TRANSPORTATION STATEMENT

Proposed development of 18 residential units at;

47 Allcroft Road, Kentish Town, London, NW5 4NB

For Telford Homes PLC

JANUARY 2013

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This document requires the following approvals:

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Distribution

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Name	Organisation
Mark Parker	Client
Dave Cox	Matthew Lloyd Architects
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APPENDICES

1.0 INTRODUCTION

1.1 The Stilwell Partnership has been instructed by Telford Homes PLC to undertake a Transportation Statement to support the Planning Application for the proposed development of 47 Allcroft Road, Kentish Town, London, NW5.

1.2 The purpose of this study is to advise the Local Authority, Camden Council, of the Transportation Impact that the proposed development could have on the local highway network.

1.3 In **Section 2** we detail the Local Planning Policies. In **Section 3** we describe the site location in relation to the highway network and describe the existing and proposed development, **Section 4** outlines the results of the parking survey undertaken. **Section 5** outlines the likely impact of the proposals and **Section 6** details the sustainability of the site in relation to public transport, walking and cycling opportunities. **Section 7** concludes the report.

2.0 PLANNING POLICY CONTEXT

2.1 This section of the report provides a summary of the policy documents which are relevant to the proposed development. These include: The Transport White Paper – Creating Growth, Cutting Carbon, the London Plan, The Mayor's Transport Strategy, London Borough of Camden Core Strategy and London Borough of Camden Transport Strategy.

TRANSPORT WHITE PAPER – CREATING GROWTH, CUTTING CARBON (JANUARY 2011)

2.2 'Creating Growth, Cutting Carbon' sets out the government objectives for a greener and safer transport network that encourages economic growth and improves quality of life for communities.

2.3 The White Paper encourages the implementation of sustainable local transport systems and aims to remove the previous top-down approach to transport planning. Local Authorities will have the power to implement and tailor transport systems and schemes based on local needs and behaviour.

2.4 The economic aims of the White Paper can be achieved by increasing access to employment and services, reducing carbon emissions, increasing public transport accessibility, and as a by-product, increasing the number of people using safer transport methods with wider health benefits.

2.5 The White Paper notes the key role of travel planning in achieving government objectives, as set out below:

> *"The Government wants to encourage and enable more sustainable transport choices. […] In transport terms, this might be exemplified by reducing unnecessary signs, posts and other street clutter to improve road safety and encourage walking, by travel planning, or by presenting information in such a way as to encourage choice"*

2.6 Successful travel planning schemes are noted and used as examples within the White Paper, including Travel Planning for Schools, Cycle Journey Planning and Area-Wide Travel Planning. At Cambridge Science Park an initial investment of £70k brought about £200k benefits and a 5-6% reduction in journey times. The success shown in the White Paper Case Studies should be used to encourage the implementation of other travel planning schemes.

NATIONAL PLANNING POLICY FRAMEWORK (2012)

2.7 On the 27th March 2012 the National Planning Policy Framework was published, which sets out the Governments planning policies for England. The new document is a key part of the Governments reforms to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

2.8 The Core Planning Principles of the National Planning Policy Framework are to:

- Be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area;
- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change and encourage the reuse of existing resources;
- Contribute to conserving and enhancing the natural environment and reducing pollution;
- Encourage the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value;
- Promote mixed use developments and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;
- Conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable;
- Take account of and support local strategies to improve health, social and cultural wellbeing for all and deliver sufficient community and cultural facilities and services to meet local needs.

2.9 With regards to sustainable travel NPPF states:

Para 29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Para 30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

Para 32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Para 36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

THE LONDON PLAN (JULY 2011)

2.10 The London Plan sets out policies on matters that are of strategic importance to Greater London over the next 15 to 20 years. The London Plan seeks to make more sustainable and efficient use of land in London and encourages higher density development to maximise the potential of development sites.

2.11 High standards of design and construction are encouraged as are improvements to the conditions for walking and cycling and the inclusion of priority measures for buses.

THE MAYOR'S TRANSPORT STRATEGY (JANUARY 2010).

2.12 The Mayor's Transport Strategy supports the aims of the emerging London Plan by promoting the necessary investment to accommodate London's growing population and economic activity in a sustainable way.

2.13 London's streets are often congested and poorly maintained and businesses, pedestrians, residents, bus passengers, taxis, cyclists and all road users suffer as a result. Priorities for action include: tackling congestion and reducing the impact of traffic; making streets safer and more secure; managing the use of street space more effectively; and making streets more attractive.

2.14 The strategy aims to reduce the growth of traffic in London over the next ten years, especially in central London, where the worst congestion occurs. Alongside improving public transport, the strategy adopts the principle of a congestion charging scheme in a zone in central London.

2.15 Effective links, to Europe and beyond, are vital to London's role as a world city and the financial capital of Europe. The strategy promotes projects to provide efficient and environmentally sustainable public transport.

2.16 The Mayor's vision is to develop London as an exemplary sustainable world city, based on strong and diverse economic growth, socially inclusive for all, and future success depends upon fundamental improvements in the environment and use of resources.

LONDON BOROUGH OF CAMDEN CORE STRATEGY (NOVEMBER 2010)

2.17 The Core Strategy sets out the long term vision, spatial strategy and strategic planning policies within the borough.

2.18 The Core Strategy sets out policy which includes 'CS11 - Promoting Sustainable and Efficient Travel'. The aims of Policy CS11 is to promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network.

2.19 In order to support Camden's growth and to promote walking, cycling and public transport, the Council will:

- Improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;
- Continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and
- Work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Over ground and Thameslink.

2.20 As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:

- Expand the availability of car clubs and pool cars as an alternative to the private car;
- Minimise provision for private parking in new developments, in particular through car free developments in the borough's most accessible locations and car capped developments;
- Restrict new public parking and promote the re-use of existing car parks, where appropriate;
- Promote the use of low emission vehicles, including through the provision of electric charging points; and
- Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.

LONDON BOROUGH OF CAMDEN TRANSPORT STRATEGY (AUGUST 2011)

2.21 The Camden Transport Strategy sets out the long term goals and transport objectives for the borough. The Transport Plan aims to describe the context of traffic and transport in the borough, the challenges faced and how, through the objectives and actions outlined in the Strategy, these challenges can be addressed.

