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PROJECT NOTE

Project no:	200833
Project:	Thurso House, Westminster
Date:	30 th June 2021
Author:	Helen Jenkins
Subject:	Thurso House: WCCE-CON-VT-XX-RP-Z4-011000

1.0 INTRODUCTION

1.1.1 Conisbee has been commissioned to produce a Transport Technical Note in support of a planning application for the development of four flats at Thurso House in Westminster. The site is located at the western end of the existing Thurso House, off a private access road, off Randolph Gardens. It is currently used for parking and as a turning head. This purpose of this Technical Note is to consider the transport implications of the development, specifically the following:

- Describes the development proposals and proposed cycle and car parking provision;
- Sets out the policy context of the development in relation to transport;
- Sustainability of site's location;
- Predicts the likely trip generation for new residents and deliveries;
- Addresses the existing and proposed access by large vehicles including fire and refuse vehicles;
- Considers manoeuvring by cars.

1.2 Pre-application discussions

1.2.1 Pre-application advice was received on 20th May 2021, which set out the following in relation to transport:

- New development is expected to maximise trips by sustainable modes of travel and reduce vehicular use and traffic.
- Need to consider the impact of the loss of estate parking spaces.
- Need to fund the changes required to traffic management orders with the changes to parking.
- Impact on emergency access to the existing properties resulting from the reduction in size of the turning head at the western end of the access road should be assessed;
- Cycle parking should be provided in accordance with the London Plan and provide short-stay parking in excess of the London Plan standards.
- Life-time car club membership should be provided for each household to assist with reducing car ownership.
- Refuse vehicles should be accommodated on-site.

1.3 Development proposals

1.3.1 It is proposed to provide four flats including one wheelchair accessible flat, with one 2-bedroom flat and three 3-bedroom flats. Pedestrian access from the building will be provided to the access road to the north and to the communal gardens to the south.

