

**Notting Hill Gate KCS Limited**

**Land at 43-45 and 39-41  
Notting Hill Gate and 161-237  
(odd) Kensington Church Street**

Transport Assessment

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# 1 INTRODUCTION

- 1.1 Caneparo Associates are appointed by Notting Hill Gate KCS Limited ('the Applicant') to provide traffic and transport planning advice relating to the redevelopment of Land at 43-45 and 39-41 Notting Hill Gate and 161-237 (odd) Kensington Church Street, W11 3LQ ('the Site'), located within the Royal Borough of Kensington and Chelsea ('RBKC').

## **The Site and Proposed Development**

- 1.2 The Site is bounded by the A402 Notting Hill Gate to the north, Kensington Church Street to the east, Kensington Place to the south and the Notting Hill Gate London Underground Circle and District Line platforms to the west.

- 1.3 The 'Proposed Development' comprises of the following:

*"Commercial-led scheme comprising the refurbishment and extension of Newcombe Tower and the redevelopment of the remainder of the site, to deliver new retail at ground floor and commercial at the upper levels. Alongside, the delivery of new affordable housing, medical floorspace and a public square".*

- 1.4 Full details and scope of the planning application is described in the submitted Planning Statement, prepared by Gerald Eve LLP.

- 1.5 A key benefit of the Proposed Development is the removal of the existing at grade car park and significant improvements proposed to the pedestrian environment along Notting Hill Gate, Kensington Church Street and Newcombe Street, through the delivery of widened footways and enhanced surfacing. The existing office tower is set to be retained, with major refurbishments proposed that involve the extension of the tower to provide high quality office floorspace. Significant improvements are also proposed along Uxbridge Street to activate this location and create a link to the new public square delivered on Notting Hill Gate. A colonnade will be introduced along Kensington Church Street to widen the effective width for pedestrians at this location.

- 1.6 The public realm improvements along Notting Hill Gate and Kensington Church Street will greatly enhance the permeability for pedestrians of all abilities when approaching / departing from local public transport facilities, creating a vastly improved, attractive space which people can spend time in and move through with ease.



- 1.7 A copy of the Architect's basement, level 1 and ground floor layout plans, as well as the Landscape Plan are included at **Appendix A**, which show the transport relevant areas of the proposals, as well as the proposed improvements to the surrounding streets.

## **Planning History**

- 1.8 In 2020, planning permission ("the Consented Scheme") was granted (LPA ref: PP/17/05782) for the *"Demolition of existing buildings and redevelopment to provide office, residential, and retail uses, and a flexible surgery/office use, across six buildings (ranging from ground plus two storeys to ground plus 17 storeys), with two storey basement together with landscaping to provide a new public square, ancillary parking and associated works"*. This related to the entire redevelopment of the site including the demolition of Newcombe Tower and focused on a residential-led scheme. The new scheme relates to a commercial-led redevelopment including the retention and extension of Newcombe Tower.

## **Pre-Application Discussions**

- 1.9 This report benefits from detailed feedback from the Greater London Authority (GLA), Transport for London (TfL) and RBKC during the pre-application stage, with specific discussions held with RBKC Highways on 15<sup>th</sup> June 2022, 11<sup>th</sup> August 2022 and 27<sup>th</sup> September 2022, RBKC Place Shaping, and TfL / GLA on 2<sup>nd</sup> November 2022 and 12<sup>th</sup> April 2023.

## **Healthy Streets Approach & Vision Zero**

- 1.10 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, the TA will seek to align the key transport planning proposals towards people first. This will be done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy, which aims to remove all deaths and serious injuries from London's transport network by 2041.
- 1.11 The Proposed Development seeks to prioritise pedestrians and cyclists above the private vehicle, with new public realm, car parking restraint and suitable provisions for cycle parking for all Site users. Overall, the Proposed Development leads to a design whereby car dominance is reduced as far as possible, and pedestrian conflict is minimised, offering a more attractive and accessible area for employees, residents, visitors and the local community.



## Transport Assessment Structure

- 1.12 This TA has been prepared following discussions with the development team, TfL and RBKC. This TA has been prepared in line with local policy as well as TfL's guidance regarding TA's, to examine the effects of the proposals on people as well as the local transport network.
- 1.13 In addition, this TA outlines the supplementary mitigation reports provided at planning application stage, namely a Framework Travel Plan (FTP), Draft Delivery & Servicing Plan (DSP), Draft Operational Waste Management Plan (OWMP), Draft Demolition Traffic Management Plan (DTMP) and Draft Construction Traffic Management Plan (CTMP).
- 1.14 The structure of the remainder of this TA is as follows:
- Section 2 reviews the relevant planning policy
  - Section 3 describes the existing Site and Proposed Development;
  - Section 4 details the Site accessibility;
  - Section 5 presents the Active Travel Audit;
  - Section 6 presents the servicing strategy;
  - Section 7 provides the multi-modal trip generation assessment and trip distribution;
  - Section 8 assesses the effects of the development;
  - Section 9 presents mitigation measures;
  - Section 10 outlines the demolition and construction phasing; and
  - Section 11 provides a summary and conclusion.

## 2 PLANNING POLICY & GUIDANCE

2.1 This section details the relevant planning policies and guidance at National, Regional and Local levels. In summary this includes:

- National Planning Policy Framework (2021);
- The London Plan (2021);
- The Mayor's Transport Strategy (2018);
- The Healthy Streets Approach (2017);
- RBKC's Local Plan (2019);
- RBKC's draft Local Plan (October 2022);
- RBKC's Transport and Streets SPD (April 2016); and,
- Notting Hill Gate SPD (May 2015).

### National Planning Policy

#### National Planning Policy Framework (July 2021)

2.2 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy.

2.4 Paragraph 104 notes that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) "the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*



e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*"

2.5 Paragraph 111 states 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."*

2.6 Paragraph 112 summarises what developments should provide, as follows:

- a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.7 The Chapter concludes at Paragraph 113, stating 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."*

## **Strategic Planning Policy**

### **The London Plan (March 2021)**

2.8 The London Plan (2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan are summarised below.



2.9 Policy T1 sets out several strategic aims, key aims include:

A. *“Development Plans should support, and development proposals should facilitate:*

1) *the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*

B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”*

2.10 Policy T2 Healthy Streets – Point D states:

*“Development proposals should:*

a. *demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*

b. *reduce the dominance of vehicles on London’s streets whether stationary or moving*

c. *be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.”*

2.11 Policy T3 –Transport capacity, connectivity and safeguarding provides the following advice:

B. *“Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London’s needs, including by:*

1) *safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)*

2) *identifying and safeguarding new Sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing*

3) *safeguarding London’s walking and cycling networks.”*

2.12 Policy T4 – Assessing and mitigating transport impacts states:

- A. *“Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B. *When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London or Mayoral guidance.”*

2.13 Policy T5 – Cycling specifies:

- A. *“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:
  - 1) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
  - 2) *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.**
- B. *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*
- C. *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*
- D. *Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.”*

2.14 Policy T6 Car Parking states:

- A. *“Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- B. *Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.”*
- C. *“All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.*
- D. *Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.”*

2.15 Tables 10.2 and 10.3 set out respectively under sections T5 Cycling and T6 Car Parking the specific standards for parking throughout London. These are detailed with reference to the Site in **Table 2.1** below. With regards to A1 retail, this has been assumed as food retail only, as this presents the most onerous retail standards.

<b>Table 2.1: London Plan Car and Cycle Parking Standards</b>				
<b>Use Class</b>	<b>Description</b>	<b>Maximum Car Parking</b>	<b>Minimum long stay cycle parking</b>	<b>Minimum short-stay cycle parking</b>
A1	Food retail above 100sqm	Central Activities Zone and all areas of PTAL 5-6: Car Free*	1 space per 175qm gross external area (GEA)	First 750sqm: 1 space per 20sqm; Thereafter: 1 space per 150sqm
B1	Business offices	Central Activities Zone and inner London: Car free*	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000sqm (GEA)

*\*With the exception of disabled persons parking, see Policy T6.5 Non-residential disabled persons parking.*

- 2.16 Policy T6.5 Non-residential disabled persons parking states:
- A. *“Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.*
  - B. *Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.*
  - C. *Designated bays should be marked up as disabled persons parking bays from the outset.*
  - D. *Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate. The process for converting enlarged bays should be set out in a Parking Design and Management Plan and secured at the planning stage.*
  - E. *Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.”*

- 2.17 Policy T7 Deliveries, servicing and construction states at points G and H that:
- G. *“Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*
  - H. *Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.”*

### **Mayor’s Transport Strategy (March 2018)**

- 2.18 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

2.19 The Mayor's Transport Strategy vision states:

*"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.*

*The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."*

2.20 Central to this vision are the following three transport aims:

1. "By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.
2. For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.
3. To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."

### Healthy Streets Approach (2017)

2.21 The Healthy Streets Approach (2017) is a system of policies and strategies to help Londoners use cars less and walk, cycle, and use public transport more. The aim is to help create a vibrant, successful city where people can live active, healthy lives. The street, network, and strategic level must all seek to improve the experience of travelling through and spending time on London's streets. To that end, the Healthy Streets Approach uses 10 evidence-based indicators of what makes streets attractive places, as shown in **Figure 2.1**.



**Figure 2.1: Healthy Street Indicators**



## Local Planning Policy

### RBKC's Local Plan (September 2019)

2.22 The Local Plan sets out the future development of the borough looking ahead to 2028 and identifies where the main developments will take place, and how places within the borough will change – or be protected from change – over that period.

2.23 Policy CT1 Improving alternatives to car use states:

*“The Council will ensure that there are better alternatives to car use by making it easier and more attractive to walk, cycle and use public transport and by managing traffic congestion and the supply of car parking.*

*To deliver this the Council will:*

*a. require high trip generating development to be located in areas of the borough where public transport accessibility has a PTAL score of 4 or above and where there is sufficient public transport capacity, or that will achieve PTAL 4 and provide sufficient capacity as a result of committed improvements to public transport;*

*b. require it to be demonstrated that development will not result in any material increase in traffic congestion or on-street parking pressure;*

*c. require that all new additional residential development be permit-free;*

*d. require car parking provided in new residential development to be at or below the adopted car parking standards;*

*e. require that parking in non-residential development is for essential need only;*

*f. require cycle parking, showering and changing facilities in new development;*

*g. require improvements to the walking and cycling environment, including securing pedestrian and cycle links through new developments;*

*h. require new development to incorporate measures to improve road safety, and in particular the safety of pedestrians, cyclists and motorcyclists, and resist development that compromises road safety;*



- i. require Transport Assessments and Travel Plans for larger scale development;*
- j. ensure that new developments provide or contribute toward improvements to public transport services, access to them and interchange between them, giving priority to north-south bus links and areas that currently have lower levels of accessibility;*
- k. work with partners to ensure that step-free access is delivered at all Underground and rail stations by 2028, require new developments to contribute toward step-free access and ensure it is delivered at Underground and rail stations in the borough where there is a redevelopment opportunity;"*

### **RBKC's New Local Plan (October 2022)**

2.24 The new Local Plan is under review to set out visions for the next 20 years.

2.25 Policy T6 Active Travel states:

- A. The Council will require all new development to maximise trips made by sustainable transport modes through improving alternatives to car use and by making it easier and more attractive to walk and cycle within the Borough.*
- B. Improvements to the walking and cycling environment are required, including securing pedestrian and cycle links through new developments and through improving walking and cycling routes to transport infrastructure, social infrastructure, green spaces and town centre uses.*
- C. Development must provide accessible, secure cycle parking facilities and make provision for high quality ancillary facilities that promote cycle usage including changing rooms, showers, and lockers in line with or above current minimum standards.*
- D. The Council will ensure that development does not reduce access to, or the attractiveness of, existing footways and footpaths used by the public, or land over which the public have a right of way.*
- E. New development must incorporate measures to improve road safety, and in particular the safety of pedestrians and cyclists and resist development that compromises road safety.*

2.26 Policy T7 Public Transport states:

- A. The Council will require new development to promote sustainable travel through the delivery of enhancements to existing public transport infrastructure.*



*B. New developments must provide or contribute toward improvements to public transport services, access to them and interchange between them, giving priority to areas that currently have lower levels of accessibility.*

*C. The Council will work with partners to ensure that step-free access is delivered at all Underground and rail Stations, requiring new developments to contribute toward step-free access and ensure it is delivered at Underground and rail stations in the Borough where there is a redevelopment opportunity, giving priority to those which deliver the greatest overall benefits.*

*D. The Council supports improvements to West London Line services and enhancements to facilities that improve access to the services.*

2.27 Policy T8 Parking and Access states:

*A. The Council will seek to minimise reliance on private car use arising from new development and promote sustainable travel patterns by managing congestion and the supply of car parking.*

*B. The Council will require it to be demonstrated that development will not result in any material increase in traffic congestion or on-street parking pressure."*

### **RBKC's Transport and Streets SPD (April 2016)**

2.28 This document provides further information and guidance in relation to parking policies and standards for car and cycles in RBKC. The additional information relevant to this application is included below.

2.29 Paragraphs 3.5.1 and 3.5.2 detail RBKC's requirements for cycle parking in developments to ensure that it is user-friendly and secure:

*"3.5.1 Basic cycle parking requirements - Cycle parking stands or spaces provided within developments, whether inside or outside, should be located in areas that are accessible, convenient and within areas of natural surveillance so that they are attractive to use and so that users feel secure accessing it. The basic requirements of cycle parking are that:*

- it provides security against theft and gives confidence to users that their cycle is secure;*
- it does not pose a hazard to pedestrians (especially those who have visual impairments) if located outside, and does not impede pedestrian desire lines;*



- *it supports cycles without damaging them;*
- *it is sheltered from the elements; and*
- *it is convenient to use for all, which means parking should be available that does not require cycles to be lifted or dragged.*

*3.5.2 When access to cycle parking is via a lift there should be sufficient space within the lift to wheel a bicycle in without having to raise the bicycle up. Cycle parking for staff should be undercover and secure."*

2.30 Paragraph 3.5.6 and 3.5.7 state how cycle parking should be divided between land uses and about the provision of end of trip facilities:

*"3.5.6 Changing rooms and showers - Changing rooms and showers should be provided in non-residential developments.*

*3.5.7 Cycle parking for larger developments - Where large developments require substantial provision of cycle parking, this should be split into suitable, smaller areas to increase accessibility and security for users. Distinct cycle parking facilities should be provided for each land use."*

### **Notting Hill Gate SPD (May 2015)**

2.31 This document provides development options for Notting Hill Gate, including the location of the site at Newcombe House. The additional information relevant to this application is included below. It is noted that a new masterplan is being prepared by Notting Hill Gate.

2.32 Paragraph 2.34 of the document details the current cycling environment in the Notting Hill Gate area, an aspect which the Proposed Development will deliver significant improvements in.

*"The narrow road lanes, along with limited cycle parking, make Notting Hill Gate an unfriendly environment for cyclists, although advanced stop lines are provided at some of the junctions. Docking stations for the Barclays Cycle Hire Scheme are located on Pembridge Villas and Pembridge Gardens and a number of cycle stands are provided throughout the district centre."*

2.33 Paragraph 4.11 details the development that RBKC wishes to take place at the site:

*"There are two possible options for the large building at Newcombe House: the refurbishment of the existing structure or its redevelopment."*

2.34 Paragraph 4.17 details how RBKC will consider changes in height to Newcombe House while considering the character of the Notting Hill Gate conservation area.

*“The Council may entertain a modest increase in height over the existing building where a scheme is proposing significant benefits to Notting Hill Gate and delivers an architecturally excellent building, provided this does not have a harmful impact on the views mentioned above.”*

2.35 Regarding improvements to active frontage, the document states:

*“Whether redevelopment or refurbishment are pursued, schemes should provide improved public space on either the Notting Hill Gate frontage and/or the area to the rear of Newcombe House.*

*Active frontages should be provided to the main streets and to the courtyard. There should be an improved link between the courtyard and Notting Hill Gate. Careful attention needs to be paid to the microclimate.”*

## **Policy Summary**

2.36 The Site is situated in a highly accessible location, which benefits from access to a wide range of public transport facilities and local amenities. On this basis, it is considered that there are realistic opportunities for users to travel by modes other than the private car, thus according with national (NPPF), strategic (London Plan), and local (RBKC’s Local Plan) planning policy regarding the location of sustainable development.

2.37 The proposals comprise a car-free development and provide long-stay cycle parking in accordance with London Plan standards, therefore seeking to prioritise pedestrians and cyclists above the private vehicle. This approach is in accordance with strategic (London Plan) and local (Transport and Streets SPD) policy guidance on car and cycle parking provision.

2.38 The design of the proposal includes the provision of an off-street service yard, which will minimise the impacts of deliveries and servicing on the local transport network and adjacent properties. The further measures that will be implemented to control servicing are deemed to be in accordance with, and positively deliver, the requirements of strategic (London Plan) and local (RBKC’s Local Plan) policy guidance on servicing.



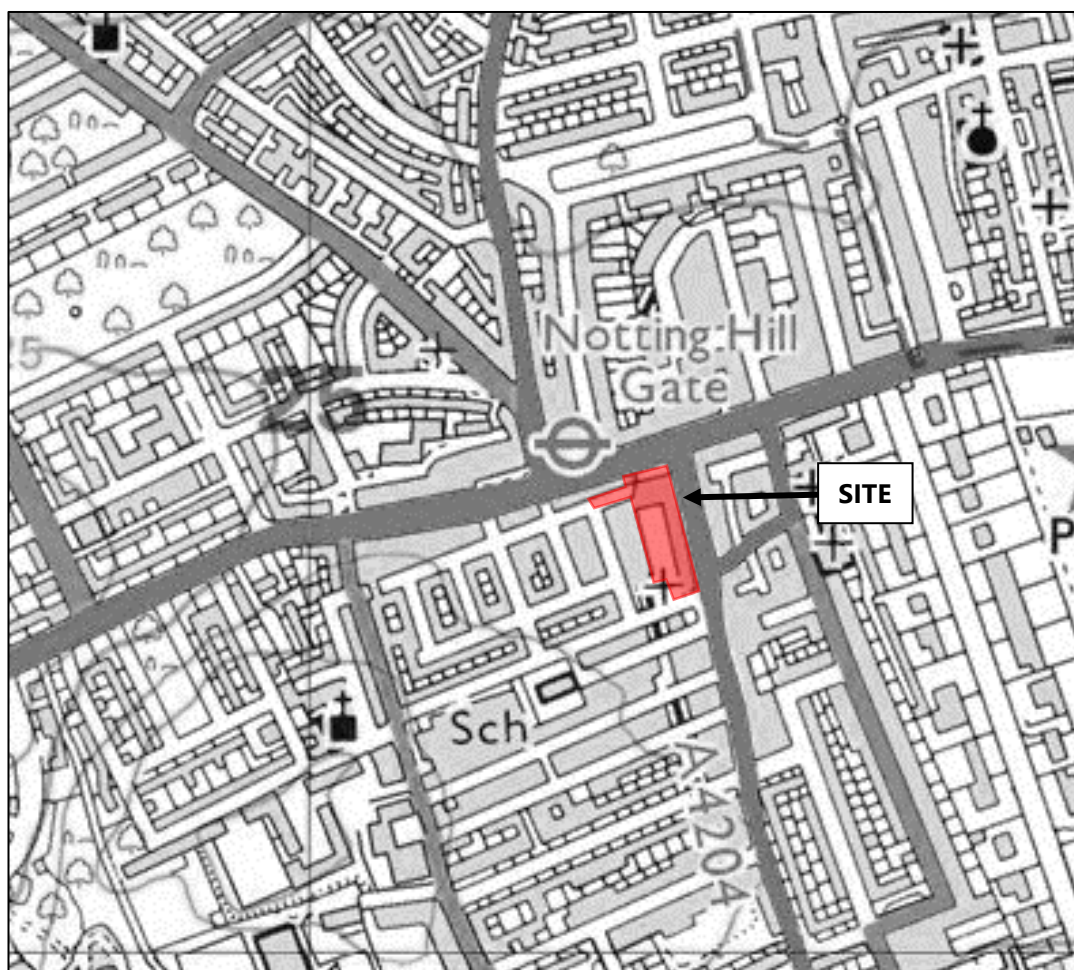
- 2.39 The scope of the Transport Assessment has been agreed with RBKC and TfL during pre-application discussions. Overall, the proposals lead to a design that promotes a more attractive and accessible area for employees, visitors, and the local community. This is considered to align with the overarching objectives of Healthy Streets guidance.
- 2.40 Finally, the assessment set out later in this report demonstrates that the proposal will not result in a severe residual cumulative impact on the local transport network, therefore it is deemed to be in accordance with the tests set out within the NPPF.

### 3 SITE AND SURROUNDINGS

3.1 This Section provides a description of the existing and proposed transport conditions of the Site.

#### The Application Site and Surrounding Area

3.2 The Site is situated in the Campden Ward of RBKC. The Site is bound by the A402 Notting Hill Gate to the north, Kensington Church Street to the east, Kensington Place to the south and the Notting Hill Gate London Underground Circle and District Line platforms to the west. The Site is provided with a private through-route between Newcombe Street to the south and Uxbridge Street to the north providing access to the Site's car park (62 spaces), waste storage and servicing. The Site location with respect to the local transport network is shown within **Figure 3.1**.



**Figure 3.1: Site Location Plan**

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- 3.3 Newcombe House is located on the northern part of the Site and was previously used as offices. The tower is 11 storeys in height plus plant at roof level and basement level. The building is in a poor state of disrepair and not suitable for occupation. It is set back from the Notting Hill Gate frontage, resulting in a wide concrete area leading to the entrance of the building.
- 3.4 The Kensington Church Street frontage of the Site comprises a 1 and 2 storey linear block comprising commercial units. Occupation and use vary between retail, restaurants and leisure.
- 3.5 Royston Court is an existing housing block, located on the southern end at the corner of Kensington Place, it is 5 storeys in height. The ground floor was previously in retail use and the upper levels were previously used as bedsit accommodation for rough sleepers. It is no longer occupied and in a state of significant disrepair.
- 3.6 The existing Site provides a total of 5,206 sqm GIA of office, 2,569 sqm GIA of retail and 955 sqm GIA of residential floorspace.