2.22 The Strategy sets out nine key objectives, outlined below:

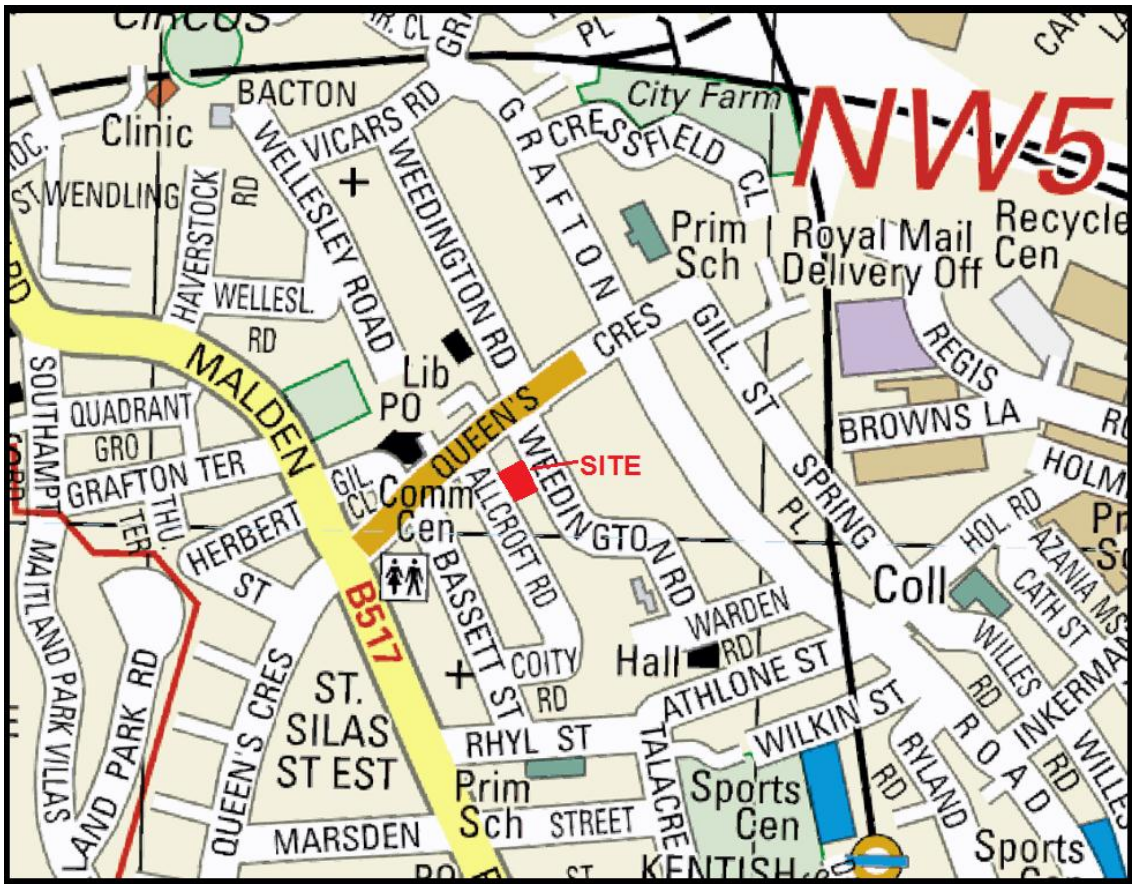
- *Objective 1:* Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough.'
- *Objective 2:* Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.
- *Objective 3:* Improve road safety and personal security for people travelling in Camden.
- *Objective 4:* Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people.
- *Objective 5:* Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement.
- *Objective 6:* Ensure the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development.
- *Objective 7:* Ensure the transport system supports access to local services and facilities, reduces inequalities in transport and increases social inclusion.
- *Objective 8:* Ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices.
- *Objective 9:* Support the delivery of a successful London 2012 Olympic and Paralympic Games.

3.0 SITE LOCATION AND EXISTING / PROPOSED DEVELOPMENT

Site Location

3.1 The site is located on Allcroft Road, Kentish Town, London. The site is located approximately 40m south of the Allcroft Road junction with Queen's Crescent. Allcroft Road is approximately 130m east of the B517, Malden Road. The site is located approximately 1.2km north of Camden Town. The site location is shown in **Figure 1** below.

Figure 1 – Site Location (Bing Maps)



Allcroft Road

3.2 Allcroft Road is a two-way road with parking and residential properties on both sides, with the exception of the site which is currently used for commercial purposes. When cars are parked on both sides of Allcroft Road it becomes narrow in places and two-way vehicle flows are not possible. With the existing commercial use this can become problematic and only small vans are able to enter and leave the site in forward gear. Even small vans and cars reverse in / out on the majority of occasions due to the limited turning areas being used to store refuse bins etc. The road has wide, well-kept footways with street lighting along its length. Traffic calming is also provided in the form of speed humps. The parking bays on both sides of Allcroft Road are restricted to Permit Holders Only, Mon-Fri, 9am-11am. **Photo 1** below shows Allcroft Road looking north, with the site on the right.

Photo 1 – Looking north along Allcroft Road.

Queen's Crescent

3.3 Queen's Crescent is also a two-way road with parking on both sides. The road has a number of shops and businesses, including; greengrocers, takeaways, cafes, newsagents, hairdressers, pharmacy etc. and a market which operates on Thursdays and Saturdays. The road has wide footways and street lighting along its length. **Photo 2** below shows Queen's Crescent looking west from the junction of Allcroft Road.

Photo 2 – Looking west along Queen's Crescent.

3.4 The restrictions along Queens Crescent consists primarily of a single yellow line restriction on the southern side, which allows no parking on Monday, Tuesday, Wednesday and Friday, 9am to 11am, Thursday, 7am to 5:30pm and Saturday, 7am to 5pm. The northern side of Queens Crescent is Pay & Display parking Monday, Tuesday, Wednesday and Friday and restricted parking on Thursdays and Saturdays, as per the single yellow line on the southern side.

3.5 Allcroft Road has a couple of residential roads running parallel to it (Weedington Road to the east and Bassett Street to the west), both of which have Permit Holders Only parking on both sides limited on Mon-Fri, 9am-11am. Allcroft Road links up to Bassett Street via Coity Road approximately 100m south of the site.