1.3.2 The site location and plan are shown in Figure 1.1 below.

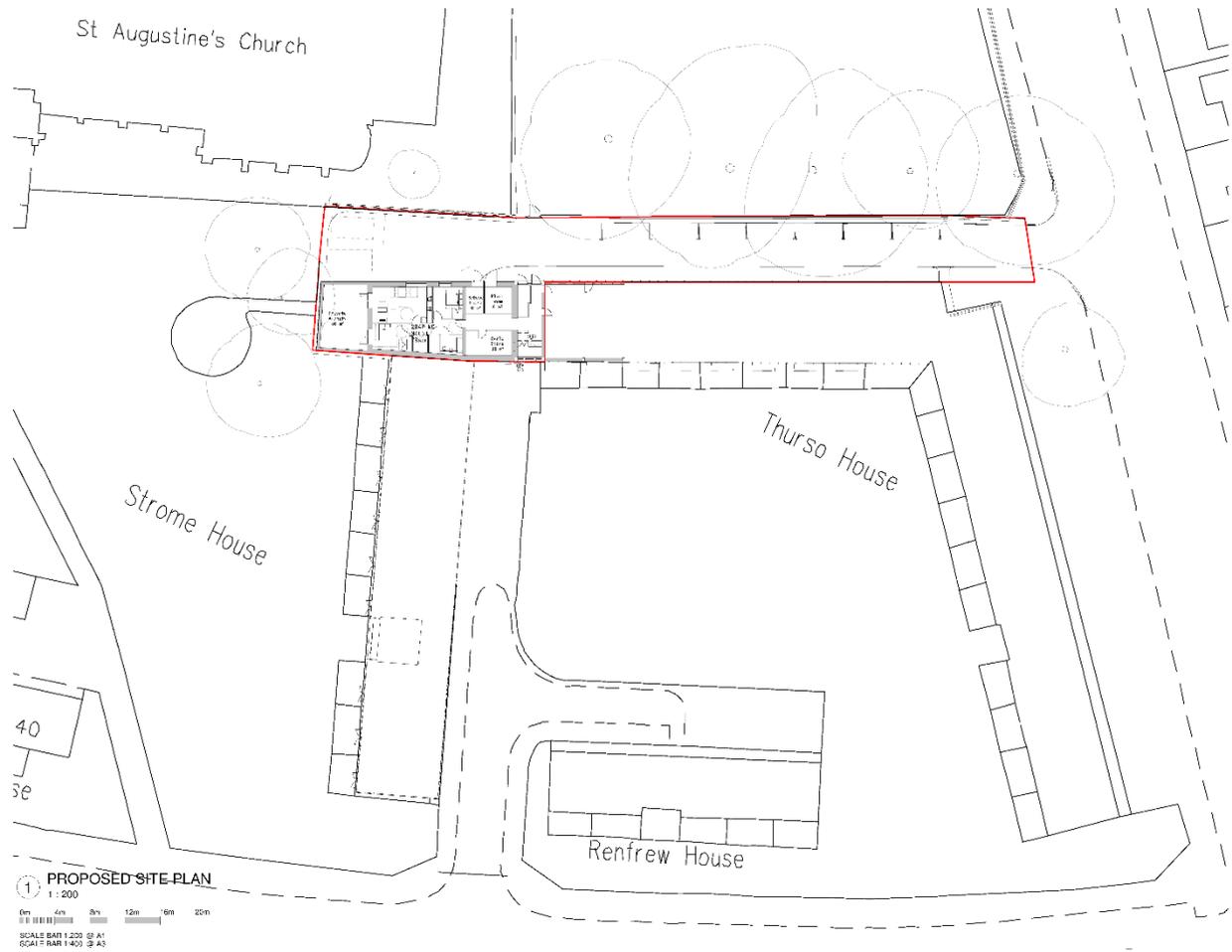


Figure 1.1 Site location and plan

1.3.3 Cycle parking will be provided in accordance with the London Plan standards with two spaces per dwelling and one space for larger cycles. In addition, to the requirement for long stay parking, the pre-application advice requests that short-stay parking be required. Whilst this development falls below the threshold for short-stay parking, two spaces have been included.

1.4 Existing parking provision

1.4.1 At present there are 15 parking spaces along the access road at the northern side of the estate (off the access road off Randolph Gardens). Nine of these bays are parallel bays along the northern side of the access road and a further six are in the turning head at the western end of the access road. Of these 15 bays, three are currently let.

1.5 Car parking provision

1.5.1 It is proposed to provide two bays in the turning head, with at least one space for blue badge holder associated with the wheelchair accessible dwelling, in accordance with the London Plan. Advice is being sought as to whether a second blue badge space is required for any existing residents.

- 1.5.2 The first blue badge space will be 2.4m wide with a 1.2m transfer strip on each side and the second one, if necessary, will be 2.4m wide with one 1.2m transfer strip on one side and a 0.8m strip on the other side, as agreed with the Highways Officer.
- 1.5.3 The nine parallel spaces along the northern side of the access road will be unaffected by the proposals.
- 1.5.4 This will result in a net loss of four parking spaces. Given that only three of the existing 15 bays are let, the proposed provision of 11 spaces can accommodate this as well as the space required for the proposed wheelchair accessible dwelling. The proposal, therefore, includes three spaces let to existing users and one allocated to a new resident. The remaining seven spaces will be allocated as required and let by Housing Management.
- 1.5.5 Given that all parking requirements are accommodated on-site, there will be no overspill of parking on the surrounding streets.
- 1.5.6 Changes to the existing traffic orders will be required as a result of the proposals.

2.0 POLICY CONTEXT

2.1.1 This section of the technical note reviews the following policy documents to ensure the development is in accordance with national, regional and local policy:

- National Planning Policy Framework (2019);
- London Plan (2021);
- Mayor's Transport Strategy (March 2018);
- Vision Zero;
- Healthy Streets for London (February 2017); and,
- City of Westminster City Plan 2019-2040 (Adopted April 2021).

2.2 National Planning Policy Framework (2019)

2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

2.3 The London Plan (March 2021)

2.3.1 The London Plan 2021 sets out the strategies and objectives for London as a whole, to ensure that there is consistency when dealing with transport, environment, economic development, housing, culture and health. New developments will need to demonstrate how each policy is addressed. In transport terms, the development supports the following policies:

- **T1 (Strategic approach to transport)** – aims to rebalance the transport system towards walking, cycling and public transport, to ensure that alternatives to the car are accessible, affordable and appealing. The aim is to ensure that 80% of all trips are made by sustainable modes. The proposed development will be car-free, with parking provided for blue badge holders only. It is in a highly sustainable location which will encourage trips by sustainable modes.
- **T2 (Healthy Streets)** – focuses on layouts reducing the dominance of vehicles, being permeable by foot and cycling and connecting to local walking and cycling networks, as well as public transport. The development is proposing minimal car parking and reducing the on-site parking provision.
- **T5 (Cycling)** – explores removing barriers to cycling and creating a healthy environment in which people choose to cycle. This will be achieved through high quality and accessible cycling parking.

2.4 Mayor's Transport Strategy

2.4.1 The Mayor's Transport Strategy sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. This will be achieved by encouraging more people to walk, cycle and use public transport. The development supports this by:

- Providing higher density residential development;
- Providing development within easy walking and cycling distance of day-to-day facilities along Kilburn High Road and in Maida Vale;
- Reducing the impact on air quality, existing highway network and safety by rationalising the existing parking and providing car-free development, except for blue badge users, and encouraging active travel (walking and cycling) and public transport use; and,
- Providing high quality cycle parking storage suitable for a range of cycle types.

2.5 Vision Zero

2.5.1 Vision Zero aims to remove all deaths and serious injuries from London's transport network by 2041 to make London a safer, healthier and greener place. It recognises that people walking, cycling or using a motorcycle are more at risk of injury. The development supports Vision Zero by:

- Creating a layout that encourages low vehicle speeds, reduces the dominance of the car and enables people to feel confident walking and cycling;
- Providing an on-site layout that creates a welcoming and safe environment where the driver feels like a guest; and,
- Reduces the car ownership and use, and hence the dominance of the car on the surrounding highway network.

2.6 Healthy Streets

2.6.1 The Healthy Streets Approach aims to improve health, safety and movement by active travel modes in order to improve air quality, reduce congestion and help make London's communities greener, healthier and more attractive. It puts people and their health at the heart of decision-making to help people choose to walk, cycle and use public transport. The development supports these aims by:

- Providing a car-free development for future residents (except for the residents of the wheelchair accessible housing) and rationalising parking provision for the existing residents;
- Providing generous high-quality cycle parking for new residents.

