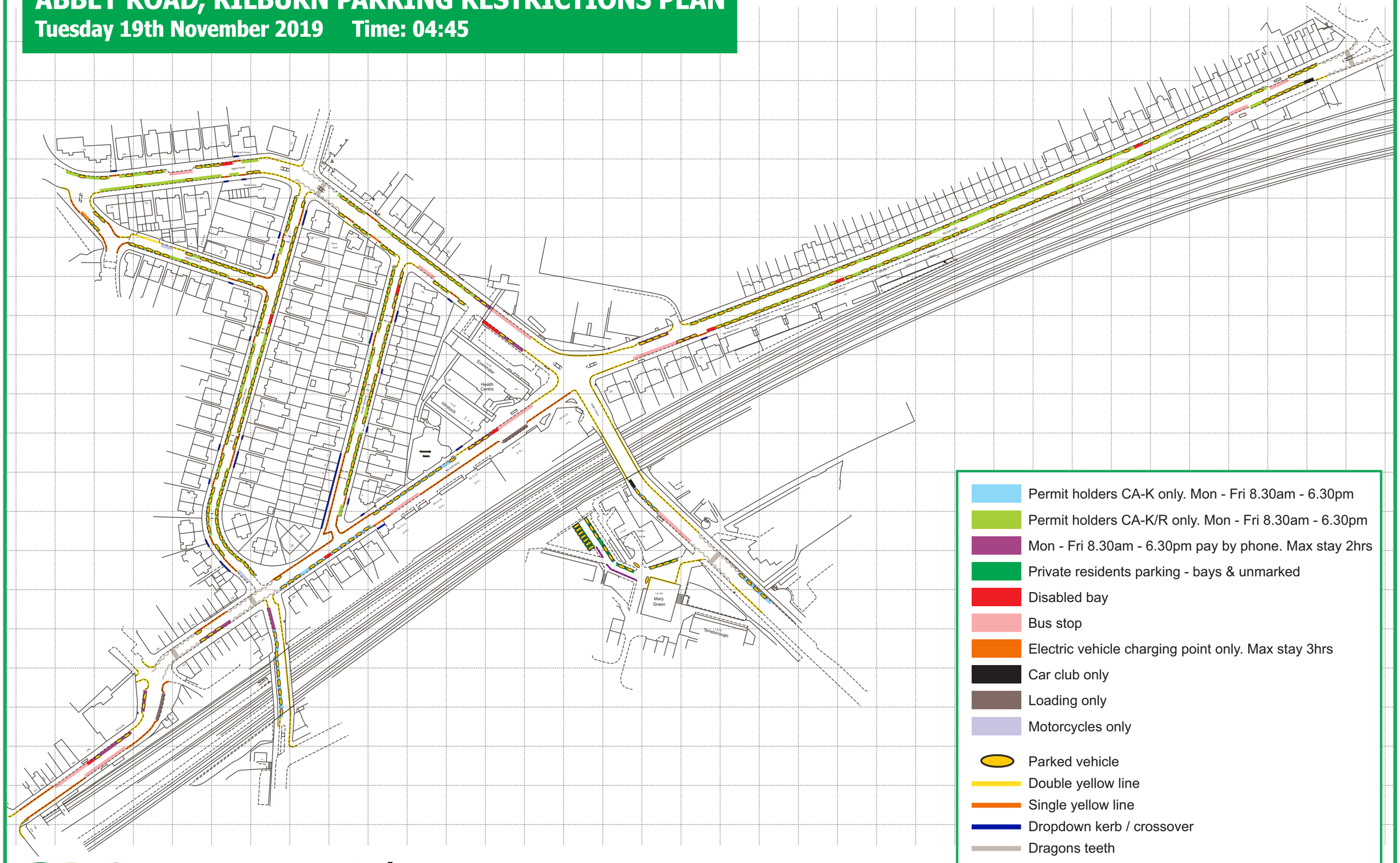
Comment Raised	Our response	Attachment
Loss in existing parking bays and EV charging point	There is sufficient capacity to accommodate the 11 existing parking spaces that will be lost. Additionally, the applicant will work with Camden to agree an appropriate solution and	

	alternative location for the EV charging space	
Parking survey plans	The parking surveys were agreed and undertaken during discussions with Camden as part of Phase 2 of the scheme.	Appendix A
Resident's parking privileges	No parking privileges will be retained	
Cycle parking	252 long-stay cycle parking spaces have been provided as a Sheffield-2 Tier Stand as discussed.	Appendix B
Delivery and servicing	There is sufficient capacity to accommodate the expected delivery and servicing trips at any point during the day.	