Existing Site

3.6 The existing site is a small single storey redundant commercial unit. The residential street is not an ideal location for the existing commercial use unit. Due to the constrained nature of the existing site only small commercial vehicles are able to enter and leave in forward gear, as shown in the swept paths included at **Appendix A**. However, even these small vehicles have difficulties turning on site (due to the limited service area being used to store refuse bins etc.) and they to, more often than not, reverse in or out of the driveway. The proposed residential development will stop these hazardous manoeuvres. Any larger goods vehicles attracted to the site definitely need to reverse back out onto Allcroft Road or park illegally on Allcroft Road whilst loading / unloading. This raises serious road safety concerns and a significant risk of pedestrian / vehicle conflicts.

Proposed Development

3.7 The proposal is to demolish the existing single-storey commercial building and erect a new four-storey building, comprising 18 residential units. The development will consist of 15 open market residential units and 3 affordable residential units. The proposed ground floor and basement plans are included at **Appendix B**.

3.8 The proposed residential unit are broken down as follows:

- 4 x 1 bed open market units;
- 9 x 2 bed open market units,;
- 2 x 3 bed open market units;
- 1 x 1 bed affordable units;
- 2 x 2 bed affordable units.

Parking

3.9 The site will be a zero parking development, with all residents encouraged to use the good public transport facilities in the area.

3.10 As explained previously, the surrounding residential roads are restricted by Permit Holder Only parking bays. The residents of the new apartments will not be able to obtain parking permits. This will be controlled via a standard S106 agreement. However, most of these are only restricted between 9am to 11am, Monday to Friday. A parking survey was carried out at 12am on Wednesday 14th November, in order to determine how may free spaces are available on-street. The results of this survey can be found in **Section 4.0** of this report.

3.11 The limited parking provisions at the site, along with the good public transport facilities described in **Section 6.0**, will encourage the use of public transport, walking or cycling in line with local and national policy.

3.12 In addition to the above a Travel Plan will be implemented to encourage and provide information on the other modes of transport available. A Travel Plan Framework has been submitted with the planning application (see separate report).

3.13 Cycle parking will be provided so that 1 and 2 bed units have 1 space and 3 or more bed units have 2 spaces. For the 18 units there will be a total of 20 spaces.

Servicing

3.14 A refuse and recycling store will be provided within the boundaries of the site, located in between the ground floor units. The refuse store will be accessible directly from Allcroft Road. Any deliveries will be carried out on-street, as is the case with all of the other residential properties along Allcroft Road.

3.15 At present, with the current commercial use, a larger number of goods vehicles naturally use Allcroft Road. In addition, the rear servicing of the existing commercial units is only large enough to allow smaller delivery vehicles to turn and exit in a forward gear. Larger goods vehicles which service the site have to reverse back out onto Allcroft Road. In light of these issues related to the commercial units, the proposed residential units should be considered an improvement in traffic terms.

4.0 PARKING SURVEYS RESULTS

Methodology

4.1 In order to quantify the existing situation, a Parking Beat Survey was undertaken, throughout all roads within the Study Area (see **Appendix C**). The purpose of this was to establish the optimum car parking available, the number of parkers in each road and therefore, the spare capacity.

4.2 The Parking Beat Survey was undertaken on 14th November 2012 at midnight. The rationale for the survey being undertaken at this time was that this period on-street parking would be at its highest. Following the surveys, the data was analysed and detailed parking survey plans recording the actual parking activity on-site were drawn up and are included in **Appendix D**. The results allow us to identify where there is spare capacity to park in each of the roads

4.3 The Study Area extended approximately 200m walking distance from the proposed site and as shown in **Appendix C**, and contains mixed parking availability. All of the roads within Study Area have clearly marked out parking bays, which either run parallel to or at an angle to the kerb line. Some bays are marked out individually whilst other are in lengths, the majority of the bays restrict parking 9am – 11am Monday to Friday. Further parking spaces are available on the single yellow lines (SYL), which predominantly restrict parking on weekdays during the daytime.

Results Summary

4.4 **Table 1** below shows the results of the survey carried out on the 14th November 2012. Weather conditions were cold and dry.

Table 1 – Parking Survey Results and Parking Stress (November 2012)

Wednesday 14th November 2012		Length of Restricted Parking in Bays (m)	No. of Parking Bays	No. of Restricted Parking Spaces Within Bays	No of Cars Parked Within Restricted Bays	Restricted Parking Stress (%) Within Bays	No of Spare Spaces in Restricted Bays	Length of Restricted Parking on Single Yellow Lines (SYLs)	No of Restricted Parking Spaces on SYLs	No of Cars Parked on SYLs	Restricted Parking Stress (%) on SYLs	No of Spare Spaces on SYLs
12:00am	Allcroft Road	242	0	44	37	84	7	30	5	1	20	4
	Bassett Street	215	24	63	49	78	14	0	0	0	0	0
	Coity Road	77	0	14	14	100	0	0	0	0	0	0
	Malden Road	33	0	6	4	67	2	0	0	0	0	0
	Queen's Cresent	204	6	43	17	39	26	176	32	5	16	27
	Weedington Road	193	0	35	29	83	6	46	8	5	60	3
	ALL ROADS	964	30	205	150	73	55	252	45	11	24	34

4.5 From **Table 1** above, it can be seen that on the 14th November 2012 at 12:00am there was **55 free spaces** in parking bays within the study area. The majority of the free spaces available were located along either Queen's Crescent or Bassett Street which are located directly adjacent to the site. Only Coity Road had a 100% parking stress at the time of the survey (14 parked cars). It can be assumed that the vast majority of cars parked within the Study Area during the survey were residential. Further drive-by observations showed that the above results are representative of the overall parking situation.

4.6 During the survey it was established that there were 7 free spaces within the parking bays on Allcroft Road.

4.7 It was also found that there were 34 free spaces available on SYL's within the Study Area. The majority of these spaces were along Queen's Crescent (27) were the SYL's restrict parking Thursdays 7am to 5:30pm, Saturdays 7am to 6pm and Monday, Tuesday, Wednesday Friday 9am to 11am.

Conclusion

4.8 The parking beat survey carried out on 14th November 2012 at 12:00am has shown that there is 'ample spare' parking capacity within the immediate vicinity of the site. Therefore any visitor or parking related to the development could easily be accommodated at the site.

4.9 It is important to note that the proposed development will have limited associated parking and residents / visitors to the development are most likely to make use of the good public transport, cycle and pedestrian routes close to the site.

4.10 The residents of the new apartments will not be able to obtain parking permits. This will be controlled via a standard S106 agreement. Therefore, the development would have limited impact on the existing parking situation.

5.0 HIGHWAY IMPACT

5.1 When undertaking a Transportation Assessment (TA) for a new site, it is normal practice to consider the likely impact of the proposed development in the peak hours, i.e. when the combination of the existing traffic and the proposed is at its highest.