2.6.2 These measures encourage active travel and healthy lifestyles.

2.6.3 In addition to the above London-wide policies, the City of Westminster City Plan 2019-2040 (Adopted April 2021) has been reviewed.

2.7 City of Westminster City Plan 2019-2040 (Adopted April 2021)

2.7.1 The key vision for the City of Westminster City Plan is to provide a city where people feel they belong to connected and thriving communities, with an aim to improve air quality which will improve quality of life. In transport terms, the development supports the following policies set out in the City Plan particularly policies 24, 25, 27 and 29:

- Increase the stock of high-quality housing to meet need and promote mixed and inclusive communities, with a clear focus on affordability and family homes;
- Maximises trips made by sustainable modes, improves air quality through the reduction in parking and supports the reallocation of development space;

- Improves options for cycling and walking;
- Provides parking for the residents of the wheelchair accessible housing and car club membership for all new households;
- Ensures that existing arrangements for refuse and emergency access are unaffected.

3.0 SUSTAINABILITY OF SITE'S LOCATION

3.1.1 The site is located in a highly sustainable area within easy walking distance to public transport and local facilities. Maida Vale and Kilburn Park underground stations (both on the Bakerloo Line) are approximately 500m and 600m away. This line provides access to Paddington, through Central London including Oxford Circus, and to major interchanges including Charing Cross and Waterloo.

3.1.2 There are local facilities at Maida Vale station and more extensive town centre facilities at Kilburn High Road, approximately 500m from the site. The town centre has numerous large retailers, small independent shops, food stores, market, library, health facilities, restaurants, pubs, financial services, theatre and cinema. In addition, Kilburn High Road train station provides access to Watford Junction to the north and London Euston to the south.

3.1.3 The nearest access to the bus network is along Carlton Vale and Kilburn High Road.

4.0 TRIP GENERATION

4.1 Trip generation – residential

4.1.1 In order to establish the impact of the proposals, it is necessary to predict the number of person trips (by mode) generated by the proposals. This section outlines the methodology used to predict person trip generation for the proposed development.

4.1.2 As outlined above, it is proposed to provide an additional four residential flats. TRICS (v.7.7.4) trip generation database has been reviewed in order to predict the likely level of trips generated by this residential development.

4.1.3 Sites have been selected within the following parameters:

- Land use: Residential Flats Privately owned;
- Survey type: Multi-modal;
- Survey days: Monday-Friday;
- Size of selected sites: 9 to 493;
- PTAL: PTAL 5-6b;

- Locations: Greater London

4.1.4 There is a lack of affordable/local authority flat sites within the TRICS database within Greater London, therefore, the private flat category was selected within high PTAL areas. A total of 17 sites were selected, with the likely trip rate summarised in Table 4.1 below.

Table 4.1 Trip generation: residential

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of movements
Total persons						
8am-9am	0.087	0	0.506	2	0.593	2
5pm-6pm	0.276	1	0.148	1	0.424	2
7am-7pm	2.479	10	2.624	10	5.103	20
Pedestrians						
8am-9am	0.035	0	0.118	1	0.153	1
5pm-6pm	0.083	0	0.062	0	0.145	1
7am-7pm	0.855	4	0.852	3	1.707	7
Cyclists						
8am-9am	0.001	0	0.017	0	0.018	0
5pm-6pm	0.004	0	0.002	0	0.006	0
7am-7pm	0.049	0	0.052	0	0.101	0
Public transport users						
8am-9am	0.025	0	0.276	1	0.301	1
5pm-6pm	0.129	1	0.055	0	0.184	1
7am-7pm	1.045	4	1.154	5	2.199	9
Vehicles						
8am-9am	0.024	0	0.061	0	0.085	0
5pm-6pm	0.049	0	0.024	0	0.073	0
7am-7pm	0.438	2	0.459	2	0.897	4

4.1.5 It can be seen from the table above that, based on the TRCIS database, the proposed development is likely to generate a very low level of trips with up to 16 pedestrian movements per day (including those walking to access public transport). Of these, two pedestrian trips will occur in each of the peak hours. It is predicted that four vehicle movements will be generated per day.

4.1.6 It should be noted that a large proportion of the sites identified have a car ownership of one vehicle per dwelling. It is anticipated that the car ownership for the proposed development is likely to be much lower than this, and therefore, it is likely the vehicle trip generation associated with the proposed development will be lower. It is considered that the information set out above provides a worst-case scenario.

4.2 Trip generation - deliveries and servicing

4.2.1 There is a limited number of sites available within the TRICS database which detail the likely servicing associated with residential use. Given the increase in home deliveries in recent months, there is also a lack of up-to-date data.

4.2.2 Therefore, the frequency of delivery and service trips has been estimated using an independent survey carried out at the Cherry Orchard Road residential development in Croydon (comprising 300 dwellings within a PTAL 6 area) on 2nd July 2020. The survey was undertaken between 7am and 10pm and included deliveries (by LGVs, HGVs, motorbikes and cars) as well as maintenance and security vehicles. Based on the survey results, it is anticipated that the development will generate approximately two to three delivery trips per week.