## **Local Highway Network**

### **Notting Hill Gate (A402)**

- 3.7 The A402 Notting Hill Gate forms the northern boundary of the Site and is a major commuter route into Central London. It forms part of the Transport for London Road Network (TLRN) managed by TfL. The A402 runs between Marble Arch and King Street in Hammersmith. There are three lanes on either side of Notting Hill Gate adjacent to the Site, but due to parking and loading bays in the nearside lane, only the middle and outside lanes are used by drivers.
- 3.8 The three shared-use parking bays on Notting Hill Gate in close proximity of the Site permit loading before 8am between 10am to 4pm, and after 6.30pm Monday to Friday, and before 8am and after 10am on Saturday. Parking is allowed between 10am and 4pm Monday to Friday and 10am and 1.30pm on Saturday with a maximum stay of 30 minutes. There is a single yellow line restriction which prohibits waiting between 8am-10am and 4pm-6.30pm Monday to Friday and 6am-10am on Saturday.



## **Kensington Church Street**

- 3.9 Kensington Church Street forms the eastern boundary of the Site. Adjacent to the Site there are four lanes provided for northbound traffic only. To the south of Kensington Mall, Kensington Church Street operates two-way with a single lane provided in each direction. Kensington Mall forms part of a one-way gyratory system linking the A402 Notting Hill Gate to Kensington Church Street.
- 3.10 The loading bay on Kensington Church Street permits loading for up to 40 minutes with no return within 2 hours. There is a single yellow line restriction which prohibits waiting and loading between 8am and 6.30pm Monday to Saturday.

## **Kensington Place**

- 3.11 Kensington Place operates east-west along the Site's southern frontage offering two-way movement between Kensington Church Street to the east and Jameson Street to the west, before converting to westbound only towards Campden Hill Road. In proximity to the Site, Kensington Place is provided with double yellow line on the southern side of the carriageway to prevent parking / blocking of the highway, alongside single yellow line on the northern side of the carriageway for waiting / loading for adjacent buildings.

## **Newcombe Street**

- 3.12 Newcombe Street offers two-way movement in a north-south orientation through the Site's private car park connecting to Uxbridge Street to the north. The most southern section of Newcombe Street is adopted public highway before becoming a private access road once within the Site boundary. The publicly owned section of Newcombe Street forms a junction with Kensington Place and is provided with 2 x shared-use parking bays and motorcycle parking bays on the western side of the carriageway with single yellow line on the eastern side.

## **Uxbridge Street**

- 3.13 Uxbridge Street forms a two-way road running between Campden Hill Road to the west and Jameson Street to the east. The most eastern section of Uxbridge Street falls within the Site boundary and forms part of the 'loop' through the Site's car park, though is signed as no entry when travelling north from the car park.



## Hillgate Conservation Area

- 3.14 The Hillgate Conservation Area lies immediately to the west of the Site and is formed of narrow residential roads which are mostly narrow one-way routes with a high level of on-street resident permit parking.

## Proposed Development

- 3.15 The "Proposed Development" consists of the following:
- Retention and extension of Newcombe House to create a part 14 and part 15 storey building fronting Notting Hill Gate, to deliver Grade A commercial office floorspace (Use Class E (g)(i));
  - Overall delivery of commercial floorspace to regenerate and revitalise Notting Hill Gate District Centre;
  - Redevelopment of the remainder of the Site and erection of a 6-storey building to provide:
    - Grade A office floorspace at the upper levels along Kensington Church Street (Use Class E (g)(i) I and
    - Flexible retail space at ground floor along Kensington Church Street to respond to tenants' requirements and create active frontage (Use Class E);
  - Redevelopment of Royston Court to provide an 8 storey building to provide new affordable accommodation (1,320 sqm) (Use Class C3) and medical floorspace (784 sqm) (Use Class E(e);
  - Creation of public square at the Notting Hill Gate frontage, through the provision of high-quality landscaping and seating; Set back of the building line along Kensington Church Street at ground floor, the increase width of the pavement and creation of new and improved public realm;
  - Improvements to Uxbridge Street through landscaping works to create a high-quality pedestrian environment and route to Notting Hill Gate;
  - Dedicated servicing area within the Site to the rear of Kensington Church Place, alongside on street servicing along Kensington Church Street; and
  - Cycle parking provision across the development.

3.16 **Table 3.1** presents the area schedule for the Proposed Development.

<b>Table 3.1: Proposed Development Area Schedule</b>		
<b>Land Use</b>	<b>Gross Internal Area</b>	<b>Gross External Area</b>
Office	9,943 sqm	10,696 sqm
Residential	1,320 sqm	1,552 sqm
Retail	1,609 sqm	1,715 sqm
Medical	784 sqm	923 sqm
Tower Office	10,238 sqm	11,790 sqm
Back of House	3,008 sqm	3,236 sqm
Total	26,902 sqm	29,912 sqm

3.17 As set out in Squire & Partners Area Schedule, the Back of House has been divided between the office and retail areas resulting in a total provision of 23,102 sqm GIA / 25,632 sqm GEA of office floorspace and 1,696 sqm GIA / 1,805 sqm GEA of retail floorspace. The residential floorspace will provide 4 x 2-bed and 4 x 3-bed residential dwellings.

3.18 **Appendix A** includes the Architect's latest layout plans.

## **Access Arrangements**

### Vehicle Access

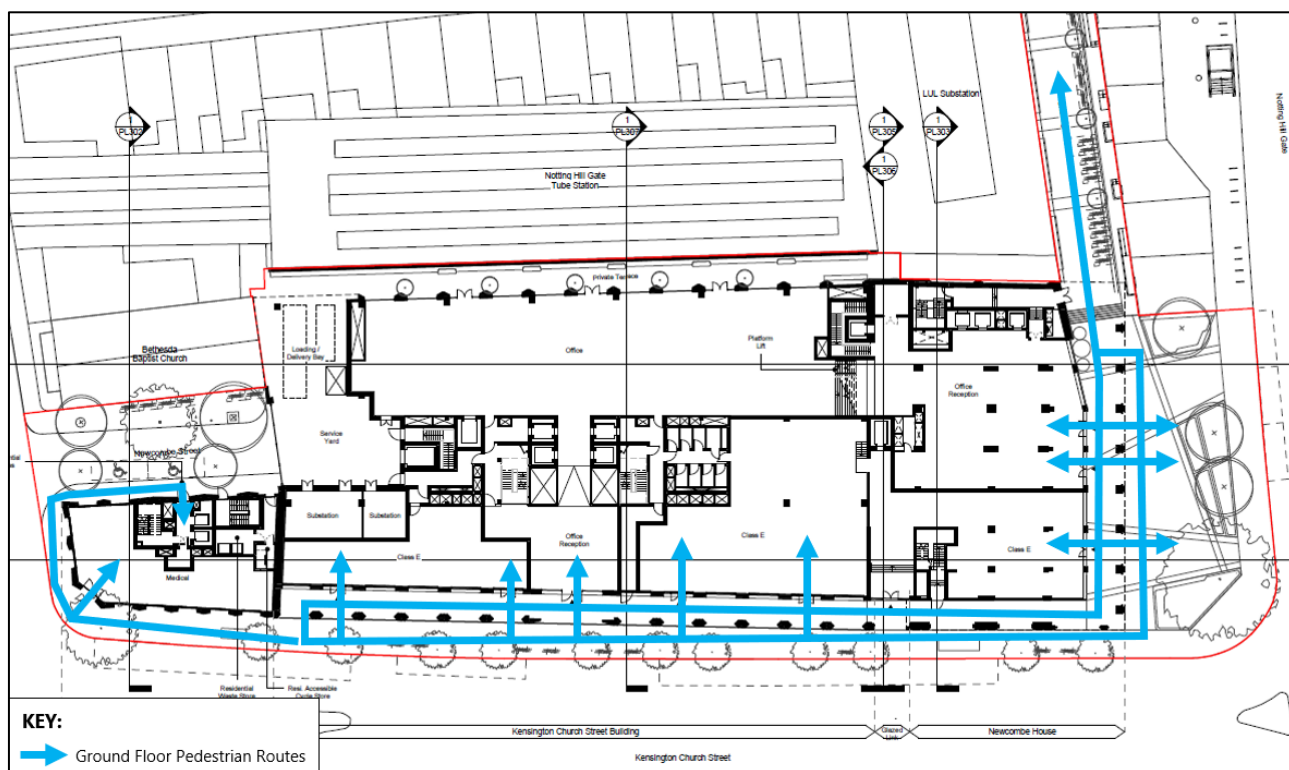
3.19 The Proposed Development will remove the vehicular through-route connecting Uxbridge Street and Newcombe Street. Vehicle access into the Site will be limited to delivery vehicles and waste collection vehicles accessing the internal servicing yard to and from Newcombe Street to the south. Uxbridge Street will not be used for vehicular access reducing the vehicular movements taking place at this location and along Jameson Street when compared with the existing situation and the Consented Scheme which uses Uxbridge Street as the main vehicle access point into the development.

### Pedestrian Access

3.20 The pedestrian access points into the Development are indicated at **Figure 3.2**. The main entrance to the Tower will remain from Notting Hill Gate, as per the existing situation while a new office entrance will be provided from Kensington Church Street. The retail units at ground level will be provided direct access from Notting Hill Gate and Kensington Church Street while the medical



floorspace will be provided with a separate access directly onto Kensington Church Street. The residential access will be via a widened footway on Newcombe Street.



**Figure 3.2: Ground Floor Pedestrian Connections**

Source: Squire & Partners 2023

## Public Realm Improvements

3.21 The Proposed Development includes the following on-site public realm improvements:

- A.** Creation of landscaped public square fronting Notting Hill Gate measuring circa 15m in width from the Site boundary to the proposed building line, rising to circa 19m in width when measuring from Notting Hill Gate carriageway to the proposed building line.
- B.** Creation of 3.1m wide colonnade (2.3m between column and building line) along the Kensington Church Street frontage to address concerns raised by RBKC and TfL regarding the existing footway width along Kensington Church Street and its ability to cater for pedestrian activity in the future. This results in a total width between the carriageway and proposed building line of between 5.8m and 6.9m along Kensington Church Street.

3.22 The Proposed Development includes the following off-site highway improvements:

- C. Alterations to Newcombe Street including the removal of the 2 x shared-use parking bays and motorcycle parking bays to deliver 2 x disabled bays, tree planting and visitor cycle parking, which could include the raising of the carriageway to footway level.

## **Car Parking**

- 3.23 The Proposed Development will be car-free with no on-site parking provision, in line with the London Plan (2021). This is considered a major improvement when compared with the Consented Scheme which secured 25 car parking spaces at Basement Level 2.
- 3.24 The Applicant is willing to enter into a permit-free agreement with RBKC to prevent future employees and residents from obtaining a permit to park within the local CPZs. Further details on the parking provision are provided in the following paragraphs and at Section 8.

### Disabled Parking Provision

- 3.25 Paragraph A, Policy T6.5 of the Adopted London Plan (2021) – Non-residential disabled persons parking – states: *“Disabled persons parking should be provided... ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay”*.
- 3.26 Paragraph G, Policy T6.1 of the London Plan (2021) – Residential Parking – requires residential development to ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.
- 3.27 The recommended disabled parking requirement arising from the Proposed Development amounts to 4 spaces divided between the office and retail land uses (2 bays), the medical floorspace (1 bay) and the residential units (1 bay).
- 3.28 The 2011 Census data has been interrogated for the Campden Ward for those with a long-term health problem or disabled by car ownership. The same categories are currently unavailable from the 2022 Census data. The data highlights that a total of 7,952 residents are defined as having a long-term health problem or disability but that those residents whose day-to-day activities are limited either “a lot” or “a little, and thus would require mobility assistance in some way, own 163 cars combined. As such, 4.9% of current residents with a long-term health problem or disability require access to a car. In the event a wheelchair accessible unit is provided within the 8 proposed residential units this would generate a very low demand for a disabled persons parking bay.

- 3.29 To align with the public realm aspirations and provide high quality active frontage, the provision of on-site disabled parking is precluded from the design. Instead, the Proposed Development seeks the conversion of the parking bays on Newcombe Street to disabled parking alongside landscape improvements resulting in the provision of 2 x disabled bays. The proximity of the 2 x disabled bays means they will likely serve the medical floorspace but will be publicly accessible to the retail, office and residential land uses.
- 3.30 It was explored whether further disabled parking could be provided on Newcombe Street, however, additional parking would block access to the servicing yard for servicing vehicles and would result in the removal of the proposed tree landscaping.
- 3.31 An on-street disabled parking bay is located on Kensington Place near to the Site and is expected to be used by future employees and residents at the Proposed Development. The Applicant is willing to provide a Section 106 contribution towards the provision of additional disabled parking on the surrounding highway network; potentially on Kensington Place or Edge Street, considering the fact only 1 additional bay will likely be required on day one (3 in total).

#### Car Club Provision

- 3.32 The provision of a car club bay associated with the Proposed Development is considered counterproductive to the sustainable travel aspirations of the Site, which aims to encourage employees to walk and cycle, and make full use of the Site's public transport accessibility of the area (PTAL 6b). Therefore, no provision for car club parking is included within the proposals.

### **Motorcycle Parking**

- 3.33 The current motorcycle parking bay on Newcombe Street will be removed. The Applicant is willing to enter into a Section 106 agreement with RBKC to relocate the motorcycle parking bays, potentially to Edge Street or West Mall.

### **Cycle Parking**

#### Long-stay

- 3.34 Cycle parking will be provided in line with the London Plan (2021). The cycle parking requirements are detailed in **Table 3.2** while the provision is detailed in **Table 3.3** including the division of cycle parking types.

Table 3.2: London Plan (2021) Cycle Parking Minimum Standards			
Class	Long-Stay	Short-Stay	Total
Office	164	14	356
Tower (Office)	178		
Residential	16	2	18
Retail	10	90	100
Medical	4	6	10
<b>Total</b>	<b>372</b>	<b>112</b>	<b>484</b>

Table 3.3: Proposed Development Cycle Parking Provision						
Use Class	Number of Spaces by Cycle Parking Type				Total Long-Stay	Visitor Sheffield Stand Spaces
	Two-Tier Spaces	Sheffield Stand Spaces	Adapted Stand Spaces	Cycle Lockers		
Office (12,269 sqm GEA)	123	16	8	16	163	<b>57</b>
Tower Office (13,363 sqm GEA)	134	18	9	18	179	
Retail (1,805 sqm GEA)	8	2	1	0	11	
Medical (923 sqm GEA)	0	4	0	0	4	
Residential (8 units)	12	3	1	0	16	
<b>Total</b>	<b>280</b>	<b>40</b>	<b>19</b>	<b>34</b>	<b>373</b>	

3.35 The cycle stores have been designed to a high standard throughout, in line with London Cycle Design Standards (LCDS) and accessible via a cycle lift from the servicing yard to the basement level. The office space includes a lift from ground to basement that may also be used by cyclists.

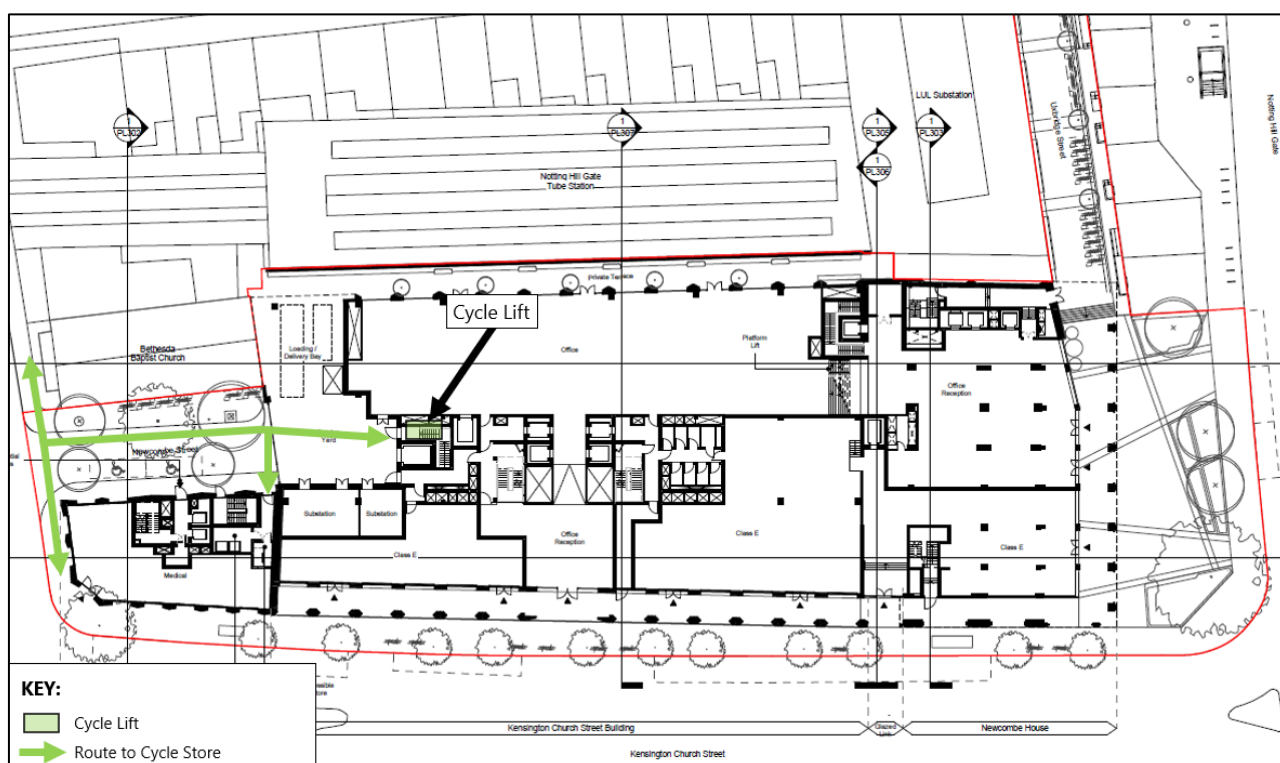
### Short-stay

3.36 The short-stay cycle parking requirements are indicated at **Appendix A** and adopted into the public realm strategy at appropriate locations near the Site entrances in the form of Sheffield stand spaces within the red line boundary and on the surrounding public highway.

3.37 The Applicant raised concerns during pre-application discussions that the retail visitor cycle parking standards generate a significant demand for 112 visitor spaces (56 x Sheffield stands) that will detrimentally affect the delivery of high-quality public realm.

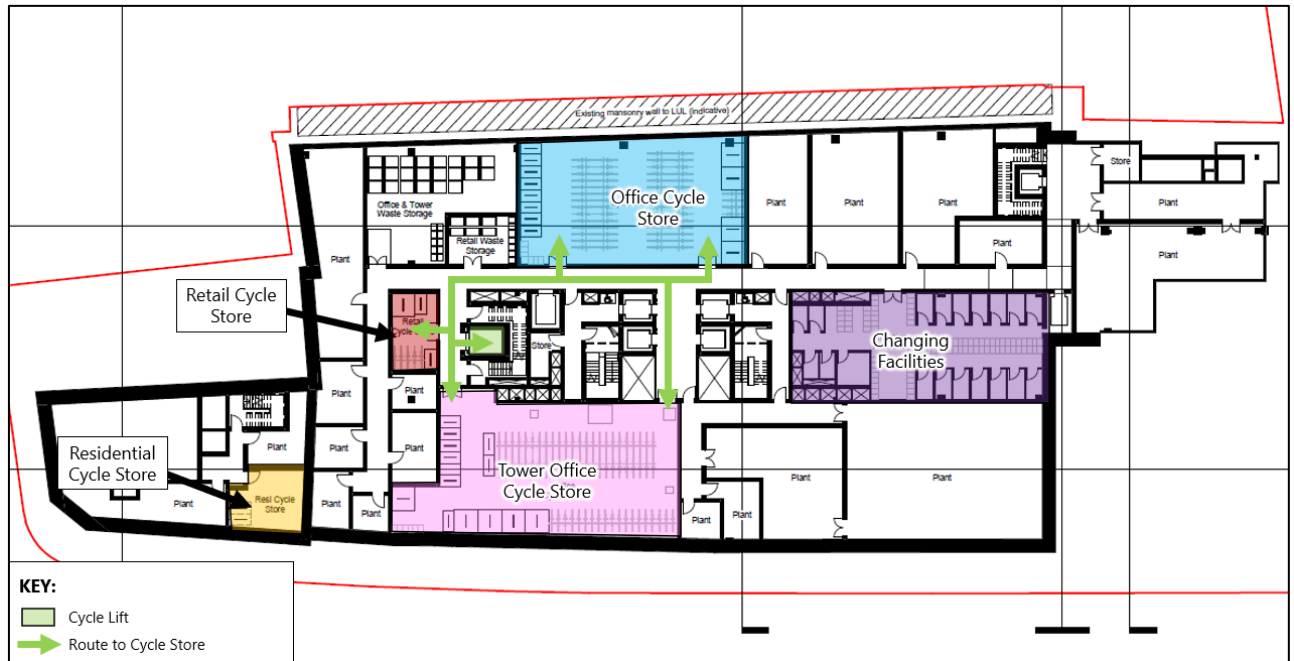
3.38 Instead, the Applicant proposes the provision of 58 visitor spaces (29 x Sheffield stands) with 6 new stands located between trees on the footway along Kensington Church Street to avoid impacting pedestrian desire lines, 6 stands located on the northern footway on Newcombe Street, and a further 17 stands placed along Uxbridge Street. When combined with the existing stands on Kensington Church Street this equates to 64 visitor spaces (32 x Sheffield stands).