5.2 We have looked at the proposed residential development to consider the likely impact.

Proposed Trips (RESIDENTIAL)

5.3 TRAVL data has been obtained for a similar residential site within London. **Table 2** below provides further information on the sites selected from the TRAVL database. The full results of the TRAVL data are included in **Appendix E.**

Table 2 – C3 Residential development, chosen from TRAVL database:

Site	No of dwellings	On site car Parking	PTAL	Additional Facilities
Green Dragon House, Holborn, WC2H 5LQ	29	0	6	N/A

5.4 Using the recognised TRAVL data in **Appendix E**, it is possible to derive the likely walking and public transport trips generated by the proposed site. The approximate average trip rates and predicted trips based on 18 residential units are shown in **Table 3** below:

Table 3 - (C3 RESIDENTIAL) – Daily trip rate by mode of transport (based on 18 flats)

MAIN Mode	Trip Rate	Percentage (%)	Predicted Trips
Bus	3.00	32	54
Motor Cycle	0.45	5	8
Pedal Cycle	0.9	9	16
Underground	1.55	16	28
Walk	3.55	38	64
Total	9.45	10	**170**

5.5 As can be seen in **Table 3** above, the majority of the daily trips associated with the proposed residential flats would be on foot, on cycle or by public transport (a total of 95**%** of all trips).

6.0 SUSTAINABLE TRANSPORT ISSUES

Pedestrians

6.1 All pedestrians will access the site via Allcroft Road. The four ground floor properties will be accessible directly off Allcroft Road, whilst the upper floor properties will be accessible via a stair case to the rear of the building.

6.2 The nearest Bus Stops are along Malden Road (220m approx.), Prince of Wales Road (580m approx.) and Mansfield Road (710m approx.).

6.3 There are a number of uncontrolled pedestrian crossing points along Queens Crescent and across the junctions with Queens Crescent. Malden Road has a number of Zebra crossings and traffic calming along its length, making it safe for pedestrians.

6.4 For pedestrians without mobility impairment, the Institution of Highways and Transportation (IHT) in their publication, 'Guidelines for Providing for Journeys on Foot 2000' make a series of suggested acceptable walking distances in relation to some common facilities. **Table 4** below sets out suggested acceptable walking distances in relation to some common facilities.

Table 4 – Suggested Acceptable Walking Distances

	Town Centres, Retail	Employment, School, Tourism	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

6.5 It has been identified that the main shopping area is Queens Crescent, approximately 40m north of the site, where a variety of restaurants, bars, shops and other convenience stores can be found. In addition, Queens Crescent market is held there every Thursday and Saturday.

6.6 A further variety of shops, banks, businesses, amenities and other conveniences can be found in Kentish Town, which is just a kilometre away, here a number of supermarkets such as Tesco, Sainsbury's, Co-op and Iceland, as well as all of the large High Street Banks, fast food chains etc. can be found.

6.7 The site is within walking distance as recommended by the IHT and T*f*L, of Kentish Town West Over ground railway station, just 720m from site. The nearest Underground Station (on the Northern Line) is 880m from the site (Chalk Farm) and the nearest Mainline Railway Station (Kentish Town) is just 1.1km from the site.

6.8 In terms of geographical location, it is clear that the site is well located for pedestrian accessibility to a wide range of local amenities and facilities.

Cyclists

6.9 It is generally accepted that for a distance of up to around 5,000m, 'cycling can reasonably be considered as an alternative to travelling by private car'. On the basis of a relatively slow cycling speed of 15kph, this distance could be achieved in 20 minutes

6.10 There are a large number of destinations within a 5,000m radius of the site, including;

- East Finchley;
- Muswell Hill;
- Hampstead Heath;
- Haringey;
- Stoke Newington;
- Highbury;
- Shoreditch;
- Islington;
- Kings Cross;
- Clerkenwell;
- Barbican;
- Westminster;
- Mayfair;
- Euston;
- Regents Park;
- Hyde Park;
- Paddington;
- Notting Hill;
- St Johns Wood;
- Kilburn;
- Brent Cross;
- Golders Green

This would suggest that a high proportion of trips to and from the site could potentially be undertaken by cycle.

6.11 For the residential element of the proposed redevelopment there will be cycle parking provided so that 1 and 2 bed units have 1 space and 3 or more bed units have 2 spaces. There will be a total of 20 secure spaces for the residential units.

Buses

6.12 The development site is served by six main bus services (N5, C11, 24, 46, 168 & 393), the majority of which stop along Malden Road, Mansfield Road and Prince of Wales Road. Services 168 and N5 stop along the A502, Haverstock Hill, west of the site. All services are well within walking distance of the site. The IHT document 'Guidelines for Public Transport in Developments' dated March 1999, states that the maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. Clearly, the bus stops that are closest to the development site comply fully with these criteria, as stated in **paragraph 6.2**.

6.13 Below is a brief summary of the aforementioned bus services and further details can be found at www.**tfl**.gov.uk & www.**londonbusroutes**.net.

Service N5 – Edgware to Whitehall / Trafalgar Square

6.14 With buses running from 23:59 to 07:30 every day, there are midnight to 5am services every 5 minutes. Destinations include Finchley Road, Golders Green, Hampstead High Street, Chalk Farm Morrisons, Camden Town, Euston and Leicester Square. The bus stop for this service can be found on Haverstock Hill, 750m from the site.

Service C11 – Archway Station to Brent Cross Shopping Centre

6.15 With buses running from 05:45 to 00:30 every day, there are peak hour and daytime services every 6-12 minutes. Destinations include Primrose Gardens, Finchley Road, West Hampstead Thameslink and Cricklewood. The bus stop for this service can be found on Mansfield Road, 710m from the site.

Service 24 – Grosvenor Road to Royal Free Hospital

6.16 This is a 24 hour service with peak hour and daytime services running every 4 to 8 minutes. Destinations include Pimlico, Victoria, Westminster Cathedral, New Scotland Yard, Parliament Square, Trafalgar Square, Tottenham Court Road and Camden Town. The bus stop for this service can be found on Malden Road, 220m from the site.