Appendix A – Parking Survey Plans

ABBEY ROAD, KILBURN PARKING RESTRICTIONS PLAN

Tuesday 19th November 2019 Time: 04:45



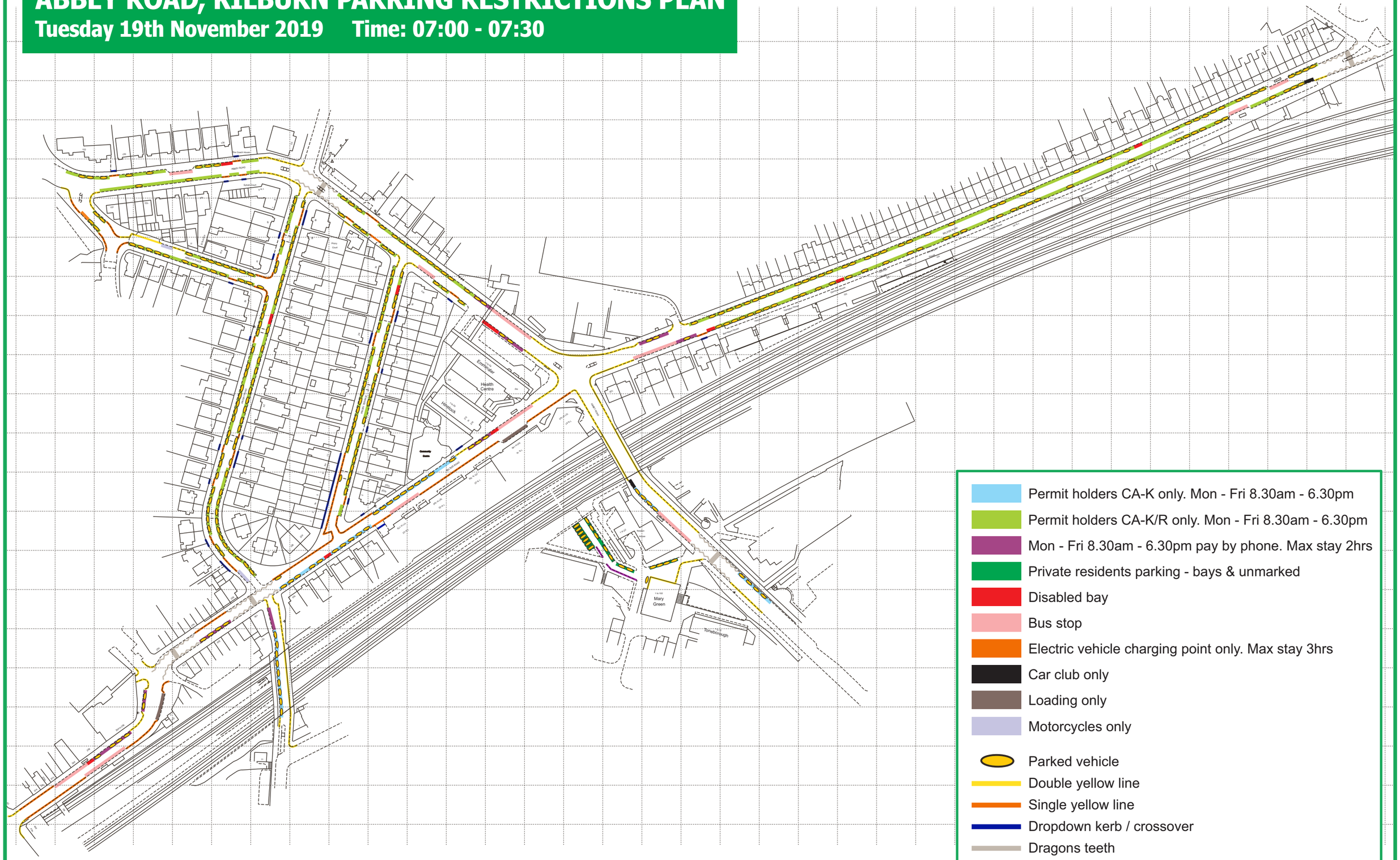
- Permit holders CA-K only. Mon - Fri 8.30am - 6.30pm
- Permit holders CA-K/R only. Mon - Fri 8.30am - 6.30pm
- Mon - Fri 8.30am - 6.30pm pay by phone. Max stay 2hrs
- Private residents parking - bays & unmarked
- Disabled bay
- Bus stop
- Electric vehicle charging point only. Max stay 3hrs
- Car club only
- Loading only
- Motorcycles only

- Parked vehicle
- Double yellow line
- Single yellow line
- Dropdown kerb / crossover
- Dragons teeth
- Area available for parking but omitted due to carriageway width. No parking observed