3.39 **Figure 3.3** details the cycle access at ground level while **Figure 3.4** details the route to the cycle stores at basement level and directly into the medical cycle store.



**Figure 3.3: Cycle Parking Access (Ground Floor)**

Source: Squire & Partners 2023



**Figure 3.4: Cycle Parking Access (Basement Floor)**

Source: Squire & Partners 2023

## 4 SITE ACCESSIBILITY

- 4.1 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).
- 4.2 An assessment of the accessibility of the Site by both active and sustainable modes of transport has been undertaken, as well as an Active Travel Audit at Section 5 for the relevant future routes to local amenities and transport nodes.

### Accessibility by Active Modes

#### Access by Foot

- 4.3 A person's willingness to walk relies on many factors including safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 4.4 CIHT research on walking (Planning for Walking, 2015) suggests that for journeys of up to 1 mile (1.6km) most people will walk (79%). While the proportion of people walking decreases beyond the 1-mile threshold (26% between 1-2miles).
- 4.5 Further research reviewing walking distances has been undertaken as part of the National Travel Survey data for 2010-2012 (How far do people walk? WYG Research Paper, 2015) which suggests that walking mode should be considered suitable for distances up to 1.95km.
- 4.6 **Table 4.1** summarises the local amenities available for future users of the development Site. The table provides the location of each amenity and provides approximate walking distances, as well as approximate walking times, assuming an average walk speed of 80m per minute.

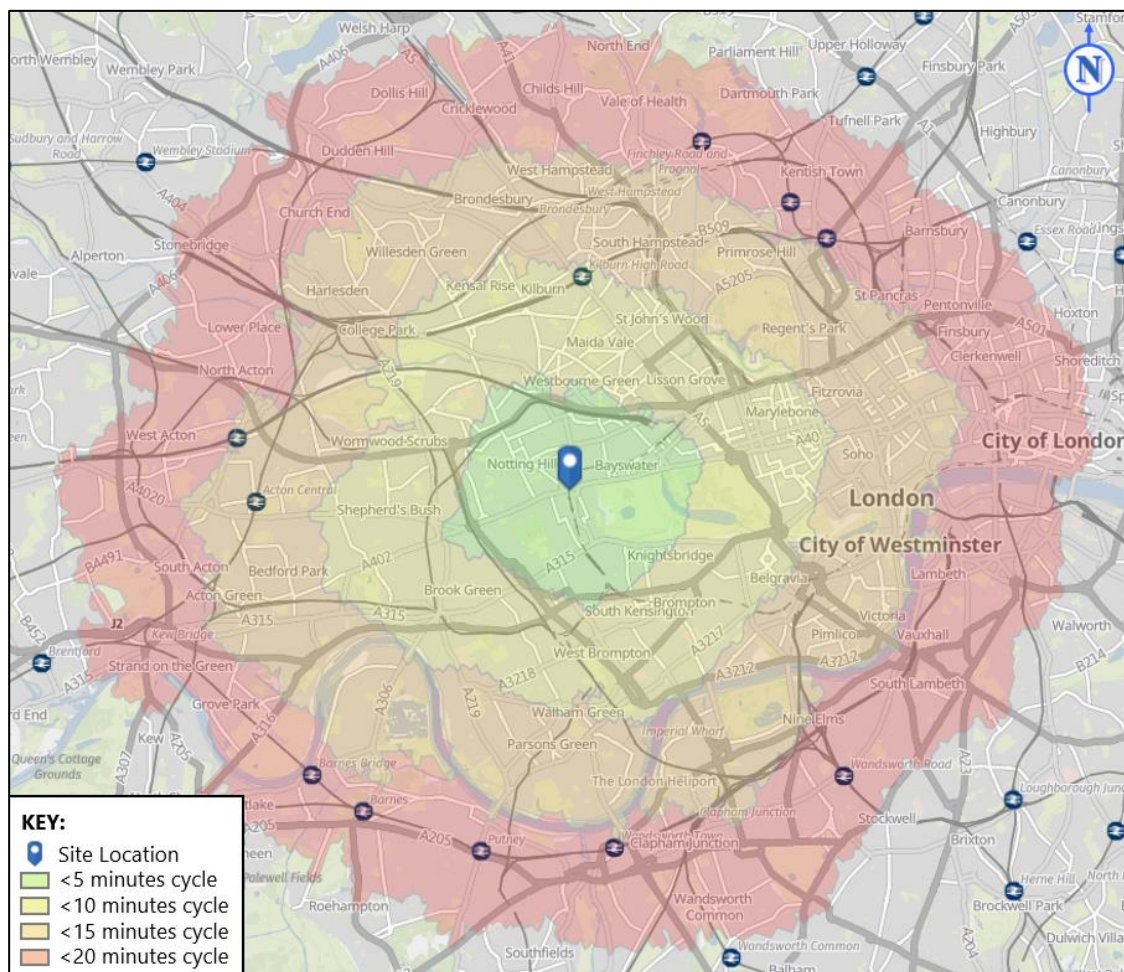
<b>Table 4.1: Approximate Distances to Local Amenities</b>			
<b>Amenity</b>	<b>Location</b>	<b>Walking Distance</b>	<b>Approximate Walking Time</b>
<b>Public Transport Opportunities</b>			
Bus Stops	Notting Hill Gate Station Stops	>50m	1 minute
	Notting Hill Gate Hillgate St (Stop D & E)	230m	3 minutes
Underground Stations	Notting Hill Gate Underground Station	60m	1 minute
	Queensway Underground Station	650m	8 minutes
	Holland Park Underground Station	750m	10 minutes
	Bayswater Underground Station	850m	11 minutes
	High Street Kensington Underground Station	950m	12 minutes
<b>Facilities and Amenities</b>			
Notting Hill Gate Shops	A402 Notting Hill Gate	>50m	1 minute
Calder Pharmacy of Notting Hill	A402 Notting Hill Gate	>50m	1 minute
Kensington Church Street Post Office	A4204 Kensington Church Street	>50m	1 minute
HSBC	A402 Notting Hill Gate	60m	1 minute
Bahl Dental Practice	A402 Notting Hill Gate	140m	2 minutes
Fox Primary School	Kensington Place	170m	2 minutes
M&S Simply Food	A402 Notting Hill Gate	230m	3 minutes
Notting Hill Gate Library	Pembridge Square	400m	5 minutes
Kensington Gardens	A402 Bayswater Road	400m	5 minutes
Pembridge Villas GP Surgery	A4206 Pembridge Villas	550m	7 minutes
Holland Park Secondary School	Campden Hill Road	550m	70 minutes
Queens Family Entertainment Centre	B411 Queensway	700m	9 minutes
PureGym Bayswater	Moscow Place	750m	10 minutes
High Street Kensington Shopping area	A315 Kensington High Street	750m	10 minutes



- 4.7 As shown in **Table 4.1** above there are a number of amenities and public transport services available within convenient walking distance of the Site, including bus, underground services, as well as amenities such as shops, banks and a post office.
- 4.8 The Site benefits from a generous footway that runs along the frontage to Kensington Church Street and ranges from 3.0 to 3.2m in width. There is also an open public space at the Notting Hill Gate frontage. The pedestrian crossings adjacent to the Site at the junction of Notting Hill Gate and Kensington Church Street are signal controlled and there are dropped kerbs and tactile paving provided at the crossing points.

### **Access by Cycling**

- 4.9 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km) of which 60% are undertaken by private cars. The guidelines highlight that there is a 'substantial potential' for substituting driving for cycling for distances up to 5 miles.
- 4.10 **Figure 4.1** indicates the Active Travel Zone for the Site based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distances up to 5 miles (8 kilometres) which includes areas such as Hampstead, Camden Town, the City of London, Westminster, Battersea, Clapham, Chiswick, Acton and Church End.



**Figure 4.1: 20-minute Cycling Isochrone**

Source: ArcGIS Pro 2023

- 4.11 There are a number of signed on-road cycle routes located close to the Site, which form part of the London Cycle Network (LCN). Apart from providing cycle access to local centres and amenities in Notting Hill, the LCN routes provide access to areas which include Paddington, Regent’s Park and Primrose Hill to the north east, Shepherds Bush and White City to the west, Hyde Park and Bayswater to the east and South Kensington and Kensington High Street to the south. The signed routes connect to a wide network of advisory cycle routes further towards Central London, Camden, Chelsea, Fulham and Hammersmith.
- 4.12 The full extent of the TfL cycle network near the Site is displayed in **Figure 4.2** below, including the location of Cycle Superhighway 3 which is approximately 1.5km east of the Site (6 minutes’ cycle).





**Figure 4.2: TfL Cycle Map 7 (Notting Hill Area)**

Source: TfL 2017

4.13 In addition, there are 5 x TfL Santander Cycle Hire docking stations within a short walking distance of the Site. **Table 4.2** shows the street name, relative distances and walking times to the docking stations.

<b>Location</b>	<b>Walking Distance</b>	<b>Approximate Walking Time</b>	<b>Number of docks</b>
Palace Gardens Terrace	150m	2 minutes	37
Pembridge Gardens	150m	2 minutes	28
Pembridge Villas	350m	4 minutes	15
Campden Hill Road	400m	5 minutes	17
Vicarage Road	500m	6 minutes	18

## Accessibility by Public Transport

- 4.14 The Site is well served by public transport, with very convenient access to London Underground, London rail networks, and bus services.

### Bus Services

- 4.15 The Site is within a short walking distance of 10 frequent bus services. Routes are accessed from either the Site's eastern frontage on Kensington Church Street or via bus stops along Notting Hill Gate which are within a short walking distance. These services combined offer approximately 180 buses passing the Site per hour during daytime operation.

- 4.16 **Table 4.3** below provides a summary of bus services that can be accessed from the nearby bus stops.

Table 4.3: Local Bus Service Summary				
No.	Route	Peak Frequency (minutes)		
		Weekdays	Saturday	Sunday
27	Hammersmith Stn / H&C and Circle Lines– Hartland Road / Camden Market	9 - 10	8 - 12	10 - 13
28	Station Terrace – Mapleton Crescent	8 - 12	9 - 13	11 - 13
31	Bayham Street – White City Bus Station	8 - 11	9 - 11	9 - 11
52	Victoria Station – Pound Lane	7 - 10	7 - 11	10 - 13
70	Chiswick Business Park – Queensberry Place	8 - 12	10 - 13	13 - 15
94	Acton Green – Charles II Street	5 - 8	6 - 10	8 - 12
148	Denmark Hill / Camberwell Green - White City Bus Station	8 - 12	8 - 12	10 - 14
328	Golders Green Station– Chelsea Worlds End	8 - 12	9 - 13	11 - 14
390	Archway Station – Archway Station	6 - 10	7 - 10	8 - 10
452	Ladbroke Grove Sainsbury's – Vauxhall Bus Station	9 - 12	9 - 12	11 - 13

### Underground Services

- 4.17 The Site is directly adjacent to Notting Hill Gate Underground Station. This station provides access to Central, Circle and District Lines services which offer frequent trains to destinations such as Earl's Court, High Street Kensington, Liverpool Street, Victoria, Kings Cross St. Pancras, Oxford Circus, Paddington and Embankment.

4.18 Additionally the Site is within walking distance of Queensway, Holland Park, Bayswater and Notting Hill Gate Underground Stations. **Table 4.4** details the lines that operate from all stations near the Site along with information about their service patterns.

<b>Table 4.4: Summary of Underground Services</b>				
<b>Station</b>	<b>Lines</b>	<b>Route</b>	<b>Services</b>	<b>Walk Distance</b>
Notting Hill Gate	Central	Ealing Broadway / West Ruislip – Grange Hill / Hainault / Epping	21tph in each direction	60m (1 minute)
	Circle	Edgware Road / Hammersmith / Aldgate – Liverpool Street	6tph in each direction	
	District	Richmond / Ealing Broadway / Wimbledon / Kensington (Olympia) – Edgware Road / Upminster	6tph in each direction 3tph to Kensington (Olympia) via Earl's Court at Weekend/Bank Holidays	
Queensway	Central	Ealing Broadway / West Ruislip – Grange Hill / Hainault / Epping	21tph in each direction	650m (8 minutes)
Holland Park	Central	Ealing Broadway / West Ruislip – Grange Hill / Hainault / Epping	21tph in each direction	750m (10 minutes)
Bayswater	Circle	Edgware Road / Hammersmith / Aldgate – Liverpool Street	6tph in each direction	850m (11 minutes)
	District	Richmond / Ealing Broadway / Wimbledon / Kensington (Olympia) – Edgware Road / Upminster	6tph in each direction 3tph to Kensington (Olympia) via Earl's Court at Weekend/Bank Holidays	
High Street Kensington	Circle	Edgware Road / Hammersmith / Aldgate – Liverpool Street	6tph in each direction	950m (12 minutes)
	District	Richmond / Ealing Broadway / Wimbledon / Kensington (Olympia) – Edgware Road / Upminster	6tph in each direction 3tph to Kensington (Olympia) via Earl's Court at Weekend/Bank Holidays	

### **Public Transport Accessibility Level (PTAL)**

4.19 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

4.20 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

4.21 The Site has a PTAL level of 6b which indicates the highest achievable accessibility. The calculation shows that the Site has excellent access to public transport facilities. The PTAL output for the Site is attached in **Appendix B**.

### Car Clubs

4.22 There are numerous car club bays operated by Zipcar and Enterprise Car Club in the vicinity of the Site. Within a 500m radius of the Site, there are 11 bays operated by Zipcar and 6 bays operated by Enterprise Car Club; the nearest being operated by Zipcar and located on Kensington Church Street circa. 10 metres to the east of the Site.

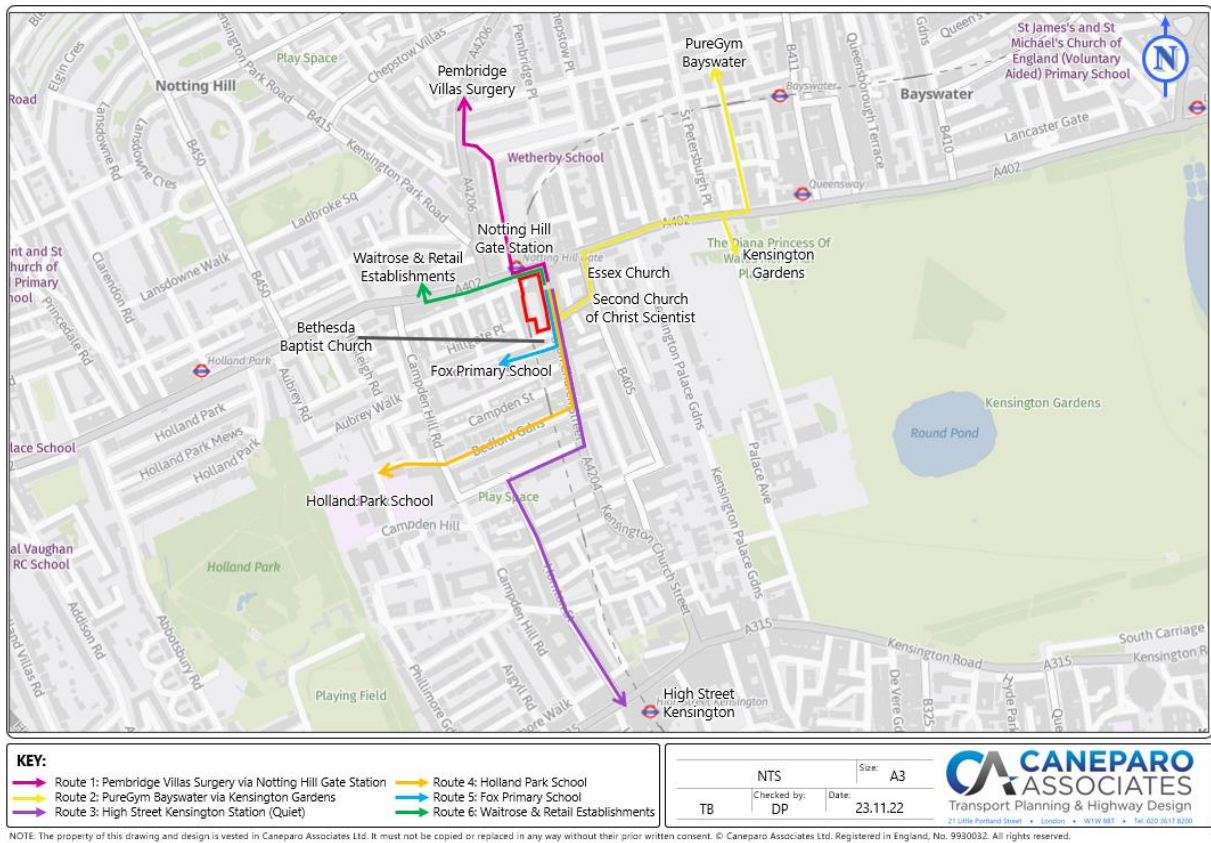
4.23 **Table 4.5** below lists the Zipcar vehicles within walking distance of the Site. Given the high level of provision, it is considered that there is more than adequate capacity to serve the Proposed Development.

Table 4.5: Local Car Club Operators		
Vehicle(s)	Location	Distance from Site
1 car	Kensington Church Street, W8 4DS	10m
1 car	Edge Street, W8 7PN	40m
1 car	Pembridge Gardens, W11 3HP	120m
1 car	Campden Street, W8 7PN	140m
1 car	Ladbroke Road, W11 3PA	250m
1 car	Palace Ct, W2 4JA	280m
1 car	Brunswick Gardens, W8 4AH	390m

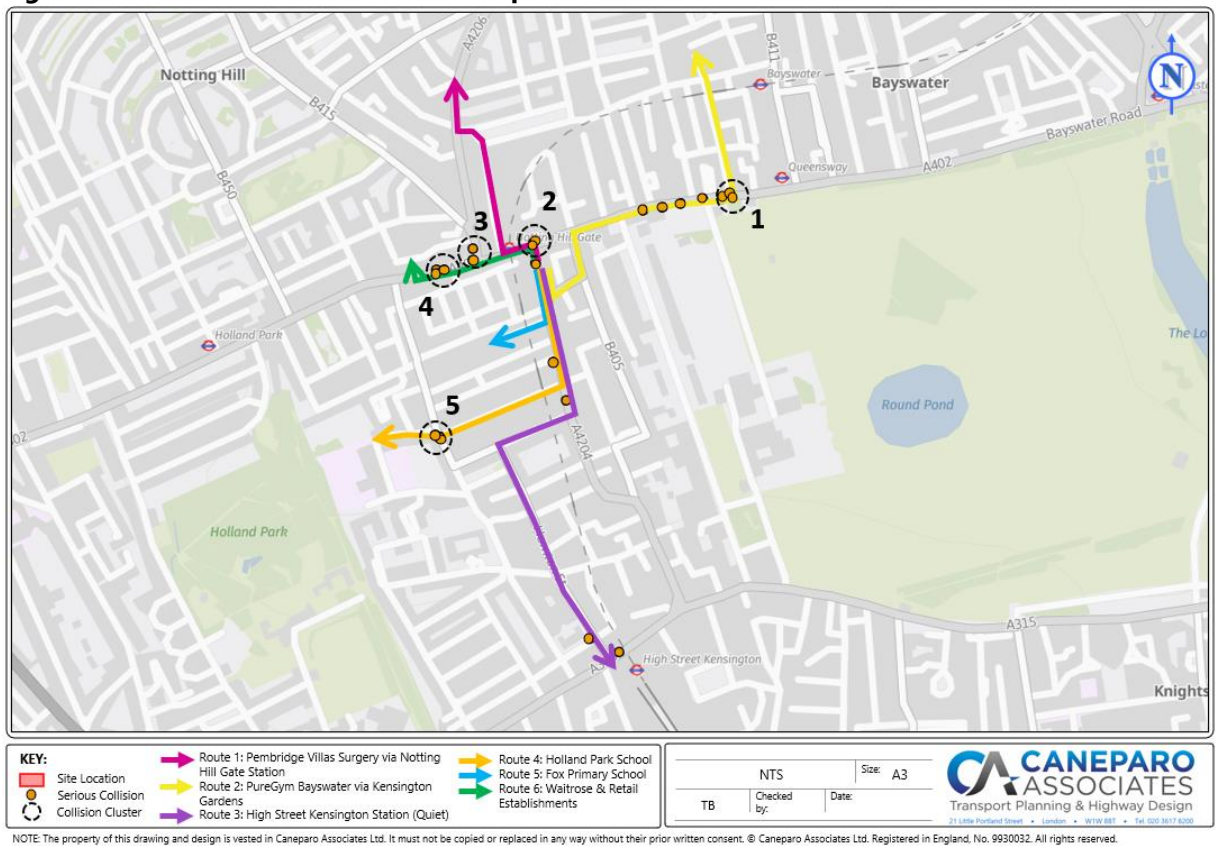
## 5 ACTIVE TRAVEL AUDIT

- 5.1 The Active Travel Audit assesses the suitability of pedestrian and cycle facilities within the Active Travel Zone surrounding the Site where users are expected to walk and cycle to access services, points of interests, and transport nodes.
- 5.2 The Healthy Streets Approach is the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more. The approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The indicators, which provide initial starting points for discussions around the quality of the pedestrian environment, are illustrated within the Health Streets Indicator Wheel at Figure 2.1.
- 5.3 The audit was undertaken on Tuesday 20<sup>th</sup> December 2022, between the hours of 11:00-13:00 in accordance with the Healthy Streets Approach utilising the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach*' (November 2017) and Healthy Streets Check for Designers (April 2019). Photos have been taken roughly every 150m along the main identified routes and the worst sections of the route have been analysed against the Healthy Streets Indicators.
- 5.4 The scope of the Active Travel Audit is shown at **Figure 5.1** and will assess routes to / from the following destinations:
- Route 1: Pembridge Villas Surgery via Notting Hill Gate Station – it is noted that this surgery is trying to relocate into the new medical floorspace on-site subject to NHS tender process.
  - Route 2: PureGym Bayswater via Kensington Gardens
  - Route 3: High Street Kensington Station (Quiet Route)
  - Route 4: Holland Park School
  - Route 5: Fox Primary School
  - Route 6: Waitrose & Retail Establishments





**Figure 5.1: Active Travel Audit Route Map**



**Figure 5.2: Walking Isochrones & KSIs**



## Vision Zero

5.5 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.

