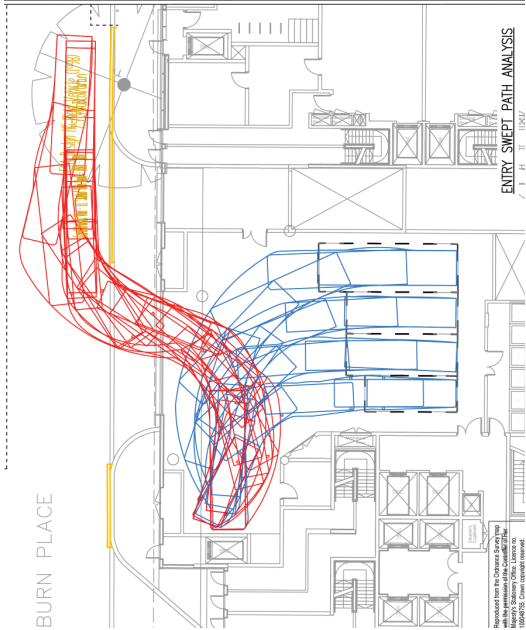
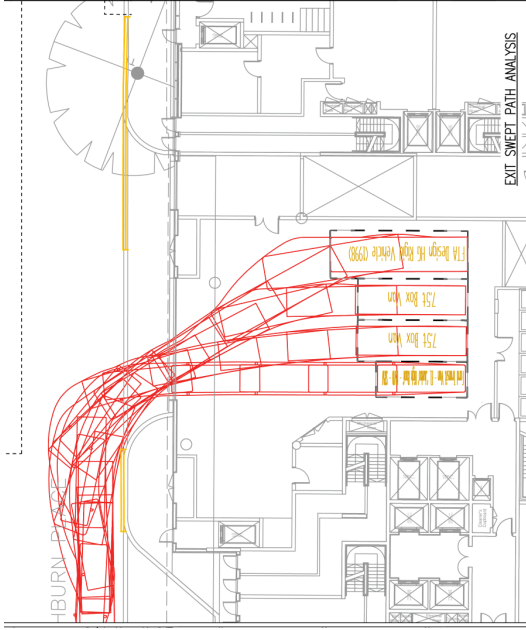


**Figure 6-11 Servicing Yard Vehicle Tracking – Entry**



**Figure 6-12 Servicing Yard Vehicle Tracking – Egress**



- 6.8.6 The servicing yard will be managed and operated in accordance with a Delivery and Servicing Plan (contained in Appendix E) which will be secured by planning condition.
- 6.8.7 Waste storage is provided within the basement. These would be transferred from the basement to the presentation area within the ground level servicing yard for collection. More detail is provided within the Waste Management Strategy, submitted as part of the planning application under different cover.

## 7 HOTEL TRAVEL DEMAND

### 7.1 INTRODUCTION

- 7.1.1 The existing hotel comprises 906 bedrooms and is operated by the Holiday Inn hotel chain. The proposed development would include a replacement hotel of 749 bedrooms and 340 serviced apartments, as well as 62 residential dwellings.
- 7.1.2 To establish the baseline travel demand the existing Holiday Inn hotel has been surveyed. Further surveys have been used to estimate the future travel demand of the proposed development and identify the net change relative to the existing use.
- 7.1.3 This section sets out the methodology used to estimate the existing and future travel demand, which has been subject to pre-application review with RBKC and TfL.

### 7.2 EXISTING TRAVEL DEMAND

- 7.2.1 A survey of activity was undertaken at the existing hotel on Wednesday 05 October 2016 to understand the existing travel demand for coach, taxi, servicing and pedestrian movements. These surveys are still representative of the existing hotel as the hotel has not changed in operation since this date. Table 7-1 summarises the peak hour travel demand of the existing hotel.

**Table 7-1 Holiday Inn Kensington Forum Surveyed Travel Demand**

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Weekday (0600-2200)		
	In	Out	Total	In	Out	Total	In	Out	Total
Basement Car Park	10	2	12	5	9	14	59	52	111
Taxi	11	13	24	14	16	30	192	193	385
Coach	6	7	13	0	1	1	56	56	112
Servicing	3	4	7	2	1	3	30	33	63
Total Vehicles	30	26	56	21	27	48	337	334	671
Total Persons	171	263	434	247	237	484	2971	3119	6090

- 7.2.2 The existing hotel includes conferencing facilities that can accommodate 1,500 people in a conferencing set up or 1,200 people in a banquet set up.
- 7.2.3 The existing hotel also hosts evening functions and the building licence enables up to 600 persons to be accommodated for a public event at any one time.

### 7.3 PROPOSED HOTEL TRAVEL DEMAND

- 7.3.1 The proposed hotel is expected to be a high 4 star offering, superior to the existing hotel. The proposed hotel would therefore attract different types of hotel guests and have a different travel demand to the existing hotel. For instance more business guests may be expected and various airlines have contracts with the existing hotel, and it would be unlikely that these would continue at a more expensive hotel.

7.3.2

The survey of the existing hotel is therefore considered inappropriate to estimate the travel demand of the proposed hotel and alternative data sources have been reviewed.

7.3.3

The TRICS database contains four Inner London hotel sites with multimodal surveys undertaken in the last 10 years. These are summarised in Table 7-2.

**Table 7-2 Inner London Hotel TRICS Sites**

Reference	Location	Survey Date	Bedrooms	Staff Density (Per Room)
GR-06-A-01	Stokewell Street	19/10/09	82	N/A*
GR-06-A-03	Greenwich High Road	22/11/13	151	0.23
HK-06-A-01	Old Street	06/11/08	224	0.22
HK-06-A-01	Great Eastern Street	05/11/08	205	0.20

\* Staff number not provided

7.3.4

The hotel sites in TRICS are small compared to the proposed hotel and three of the surveys were undertaken before 2010. It is therefore proposed to use alternative data to estimate the travel demand of the proposed development.

7.3.5

Comparable hotels have been reviewed within Inner London and the Park Plaza Westminster has been identified as being a highly comparable hotel with similar facilities to the proposed hotel i.e. function/meeting rooms, restaurants and spa/gym. The Park Plaza hotel is located at 200 Westminster Bridge Road in Lambeth and is a relatively new 4 star hotel providing 1,019 hotel bedrooms and function, restaurant and bar facilities. It has similar transport provisions to the site and is located a 6 minute walk from Waterloo station.

7.3.6

The Park Plaza Westminster hotel was surveyed on Wednesday 05 October 2016. Pedestrian and vehicle movements were recorded. Table 7-3 summarises the travel demand at the Park Plaza Westminster.

**Table 7-3 Park Plaza Westminster Surveyed Travel Demand**

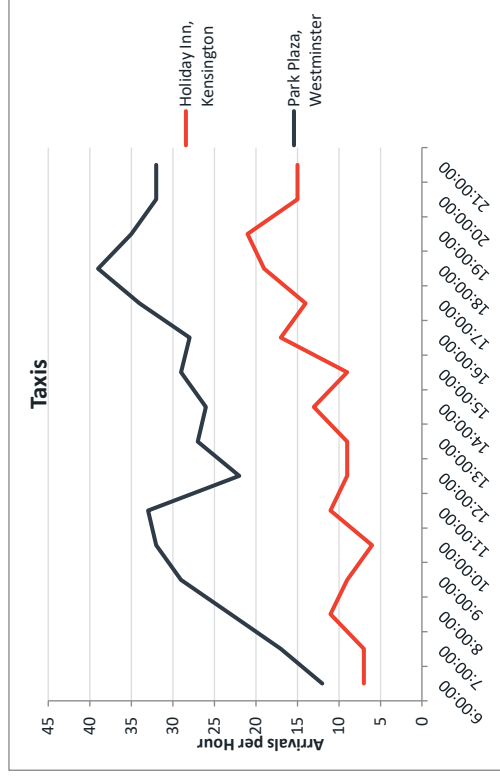
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Weekday (0600-2200)		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	23	23	46	34	34	68	450	441	891
Coach	0	2	2	0	1	1	10	10	20
Servicing	6	3	9	0	0	0	53	52	105
Total Vehicles	29	28	57	34	35	69	513	503	1016
Total Persons	151	479	630	341	286	627	3620	4283	7903

7.3.7 A comparison of the taxi, coach, servicing and pedestrian travel demands of the existing Holiday Inn at Kensington Forum and the Park Plaza Westminster is set out below.

#### TAXIS

7.3.8 A comparison of the taxi arrivals of the two hotels is shown in Figure 7-1. The Park Plaza hotel generates a higher volume of taxi trips throughout the day. The higher volume of taxi trips reflects the Park Plaza hotel being 4 star.

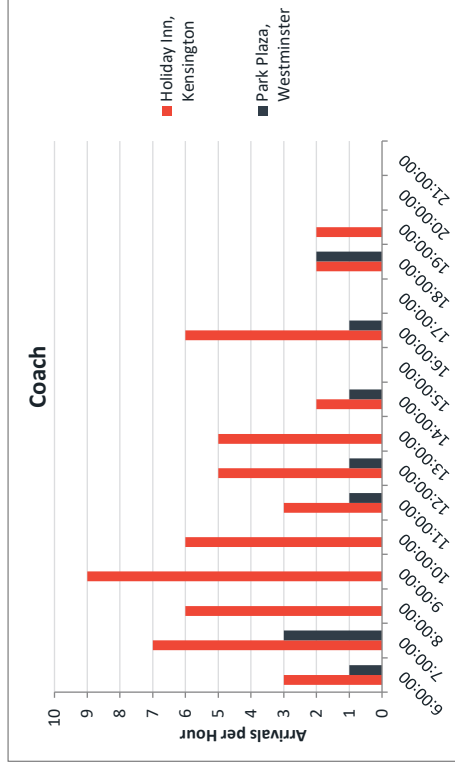
Figure 7-1 Comparison of Taxi Trips



#### COACHES

7.3.9 A comparison of the coach daily trip profiles for the two hotels is shown in Figure 7-2. The Holiday Inn generates a higher volume of coach trips throughout the day. It is understood that this is primarily due to the hotel being used for airline staff accommodation.

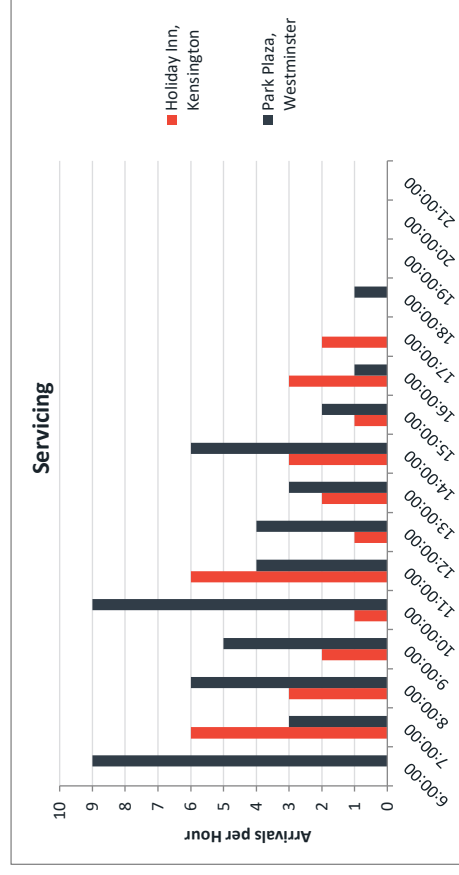
Figure 7-2 Comparison of Coach Trips



#### SERVICING VEHICLES

7.3.10 A comparison of the service vehicle profiles for the two hotels is shown in Figure 7-3. More deliveries are undertaken at the Park Plaza than the Holiday Inn, with a maximum of nine arrivals in an hour. Most deliveries occur in the morning with very few in the late afternoon.

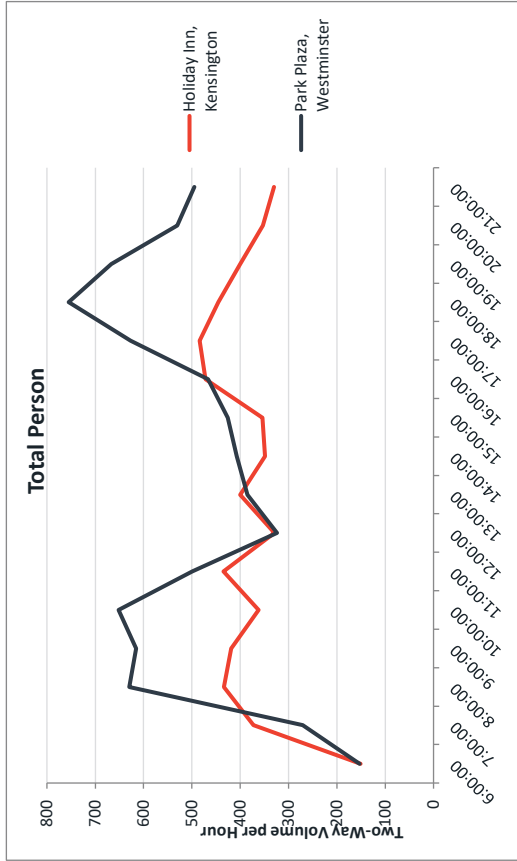
Figure 7-3 Comparison of Service Vehicle Trips



## TOTAL PERSON TRIPS

7.3.11 A comparison of the total person trips (pedestrians entering and exiting the buildings) is shown in Figure 7.4. The Park Plaza has higher entry and exit volumes during the morning and afternoon with comparable numbers around lunchtime.

Figure 7.4 Comparison of Total Person Trips



## 7.4 PROPOSED TRIP GENERATION

7.4.1 The size and facilities offered at the Park Plaza and those proposed at Kensington Forum are summarised in Table 7.4.

Table 7-4 Park Plaza and Proposed Development Facilities

Type	Park Plaza	Proposed Development	Comment
Bedrooms	1,019	749 hotel rooms and 340 serviced apartments (1,089)	Larger number of rooms. Serviced apartments expected to have lower travel demand
Meeting rooms (sqm)	1,130 sqm plus 500 sqm foyer (31 meeting rooms)	1,270sqm plus 320sqm break-out space	Comparable floor area and number of meeting rooms expected
Function space (person capacity)	1,500 (reception) 1,350 (banquet)	c.1,500 (reception) c.1,200 (banquet)	Comparable function space
Restaurants/bars	3 restaurants 2 bars	c.1,520 sqm	Expected to be comparable
Spa and gym	Yes	Yes	Expected to be comparable

7.4.2

Based on the review of the two surveys, it is anticipated that the travel behaviour at the proposed hotel would be broadly comparable to the Park Plaza Westminster. The proposed development has a larger number of bedrooms than the Park Plaza, but also a high percentage of serviced apartments, which are expected to have a lower level of travel demand than hotel bedrooms. On this basis, the Park Plaza surveyed travel demand has been used to forecast the travel demand of the proposed development shown within Table 7-5.

7.4.3

As part of the proposed development, 25 car parking spaces are to be provided for the hotel use, which will generate a low amount of traffic. As car parking is not provided at the Park Plaza hotel, the survey data for the existing Holiday Inn at Kensington Forum has been used (shown in Table 7-1). There are currently c.100 car parking spaces provided on site for the existing hotel and the existing car trips associated with this have been factored down to reflect the proposed lower parking provision.

Table 7-5 Proposed Hotel Forecast Travel Demand

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Weekday (0600-2200)		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Park	3	1	4	1	2	3	15	13	28
Taxi	23	23	46	34	34	68	450	441	891
Coach	0	2	2	0	1	1	10	10	20
Servicing	6	3	9	0	0	0	53	52	105
Total Vehicles	32	29	61	35	37	72	528	516	1,044



Total Persons		151	479	630	341	286	627	3,620	4,283	7,903
The Park Plaza survey does not capture details of the mode split by journey purpose (staff vs visitor trips). The detailed mode split has instead been identified using survey information, TRICS sites and 2011 Census data, along with consideration of site specific characteristics that influence mode shares.										
<b>STAFF TRIPS</b>										
The proposed development is forecast to generate in excess of 400 permanent FTE jobs. To forecast the staff method of travel to work, Census data has been extracted for the middle layer super output area (MSOA) surrounding the site. As no car parking is allocated for staff, with the exception of blue badge holders and executives who will not be visiting the site very often, car trips have been omitted from the assessment and distributed to other modes on a pro-rata basis. Table 7-6 details the resulting staff mode share at the proposed development, as well as the peak hour staff trip generation.										
<b>Table 7-6 Staff Trip Generation</b>										
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Weekday (0600-2200)			
	In	Out	Total	In	Out	Total	In	Out	Total	Total
Bicycle	4	1	5	2	4	6	25	25	50	50
Walking	4	1	5	2	4	6	28	28	56	56
Underground	26	9	35	14	26	40	174	174	348	348
Train	11	4	15	6	11	17	75	75	150	150
Bus	8	3	11	4	8	12	51	51	102	102
Total Persons	53	18	71	28	53	81	354	354	708	708

**VISITOR TRIPS**

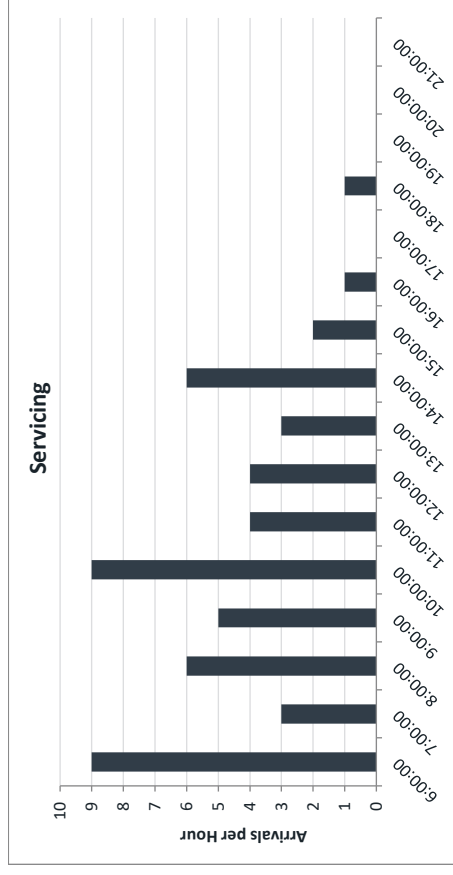
It is assumed that all car and taxi trips to the site are made by visitors (with an average of 1.8 passengers per taxi). There are not expected to be many visitor trips by bicycle. The remaining trips have been split between modes using local census data. The forecast visitor trip generation is outlined in Table 7-7.

<b>Table 7-7 Visitor Trip Generation</b>										
Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Weekday (0600-2200)			
	In	Out	Total	In	Out	Total	In	Out	Total	Total
Car Driver	3	1	4	1	2	3	15	13	28	28
Car Passenger	2	0	2	1	2	3	12	10	22	22
Taxi Passengers	41	41	82	34	34	68	809	793	1,602	1,602
Walking	30	139	169	97	71	168	984	1,182	2,166	2,166
Underground	14	163	177	111	73	184	84	1,127	1,211	1,211
Train	6	71	77	48	32	80	367	488	855	855
Bus	4	48	52	32	21	53	247	329	576	576
Total Persons	100	463	563	324	235	559	2,518	3,942	6,460	6,460

**HOTEL DELIVERY AND SERVICING ACTIVITY**

A forecast daily servicing profile is illustrated within Figure 7-5. The survey at Park Plaza identified that LGVs have an average dwell time of 9 minutes and 30% of deliveries were made by HGVs (generally 8m rigid lorries) which had an average dwell time of 13 minutes.

**Figure 7-5 Forecast Hotel Daily Servicing Demand (trips per hour)**



7.4.8 The servicing peaks occurs between 10am and 11am when there are nine arrivals. These will be accommodated on site within four servicing bays.

## 7.5 FUNCTION EVENT TRAVEL DEMAND

- 7.5.1 The hotel will provide a function space within the basement that can host conferences and evening events. The facility would be typical of high quality hotels and the expectations of hotel customers.
- 7.5.2 The maximum event capacity is expected to be circa 1,500 people for conferencing (theatre-style format) during the day. A banquet style set up would be typical for evening functions and the expected capacity is for circa 1,200 people.
- 7.5.3 It is forecast that as parking facilities on-site will be limited and managed, the peak drop-off and pick-up could be expected in relation to an evening event, especially leading to and following the end of an event.
- 7.5.4 The drop-off facilities have therefore been assessed specifically focusing on the peak evening event travel demand, based on the banquet style capacity of 1,200 people. Given that events would not be expected to always fill maximum capacity of the venue, this approach is considered to provide a robust assessment.
- 7.5.5 The TRICS database includes a survey of an event at Fairfield Halls in Croydon (a concert hall) which has been used to identify an arrival and departure profile for the evening. The event at Fairfield Halls was relatively short and finished early compared to typical events expected at the proposed development and therefore the departure profile has been extended to reflect a longer event. Depending upon the type of event the start and finish times may be earlier or later. A similar methodology was employed for the assessment of a proposed hotel at 30 Grosvenor Square (to replace the US Embassy).
- 7.5.6 Many guests are expected to stay at the hotel itself and therefore not make external trips immediately before and after an event. An internalisation factor of 25% was used in the assessment of the proposed hotel at 30 Grosvenor Square. In response to a request as part of pre-application scoping for the Proposed Development, this factor has been reduced to 15% and it is therefore a robust approach, considering the large number of bedrooms that would be available at the proposed development for guests.
- 7.5.7 The resultant trip generation profile is set out within Table 7-8.