4.2.3 It is anticipated that the maximum size of vehicle that would be reasonably expected to deliver to any residential development will be a 10m rigid vehicle. In practice, it is more likely that the maximum size of vehicle will be an 8m rigid vehicle, with transit sized vehicles being much more commonly used. Deliveries to the new dwellings can either be undertaken from Randolph Gardens or Carlton Vale, with sections of single yellow lines along both streets where deliveries can take place.

5.0 ACCESS BY LARGE VEHICLES

5.1 Existing fire access

5.1.1 A swept path analysis has been carried out for a 7.9m fire tender accessing the existing layout on the estate. It is not possible to turn a fire tender in the existing turning head (assuming cars are parked in the marked parking bays). It can be seen from the track plot in Appendix A that a fire tender can turn at the western end of the access road but only if no vehicles are parked in the marked bays. It is, therefore, assumed that fire access for the buildings along the northern side of the estate is via the access road to the north with a fire tender driving to the emergency and carrying out a reverse manoeuvre onto Randolph Gardens to leave.

5.2 Proposed fire access

5.2.1 Two options for fire access have been considered, as follows:

- Fire access to the proposed dwellings as per the existing arrangement for dwellings along the northern side of the estate. The attached track plot shows a fire tender driving along the access road to the north and stopping at a point to ensure the reverse distance on to Randolph Gardens does not exceed 20m. From this point, the new dwellings are beyond 45m from the position of the fire tender and the fire tender would either need to drive further along the access road extending the reverse distance or other measures, such as a sprinkler system, considered.

- Fire access to the proposed dwellings from the turning head to the south on the estate, accessed from Carlton Vale. The development layout will include an access to the gardens to the south and fire access could be gained from the south. Again, travel distances from the appliance to each dwelling will need to be checked and it is likely that this will also require other measures, such as a sprinkler system.

5.2.2 The attached track plots (see Appendix A) show the position that a fire tender can reach for both of these options. The Fire Consultant (Affinity Fire Engineering) has confirmed that both of these locations provides suitable access to the dwellings. Refer to the Fire Strategy document for further information.

5.3 Refuse access

5.3.1 At present the refuse vehicle reverses from Randolph Gardens into the access road running along the northern side of Thurso House to collect refuse (see Appendix B). It is not possible for this vehicle to turn in the turning head at the western end of the access road. This manoeuvre will be unaffected by the development proposals and the refuse vehicle will continue to reverse into the access road to collect both the refuse from the existing dwellings and the proposed dwellings.

5.3.2 Vehicle swept path plots have been carried out to demonstrate this manoeuvre.

5.3.3 It is noted that the Waste and Recycling Team raised concerns related to the intensification of the use of the access road by pedestrians of the new development. As set out in Section 4, the new properties are likely to generate a very low number of person movements and it is unlikely that this will conflict with the infrequent collection of refuse. A development of this size is likely to generate approximately 16 pedestrian movements (including those accessing public transport) across the day, with two new pedestrian movements in each peak hour. In addition, there is a pedestrian footway along the southern side of the access road (1.7m width), which will provide a safe route for pedestrians from the development.

5.4 Parking access

5.4.1 Vehicle swept path analysis has been carried out (for a Volkswagen Touran) to ensure that:

- Cars parked in the parallel bays along the northern side of the access road can turn at the western end of the access road in order to leave the estate.
- Cars parked in the proposed blue badge spaces can turn to exit.