Countsequential SURVEYS

ABBEY ROAD, KILBURN PARKING RESTRICTIONS PLAN

Tuesday 19th November 2019 Time: 07:00 - 07:30



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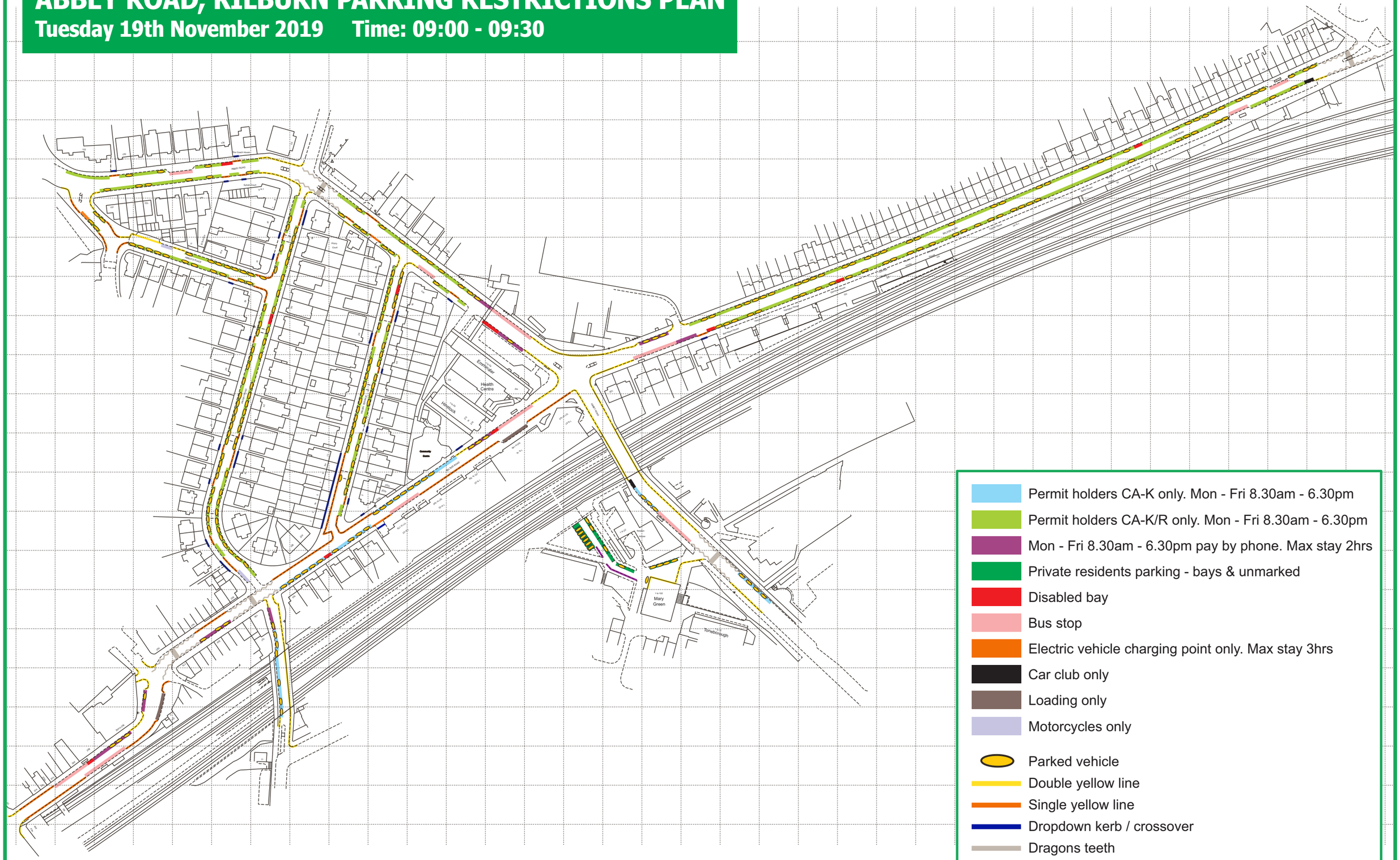

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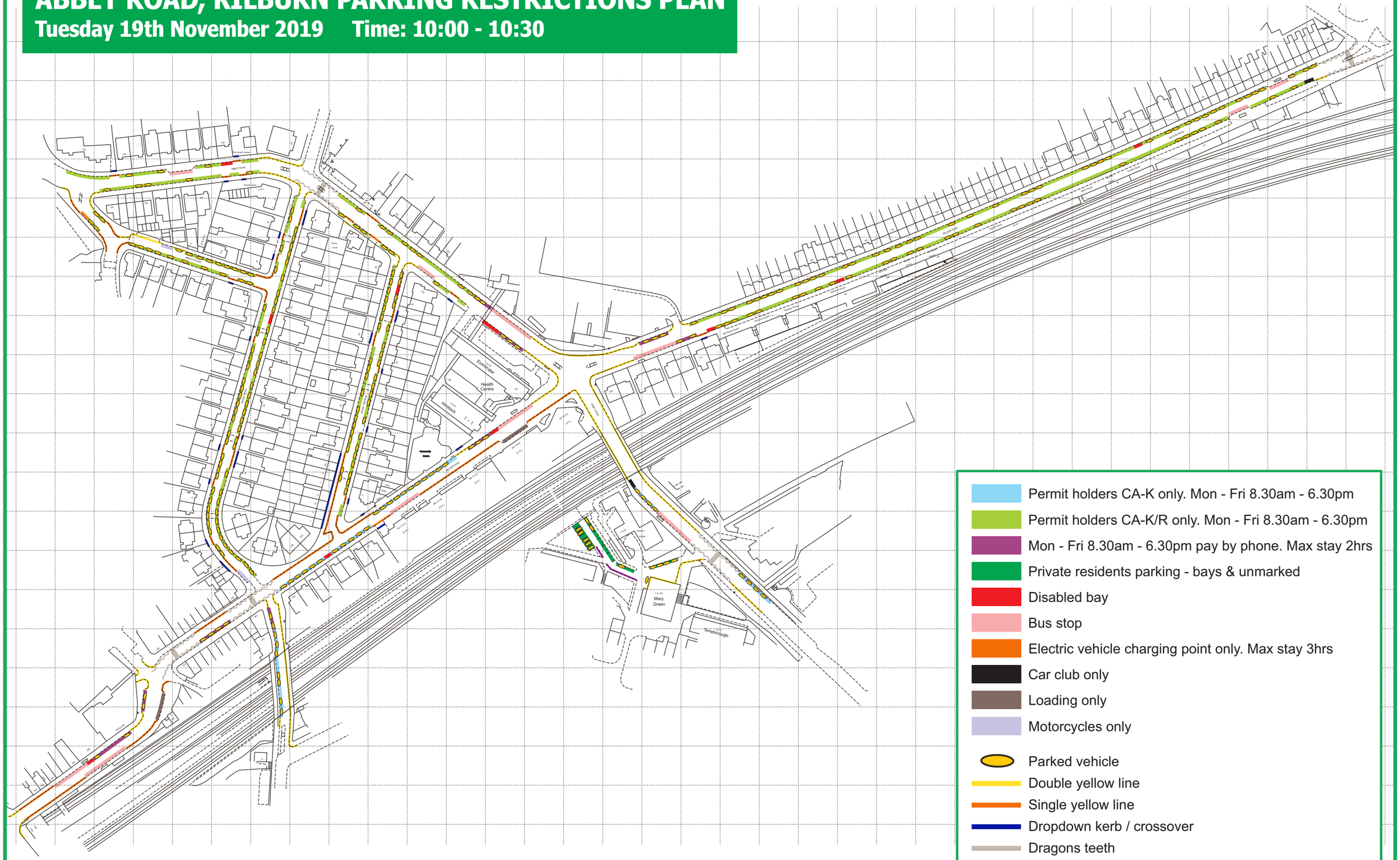