Table 7-8 Forecast Evening Function Travel Demand

Hour Starting	Visitor Arrival / Departure Profile		Proposed Function Space External Travel Demand		
	In	Out	In	Out	Total
17:00	13.8%	0.0%	141	0	141
18:00	35.9%	1.7%	366	17	383
19:00	47.6%	4.5%	485	46	531
20:00	1.2%	3.5%	13	36	48
21:00	1.3%	1.0%	13	10	24
22:00	0.2%	49.5%	2	505	507
23:00	0.0%	39.6%	0	404	404
00:00	0.0%	0.2%	0	2	2
Total	100%	100%	1,020	1,020	2,040

7.5.8 The busiest hours are expected to be immediately before and after an event with around 500 persons arriving and departing per hour.

7.5.9 The mode share of people leaving the event is expected to relate to the site location and surrounding transport network. There is limited information available within the TRICS database for comparable events and therefore alternative data sources have been reviewed and a number of assumptions have been made.

7.5.10 The proportion of guests that travel to and from an event by vehicle (black cab, private cab and private car) is expected to be around 35% of event arrivals and 45% of event departures. As part of the assessment of the proposed hotel at 30 Grosvenor Square (US Embassy) a survey was undertaken of an event at the Dorchester Hotel in 2015. This identified that of the vehicle trips, 51% were undertaken by black cab, 21% by private hire vehicle and 28% by private car.

7.5.11 There is a significant concentration of hotels locally in Kensington and some event guests can be expected to stay in nearby hotels and walk to and from the function space. It is assumed that 10% of trips would be undertaken on foot.

7.5.12 Gloucester Road is located a 3 minute walk from the site and provides access to the Piccadilly, District and Circle lines, which enables connectivity to major public transport interchanges such as Paddington, Victoria and Kings Cross St. Pancras stations as well as the wider Underground and rail networks. The Piccadilly line is part of the Night Tube on Friday and Saturday nights. Several buses operate locally including two night buses along Cromwell Road. Based on a review of the public transport network it is assumed that 5% of public trips are undertaken by bus, 65% by Underground and 30% by rail.

7.5.13 There are limited local car parking facilities and on street residential parking is restricted until 10:30pm on weekday evenings. Therefore it is assumed that there are no car driver trips.

7.5.14

The resultant forecast travel demand for a maximum occupancy event is set out within Table 7-9 for the busiest hours preceding and following an event.

**Table 7-9 Forecast Evening Function Demand by Mode – Person Trips**

Type	Peak Arriving Hour (1900-2000)			Peak Departing Hour (2200-2300)		
	In	Out	Total	In	Out	Total
Taxi	87	11	98	0	116	116
PHV passengers	36	4	40	0	48	48
Private car passengers	47	6	53	0	63	63
On foot	49	5	54	0	51	51
Bus	13	1	14	0	11	11
Underground	173	13	186	1	148	148
Rail	80	6	86	0	68	68
Total	485	46	531	2	505	507

7.5.15

The Dorchester Hotel survey also identified an average occupancy rate of 1.77 persons per vehicle drop-off (inbound trips) and 1.63 per vehicle pick-up (outbound trips).

**Table 7-10 Forecast Evening Function Travel Demand – Vehicle Trips**

Mode	Peak Arriving Hour (1900-2000)			Peak Departing Hour (2200-2300)		
	In	Out	Total	In	Out	Total
Passenger Trips (taxi, PHV passengers, private car passengers)	170	21	191	0	227	227
Persons per vehicle	1.77	1.63	-	1.77	1.63	-
Vehicle Trips	96	13	109	0	139	139

7.5.16

The split of vehicle types for an event is shown within Table 7-11. As a robust approach, the assessment assumes separate vehicles for each inbound and outbound trip, i.e. a taxi dropping off a passenger does not pick-up a passenger too before departing, however as there is likely to be a proportion of overlap between drop-off vehicles and pick-up vehicles, it is noted that there would in operation be fewer vehicles than forecast in Table 7-11.

**Table 7-11 Forecast Evening Function Travel Demand – Vehicle Trips by type**

Mode	Peak Arriving Hour (1900-2000)			Peak Departing Hour (2200-2300)		
	In	Out	Total	In	Out	Total
Taxi	56	56	111	71	71	142
PHVs	23	23	45	29	29	58
Private Cars	30	30	61	39	39	78
Total Vehicles	109	109	218	139	139	278

7.5.17

The accompanying Coach and Taxi Management Plan details the strategy for dealing with drop-off and pick-ups associated with an event. For reference, Table 7-12 details the greatest number of trips associated with all development uses during the peak 15 minute period.

## 8 RESIDENTIAL TRAVEL DEMAND

8.1.1

The total person residential travel demand has been forecast based on comparable sites within the TRICS database. The following criteria have been used to select sites that are summarised within Table 8-1. There are no comparable developments of below or circa 50 units on the TRICS database and these have therefore been omitted. However, TRICS is weighted towards larger sites and the omission of smaller sites will have a minimal impact. As such, the criteria for comparable sites is as follows:

- Inner London location;
- PTAL 3 to 6;
- > 50 units per site; and
- < 10 years old.

**Table 8-1 TRICS Site Selection – Residential**

Reference	Location	Survey Date	Units	PTAL
IS-03-C-04	City Road	2016	157	6a
KN-03-C-02	Beckford Close	2010	294	6a
KN-03-C-03	Allen Street	2012	72	5
SK-03-C-01	Park Street	2014	53	6b

8.1.2

The resulting average total person trip rates and travel demand are shown in Table 8-2.

**Table 8-2 Residential Person Trip Rates and Travel Demand**

Total Person Trips	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Trip Rate (per unit)	0.10	0.54	0.64	0.26	0.15	0.41
Travel Demand (62 units)	6	33	40	16	9	25

8.1.3

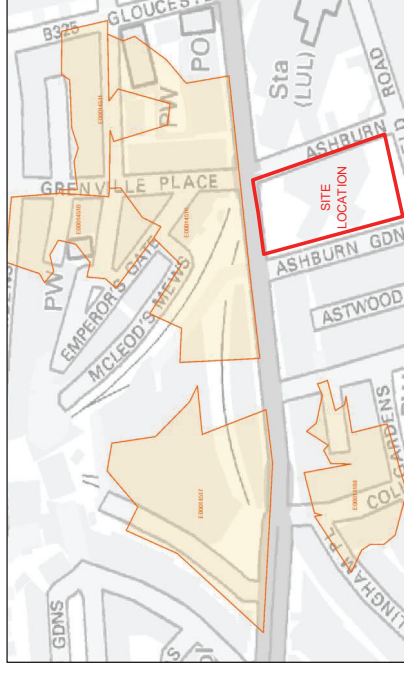
Census data has been reviewed to identify local Output Areas with similar characteristics to the proposed development:

- Car ownership around 0.4 cars per dwelling;
- Greater than 80% of dwellings are flats; and
- Greater than 80% of dwellings are privately owned or rented.

8.1.4

This selection identifies five Output Areas (E00014184, E00014510, E00014511, E00014516 and E00014517) with their locations shown on Figure 8-1.

**Figure 8-1 Census Output Areas**



8.1.5

The travel to work mode shares for the Output Areas have been used to forecast the mode of travel for future residents, as set out within Table 8-3. The majority of travel is undertaken by Underground, which reflects the site's close proximity to Gloucester Road station. The car driver mode share is around 10%.

8.1.6

This forecast is considered robust in terms of assessing vehicle and public transport trips as not all journeys during the peak hours will be made for the purpose of work. Many trips will be made for education, retail and leisure which are typically more local in nature and therefore more likely to be undertaken on foot.

Mode	Mode Share	AM Peak (0800-0900)			PM Peak (1700-1800)		
		In	Out	Total	In	Out	Total
Underground	59.9%	1	8	9	5	1	5
Train	3.5%	0	0	1	0	0	0
Bus	6.9%	0	1	1	1	0	1
Taxi	1.3%	1	1	2	0	0	1
Motorcycle	2.5%	0	0	0	0	0	0
Car Driver	9.8%	2	7	8	3	2	5
Car Passenger	0.7%	0	6	6	2	1	2
Bicycle	3.3%	0	1	1	0	0	0
On Foot	12.0%	3	10	13	5	5	10
Total		6	33	40	16	9	25

Residential servicing has been forecast using a survey of Imperial Wharf in Fulham that was undertaken in 2014 and is provided in the TRICS database. Imperial Wharf has 1,745 residential units and provides a significant sample to forecast servicing demand. The servicing trip rates and travel demand are set out in Table 8-4.

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Residential Servicing Trip Rate	0.006	0.006	0.012	0.013	0.013	0.026	0.135	0.135	0.271
Residential Servicing Trips (62 units)	0	0	1	1	1	2	8	8	17

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Car park	4	7	11	4	4	9
Taxi	24	24	48	34	34	69
Coach	0	2	2	0	1	1
Servicing	6	3	9	1	1	2
Total Vehicle Trips	34	37	71	40	40	80

Table 9-3 Proposed Development Travel Demand (Evening Function) – Person Trips

Type	Peak Arriving Hour (1900-2000)			Peak Departing Hour (2200-2300)		
	In	Out	Total	In	Out	Total
Taxi	87	11	97	0	116	117
PHV passengers	36	4	40	0	48	48
Private car passengers	47	6	53	0	63	64
On foot	49	5	53	0	51	51
Bus	13	1	14	0	11	11
Underground	173	13	187	1	148	148
Rail	80	6	86	0	68	69
<b>Total</b>	<b>485</b>	<b>46</b>	<b>531</b>	<b>2</b>	<b>505</b>	<b>507</b>

Table 9-4 Proposed Development Travel Demand (Evening Function) – Vehicle Trips

Mode	Peak Arriving Hour (1900-2000)			Peak Departing Hour (2200-2300)		
	In	Out	Total	In	Out	Total
Taxi	56	56	111	71	71	143
PHV's	23	23	45	29	29	57
Private Cars	30	30	61	39	39	78
<b>Total Persons</b>	<b>109</b>	<b>109</b>	<b>217</b>	<b>139</b>	<b>139</b>	<b>279</b>

9.1.2 As Table 9-4 demonstrates, there are a greater number of vehicle trips in the hour following an event. To provide a robust assessment it has been assumed that across the peak event hour, 75% of trips would take place in the initial 30 minutes following an event. This has been broken down further into a peak 15 minute period, as detailed in Table 9-5. 52 of these trips are associated with an event, with the remainder being background traffic associated with the wider hotel uses.

Table 9-5 Forecast Travel Demand – Vehicle Trips by Mode – Peak 15 Minutes

Mode	Peak Collections – 15 Minutes (22:30-22:45)		
	In	Out	Total
Taxi	29	29	58
PHV's	12	12	24
Private Cars	16	16	32
<b>Total Vehicles</b>	<b>57</b>	<b>57</b>	<b>114</b>

## 9.2 NET TRAVEL DEMAND

9.2.1 The net change in travel demand during the peak hours of the proposed development relative to the existing hotel is set out in Table 9-6. It is anticipated that there would be little change to the number of vehicle trips with an increase in total person trips; 239 additional trips during the AM peak hour and 172 trips during the PM peak hour.

Table 9-6 Net Change in Travel Demand (Typical Day)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Total Vehicles	3	6	9	17	12	29
<b>Total Persons</b>	<b>-11</b>	<b>250</b>	<b>239</b>	<b>111</b>	<b>60</b>	<b>172</b>

9.2.2 The existing hotel is licenced to host evening events of 600 persons and the proposed hotel is planned to accommodate 1,200 guests in a seated banquet style format, typical of evening events. The net change in travel demand for days when there is a maximum capacity evening function is shown within Table 9-7.

Table 9-7 Net Change in Travel Demand (Evening Function)

Mode	Peak Arriving Hour (1900-2000)			Peak Departing Hour (2200-2300)		
	In	Out	Total	In	Out	Total
Total Vehicles	67	61	128	84	85	169
<b>Total Persons</b>	<b>405</b>	<b>148</b>	<b>554</b>	<b>111</b>	<b>325</b>	<b>435</b>



## 10 TRANSPORT IMPACT ASSESSMENT

### 10.1 INTRODUCTION

10.1.1 The forecast net change in person travel demand is set out in Chapter 5. This section discusses the net impact of the development proposals on the highway, public transport, walking and cycling networks around the site.

### 10.2 PEDESTRIAN NETWORK

10.2.1 Pedestrian trips from the proposed development will distribute across the walking network. Due to the central location of the site, some tourist destinations can be reached on foot. Many other trips will involve walking towards public transport. For example there will be pedestrians walking along Cromwell Road towards bus stops or Gloucester Road Tube Station.

10.2.2 The travel demand calculations indicate that the net change in total person trips is expected to be approximately 239 persons in the AM peak hour and 172 persons in the PM peak hour, of which a high percentage are anticipated to travel on foot. Therefore, with the exception of Cromwell Road, it is concluded that no specific pedestrian comfort assessment is necessary due to the minor increase in trips.

10.2.3 Pedestrian Comfort Levels (PCL) analysis has been conducted along the Cromwell Road footway to the north of the site as a result of the proposed stopping up plan. This PCL assessment demonstrates that the footway scores between A and B along all areas of the footway and as such will be of an acceptable standard, with ample capacity for pedestrians.

10.2.4 The pedestrian trips associated with the proposed development are typically expected to be over a short distance and will be dispersed around the immediate network. The majority of these trips will take place along Cromwell Road to the north of the site. The number of additional trips is not expected to have a significant impact on the local pedestrian facilities.

### 10.3 CYCLE NETWORK

10.3.1 There are relatively few trips forecast to be taken by bicycle (6 trips in the peak hours) as it is not expected to be a particularly popular mode of transport for hotel guests. Nonetheless, it is acknowledged that it is a growth mode and access to the Quietway along Ashburn Place, meaning that there is likely to be a rise in the number of trips taken by bicycle over the coming years. It is expected that the small number of bicycle trips can be accommodated on the local cycling network.

### 10.4 PUBLIC TRANSPORT NETWORK ASSESSMENT

10.4.1 The site has excellent public transport connectivity with a PTAL rating of 6a thanks to a range of bus and Underground services. As such, it is likely that a high proportion of trips to and from the development will take place by public transport.

10.4.2 Travel demand calculations identify that the proposed development indicate that the proposed development would generate a total of 377 and 331 trips in the AM and PM peak hours respectively, and around an additional 100 trips compared to the existing hotel.

10.4.3 Considering there are around 135 peak hour bus and Underground services less than three passengers would use each service with less than one additional passenger per service compared

to the existing hotel. The impact of the proposed development upon public transport services in the local area is minor and can be accommodated.

### 10.5 HIGHWAY NETWORK

10.5.1 Traffic flows generated by the proposed development are generally similar to the existing hotel, partly as a result of the reduction in parking provision. The proposed development is expected to result in a net reduction in coach trips. The number of taxis is expected to increase across the day associated with the proposed higher quality hotel. When the function space is used some increase in vehicle trips can be expected.

10.5.2 The proposed development involves changes to vehicle access arrangements compared to the existing hotel. In particular the proposed drop-off on Ashburn Gardens results in slight increases to traffic with a corresponding reduction on Ashburn Place. Traffic flows along Ashburn Place, Ashburn Gardens and Courtfield Road will remain low upon completion of the proposed development. Changes to traffic flows on roads further afield will be negligible.

### 10.6 EVENING FUNCTION

10.6.1 It is anticipated that the peak trip generation associated with the event will take place in the 30 minutes following an event finishing. Assuming an event is at full capacity,

10.6.2 In the peak arriving hour before an event 109 vehicle drop-offs are expected. Arrivals to an event are generally well distributed in the run up to the event start time and drop-offs involve a short dwell time.

10.6.3 Table 10-2 shows the peak number of vehicle trips generated in the hour after an event, with c.75% of these trips anticipated to be made in the initial 30 minutes following an event finishing.

Table 10-2 Event Departure Vehicle Trips

Time Period	In	Out	Total
Peak Hour (22:00-23:00)	139	139	279
Peak Half Hour (22:30-22:40)	105	105	209
Peak 15 Minutes (22:30-22:45)	52	52	104

10.6.4 In the hour after an event finishes 139 vehicle pick-ups are forecast corresponding to just over two vehicles per minute. Immediately after an event there will be a spike in vehicle activity for a short duration. In order to manage the impact of this the following provisions and measures are proposed:

- Providing on-site vehicle pick-up facilities located at the north of the site away from existing residential frontages.
- The proposed development includes a drop-off arrival square at the northwest of the site, which can accommodate around seven vehicles. This includes two taxi bays that would have an on-street feeder taxi rank on Ashburn Gardens. This replaces the existing taxi arrangement for the Holiday Inn at Courtfield Road.
- The proposed development also provides a coach drop-off at the east of the site accessed via Ashburn Place. In the late evenings there is not expected to be any hotel demand for the coach drop-off and it could be used as an additional pick-up facility after events finish. The coach drop-

off would accommodate up to 6 large vehicles. If a coach is being used to transport visitors to and from an event the coach drop-off would not be made available for other vehicles.

- An Event Management Plan will be implemented to manage arrivals and departures, minimise the potential for any impact in the local area and distribute visitors to the different pick-up facilities.

## 10.7 SUMMARY

10.7.1 The existing Holiday Inn hotel at the site is currently operational and the net change in travel to and from the site during the peak hours is negligible and can be accommodated safely within the capacity and provisions of the existing transport network. Suitable on site transport provisions are provided to both accommodate and spatially distribute the arrival and departures of trips by all modes.

## 11 MANAGEMENT PLANS

### 11.1 OUTLINE DELIVERY AND SERVICING PLAN

- 11.1.1 An Outline Delivery and Servicing Plan (DSP) has been prepared and is contained in Appendix E of this report.
- 11.1.2 The Plan sets out a management strategy to encourage the efficient and sustainable movement of goods and deliveries and to reduce the transport impacts associated with servicing. The DSP has the following objectives:
- Demonstrate that goods and services can be delivered, and waste removed, in a safe, efficient and environmentally friendly way;
  - Identify deliveries that could be reduced, re-timed or even consolidated, particularly during peak periods;
  - Improve the reliability of deliveries to the Site; and
  - Reduce the impact of freight activity on local residents and the environment.

11.1.3 The DSP has been prepared in accordance with guidance provided within the TfL document 'Managing Freight Effectively: Delivery and Servicing Plans'. The DSP will remain a live document that will evolve over time to ensure that objectives are met in the most appropriate manner.

### 11.2 OUTLINE CAR PARKING MANAGEMENT PLAN

11.2.1 An Outline Car Parking Management Plan (CPMP) has been prepared and is contained in Appendix F of this report.

11.2.2 This report details the car parking access and the operation of the car parking stacker system, as well as how the parking is allocated and methods to ensure provision will be reserved for blue and purple badge holders.

### 11.3 COACH AND TAXI MANAGEMENT PLAN

11.3.1 An Outline Coach and Taxi Management Plan (CTMP) has been prepared and is contained in Appendix G of this report.

11.3.2 The report outlines the strategy for managing coaches, demand, their access and egress routes, as well as minimising their duration of stay on-site by providing details of coach waiting facilities in nearby locations.

11.3.3 Taxi access provisions are also discussed within the report, as well as information on how the coach bay will operate as a taxi drop-off area during events.

### 11.4 OUTLINE FRAMEWORK TRAVEL PLAN

11.4.1 An Outline Framework Travel Plan (FTP) has been prepared and is contained in Appendix H of this report.

11.4.2 The Travel Plan sets out the site wide management structure and outlines the sustainable travel principles and measures to be incorporated within the proposals.

11.4.3 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the Travel Plan Co-ordinator (TPC). The TPC role will be undertaken by either a

nominated employee of the site management company or an appointed consultant. The success of the Travel Plan will be regularly monitored and reviewed to ensure that the travel Plan continually develops during its lifetime.