5.6 **Figure 5.2** illustrates the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed for the last 5 years – a copy of the data is included at **Appendix C**. For the purposes of this assessment, an accident cluster is classified as a location in which 2 or more KSI accidents were recorded. A summary of the key accidents recorded is provided below.

5.7 In total, zero fatal and 22 serious collisions occurred on the identified Active Travel Routes within the last 5 years. Of the recorded serious collisions, eight involved pedestrians and nine involved pedal cyclists. In the surrounding area, there were five key clusters where collisions occurred which are discussed below:

1. A total of three serious collisions occurred on Active Travel Route 2 at the A402 Bayswater Road / Orme Court junction. All three collisions involved a car driver hitting a cyclist, with the first collision involving a cyclist losing control and then colliding with a nearby car that was driving too close to the cyclist. The second collision involved a car driver failing to look properly at night and hitting a cyclist when turning at the junction. The final collision also involving a car hitting a cyclist when turning at night and this was due to careless, aggressive driving and by losing control when making the turn poorly in wet weather.
2. A total of two serious collisions occurred on Active Travel Route 1 and 6 at the A402 Notting Hill Gate / A4204 Kensington Church Street junction. The first collision involved a careless car driver speeding and failing to look properly at a pedestrian crossing and then hitting a pedestrian who crossed after failing to look in between stationary vehicles improperly. The other collision at this junction only involved a cyclist and has an unknown cause.
3. A total of two serious collisions occurred on Active Travel Route 6 at the A402 Notting Hill Gate / A4206 Pembridge Road junction. Both collisions happened in the daytime but have an unknown cause with the first involving a heavy goods vehicle colliding with a pedestrian. The second collision happened in light conditions and involved just a cyclist colliding but with no stated reason.

4. A total of three serious collisions occurred on Active Travel Route 6 on the A402 Notting Hill Gate, circa 20m to the west of the junction with Hillgate Street. The first collision involved a car colliding with a cyclist during rainy conditions however the cause is unknown. The second collision occurred at night, with a pedestrian and car driver colliding after both failing to look properly. The third collision took place in good conditions and involved a motorcycle and pedestrian, with the cause of the collision being unknown.
5. A total of three serious collisions took place on Active Travel Route 4 at the junction of Campden Hill Road / Airlie Gardens / Bedford Gardens. The first collision involved a car driver hitting a pedestrian in good conditions, however the reason for the collision is unknown. The second collision near the junction happened at night and involved a car failing to look properly and making a poor turn to collide with a motorcyclist. The final collision took place in good conditions, with a car driver failing to judge the path/speed of a motorcycle and making a poor turn to collide with it.

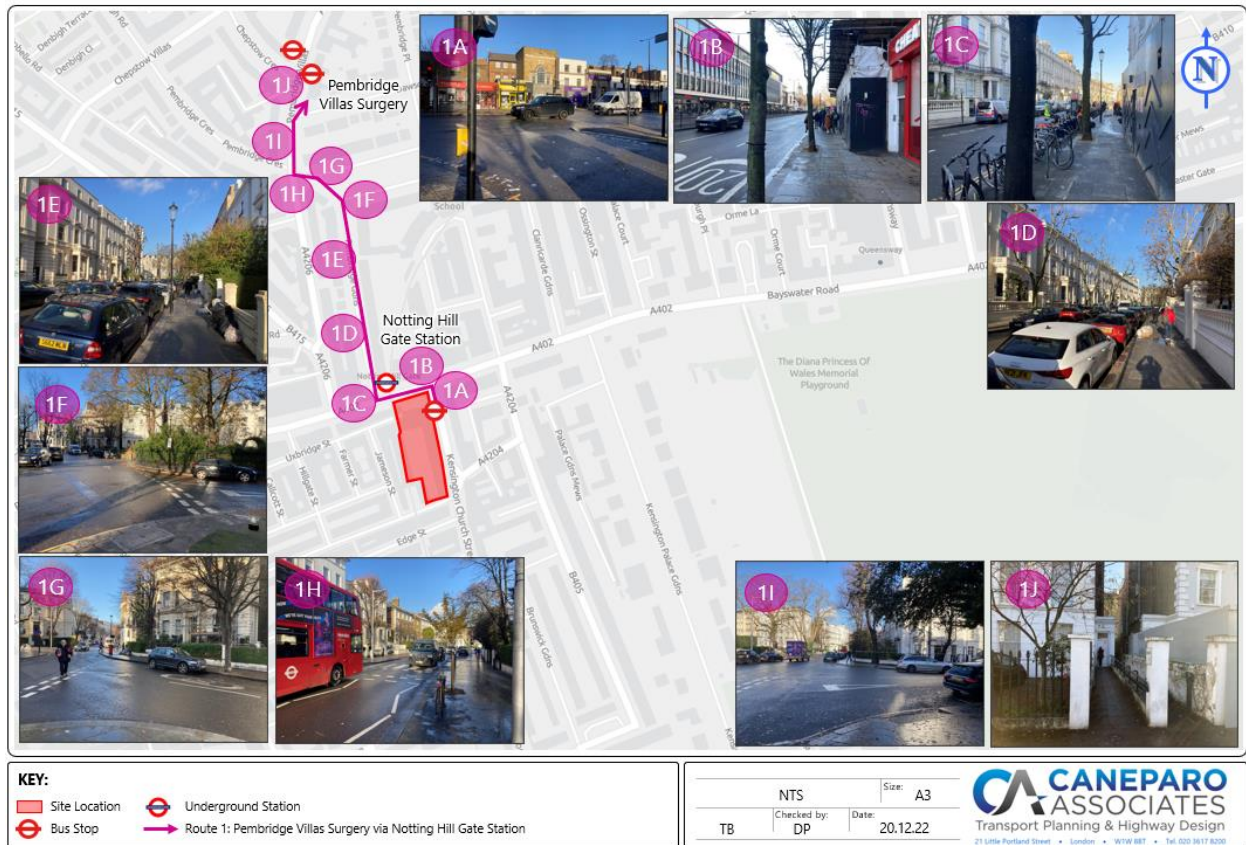
5.8 In conclusion, there does not appear to be a road issue since all collisions that took place that had a known cause are able to be attributed to user related issues, such as drivers speeding or pedestrians failing to look properly. Therefore, the prevalence of collisions near to the Site can be attributed to the busy nature of the A402 Notting Hill Gate and the surrounding roads.

### **The Review Process**

5.9 To align with the Healthy Streets and Active Travel Zone Transport Assessment Guidance, each route has been assessed within the following sections. A thorough assessment of the 'worst' part of each journey is then undertaken using the Healthy Streets indicators as the structure and including a description of aspects that could improve the active travel experience and environment in the location. The Active Travel Audit concludes with a list of recommendations to be implemented in the locality to meet the Healthy Streets two main indicators.

## Route 1 – Pembridge Villas Surgery via Notting Hill Gate Station

5.10 **Figure 5.3** below displays the photographic record of Active Travel Zone Assessment Route 1. It is noted that subject to the NHS tender process, Pembridge Villas Surgery may relocate in the future to occupy the medical floorspace provided within the Proposed Development.



**Figure 5.3: Photographic Record of Route 1**

5.11 The route to Pembridge Villas GP Surgery generally provides a high-quality environment. Near Pembridge Square, the pedestrian environment could be considered difficult to navigate for vulnerable people due to a lack of dropped kerbs. This would make access to the GP surgery hard for disabled pedestrians. Aside from this, Pembridge Square offers lots a pleasant aesthetic environment with plenty of foliage and therefore shade. This area also felt safe, being quite open and well lit, with a medium level of foot traffic. This section of the route has been displayed in Image 1g below.

5.12 This section of the route has been assessed against the Healthy Street Indicators in **Table 5.2**.

**Table 5.2: Healthy Streets Indicators for Route 1 towards Pembridge Villas Surgery via Notting Hill Gate Station (Photograph 1g)**

Healthy Streets Indicator	Observations	Area for Improvements
<b>Pedestrians from all walks of life</b>	Difficulty for vulnerable pedestrians due to the rubbish on the pavement, which could make it difficult for a wheelchair to get past.	A better waste collection routine should be adopted to prevent household waste from piling up outside houses.
<b>Easy to cross</b>	The road is fairly quiet which means informal crossing is possible for most pedestrians but the lack of dropped kerbs at the junction restricts vulnerable pedestrians from crossing.	Dropped kerbs should be provided to allow vulnerable pedestrians access to the GP surgery.
<b>Shade and shelter</b>	The surrounding trees and shrubs offer significant shade and shelter along the footway.	Sufficient for this section of the route, therefore no need for improvements.
<b>Places to stop and rest</b>	Pembridge Square Garden is behind the angle where this photo was taken from, providing a pleasant resting place for pedestrians.	There is no need for improvements along this part of the route.
<b>Not too noisy</b>	Pembridge Square is subject to a low-moderate level of vehicle traffic and therefore is fairly quiet.	The amount of on-street parking near Pembridge Square could be reduced to decrease motor vehicle usage.
<b>People choose to walk, cycle and use public transport</b>	This section of Route 1 is on Cycleway 44 and therefore has been designated by TfL as safe for cyclists. Cycle markings can be found on this road. There is a pair of bus stop approximately 130m North of this junction.	This can be considered as sufficient for this section of the route, therefore no need for improvements.
<b>People feel safe</b>	This area feels safe due to it being well lit and having a moderate level of foot traffic due to its proximity to shops and Notting Hill Gate Station.	CCTV could be installed to improve perception of the route.
<b>Things to see and do</b>	Pembridge Square Garden is behind the angle where this photo was taken from.	Sufficient for this section of the route, therefore no need for improvements.
<b>People feel relaxed</b>	The route is aesthetically pleasing but could prove stressful for vulnerable pedestrians due to the lack of dropped kerbs.	The footway should be improved to offer dropped kerbs.
<b>Clean air</b>	Low-moderate traffic flow along Pembridge Square, with lots of on-street parking.	A reduction in the amount of on-street parking would help to reduce emissions in this area.

## Route 2 – PureGym Bayswater via Kensington Gardens

5.13 **Figure 5.4** below displays the photographic record of Active Travel Zone Assessment Route 2.





**Figure 5.4: Photographic Record of Route 2**

5.14 Halfway through the route to Puregym Bayswater there is a coach & car park near Kensington Gardens and this can be deemed the worst part of the route. Coaches are loud and produce a lot of pollution and there is also a lack of dropped kerbs and tactile paving at the entrance to the coach & car park. This section of the route has been displayed in Image 2e below.

5.15 This section of the route has been assessed against the Healthy Street Indicators in **Table 5.3**.

**Table 5.3: Healthy Streets Indicators for Route 2 towards PureGym Bayswater and Kensington Gardens (Photograph 2e)**

<b>Healthy Streets Indicator</b>	<b>Observations</b>	<b>Area for Improvements</b>
<b>Pedestrians from all walks of life</b>	Difficulty for vulnerable pedestrians due to the lack of dropped kerbs and tactile paving. The entrance to the coach & car park is also quite hidden.	Dropped kerbs and tactile paving should be provided to improve the existing situation. A mirror could be added to help pedestrians near the coach & car park entrance.
<b>Easy to cross</b>	Signalised pedestrian crossing at the back of this photograph, with a dropped curb and tactile paving.	No need for improvements.
<b>Shade and shelter</b>	The surrounding trees and shrubs offer significant shade and shelter along the footway.	Sufficient for this section of the route, therefore no need for improvements.
<b>Places to stop and rest</b>	Kensington Gardens is very nearby and this offers plenty of space for people to stop and rest.	Benches could be added along this path too so that people near the A402 Bayswater Road can stop if they wish.
<b>Not too noisy</b>	The A402 Bayswater Road is a busy road and as a result there is a high level of noise produced by traffic.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.
<b>People choose to walk, cycle and use public transport</b>	Some cycle markings are provided at junctions but the vast size of the road could deter cyclists. There are lots of public transport links nearby, including Queensway Station and several bus stops.	A designated cycle lane should be considered along the A402 Bayswater Road.
<b>People feel safe</b>	The route always feels safe due to it being busy even at night. Additionally there are lots of active frontages and the area is well lit.	This can be considered as sufficient for this section of the route, therefore no need for improvements.
<b>Things to see and do</b>	Kensington Gardens is very nearby, which features activities for all ages.	No need for improvements.
<b>People feel relaxed</b>	The route can feel stressful for vulnerable pedestrians due to the footpath being next to the A402 Bayswater Road.	A cycle lane could be added in each direction to reduce the amount of vehicle traffic.
<b>Clean air</b>	High traffic flow along the A402 Bayswater Road.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.

### **Route 3 – High Street Kensington Station (Quiet Route)**

5.16 **Figure 5.5** below displays the photographic record of Active Travel Zone Assessment Route 3.



**Figure 5.5: Photographic Record of Route 3**

5.17 The section of route along Hornton Street can be considered weaker than the rest of Route 3. This is due to the planters on the street which take up a considerable amount of the pedestrian walkway, making it difficult for wheelchair users to navigate and for pedestrians travelling in different directions to pass each other. Additionally, there are few active frontages along this stretch of the route which could make using this route at night feel dangerous. This section of the route has been displayed in Image 3h below.

5.18 This section of the route has been assessed against the Healthy Street Indicators in **Table 5.4**.

**Table 5.4: Healthy Streets Indicators for Route 3 towards High Street Kensington Station (Quiet Route)**  
(Photograph 3h)

Healthy Streets Indicator	Observations	Area for Improvements
<b>Pedestrians from all walks of life</b>	The planters on the street block some of the footway, which make it difficult for pedestrians to pass each other and for wheelchairs to navigate the pavement.	Planter walls could be made narrower to provide pedestrians with more space on the footpath.
<b>Easy to cross</b>	The roads near Hornton Street are quiet and there is dropped kerbs at junctions.	Tactile paving could be added to improve the crossing experience for pedestrians.
<b>Shade and shelter</b>	The surrounding trees and shrubs offer significant shade and shelter along the footway.	Sufficient for this section of the route, therefore no need for improvements.
<b>Places to stop and rest</b>	There is a bench pictured in Photograph 3h, providing a shaded area for pedestrians to stop and rest.	This can be considered as sufficient for this section of the route, therefore no need for improvements.
<b>Not too noisy</b>	Hornton Street is part of a residential area and is therefore quiet.	The amount of on-street parking near Pembridge Square could be reduced to decrease motor vehicle usage.
<b>People choose to walk, cycle and use public transport</b>	Hornton Street is not a designated cycle way however it is very quiet and can be considered a safe environment for cycling. Public transport is available from Kensington High Street Station at the southern end of Hornton Street.	Cycle markings could be added to the roads to improve driver awareness of cyclists.
<b>People feel safe</b>	The route feels fairly safe during the day, with low foot and vehicle traffic but a pleasant atmosphere. At night pedestrians would be expected to follow Kensington Church Street as this is a busier and therefore much safer route at night.	More lighting could be installed and CCTV could be added to improve perception of the route.
<b>Things to see and do</b>	There is a small green space with playground to the right of the angle where this photo was taken from, providing an activity for children.	This is a residential area so improvements are deemed to be unnecessary.
<b>People feel relaxed</b>	The route is quite relaxing although the intrusive planters may make navigating the path for wheelchair users a struggle.	Planter placement should be re-evaluated.
<b>Clean air</b>	Low traffic flow along Hornton Street.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.



## Route 4 – Holland Park School

5.19 **Figure 5.6** below displays the photographic record of Active Travel Zone Assessment Route 4.



**Figure 5.6: Photographic Record of Route 4**

5.20 Route 4 has a consistently good pedestrian environment throughout. Footpaths are wide, with many appearing to have recently been repaved. There are good crossing facilities along the route with a zebra crossing in place near Holland Park School as shown by photograph 4h. There is a lot of foliage along the route providing students with shade and the walk can be considered as safe and pleasant. There is low-moderate pedestrian and vehicle traffic throughout, which makes it safe for students to use active travel to reach the school from the Site.

## Route 5 – Fox Primary School

5.21 **Figure 5.7** displays the photographic record of Active Travel Zone Assessment Route 5.



**Figure 5.7: Photographic Record of Route 5**

5.22 Route 5 provides pupils of Fox Primary School with a safe route to school. The route is well lit and has a moderate level of pedestrian throughout, meaning that it feels safe at school drop off and pickup time. Its also a very short route, with the school just 170m (2 minutes' walk) from the Site which makes active travel, particularly walking, more convenient than using a private car. All pavements are clear of debris and crossings feature dropped kerbs and tactile paving. The route also has some foliage to provide shade and does not require pupils to cross any busy roads. The air is clean along the route which is beneficial for the health of the children walking to school.

## Route 6 – Waitrose & Retail Establishments

5.23 **Figure 5.8** displays the photographic record of Active Travel Zone Assessment Route 6.



**Figure 5.8: Photographic Record of Route 6**

5.24 One part of Route 6 feels less pedestrian friendly due to how enclosed it is, near to the entrance to Notting Hill Gate Station. The footpath is quite narrow in comparison to the amount of footfall that is in the area at this point and the overhanging building could potentially make this area feel unsafe at night. This section of the route has been displayed in Image 6b below.

5.25 This section of the route has been assessed against the Healthy Street Indicators in **Table 5.7**.



**Table 5.7: Healthy Streets Indicators for Route 6 towards Waitrose & Retail Establishments (Photograph 6b)**

<b>Healthy Streets Indicator</b>	<b>Observations</b>	<b>Area for Improvements</b>
<b>Pedestrians from all walks of life</b>	Difficulty for vulnerable pedestrians due to the high footfall of this section of the route and narrow path due to the columns.	Excess street furniture could be removed such as the shop signs found on the pavement.
<b>Easy to cross</b>	Many signalised pedestrian crossings complete with tactile paving, dropped kerbs, railings and pedestrian refuge islands.	No need for improvements.
<b>Shade and shelter</b>	The surrounding buildings offer a significant amount of shade and shelter.	Sufficient for this section of the route, therefore no need for improvements.
<b>Places to stop and rest</b>	There are no places to stop and rest on this section of the route.	Benches could be provided, however due to how busy this section is its unlikely pedestrians would want to stop and rest.
<b>Not too noisy</b>	The A402 Notting Hill Gate is a key route through RBKC and therefore experiences high levels of traffic and is quite noisy.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.
<b>People choose to walk, cycle and use public transport</b>	There are some cycle markings on the A402 Notting Hill Gate however the road is still busy and has three lanes of traffic in each direction. There is plenty of public transport options nearby.	A designated cycle lane should be considered along the A402 Notting Hill Gate.
<b>People feel safe</b>	The route feels safe in the day due to the high foot and vehicle traffic nearby. At night it may feel dangerous due to the enclosed nature of the footpath however it would still be quite busy and some nearby shops close late.	CCTV could be installed to improve perception of the route.
<b>Things to see and do</b>	There are lots of shops and restaurants along this route, however there is a lack of green spaces. There are also cinemas and theatres within a 100m walk of where this photograph was taken.	Very little can be done to improve green space in such a dense area, so there is no suggested improvements.
<b>People feel relaxed</b>	The route can feel stressful due to the overcrowded footways and high volume of vehicle traffic on the A402 Notting Hill Gate.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.
<b>Clean air</b>	High traffic flow along the A402 Notting Hill Gate, with lots of large vehicles emitting pollution.	A reduction in the reliance of the private vehicle is required, in line with the Mayors Transport Strategy.

## Summary

5.26 The key areas for further review from an active travel perspective are as follows:

- Poor pedestrian environment near the busy A402 Notting Hill Gate directly outside the Site.

- Footway overcrowded with street furniture and foliage on Hornton Street which makes it difficult for pedestrians to navigate.
- The lack of accessible pedestrian crossing facilities near Pembridge Square Garden and large amount of rubbish on the footways.
- The A402 Bayswater Road / A402 Notting Hill Gate provides a hostile environment for pedestrians and cyclists.

## **Recommendations**

5.27 As part of the Healthy Streets Approach and TfL transport assessment guidance, a number of recommendations for improvements to the local transport network have been identified which would facilitate an environment that encourages walking and cycling.

- Improvement of the public realm between the Site and the A402 Notting Hill Gate.
- Relocation of street furniture on Hornton Street to make the footpath less clustered.
- The provision of improved pedestrian crossing facilities near Pembridge Square Garden to enable a smooth and sufficient pedestrian route towards Pembridge Villas GP Surgery.
- Cycle lanes and cycle markings at junctions should be added to the A402 Bayswater Road / A402 Notting Hill Gate to make the road safer for all road users.

5.28 Additionally, when comparing the collision data to the active travel audit, a cluster of collisions were recorded at the A402 Bayswater Road / Orme Court junction. These collisions all involved car drivers colliding with cyclists and could be a consequence of the lack of cycle markings which may mean that car drivers are unaware of cyclist routing. Improvements to the cycle markings at this junction will enable a safer environment for all active travellers and reduce the potential of future collisions.

5.29 Each of the above recommendations are considered to improve the pedestrian / cyclist environment in the area and would contribute towards an environment in which walking, cycling or public transport would be preferred over the private vehicle.

5.30 The Applicant confirms that the improvements that have been identified remain recommendations rather than commitments.



## **Conclusion**

- 5.31 In conclusion, the Active Travel Audit has identified that lack of level, good quality footway provision and the type of crossing facilities are the largest barrier to active travellers. Therefore, it is considered that the crossing facilities along A402 Notting Hill Gate will have the largest impact on vulnerable road user's experience of walking and taking public transport.
- 5.32 The overall results of the Active Travel Audit indicate that the pedestrian environment within the vicinity of the Site was generally positive, and that with minor physical measures, a range of pedestrian routes can be promoted for all road users.
- 5.33 The development itself is expected to contribute towards an improved pedestrian and cyclist environment by removing all general car parking and providing high quality cycle parking to London Plan standards. All of which contribute towards an improved and pleasant environment to walk and cycle within.