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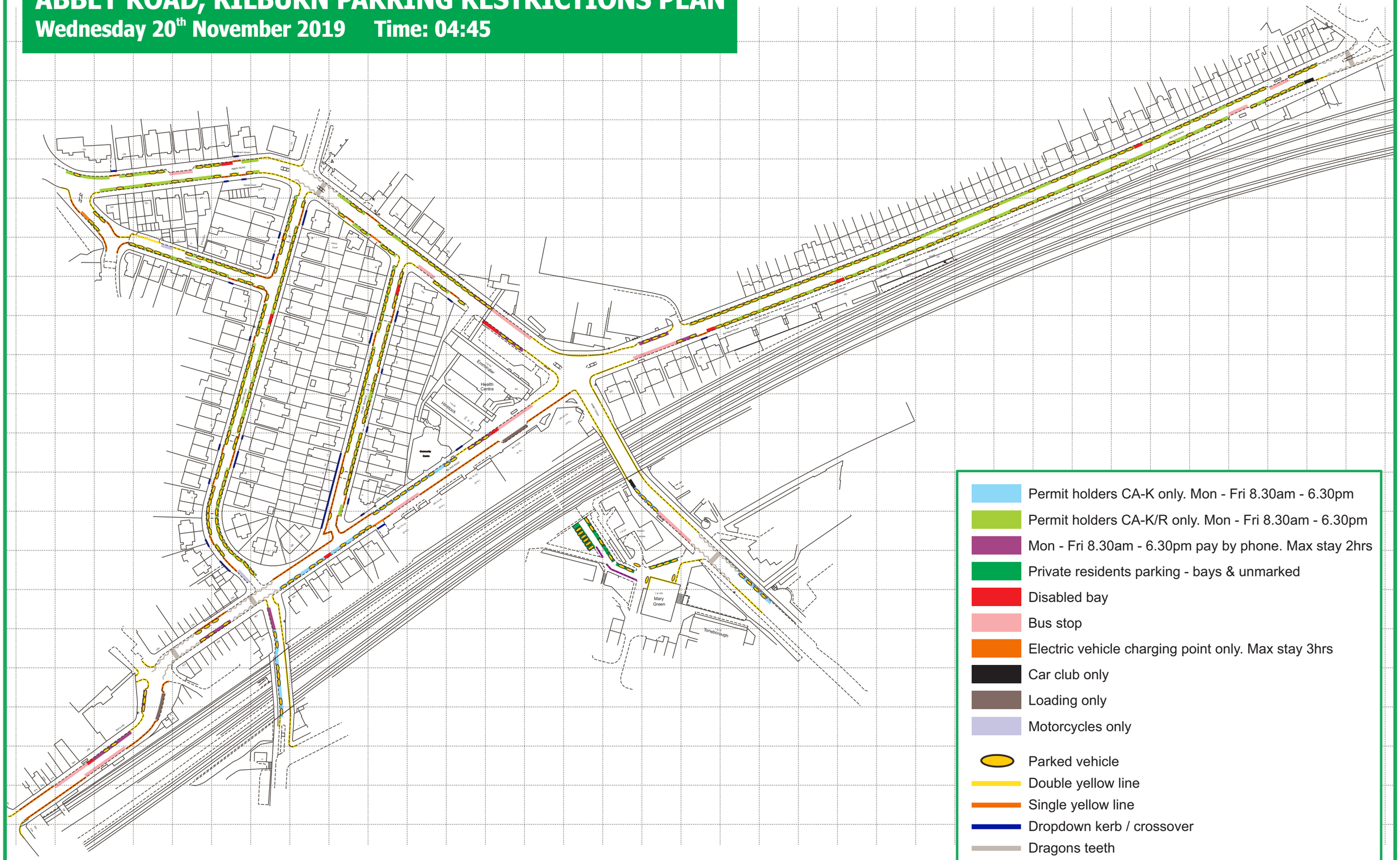