11.4.4

The FTP has been prepared in accordance with TfL Travel Planning Guidance as well as 'Travel Planning for New Development in London: Incorporating Deliveries and Services' and DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'.

## 11.5 OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

11.5.1

An Outline Construction Traffic Management Plan (CTMP) has been prepared in accordance with RBKC guidance and is contained in Appendix I of this report.

11.5.2

The report is set out in RBKC format and addresses specific questions and concerns that RBKC may have over the construction of any given development.

## 12 SUMMARY & CONCLUSIONS

12.1.1

This Transport Assessment has been prepared in support of the proposed redevelopment of the Holiday Inn hotel at Kensington Forum, situated in the Royal Borough of Kensington and Chelsea (RBKC). The proposed scheme comprises 749 hotel rooms, 340 serviced apartments and 62 residential dwellings.

12.1.2

The site is highly accessible, as demonstrated by its PTAL score of 6a (excellent). Gloucester Road station, which can be reached in a 3 minute walk from the site, is served by three Underground lines with c.90 services during the peak hour. There are also numerous bus stops in the vicinity of the site which provide connections to various areas of London.

12.1.3

A new garden square with pedestrian routes is to be provided through the development improving permeability and connectivity to the wider pedestrian network. The garden square will be designed to enable easier pedestrian movement and activity around and through the site, offering a significant improvement to the environment and existing pedestrian network.

12.1.4

Cycle parking meets London Plan standards to encourage and enable cycling. A total of 164 long stay and 24 short stay cycle parking spaces will be provided. The site is situated adjacent to the Quietway along Ashburn Place, thus further encouraging cycling as a means of transport in the area.

12.1.5

Car parking at the proposed development will be provided in line with RBKC standards. A total of 48 car parking spaces will be situated at basement level within an automated stacker system, accessed via Ashburn Place.

12.1.6

A coach drop-off facility is to be provided on site operating one-way northbound along Ashburn Place. The arrangement allows coaches to drop-off and pick-up from the hotel entrance and can accommodate two 12m coaches.

12.1.7

A taxi and car drop-off and pick-up area will be situated on-site, accessed via Ashburn Gardens. The drop-off would be a pedestrian friendly shared space using high quality surfacing materials, capable of accommodating 8 vehicles. The existing two taxi ranks on Courtfield Road would be relocated along Ashburn Gardens and an additional space would be provided.

12.1.8

The coach drop-off facility will be used as an additional taxi drop-off area when events are taking place, and measures will be put in place to ensure that arrivals and departures are highly managed to minimise the impact on the transport network and distribute visitors to the different pick-up facilities.

12.1.9

The proposed servicing arrangements have been designed to accommodate the forecast delivery demands and will offer a significant improvement to the existing arrangements. The proposed servicing arrangement will provide four servicing bays and will accommodate all servicing on site with vehicles entering and exiting the site in a forward gear. A robust strategy will also be put in place to ensure deliveries are managed properly.

12.1.10

The proposed hotel is comparable in size to the existing hotel on the site, as well as the Park Plaza hotel in Westminster, which has been used to forecast the proposed development travel demand. The travel demand assessment identifies negligible changes, with a small increase in vehicle and total person trips. All trips can be accommodated in terms of existing capacity and safety on local transport networks.



12.1.11 The following management plans and strategies are in place to ensure sustainable travel and reduce potential impacts associated with the development and associated events:

- Outline Delivery and Servicing Management Plan;
- Outline Coach and Taxi Management Plan;
- Outline Car Parking Management Plan;
- Outline Construction Traffic Management Plan; and
- Outline Framework Travel Plan.

12.1.12 The Proposed Development is suitably located and designed to maximise the potential for sustainable travel and minimise impacts on the local transport networks through appropriate access, public realm, parking and servicing strategies. The Proposed Development is therefore sustainable and appropriate in principle.



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# Appendix A

## PERS AUDIT



Queensgate Bow UK Holdco Ltd

**KENSINGTON FORUM CROMWELL ROAD**

PERS Audit



Queensgate Bow **UK Holdco Ltd**

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**KENSINGTON FORUM CROMWELL ROAD**  
PERS Audit

TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 1

OUR REF. NO. 70024917

DATE: MAY 2018

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Queensgate Bow **UK Holdco Ltd**

**KENSINGTON FORUM CROMWELL ROAD**

**PERS Audit**

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## 1. INTRODUCTION

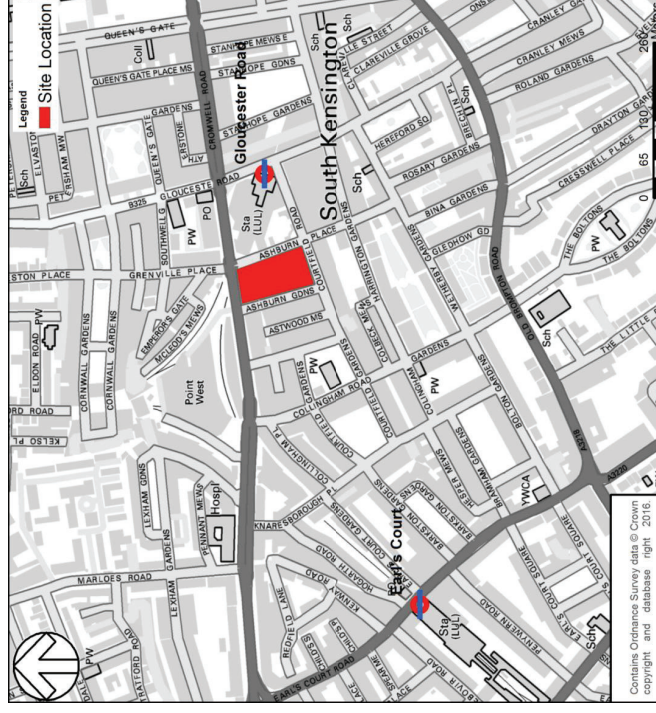
### 1.1. APPOINTMENT

1.1.1. This Pedestrian Environment Review System (PERS) audit accompanies the Transport Assessment for the redevelopment of Kensington Forum, 97 Cromwell Road, within the Royal Borough of Kensington and Chelsea (RBKC).

### 1.2. SITE LOCATION

1.2.1. The site is bound by Cromwell Road to the north; Ashburn Place to the east; Ashburn Gardens to the west; and Courfield Road to the south. The site is located near to Gloucester Road Underground Station and has a PTAL 6a. The location of the site is shown in Figure 1-1.

Figure 1-1 Site Location Plan



### 1.3. REPORT PURPOSE

1.3.1. This report presents the findings of the PERS Audit undertaken on 7<sup>th</sup> April 2018. The scope of the audit was agreed with TfL as part of pre-application scoping consultation.

1.3.2. The remainder of this report is set out as follows:

- Section 2 details the methodology followed in carrying out this PERS Audit;
- Sections 3 to 7 consider the results for each item within the audit; and
- Section 8 summarises and concludes the report.

## 2. METHODOLOGY

### 2.1. PURPOSE OF AUDIT

- 2.1.1. This audit has been undertaken in accordance with the guidance provided in TfL's 'Pedestrian Environment Review System, Review Handbook Version 2, May 2006' ("The handbook").
- 2.1.2. The PERS Audit is based around two key principles:
- That the quality of the pedestrian environment may be evaluated according to the degree to which it meets pedestrians' needs; and
  - That in evaluating the degree to which pedestrians' needs are met by the environment, the objective should be to satisfy as many people as possible, with the 'standard' pedestrian being considered to be towards the vulnerable end of the spectrum.
- 2.1.3. The assessment focuses on five key pedestrian needs referred to as 'the 5Cs':
- Convenience – routes should facilitate the desired journey without undue deviation or difficulty;
  - Connectivity – routes should link origins and destination;
  - Conviviality – routes should be pleasant to use, with potential for activity within the public realm;
  - Coherence – routes should be continuous; and
  - Conspicuity – route design should allow the user to be seen by, and to see other pedestrians and vehicles to promote personal security and road safety.
- 2.1.4. A pedestrian environment where these five elements are in evidence is therefore considered positive.

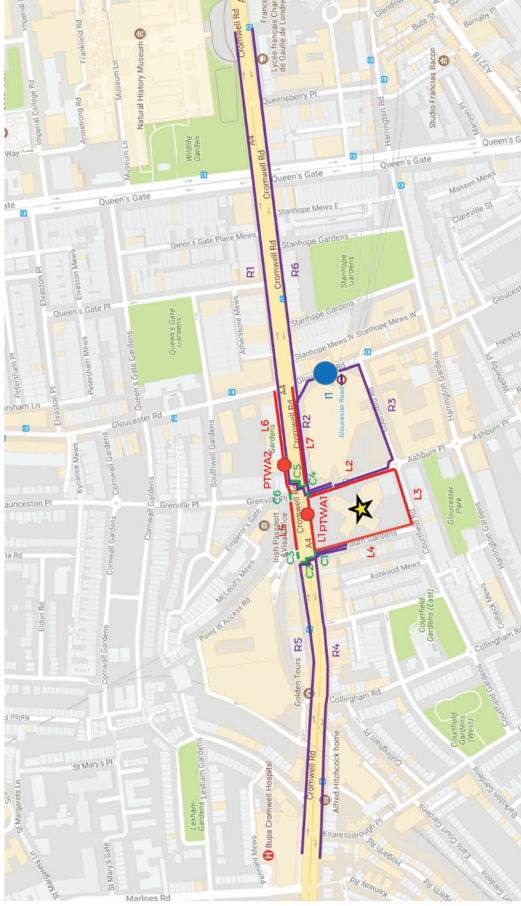
### 2.2. PROCESS

- 2.2.1. The handbook prescribes a five stage process for conducting a PERS audit:
- Stage 1: Definition of study area;
  - Stage 2a: Desktop identification of links, crossings, routes and spaces;
  - Stage 2b: Collation of existing information;
  - Stage 3: On-street evaluation;
  - Stage 4: Data analysis using the Streetaudit Version 1.1.10.211; and
  - Stage 5: Display and review outputs.
- 2.2.2. More information about the process can be found within the aforementioned TfL handbook.
- STAGE 1**
- 2.2.3. The audit area was defined, discussed and agreed with TfL based on pedestrian desire lines and routes to and from the site to surrounding amenities and local public transport facilities.
- STAGE 2A**
- 2.2.4. The items that were identified for assessment are summarised in Table 2-1. They include seven links, six crossings, two public transit waiting areas (PTWAs), six pedestrian routes and one interchange spaces.
- 2.2.5. The plan highlighting the locations of these features is shown in Figure 2-1.

Table 2-1 PERS Audit's identified items

LINKS	
L1	Cromwell Road (south) between Ashburn Gardens and Ashburn Place
L2	Ashburn Place (west)
L3	Courtfield Road (north)
L4	Ashburn Gardens (east)
L5	Cromwell Road (north) between Point W Access Road and Grenville Place
L6	Cromwell Road (north) between Grenville Place and Gloucester Road
L7	Cromwell Road (south) between Ashburn Place and Gloucester Road
CROSSINGS	
C1	Cromwell Road / Ashburn Gardens
C2	Cromwell Road north to south (W)
C3	Cromwell Road / Point W Access Road
C4	Cromwell Road / Ashburn Place
C5	Cromwell Road north to south (E)
C6	Cromwell Road / Grenville Place
PUBLIC TRANSPORT WAITING AREAS	
PTWA1	Cromwell Road (south)
PTWA2	Cromwell Road (north)
ROUTES	
R1	Site to Natural History Museum (north)
R2	Site to Gloucester Road tube (north)
R3	Site to Gloucester Road tube (south)
R4	Site to Cromwell Hospital (south)
R5	Site to Cromwell Hospital (north)
R6	Site to Natural History Museum (south)
INTERCHANGE SPACES	
I1	Gloucester Road

Figure 2-1 PERS Audit Scope



2.3. STAGE 2B

2.3.1. A full review of the existing conditions for pedestrians, cyclists, highway and public transport has been undertaken within the TA. The site is very located in respect of public transport services, with bus and underground services accessible within a short walking distance.

2.3.2. There are bus stops available on Cromwell Road (PTWA 1 & 2). The nearest Underground station is Gloucester Road (1), which is 0.2 miles and 4 minutes' walk from the site.

2.4. STAGE 3

2.4.1. The on-street evaluation was undertaken on 7<sup>th</sup> April 2018. The weather conditions were clear for the duration of the audit.

2.4.2. The Assessment Review Forms provided in the PERS Handbook were used to assess each item of the audit. These forms consist of a list of characteristics relating to the pedestrian environment such as obstructions, lighting and security. The extent to which each characteristic meets the needs of pedestrians is reviewed against a number of criteria which are graded as positive, negative or neutral.

2.4.3. The grading of the criteria then determines an overall score for the specific characteristic. The scores are numeric and range from -3 (very poor) to +3 (very good), as illustrated on Figure 2-2. The overall score is then used as a basis of comparison with other pedestrian facilities.

Figure 2-2 PERS Parameter Scoring Scale



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### 3. LINKS

3.1.1. There were seven links within the PERS audit area. Six of the links scored well, with there being a safe pedestrian environment and good quality surfaces enabling people to walk without obstructions and hindrances. Table 3-1 shows the scores for each of the links.

#### 2.5. STAGE 4

2.5.1. Streetaudit software (version 1.1.10.211) was used to analyse the findings of the audit based on the default weighting.

#### 2.6. STAGE 5

2.6.1. The findings for each item reviewed by the audit are set out in Sections 3 to 7 of this report, with the conclusions summarised in Section 8.

Source: TfL's Pedestrian Environment Review System, Review Handbook Version 2 (2006)

Table 3-1 Links

Link Reference	Location	Total Score	RAG Colour	Comments
L1	Cromwell Road (Southern side, West)	149	Green	<ul style="list-style-type: none"><li>Very wide with flush dropped kerbs</li></ul>
L2	Ashburn Place	123	Green	<ul style="list-style-type: none"><li>Wide and smooth surface</li></ul>
L3	Courtfield Road (West)	109	Green	<ul style="list-style-type: none"><li>Harsh gradient</li></ul>
L4	Ashburn Gardens	18	Amber	<ul style="list-style-type: none"><li>Very narrow with no dropped kerbs</li></ul>
L5	Cromwell Road (Northern side, West)	120	Green	<ul style="list-style-type: none"><li>Flat though street clutter poses an obstruction</li></ul>
L6	Cromwell Road (Northern side, East)	123	Green	<ul style="list-style-type: none"><li>Flat with smooth surface</li></ul>
L7	Cromwell Road (Southern side, East)	104	Green	<ul style="list-style-type: none"><li>Wide and flat, though suffers from poor surface quality</li></ul>

Figure 3-1 Ashburn Place and Ashburn Gardens

L2 – Ashburn Place (west)

L4 – Ashburn Gardens (east)



### LINK 4 – ASHBURN GARDENS

3.1.2. Link 4 represents the eastern footway of Ashburn Gardens. The link scored poorly due to its narrow width, lack of dropped kerbs and on-street parking causing user conflict and reducing permeability of the street. This is illustrated in Figure 3-1. The street was otherwise found to be flat with adequate feeling of personal security.

### 3.2. SUMMARY OF LINK ASSESSMENT

3.2.1. The majority of links scored positively, providing a good quality pedestrian environment, however some issues were observed on Ashburn Gardens due to a narrow footway width. There is an alternative north-south route available nearby via Ashburn Place (shown in Figure 3-1). The issue is also addressed as part of the Proposed Development through provision of an alternative north-south pedestrian route via the new garden square and drop-off area, connecting Courtfield Road to Cromwell Road.

## 4. CROSSINGS

4.1.1. Six crossings were identified within the PERS audit area. Table 4-1 provides a summary of the weighted scores for each of the crossings.

Table 4-1 Crossings

Crossing Reference	Junction	Total Score	RAG Colour	Comments
C1	Cromwell Road / Ashburn Gardens	93	Green	<ul style="list-style-type: none"><li>Good quality surface and crossing.</li><li>Not signal controlled</li></ul>
C2	Cromwell Road (north-south), west of Ashburn Gardens	105	Green	<ul style="list-style-type: none"><li>Good quality and suitable for the environment.</li><li>Requires two stages in order to cross</li></ul>
C3	Cromwell Road / Point W Access	86	Green	<ul style="list-style-type: none"><li>Suitable crossing, though suffers from lack of maintenance to drains so some ponding of water</li></ul>
C4	Cromwell Road / Ashburn Place	104	Green	<ul style="list-style-type: none"><li>Good quality surface and crossing.</li><li>Not signal controlled</li></ul>
C5	Cromwell Road (north-south), east of Ashburn Place	107	Green	<ul style="list-style-type: none"><li>Good quality and suitable for the environment.</li><li>Requires two stages in order to cross</li></ul>
C6	Cromwell Road / Grenville Place	99	Green	<ul style="list-style-type: none"><li>Good quality surface and crossing</li><li>Not signal controlled</li></ul>

4.1.2. The results show that all six crossings are 'green' (positive overall). This indicates good overall provision suitable for the local environment with direct routes not deviating from desire lines, good performance and adequate capacity at each location.

4.1.3. All crossing points form part of signalised junctions with countdown pedestrian signals at three of the six crossing points. The other three crossings (C1, C4 and C6) are uncontrolled but the presence of traffic signals means that there are opportunities to cross.

4.1.4. All six crossings have dropped kerbs and tactile paving. No factors of major concern were highlighted in the audit of the crossings.

### 4.2. SUMMARY OF CROSSINGS ASSESSMENT

4.2.1. All crossings in the assessment area scored 'green'. They were generally well maintained and had adequate waiting areas.

## 5. PUBLIC TRANSPORT WAITING AREAS

5.1.1. There are two public transport waiting areas within the PERS audit area. Table 5-1 shows the scores for each of the public transport waiting areas assessed.

**Table 5-1 Public Transport Waiting Areas**

PTWA Reference	Description	Total Score	RAG Colour	Comments
PTWA1	Cromwell Road (south)	120	Green	Good quality and provision. Wide waiting area.
PTWA2	Cromwell Road (north)	118	Green	Good quality and provision. Real time information provided.

5.1.2. The waiting areas both scored well, with suitable facilities for waiting, as well as being well maintained with good information provision.

**Figure 5-1 Public Transport Waiting Areas**

**PTWA1 – Cromwell Road (south)**



**PTWA2 – Cromwell Road (north)**



## 5.2. SUMMARY OF PTWA ASSESSMENT

5.2.1. All PTWA in the assessment scored overall positive scores of green. Both PTWAs have shelters and seating with up-to-date timetables and local information including real time information at PTWA2. It is noted that real time information can be convenient but London Buses provide a live bus arrival text message service and there is increasing alternative availability of real time information via applications on personal devices such as smart phones.

## 6. ROUTES

6.1.1. There were six pedestrian routes identified within the PERS audit area. Table 6-1 shows the scores for each of the pedestrian routes. All routes scored well overall in the assessment, being generally safe and pleasant to use.

**Table 6-1 Pedestrian Routes**

Route Reference	Description	Total Score	RAG Colour	Comments
R1	Site to Natural History Museum (north)	68	Green	<ul style="list-style-type: none"> <li>Direct and safe route, though steep gradients at crossings</li> </ul>
R2	Site to Gloucester Road LUL (via Cromwell Road)	71	Green	<ul style="list-style-type: none"> <li>Easy and safe to use, with regular rest points provided along the route</li> </ul>
R3	Site to Gloucester Road LUL (via Courtfield Road)	61	Green	<ul style="list-style-type: none"> <li>Quieter and pleasant compared to R2, though there are a lack of tactile paving and flush dropped kerbs</li> </ul>
R4	Site to Cromwell Hospital (south)	75	Green	<ul style="list-style-type: none"> <li>Direct and safe route. No benches but available alternative rest points.</li> </ul>
R5	Site to Cromwell Hospital (north)	73	Green	<ul style="list-style-type: none"> <li>Direct and safe route. Active frontages with retail units give good surveillance and safety</li> </ul>
R6	Site to Natural History Museum (south)	73	Green	<ul style="list-style-type: none"> <li>Direct and safe route. Street furniture narrows the footway in places but adequate width remains</li> </ul>

## 6.2. SUMMARY OF ROUTES ASSESSMENT

6.2.1. All the routes scored positively with no areas of major concern. The level of traffic flow on Cromwell Road reduced the scoring on the majority of routes (R1, R2, R4, R5 and R6) however there are alternative routes available to destinations e.g. use of Courtfield Road to reach Gloucester Road underground station.