## 6 SERVICING STRATEGY

6.1 This section outlines the servicing strategy for the Site, demonstrates where and how the Site will be serviced (including waste collection), and calculates the number and type of delivery and servicing vehicles the Proposed Development could generate.

### Existing & Consented Servicing Strategy

6.2 The existing buildings are currently serviced from a combination of the on-site car park accessed via Newcombe Street or Uxbridge Street; parking bays on Notting Hill Gate; and the loading bay on Kensington Church Street. Waste collection vehicles currently enter and exit the Site via Newcombe Street to make use of the on-site car park for collections.

6.3 The Consented Scheme made use of on-street servicing opportunities via the parking bays on Notting Hill Gate and the loading bay on Kensington Church Street, while maintenance / facilities management vans (restricted headroom clearance) could be received in the basement car park accessed via Uxbridge Street with an exit onto Newcombe Street. The waste strategy for the Consented Scheme required bins to be transferred to a temporary waste holding area on Uxbridge Street with waste collection vehicles stopping on Jameson Street to undertake collection.

### Proposed Servicing Strategy

6.4 This section sets out the servicing strategy for the Proposed Development and seeks to deliver the servicing requirements for the Proposed Development while also managing the effects of servicing on the surrounding highway network, maximising the use of on-site servicing, and addressing RBKC policies on minimising the effect of servicing on amenity, traffic congestion and road safety.

6.5 The servicing strategy for the Proposed Development is detailed in **Appendix A** and will make use of the following locations:

- 3 x shared-use parking bays on Notting Hill Gate permitting loading Monday to Friday before 08:00m between 10:00 to 16:00, and after 18:30. It is predicted that the ground floor retail alongside the Tower will make use of this location, as per the existing situation.

- 1 x loading bay on Kensington Church Street permitting loading for up to 40 minutes with no return within 2 hours. It is predicted that the ground floor retail, residential, medical and office land uses would all make use of this location, as per the existing situation.
- On-site servicing yard providing 2 loading spaces accessed from Newcombe Street and serving the retail and office floorspace.

6.6 The proposed servicing strategy is considered to improve upon the Consented Scheme by securing a formal on-site servicing yard alongside the on-street opportunities to ensure there is no increase in the number of deliveries taking place on-street as part of the Proposed Development when compared with the Consented Scheme.

6.7 Swept path analysis is included at **Appendix D** which demonstrates that 7.5t box van, waste collection vehicle and 4.6t vans can independently reverse into servicing yard before egressing in forward gear.

### **Servicing Movements**

6.8 A study into the potential servicing movements generated by the Proposed Development has been undertaken using the following servicing trip rates:

- 0.20 daily deliveries per 100 sqm office floorspace (taken from the City of London Loading Bay Reckoner).
- 1.35 daily deliveries per 100 sqm retail floorspace (taken from the City of London Loading Bay Reckoner).
- 0.15 daily deliveries per residential unit (derived from in-house surveys).

6.9 **Table 6.1** indicates the AM peak, PM peak and daily servicing movements based on circa 20% of daily deliveries being undertaken during both the AM and PM peak periods.



Table 6.1: Servicing Trip Generation									
Land Use	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Office (12,269 sqm GEA)	5	5	10	5	5	10	25	25	50
Tower (13,363 sqm GEA)	5	5	10	5	5	10	27	27	54
Retail (1,805 sqm GEA)	5	5	10	5	5	10	24	24	48
Medical (923 sqm GEA)	0	0	0	0	0	0	2	2	4
Residential (8 units)	0	0	0	0	0	0	1	1	2
<b>Total</b>	<b>15</b>	<b>15</b>	<b>30</b>	<b>15</b>	<b>15</b>	<b>30</b>	<b>79</b>	<b>79</b>	<b>158</b>

Note: minor numerical discrepancies are due to rounding

6.10 **Table 6.1** indicates a total of 79 deliveries across the day with circa 15 deliveries during peak hours. The Proposed Development secures a similar level of on-street servicing as was agreed within the Consented Scheme (40 deliveries), with the remaining uplift in deliveries (39 deliveries) catered for within the internal servicing yard.

6.11 The servicing yard will be controlled by Site Management and will allow for the booking of 15-minute timeslots for the 2-loading bays amounting to the ability to accommodate 39 deliveries across the day (7am-7pm discounting 8am-9am and 5pm-6pm).

### Kerbside Activity Survey

6.12 To understand the current occupancy rate of the loading bays on Kensington Church Street and Notting Hill Gate, a kerbside activity survey was undertaken on Tuesday, 12<sup>th</sup> July 2022 between the hours of 7am and 7pm. It is noted that the Site is approaching vacancy and as such allows the ability to assess the available capacity within the parking / loading bays before the predicted uplift in deliveries generated by the Proposed Development.

6.13 The Kensington Church Street loading bay measures circa 13m in length allowing for 2 x transit vans or 1 x box van to park at any one time while 3 x parking bays on Notting Hill Gate allow for loading during the day.

- 6.14 The survey results are included at **Appendix E** and summarised below:
- Kensington Church Street = 13 vehicles stopped across the day amounting to an average dwell time of 11 minutes (discounting vehicles which abused the restrictions and parked for over the 40-minute limit). This amounts to an occupancy of 8.3% based on a total of 120 minutes of the available 1,440 minutes (720 minutes surveyed x 2 stopping locations) being occupied by a vehicle. This is considered a robust occupancy rate with 7 of the recorded 11 vehicles either waiting or parking rather than using the loading bay for its intended use for deliveries, loading and unloading.
  - Notting Hill Gate = 37 vehicles stopped across the day with an average dwell time of 12 minutes reflecting that the shared use parking bays are used for drop-offs, pick-ups, parcel deliveries or waiting on Notting Hill Gate rather than for long-term parking. This amounts to an occupancy of 20.6% based on a total of 444 minutes of the available 2,160 minutes (720 minutes surveyed x 3 parking bays) being occupied by a vehicle.
- 6.15 The addition of 40 deliveries stopping for a predicted 15-minute dwell period amounts to a demand for 600-minutes of kerbside activity. The Kensington Church Street loading bay alone has 1,320 available minutes during the survey with more capacity available on Notting Hill Gate. The results of the activity survey prove that the proposed on-street servicing locations have significant capacity to cater for part of the Proposed Development's delivery and servicing requirements.
- 6.16 A Delivery & Servicing Plan will be implemented to manage use of the loading areas, waste collections and bulky deliveries and to set out a strategy for each section of the Proposed Development and the appropriate loading location to minimise drag distances.

## **Waste Storage & Collection**

- 6.17 Waste will be stored in individual stores for the retail, residential, medical and office land uses, located at basement level and managed by the Site Management Team. It is envisaged that all waste at the Site will be collected by a private waste collection company, with collections undertaken from the servicing yard during pre-agreed hours to ensure space is available to transfer bins into the loading area. The waste collection vehicle swept path analysis is included at **Appendix D**.

6.18 RBKC Transport and Streets SPD provides residential waste guidance but does not include specific requirements for commercial waste storage provision. Instead, commercial waste storage provision has been calculated using Westminster’s ‘Recycling and waste storage requirements’ being the most relevant and up to date guidance on waste provision for commercial land uses for Inner London. The waste provision for the medical facility has been calculated in consultation with the NHS North West London ICB and their project Architects Ingleton Wood. The waste provision is detailed in **Table 6.2**.

Table 6.2: Calculated Waste Storage Provision										
Use Class	Required Waste Storage (Litres) Weekly					Storage Provision – Daily				
	General Waste	P / C	DMR	Food Waste	Glass	General Waste	P / C	DMR	Food Waste	Glass
Office	11,551L	23,102L	6,931L	4,620L	N/A	6 x 1,280L Eurobins	12 x 1,280L Eurobins	4 x 1,280L Eurobins	10 x 240L Wheelie Bins	N/A
Residential	492L	984L		164L	N/A	1 x 1,100L Eurobin	1 x 1,100L Eurobin		1 x 240L wheelie bin	N/A
Retail	1,484L	719L	1,079L	2,877L	719L	2 x 660L Eurobins	2 x 660L Eurobin	1 x 660L Eurobin	5 x 240L Wheelie Bins	1 x 660L Eurobin
Medical	1,100L	1,100L		1,100L	N/A	1 x 1,100L Eurobin	1 x 1,100L Eurobin		1 x 1,100L Eurobin	N/A
Notes: 15 collections per week for office and 5 collections for retail reduces the total bin storage provision. Standard council collection for residential.										

6.19 A Draft Operational Waste Management Plan is included as part of the planning application detailing the waste strategy.

## 7 TRIP GENERATION ASSESSMENT & TRIP DISTRIBUTION

7.1 The following section sets out the proposed methodology in calculating the trip generation associated with the existing Site, Consented Scheme and Proposed Development.

### Methodology

7.2 The trip generation exercise will assess the estimated total number of AM peak (08:00–09:00), PM peak (18:00–19:00) and all day by use class and by mode of travel using the Trip Rate Information Computer System (TRICS). The traditional peak hours have been selected following a review of the RODS data for Notting Hill Gate which highlights that peak hours at the station fall within this hourly range.

7.3 The trip generation assessment compares the trips generated by the existing, consented, and proposed land uses and considers the potential impact on the local transport network. The trip generation assessment is based on the scenarios set out in **Table 7.1**.

<b>Table 7.1: Existing / Consented / Proposed Land Uses (GIA sqm)</b>			
<b>Land Use</b>	<b>Existing</b>	<b>Consented</b>	<b>Proposed</b>
Office	5,206sqm	5,306sqm	23,102 sqm
Retail	2,790sqm	2,935sqm	1,696 sqm
Residential	20 units	55 Units	8 Units
Medical	-	1,075sqm	784 sqm

### Retail Trip Generation

7.4 The proposed quantum of retail floorspace results in a decrease in floorspace and thus trips in comparison to the existing and consented scenarios. A significant proportion of the trips generated by the retail are predicted to be customers walking or cycling to the units or customers visiting the shops as part of another journey e.g., whilst travelling to or from work or visiting Notting Hill Gate. These trips are referred to as pass-by and diverted trips, respectively. Therefore, it is reasonable to assume that these trips exist on the local transport network at present and will not result in primary trips i.e. the main reason for travel. Therefore, the retail floorspace has been discounted from the trip generation assessment.

## Residential Trip Generation

### Existing Residential

7.5 Royston Court currently provides 20 residential studios but do not meet the Nationally Described Space Standards (NDSS) or Building Regulation Standards for habitable accommodation. The existing residential units have been discounted from the trip generation assessment on the basis they are currently vacant and do not generate trips. Instead, the trip generation assessment focuses on the difference between the consented and proposed residential trip generation.

### Consented Residential

7.6 The Consented Scheme includes 55 residential units. The TRICS survey data has been obtained from the approved TA, which includes the sites detailed in **Table 7.2**.

TRICS Reference	Site Location	No. of Dwellings	PTAL Level
HM-03-C-01	Vanston Place, Fulham	42	5
KN-03-C-03	Allen Street, Kensington	72	5
SK-03-C-01	Park Street, Southwark	53	6b

7.7 The trip rates and resultant trip generation for the 55 consented residential flats are set out for the weekday peak hours and daily periods in **Table 7.3** below.

Total Person	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Trip Rate</b>	0.11	0.64	0.74	0.25	0.14	0.39	2.01	2.29	4.3
<b>Trip Generation</b>	6	35	41	14	8	22	111	126	237

*Note: Figures rounded to nearest whole numbers.*

7.8 The person trips have been distributed across the different modes of travel based on the modal split presented within the Consented Scheme. A summary of the modal split used, and trips generated by the consented residential use (by mode) is shown in **Table 7.4**.

Table 7.4: Consented Residential Trip Generation by Mode (55 units)										
Travel Mode	2011 Census Mode %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground	49.1%	3	17	20	7	4	11	54	62	116
Rail	2.8%	0	1	1	1	0	1	3	4	7
Bus	10.6%	1	4	5	1	1	2	12	13	25
Taxi	2.6%	0	1	1	1	0	1	3	3	6
Motorcycle	1.5%	0	1	1	0	0	0	2	2	4
Car Driver	12.4%	1	4	5	2	1	3	14	14	28
Car Passenger	1.1%	0	0	0	0	0	0	1	1	2
Cycle	5.9%	0	2	2	1	0	1	7	7	14
Walk	12.4%	1	4	5	2	1	3	14	16	30
Other	1.6%	0	1	1	0	0	0	2	2	4
Total	100%	6	35	41	14	8	22	111	126	237

### Proposed Residential

7.9 The consented residential trip rates have been applied to the 8 proposed residential units. The trip rates and resultant trip generation for the proposed residential flats are set out for the peak hours and daily periods in **Table 7.5** below.

Table 7.5: Proposed Residential Person Trip Rates & Trip Generation (8 units)									
Total Person	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Trip Rate</b>	0.11	0.64	0.74	0.25	0.14	0.39	2.01	2.29	4.3
<b>Trip Generation</b>	1	5	6	2	1	3	16	18	34

*Note: Figures rounded to nearest whole numbers.*

7.10 The person trips have been distributed across the different modes of travel based on the modal split from the Consented Scheme. However, the 'Car Driver' mode share has been reduced to zero to reflect the car free nature with an increase in cycling and public transport usage. A summary of the modal split used, and trips generated by the proposed residential use (by mode) is shown in **Table 7.6**.

**Table 7.6: Proposed Residential Trip Generation by Mode (12 units)**

Travel Mode	2011 Census Mode %	Modified Mode %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground	49.1%	54.5%	0	3	3	1	1	2	9	10	19
Rail	2.8%	3.1%	0	0	0	0	0	0	0	1	1
Bus	10.6%	11.8%	0	1	1	0	0	0	2	2	4
Taxi	2.6%	2.9%	0	0	0	0	0	0	0	1	1
Motorcycle	1.5%	1.7%	0	0	0	0	0	0	0	0	1
Car Driver	12.4%	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	1.1%	0.5%	0	0	0	0	0	0	0	0	0
Cycle	5.9%	10.0%	0	1	1	0	0	0	2	2	3
Walk	12.4%	13.7%	0	1	1	0	0	0	2	3	5
Other	1.6%	1.6%	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>16</b>	<b>18</b>	<b>34</b>

## Office Trip Generation

### Existing Office

7.11 The office trip generation of the existing Site has been based on the relevant information from consented TA. The trip rates and resultant trip generation for the existing office floor space are set out for the weekday peak hours and daily periods in **Table 7.7** below.

**Table 7.7: Existing Office Person Trip Rates & Trip Generation (5,206sqm)**

Total Person	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Trip Rate</b>	1.90	0.18	2.08	0.21	2.25	2.46	12.79	11.54	24.33
<b>Trip Generation</b>	99	9	108	11	117	128	666	601	1,267

*Note: Figures rounded to nearest whole numbers.*

7.12 The person trips have been distributed across the different modes of travel based on the modal split taken from the Consented Scheme. A summary of the modal split used, and trips generated by the existing office use (by mode) is shown in **Table 7.8**.

**Table 7.8: Existing office trips by mode of travel**

Travel Mode	2011 Census Mode %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground	37.2%	37	3	40	4	44	48	248	223	471
Rail	15.7%	15	1	16	2	18	20	104	94	198
Bus	16.8%	17	2	19	2	20	22	112	101	213
Taxi	0.3%	0	0	0	0	0	0	2	2	4
Motorcycle	2.5%	2	1	3	0	3	3	16	15	31
Car Driver	11.9%	12	1	13	1	14	15	79	72	151
Car Passenger	0.9%	1	0	1	0	1	1	6	6	12
Cycle	4.9%	5	0	5	1	6	7	32	30	62
Walk	9.4%	9	1	10	1	11	12	63	56	119
Other	0.5%	1	0	1	0	1	1	4	3	7
Total	100%	99	9	108	11	117	128	666	601	1,267

### Consented Office

7.13 The trip rates and resultant trip generation for the Consented Scheme's office floor space are set out for the weekday peak and daily periods in **Table 7.9** below, taken from the consented TA.

**Table 7.9: Consented Person Trip Rates & Trip Generation (5,306sqm)**

Total Person	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Trip Rate</b>	1.9	0.18	2.08	0.21	2.25	2.46	12.79	11.54	24.33
<b>Trip Generation</b>	101	10	111	11	119	130	679	612	1,291

*Note: Figures rounded to nearest whole numbers.*

7.14 The modal split has been amended to reduce the 'Car Driver' mode share to zero percent based on the TA from the Consented Scheme. The 'Car Driver' mode share percentage has then been redistributed pro-rata across the other public transport modes. **Table 7.10** presents the consented office trips by mode of travel.



**Table 7.10: Consented office trips by mode of travel**

Travel Mode	Consented Mode %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground	42.2%	43	4	47	5	50	55	287	258	545
Rail	17.8%	18	2	20	2	21	23	121	109	230
Bus	19.0%	19	2	21	2	23	25	129	116	245
Taxi	0.4%	0	0	0	1	0	1	3	2	5
Motorcycle	2.8%	3	0	3	1	3	4	19	17	36
Car Driver	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	1.0%	1	0	1	0	1	1	7	6	13
Cycle	5.5%	6	1	7	1	7	8	37	34	71
Walk	10.7%	11	1	12	1	13	14	73	66	139
Other	0.6%	1	0	1	0	1	1	4	4	8
<b>Total</b>	<b>100%</b>	<b>101</b>	<b>10</b>	<b>111</b>	<b>11</b>	<b>119</b>	<b>130</b>	<b>679</b>	<b>612</b>	<b>1,291</b>

### Proposed Office

7.15 A new TRICS assessment has been undertaken using up to date TRICS sites since 2016 to calculate the likely number of person trips generated by the proposed office floorspace. The selection parameters used to calculate the trip rates are as follows:

- Land Use – Employment / Office
- Location – Greater London (specifically selected Inner London)
- Urban Category – Town Centre/Edge of Town Centre/Neighbourhood Centre
- Gross Floor Area Range – 10,000sqm to 40,000sqm
- PTAL Rating – 6a; 6b
- Survey Date Range – 2014 onwards

7.16 The trip rates and resultant trip generation for the proposed office floor space are set out for the weekday peak and daily periods in **Table 7.11** below. The TRICS output for the office use is presented in **Appendix F**.

**Table 7.11: Proposed Office Total Person Trip Rates and Trip Generation (23,102 sqm)**

Total Person	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Trip Rate</b>	3.06	0.298	3.358	0.203	2.828	3.031	11.897	11.583	23.48
<b>Trip Generation</b>	618	60	678	41	571	612	2,748	2,676	5,424

*Note: Figures rounded to nearest whole numbers.*

7.17 As the Proposed Development will be car-free (controlled by permit free agreement) and is located within walking distance of several public transport options, the modal split from the 2011 Census has been adjusted. The 'Car Driver' mode share percentage has been redistributed pro rata across public transport modes alongside an increase in cycling mode share based on the provision of high-quality cycle store facilities within the building.

7.18 The modal split accounts for the main mode of travel (i.e. the longest part of the journey) and while all Site users who require access to rail will make use of underground and bus services, the longest part of their journey is expected to be on rail. **Table 7.12** presents the proposed office trips by mode of travel.

**Table 7.12: Proposed office trips by mode of travel**

Travel Mode	2011 Census Mode %	Modified Mode %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground	37.2%	40.4%	286	28	314	19	264	283	1,111	1,082	2,193
Rail	15.7%	17.0%	120	12	132	8	111	119	468	456	924
Bus	16.8%	18.2%	129	13	141	9	119	128	501	488	988
Taxi	0.3%	0.4%	3	0	3	0	2	3	10	10	20
Motorcycle	2.5%	2.7%	19	2	21	1	17	19	73	71	145
Car Driver	11.9%	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	0.9%	0.5%	4	0	4	0	3	4	14	13	27
Cycle	4.9%	10.0%	71	7	78	5	65	70	275	268	542
Walk	9.4%	10.2%	72	7	79	5	67	71	281	273	554
Other	0.5%	0.5%	4	0	4	0	3	4	14	14	29
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>707</b>	<b>69</b>	<b>775</b>	<b>47</b>	<b>653</b>	<b>700</b>	<b>2,747</b>	<b>2,675</b>	<b>5,422</b>

## Medical Centre Trip Generation

### Consented Medical

7.19 The 1,075sqm consented medical centre was based on a single TRICS site, Garratt Lane Medical Centre in Wandsworth. Details of the sites selected are included in **Table 7.13**.

TRICS Reference	Site Location	Size (Sqm GFA)	PTAL Level
WH-05-G-01	Garratt Lane Medical Centre, Wandsworth	2,709	4

7.20 The trip rates and resultant trip generation for the consented surgery are set out for the weekday peak hours and daily periods in **Table 7.14** below.

Total Person	AM Peak 08:00-09:00			PM Peak 17:00-18:00			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
<b>Trip Rate</b>	1.218	0.295	1.513	0.701	1.366	2.067	12.551	11.848	24.399
<b>Trip Generation</b>	13	3	16	8	15	22	135	127	262

*Note: Figures rounded to nearest whole numbers.*

Travel Mode	2011 Census Mode %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Underground	40.7%	6	2	8	4	7	11	66	63	129
Rail	17.1%	0	0	0	0	0	0	4	4	8
Bus	18.3%	1	1	2	1	1	2	14	14	28
Taxi	0.4%	0	0	0	0	0	0	3	3	6
Motorcycle	2.7%	0	0	0	0	0	0	2	2	4
Car Driver	0.0%	2	0	2	1	2	3	17	16	33
Car Passenger	0.5%	0	0	0	0	0	0	1	1	2
Cycle	10.0%	1	0	1	0	1	1	8	8	16
Walk	10.3%	2	0	2	1	2	3	17	16	33
Other	1.6%	0	0	0	0	0	0	2	2	4
<b>Total</b>	<b>100%</b>	<b>13</b>	<b>3</b>	<b>16</b>	<b>8</b>	<b>15</b>	<b>23</b>	<b>135</b>	<b>127</b>	<b>262</b>

7.21 The person trips have been distributed across the different modes of travel based on the consented TA. A summary of the modal split used and trips generated by the consented surgery (by mode) is shown in **Table 7.15**.