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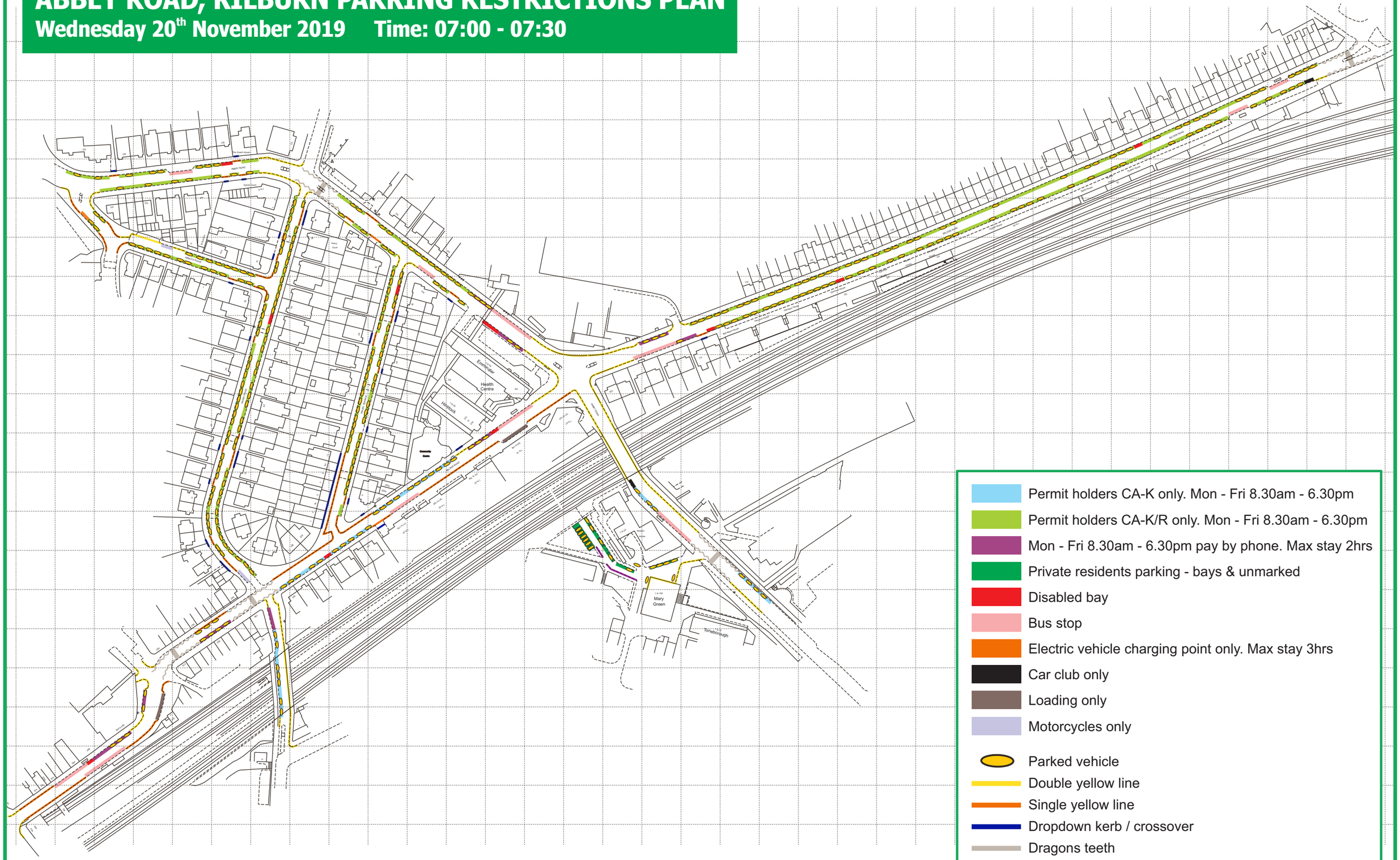