5.4.2 These track plots are included in Appendix C.

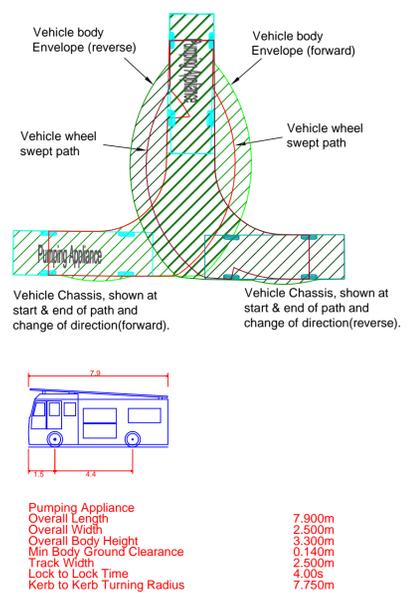
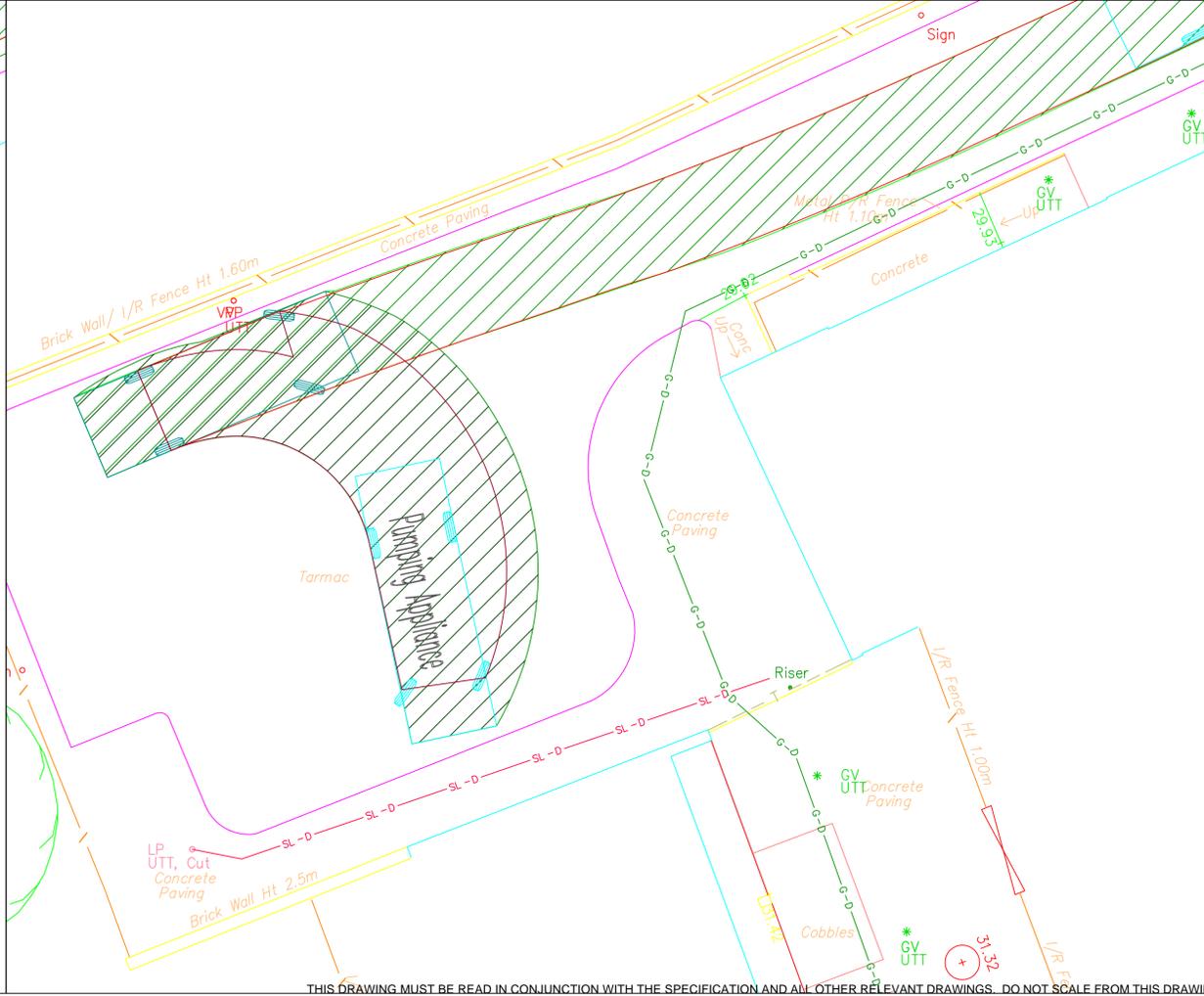