Service 46 – Lancaster Gate to Stonecutter Street

6.17 With buses running from 05:22 to 00:35 every day, there are peak hour services every 6-10 minutes and off-peak services at least every 8-11 minutes. Destinations include St Johns Wood, Finchley Road, Hampstead High Street, Royal Free Hospital, Kentish Town, Camden Gardens, Kings Cross / St Pancras, Clerkenwell, Chancery Lane and Holborn. The bus stop for this service can be found on Malden Road, 220m from the site.

Service 168 – Royal Free Hospital to Dunton Road

6.18 With buses running from 05:04 to 01:00 every day, there are peak hour and daytime services every 5 to 10 minutes. Destinations include Chalk Farm Morrisons, Camden Town, Euston, Tavistock Square, Holborn, Aldwych, Waterloo Station and Elephant and Castle. The bus stop for this service can be found on Haverstock Hill, 750m from the site.

Service 393 – Stoke Newington to Chalk Farm

6.19 With buses running from 05:35 to 00:51, there are peak hour and all day services every 10-14 minutes. Destinations include Highbury, Islignton, Holloway Road, Goodinge Health Centre, Camden Park Road and Kentish Town. The bus stop for this service can be found on Prince of Wales Road, 580m from the site.

Trains

6.20 The site is within walking distance as recommended by the IHT and T*f*L, of Kentish Town West Overground Station, just 720m from site. The nearest Underground Station (on the Northern

Line) is 880m from the site (Chalk Farm) and the nearest Mainline Railway Station (Kentish Town) is just 1.1km from the site.

6.21 Kentish Town Railway Station is on the St Pancras to Sevenoaks and Bedford mainline. Kentish Town West Overground Station is on the Northern London Line between Richmond / Clapham Junction and Stratford. It includes destinations such as Kew Gardens, Acton, Willesden, Kensal Rise, West Brompton, Shepherds Bush, Kensal Rise, West Hampstead, Gospel Oak, Highbury & Islington, Dalston Kingsland and Hackney.

6.22 Chalk Farm Underground Station is on the Northern Line and stops as destinations including Wimbledon, Tooting, Clapham, Elephant and Castle, London Bridge, Bank, Kings Cross / St Pancras, Waterloo, Leicester Sq, Euston, Golders Green and Edgeware.

PTAL

6.23 Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a given point to the local public transport network, taking into account the walk time and service availability.

6.24 The PTAL for the proposed site at has been calculated as ***Level 3*** which rates as a ***"Moderate"*** site in TFL's PTAL Guide – the PTAL calculations are included in **Appendix F**.

Car Club Schemes

6.25 There are a number of car clubs from different operators within Camden, these include Zipcar, Hertz on Demand and City Car. Those located the closet to the site are owned by Zipcar.

6.26 Zip Car clubs' cars are parked in designated bays across London. The scheme increases opportunities to everyone, whilst reducing the need for car ownership.

Green Travel Plan

6.27 A Travel Plan (TP) will be prepared and submitted within 6 months of occupation (to allow for staff and residents surveys to be undertaken). A Travel Plan Framework has been submitted as part of this Planning Application (see separate report).

6.28 The final format and content of the TP will be a matter for further liaison between the end users and the Highways Authority (Camden Council), with the completed plan offered for final approval by the Authority prior to implementation. It is important that the final plan is tailored for the end-users for the development.

6.29 A TP will be designed in order to provide the site with a means by which to effectively manage the transport needs for the staff and visitors to the development. The Plan is not intended to be anti-car, but will detail the alternative modes of transport available as much as possible. The Plan is designed to encourage employees and visitors to use cars more efficiently where necessary, whilst providing incentives to use alternative modes of transport.

6.30 It should be noted that the applicant will be contributing towards a number of measures that will encourage occupants and visitors to the site to use alternative modes of transport other than the car.

6.31 These measures may include;

- Appoint a travel plan coordinator.
- Provide secure cycle stands
- Erect information on public transport in key locations within the site.
- Encourage people to car share where a car is necessary
- Outlining other modes of transport (to that of the private car) on web sites

Summary

6.32 Taking into consideration the objectives of NPPF, together with the good public transport network, and the sites close proximity to shops, we consider that the surrounding infrastructure for this development is sufficient to maximise its potential and provide good links to employment, shops, schools and leisure facilities.

7.0 CONCLUSIONS

7.1 The Stilwell Partnership has been instructed by Telford Homes PLC to undertake a Transportation Statement to support the Planning Application for the proposed development of 47 Allcroft Road, Kentish Town, London, NW5.

7.2 We have shown that the site is in a sustainable location with good links to public transport, shops and employment opportunities.

7.3 In line with TfL and Camden's policies, the site will be a car free development. The proposed site fully complies with the hierarchy of road users set out in Camden Core Strategy.

7.4 The existing commercial site is constrained and only allows small commercial vehicles to enter and leave in a forward gear raising road safety concerns. However, even these small vehicles have difficulties turning on site (due to the limited service area being used to store refuse bins etc.) and they to, more often than not, reverse in or out of the driveway. The proposed residential development will stop these hazardous manoeuvres. .