### Proposed Medical

7.22 To assess the likely trip generation of the proposed medical centre, survey data for similar surgery developments has been obtained from the TRICS database. The selection parameters used to calculate the trip rates are as follows:

- Land Use – Health / GP Surgeries
- Location – Greater London
- Urban Category – Town Centre/Edge of Town Centre/Neighbourhood Centre
- GFA – 1,309 to 2,709sqm
- Survey Date Range – 2014 onwards

7.23 The trip rates and resultant trip generation for the proposed surgery are set out for the weekday peak and daily periods in **Table 7.16** below. The TRICS output for the surgery use is presented in **Appendix G**.

<b>Table 7.16: Proposed Medical Centre Total Person Trip Rates and Trip Generation (784 sqm)</b>									
<b>Total Person</b>	<b>AM Peak 08:00-09:00</b>			<b>PM Peak 17:00-18:00</b>			<b>Daily</b>		
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Trip Rate</b>	2.063	0.688	2.751	2.063	3.591	5.654	34.914	35.218	70.132
<b>Trip Generation</b>	16	5	22	16	28	44	274	276	550
<i>Note: Figures rounded to nearest whole numbers.</i>									

7.24 The person trips have been distributed across the different modes of travel based on the consented TA. A summary of the modal split used, and trips generated by the proposed surgery (by mode) is shown in **Table 7.17**.

Travel Mode	2011 Census Mode %	Modified Mode %	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground	49.1%	54.5%	9	3	12	9	15	24	149	151	300
Rail	2.8%	3.1%	1	0	1	1	1	1	8	9	17
Bus	10.6%	11.8%	2	1	3	2	3	5	32	33	65
Taxi	2.6%	2.9%	0	0	1	0	1	1	8	8	16
Motorcycle	1.5%	1.7%	0	0	0	0	0	1	5	5	9
Car Driver	12.4%	0.0%	0	0	0	0	0	0	0	0	0
Car Passenger	1.1%	0.5%	0	0	0	0	0	0	1	1	3
Cycle	5.9%	10.0%	2	1	2	2	3	4	27	28	55
Walk	12.4%	13.7%	2	1	3	2	4	6	38	38	75
Other	1.6%	1.6%	0	0	0	0	0	1	4	4	9
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>16</b>	<b>5</b>	<b>22</b>	<b>16</b>	<b>28</b>	<b>44</b>	<b>273</b>	<b>276</b>	<b>549</b>

## Total Existing Trip Generation

7.25 **Table 7.18** indicates the total trip generation generated by the existing uses.

Travel Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	37	3	40	4	44	48	248	223	471
Rail	15	2	17	2	18	20	104	94	198
Bus	17	2	19	2	20	22	112	101	213
Taxi	0	0	0	0	0	0	2	2	4
Motorcycle	2	0	3	0	3	3	16	15	31
Car Driver	12	1	13	1	14	15	79	72	151
Car Passenger	1	0	1	0	1	1	6	6	12
Cycle	5	0	5	1	6	6	32	29	62
Walk	9	1	10	1	11	12	63	56	119
Other	1	0	1	0	1	1	4	3	7
<b>Total</b>	<b>99</b>	<b>9</b>	<b>108</b>	<b>11</b>	<b>117</b>	<b>128</b>	<b>666</b>	<b>601</b>	<b>1,267</b>

Note: minor numerical discrepancies are due to rounding

7.26 **Table 7.18** above demonstrates that the total existing uses will generate approximately 75 public transport trips during the AM peak hour and 89 public transport trips during the PM peak, and 881 public transport trips daily.



## Total Consented Trip Generation

7.27 **Table 7.19** demonstrates the total consented trip generation across all uses taken from the consented Transport Assessment Addendum.

Travel Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	52	23	75	15	61	77	407	383	790
Rail	18	3	21	3	22	24	128	116	244
Bus	21	6	27	4	25	29	155	143	298
Taxi	1	1	2	1	1	2	9	9	18
Motorcycle	3	1	4	1	4	4	23	21	44
Car Driver	2	5	7	3	3	6	31	31	62
Car Passenger	1	1	2	0	2	2	9	9	18
Cycle	7	3	9	2	8	10	52	49	101
Walk	13	6	19	4	16	19	103	97	200
Other	1	1	2	0	1	1	8	8	16
<b>Total</b>	120	48	168	32	142	174	924	866	1,790

Note: minor numerical discrepancies are due to rounding

## Total Proposed Trip Generation

7.28 **Table 7.20** demonstrates the total trip generation across all proposed uses.

Travel Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	295	34	329	29	280	309	1,269	1,242	2,511
Rail	121	12	133	9	112	121	477	465	942
Bus	131	14	145	11	123	133	535	522	1,057
Taxi	3	1	4	1	3	4	19	19	37
Motorcycle	19	2	21	2	18	19	78	76	154
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	4	0	4	0	3	4	15	15	30
Cycle	72	8	80	7	68	75	304	297	601
Walk	75	8	83	7	71	78	320	314	634
Other	4	1	5	1	4	4	19	19	38
<b>Total</b>	724	79	803	65	682	747	3,036	2,969	6,005

Note: minor numerical discrepancies are due to rounding

## Net Change in Trip Generation (Existing to Proposed)

7.29 The trip generation for the existing uses has been compared to the Proposed Development trip generation to review the current net impact on the transport network. **Table 7.21** below demonstrates the trip generation difference between the existing and proposed uses.

Table 7.21: Net Change in Trip Generation (Existing to Proposed)									
Travel Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	258	30	288	25	236	261	1,021	1,019	2,040
Rail	105	11	116	7	94	101	373	371	744
Bus	114	12	126	9	103	112	423	422	845
Taxi	3	1	3	1	3	4	16	16	33
Motorcycle	17	2	18	1	15	16	62	62	123
Car Driver	-12	-1	-13	-1	-14	-15	-79	-71	-151
Car Passenger	3	0	3	0	2	3	9	9	18
Cycle	68	7	75	6	63	69	271	268	539
Walk	65	8	73	6	60	66	258	257	515
Other	3	0	4	0	3	4	16	16	31
<b>Total</b>	625	70	695	54	565	619	2,371	2,368	4,738

Note: minor numerical discrepancies are due to rounding

- 7.30 The trip generation comparison between the existing and proposed indicates the following:
- The Proposed Development will result in an uplift in all trips (except car trips) compared with the existing uses, reflecting the increase in floorspace;
  - The Proposed Development will see a reduction in car trips by 13 two-way trips in the AM peak hour and 15 two-way trips in the PM peak hour, with a total reduction of 151 two-way trips daily following the removal of the existing car park;
  - The Proposed Development will increase public transport usage by 531 two-way trips in the AM peak hour and 474 two-way trips in the PM peak hour; and,
  - The Proposed Development will generate an increase in travel by dedicated active modes by 148 two-way trips during the AM peak hour and 135 two-way trips during the PM peak hour.



## Net Change in Trip Generation (Consented to Proposed)

7.31 The trip generation for the Consented Scheme has been compared to the trip generation for the Proposed Development to review the theoretical net impact on the transport network. **Table 7.22** demonstrates the trip generation difference.

Table 7.22: Net Change in Trip Generation (Consented to Proposed)									
Travel Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	243	11	254	14	219	232	862	859	1,721
Rail	102	9	112	6	90	96	349	349	698
Bus	110	8	118	6	97	104	380	379	759
Taxi	2	0	2	0	2	2	10	10	19
Motorcycle	16	1	17	1	14	15	55	55	111
Car Driver	-2	-5	-7	-3	-3	-5	-30	-31	-62
Car Passenger	2	0	2	0	2	2	6	6	12
Cycle	66	5	71	5	60	65	252	248	500
Walk	61	3	64	3	55	59	217	217	434
Other	3	0	3	0	3	3	11	11	22
<b>Total</b>	604	31	635	33	540	573	2,112	2,103	4,215

Note: minor numerical discrepancies are due to rounding

7.32 The trip generation comparison between the Consented Scheme and Proposed Development indicates the following:

- The Proposed Development will result in an uplift in all trips (except car trips) compared with the Consented Scheme, which reflects the increase in floorspace as part of the proposals and the entirely car-free nature of the Proposed Development;
- The Proposed Development will see a reduction in trips by car of 7 in the AM peak hour, 5 in the PM peak hour and 62 trips daily, due to the Proposed Development being completely car-free other than the provision of 2 x disabled bays on Newcombe Street;
- The Proposed Development will see an increase in the number of public transport trips by of 4839 trips in the AM peak hour and 432 trips in the PM peak hour;
- The Proposed Development will generate an increase in travel by active modes of 135 trips during the AM peak and 124 trips during the PM peak.

## Trip Distribution

7.33 A trip distribution assessment has been undertaken to assess the effect of the Proposed Development on public transport modes. The trip distribution of the office and residents have been combined on the basis that both Site users are expected to travel in a similar direction to each other. The medical facility is expected to service the local area and thus a public transport distribution has not been undertaken while the retail floorspace will cater for pass-by, diverted and linked-trips thus will also not require a distribution assessment.

## Methodology

7.34 To determine the distribution of trips on the network, the AM and PM peak hours have been assessed, as these represent the busiest times on the network and busiest periods for total development hourly trips. The trip distribution methodologies for each land use are presented below. The level of public transport service on the surrounding public transport network has been taken from the 2021 forecast PTAL assessment while a gateline, line loading and escalator capacity assessment for Notting Hill Gate is presented in Section 7.

7.35 The office and residential trips used within this assessment have been taken from the Proposed Development trips (**Table 7.21**) rather than the net change in trips between the Consented Scheme and Proposed Development (Table 7.22) as the Consented Scheme has not been implemented and cannot generate public transport trips.

7.36 The Rolling Origin and Destination Survey (RODS) supplied by TfL has been used to calculate the AM and PM peak hour at Notting Hill Gate Station. The RODS data indicates the AM peak hour is between 08:00-09:00 and the PM peak hour is within 17:30-18:30 which is considered similar to the traditional PM peak hour 17:00-18:00, therefore, it is suggested that 17:00-18:00 is used to be consistent with the assessment of trip generation and distribution.

7.37 The RODS data has been assessed by direction of travel based on arrival and departure activity and assumed patterns of travel by the workday and workplace populations. The office and residential trips have been distributed evenly in all direction as it is expected that both Site users will travel from the north, east, south and west to reach the Site. The trip generation data has then been applied to the number of public transport services per hour, providing an estimate of the additional passenger numbers per service where possible.

## Bus Trip Distribution

- 7.38 It is estimated that the Proposed Development would generate an additional 126 two-way trips by bus (114 arrivals; 12 departures) per hour during the AM peak period and an additional 112 two-way trips by bus (9 arrivals; 103 departures) per hour during the PM peak period.
- 7.39 There are presently 10 bus services that call at stops within reasonable walking distance of the Site during peak periods and, according to the PTAL report for the Site, around 180 buses operating within the vicinity of the Site per hour during peak periods.
- 7.40 Based on the above, it is estimated that the Proposed Development would generate around 1 additional bus passenger for one bus during both the morning and evening peak periods. This level of increase is insignificant and will not have a material impact on existing services.
- 7.41 Whilst it is unlikely that potential bus passengers will be spread evenly across all of the available services / routes, it is very difficult to determine which specific routes are likely to be more popular than others. When the level of extra demand is balanced against the services available there is unlikely to be a material impact on bus services as a result of the development proposal.
- 7.42 **Table 7.23** shows the anticipated number of bus trips generated by the office use, which have been distributed evenly across all directions.

Table 7.23 Office Bus Trip Distribution During AM and PM Peak Hours*					
Time Period	Direction of Travel		Trip Distribution		
	Direction	Percentage	Arrival	Departure	Two-Way
<b>Office</b>					
<b>AM Peak Hour</b>	Northbound	25%	29	3	32
	Southbound	25%	29	3	32
	Eastbound	25%	29	3	32
	Westbound	25%	29	3	32
<b>PM Peak Hour</b>	Northbound	25%	2	26	28
	Southbound	25%	2	26	28
	Eastbound	25%	2	26	28
	Westbound	25%	2	26	28

\*Numerical discrepancies are due to rounding

7.43 The level of impact that could be expected to be created on the bus network is expected to be negligible once the expected additional patronage is distributed along the principal bus corridor that has the potential to be affected by the Proposed Development.

### Underground Trip Distribution

7.44 To determine what Underground services and in what direction commuters will be travelling in, the Rolling Origin and Destination Survey (RODS) data provided by TfL has been analysed.

**Table 7.24** below summarises the split of Underground trips by direction and by Line.

<b>Table 7.24: Split of Underground Trips</b>					
<b>Underground Line</b>	<b>Direction</b>	<b>AM Peak</b>		<b>PM Peak</b>	
		<b>Arrivals (%)</b>	<b>Departures (%)</b>	<b>Arrivals (%)</b>	<b>Departures (%)</b>
Central Line Eastbound	From Notting Hill Gate to Queensway	29.3%	46.9%	13.7%	38.7%
Central Line Westbound	From Notting Hill Gate to Holland Park	33.8%	11.5%	45.6%	25.2%
District Line Eastbound	From Notting Hill Gate to Bayswater	21.9%	1.8%	16.1%	2.4%
District Line Westbound	From Notting Hill Gate to High Street Kensington	2.5%	18.1%	2.0%	19.8%
Circle Line Clockwise EB	From Notting Hill Gate to High Street Kensington	10.0%	2.5%	20.2%	2.8%
Circle Line Anticlockwise WB	From Notting Hill Gate to Bayswater	2.6%	19.2%	2.4%	11.2%

### Rail Trip Distribution

7.45 To determine what rail services and in what direction commuters will be travelling in, the rail trips distribution has been calculated based on six rail stations in proximity of the Site. **Table 7.25** below summarises the distribution of rail trips by direction and by line.

Table 7.25: Distribution of Rail Trips								
Underground Line	Direction	Rail Termini						
		Paddington	Marylebone	Euston	King's Cross St Pancras	Charing Cross	Victoria	Total
Central Line Eastbound	From Notting Hill Gate to Queensway	0%	0%	16.7%	16.7%	16.7%	0%	50.0%
Central Line Westbound	From Notting Hill Gate to Holland Park	0%	0%	0%	0%	0%	0%	0.0%
District Line Eastbound	From Notting Hill Gate to Bayswater	8.3%	8.3%	0%	0%	0%	0%	16.7%
District Line Westbound	From Notting Hill Gate to High Street Kensington	0%	0%	0%	0%	0%	0%	0.0%
Circle Line Clockwise EB	From Notting Hill Gate to High Street Kensington	0%	0%	0%	0%	0%	16.7%	16.7%
Circle Line Anticlockwise WB	From Notting Hill Gate to Bayswater	8.3%	8.3%	0%	0%	0%	0%	16.7%

Note: minor numerical discrepancies are due to rounding

## Trip Generation Summary

7.46 In summary, the Proposed Development will result in 803 two-way trips in the AM peak and 747 trips in the PM peak, of which the majority are undertaken by Underground, Rail and Bus services.

7.47 When compared with the Consented Scheme, the Proposed Development results in an increase of 635 two-way trips in the AM peak and an increase of 573 two-way trips in the PM peak. When compared with the existing situation, the Proposed Development results in an additional 695 two-way trips in the AM peak and an increase of 619 two-way trips in the PM peak.



7.48 A trip distribution has been undertaken for public transport in the vicinity of the site. The effect of the increase in passengers per public transport mode as a result of the Proposed Development has been assessed under Section 8.

## 8 EFFECTS OF DEVELOPMENT

8.1 This section considers the potential traffic and transport effects of the Proposed Development.

### **Effect of the Development on Active Travel**

8.2 The Proposed Development will deliver significant improvements to the public realm including the following:

- Improved pedestrian environment through the removal of the existing landscaping on Notting Hill Gate footway to provide a clearer pedestrian environment alongside the delivery of a new public square within the Site boundary.
- Delivery of a new colonnade along Kensington Church Street to widen the effective footway width for pedestrians.
- An improved pedestrian environment along Newcombe Street through the delivery of enhanced surfacing and raised carriageway.
- Pedestrianisation of Uxbridge Street to activate this location and create a link to the new public square on Notting Hill Gate.

### **Active Travel Audit Summary**

8.3 The overall results of the Active Travel Audit indicate that the pedestrian environment within the vicinity of the Site was generally positive, and that with minor physical measures, a range of pedestrian routes can be promoted for all road users.

8.4 The development itself is expected to contribute towards an improved pedestrian and cyclist environment by removing all general car parking and providing high quality cycle parking to London Plan standards. All of which contribute towards an improved and pleasant environment to walk and cycle within.



## **Pedestrian Comfort Level Assessment**

- 8.5 A Pedestrian Comfort Level (PCL) assessment was requested by TfL during the pre-application process due to concerns regarding the proposed building line's relationship with the footway width on the western side of Kensington Church Street and the potential increase in footfall at this location as a result of the Proposed Development.
- 8.6 The layout introduces a colonnade along Kensington Church Street measuring 3.1m (narrowing to 2.3m when adjacent to a column) widening the overall width of the footway from building line to kerb to between 5.8m to 6.9m (not accounting for the colonnades or existing street furniture). As a result, a PCL assessment is not required with the Applicant making a positive contribution to the width of footways. This is considered a significant benefit of the scheme which will actively improve the pedestrian experience along Kensington Church Street and does not require alterations to the carriageway or bus stop / stand locations to be delivered.

## **Healthy Streets Assessment**

- 8.7 The Healthy Streets approach seeks to inform design, management and use of public spaces in order to place people and people's health at the forefront of development decisions. The following assessment is based on the document '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*'.
- 8.8 The Healthy Streets Approach to assessing the local pedestrian and cycle environment is the principle means of evaluating the area with an aim to help Londoners use cars less and walk, cycle and use public transport more.
- 8.9 The Healthy Streets Approach incorporates 10 Indicators for which the Proposed Development has been assessed against. **Table 8.1** below summarises each Health Streets Indicator and how the Proposed Development is beneficial to the pedestrian environment.

**Table 8.1: Healthy Streets Indicators for Proposed Development**

Healthy Streets Indicator	Proposed Development Provision
<p><b>Pedestrians from all walks of life</b> – London’s streets should be welcoming places for everyone to walk, spend time in and engage in community life</p>	<p>The public realm will deliver a streetscape accessible by all types of pedestrians which invites people to spend time in the space and is a welcoming environment. The public square on Notting Hill Gate will be a centre for the local community.</p>
<p><b>Easy to cross</b> – Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.</p>	<p>The raising of the carriageway on Newcombe Street and introduction of dropped kerbs and tactile paving will improve the crossing facilities for those travelling east-west on Kensington Place.</p>
<p><b>Shade and shelter</b> – Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.</p>	<p>The colonnade along Kensington Church Street will offer both shade and shelter while tree planting in the public square, on Newcombe Street and on Uxbridge Street will offer further shelter and shade.</p>
<p><b>Places to stop and rest</b> – A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.</p>	<p>The public square on Notting Hill Gate and the public realm on Uxbridge Street has been designed to be a place to stop and rest on seating or benches and is expected to be highly successful due to its proximity to Notting Hill Gate Station.</p>
<p><b>Not too noisy</b> – Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.</p>	<p>The removal of the car park will reduce the noise impact motor traffic can have on the street environment along Newcombe Street, Uxbridge Street and the residential streets to the west. The public square leading onto Uxbridge Street will be shielded from noise along Notting Hill Gate by planting.</p>
<p><b>People choose to walk, cycle and use public transport</b> - Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.</p>	<p>The sustainable location of the Proposed Development will naturally encourage users to take public transport, particularly from Notting Hill Gate Station that is immediately adjacent to the main reception. The proposals also include cycle parking in line with the London Plan. The public realm improvements along Kensington Church Street will make the area significantly more attractive and arguably safer to walk to, through and within.</p>
<p><b>People feel safe</b> – The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.</p>	<p>The increase in activity expected to occur as part of the Proposed Development along Uxbridge Street and across each frontage will increase natural surveillance alongside the expected increase in the number of people walking in the public realm. This is considered a significant improvement to Uxbridge Street which in the past has attracted anti-social behaviour.</p>
<p><b>Things to see and do</b> – People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.</p>	<p>The Proposed Development will include an interesting public realm on a number of frontages which has been designed to encourage people to spend time within it. The landscaping offers distinct locations whilst the ground floor retail and medical floorspace adds a variety of activity to the streetscape.</p>
<p><b>People feel relaxed</b> – A wider range of people will choose to walk or cycle if our streets are not</p>	<p>The increased public realm area and landscaping coupled with the provision of seating and benches will provide a</p>

<b>Table 8.1: Healthy Streets Indicators for Proposed Development</b>	
<b>Healthy Streets Indicator</b>	<b>Proposed Development Provision</b>
dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.	pleasant space to spend time in and relax within. The restriction on motorised traffic to Uxbridge Street and removal of all on-site car parking will assist in delivering this environment.
<b>Clean air</b> – Improving air quality delivers benefits for everyone and reduces unfair health inequalities.	The removal of all general car parking, and the planting of trees will provide the opportunity to improve air quality in this location.

### **Healthy Streets Summary**

8.10 The Proposed Development will result in significant public realm improvements which will affect pedestrians and cyclists using the future building, as well as those passing by on Kensington Church Street, Notting Hill Gate, Kensington Place and Uxbridge Street. The new public realm will prioritise walking in place of motorised transport whilst reducing the overall number of vehicles on the surrounding streets, thus contributing towards a more cyclist friendly environment. The increase in at-grade footway by introducing the colonnade along Kensington Church Street will assist pedestrians of all abilities whilst public square will provide a community asset in the area, thus ensuring people from all walks of life mingle and interact within the public realm.