## 7. INTERCHANGE SPACES

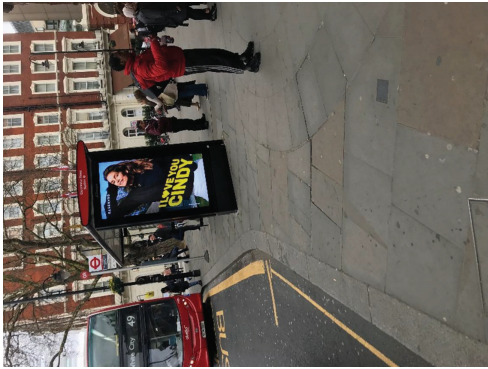
7.1.1. Gloucester Road was identified as an interchange space within the PERS audit area. The interchange space scored well, with good public space outside the station as well as step free and smooth links between the bus and tube stations. Table 7-1 shows the score for the interchange space.

Table 7-1 Interchanges

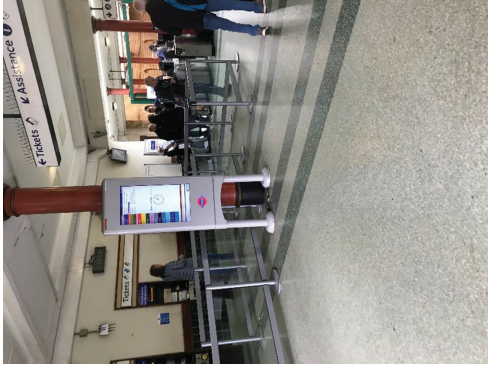
Interchange Reference	Description	Total Score	RAG Colour	Comments
I1	Gloucester Road LUL Station	70	Green	<ul style="list-style-type: none"><li>Well integrated between modes, with seating and live info provided, though there is a high volume of traffic on Gloucester Road and litter outside the station affects the quality of environment.</li></ul>

Figure 7-1 Gloucester Road LUL Station

I1 – Gloucester Road



I1 – Gloucester Road



environment however it is not a significant issue and not something that is within the scope of the Proposed Development to address.

## 7.2. SUMMARY OF INTERCHANGE SPACE ASSESSMENT

7.2.1. Gloucester Road station scored well overall as an interchange space, offering connections between bus, taxi, cycle and Underground. The station offers high quality environment including seating and real time information. The level of traffic on Gloucester Road slightly detracts from the quality of

## 8. CONCLUSION

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- 8.1.1. A PERS audit has been undertaken comprising a total of seven links, six crossings, two public transport waiting areas, six routes and one interchange space.
- 8.1.2. The findings were largely positive with 21 of the 22 items assessed as 'green' (positive overall) and the remaining single item scoring 'amber' (average overall). The item that scored amber is Link 4 (Ashburn Gardens (east) due to the limited footway width.
- 8.1.3. The Proposed Development will provide an alternative pedestrian route via the new garden square, connecting Courtfield Road to Cromwell Road.
- 8.1.4. In conclusion, the PERS audit finds that the pedestrian environment in the area is generally of a good standard with a well-established network of footways and crossings.

# Appendix B

**CLOS AUDIT**



WSP House  
70 Chancery Lane  
London  
WC2A 1AF

[wsp.com](http://wsp.com)





Queensgate Bow UK Holdco Ltd

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# **KENSINGTON FORUM CROMWELL ROAD**

Cycle Level of Service (CLOs) Audit



Queensgate Bow **UK Holdco Ltd**

## KENSINGTON FORUM CROMWELL ROAD

Cycle Level of Service (CLOs) Audit

PUBLIC

PROJECT NO. 70024917

OUR REF. NO. 70024917

DATE: MAY 2018

Queensgate Bow **UK Holdco Ltd**

## KENSINGTON FORUM CROMWELL ROAD

Cycle Level of Service (CLOs) Audit

WSP

WSP House  
70 Chancery Lane  
London  
WC2A 1AF

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WSP.com



# QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	May 2018			
Prepared by	Ben Smith			
Signature				
Checked by	Tom Mabelson			
Signature				
Authorised by	Tom Mabelson			
Signature				
Project number	70024917			
Report number				
File reference				



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1	METHODOLOGY	1
2	LINKS	3
3	JUNCTIONS	5
4	CONCLUSION	7

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## 1. METHODOLOGY

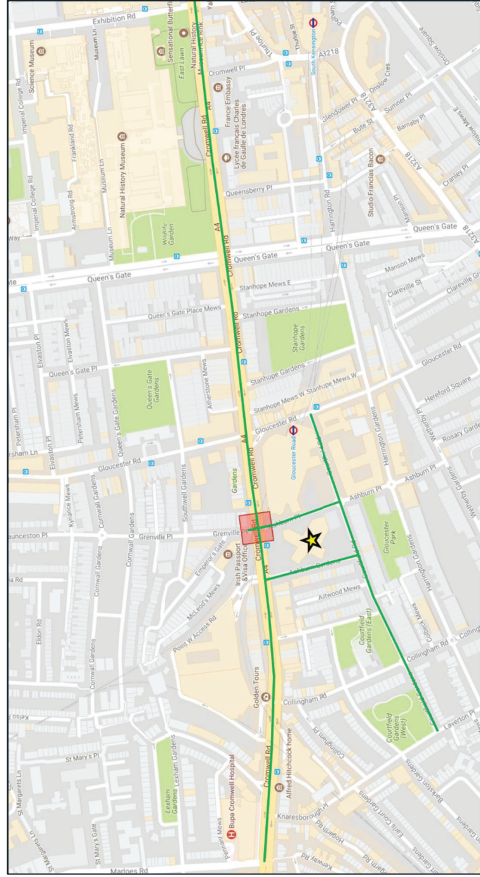
### 1.1. INTRODUCTION

- 1.1.1. A Cycling Level of Service (CLoS) audit has been undertaken for key routes and links near to the Site. The audit has been undertaken in accordance with TfL's methodology detailed in the 'London Cycle Design Standards' document (2014).
- 1.1.2. The audit area focuses on the road network surrounding the site, particularly focussing around Cromwell Road. The scope of the audit is detailed within Table 1-1 and illustrated in Figure 1-1.

Table 1-1 CLoS Audit Scope

Ref	Type	Routes
L1	Link	Cromwell Road – Marloes Road to Exhibition Road
L2	Link	Courtfield Road
L3	Link	Ashburn Gardens
L4	Link	Ashburn Place
J1	Junction	Cromwell Road / Ashburn Place / Grenville Place

Figure 1-1 CLoS Audit Scope



### 1.2. METHODOLOGY

- 1.2.1. The links and junctions have each been scored in accordance with the criteria defined in Section 2.2 of the London Cycle Design Standards'. CLoS is based on the six design outcomes of safety, directness, coherence, comfort, attractiveness and adaptability. Each design outcome has a number of indicators that are scored 0, 1 or 2. Scoring with a CLoS assessment is based on professional judgment. A site visit has been undertaken by bicycle on 7<sup>th</sup> April 2018.
- 1.2.2. A zero score may trigger the need for improvement, depending upon the overall context of the route and project. Certain factors have 'critical' scores that should be addressed as a priority. To be given greater weighting in the scoring system the 0, 1 or 2 scores are multiplied by three for critical factors.
- 1.2.3. The audit has been completed for the existing environment and also for a future scenario reflecting the changes associated with the proposed scheme.

## 2. LINKS

2.1.1.

The resultant link scores for the current baseline are summarised in **Table 2-1**.

**Table 2-1** CLoS Links Audit

Factor	Max. score	L1 Cromwell Road	L2 Courtfield Road	L3 Ashburn Gardens	L4 Ashburn Place
Safety	48	18	31	33	37
Directness	8	3	6	5	7
Coherence	6	4	5	3	6
Comfort	20	13	16	14	20
Attractiveness	12	3	6	6	6
Adaptability	6	3	5	3	6
Total	100	44	69	64	82

**MOST STREETS NEAR THE SITE ARE LIGHTLY TRAFFICKED AND ARE SUITABLE FOR CYCLISTS. ASHBURN PLACE IS PART OF THE 'QUIETWAY' CYCLE NETWORK THAT PROVIDES SIGNPOSTED ROUTES ON QUIETER BACK STREETS FOR CYCLISTS TRAVELLING AT A MORE RELAXED PACE. THE QUIETWAY ROUTE PROVIDES A NORTH-SOUTH PRIORITY CYCLE ONLY ROUTE ACROSS CROMWELL ROAD BETWEEN ASHBURN PLACE AND GRENVILLE PLACE. ON ASHBURN PLACE, TO ASSIST CYCLISTS TRAVELLING NORTHBOUND, A SHORT CYCLE LANE IS PROVIDED ALONG THE RIGHT HAND SIDE OF THE NORTHBOUND LANE AT THE APPROACH TO CROMWELL ROAD.**

2.1.2.

Associated with the Quietway route, recent improvements have been carried out along Cromwell Road by TfL. Cromwell Road includes on street cycle lanes in both directions with advanced stop lines at the junctions with Ashburn Place and Ashburn Gardens.

2.1.3.

The link assessment demonstrates the cycling environment around the proposed development is generally of an acceptable standard, with good provision along Ashburn Place. The relatively low levels of traffic and speeds along Courtfield Road, Ashburn Gardens and Ashburn Place means that travelling by bicycle is attractive along these streets.

2.1.4.

Cromwell Road has a high volume of traffic with limited dedicated provision for cyclists. Whilst there is a dedicated lane for cyclists, this is shared with a number of buses and taxis. It is worth noting that there are advanced stop lines in place for cyclists along Cromwell Road.

## 2.2. PROPOSED DEVELOPMENT CHANGES

2.2.1. The proposed development broadly maintains the existing network and cycling facilities. The CLoS assessment considers cycling facilities at a strategic level and as a result, there are some benefits of the proposed development that are not accounted for in the scoring system.

2.2.2. One of the key improvements is a reduction in reversing vehicles on Ashburn Place as a result of improved service yard arrangement whereby vehicles enter and exit in forward gear. This serves to reduce the risk of collision with cyclists. Also, at the start and end of events, taxi drop-off and pick-up locations will be managed by hotel staff and this will also help reduce the risk of collision between vehicles and cyclists.

2.2.3. Another less quantifiable benefit is the improvements to the public realm, which will improve the cyclists as well as pedestrians and site users.



### 3. JUNCTIONS

3.1.1. The scores of the junction assessment for the existing scenario is illustrated in Figure 3-1 and summarised in Table 3-1.

Figure 3-1 Junction 1 - Cromwell Road / Ashburn Place / Grenville Place

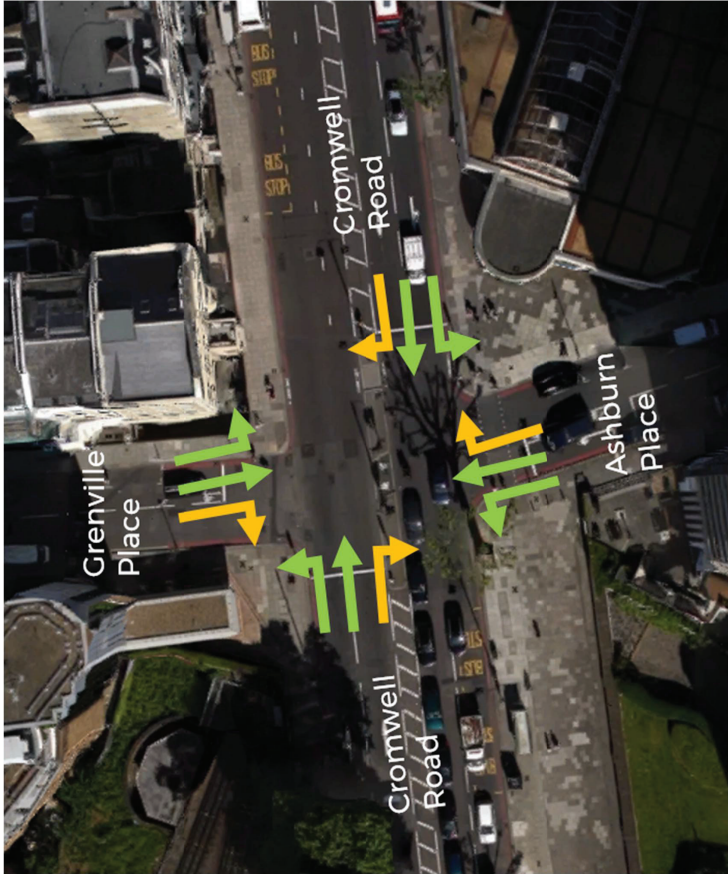


Table 3-1 CLoS Junction Audit

Junction	Ref.	Number of Movements			Score	Maximum Score	% of Maximum Score
		Red	Amber	Green			
Cromwell Road / Ashburn Place / Grenville Place	J1	0	4	8	20	24	83.3%

3.1.2. The CLoS assessment focuses on junction provisions and geometry rather than level of flow. The CLoS audit has identified that advanced stop lines were in place at the junction, with certain

movements available exclusively to cyclists (vehicles unable to turn right on any arm or go straight ahead between Ashburn Place and Grenville Place).

3.1.3. As the CLoS methodology for junctions does not consider flow volume, it does not necessarily follow that a low score is in any way unsuitable or inappropriate in context. Indeed, the pedestrian crossings on each arm of the junction mean that traffic is approaching the junction slowly. In many circumstances, segregated cycle facilities would have limited benefit.

3.1.4. Notwithstanding this, the junction scores well at 20 out of 24 possible points. Improvements are therefore not necessary to make the development acceptable in planning terms.



## 4. CONCLUSION

- 4.1.1. The CLoS Audit focuses on the local cycle network and the key routes that provide the greatest benefit to cyclists.
- 4.1.2. The link and junction assessments demonstrate that the cycling environment around the Site is generally good with a network of Quietways and cycle lanes supported by cycle advance stop lines and traffic signals and banned right turns for vehicles at the junction of Cromwell Road / Ashburn Place ensuring easier movements for cyclists.
- 4.1.3. The layout and operation of proposed development serves to further improve the setting for cyclists, reducing the risk of collision and improving the quality of environment in the area.
- 4.1.4. Considering the good existing cycling facilities and the improvements that would be delivered by the proposed development, it is not considered necessary to make wider improvements to the cycle network to make the development acceptable in planning terms.

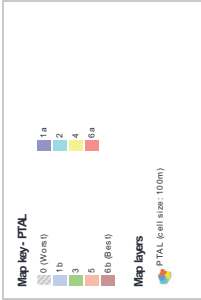
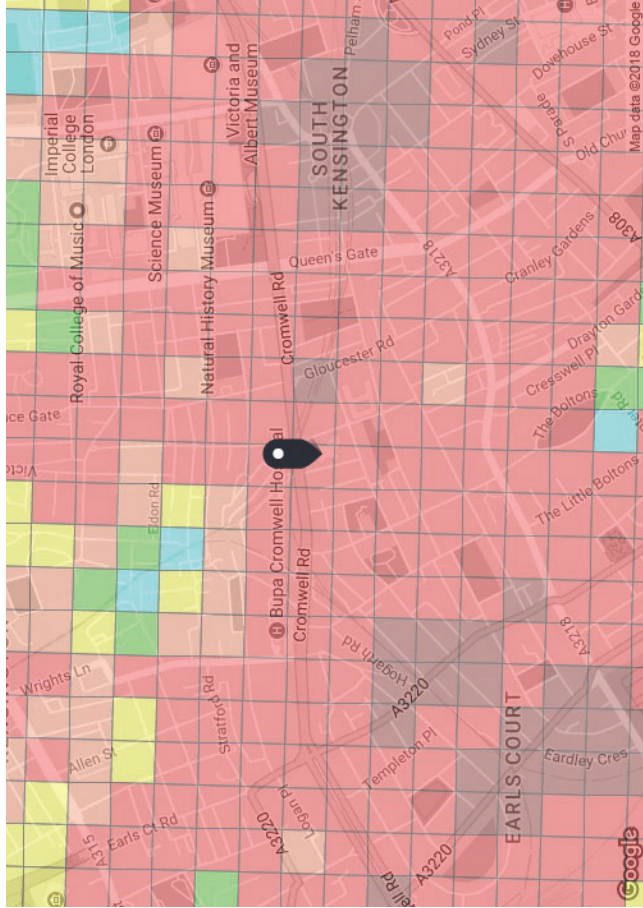


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Appendix C

PTAL REPORT

WSP



Calculation Parameters			
Day of Week	M-F		
Time Period	AM Peak		
Walk Speed	4.8 kph		
Bus Node Max. Walk Access Time (mins)	8		
Bus Reliability Factor	2.0		
LU Station Max. Walk Access Time (mins)	12		
LU Reliability Factor	0.75		
National Rail Station Max. Walk Access Time (mins)	12		
National Rail Reliability Factor	0.75		

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	A
Bus	GLoucester Road Station	49	348.99	7.5	4.36	6	10.36	2.9	0.5	1.45
Bus	PARK INTERNATIONAL HOTEL	74	44.27	7.5	0.55	6	6.55	4.98	1	4.98
Bus	QUEENS GATE CROMWELL RD	70	608.36	6	7.6	7	14.6	2.05	0.5	1.03
Bus	OLD BROMPR THE BOLTONS	C1	624.74	6	7.81	7	14.81	2.03	0.5	1.01
Bus	OLD BROMPR THE BOLTONS	430	624.74	7.5	7.81	6	13.81	2.17	0.5	1.09
LUL	Gloucester Road	'Edgware-Hammersmith'	326.28	6	4.08	5.75	9.83	3.05	1	3.05
LUL	Gloucester Road	'Uppminster-EalingBwy'	326.28	5	4.08	6.75	10.83	2.77	0.5	1.39
LUL	Gloucester Road	'TowerHill-EalingBwy'	326.28	0.33	4.08	91.66	95.74	0.31	0.5	0.16
LUL	Gloucester Road	'EalingBwy-Barking'	326.28	1.33	4.08	23.31	27.38	1.1	0.5	0.65
LUL	Gloucester Road	'Uppminster-Richmond'	326.28	6	4.08	5.75	9.83	3.05	0.5	1.53
LUL	Gloucester Road	'Richmond-DagEast'	326.28	0.67	4.08	45.53	49.6	0.6	0.5	0.3
LUL	Gloucester Road	'Wintredon-Uppminster'	326.28	4	4.08	8.25	12.33	2.43	0.5	1.22
LUL	Gloucester Road	'Wintredon-DagEast'	326.28	1	4.08	30.75	34.83	0.86	0.5	0.43
LUL	Gloucester Road	'Barking-Wintredon'	326.28	0.67	4.08	45.53	49.6	0.6	0.5	0.3
LUL	Gloucester Road	'TowerHill-Wintredon'	326.28	2.67	4.08	11.59	16.06	1.87	0.5	0.93
LUL	Gloucester Road	'DagEast-EalingBwy'	326.28	0.67	4.08	45.53	49.6	0.6	0.5	0.3
LUL	Gloucester Road	'Cookfasters-LHRT4LT'	326.28	4.67	4.08	7.17	11.25	2.67	0.5	1.33
LUL	Gloucester Road	'RayLane-Cookfasters'	326.28	3.67	4.08	8.92	13	2.31	0.5	1.15
LUL	Gloucester Road	'LHRT4LT-ArnosGrove'	326.28	4.67	4.08	7.17	11.25	2.67	0.5	1.33
LUL	Gloucester Road	'ArnosGrove-RayLane'	326.28	0.33	4.08	91.66	95.74	0.31	0.5	0.16
LUL	Gloucester Road	'ArnosGrove-Nitfields'	326.28	3	4.08	10.75	14.83	2.02	0.5	1.01
LUL	Gloucester Road	'Oakwood-RayLane'	326.28	0.33	4.08	91.66	95.74	0.31	0.5	0.16
LUL	Gloucester Road	'Nitfields-Cookfastar'	326.28	1	4.08	30.75	34.83	0.86	0.5	0.43
LUL	Gloucester Road	'LHRT5-Cookfasters'	326.28	6	4.08	5.75	9.83	3.05	0.5	1.53
LUL	Gloucester Road	'Uxbridge-Cookfasters'	326.28	3.67	4.08	8.92	13	2.31	0.5	1.15
LUL	Gloucester Road	'Ruislip-Cookfasters'	326.28	2.33	4.08	13.63	17.7	1.69	0.5	0.85
LUL	Gloucester Road	'ArnosGrove-Uxbridge'	326.28	1	4.08	30.75	34.83	0.86	0.5	0.43
LUL	Gloucester Road	'Oakwood-Uxbridge'	326.28	0.33	4.08	91.66	95.74	0.31	0.5	0.16
LUL	Gloucester Road	'Oakwood-Ruislip'	326.28	0.33	4.08	91.66	95.74	0.31	0.5	0.16
LUL	Earl's Court	'EdgwareHd-Wintredon'	715.59	6	8.94	5.75	14.69	2.04	0.5	1.02
LUL	Earl's Court	'HighStikens-VensOlyn'	715.59	3	8.94	10.75	19.69	1.52	0.5	0.76
LUL	Earl's Court	'EalingBwy-HighStiklen'	715.59	0.33	8.94	91.66	100.6	0.3	0.5	0.15
LUL	Earl's Court	'HSKensing-Wintredon'	715.59	0.67	8.94	45.53	54.47	0.55	0.5	0.28
Total Grid Cell At										31.37