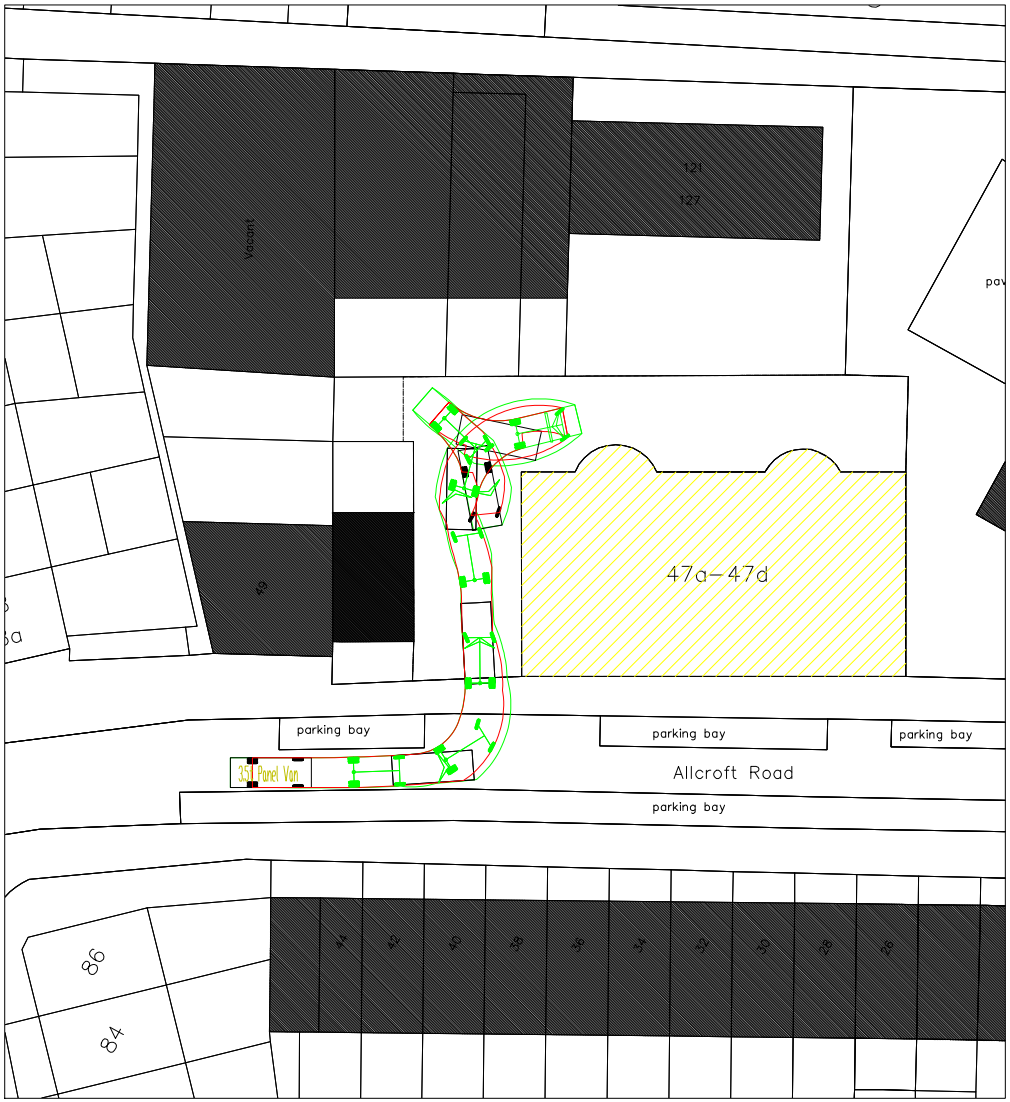
7.5 A Parking Beat Survey was undertaken on 14th November 2012 and the results of which showed that there was ample spare capacity within the study area during this period.

7.6 A Travel Plan Framework to support the Planning application has been undertaken and submitted as a separate document. A Final Travel Plan would be provided for the development prior to operation, subject to a standard planning condition.

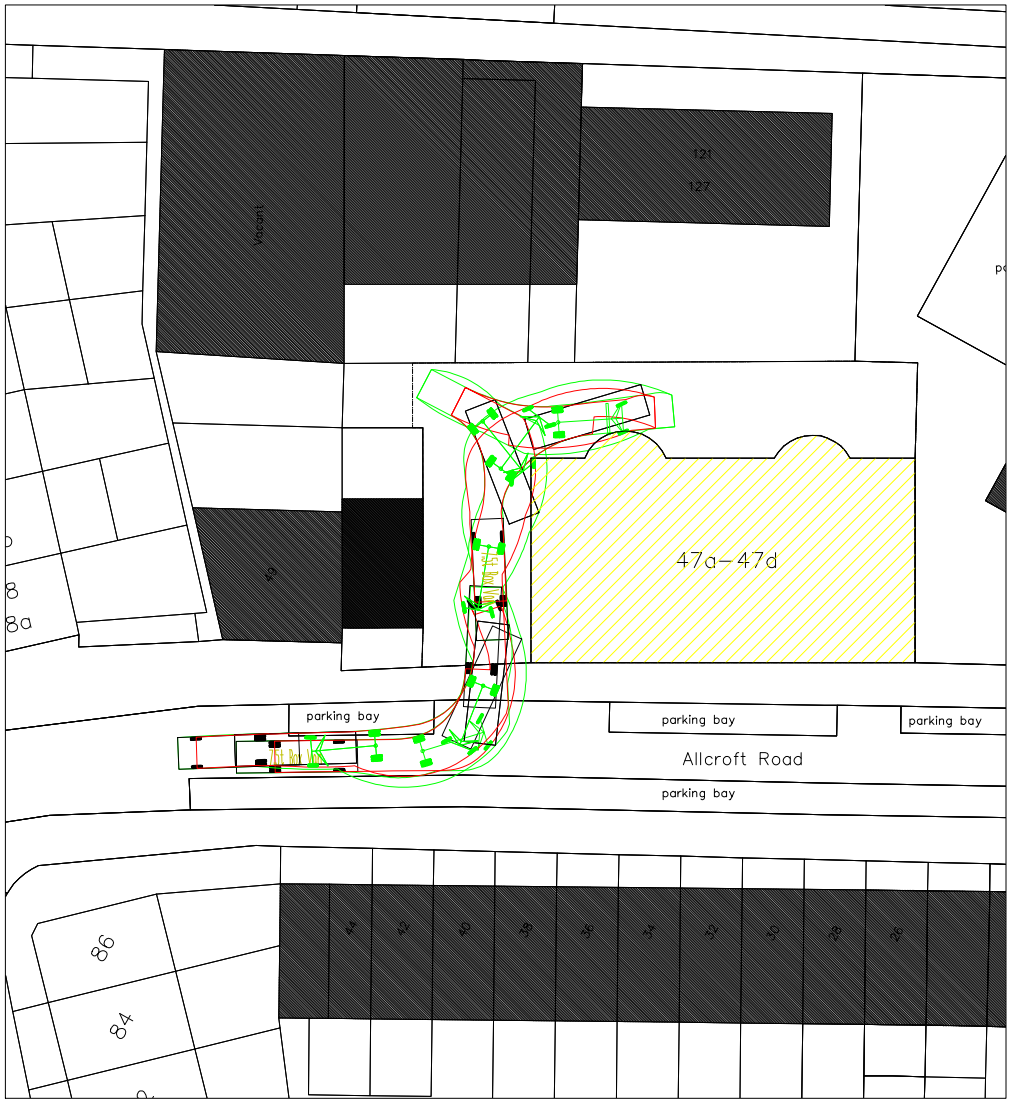
7.7 In summary, we conclude that the proposed development can be accommodated and improve road safety by removing inappropriate commercial traffic and hazardous manoeuvres and road safety on the surrounding highway network.