### **Effect of the Development on Public Transport Facilities**

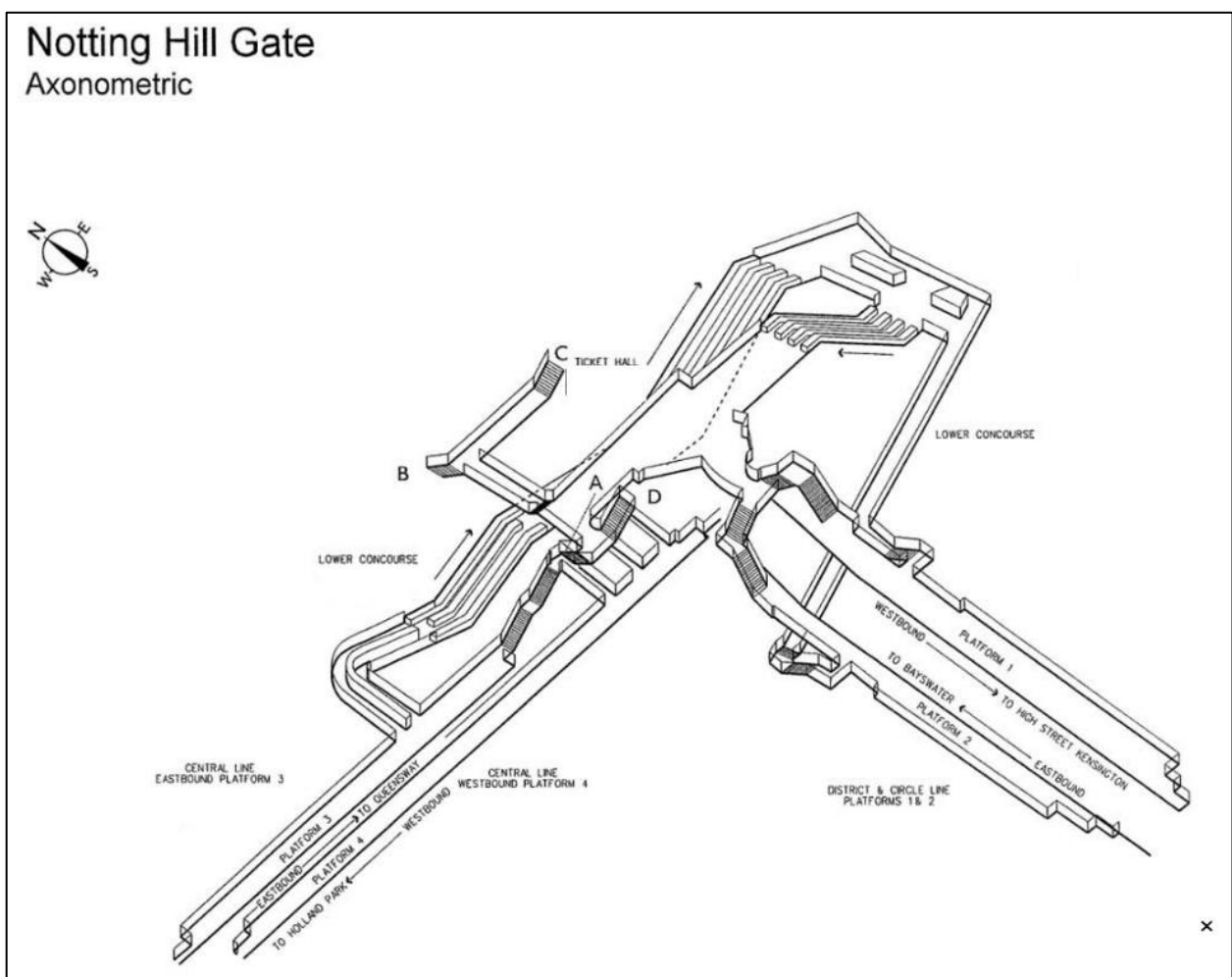
8.11 This section of the TA will assess the distribution of peak hour and daily public transport trips on existing and future public transport modes located within walking distance of the Site. To determine the distribution of trips on the network, the AM and PM peak hours will be assessed, as these typically represent the busiest time periods on the network and busiest periods for total development hourly trips. The trip distribution methodologies for the proposed land uses will be assessed using the 2011 Census data.

## Effect on London Underground

### Methodology

- 8.12 The multi-modal trip generation exercise set out in **Table 7.21** suggests that there would be an additional 404 two-way trips by London Underground services (364 arrivals; 41 departures) during the weekday morning peak hour and 362 two-way trips by London Underground services (32 arrivals; 330 departures) during the evening peak hour. This includes both primary and secondary trips accounting for those Site users who make use of the underground to access rail termini in London (assumed to be all rail users).
- 8.13 For the purposes of the Transport Assessment, and in line with the methodology undertaken for other local developments, it shall be assumed that all London Underground person trips will be via Notting Hill Station due to its proximity to the Site and convenience for Site users.
- 8.14 In accordance with the pre-application meeting with TfL, a detailed analysis of the effect upon London Underground services has been undertaken as follows:
- **Gate Line Assessment:** A gateline impact assessment has been undertaken in accordance with TfL guidance. The assessment considers the number of gates that passengers will be intending to use.
  - **Escalator Assessment:** An escalator impact assessment has been undertaken in accordance with TfL guidance. The assessment considers the number of escalators that passengers will be intending to use.
  - **Line Loading Assessment:** A line loading impact assessment has been undertaken in accordance with TfL guidance. The assessment considers the line loading capacity that passengers will be intending to use.
- 8.15 The assessment of Notting Hill Gate is based on 2019 NUMBAT data collected before the pandemic and thus presenting a higher passenger frequency following the rise in working from home. It is understood that public transport usage is levelling at 80% usage when compared with pre-pandemic i.e. working from home at least 1 day per week. Therefore, the following assessment is considered to be robust overestimating the number of underground passengers.

- 8.16 As indicated at **Figure 8.1** below, Notting Hill Gate Station is currently provided with four staircases from street level (two on the southern footway and two on the northern footway on Notting Hill Gate) leading to the ticket hall which is provided with 9 gates.
- 8.17 Once passed the gates, underground passengers have the opportunity to use as a set of stairs to access Platform 1 (westbound towards High Street Kensington) or Platform 2 (eastbound towards Bayswater). Alternatively, underground passengers may use three separate sets of escalators (the first two sets providing 2 escalators and one staircase, the last providing 2 escalators) to access Platform 3 (eastbound towards Queensway) or Platform 4 (westbound towards Holland Park).



**Figure 8.1: Notting Hill Gate Axonometric Layout Plan**

- 8.18 For the purpose of this Transport Assessment, the RODS data for Notting Hill Gate Station has been assessed to understand the existing conditions and presented below.

8.19 To determine what Underground services and in what direction commuters will be travelling in, the RODS data provided by TfL has been analysed. The trip distribution of the Underground trips from and to the Proposed Development has been calculated in **Table 7.24** of Section 7 by direction and by Line.

8.20 To determine what rail services and in what direction commuters will be travelling in, the rail trips distribution has been calculated based on six rail stations in proximity of the Site. The distribution of rail trips has also been summarised in **Table 7.25** of Section 7 by direction and by line.

### **Gateline Impact Assessment**

8.21 An assessment of the number of gates required at the gateline to accommodate the number of people arriving and departing from Notting Hill Gate Underground station has been undertaken.

8.22 It is noted that to control the flow of people arriving and departing from platform level and control crowding, TfL are able to use the number of gates they wish at their discretion. For example, as is undertaken at a number of stations across the network, the number of gates able to be used is restricted to restrict the number of people that can reach platform level, and therefore control any potential crowding in the manner that is best from an operational perspective. They may also use fewer escalators at peak periods to take people to platform level to control the flow of people arriving at trains. As such, it is at the discretion of the operation of the Underground whether gateline capacity is fully utilised or not.

8.23 At present, there is one gateline available in the ticket hall. The number is summarised below:

- Central Line, Circle & District Line: 7 standard width gates & 2 wide gates.

8.24 To calculate the number of gates that are required, the methodology set out in TfL's Station Capacity Planning Standards has been adopted. To calculate the number of escalators required, the following calculation is used:

$$= \text{Roundup} \left( \frac{5 \text{ min Entry Flow}}{25 \times 5} \right) + \text{Roundup} \left( \frac{\text{Total of Exiting Customers}}{25 \times 2} \right) + x$$

8.25 To calculate the number of gates required to serve the station, calculations have been undertaken for the Central Line, Circle & District Lines separately given they are principally served by the same gateline in the ticket hall.

### Existing Situation

8.26 The calculations for the existing situation are summarised in **Table 8.2** and **Table 8.3** below, which have been undertaken in accordance with the methodology set out within TfL's Station Capacity Planning Standards.

<b>Table 8.2: Existing Notting Hill Gate Station Gate Line Capacity Assessment – AM Peak</b>											
		5-min Entry Flow <sup>1</sup>	Peak 15-minute Alighters <sup>2</sup>	Peak 15-minute Interchangers <sup>3</sup>	No of Trains in 15-min Period <sup>4</sup>	Train Service Headway <sup>5</sup>	Number of Exiting Customers <sup>6</sup>	Total Number of Exiting Customers <sup>7</sup>	Number of Gates Required (without x value) <sup>8</sup>	X value <sup>9</sup>	Number of Gates Required
Central Line	Eastbound	126	316	202	7	2.1	16	9	3	1	4
	Westbound		362	76	7	2.1	41	24			
Circle & District Line	Eastbound	54	347	215	3	5.0	44	11	2	1	3
	Westbound		46	20	3	5.0	9	2			

**Notes:**

<sup>1</sup> Peak 15-min flow for 0815-0830 divided by 3 taken from *2019MTT\_Station\_Link\_Flows* dataset. The 0815-0830 flows had the greatest 15-minute flows between 0800-0900.

<sup>2</sup> Taken from '*2019MTT\_Station\_Alighers*' dataset for 0815-0830

<sup>3</sup> Taken from '*2019MTT\_Station\_Link\_Flows*' dataset for 0815-0830

<sup>4</sup> Taken from NUMBAT 2019 Data for 15-min Period (*2019MTT\_Link\_Frequency*)

<sup>5</sup> 15 minutes divided by number of trains in period

<sup>6</sup> = ((Peak 15 min Alighters – Peak 15 min interchanges) / 15) x Train service headway

<sup>7</sup> Calculated by increasing the number of exiting customers by 25%

<sup>8</sup> Calculated using calculation set out above

<sup>9</sup> In accordance with Station Capacity Planning Standards Para 3.5.7(c)

8.27 As can be seen in the table above, in accordance with TfL's Station Capacity Planning Standards, the existing station requires the following number of gates to meet the demand in the AM peak hour:



- Central Line: 4 Gates; and,
- Circle & District Line: 3 Gates.

8.28 As set out above, there are a sufficient number of gates located at the ticket hall to accommodate the peak flow of passengers during the AM peak period for both London Underground Lines. As highlighted previously, the Central Line and the Circle & District Line are served by 9 gates.

<b>Table 8.3: Existing Notting Hill Gate Station Gate Line Capacity Assessment – PM Peak</b>											
		<b>5-min Entry Flow<sup>1</sup></b>	<b>Peak 15-minute Alighters<sup>2</sup></b>	<b>Peak 15-minute Interchangers<sup>3</sup></b>	<b>No of Trains in 15-min Period<sup>4</sup></b>	<b>Train Service Headway<sup>5</sup></b>	<b>Number of Exiting Customers<sup>6</sup></b>	<b>Total Number of Exiting Customers<sup>7</sup></b>	<b>Number of Gates Required (without x value)<sup>8</sup></b>	<b>X value<sup>9</sup></b>	<b>Number of Gates Required</b>
Central Line	Eastbound	150	149	111	8	1.9	5	3	3	1	4
	Westbound		464	160	7	2.1	43	25			
Circle & District Line	Eastbound	53	385	266	3	5.0	40	10	2	1	3
	Westbound		44	33	3	5.0	4	1			

**Notes:**

<sup>1</sup> Peak 15-min flow for 1745-1800 divided by 3 taken from 2019MTT\_Station\_Link\_Flows dataset

<sup>2</sup> Taken from '2019MTT\_Station\_Alighers' dataset

<sup>3</sup> Taken from '2019MTT\_Station\_Link\_Flows' dataset

<sup>4</sup> Taken from NUMBAT 2019 Data for 15-min Period (2019MTT\_Link\_Frequency)

<sup>5</sup> 15 minutes divided by number of trains in period

<sup>6</sup> = ((Peak 15 min Alighters – Peak 15 min interchangers) / 15) x Train service headway

<sup>7</sup> Calculated by increasing the number of existing customers by 25%

<sup>8</sup> Calculated using calculation set out above

<sup>9</sup> In accordance with Station Capacity Planning Standards Para 3.5.7(c)

8.29 As can be seen in the table above, in accordance with TfL's Station Capacity Planning Standards, the existing station requires the following number of gates to meet the demand in the PM peak hour:

- Central Line: 4 Gates; and,
- Circle & District Line: 3 Gates.

8.30 The station is served by 9 gates at the Ticket Hall Entrance and is therefore able to accommodate the existing demand.

8.31 The addition of 404 two-way trips by London Underground / Rail services (364 arrivals; 41 departures) during the weekday morning peak hour and 362 two-way trips by London Underground / Rail services (32 arrivals; 330 departures) during the evening peak hour created by the Proposed Development will result in the following effects on the gate line in **Table 8.4** and **8.5** when distributed between the Central Line and District & Circle Line services based on the existing distributions at the Station set out in **Table 7.24** and **7.25**.

<b>Table 8.4: Future Notting Hill Gate Station Gate Line Capacity Assessment – AM Peak</b>											
		<b>5-min Entry Flow<sup>1</sup></b>	<b>Peak 15-minute Alighters<sup>2</sup></b>	<b>Peak 15-minute Interchangers<sup>3</sup></b>	<b>No of Trains in 15-min Period<sup>4</sup></b>	<b>Train Service Headway<sup>5</sup></b>	<b>Number of Exiting Customers<sup>6</sup></b>	<b>Total Number of Exiting Customers<sup>7</sup></b>	<b>Number of Gates Required (without x value)<sup>8</sup></b>	<b>X value<sup>9</sup></b>	<b>Number of Gates Required</b>
Central Line	Eastbound	128	316	202	7	2.1	16	9	3	1	4
	Westbound		362	76	7	2.1	41	24			
Circle & District Line	Eastbound	55	347	215	3	5.0	44	11	2	1	3
	Westbound		46	20	3	5.0	9	2			

**Notes:**

<sup>1</sup> Peak 15-min flow for 0815-0830 divided by 3 taken from 2019MTT\_Station\_Link\_Flows dataset. The 0815-0830 flows had the greatest 15-minute flows between 0800-0900.

<sup>2</sup> Taken from '2019MTT\_Station\_Alighers' dataset for 0815-0830

<sup>3</sup> Taken from '2019MTT\_Station\_Link\_Flows' dataset for 0815-0830

<sup>4</sup> Taken from NUMBAT 2019 Data for 15-min Period (2019MTT\_Link\_Frequency)

<sup>5</sup> 15 minutes divided by number of trains in period

<sup>6</sup> = ((Peak 15 min Alighters – Peak 15 min interchangers) / 15) x Train service headway

<sup>7</sup> Calculated by increasing the number of exiting customers by 25%

<sup>8</sup> Calculated using calculation set out above

<sup>9</sup> In accordance with Station Capacity Planning Standards Para 3.5.7(c)

**Table 8.5: Future Notting Hill Gate Station Gate Line Capacity Assessment – PM Peak**

		5-min Entry Flow <sup>1</sup>	Peak 15-minute Alighters <sup>2</sup>	Peak 15-minute Interchangers <sup>3</sup>	No of Trains in 15-min Period <sup>4</sup>	Train Service Headway <sup>5</sup>	Number of Existing Customers <sup>6</sup>	Total Number of Exiting Customers <sup>7</sup>	Number of Gates Required (without x value) <sup>8</sup>	X value <sup>9</sup>	Number of Gates Required
Central Line	Eastbound	166	149	111	8	1.9	5	3	3	1	4
	Westbound		464	160	7	2.1	43	25			
Circle & District Line	Eastbound	64	385	266	3	5.0	40	10	2	1	3
	Westbound		44	33	3	5.0	4	1			

**Notes:**

<sup>1</sup> Peak 15-min flow for 1745-1800 divided by 3 taken from 2019MTT\_Station\_Link\_Flows dataset

<sup>2</sup> Taken from '2019MTT\_Station\_Alighers' dataset

<sup>3</sup> Taken from '2019MTT\_Station\_Link\_Flows' dataset

<sup>4</sup> Taken from NUMBAT 2019 Data for 15-min Period (2019MTT\_Link\_Frequency)

<sup>5</sup> 15 minutes divided by number of trains in period

<sup>6</sup> = ((Peak 15 min Alighters – Peak 15 min interchanges) / 15) x Train service headway

<sup>7</sup> Calculated by increasing the number of existing customers by 25%

<sup>8</sup> Calculated using calculation set out above

<sup>9</sup> In accordance with Station Capacity Planning Standards Para 3.5.7(c)

8.32 **Table 8.4** and **8.5** demonstrate that the additional demand created by the Proposed Development will not alter the number of gates required to accommodate the AM and PM peak flows in comparison to the existing situation.

### Escalator Capacity Assessment

8.33 An assessment of the number of escalators required to accommodate the number of people arriving and departing from Notting Hill Gate Underground station has been undertaken. At present, Notting Hill Gate Underground station is understood to be served by 6 escalators, as follows:

- 2 escalators (one in each direction) from ticket hall to a lower concourse;
- A further 2 escalators (one in each direction) from lower concourse – to westbound Central Line (Platform 4);

- A further 2 escalators (one in each direction) from westbound Central Line level to eastbound Central Line (Platform 3);
- No escalator access to District & Circle Line (Platforms 1 & 2). A set of stairwells offer access to the eastbound and westbound District & Circle Line platforms from ticket hall level.

8.34 To calculate the number of escalators that are required to the Central Line platforms, the methodology set out in TfL's Station Capacity Planning Standards has been adopted. To calculate the number of escalators required, the following calculation is used:

$$\text{Number of escalators} = \left( \frac{\text{Average one way flow per minute}}{100} \right) m$$

8.35 The above calculation is based on an escalator being able to accommodate 100 customers per minute.

8.36 To calculate the average one-way flow per minute, data has been extracted from TfL's NUMBAT 2019 data for Monday-Thursday (2019MTT\_Station\_Link\_Flows). The number of entries and exits are shown in **Table 8.6** below for the 15-minute intervals across the AM and PM peak periods.

<b>Table 8.6: Notting Hill Gate Entry and Exits (NUMBAT 2019 data)</b>				
<b>AM Peak</b>				
<b>Direction</b>	<b>Time Period</b>			
	<b>0800-0815</b>	<b>0815-0830</b>	<b>0830-0845</b>	<b>0845-0900</b>
Central Line Enter Station	341	377	396	391
Central Line Exit to Street	420	425	400	372
<b>PM Peak</b>				
<b>Direction</b>	<b>1700-1715</b>	<b>1715-1730</b>	<b>1730-1745</b>	<b>1745-1800</b>
Central Line Enter Station	462	451	434	406
Central Line Exit to Street	346	346	353	353

8.37 As can be seen in the table above, the peak 15-minute periods across the peak hours are as follows:

- AM Peak – 08:15-08:30
- PM Peak – 17:45-18:00

8.38 Based on the above, **Table 8.7** summarises the assessment of the number of escalators required to be provided at Notting Hill Gate to accommodate the existing demand.

<b>Table 8.7: Existing Demand on Notting Hill Gate Escalators – AM &amp; PM Peak</b>					
		<b>Peak 15-min Demand<sup>1</sup></b>	<b>Average one-way flow per minute<sup>2</sup></b>	<b>No of escalators required</b>	<b>No of escalators required (rounded)<sup>3</sup></b>
AM Peak	Central Line Enter Station	377	25	0.25	1
	Central Line Exit to Street	425	28	0.28	1
PM Peak	Central Line Enter Station	451	30	0.30	1
	Central Line Exit to Street	346	23	0.23	1

**Notes:**  
<sup>1</sup> Taken from Table 8.6 for 0815-0830 and 1715-1730 time periods  
<sup>2</sup> Peak 15-min demand divided by 15 in accordance with TfL's Station Capacity Planning Standards  
<sup>3</sup> Rounded up or down in accordance with TfL's Station Capacity Planning Standards

8.39 In both the AM and PM peaks, the Central Line requires 1 escalator to accommodate people entering the station and 1 escalator to accommodate people exiting the station. This can be accommodated wholly from the main escalators from Ticket Hall to the Central Platforms (1 platform in each direction is provided).

8.40 **Table 8.8** presents the number of escalators required following the Proposed Development, using the trip distribution set out in **Table 7.24** and **Table 7.25**. It indicates that there will be no increase in demand for escalators as a result of the proposals remaining as 1 in both directions to the Central Line.

**Table 8.8: Proposed Demand on Notting Hill Gate Escalators – AM & PM Peak**

		Additional Demand for Escalators <sup>1</sup>	Future Average one-way flow per minute <sup>2</sup>	Future No of escalators required	No of escalators required (rounded)
AM Peak	Central Line Enter Station	15	28	0.28	1
	Central Line Exit to Street	2	29	0.29	1
PM Peak	Central Line Enter Station	2	30	0.30	1
	Central Line Exit to Street	14	26	0.26	1

Notes:

<sup>1</sup> Additional demand created by development as taken from Table 7.21 for customers alighting or boarding divided by 12 to assume a 5-minute flow of people arriving in a single minute (worst-case)

<sup>2</sup> Existing Average one-way flow per minute + Additional 5-minute demand created by development

### Line Loading Assessment

8.41 To consider the potential impact of additional passengers on London Underground Services, data has been extracted from TfL’s NUMBAT 2019 database for data collected from Monday to Thursday (2019MTT\_Link\_Load.xlsx). The data sets out the number of people that are travelling on an individual line by direction in 15-minute intervals. The data is summarised in **Table 8.9** and **Table 8.10** below, with the peak 15-minute interval highlighted in bold.