# Appendix D

## PIA REPORT





Date: 17 APR 2018 12:00  
Page: 1 of 14

**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

[illegible]

VEHICLE	001 (000)	MIC 125-500CC	(32 Yrs - F W14)	SLIGHT	FEDS37NAN	CROSSING ROAD ON FEARSIDE	3500ND	FROM DRIVERS INSIDE	JCT MID
						GOING AHEAD OTHER	W TO E		
						BT - NOT REQUESTED	FRONT HIT FIRST		

LAAU - Accident Analysis System

RACCM28INTL

MOTUS AREA 815 Conflicts - rec'd (P)		36 MTS TO MAY 2017 SORTED BY DATE	
1	01/48570430 TUE 10/07/14 18:20	12	MODE 46
POLICE-AT SCENE ROAD/RTY WEATHERLINE SINGLE CHY1 CROSSROADS			
IT APPEARED DISORIEGTED GREEN/ATS FOR VEH'S & CROSSING ROAD WAS HT V1)			
CASUALTY 001 (001)	(32 Yrs - F W14)	SLIGHT	DRIVER/DRIDER
CASUALTY 002 (001)	(17 Yrs - F B148)	SLIGHT	PEDESTRIAN
VEHICLE 001 (000)	M/C 125-5400CC (32 Yrs - F W14)	CROSSING ROAD ON PED XING	S BOUND FROM DRIVERS NSIDE
BT - NOT REQUESTED			
C002 A	804 (WRONG USE OF PEDESTRIAN CROSSING (FALLY))	C002 A	802 (FAILED TO LOOK PROPERLY)
C002 A	803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	C002 A	808 (CARLESS/RECKLESS IN A HURRY)
JCT MID			
FRONT HIT FIRST			
2 01/48570437 MON 07/07/14 14:35 LIGHT CLOMFIELD ROAD JNY COURTFIELD ROAD			
POLICE- OVER CUI ROAD/RTY WEATHERLINE SINGLE CHY1 TISAG JUN			
PED RAN ACROSS THE ROAD IN PATH OF V1. V1 HIT PED.			
CASUALTY 001 (001)	(? Yrs - M UNKN)	SLIGHT	PEDESTRIAN
VEHICLE 001 (000)	TAXI (58 Yrs - M N1)	CROSSING ROAD WITHIN 50M XING	W BOUND FROM DRIVERS NSIDE MSK
BT - DRV NOT CONTACTED			
C001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A	802 (FAILED TO LOOK PROPERLY)	C001 A	808 (CARLESS/RECKLESS IN A HURRY)
JCT CLEARED			
FRONT HIT FIRST			
12 LINK 46-47			
GIVEWAY/UNCONT PELCAN OR SIMILAR			
3 01/48570449 FRI 11/07/14 11:03 LIGHT CROMWELL RD JNY GRENNVILLE PLACE			
POLICE- AT SCENE ROAD/RTY RUNNING SINGLE CHY1 CROSSROADS			
V2 (HRE CYCLE NO REF) TURNED RIGHT AS V1 FOLLOWING BEHIND, CAUSING COLLISION.			
CASUALTY 001 (001)	(28 Yrs - M SW1V)	SERIOUS	DRIVER/DRIDER
CASUALTY 002 (002)	(37 Yrs - M UNKN)	SLIGHT	DRIVER/DRIDER
VEHICLE 001 (002)	M/C 50-125CC (28 Yrs - M SW1V)	GOING AHEAD OTHER	E TO W
BT - NEGATIVE			
C001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A	802 (FAILED TO LOOK PROPERLY)	C001 A	808 (CARLESS/RECKLESS IN A HURRY)
JCT MID			
FRONT HIT FIRST			
12 LINK 46-50			
GIVEWAY/UNCONT PELCAN OR SIMILAR			
3 01/48570449 FRI 11/07/14 11:03 LIGHT CROMWELL RD JNY GRENNVILLE PLACE			
POLICE- AT SCENE ROAD/RTY RUNNING SINGLE CHY1 CROSSROADS			
V2 (HRE CYCLE NO REF) TURNED RIGHT AS V1 FOLLOWING BEHIND, CAUSING COLLISION.			
CASUALTY 001 (001)	(28 Yrs - M SW1V)	SERIOUS	DRIVER/DRIDER
CASUALTY 002 (002)	(37 Yrs - M UNKN)	SLIGHT	DRIVER/DRIDER
VEHICLE 001 (002)	M/C 50-125CC (28 Yrs - M SW1V)	GOING AHEAD OTHER	E TO W
BT - NEGATIVE			
C001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A	802 (FAILED TO LOOK PROPERLY)	C001 A	808 (CARLESS/RECKLESS IN A HURRY)
JCT MID			
FRONT HIT FIRST			
12 LINK 46-50			
GIVEWAY/UNCONT PELCAN OR SIMILAR			
3 01/48570449 FRI 11/07/14 11:03 LIGHT CROMWELL RD JNY GRENNVILLE PLACE			
POLICE- AT SCENE ROAD/RTY RUNNING SINGLE CHY1 CROSSROADS			
V2 (HRE CYCLE NO REF) TURNED RIGHT AS V1 FOLLOWING BEHIND, CAUSING COLLISION.			
CASUALTY 001 (001)	(28 Yrs - M SW1V)	SERIOUS	DRIVER/DRIDER
CASUALTY 002 (002)	(37 Yrs - M UNKN)	SLIGHT	DRIVER/DRIDER
VEHICLE 001 (002)	M/C 50-125CC (28 Yrs - M SW1V)	GOING AHEAD OTHER	E TO W
BT - NEGATIVE			
C001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A	802 (FAILED TO LOOK PROPERLY)	C001 A	808 (CARLESS/RECKLESS IN A HURRY)
JCT MID			
FRONT HIT FIRST			
12 LINK 46-50			
GIVEWAY/UNCONT PELCAN OR SIMILAR			
3 01/48570449 FRI 11/07/14 11:03 LIGHT CROMWELL RD JNY GRENNVILLE PLACE			
POLICE- AT SCENE ROAD/RTY RUNNING SINGLE CHY1 CROSSROADS			
V2 (HRE CYCLE NO REF) TURNED RIGHT AS V1 FOLLOWING BEHIND, CAUSING COLLISION.			
CASUALTY 001 (001)	(28 Yrs - M SW1V)	SERIOUS	DRIVER/DRIDER
CASUALTY 002 (002)	(37 Yrs - M UNKN)	SLIGHT	DRIVER/DRIDER
VEHICLE 001 (002)	M/C 50-125CC (28 Yrs - M SW1V)	GOING AHEAD OTHER	E TO W
BT - NEGATIVE			
C001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A	802 (FAILED TO LOOK PROPERLY)	C001 A	808 (CARLESS/RECKLESS IN A HURRY)
JCT MID			
FRONT HIT FIRST			
12 LINK 46-50			
GIVEWAY/UNCONT PELCAN OR SIMILAR			
3 01/48570449 FRI 11/07/14 11:03 LIGHT CROMWELL RD JNY GRENNVILLE PLACE			
POLICE- AT SCENE ROAD/RTY RUNNING SINGLE CHY1 CROSSROADS			
V2 (HRE CYCLE NO REF) TURNED RIGHT AS V1 FOLLOWING BEHIND, CAUSING COLLISION.			
CASUALTY 001 (001)	(28 Yrs - M SW1V)	SERIOUS	DRIVER/DRIDER
CASUALTY 002 (002)	(37 Yrs - M UNKN)	SLIGHT	DRIVER/DRIDER
VEHICLE 001 (002)	M/C 50-125CC (28 Yrs - M SW1V)	GOING AHEAD OTHER	E TO W
BT - NEGATIVE			
C001 A	701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	C001 A	801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE)
C001 A	802 (FAILED TO LOOK PROPERLY)	C001 A	808 (CARLESS/RECKLESS IN A HURRY)
JCT MID			
FRONT HIT FIRST			
12 LINK 46-50			
GIVEWAY/UNCONT PELCAN OR SIMILAR			
3 01/48570449 FRI 11/07/14 11:03 LIGHT CROMWELL RD JNY GRENNVILLE PLACE			
POLICE- AT SCENE ROAD/RTY RUNNING SINGLE CHY1 CROSSROADS			
V2 (HRE CYCLE NO REF) TURNED RIGHT AS V1 FOLLOWING BEHIND, CAUSING COLLISION.			



Date: 17 APR 2018 12:00  
Page: 2 of 14

Interpreted Listing

**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

MD01 GIS AREA B12 Conflicts Area (P)										34 HITS TO MAY-2017 SORTED BY DATE	
										525630 / 178890	
4	01148570551	SAT 09/04/14 00:20	DARK CROMWELL ROAD JMW COLLINGHAM ROAD	TISTAG JUN	PEDN PHASE AT ATS	AUTO SIG	E TO W	JCT APP		12	NODE 60
POLICE - AT SCENE ROAD-WET WEATHER-FINE DUAL C/WY											
V1 & V2 WERE STATIONARY AT ATS V2 MOVED OFF & HIT REAR OF V1.											
CASUALTY 001 (001) (28 Yrs - F SW15) SLIGHT PASSENGER FRONT SEAT											
VEHICLE 001 (002) CAR (31 Yrs - M TW7) GOING AHEAD HELD UP											
BT - DRV NOT CONTACTED											
VEHICLE 002 (001) CAR (7 Yrs - M UNKN) MOVING OFF											
BT - DRV NOT CONTACTED											
V002 A 405 (FAILED TO LOOK PROPERLY)											
V002 A 403 (POOR TURN OR MANOEUVRE)											
V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)											
V002 A 602 (CARELESS/RECKLESS IN A HURRY)											
5	01148570527	THU 14/09/14 18:03	LIGHT CROMWELL ROAD JMW COLLINGHAM ROAD	TISTAG JUN	PEDN PHASE AT ATS	AUTO SIG	E TO W	JCT APP		12	NODE 60
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE C/WY											
PED CROSSED THE ROAD IN PATH OF V1 V1 HIT PED											
CASUALTY 001 (001) (83 Yrs - F SW5) SLIGHT PEDESTRIAN											
VEHICLE 001 (000) CAR (33 Yrs - M SL2) TURNING RIGHT											
BT - NEGATIVE											
C001 A 802 (FAILED TO LOOK PROPERLY)											
C001 A 808 (CARELESS/RECKLESS IN A HURRY)											
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)											
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)											

DHARMARAJM

LAAU - Accident Analysis System

RACCM28INTL



Date: 17 APR 2018 12:00  
Page: 3 of 14

Interpreted Listing

**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

MD01 GIS AREA B12 Conflicts Area (P)										34 HITS TO MAY-2017 SORTED BY DATE	
										526020 / 178890	
6	01148570559	WED 09/04/14 15:46	LIGHT CROMWELL ROAD JMW POINT WEST	TISTAG JUN	PEDN PHASE AT ATS	AUTO SIG	E TO W	JCT MID		12	LINK 46-60
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL C/WY											
EB V1 MAIN ROAD BEGAN LEFT TURN TO PREMISES, WAS SHUNTED BY V2. V2 HAD BEEN SHUNTED BY V3.											
CASUALTY 001 (002) (50 Yrs - M IG9) SLIGHT DRIVER/DRIVER											
CASUALTY 002 (003) (72 Yrs - M SL4) SLIGHT DRIVER/DRIVER											
VEHICLE 001 (002) TAXI (45 Yrs - M NW6) TURNING LEFT											
BT - NOT REQUESTED											
VEHICLE 002 (003) TAXI (50 Yrs - M IG9) SLOWING OR STOPPING											
BT - NOT PROVID (MEDCL REASONS)											
VEHICLE 003 (002) CAR (72 Yrs - M SL4) SLOWING OR STOPPING											
BT - NOT PROVID (MEDCL REASONS)											
V001 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)											
V003 B 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)											
V003 B 602 (CARELESS/RECKLESS IN A HURRY)											
7	01148570597	FRI 12/09/14 15:03	LIGHT NFI: CROMWELL ROAD 57M W JMW GLOUCESTER ROAD	NO JUN IN 20M	NO XING FACILITY IN 50M	AUTO SIG	E TO W	JCT MID		12	LINK 46-60
POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL C/WY											
W/B V2 CHANGED LANE TO LEFT TO PARK, WAS STRUCK BY W/B V1											
CASUALTY 001 (002) (52 Yrs - M SW5) SLIGHT DRIVER/DRIVER											
VEHICLE 001 (002) CAR (33 Yrs - F N16) CHANGE LANE TO LEFT											
BT - NEGATIVE											
VEHICLE 002 (001) MIC 50-125CC (52 Yrs - M SW5) GOING AHEAD OTHER											
BT - NOT PROVID (MEDCL REASONS)											
V001 B 403 (POOR TURN OR MANOEUVRE)											
V002 B 405 (FAILED TO LOOK PROPERLY)											
V001 A 605 (INEXPERIENCED OR LEARNER DRIVER/DRIVER)											

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**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

MD01 GIS AREA 812, Confirmed, Area (P)	3 JANU TO MAY 2017 SORTED BY DATE
8 01158570687 FRU 10/01/14 08:25	12 CELL 526009/178500 526140 /178760
POLICE - AT SCENE ROAD-DRY WEATHER FINE ROUNDABOUT MIN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
IT APPEARS V1 & V2 ENTERED THE ROUNDABOUT @ THE SAME TIME V2 SWERVED TO AVOID V1 & LOST CONTROL & FELLOFF	
CASUALTY 001 (002) (49 Yrs - M SE16)	SW TO NE JNY PART OF WORK
VEHICLE 001 (000) GDS <= 3.5T (36 Yrs - M EN7)	GOING AHEAD OTHER
BT - NEGATIVE	DID NOT IMPACT
VEHICLE 002 (000) PEDAL CYCLE (49 Yrs - M SE16)	NW TO SE
BT - NOT APPLICABLE	DID NOT IMPACT
V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)	V001 A 405 (FAILED TO LOOK PROPERLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V002 A 405 (FAILED TO LOOK PROPERLY)	V002 A 409 (SWERVED)
9 01158570225 MON 04/05/15 11:40	12 NODE 46
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE C/WY CROSSROADS	PEDN PHASE AT ATS
PED CROSSED THE ROAD LOOKING THE WRONG WAY & WAS HIT BY ON-COMING V1	
CASUALTY 001 (001) (24 Yrs - M SW7)	CROSSING ROAD WITHIN 50M XING W BOUND FROM DRIVERS OSIDE
VEHICLE 001 (000) BUS/COACH (26 Yrs - M SW16)	S TO N JNY PART OF WORK
BT - DRV NOT CONTACTED	FRONT HIT FIRST
C001 A 802 (FAILED TO LOOK PROPERLY)	C001 A 808 (CARELESS/RECKLESS IN A HURRY)
10 01158570357 THU 8/06/15 18:40	12 LINK 46-60
POLICE - OVER COU ROAD-DRY WEATHER FINE NO JUN IN 20M	PEDN PHASE AT ATS
V1 WAS TRAVELLING IN-BETWEEN STATIONARY VS V2 CHANGED LANE IN PATH OF V2 & BOTH VS COLLIDED	
CASUALTY 001 (001) (52 Yrs - M RG42)	OVERTAKING NEAR SIDE
VEHICLE 001 (002) M/C 125-500CC (53 Yrs - M RG42)	E TO W
BT - DRV NOT CONTACTED	O/S HIT FIRST
VEHICLE 002 (001) CAR (7 Yrs - F UNKN)	E TO W
BT - DRV NOT CONTACTED	N/S HIT FIRST
V001 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	V002 A 403 (POOR TURN OR MANOEUVRE)
V002 A 405 (FAILED TO LOOK PROPERLY)	V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)

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**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

MD01 GIS AREA 812, Confirmed, Area (P)	3 JANU TO MAY 2017 SORTED BY DATE
11 01158570401 WED 16/07/15 09:47	12 NODE 46
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE C/WY CROSSROADS	AUTO SIG
PED STEPPED OUT INTO PATH OF TURNING LEFT V1	CROSSROADS
CASUALTY 001 (001) (65 Yrs - F XJUK)	SERIOUS PEDESTRIAN
VEHICLE 001 (000) TAXI (54 Yrs - M WD25)	CROSSING ROAD (NOT ON XING) E BOUND FROM DRIVERS NSIDE
BT - NOT REQUESTED	TURNING LEFT
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	W TO N
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	FRONT HIT FIRST
12 01158570449 TUE 04/08/15 18:50	12 LINK 46-60
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE C/WY CROSSROADS	GIVE WAY/UNCONT NO XING FACILITY IN 50M
PED CROSSING ROAD WAS HIT BY V1	
CASUALTY 001 (001) (32 Yrs - M W8)	PEDESTRIAN
VEHICLE 001 (000) M/C 351-25CC (21 Yrs - M SW16)	CROSSING ROAD (NOT ON XING) N BOUND FROM DRIVERS OSIDE
BT - NOT REQUESTED	GOING AHEAD OTHER
V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	W TO E
V001 A 408 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	FRONT HIT FIRST
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	V001 A 405 (FAILED TO LOOK PROPERLY)
13 01158570471 SAT 15/09/15 12:24	12 NODE 46
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE C/WY CROSSROADS	AUTO SIG
CHILD PED STEPPED ON TO THE CROSSING AGAINST RED MAN/ATS & WAS HIT BY V1 WHO HAD A GREEN LIGHT	PEDN PHASE AT ATS
CASUALTY 001 (001) (12 Yrs - M XJUK)	CROSSING ROAD ON PED XING S BOUND FROM DRIVERS NSIDE
VEHICLE 001 (000) M/C 581-25CC (61 Yrs - M TW2)	Sat Attended: NK
BT - NEGATIVE	GOING AHEAD OTHER
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	W TO E
C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	FRONT HIT FIRST
	C001 A 802 (FAILED TO LOOK PROPERLY)
	C001 A 809 (CARELESS/RECKLESS IN A HURRY)

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## Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)

MDOT GIS AREA 612	Confidential Area (IP)	30 MTS TO HWY 2017 SORTED BY DATE
16	01185370580 TUE 28/05/15 11:35 POLICE - AT SCENE ROAD/DRY WEATHER-FINE V2 DROVE INTO REAR OF V1 WHO WAS STATIONARY @ RED/ATS CASUALTY 001 (001) (33 Yrs - M UB3) SLIGHT DRIVER/RIDER VEHICLE 001 (002) TAXI (33 Yrs - M UB3) BT - NOT REQUESTED	325830 / 117880
VEHICLE 002 (001) CAR BT - DRV NOT CONTACTED	VEHICLE 003 (001) CAR BT - DRV NOT CONTACTED	
V002 A 308 (FOLLOWING TOO CLOSE)	V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	
V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	V002 A 405 (FAILED TO LOOK PROPERLY)	
V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	V002 A 602 (CARELESS/LOOKING IN A HURRY)	
17	01185370584 WED 07/10/15 12:50 POLICE - AT SCENE ROAD/DRY WEATHER-FINE V1 TURNED RIGHT & HIT PED WHO WAS CROSSING THE ROAD NOT ON A PED X CASUALTY 001 (001) (65 Yrs - M XJX) SLIGHT PEDESTRIAN VEHICLE 001 (000) TAXI (28 Yrs - M TW3) BT - NEGATIVE	325270 / 117880
V001 A 405 (FAILED TO LOOK PROPERLY)	V001 A 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)	
V001 A 405 (FAILED TO LOOK PROPERLY)	C001 A 802 (FAILED TO LOOK PROPERLY)	
C001 A 803 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	
18	01185370947 WED 28/10/15 16:55 POLICE - AT SCENE ROAD/DRY WEATHER-FINE PED WAS CROSSING ROAD BEHIND V1 WHEN IT REVERSED WITHOUT WARNING & HIT PED WHO WAS AGGRESSIVE TO PED CASUALTY 001 (001) (38 Yrs - F SW7) SLIGHT PEDESTRIAN VEHICLE 001 (000) GDS s/s <3.5T (7 Yrs - M UNKN) BT - DRV NOT CONTACTED	326260 / 117880
V001 A 405 (FAILED TO LOOK PROPERLY)	V001 A 403 (POOR TURN OR MANOEUVRE)	
V001 A 405 (FAILED TO LOOK PROPERLY)	V001 A 601 (AGGRESSIVE DRIVING)	
V001 A 405 (FAILED TO LOOK PROPERLY)	C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	
V001 A 405 (FAILED TO LOOK PROPERLY)	C001 A 802 (FAILED TO LOOK PROPERLY)	