APPENDIX A

Existing Swept Paths



SMALL VAN TURNING
WITHIN AN EMPTY SITE



MEDIUM VAN FAILING TO TURN
WITHIN AN EMPTY SITE

THIS IS A CONTROLLED DOCUMENT

Stilwell PARTNERSHIP
SAFETY, TRAFFIC & HIGHWAY ENGINEERING CONSULTANTS

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PROJECT:	ALLCROFT ROAD
TITLE:	SWEPT PATH ANALYSIS
SCALE: 1:500 @ A4	DRAWN: CV
DATE: JAN 13	CHECKED:
DWG No:	TSP/TEL/P2359/01

APPENDIX B

Proposed Ground Floor Layout

Notes:

1 These proposals are subject to the following surveys which have not been carried out: digital site survey; tube line survey; stats searches; geotechnical survey; land registry investigation.

2 These proposals are subject to comments from the following parties: the local Planning Authority; Building Control; M&E consultant; Transport consultant; Architectural Liaison Officer (SBD); Daylight / Sunlight consultant.

12.06.25	E	GW	minor layout adjustments
12.06.21	D	GW	entrance, Flat 2 & 3 amended
12.06.01	C	GW	amended in response to topographical survey
12.04.04	B	GW	staircase and plant revised
12.03.30	A	GW	Plans revised

Revisions

Drawing status
PRELIMINARY

MatthewLloydArchitectsLLP

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Project
Allcroft Road for Telford Homes

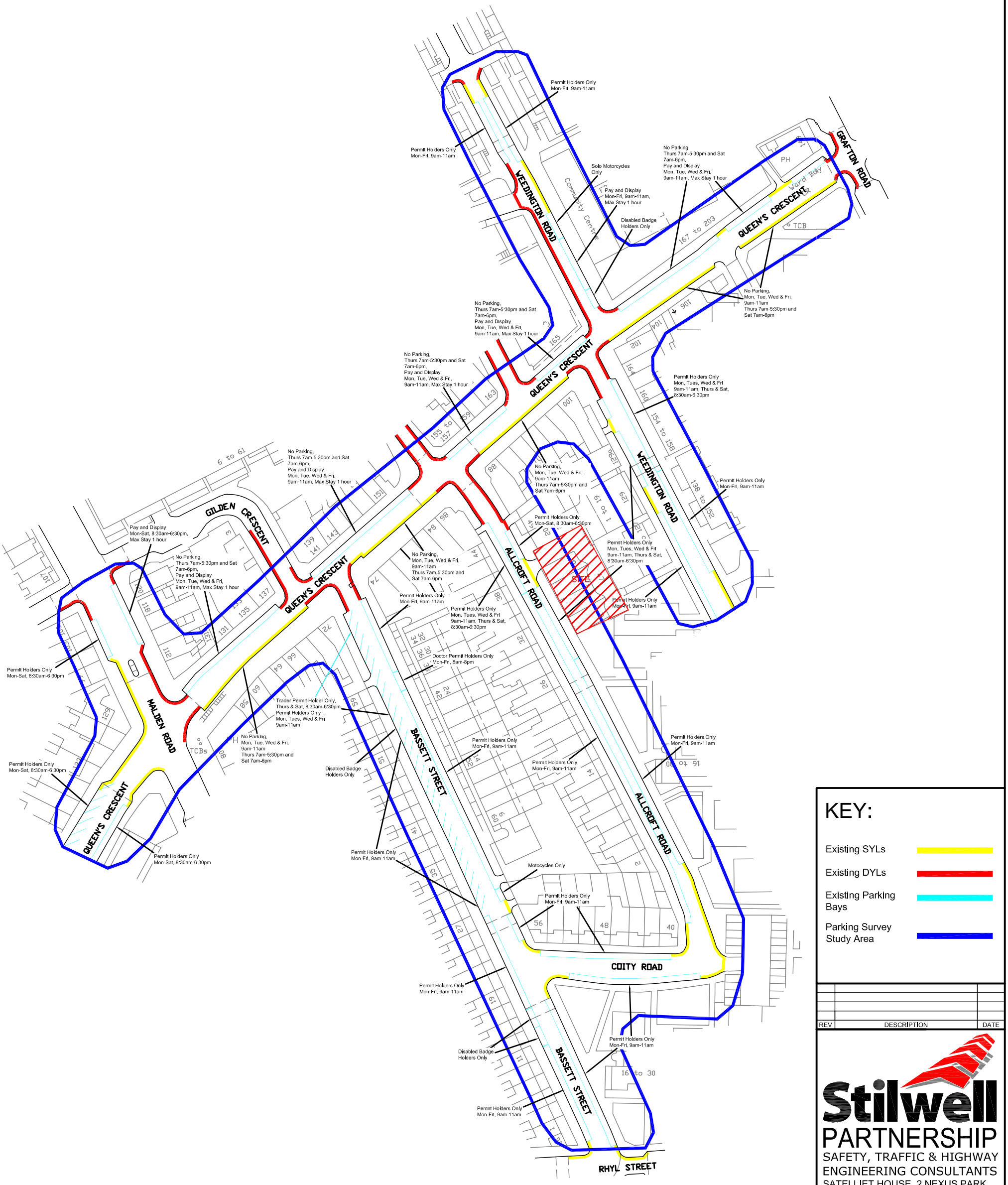
Drawing title
Proposed Ground Floor Plan

Date	Scale	Drawn by	Checked by
FEB 2012	1:200 @ A3	GW	

Reference	Drawing no.	Revision
AR	210	F

APPENDIX C

Parking Survey Study Area



KEY:

- Existing SYLs
- Existing DYLs
- Existing Parking Bays
- Parking Survey Study Area

REV	DESCRIPTION	DATE

THIS IS A CONTROLLED DOCUMENT

Stilwell PARTNERSHIP
SAFETY, TRAFFIC & HIGHWAY ENGINEERING CONSULTANTS
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Web: www.stilwell-ltd.co.uk