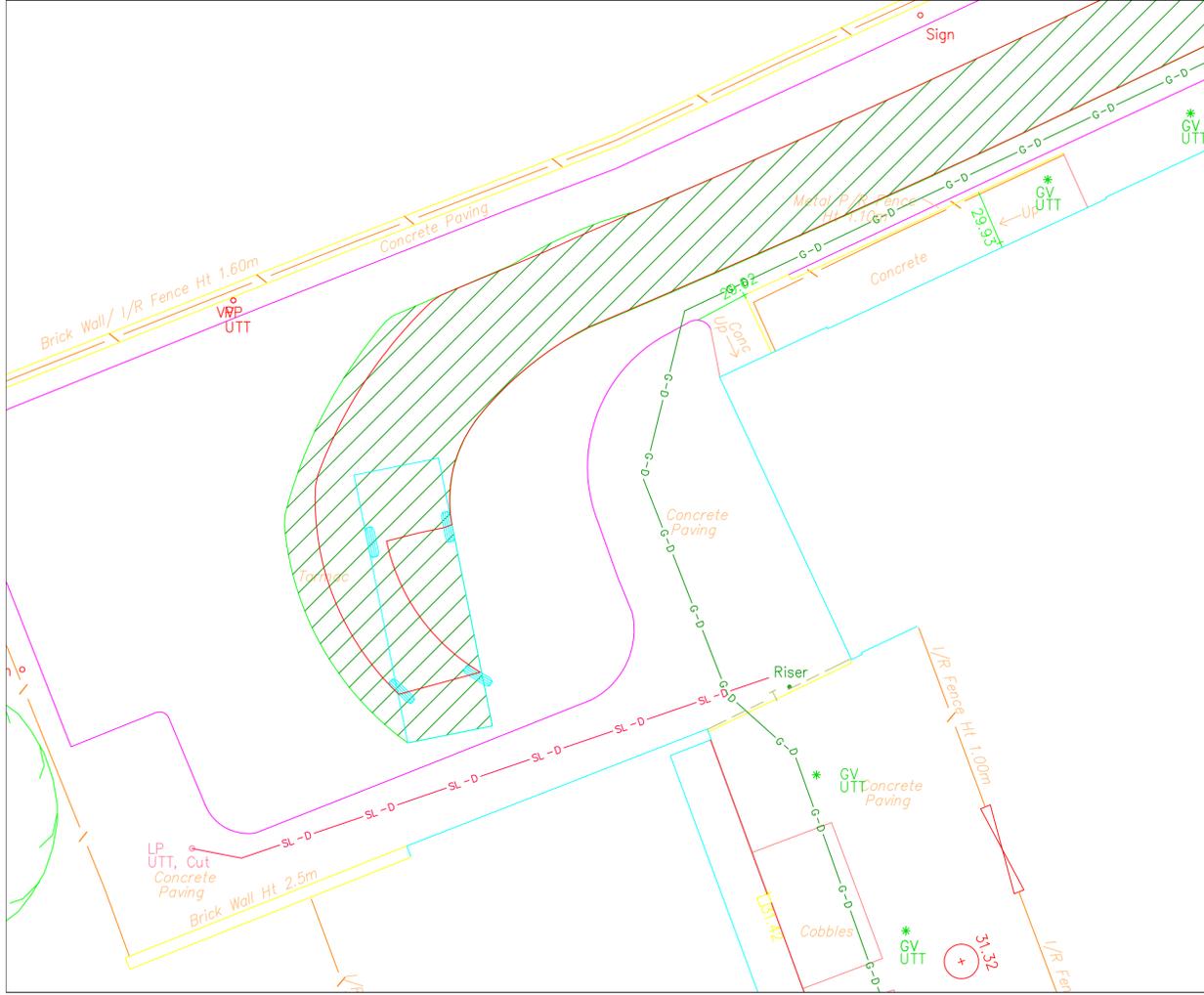
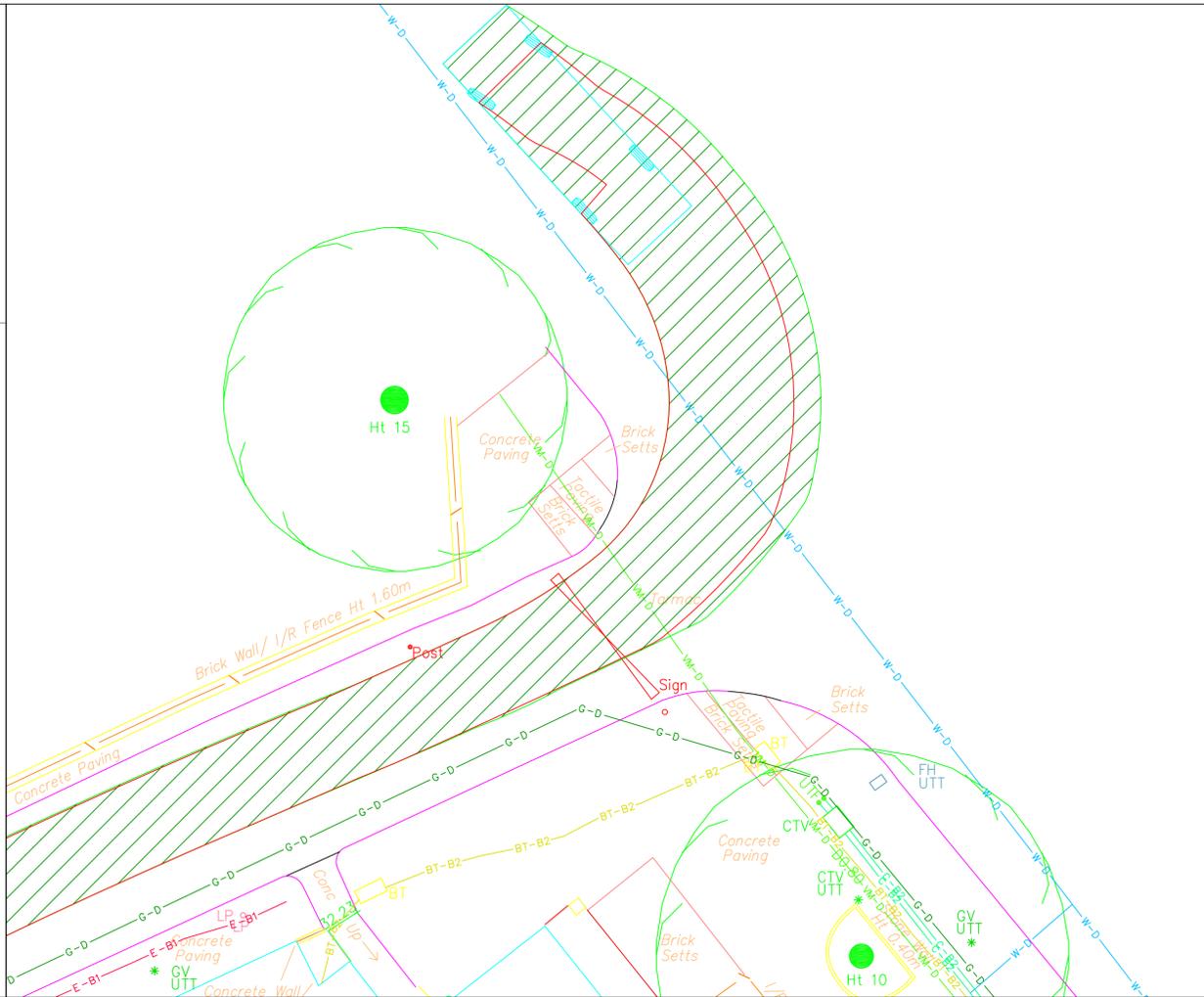
6.0 CONCLUSIONS