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## Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)

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**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

UD01 GIS AREA B12 Conflicts Area (P)	31 MTS TO MAY-2017 SORTED BY DATE
20 01188570054 FRI 05/02/16 11:30 LIGHT CROMWELL ROAD JMW ASHURIN PLACE	12 LINK 46-60 526250 / 178900
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE CNY CROSSROADS	GIVE WAY/UNCONT NO XING FACILITY IN 50M
UNKNOWN PED HAS CROSSED THE ROAD INTO PATH OF SOLO V1 CAUSING V1 TO BRAKE SUDDENLY AND RIDER TO FALL	
CASUALTY 001 (001) (27 Yrs - M W6 ) SLIGHT DRIVER/RIDER	JCT MID
VEHICLE 001 (000) MC 50-125CC (27 Yrs - M W6 )	
BT - DRV NOT CONTACTED	
U000 A 508 (CARELESS/RECKLESS IN A HURRY)	
V001 A 408 (SUDDEN BRAKING)	
U000 A 802 (FAILED TO LOOK PROPERLY)	
20 01188570791 MON 21/12/15 08:10 DARK CROMWELL ROAD 16M EAST JMW GLOUCESTER ROAD	12 NODE 46 526250 / 178900
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE CNY CROSSROADS	PEDN PHASE AT ATS
DRV V1 GPELL ASLEEP @ THE WHEEL & XCOLLIDED WITH CEN RES THEN WENT ACROSS ROAD MOUNTED THE KERB & HIT A FENCE	
CASUALTY 001 (001) (40 Yrs - M E14 ) SLIGHT DRIVER/RIDER	JCT MID
VEHICLE 001 (000) TAXI (40 Yrs - M E14 )	
BT - NOT REQUESTED	
LEFT ONY AHEAD AT JUNCTN	
U001 A 503 (FATIGUE)	
V001 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)	
V001 A 405 (FAILED TO LOOK PROPERLY)	
21 01188570218 TUE 06/07/16 08:40 LIGHT GRENVILLE PLACE JMW EMPERORS GATE	12 CELL 526000/178500 526090 / 178920
POLICE - AT SCENE ROAD-WET RAINING	SINGLE CNY TISTAG JUN
NB V2 (CYCLE) STRUCK BY SB V1 TURNING RIGHT	
CASUALTY 001 (001) (34 Yrs - F W8 ) SLIGHT DRIVER/RIDER	JCT MID
VEHICLE 001 (002) CAR (34 Yrs - F W8 )	
BT - NOT REQUESTED	
LEFT ONY NEARSTED	
VEHICLE 002 (001) PEDAL CYCLE (60 Yrs - M SW19)	JCT MID
BT - NOT APPLICABLE	
V001 A 403 (POOR TURN OR MANOEUVRE)	
V001 A 405 (FAILED TO LOOK PROPERLY)	

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**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

UD01 GIS AREA B12 Conflicts Area (P)	31 MTS TO MAY-2017 SORTED BY DATE
20 01188570054 FRI 05/02/16 11:30 LIGHT NRL CROMWELL ROAD JMW STANMORE GARDENS	12 LINK 46-612 526230 / 178900
POLICE - OVER COU ROAD-DRY WEATHER FINE DUAL CNY	NO XING FACILITY IN 50M
W/B PARKED V1 STRUCK ON HIS/O/S BY W/B V2 PASSING TOO CLOSE	
CASUALTY 001 (001) (54 Yrs - M NW10 ) SLIGHT DRIVER/RIDER	P TO P
VEHICLE 001 (002) OTH MOT VEH (54 Yrs - M NW10 )	O/S HIT FIRST
BT - DRV NOT CONTACTED	
VEHICLE 002 (001) GDS <= 3.5T (7 Yrs - M UNKN)	E TO W
BT - DRV NOT CONTACTED	NIS HIT FIRST
VEHICLE 002 (001) GDS <= 3.5T (7 Yrs - M UNKN)	OVERTAKE STAT VEH O/S
LEFT ONY NEARSTED	
V002 A 403 (POOR TURN OR MANOEUVRE)	
23 01188570065 MON 22/02/16 13:42 LIGHT CROMWELL ROAD JMW GRENVILLE PLACE	12 LINK 46-60 526070 / 178900
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE CNY CROSSROADS	AUTO SIG
EB V1 ON MAIN ROAD WAS SHUNTED BY V2 (CYCLE) WHICH HAD DEFECTIVE BFRAKES	PEDN PHASE AT ATS
CASUALTY 001 (002) (20 Yrs - M E9 ) SLIGHT DRIVER/RIDER	JCT MID
VEHICLE 001 (002) CAR (7 Yrs - F SP10 )	
BT - DRV NOT CONTACTED	
VEHICLE 002 (001) PEDAL CYCLE (20 Yrs - M E9 )	W TO E
BT - NOT APPLICABLE	BACK HIT FIRST
V002 A 403 (POOR TURN OR MANOEUVRE)	GOING AHEAD OTHER
V002 A 205 (DEFECTIVE BRAKES)	FRONT HIT FIRST
24 01188570172 THU 07/04/16 13:35 LIGHT GLOUCESTER ROAD JMW COURTFIELD ROAD	12 LINK 46-47 526270 / 178810
POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE CNY TISTAG JUN	GIVE WAY/UNCONT NO XING FACILITY IN 50M
V1 PULLED OUT INTO THE PATH OF V2	
CASUALTY 001 (002) (31 Yrs - M SW15 ) SLIGHT DRIVER/RIDER	JCT MID
VEHICLE 001 (000) GDS <= 3.5T (7 Yrs - U UNKN)	
BT - DRV NOT CONTACTED	
VEHICLE 002 (001) CAR (31 Yrs - M SW15)	W TO N
BT - NEGATIVE	O/S HIT FIRST
V002 A 403 (POOR TURN OR MANOEUVRE)	GOING AHEAD OTHER
V002 A 205 (DEFECTIVE BRAKES)	FRONT HIT FIRST

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MD01 GIS AREA 812	Collision Ref ID	31 MTS TO MAY-2017 SORTED BY DATE
28	01168570293 WED 27/04/16 08:57 LIGHT CROMWELL RD JMW CROMWELL RD POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE ONLY CROSSROADS PARKED V1 OPENED DOOR INTO PATH OF PASSING V2 CAUSING COLLISION CASUALTY 001 (002) CAR (36 Yrs - F W6 ) PARKED VEHICLE 001 (002) CAR (36 Yrs - F W6 ) BT - NEGATIVE	12 NODE 46 526230 / 178920
VEHICLE 002 (001) PEDAL CYCLE (28 Yrs - F W14) BT - NOT APPLICABLE	GOING AHEAD OTHER HIT PARKED VEH	PEDN PHASE AT ATS AUTO SIG P TO P O/S HIT FIRST JCT CLEARED
VEHICLE 002 (001) PEDAL CYCLE (28 Yrs - F W14) BT - NOT APPLICABLE	GOING AHEAD OTHER HIT PARKED VEH	FRONT HIT FIRST JCT CLEARED
V001 A 405 (FAILED TO LOOK PROPERLY)	V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)	
28	01168570316 SUN 29/05/16 19:25 DARK CROMWELL ROAD JMW GLOUCESTER ROAD POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE ONLY CROSSROADS PED CROSSED ROAD AGAINST THE ATS FROM BETWEEN TRAFFIC & HAD FEET RUN OVER BY V1 WHO HAD NO TIME TO STOP CASUALTY 001 (001) (28 Yrs - F CR7 ) SLIGHT PEDESTRIAN VEHICLE 001 (000) CAR (19 Yrs - M LU3 ) BT - NOT REQUESTED	12 NODE 46 526230 / 178900
VEHICLE 001 (000) CAR (19 Yrs - M LU3 ) BT - NOT REQUESTED	GOING AHEAD OTHER DID NOT IMPACT	JCT MID
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY) C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 808 (CARELESS/RECKLESS IN A HURRY)	C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	
27	01168570401 THU 30/06/16 08:30 LIGHT CROMWELL ROAD 30M WEST JMW ASHBURN GARDENS POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE ONLY NO JUN IN 20M PED WAS WEARING HEAD PHONES & CROSSED ROAD THROUGH STETIC TRAFFIC NOT ON A PED X & WAS HIT BY V1 - WEARING HEADPHONES (C001) CASUALTY 001 (001) (32 Yrs - M UNKN ) SLIGHT PEDESTRIAN VEHICLE 001 (000) MC-C 590CC (35 Yrs - M TW4 ) BT - NOT REQUESTED	12 LINK 46-60 525990 / 178970
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY) C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 808 (CARELESS/RECKLESS IN A HURRY)	C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY) C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS/RECKLESS IN A HURRY)	C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED) C001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	

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**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

MD01 GIS AREA 812	Collision Ref ID	31 MTS TO MAY-2017 SORTED BY DATE
29	01168570403 FRI 01/07/16 14:38 LIGHT CROMWELL ROAD JMW GLOUCESTER ROAD POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE ONLY CROSSROADS PED RAN ACROSS ROAD POSSIBLY AGAINST THE ATS INTO PATH V1 CASUALTY 001 (001) (74 Yrs - M XJK ) SLIGHT PEDESTRIAN VEHICLE 001 (000) TAXI (28 Yrs - M E7) BT - NEGATIVE	12 NODE 46 526240 / 178900
C001 A 804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 809 (CARELESS/RECKLESS IN A HURRY)	
29	01168570459 TUE 12/07/16 09:00 LIGHT COURTFIELD ROAD JMW ASHBURN PLACE POLICE - OVER COU ROAD-DRY WEATHER FINE ROUNDABOUT ROUNDABOUT V2 ENTERED R/ABOUT & COLLIDED WITH V1 WHO WAS ALREADY CROSSING THE R/ABOUT CASUALTY 001 (001) (28 Yrs - M SW11) SLIGHT DRIVER RIDER VEHICLE 001 (002) PEDAL CYCLE (28 Yrs - M SW11) BT - NOT APPLICABLE	12 CELL 526000/78500 526140 / 178780
VEHICLE 002 (001) CAR (7 Yrs - F UNKN) BT - DRV NOT CONTACTED	GOING AHEAD OTHER FRONT HIT FIRST	JCT MID
V002 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS) V002 A 406 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)	V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS IN A HURRY)	
30	01168570481 SUN 18/09/16 18:16 LIGHT ON GLOUCESTER ROAD NEAR THE JUNCTION WITH CROMWELL ROAD POLICE - AT SCENE ROAD-DRY WEATHER FINE SINGLE ONLY AUTO SIG PED HAS STEPPED OUT ON CROSSING AS ATS HAVE CHANGED TO RED FOR PEDS AS V1 HAS STARTED TO MOVE OFF CAUSING COLLISION CASUALTY 001 (001) (37 Yrs - F SW50) SLIGHT PEDESTRIAN VEHICLE 001 (000) CAR (55 Yrs - M SW32) BT - NEGATIVE	12 NODE 46 526230 / 178910
C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 803 (FAILED TO JUDGE VEHICLE'S PATH OR SPEED)	V001 A 701 (VISION AFFECTED - STATIONARY OR PARKED VEHICLE(S))	

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**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

MD01 GIS AREA SIG	Conflicts	Acc (P)	34 HITS TO MAY-2017 SORTED BY DATE
31	01160021153 SAT 2/10/16 22:15	DARK CROMWELL ROAD J/W ASHBURN GARDENS	12 LINK 46-60 526320 / 178870
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE C/WY CROSSROADS
V2 TURNED RIGHT AGAINST 1 WAY SIGN AND CROSSED V1'S PATH			
CASUALTY 001 (001) (19 Yrs - M W14)	SUGHT	DRIVER/RIDER	
VEHICLE 001 (000) M/C ≈ 50CC (19 Yrs - M W14)	BT - NOT REQUESTED		
VEHICLE 002 (000) CAR (7 Yrs - M N17)	BT - NEGATIVE		
V002 A 405 (FAILED TO LOOK PROPERLY)			
V002 A 305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)			
32	01160002496 SUN 20/11/16 07:35	LIGHT CROMWELL ROAD 5M E OF J/W COLLINGHAM ROAD	12 NODE 60 526330 / 178850
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL C/WY CROSSROADS
NOT KNOWN HOW COLLISION OCCURRED			
CASUALTY 001 (001) (51 Yrs - M SW7)	SUGHT	DRIVER/RIDER	
VEHICLE 001 (000) CAR (51 Yrs - M SW7)	BT - NOT REQUESTED		
VEHICLE 002 (000) CAR (43 Yrs - M SE17)	BT - NOT REQUESTED		
V003 A 308 (FOLLOWING TOO CLOSE)			

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**Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)**

MD01 GIS AREA SIG	Conflicts	Acc (P)	34 HITS TO MAY-2017 SORTED BY DATE
33	01160002889 MON 21/11/16 22:15	DARK CROMWELL ROAD 10M W/OF J/W ASHBURN PLACE	12 LINK 46-60 526080 / 178880
POLICE - AT SCENE	ROAD-WET	RAINING	DUAL C/WY MULTI JUN AUTO SIG
NOT KNOWN HOW COLLISION OCCURRED			
CASUALTY 001 (001) (27 Yrs - M UB6)	SUGHT	DRIVER/RIDER	
VEHICLE 001 (000) M/C 50-125CC (27 Yrs - M UB6)	BT - NOT REQUESTED		
VEHICLE 002 (000) CAR (7 Yrs - U )	BT - DRV NOT CONTACTED		
V002 A 405 (FAILED TO LOOK PROPERLY)			
34	01160002889 WED 23/11/16 07:48	LIGHT CROMWELL ROAD J/W GRENVILLE PLACE	12 LINK 46-60 526080 / 178890
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL C/WY T/STAG JUN AUTO SIG
NOT KNOWN HOW COLLISION OCCURRED			
CASUALTY 001 (001) (25 Yrs - F SW7)	SERIOUS PEDESTRIAN		
CASUALTY 002 (001) (54 Yrs - M SW6)	SUGHT	DRIVER/RIDER	
VEHICLE 001 (000) PEDAL CYCLE (54 Yrs - M SW6)	BT - NOT APPLICABLE		
V001 A 408 (FAILED TO JUDGE OTHER PERSONS PATH OR SPEED)			
V001 A 405 (FAILED TO LOOK PROPERLY)			
35	01160000802 MON 26/12/16 11:23	LIGHT CROMWELL ROAD J/W GRENVILLE PLACE	12 LINK 46-60 526080 / 178890
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL C/WY CROSSROADS
NOT KNOWN HOW COLLISION OCCURRED			
CASUALTY 001 (001) (38 Yrs - M NW6)	SUGHT	PEDESTRIAN	
VEHICLE 001 (000) CAR (49 Yrs - M UNKN)	BT - DRV NOT CONTACTED		
C001 A 802 (FAILED TO LOOK PROPERLY)			

DHARMARAJU

LAAU - Accident Analysis System

RACCM28INTL



Date: 17 APR 2018 12:00 Interpreted Listing  
Page: 14 of 14

### Courtfield Road GIS Area Collisions - 3 years to 31-May-2017 (provisional)

MD01 GIS AREA B12 Courtfield Area (P)										31-MAY-2017 SORTED BY DATE	
37	0117022110	WED 01/03/17 17:54	DARK	CROMWELL ROAD 20M E OF JAW COURTFIELD GARDENS	DUAL C/WY	OTHER JUN	GIVEWAY/UNCONT	NO XING FACILITY IN 50M	12 LINK 46-60	526240	1778970
POLICE - AT SCENE ROAD-DRY WEATHER-FINE											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (47 Yrs - F X-JUK) SLIGHT PEDESTRIAN											
VEHICLE 001 (000) GDS => 7.5T (35 Yrs - M RG42) IN ROAD - NOT CROSSING S/BOUND IN RD BACK TO TRAFFIC											
BT - NOT REQUESTED GOING AHEAD OTHER W TO E JNY PART OF WORK											
NIS HIT FIRST											
JCT APP											
C001 A 802 (FAILED TO LOOK PROPERLY)											
37	0117022110	WED 01/03/17 17:54	DARK	GLoucester Road JAW CROMWELL ROAD	CROSSROADS	AUTO SIG	NO XING FACILITY IN 50M	12 NODE 46	526240	1778970	
POLICE - AT SCENE ROAD-WET RAINING											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (6 Yrs - F X-JUK) SLIGHT PEDESTRIAN											
VEHICLE 001 (000) CAR (7 Yrs - F UNKN) IN CENTRE OF CARRIAGEWAY EBOUND FROM DRIVERS INSIDE											
BT - DRV NOT CONTACTED GOING AHEAD OTHER S TO N											
O/S HIT FIRST											
JCT CLEARED											
V001 B 103 (SLIPPERY ROAD DUE TO WEATHER)											
V001 B 509 (DISTRACTION IN VEHICLE)											
38	01170225071	MON 13/03/17 20:10	DARK	GLoucester Road 30M S OF JAW CROMWELL ROAD	SINGLE C/WY	NO JUN IN 20M	PEDN PHASE AT ATS	12 LINK 46-47	526256	1778970	
POLICE - AT SCENE ROAD-DRY WEATHER-FINE											
NOT KNOWN HOW COLLISION OCCURRED											
CASUALTY 001 (001) (44 Yrs - F SW7) SLIGHT PEDESTRIAN											
VEHICLE 001 (000) CAR (52 Yrs - M SW7) CROSSING ROAD (NOT ON XING) EBOUND FROM DRIVERS INSIDE											
BT - NEGATIVE MOVING OFF S TO N											
FRONT HIT FIRST											
C001 A 802 (FAILED TO LOOK PROPERLY)											

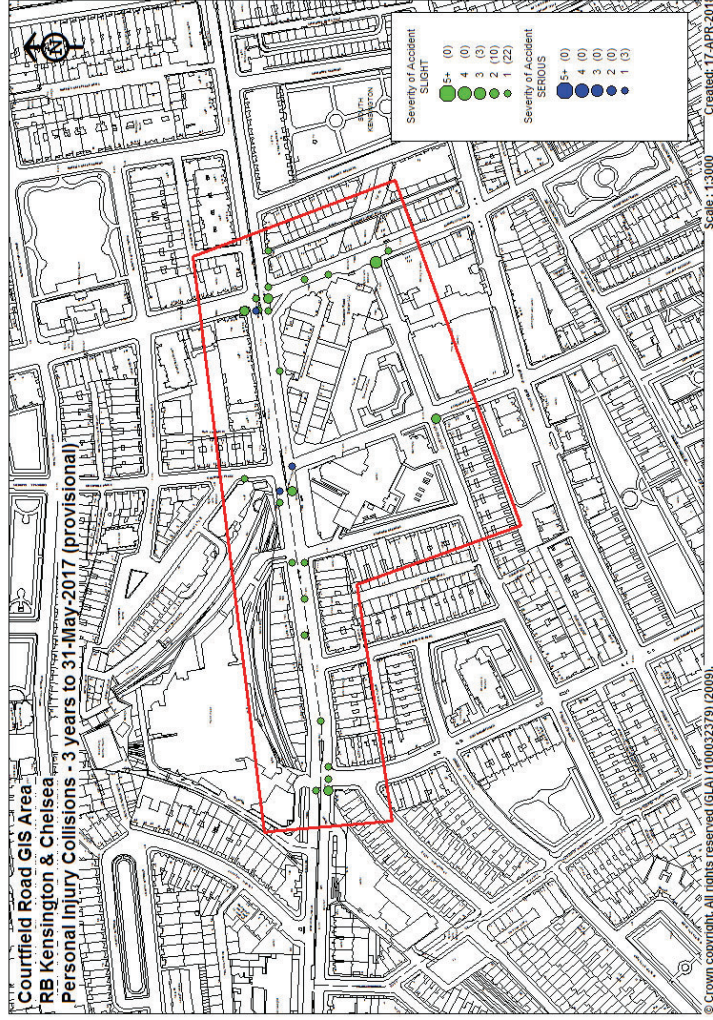
End of Accidents for MD01 GIS AREA B12 Courtfield Area (P)

End of Report

DHARMARAJM

LAAU - Accident Analysis System

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Queensgate Bow UK Holdco Ltd

## **KENSINGTON FORUM CROMWELL ROAD**

Delivery & Servicing Management Plan

# **Appendix E**

**OUTLINE DELIVERY AND SERVICING**



**MANAGEMENT PLAN**

70024917  
JUNE 2018

INTERNAL



Queensgate Bow **UK Holdco Ltd**

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**KENSINGTON FORUM CROMWELL ROAD**

Delivery & Servicing Management Plan

INTERNAL

OUR REF. NO. 70024917

DATE: JUNE 2018

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Queensgate Bow **UK Holdco Ltd**

## KENSINGTON FORUM CROMWELL ROAD

Delivery & Servicing Management Plan

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## QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Date	May 2018	June 2018	January 2019	
Prepared by	B Smith	B Smith	B Smith	
Signature				
Checked by	O Wickenden	R.Turohan	R.Turohan	
Signature				
Authorised by	T Mabelson	A Prince	A Prince	
Signature				
Project number	70024917			
File reference	\uk.wspgroup.com\central data\Projects\700249xx\70024917 - Kensington Forum Cromwell Road\C Documents\Reports\DELIVERY AND SERVICING PLAN			



## CONTENTS

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2	POLICY & GUIDANCE	3
3	DELIVERY & SERVICING PROPOSALS	8
4	DELIVERY & SERVICING MANAGEMENT	11
5	MONITORING & ENFORCEMENT	14

## 1. INTRODUCTION

### 1.1. APPOINTMENT

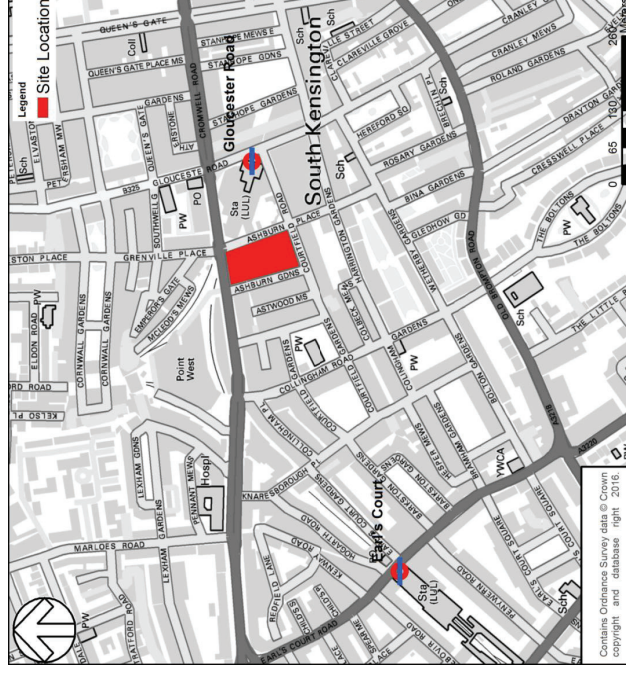
1.1.1. WSP has been appointed by Queensgate Investments Ltd and Rockwell to provide transport consultancy advice in relation to redevelopment proposals for the redevelopment proposals at Kensington Forum, 97 Cromwell Road, within the Royal Borough of Kensington and Chelsea (RBKC).