PROJECT: Telford Homes PLC
Allcroft Road, Camden

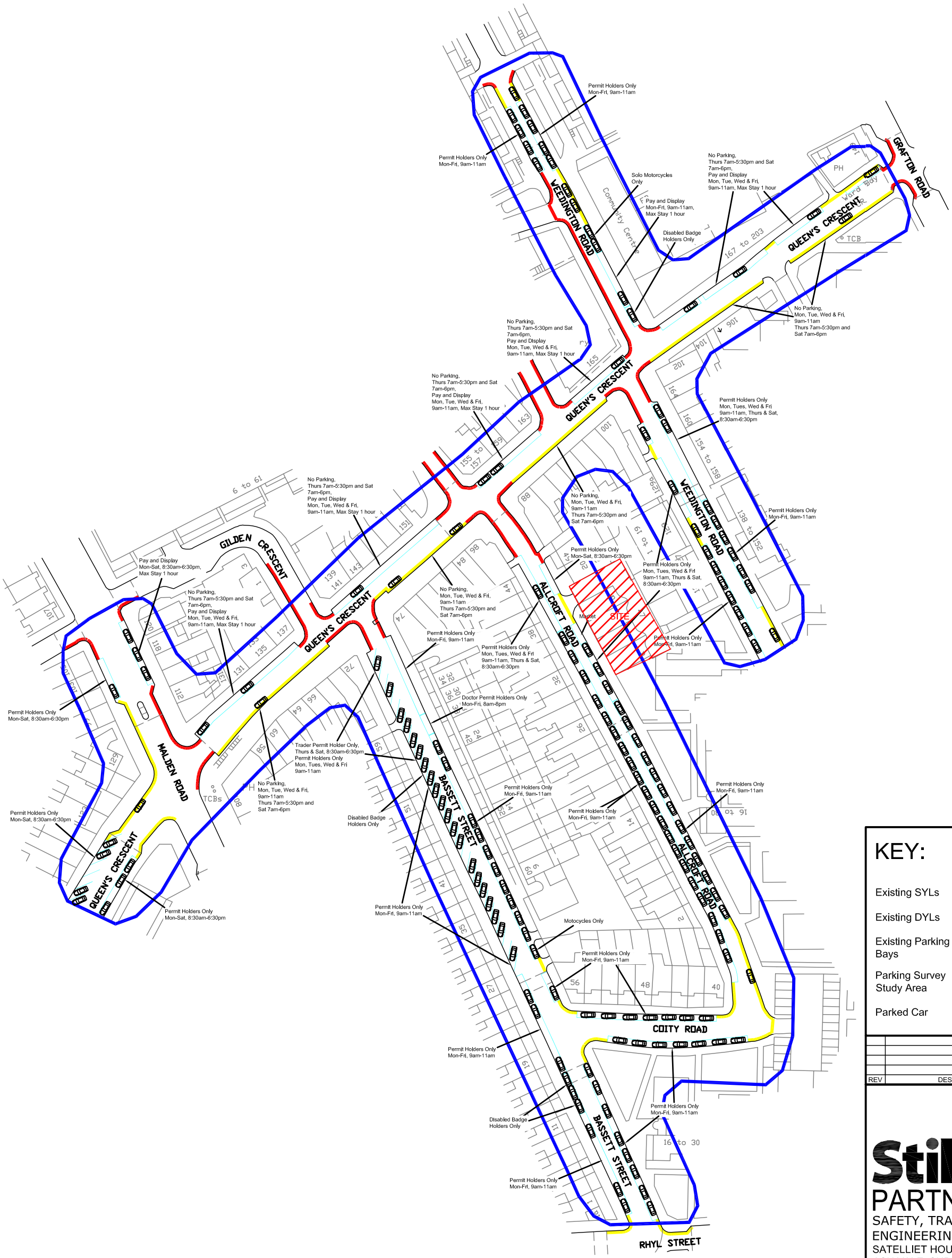
TITLE: Parking Study Area

SCALE: 1:1250 @ A3	DRAWN: TO
DATE: November 2012	CHECKED:

DWG No: TSP/THP/P2359/01

APPENDIX D

Vehicle Location Plan



KEY:

- Existing SYLs
- Existing DYLs
- Existing Parking Bays
- Parking Survey Study Area
- Parked Car

REV	DESCRIPTION	DATE

THIS IS A CONTROLLED DOCUMENT

Stilwell PARTNERSHIP
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Web: www.stilwell-ltd.co.uk

PROJECT: Telford Homes PLC
Allcroft Road, Camden

TITLE: Vehicle Location Plan
14th November 2012 at 12:00am

SCALE: 1:1250 @ A3	DRAWN: TO
DATE: November 2012	CHECKED:

DWG No: TSP/THP/P2359/02

APPENDIX E

TRAVL Data

TRAVL - Daily Trip Rate by Mode

Surveys in Selection

Address	Green Dragon House Green Dragon House, Holborn WC2H 5LQ	**Business**	Residential
		Class	C3 - Residential
		Location	Inner
		No of Dwellings	29
SurveyCode	650	**PTAL**	6
Survey Date	11/09/2008	**Parking Total**	0
Survey Hours	0700-2200		

TRAVL - Daily Trip Rate by Mode

Final Mode

Mode	ModeTrips	Trip Rate	Percent	Predicted Trips
Motor Cycle	4	0.14	1 %	0.00
Pedal Cycle	22	0.76	8 %	0.00
Walk	249	8.59	91 %	0.00
Total	275	9.48	100.00	0.00

Main Mode

Mode	Mode Trips	Trip Rate	Percent	Predicted Trips
Bus	87	3.00	32 %	0.00
Motor Cycle	13	0.45	5 %	0.00
Pedal Cycle	26	0.90	9 %	0.00
Underground	45	1.55	16 %	0.00
Walk	103	3.55	38 %	0.00
Total	274	9.45	100.00	0.00

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)

2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination

3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

APPENDIX F

PTAL Data

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20122111092815
Description	20122111092815
Run by user	PTAL web application
Date and time	21/11/2012 09:28

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 528287, 185032

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	MALDEN ROAD RHYL STREET	46	286.47	6.0	0.5	3.58	7.0	10.58	2.84	1.42
BUS	MALDEN ROAD RHYL STREET	24	286.47	12.0	1.0	3.58	4.5	8.08	3.71	3.71
BUS	PRINCE OF WALES RD QUEEN'S CRES	393	587.68	5.0	0.5	7.35	8.0	15.35	1.95	0.98
LT SAP Points Not Found										
NATIONAL_RAIL	GOSPEL OAK	RICHMOND to STRATFORD	749.17	4.0	1.0	9.36	8.25	17.61	1.7	1.7
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	749.17	4.0	0.5	9.36	8.25	17.61	1.7	0.85
NATIONAL_RAIL	GOSPEL OAK	CLAPHAM JUNCTION to STRATFORD	749.17	2.0	0.5	9.36	15.75	25.11	1.19	0.6

Total AI for this POI is 9.26.

PTAL Rating is 2.