- 6.1.1 This Technical Note reviews the existing conditions and likely transport impacts associated with the development. It concludes that the development is compliant with national, regional and local policy and in particular with the Mayor's Transport Strategy, Healthy Streets and Vision Zero. It is considered that it will not have a significant impact on the transport network. Large vehicle access for fire and refuse will be unchanged. The reduction in parking spaces will not result in displacement of vehicles on-street as these spaces are not currently used.
- 6.1.2 Any impact can be further reduced by the design measures highlighted, including generous cycle parking, provision of parking for residents of the wheelchair accessible housing and provision of car club membership.
- 6.2 It is considered that the proposed development of four flats does not have an unacceptable impact on highway safety, the residual cumulative impacts can be accommodated on the road network and are not severe. National Planning Policy Framework (NPPF) states in Paragraph 109 that:

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

Appendices

Appendix A



NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

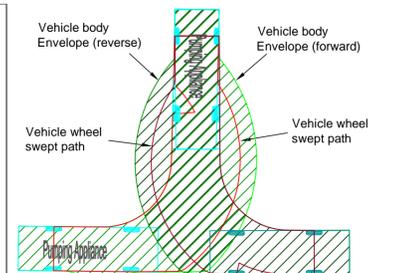
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Drawing Status	PRELIMINARY	Date	07.06.2021
Project	Thurso House, City of Westminster	Scale	1:100 @ A1
Engineer	HL	Drawn	JP
Project No	200833	Engineer	HL
Client Project No	200833.TOP0.101.01	Project No	200833
Revision	A	Client Project No	200833
Drawing No	200833.TOP0.101.01	Revision	A

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



Vehicle Chassis, shown at start & end of path and change of direction(forward).
 Vehicle Chassis, shown at start & end of path and change of direction(reverse).

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

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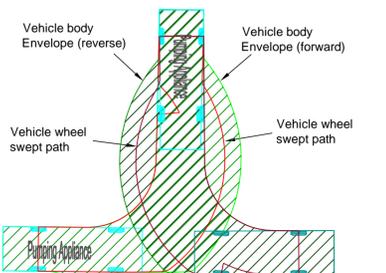
Rev	Date	Description	Drawn	Check

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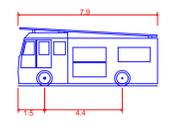
Drawing Status	PRELIMINARY	Date	07.06.2021
Project	Thurso House, City of Westminster	Scale	1:200 @ A1
Project No	200833	Drawn	JP
Client Project No	200833.OS.101.03	Engineer	HL
Title	Swept path analysis 7.9m pumping appliance manoeuvring within the proposed estate	Project No	200833
Drawing No	200833.OS.101.03	Client Project No	
		Revision	A

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.



Vehicle Chassis, shown at start & end of path and change of direction(forward).

Vehicle Chassis, shown at start & end of path and change of direction(reverse).



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

NOT FOR CONSTRUCTION

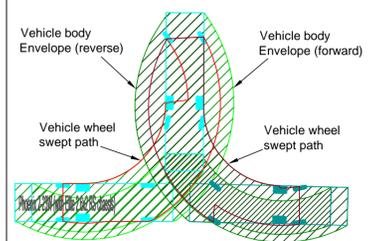
Rev	Date	Description	Drawn	Check

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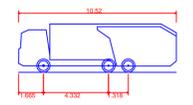
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Drawing Status	PRELIMINARY	Date	07.06.2021
Project	Thurso House, City of Westminster	Scale	1:200 @ A1
Project No	200833	Drawn	JP
Client Project No	200833.OS.101.04	Engineer	HL
Revision	A	Project No	200833

Appendix B



Vehicle Chassis, shown at start & end of path and change of direction(forward).
 Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Phoenix 2-23W (with Elite 2 6x2 RS chassis)	10.520m
Overall Length	2.530m
Overall Width	3.211m
Overall Body Height	0.416m
Min Body Ground Clearance	2.530m
Track Width	4.035
Lock to Lock Time	7.500m
Kerb to Kerb Turning Radius	

NOT FOR CONSTRUCTION

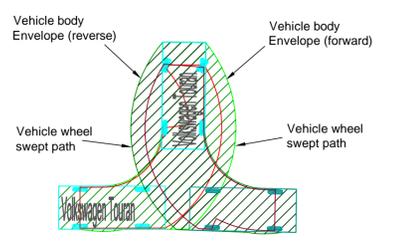
Rev	Date	Description	Drawn	Check

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Drawing Status	PRELIMINARY	Date	07.06.2021
Project	Thurso House, City of Westminster	Scale	1:200 @ A1
Engineer	HL	Drawn	JP
Project No	200833	Engineer	HL
Title	Swept path analysis 10.5m refuse vehicle manoeuvring within the proposed estate	Client Project No	
Drawing No	200833.OS.101.05	Revision	A