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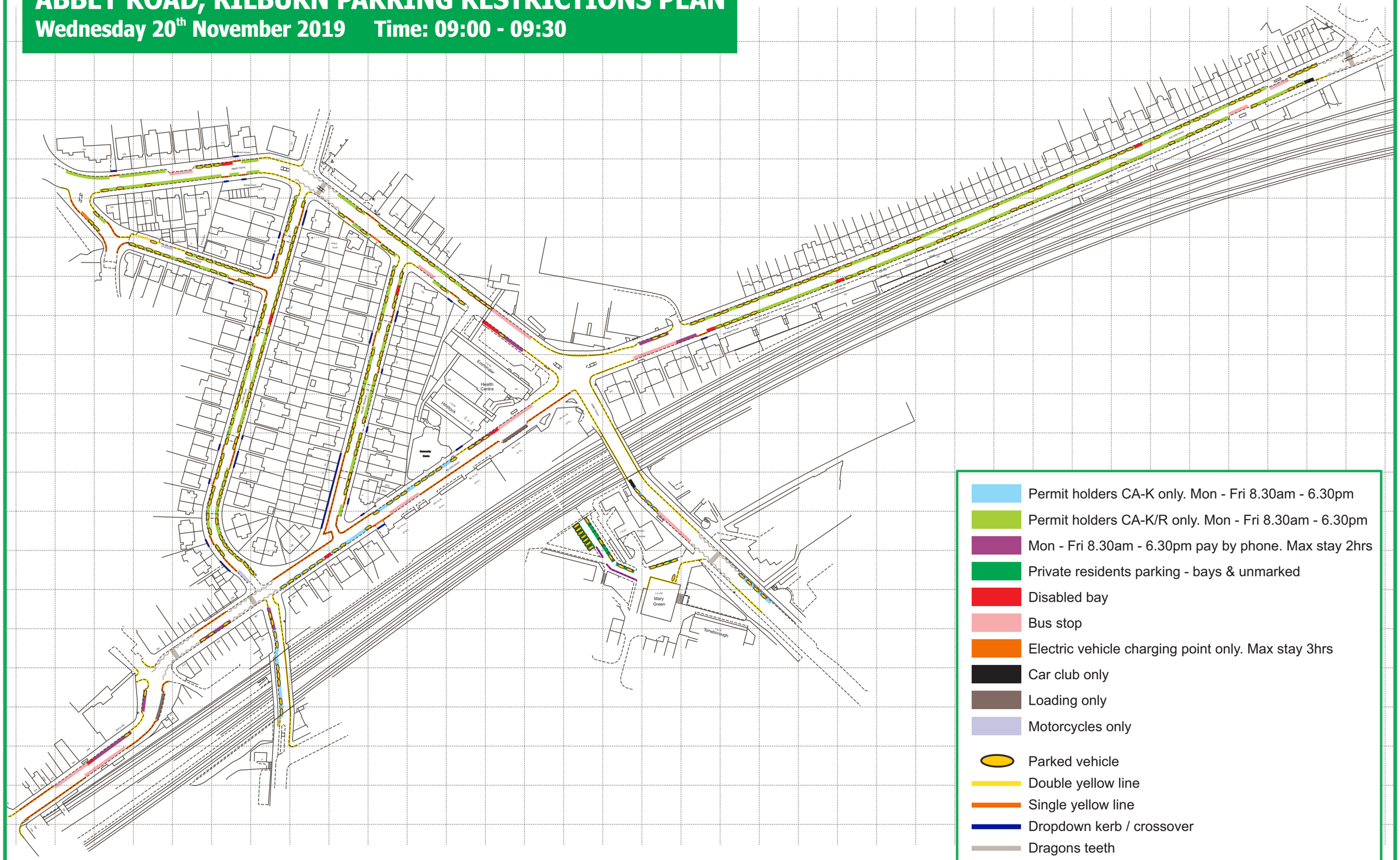

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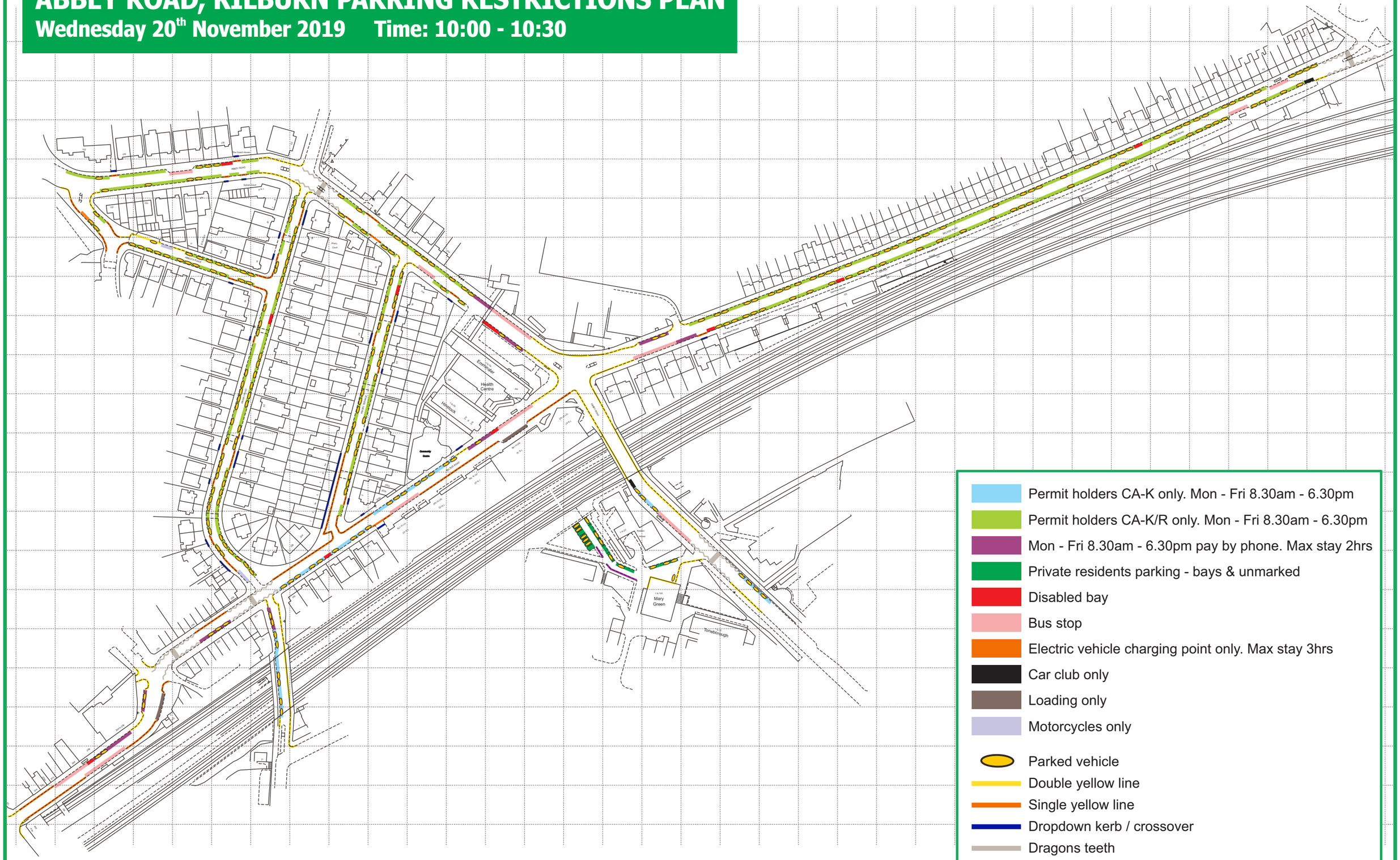