1.1.2. This outline Delivery and Servicing Plan accompanies the Transport Assessment for the redevelopment. A detailed Delivery and Servicing Plan will be submitted post-application and will be secured as part of a planning condition on any planning permission that is granted.

### 1.2. SITE LOCATION

1.2.1. The site is bound by Cromwell Road to the north; Ashburn Place to the east; Ashburn Gardens to the west; and Courfield Road to the south. The site is located near to Gloucester Road Underground Station and has a PTAL 6a, demonstrating excellent public transport accessibility and suitability for high density development. The location of the site is shown in Figure 1-1.

Figure 1-1 Site Location Plan



### 1.3. EXISTING SITE

1.3.1. The existing Kensington Forum hotel is operated by Holiday Inn hotel and provides 906 bedrooms including retail, restaurants, meeting rooms and conferencing facilities. The existing building has a basement car park with circa 100 parking spaces.

### 1.4. PROPOSED DEVELOPMENT

- 1.4.1. The proposed development would replace the existing hotel with a new hotel of 1,089 bedrooms (749 hotel keys as well as 340 serviced apartments) and associated function/conference space, meeting rooms and restaurants, as well as 62 residential apartments.
- 1.4.2. The proposed development would include a 48 car parking spaces for both the hotel and residential uses. The proposed scheme is therefore of comparable scale to the existing use at the site and will reduce car parking.

## 2. POLICY & GUIDANCE

### 2.1. INTRODUCTION

2.1.1. This chapter details relevant guidance for the purpose, aims and structure of Delivery and Servicing Plans ("DSPs").

### 2.2. THE LONDON PLAN (2016)

- 2.2.1. The London Plan was initially published in July 2011 with subsequent alterations since adopted; Revised Early Minor Alterations to the London Plan in October 2013, Further Alterations to the London Plan (FALP) in March 2015 and Minor Alterations to the London Plan in March 2016 with a fix version in January 2017. It is part of the statutory development plan. The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling and makes better use of the Thames.
- 2.2.2. Policy 6.3, regarding the effects of development on transport capacity, states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed and development should not adversely affect safety on the transport network. Delivery and servicing plans should be secured.
- 2.2.3. Policy 6.14 relating to freight notes that development proposals should promote the uptake of the Fleet Operators Recognition Scheme, provide delivery and servicing plans, consider innovative freight solutions, minimise congestion impacts and improve safety.

### 2.3. TRANSPORT FOR LONDON – DELIVERIES IN LONDON

2.3.1. TfL work with operators, boroughs and partners across the freight industry to ensure that goods and services get delivered in London on time, and in a safe, clean and efficient way.

2.3.2. The 'Deliveries in London' online portal provides advice on making and receiving deliveries, including parking and loading, delivering efficiently and driving near vulnerable road user. The guidance portal seeks to:

- Ensure that London's transport networks allow for the efficient and reliable handling and distribution of freight and the provision of servicing in order to support London's economy;
- Minimise the adverse environmental impact of freight transport and servicing in London; and
- Minimise the impact of congestion on the carriage of goods and provision of servicing.

2.3.3. This section provides a summary of TfL's guidance and best practice in relation to deliveries and servicing.

### 2.4. TRANSPORT FOR LONDON - RETHINKING DELIVERIES REPORT

2.4.1. The Rethinking Deliveries Report seeks to understand different delivery strategies currently employed across the world and subsequently implement effective solutions on a wider scale in both the private and public sectors.

2.4.2. The goal of the report is to consolidate deliveries; reducing the number of vehicles carrying freight into a city by improving utilisation of available vehicle capacity. Consolidation solutions can be split into either behavioural or physical solutions, as follows:

- Behavioural solutions:
- Procurement led solutions;



- Upstream supply chain; and
- Click & collect at store.
- Physical solutions:
  - Urban consolidation centres;
  - Micro-consolidation centres;
  - Locker boxes / locker banks; and
  - Pick-up drop-off (PUDO) facility shop.

2.4.3. The Rethinking Deliveries Report identifies that working in tandem “with neighbouring organisations in joint procurement and consolidation has the potential over the longer term to reduce costs, streamline ordering processes, enhance collaborative working and minimise environmental impacts”.

## 2.5. GETTING THE TIMING RIGHT: MAKING THE MOST OF QUIETER TIMES FOR DELIVERIES (2014)

2.5.1. The guidance aims to help local authorities, businesses and fleet operators make the most of the opportunities that re-timing deliveries can offer, outlining the benefits and key issues to consider when planning deliveries.

2.5.2. Relating to businesses specifically, the guidance sets out that re-timing deliveries brings the following benefits:

- More cost-effective deliveries, at a time to suit the business;
- More reliable delivery patterns, as journeys are less likely to be delayed by congestion, enabling businesses to plan the working day more effectively;
- A better experience for customers if products are always available when they want them, premises are clear of delivery equipment and staff have more time to focus on offering a good service; and
- Being a better neighbour and enhancing corporate social responsibility by reducing the number of vehicles delivering to site.

2.5.3. The guidance documents also explains that, provided deliveries are completed quietly, spreading them more evenly throughout the day ensures a better environment for businesses, residents and visitors to the area. Other benefits of spreading deliveries include;

- Safer streets, with less risk of collisions between goods vehicles and vulnerable road users;
- Reduced congestion and more efficient use of on-street loading facilities; and
- Air quality improvements, as traffic moves around the area more easily.

## 2.6. CODE OF PRACTICE FOR QUIETER DELIVERIES (SEPTEMBER 2015)

2.6.1. TfL’s Code of Practice for Quieter Deliveries (September 2015) offers guidance on how to minimise noise from out-of-hours deliveries. The guidance provides a list of general guidance pointers, as well as measures for drivers and measures to reduce noise at the delivery point. Key measures include:

- Ensuring all equipment is well maintained and in good working order;
- Using quieter vehicles and equipment where possible e.g. quiet roll cages, rubber floor mats;
- Making sure all colleagues involved are briefed and trained appropriately, and are aware of the Code of Practice;
- Liaising with suppliers to minimise the likelihood of vehicles arriving at the same time; and
- Ensuring the driver is aware of any local access issues.

## 2.7. FREIGHT OPERATOR RECOGNITION SCHEME

2.7.1. The Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance and a corporate social responsibility to improve the performance of fleet operators. The project has been developed with trade union involvement and collaboration with freight operators and the facility of sharing information.

2.7.2. Operators join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:

- Training to improve safety and reduce CO2 and emissions;
- Maintenance, to improve safety and reduce fuel consumption, CO2 and emissions;
- Management of road risk to improve safety, particularly for pedestrians and cyclists;
- Fuel efficiency, to save costs and reduce CO2 and emissions; and
- The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO2 and emissions.

## 2.8. DELIVERY AND SERVICING PLANS (TFL ONLINE PORTAL)

2.8.1. Delivery and Servicing Plans (DSPs) will be used to increase building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions, congestion and collisions. They also provide a tool for use by Traffic Authorities and Planning Authorities to improve reliability.

2.8.2. DSPs aim to reduce delivery trips (particularly during peak periods) and increase availability and use of safe and legal loading facilities, using a range of approaches including the consideration of consolidation and collaborative delivery arrangements to help reduce the impact of commercial goods and servicing vehicle activity in and out of premises/developments.

2.8.3. Specific consideration will be given to increasing the number of freight operators using best practice, and promoting Freight Operator Recognition Scheme (FORS) membership through appropriate contract award criteria for servicing, maintenance and supply contracts. Organisations using this approach will be able to demonstrate best value and environmental credibility. DSPs specifically help to:

- Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify and promote areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to follow best practice, (e.g. FORS).

2.8.4. These plans can sit alongside, and work in conjunction with, an employee travel plan, to ensure that all transport associated with a site is efficient, cost-effective and as sustainable as possible. DSPs will ultimately be integrated into the travel planning process and monitored in the same way as a travel plan.

2.8.5. TfL and the GLA will take a lead in implementing DSPs for their own premises, with the boroughs following in due course. In parallel, DSPs will be linked to planning conditions for major new developments.

2.8.6. In time, borough and GLA planners will require all large planning applications for developments and all smaller developments over an agreed threshold to develop and implement DSPs. Plans will be tracked through the Travel Plan iTrace system and will feed the TRICS database to provide valuable freight data.

2.8.7. To help prioritise where attention should be focused in line with the Traffic Management Act 2004,

London's traffic authorities will be encouraged to monitor the location and density of penalty charge notices for commercial vehicles.

## 2.9. TRANSPORT FOR LONDON: DELIVERY AND SERVICING PLANS - MAKING FREIGHT WORK FOR YOU

2.9.1. TfL provide additional guidance on the production of Delivery and Servicing plans within their on-line document entitled Delivery and Servicing Plans: Making Freight Work for You. The document identifies that the plan needs to be tailored to the specific requirements of the building, but outputs can include:

- Proactively managing deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identify areas where safe and legal loading can take place; and
- Select delivery companies who can demonstrate their commitment to following best practice – for example, FORS members.

2.9.2. The guidance also identifies out some of the most effective tools and techniques to minimise the impact of freight activity on London's roads.

## 2.10. TRANSPORT FOR LONDON – PROTECTING THE ENVIRONMENT

### 2.11. THE LONDON LOW EMISSIONS ZONE - 2008

2.11.1. The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in the city by setting and enforcing new emissions standards for HGV's, Large Vans and minibuses, and deterring the use of the most polluting vehicles by freight operators. The London LEZ is a "first" for the UK and is one of the largest schemes of its type in the world.

2.11.2. The LEZ came into force on 4 February 2008 for lorries over 12 tonnes with different vehicles affected over time and more stringent emission standards introduced in 2012. Cars and motorcycles are not affected.

2.11.3. The LEZ operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays, with a daily charge of £200 being applicable for lorries, buses and coaches, and £100 for heavy vans and minibuses which do not meet the required standards.

2.11.4. The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates within the LEZ and check them against a database of vehicles which meet the LEZ emissions standards, or are either exempt or registered for a 100% discount, or have paid the LEZ daily charge.

## 2.12. LoCITY: COLLABORATING TO PROTECT THE ENVIRONMENT

2.12.1. LoCITY is an industry-led initiative to reduce the impact of commercial vehicles on the environment through:

- Improving London's air quality and delivering health benefits to Londoners;
- Contributing towards London's targets on reducing carbon dioxide emissions; and
- Helping fleets save money by running clearer, more efficient vehicles.

2.12.2. LoCITY targets a reduction in NOx emissions from commercial vehicles, in order to comply with the European Commission air quality levels.

## 2.13. TRANSPORT FOR LONDON TRAVEL PLANNING GUIDANCE (2013)

2.13.1. TfL have incorporated servicing management plans within the overall scope of the preparation of Travel Plans for new developments, with the aim of achieving the following:

- Consolidate, simplify and improve previous guidance on development-related travel planning. This will be based on the lessons learned and experience gained over recent years;
- Facilitate further progress across London in the quantity and quality of travel plans secured through the planning process;
- Ensure that deliveries and servicing are taken into account from the earliest stage in the planning process; and
- Provide boroughs with assistance on the requirements/considerations to be included within their Local Development Frameworks (LDFs).

2.13.2.

There are no specific requirements for a Travel and Servicing Management Plan to be a single document, and in many ways having separate documents may be seen to be advantageous and easier to implement. Therefore this document will sit alongside the Travel Plan, which is provided as a separate appendix within the Transport Assessment.

## 2.14. ROYAL BOROUGH OF KENSINGTON AND CHELSEA – TRANSPORT AND STREETS SPD

2.14.1. The RBKC Transport and Streets SPD outlines the key principle that 'servicing facilities should be designed and managed to avoid undue impacts on highway users, the streetscape or neighbour amenity, while being effective in satisfying developments' servicing needs.'

2.14.2. The Consolidated Local Plan Policy CR7 requires "servicing facilities to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape. In particular servicing activities should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity." To deliver this the Council will:

- (a) require sufficient on-site servicing space to accommodate the number and type of vehicles likely to be generated and to ensure that this can take place without manoeuvring on the highway;
- (b) require a Servicing Management Plan for all sites with on-site servicing space that will control the hours of servicing, including detail on how vehicles will be managed, and controls on the types and sizes of vehicles to ensure they are appropriate to the local area and are environmentally acceptable;
- (c) require, where developments cannot provide on-site servicing space, that it is demonstrated that the proposal can function satisfactorily without giving rise to adverse effects on traffic congestion, pedestrian safety, residential amenity or impact on bus routes. A Servicing Management Plan will be required in these instances;
- (d) require on-site servicing space and entrances to be sensitive to the character and appearance of the building and wider townscape and streetscape.

2.14.3. Policy CE3 (c) requires "provision of adequate refuse and recycling storage space which allows for ease of collection in all developments".

2.14.4. Policy CL1 requires "all development to respect the existing context, character, and appearance, taking opportunities available to improve the quality and character of buildings and the area and the way it functions."

### 3. DELIVERY & SERVICING PROPOSALS

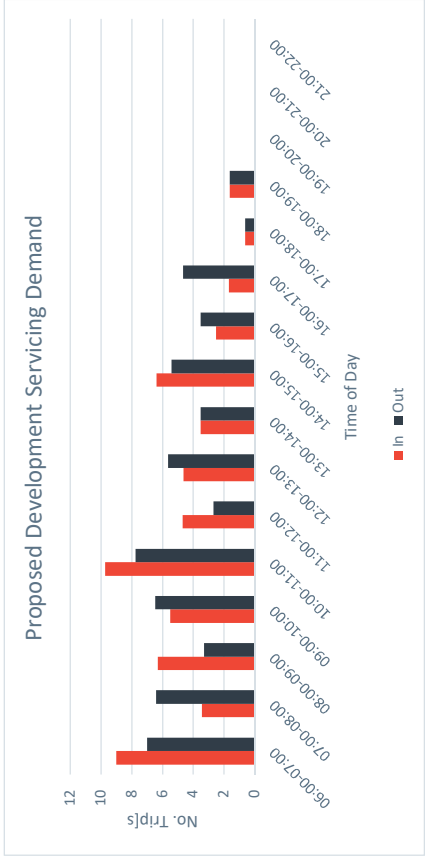
#### 3.1. DELIVERY & SERVICING ACTIVITY

3.1.1. The level of delivery and servicing activity has been forecast within the Transport Assessment. Table 3-1 summarises the forecast daily activity. A daily forecast servicing trip profile is outlined in Figure 3-1.

Table 3-1 Proposed Development – Forecast Total Servicing Demand

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily	
	In	Out	Total	In	Out	Total	In	Out
Servicing (hotel)	6	3	9	0	0	0	53	52
Servicing (residential)	0	0	0	1	1	2	8	8
Total Servicing	6	3	9	1	1	2	61	60
								122

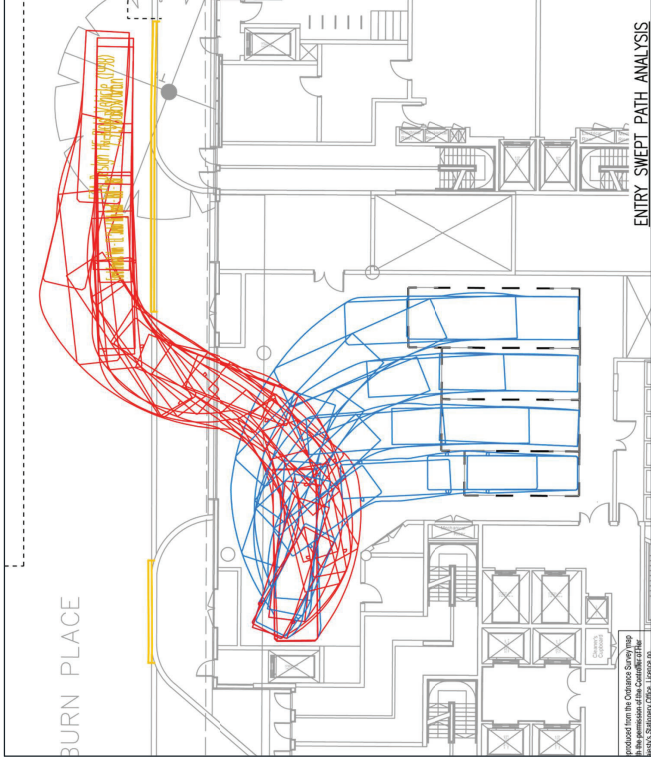
Figure 3-1 Proposed Development – Forecast Daily Servicing Profile



#### 3.2. DELIVERY & SERVICING STRATEGY

- 3.2.1. The servicing yard will be accessed via Ashburn Place. Servicing deliveries will be undertaken in the service yard.
- 3.2.2. The proposed servicing arrangements would be a significant improvement to the existing servicing arrangements, accommodating all servicing on site with vehicles entering and exiting the site in a forward gear.
- 3.2.3. The servicing yard would provide four servicing bays, informed by an assessment of demand. Vehicle tracking is shown on Figure 3-2 and Figure 3-3.

Figure 3-2 Servicing Yard Vehicle Tracking – Entry



[illegible]

3.3.1. The waste generation of the Site has been estimated based on the proposed floor area and land uses of the building. Waste will be stored within the basement and presented as necessary for collection from the service yard. A waste strategy providing detail of proposed approach is submitted as part of the planning application.

3.4.1. The site management team will be tasked with managing all deliveries, servicing and refuse collection arrangements at the site.

3.4.2. The site management team will be the initial point of contact if any issues arise.

#### 4.1. OBJECTIVES

4.1.1. DSPs developed through the planning process seek to support sustainable development. They are drafted within the context of the guidance provided within the London Freight Plan and TfL's best practice guidance.