Appendix C



Vehicle body Envelope (reverse) Vehicle body Envelope (forward)
 Vehicle wheel swept path Vehicle wheel swept path
 Volkswagen Touran
 Vehicle Chassis, shown at start & end of path and change of direction(forward).
 Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Volkswagen Touran
 Overall Length 4.534m
 Overall Width 1.829m
 Overall Body Height 1.491m
 Min Body Ground Clearance 0.253m
 Max Track Width 1.734m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.042m

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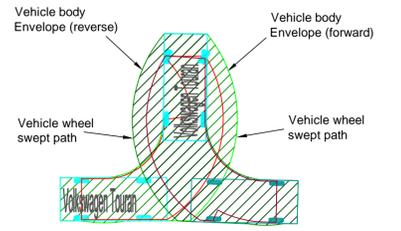
Rev	Date	Description	Drawn	Check

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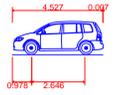
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Drawing Status	PRELIMINARY	Date	07.06.2021
Project	Thurso House, City of Westminster	Scale	1:100 @ A1
Engineer	HL	Drawn	JP
Project No	200833	Engineer	HL
Title	Swept path analysis Volkswagen Touran manoeuvring within the proposed estate	Project No	200833
Revision	A	Client Project No	

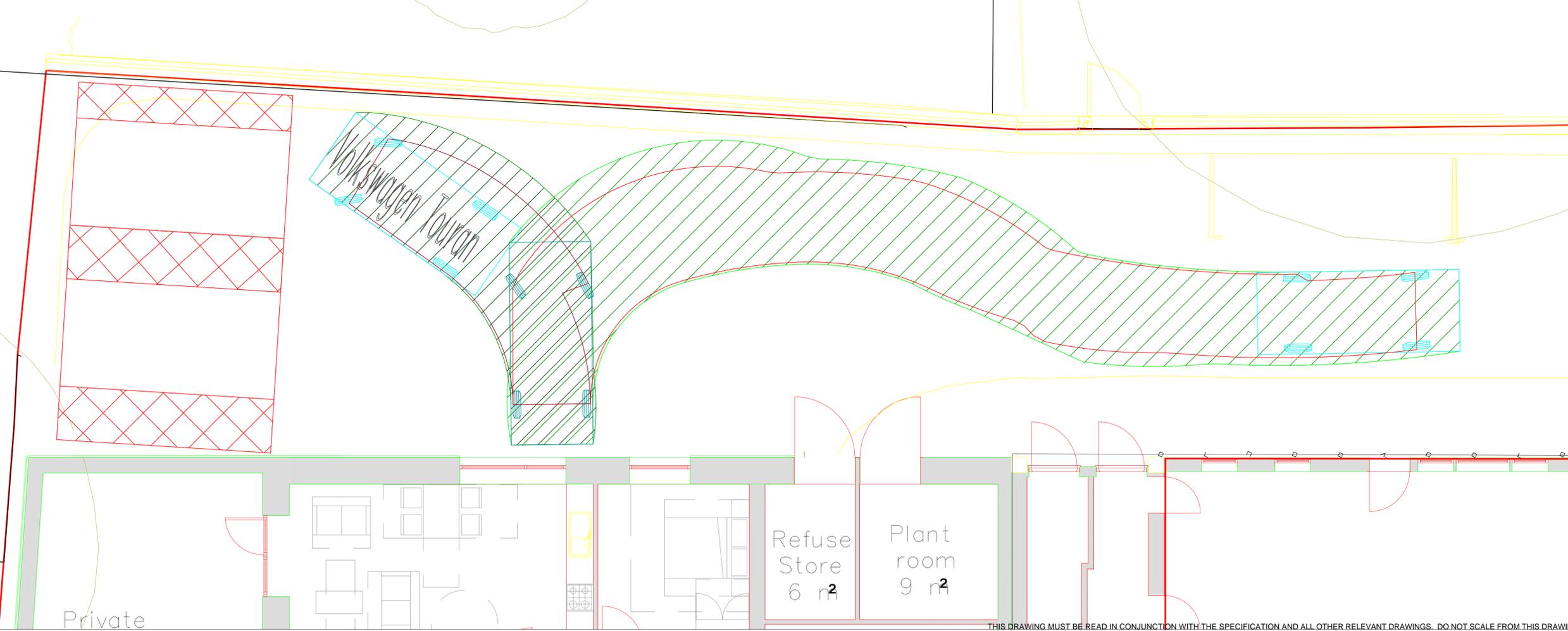
Drawing No
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Vehicle Chassis, shown at start & end of path and change of direction(forward).
 Vehicle Chassis, shown at start & end of path and change of direction(reverse).



Volkswagen Touran
 Overall Length 4.534m
 Overall Width 1.829m
 Overall Body Height 1.491m
 Min Body Ground Clearance 0.253m
 Max Track Width 1.734m
 Lock to Lock Time 4.00s
 Kerb to Kerb Turning Radius 5.042m



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Project	Thurso House, City of Westminster	Engineer	HL
Title	Swept path analysis Volkswagen Touran manoeuvring within the proposed estate	Project No	200833
Drawing No	200833.OS.101.01	Client Project No	
Revision	B		