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Countsequential SURVEYS

Appendix B – Broxrap Specification

Types of Cycle Parking: Recommended

Cycle parking must be useable by all, easily maintained and allow for both wheels of the cycle to be locked to the stand. Sheffield stands and two-tier stands are preferred options as they are the most practical. Vertical stands and wheel racks are generally not acceptable unless there is no other alternative.

Space should be provided for non-

standard or all-ability cycles. These include:

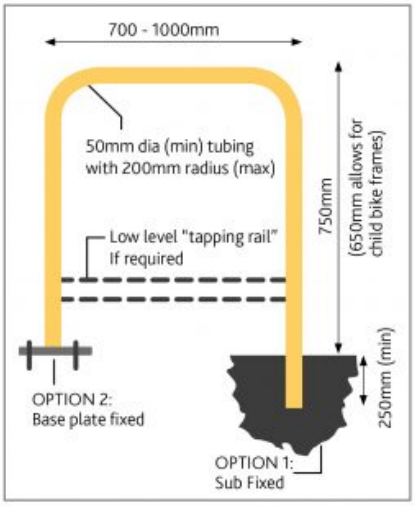
- Cargo bikes
- Hand-cranked cycles
- Trailers
- Buggies
- Tandems
- Adult Tricycles

Recommended Types of Cycle Parking:

- Sheffield Cycle Stands
- Two Tier Cycle Parking

Sheffield Cycle Stands

When provided in areas open to the public we recommend the first and last stands be fitted with a tapping bar/rail and reflective visibility bands for the benefit of the visually impaired. Sheffield stands should always be fixed at right angles to a slope so parked cycles cannot role downhill.



Benefits of Sheffield Stands:

- Understood by users
- Good support
- Easy to use
- Two cycles can be locked to the stand
- Accesible from both ends
- Cost effective
- Low maintenance
- Can lock both wheels

The size for a Sheffield stand is 700-800mm long by 750mm above ground

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Two Tier Cycle Stands

The use of two-tier stands is suitable for most developments, especially if Sheffield stands can't be provided.

Two tier stands are generally not suitable for heavy bikes, or those with child seat, baskets or panniers.

Broxap recommend the Hi-Rise Two Tier System as this

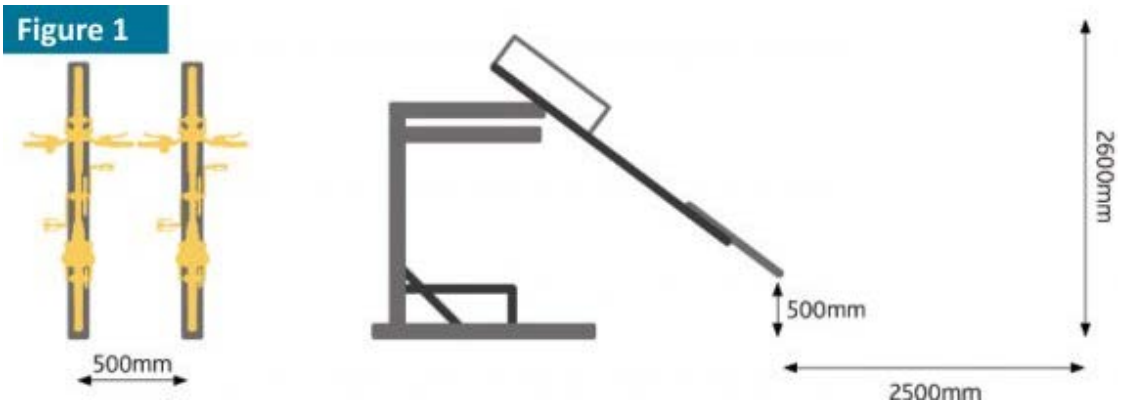
employs an easy to use ‘pull down-push up’ top loading mechanism and then in the lower stand we use the traditional Sheffield stand.