**Table 8.9: 2019 Line Loading Data – AM Peak**

Underground Line	Direction	Time Period			
		0800-0815	0815-0830	0830-0845	0845-0900
Central Line	Central Line Eastbound	3283	3515	<b>3640</b>	3484
	Central Line Westbound	1753	1825	<b>1805</b>	1740
District Line	District Line Eastbound	468	433	<b>460</b>	394
	District Line Westbound	601	570	<b>622</b>	507
Circle Line	Circle Line Clockwise EB	533	689	<b>628</b>	742
	Circle Line Anticlockwise WB	215	258	<b>236</b>	255

Table 8.10: 2019 Line Loading Data – PM Peak					
Underground Line	Direction	Time Period			
		1730-1745	1745-1800	1800-1815	1815-1830
Central Line	Central Line Eastbound	2536	<b>2695</b>	2531	2365
	Central Line Westbound	2673	<b>2841</b>	2910	2745
District Line	District Line Eastbound	333	<b>314</b>	359	300
	District Line Westbound	679	<b>615</b>	710	626
Circle Line	Circle Line Clockwise EB	367	<b>449</b>	367	423
	Circle Line Anticlockwise WB	464	<b>538</b>	449	471

8.42 As can be seen in the tables above, the busiest time across the morning peak hour is between 8:30-8:45am and across the afternoon peak hour is between 5:45-6:00pm. It is therefore possible to consider the impact that the existing demand will create upon line loading for the busiest 15-minute period during the AM and PM peak periods. This is summarised in **Table 8.11** and **8.12** below.

Table 8.11: Existing Demand on LU Lines – AM Peak						
Underground Line	Direction	Line Loading <sup>1</sup>	No. Of Trains <sup>2</sup>	Capacity Per Train <sup>3</sup>	Train Demand per 15-Min Period <sup>4</sup>	Occupancy
Central Line	Central Line Eastbound	3640	6	1,047	6,282	57.9%
	Central Line Westbound	1805	8	1,047	6,282	21.5%
District Line	District Line Eastbound	460	2	1,045	2,090	22.0%
	District Line Westbound	622	2	1045	2,090	29.7%
Circle Line	Circle Line Clockwise EB	628	1	1,045	1,045	60.1%
	Circle Line Anticlockwise WB	236	1	1,045	1,045	22.6%

**Notes:**  
<sup>1</sup> Taken from Table 8.9 for 0830-0845 time period  
<sup>2</sup> Taken from NUMBAT 2019 Data for 15-min Period (2019MTT\_Link\_Frequency)  
<sup>3</sup> TfL Rolling Stock Data Sheet 4<sup>th</sup> edition (seating capacity + 5 customers per m<sup>2</sup>)  
<sup>4</sup> Number of trains multiplied by capacity per train



8.43 As can be seen in Table 8.11, the existing demand per line can be accommodated by the existing line loading across the busiest 15-minute period during the AM peak hour (0830-0845). The greatest impact will be observed on the Circle Line Eastbound services which has an occupancy of 57.9% across all services. This line loading operates within its design capacity.

8.44 Across all other line loadings, it is observed that the Underground operates within its theoretical capacity. It is therefore concluded that the existing demand would not result in an unacceptable impact upon line loadings across the AM peak hour.

<b>Table 8.12: Existing Demand on LU Lines – PM Peak</b>						
<b>Underground Line</b>	<b>Direction</b>	<b>Line Loading<sup>1</sup></b>	<b>No. Of Trains<sup>2</sup></b>	<b>Capacity Per Train<sup>3</sup></b>	<b>Train Demand per 15-Min Period<sup>4</sup></b>	<b>Occupancy</b>
Central Line	Central Line Eastbound	2695	8	1,047	8,376	32.2%
	Central Line Westbound	2841	7	1,047	7,329	38.8%
District Line	District Line Eastbound	314	1	1,045	1,045	30.0%
	District Line Westbound	615	1	1,045	1,045	58.9%
Circle Line	Circle Line Clockwise EB	449	2	1,045	2,090	21.5%
	Circle Line Anticlockwise WB	538	2	1,045	2,090	25.7%

**Notes:**  
<sup>1</sup> Taken from Table 8.10 for 1745-1800 time period  
<sup>2</sup> Taken from NUMBAT 2019 Data for 15-min Period (2019MTT\_Link\_Frequency)  
<sup>3</sup> TfL Rolling Stock Data Sheet 4<sup>th</sup> edition (seating capacity + 5 customers per m<sup>2</sup>)  
<sup>4</sup> Number of trains multiplied by capacity per train

8.45 With respect to the PM peak, as can be seen in the table above, the existing demand per line can be accommodated by the line loading across the busiest 15-minute period (1745-1800). The greatest impact will be observed on the District Line Westbound services which has an occupancy of 58.9% across all services. This line loading operates within its design capacity.

8.46 **Table 8.13** and **8.14** indicates the effect of the Proposed Development on line loading for the AM peak and PM peak periods.

<b>Table 8.13: Proposed Demand on LU Lines – AM Peak</b>					
<b>Underground Line</b>	<b>Direction</b>	<b>Additional Demand Per 15-mins<sup>1</sup></b>	<b>Future Demand per 15-minute Period</b>	<b>Future Occupancy</b>	<b>Net Change</b>
Central Line	Central Line Eastbound	37	3677	58.5%	0.6%
	Central Line Westbound	23	1827	21.8%	0.3%
District Line	District Line Eastbound	19	479	22.9%	0.9%
	District Line Westbound	3	625	29.9%	0.1%
Circle Line	Circle Line Clockwise EB	11	639	61.2%	1.1%
	Circle Line Anticlockwise WB	8	244	23.4%	0.8%

**Notes:**  
<sup>1</sup> Hourly data taken from Table 7.21 divided by 4 to create 15-min interval data

<b>Table 8.14: Proposed Demand on LU Lines – PM Peak</b>					
<b>Underground Line</b>	<b>Direction</b>	<b>Additional Demand Per 15-mins<sup>1</sup></b>	<b>Future Demand per 15-minute Period</b>	<b>Future Occupancy</b>	<b>Net Change</b>
Central Line	Central Line Eastbound	36	2731	32.6%	0.4%
	Central Line Westbound	18	2858	39.0%	0.2%
District Line	District Line Eastbound	7	320	30.7%	0.6%
	District Line Westbound	12	627	60.0%	1.1%
Circle Line	Circle Line Clockwise EB	7	456	21.8%	0.3%

**Table 8.14: Proposed Demand on LU Lines – PM Peak**

<b>Underground Line</b>	<b>Direction</b>	<b>Additional Demand Per 15-mins<sup>1</sup></b>	<b>Future Demand per 15-minute Period</b>	<b>Future Occupancy</b>	<b>Net Change</b>
	Circle Line Anticlockwise WB	11	548	26.2%	0.5%

Notes:

<sup>1</sup> Hourly data taken from Table 7.21 divided by 4 to create 15-min interval data

8.47 **Table 8.13** and **8.14** indicate an increase in underground loading during peak hours of no more than 1.1% on a particular line when compared with the existing demand recorded. The future occupancy remains within theoretical capacity with the greatest occupancy expected to peak at 60.0% on any of the lines available at Notting Hill Gate. Therefore, the proposals are not expected to have an effect on the operation of the underground services at this station. Furthermore, it is understood that the Central Line rolling stock will be upgraded in the 2030s which will increase passenger capacity per train and increase spare occupancy following the Proposed Development.

### **Effect on Rail**

8.48 The multi-modal trip generation exercise suggests that there would be an additional 116 two-way trips by rail services (105 arrivals; 11 departures) during the weekday morning peak hour and 101 two-way trips by rail services (7 arrivals; 94 departures) during the evening peak hour.

8.49 The Site benefits from being within a 15-20 minute tube journey from a number of rail terminals including Paddington, Marylebone, Euston, King’s Cross St Pancras, Charing Cross and Victoria stations. It is logical to expect all of these stations to be used by employees at the Development and once the number of additional rail passengers is divided between the several rail stations, the effect on the rail network will be negligible.

## Effect on Buses

- 8.50 It is estimated that the Proposed Development would generate an additional 126 two-way trips by bus (114 arrivals; 12 departures) per hour during the morning peak period and an additional 112 two-way trips by bus (9 arrivals; 103 departures) per hour during the evening peak period.
- 8.51 **Table 7.23** shows the anticipated number of bus trips generated, which have been distributed evenly across all directions. This indicates no more than 32 additional bus passengers during a peak hour heading in each direction. The increase in passengers per bus will be negligible once the expected additional patronage is distributed along the principal bus corridors that have the potential to be affected by the Proposed Development.

## Effect of the Development on Parking

- 8.52 The Proposed Development will remove all existing car parking within the Site boundary and as a result will deliver a car-free scheme in line with the Policy T6 of the London Plan (2021). The Applicant will enter into a permit free agreement in order to limit residents and employees from obtaining a permit to park on-street within the local CPZ.
- 8.53 As set out in Section 3, the Proposed Development may generate a demand for 4 x disabled persons parking bays to cater for the office, retail, medical and residential land uses, of which 2 x bays are proposed on Newcombe Street, replacing 2 x shared bays and motorcycle parking. The location of these bays to the medical and residential land uses is very convenient being located adjacent to the building entrances.
- 8.54 The Applicant is willing to provide a Section 106 contribution towards the provision of a further 2 x disabled persons parking bays on the public highway, provisionally identified on Edge Street or Kensington Place, in the event such a demand for disabled parking were to be generated by the Proposed Development. The Applicant is also willing to explore the relocation of the motorcycle parking bays, to either Edge Street or West Mall.
- 8.55 The following paragraphs set out the reasons why the level of parking is considered to be reasonable and appropriate.

## Parking Beat Survey

- 8.56 A parking beat survey was undertaken to understand the parking stress of the surrounding area and its ability to convert existing parking bays to disabled persons parking bays. The parking beat survey was undertaken at 11:00 and 13:00 on Wednesday 19<sup>th</sup> October 2022 i.e. when visitors to Notting Hill Gate may use pay & display or shared use bays and 02:00 (overnight) on Thursday 20<sup>th</sup> October 2022 i.e. when resident parking is considered to be at its highest.
- 8.57 The survey, undertaken by an independent traffic survey company, includes for a 200-metre walking distance from Site. **Appendix H** includes a full copy of the results and the extent of the survey whilst the table below summarises the results.
- 8.58 The parking beat assessment has been based on calculated spaces measuring 5m. **Table 8.15** details those cars parking in legitimate parking spaces and ignores dropped kerbs, single yellow lines, disabled bays, car club bays, loading bays, electric bays and 30-minutes parking bays. This, again, is a robust approach with lengths of single yellow line and 30-minute parking bays in the vicinity of the Site available for parking overnight as was observed during the survey. Therefore, it is argued that additional space is available for drivers to park if required, when compared with the parking utilisation detailed below.

<b>Time</b>	<b>Parked Vehicles</b>	<b>Observed Spaces</b>	<b>Utilisation (%)</b>
11:00 Wednesday	205	120	63.1%
13:00 Wednesday	206	119	63.4%
02:00 Thursday	208	117	64.0%

- 8.59 The survey illustrates that at 11:00 on Wednesday there were 205 vehicles parked and 120 observed spaces (63% utilisation) and at 13:00 on Wednesday there were 206 vehicles parked and 119 observed spaces (63% utilisation). Both surveys covering the midday period suggest that the surrounding road network is significantly below the 90% parking utilisation level where parking stress is considered to occur. Theoretically, a further 87 spaces at 11:00 and 86 spaces at 13:00 on Wednesday could be occupied before parking stress may occur.

8.60 The survey also demonstrates that parking utilisation peaks overnight on Thursday (02:00) at 64% with 208 vehicles parked and 117 observed spaces available. When replacing the 2-x shared-use parking bays on Newcombe Street with disabled parking and potentially converting a further 2 x on-street bays to disabled parking within the 200m catchment, the parking utilisation may increase to 64.8% with 113 available car parking spaces.

8.61 The utilisation of the 4 existing disabled person parking bays in the vicinity of the Site amounts to 50% (2 spaces available) at 11:00 and 75% (1 space available) at 13:00 on Wednesday and 75% (1 space available) at 02:00 on Thursday. There is considered to be spare capacity within the existing on-street disabled bays to cater for part of the demand arising from the Proposed Development.

### **Parking Summary**

8.62 It has been proven that there is sufficient capacity on-street to accommodate a reduction in parking bays to improve the public realm on Newcombe Street without impacting the ability of existing residents and visitors to Notting Hill Gate to park on-street. There is also spare capacity to convert existing parking bays to disabled parking bays if demand warrants. The proposals are therefore deemed suitable and appropriate in parking terms.

## 9 MITIGATION MEASURES

9.1 This section provides details of the proposed mitigation measures, which will be implemented to reduce the transport effects of the Proposed Development on the surrounding transport network, both during the construction and operational phases.

9.2 A range of measures are embedded within the scheme design, as discussed within Section 3, including car and cycle parking, servicing management and public realm improvements. The additional mitigation measures, which are included as part of the transport documents provided for the planning application, are summarised below.

### **Demolition & Construction Phase Mitigation Measures**

9.3 A Demolition Traffic Management Plan (DTMP) and Construction Traffic Management Plan (CTMP) are submitted in draft format as part of the planning application using RBKC's pro-forma to set out the demolition and construction logistics for the Site and the management procedures to control and mitigate logistics throughout the demolition and construction programme.

### **Operational Phase Mitigation Measures**

#### **Public Realm Improvements**

9.4 As mentioned in detail as part of the Healthy Streets Assessment (Section 6) and within the development summary at Section 3, public realm improvements are proposed on Notting Hill Gate, Kensington Church Street, Newcombe Street and Uxbridge Street. The Proposed Development will focus on putting pedestrians and cyclists first, improving footway widths on Kensington Church Street and Notting Hill Gate, limiting motorised traffic through the removal of all existing car parking, activating Uxbridge Street and improving the environment along Newcombe Street. A copy of the proposed public realm / landscaping is included at **Appendix A**.



## **Delivery & Servicing Plan**

- 9.5 In light of the need to ensure that servicing activity and waste collection is carried out efficiently and does not create any adverse effects on the adjacent highway network, the Applicant confirms that it is willing to accept a Condition to implement a Delivery and Servicing Plan (DSP) for all elements of the scheme. It is envisaged a full DSP will be secured by way of a legal agreement or planning condition.
- 9.6 The primary objectives of the DSP are to manage deliveries and servicing to, from and within the Proposed Development in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and / or pedestrians.
- 9.7 The purpose of the DSP will be to mitigate the potential impact of servicing activity associated within the development. The key aims and objectives of the DSP are:
- To minimise disruption to the local roads and Strategic Road Network (SRN).
  - To ensure deliveries are continuously and effectively managed within the Site.
  - To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network.
  - To manage the number / volume of delivery vehicle movements during the AM and PM peak periods.

## **Framework Employee Travel Plan**

- 9.8 Employees of the Proposed Development will be encouraged to travel to the Site by sustainable modes through the implementation of a Framework Travel Plan. The document, which will be included as part of the planning application, will be used to produce a final Employment Travel Plan, both of which will be finalised and agreed prior to the occupation of the Proposed Development.
- 9.9 The Travel Plan has been prepared in accordance with TfL's document '*Travel Planning for New Development in London.*'

### *Aims and Objectives*

- 9.10 The primary objective of the Travel Plan will be to set out a long-term strategy to facilitate and encourage modes of travel to the Site by means other than the private car, which reflects currently central Government policy. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling.
- 9.11 The strategy needs to be long term as changing travel habits takes time and will only occur through a combination of incentives, improved facilities, Government initiatives and changes in individual attitudes.

### *Measures and Initiatives*

- 9.12 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures.
- 9.13 The 'hard' measures include the provision of facilities such as safe and secure cycle parking. The 'soft' measures include initiatives such as cycle training courses and providing information on public transport services.

## **Operational Waste Management Plan**

- 9.14 As part of the planning application submission a draft Operational Waste Management Plan (OWMP) has been prepared by Caneparo Associates in collaboration with the Applicant. The OWMP provides information about the operational procedures that will be in place with regards to relevant waste storage and collection facilities.
- 9.15 It is envisaged that a final version of the OWMP will be secured by planning Condition (if considered necessary / appropriate by the Council), by which time the end operator would be known and relevant input provided.

## 10 DEMOLITION & CONSTRUCTION LOGISTICS

10.1 This section provides details on the anticipated construction programme, as well as initial estimations of construction vehicle types and vehicle movements.

10.2 It should be noted that a pre-construction contractor has been appointed at this stage of the project, therefore the details below are informed by a contractor but are in outline only and will be subject to confirmation once the main contractor is appointed.

### Demolition & Construction Programme

10.3 Demolition is expected to take place in March 2024 to November 2024. Construction is expected to take circa 24 months (November 2024 to August 2026) with the development ready for occupation by the middle of 2026. This is subject to the receipt of planning permission and associated discharge of planning conditions and obligations prior to commencement on start.

10.4 **Table 10.1** below provides an outline construction programme which has been prepared by Midgard Ltd, who will be the contractor from the Draft Construction Transport Management Plan (CTMP) submitted as part of the planning application.

<b>Table 10:1: Outline Construction Programme</b>		
<b>Activity</b>	<b>Start</b>	<b>Finish</b>
<b>Site Set-up &amp; Demolition</b>	March 2024	November 2024
<b>Excavation, Piling &amp; Substructure</b>	November 2024	April 2025
<b>Superstructure</b>	April 2025	August 2025
<b>Fit out</b>	August 2025	August 2026
<b>Site Clean Up</b>	July 2026	August 2026
<b>Total Works</b>	March 2024	August 2026

## Phasing

10.5 The key construction phases comprise the following:

- Site setup and enabling works;
- Demolition;
- Substructure – piling;
- Substructure – basement excavation;
- Superstructure;
- Fit out; and
- Site Clean Up.

## Demolition & Construction Vehicle Types

10.6 Numerous types of vehicles will be used to bring materials to and from the Site. The main vehicle types are expected to include:

- Articulated Lorries – up to 16.5m length, 2.55m width
- Mobile Crane - 12.3m length, 2.4m width mobile crane;
- Large Tipper - 8.2m length, 2.5m width;
- Skip Lorry - 7.3m length, 2.5m width;
- Flatbed Lorries - 10m length, 2.5m width; and
- 3.5T Box / Luton / Panel Vans – up to 4.3m length.

## 11 SUMMARY & CONCLUSION

11.1 This Transport Assessment has been prepared by Caneparo Associates on behalf of Notting Hill Gate KCS Ltd ('the Applicant') in support of an application for full planning permission for the redevelopment of Land at 43-45 and 39-41 Notting Hill Gate and 161-237 (odd) Kensington Church Street ('the Site') within the Royal Borough of Kensington and Chelsea ('RBKC').

11.2 The Site is bounded by the A402 Notting Hill Gate to the north, Kensington Church Street to the east, Kensington Place to the south and the Notting Hill Gate London Underground Circle and District Line platforms to the west.

11.3 The description of development is as follows:

*"Commercial-led scheme comprising the refurbishment and extension of Newcombe Tower and the redevelopment of the remainder of the site, to deliver new retail at ground floor and commercial at the upper levels. Alongside, the delivery of new affordable housing, medical floorspace and a public square."*

11.4 This Transport Assessment has assessed the transport and highway related implications of the Proposed Development which are summarised below.

- The Site benefits from excellent accessibility to public transport, with London Underground, as well as buses, all available within walking distance of the Site.
- The proposals will provide significant improvements proposed to the pedestrian environment along Notting Hill Gate, Kensington Church Street and Newcombe Street, through the delivery of widened footways and enhanced surfacing. Improvements are also proposed along Uxbridge Street to activate this location and create a link to the new public square delivered on Notting Hill Gate. A colonnade will be introduced along Kensington Church Street to widen the effective width for pedestrians at this location.
- The Proposed Development provides a zero-car parking approach to office, residential and retail elements of the Site, with the Applicant willing to provide a financial contribution towards the provision of 2no. on-street disabled parking spaces, if demand warrants.

- Cycle parking is provided to a high standard, with layouts designed to be LCDS compliant and to provide cycle parking in line the London Plan (2021) standards.
- The Proposed Development will be serviced through a combination of on-street loading from Kensington Church Street and Notting Hill Gate and from an internal servicing yard accessed via Newcombe Street.
- The Proposed Development generates an uplift in peak hour trips to and from the Site in comparison to the existing Site. The resultant increase in trips made by public transport and active modes can be supported by existing capacity, subject to further discussion with the highway authorities regarding mitigation measures to be secured by planning condition and/or S106 legal agreement.
- This TA sets out proposed mitigation measures to ensure the efficient management of the Site throughout the construction process and when in operation, with a Framework Employee Travel Plan, Delivery & Servicing Plan and Operational Waste Management Plan to be provided with the planning application.
- An Active Travel Audit has been undertaken demonstrating the suitability of the Site to enable future development users to utilise walking, cycling and public transport. The submission of a Travel Plan and public realm improvements will further discourage use of vehicles to travel to/from the Site, instead promoting travel by non-car modes, particularly by active means such as walking and cycling.

## Conclusion

11.5 In conclusion, the Proposed Development will not have a materially detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, strategic and local policy guidance. It therefore meets the test of the NPPF and paragraph 109, which states 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.”*

11.6 In light of this, the Proposed Development is considered to be acceptable and should be supported on transport grounds.