4.1.2. This DSP will therefore seek to achieve the following objectives:

- Demonstrate that goods and services can be delivered, in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Improve the reliability of deliveries to the site;
- Reduce the operating costs of building occupants and freight companies; and
- Reduce the impact of freight activity on local residents and the environment.

4.2.1. This section outlines the overarching measures and initiatives included within the DSP which are applicable to all land uses provided within the development site.

4.2.2. This DSP will specifically aim to ensure that servicing of the development can be carried out efficiently, without creating any negative impacts upon the local highway network, residents businesses surrounding the site as well as minimising the environmental impact.

4.2.3. The management measures and initiatives have been grouped into the following areas, each of which are considered in turn below:

- Design;
- Procurement Strategy;
- Operational Efficiency;
- Waste Management; and
- Road Trip Reduction.

4.2.4. The London Freight Plan recognises that good design can minimise disturbance for residents at or en-route to the site. It can also minimise the impact of servicing on the surrounding highway network. The specific design related measures implemented as part of the development are set out in turn below

4.2.5. All deliveries to the site and refuse collection will be made from street level via the service yard. Use of a single location will consolidate activity within the site, minimising impact on the surrounding area.

4.2.6. The London Freight Plan states that first-time delivery efficiency to premises, including for home deliveries, should be encouraged through the use of locker banks or agreed delivery points. The hotel concierge will accept non-perishable goods on behalf of visitors of the hotel and the serviced apartments.



#### ACCOMMODATING SPECIAL DELIVERIES

- 4.2.7. Any special deliveries to the site, such as plant maintenance vehicles, will need to be pre-arranged. The delivery time and duration will be negotiated with the site management team to minimise the impact on the daily servicing requirements of the development. Out of peak hour deliveries will be encouraged for such activities wherever possible.

#### 4.3. PROCUREMENT STRATEGY

##### FREIGHT OPERATOR RECOGNITION SCHEME

- 4.3.1. For operational deliveries, the site management team will be encouraged to contract suppliers who use couriers registered with a best practice scheme, such as the Freight Operator Recognition Scheme (FORS).

##### SAFER LORRY SCHEME

- 4.3.2. The Safer Lorry Scheme came into force on 01 September 2015. The scheme ensures that only lorries with basic safety equipment fitted will be allowed on London's roads. Lorries that do not meet national legislation require retrofitting.

- 4.3.3. HGVs are involved in a disproportionate number of fatal collisions involving vulnerable road users such as pedestrians and cyclists. In order to reduce this vehicles over 3.5 tonnes entering London will be required to:

- Be fitted with Class V and Class VI mirrors, giving the driver a better view of cyclists and pedestrians around their vehicles; and
- Be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision.

- 4.3.4. The scheme, enforced by law, operates across London, 24 hours a day, 7 days a week, and covers the same area as the Low Emission Zone.

##### CONSOLIDATION OF SUPPLIERS

- 4.3.5. The site management team will be encouraged to co-ordinate deliveries wherever possible in instances where common suppliers are used.

#### 4.4. OPERATIONAL EFFICIENCY

##### DELIVERY RESTRICTION & ENFORCEMENT

- 4.4.1. The restriction of peak hour deliveries will effectively be self-regulating due to peak hour conditions on the road network in London, resulting in suppliers seeking to avoid non-essential deliveries during peak hours.

- 4.4.2. To support this further, an online delivery booking system will be implemented to manage the timings of arrivals and prevent on Site congestion. All vehicles arriving at the Site (excluding postal deliveries and courier bikes) would need to be pre-booked or they will not be allowed access.

- 4.4.3. Deliveries would be staggered so that the risk of queuing at the access is minimised. A maximum of 10 vehicles are expected in an hour, the majority of which are likely to be LGVs with shorter dwell times.

##### COMMUNICATION OF DELIVERY PROCEDURES

- 4.4.4. The delivery procedures in operation on the site will be communicated to new employees of the hotel and site management team as part of any induction briefing.

#### OUT OF PEAK HOURS DELIVERIES

- 4.4.5. Due to the nature of the neighbouring area, care will need to be taken in managing and permitting out of hours deliveries to minimise noise effects associated with some of the delivery locations. Daytime deliveries will not present a significant impact on residents and tenants with the proper level of management.

- 4.4.6. A noise abatement strategy will also be in place for any permitted out of hours deliveries, whereby servicing vehicles would be instructed by the site management team to turn off their engines once parked within any loading/unloading areas, for the duration of servicing activity.

#### 4.5. WASTE MANAGEMENT

- 4.5.1. Full details of the management proposed for waste collection is available in Waste Management Strategy document submitted as part of the application.

#### 4.6. ROAD TRIP REDUCTION

##### DELIVERY AND SERVICING ACTIVITY

- 4.6.1. The delivery and servicing activity is summarised in section 3 of this document. The scheme has been designed to minimise the number of service vehicle trips as far as possible through measures such as concierge accepting non-perishable goods, to avoid repeat deliveries.

##### ENCOURAGING DELIVERIES BY SUSTAINABLE MODES

- 4.6.2. The site management team will be encouraged to use suppliers who are affiliated to FORS and operating green fleets complying with the emission standards set out by the London Emission Zones.

## **5. MONITORING & ENFORCEMENT**

---

### **5.1. MONITORING**

5.1.1. The site management team will monitor the delivery and servicing management activity against the objectives set out in this document and make adjustments as necessary to address issues and improve upon operation.

5.1.2. Monitoring data would primarily be sourced from the delivery booking system and include:

- Number of vehicle arrivals per hour;
- Type of vehicle; and
- Delivery type i.e. hotel facilities, waste collection, maintenance, personal deliveries.

### **5.2. ENFORCEMENT**

5.2.1. The contents of this DSP have been prepared in order to inform the local authority (RBKC) of the developer's intent for the operation of the site and is expected to be secured through a planning condition.



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Queensgate Bow UK Holdco Ltd

## **KENSINGTON FORUM CROMWELL ROAD**

Car Parking Management Plan

# **Appendix F**

**OUTLINE CAR PARKING**

**MANAGEMENT PLAN**





Queensgate Bow **UK Holdco Ltd**

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**KENSINGTON FORUM CROMWELL ROAD**

Car Parking Management Plan

INTERNAL

OUR REF. NO. 70024917

DATE: JANUARY 2019

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Queensgate Bow **UK Holdco Ltd**

## KENSINGTON FORUM CROMWELL ROAD

### Car Parking Management Plan

WSP  
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## QUALITY CONTROL

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## 1. INTRODUCTION

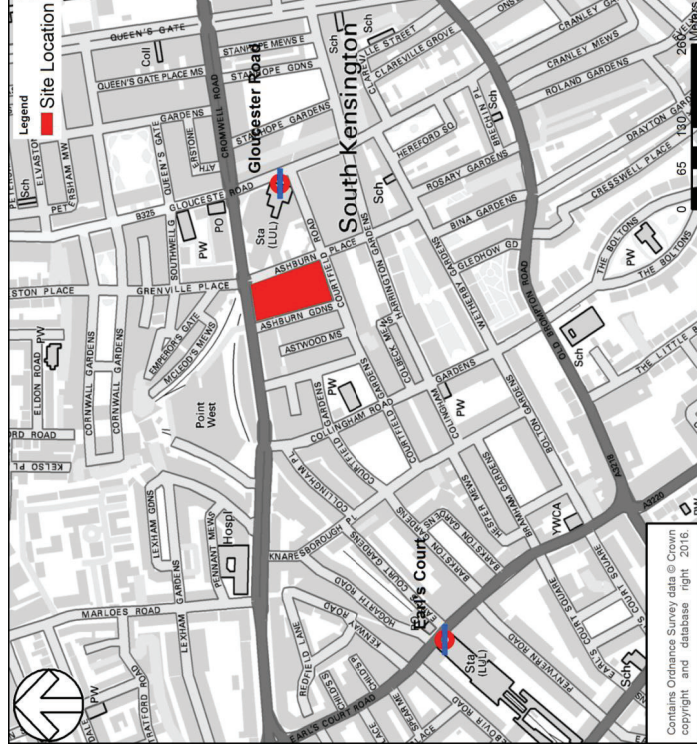
### 1.1. APPOINTMENT

1.1.1. WSP has been commissioned by Queensgate Investments Ltd and Rockwell to provide transport consultancy advice and prepare a Car Parking Management Plan in relation to the redevelopment proposals at Kensington Forum, 97 Cromwell Road, within the Royal Borough of Kensington and Chelsea (RBKC).

### 1.2. SITE LOCATION

1.2.1. The site is bound by Cromwell Road to the north, Ashburn Place to the east, Ashburn Gardens to the west; and Courfield Road to the south. The site is located near to Gloucester Road Underground Station and has a PTAL 6a. The location of the site is shown in Figure 1-1.

Figure 1-1 Site Location Plan



### 1.3. EXISTING SITE

1.3.1. The existing Kensington Forum hotel is operated by Holiday Inn hotel and provides 906 bedrooms including retail, restaurants, meeting rooms and conferencing facilities. The existing building has a basement car park with circa 100 parking spaces.

### 1.4. PROPOSED DEVELOPMENT

1.4.1. The proposed development would replace the existing hotel with a new hotel of 1,089 bedrooms (749 hotel keys as well as 340 serviced apartments) and associated function/conference space, meeting rooms and restaurants, as well as 62 residential apartments.

### 1.5. CAR PARKING MANAGEMENT PLAN OVERVIEW

1.5.1. This Car Parking Management Plan (CPMP) sets out the long term strategy for allocating, managing and monitoring on-site parking, including the re-allocation of on-street parking in the areas surrounding the site.

1.5.2. For the hotel and residential apartments, the CPMP details:

- How the car parking spaces will be accessed and allocated;
- How the use of parking spaces, and issues arising from their use, will be monitored and addressed.

1.5.3. This document sets out the key principles that will guide parking management on the site.

## 2. CAR PARKING

### 2.1. CAR PARK ACCESS AND PROVISION

2.1.1. The parking provision for the scheme complies with RBKC maximum car parking standards, and is provided for both the residential and commercial elements of the site. Table 2-1 summarises the car parking provision.

Table 2-1 Proposed Car Parking Provision

Land Use	RBKC Standard	Development Quantum	No. of Parking Spaces
C3 Residential Dwellings	0.5 per dwelling	62 dwellings	23
C1 Hotel	1 per 40 bedrooms	1,089 bedrooms	25

2.1.2. The parking is provided within an automated stacker in the basement, accessed via car lifts from Ashburn Place, immediately to the south of the servicing yard. The ground floor and lower basement levels showing the access location and layout of the parking are provided in Figures 2-1, 2-2 and 2-3.

2.1.3. The car park access would have a signal visible from the carriageway to allow vehicles to enter and exit without conflict. The signals will prioritise inbound vehicles.

[illegible]

Floor plan of Level 06 showing various rooms and their areas:

- Staff Restaurant**: 146.8 Sq. m
- Food Prep and Storage**: 82.6 Sq. m
- Kitchen Support**: 134.6 Sq. m
- Casualty**: 49 Stairs, 242.2 Sq. m
- Ventilation Plant**: 211.1 Sq. m
- Hotel BOH**: 75.0 Sq. m
- Changing**: Sq. m
- Storage**: Multiple storage areas are indicated throughout the plan.



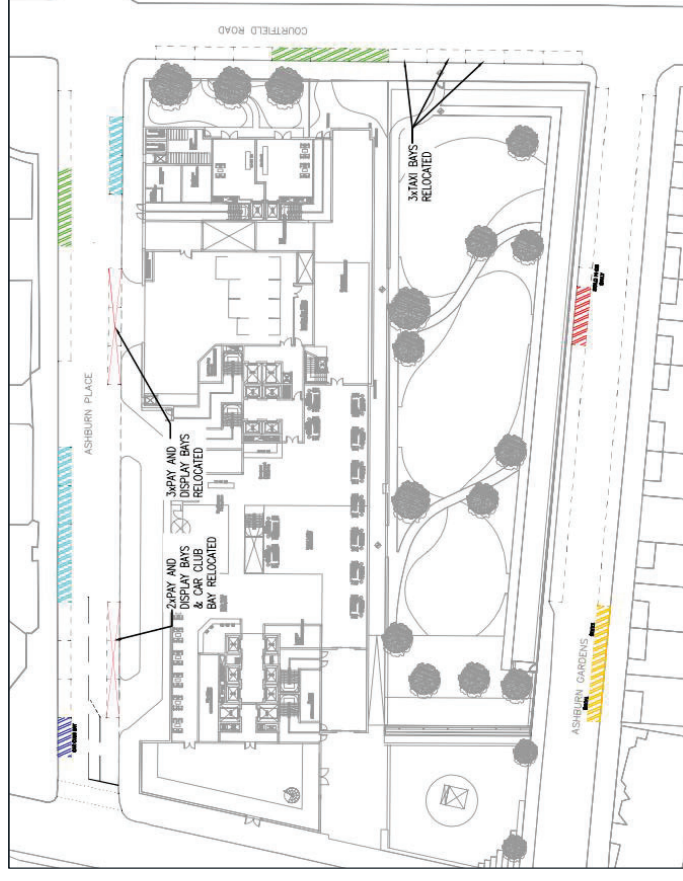
## ELECTRIC VEHICLE CHARGING

- 2.1.4. Electric car charging facilities will be provided for 20% of spaces (10 spaces) in line with London Plan standards. The charging facility will be incorporated in the pallets of the automatic parking system.
- BLUE / PURPLE BADGE HOLDER PARKING**
- 2.1.5. Five spaces (10% of capacity) will be reserved for use by Blue or Purple badge holders. 2 of these will be for residents use with 3 available for hotel use.
- 2.1.6. Disabled parking would not be marked out due to the automated parking arrangement. The access zone for the automatic parking system accommodates the size of a standard blue badge bay (3.6m x 6m) such that a wheelchair user can exit their vehicle.

## 2.2. ON STREET CAR PARKING

- 2.2.1. As a result of the rearrangement of the vehicle access points, some on street car parking bays will be relocated. The revised on-street parking arrangement proposed is shown in Figure 2-5. The scheme would not result in any reduction to the number of existing pay and display and resident permit spaces.
- 2.2.2. In addition, no overspill parking in the local area is expected from the Site as residents will not be eligible for on-street resident parking permits.

**Figure 2-5 Proposed On Street Parking Provisions**



### 3. PARKING MANAGEMENT

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#### 3.1. RESIDENTIAL CAR PARKING ALLOCATION

##### Allocation of General Parking Spaces

3.1.1. Car parking spaces will be managed either through a leased permit system or sold associated with a specific dwelling.

##### Allocation of Disabled Parking Spaces

3.1.2. The two residents' spaces reserved for Blue or Purple permit holders will be leased, not sold, such as they can be easily reallocated for future residents or permit holders as necessary. Permit holders will apply to the site management team and will be allocated a space within the car park. This arrangement will be advised to occupiers prior to purchase / moving in.

##### Management and Enforcement

3.1.3. A maximum of 23 fob keys will be in issued at any given time. In order to obtain a fob key, residents will be required to provide details including their address, vehicle make and model and vehicle registration number. Residents will also be required to demonstrate that they are the registered keeper of the vehicle and that the vehicle is registered at an address on-site (in order to prevent sub-letting of car parking spaces).

3.1.4. Residents will not be eligible for a parking permit within the surrounding CPZ.

3.1.5. Persons with access to an on-site parking space will not be permitted to rent out, charge, or sell parking facilities to a third party other than persons staying at or renting their property. This will be enforced through an appropriate clause within lease or tenancy agreements for each dwelling.

#### 3.2. HOTEL CAR PARKING ALLOCATION

##### Allocation of Parking Spaces

3.2.1. The 25 hotel parking spaces will be allocated for the exclusive use of the hotel and its guests. Within the 25 spaces, a small number of the spaces will be reserved for senior staff and disabled users, whilst the majority will be made available for guests at an additional fee (with the exception of blue badge users).

3.2.2. When booking their hotel reservation, guests will be able to reserve a parking bay (if capacity allows) for the duration of their stay. Three bays will always be reserved for blue badge users as necessary.

##### Management and Enforcement

3.2.3. The hotel guest will not be permitted to rent out, charge or sell parking facilities to a third party. This will be enforced through an appropriate clause within guest agreements.

3.2.4. Any vehicles in breach of the car parking regulations in force on the site will be reported to the site management team and penalty notices may be issued.

3.2.5. Hotel guests will obtain clearance to use the car park in advance.



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# Appendix G

## OUTLINE COACH AND TAXI

## MANAGEMENT PLAN



Queensgate Bow UK Holdco Ltd

## KENSINGTON FORUM CROMWELL ROAD

Coach and Taxi Management Plan



Queensgate Bow **UK Holdco Ltd**

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**KENSINGTON FORUM CROMWELL ROAD**

Coach and Taxi Management Plan

INTERNAL

OUR REF. NO. 70024917

DATE: JANUARY 2019

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Queensgate Bow **UK Holdco Ltd**

## KENSINGTON FORUM CROMWELL ROAD

Coach and Taxi Management Plan

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## 1. INTRODUCTION

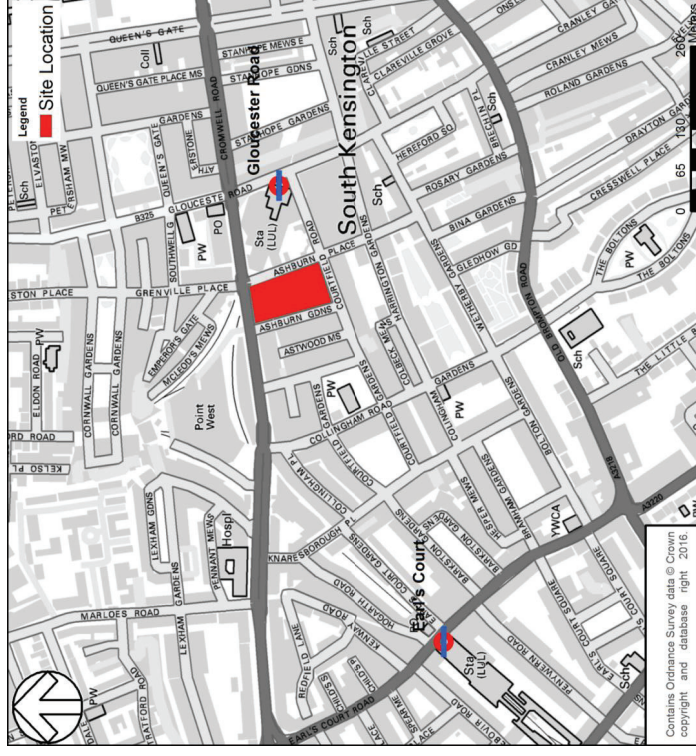
### 1.1. APPOINTMENT

1.1.1. WSP has been commissioned by Queensgate Investments Ltd and Rockwell to provide transport consultancy advice and prepare a Coach and Taxi Management Plan in relation to the redevelopment proposals at Kensington Forum, 97 Cromwell Road, within the Royal Borough of Kensington and Chelsea (RBKC).

### 1.2. SITE LOCATION

1.2.1. The site is bound by Cromwell Road to the north, Ashburn Place to the east, Ashburn Gardens to the west; and Courfield Road to the south. The site is located near to Gloucester Road Underground Station and has a PTAL 6a. The location of the site is shown in Figure 1-1.

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### 1.5. COACH AND TAXI MANAGEMENT PLAN OVERVIEW

- 1.5.1. Section 2 discusses the trip generation for both taxis and coaches, including for events.
- 1.5.2. Section 3 describes the access provisions for coaches, with Section 4 detailing taxi provisions.
- 1.5.3. Section 5 details operation during a function event.
- 1.5.4. Sections 6 and 7 present the management measures that the end users of the proposed development would adhere to.

## 2. TRIP GENERATION

2.1.1. Trip generation for both coaches and taxis is based upon a survey at the Park Plaza Westminster. This hotel is of a comparative size and quality, and provides similar facilities to the proposed development.

### 2.2. COACHES

2.2.1. The daily profile for coach trips is shown in Figure 2-1. The trips are spread across the day and within the peak hour of 07:00-08:00, the max accumulation at any given time is two vehicles. This is considered worst case however, as the implementation of this Coach and Taxi Management Plan including measures such as a booking system, will ensure that there is a maximum of one coach situated on-site at any one time.

Figure 2-1 Coach Trip Profile



### 2.3. TAXIS

2.3.1. The peak hour taxi trips are shown in Table 2-1. As shown, there is a maximum of 34 taxis visiting the site in any hour, equating to approximately one taxi arriving every one to two minutes.

Table 2-1 Proposed Hotel Forecast Travel Demand

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Total	In	Out	Total
Taxi	23	23	46	34	34	68