Broxap use the Sheffield stand in the lower section due to the fact it is easily accessible and still gives the option of dual locking of the cycles to the stand.

There is also a reduction in litter/dirt obstacles clogging up the lower area. This is often seen with two tier systems that utilise tray loading both top and bottom.

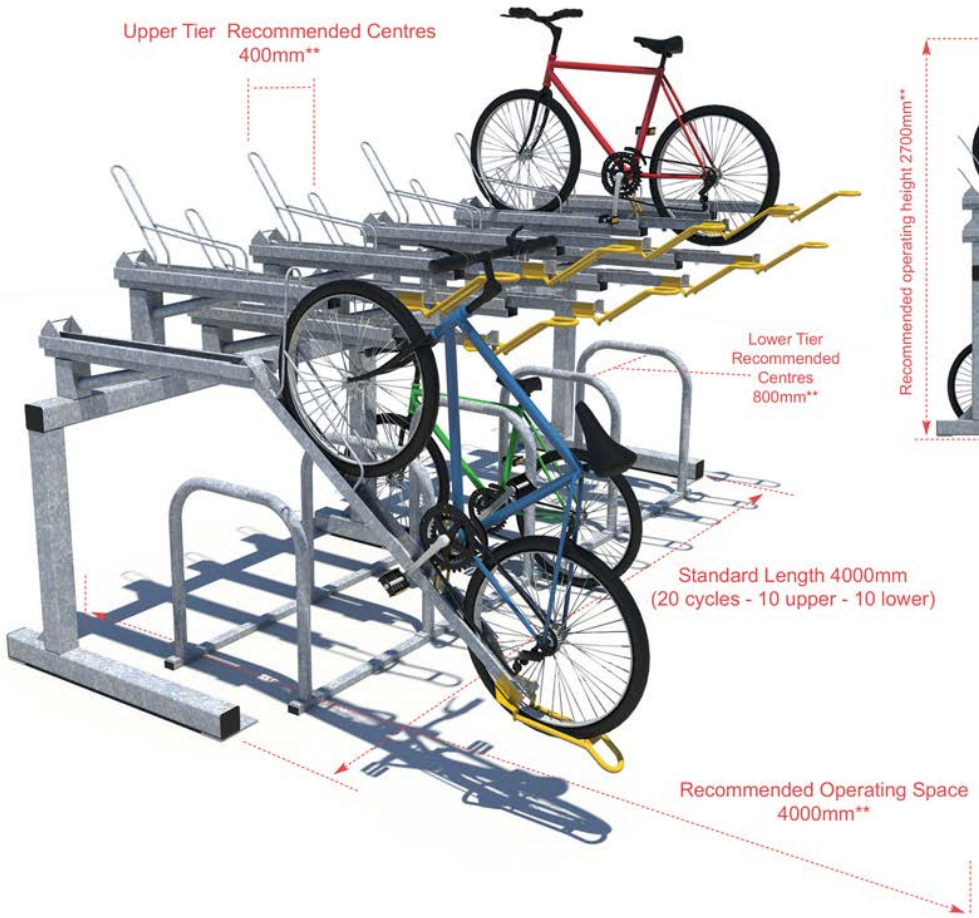
Wider Aisle

A wider aisle is required for two tier parking to allow for loading a cycle onto the higher level (see Figure 1) this might lead to a reduction in density overall.



Acceptable Two Tier Stands Should:

- Include a mechanism that assists living (Broxap Hi-rise also has the option of a gas strut lift assist mechanism).
- Include side-bars on both the upper tier to allow the frame and at least one wheel to be secured. Broxap Hi-Rise also features an extra ‘lift up’ locking device to allow extra locking of the cycle to the system.



Please Note:

** Dimensions shown are our standard recommendations.

If reduced Centres on the upper/lower levels are required, or a reduced overall height, then this can be accommodated.

Please contact a member of our sales team to discuss your requirements

NEXT: Dimensions to Consider>

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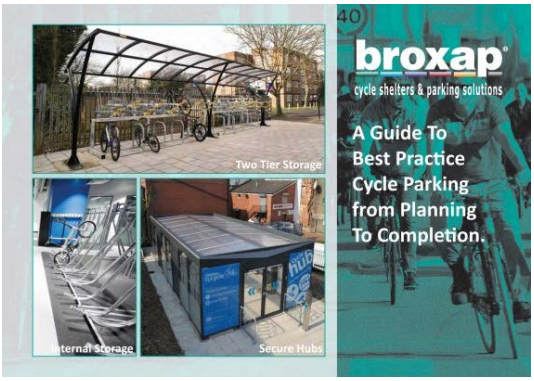

broxap Head office

Broxap Ltd.
Rowhurst Industrial Estate
Chesterton
Newcastle-under-Lyme
Staffordshire, ST5 6BD

0844 800 4085*

enquiries@broxap.com

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