



TRAVEL PLAN FRAMEWORK

**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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1.0 INTRODUCTION

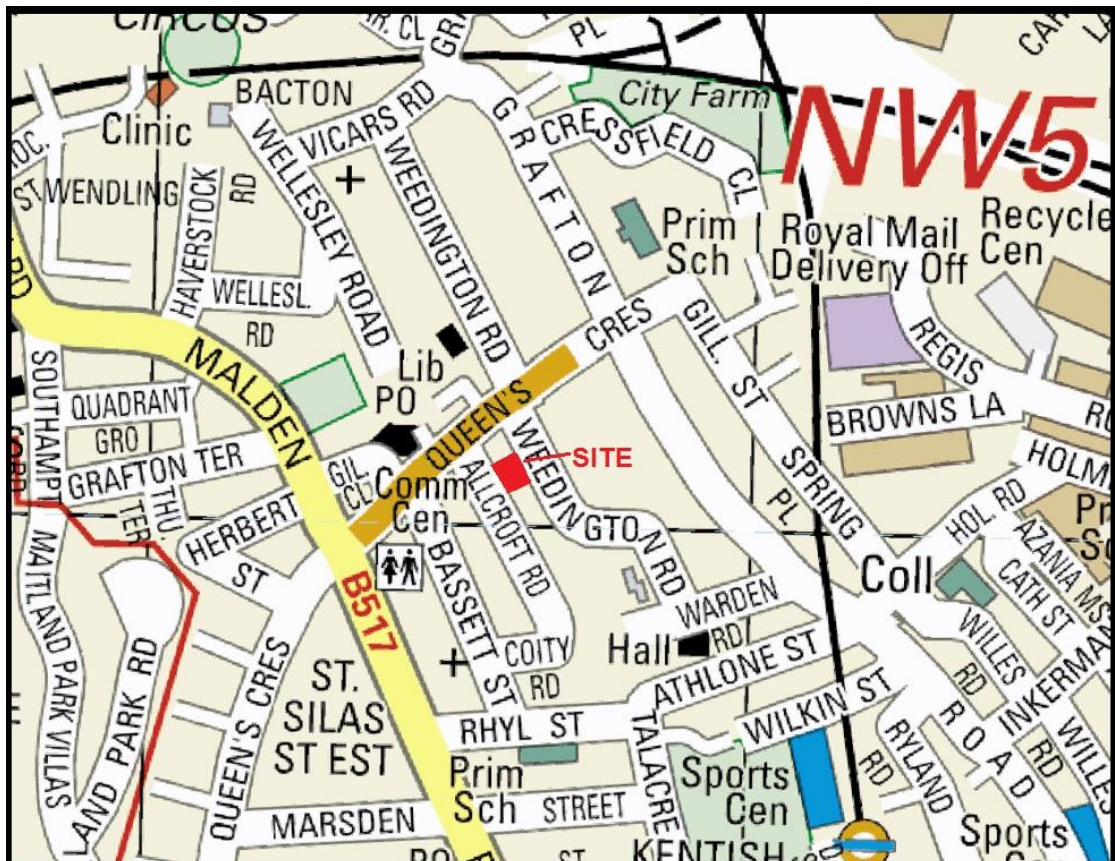
- 1.1** This Travel Plan Framework (TP) has been prepared by the Stilwell Partnership, on behalf of Telford Homes PLC in relation to proposed residential development at 47 Allcroft Road, Kentish Town, London NW5 4NB.
- 1.2** The final format and content of the TP will be a matter for further liaison between the applicant and the Local Planning & Highways Authority, London Borough of 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.
- 1.3** A TP has been designed for the applicant in order to provide the organisation with a means by which to effectively manage the transport needs of visitors and residents of the development. The TP is not intended to be anti-car, but will detail the alternative modes of transport available as much as possible. The TP is designed to encourage occupants and visitors to use cars more efficiently where necessary, whilst providing incentives to use alternative modes of transport.

2.0 BACKGROUND

Site Location

- 2.1 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



Allcroft Road

- 2.2 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 flow 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. 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

2.3

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.



- 2.4** 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.
- 2.5** 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

- 2.6** 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

- 2.7** 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**.
- 2.8** 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

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

- 2.10** 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 many free spaces are available on-street. The results of this survey can be found in **Section 5.0** of this report.
- 2.11** Residents of the development should be informed that they are unable to acquire parking permits in the Travel Plan welcome packs.
- 2.12** The limited parking provisions at the site, along with the good public transport facilities described in **Section 4.0**, will encourage the use of public transport, walking or cycling in line with local and national policy.
- 2.13** Cycle parking will be provided so that 1 and 2 bed units have 1 space and 3 or more bed units have 2 spaces. Given the information provided in **paragraph 2.8**, there will be a total of 20 spaces for the residential units.

3.0 PLANNING POLICY CONTEXT

3.1 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)

3.2 ‘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.

3.3 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.

3.4 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.

3.5 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”

3.6 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)

3.7 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.

3.8 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.

3.9 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)

3.10 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.

3.11 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).

- 3.12** 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.
- 3.13** 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.
- 3.14** 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.
- 3.15** 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.
- 3.16** 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)

- 3.17** The Core Strategy sets out the long term vision, spatial strategy and strategic planning policies within the borough.
- 3.18** 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.

3.19 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 Overground and Thameslink.

3.20 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)

3.21 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.

3.22 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.

4.0 SITE ACCESSIBILITY / ASSESSMENT

Pedestrians

- 4.1** 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.
- 4.2** The nearest Bus Stops are along Malden Road (220m approx.), Prince of Wales Road (580m approx.) and Mansfield Road (710m approx.).
- 4.3** There are a number of uncontrolled pedestrian crossing points along Queen's Crescent and across the junctions with Queen's Crescent. Malden Road has a number of Zebra crossings and traffic calming along its length, making it safe for pedestrians.
- 4.4** 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 1** below sets out suggested acceptable walking distances in relation to some common facilities.

Table 1 – Suggested Acceptable Walking Distances

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

- 4.5** It has been identified that the main shopping area is Queen's Crescent, approximately 40m north of the site, where a variety of restaurants, bars, shops and other convenience stores can be found. In addition, Queen's Crescent market is held there every Thursday and Saturday.
- 4.6** 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.
- 4.7** The site is within walking distance as recommended by the IHT and TfL, of Kentish Town West Overground 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.

4.8 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

4.9 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

4.10 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;
- Shorditch;
- 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.

4.11 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

4.12 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.

- 4.13** 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

- 4.14** 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

- 4.15** 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

- 4.16** 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

- 4.17** 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

- 4.18** 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

- 4.19** With buses running from 05:35 to 00:51, there are peak hour and all day services every 10-14 minutes. Destinations include Highbury, Islington, 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

- 4.20** The site is within walking distance as recommended by the IHT and TfL, 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.
- 4.21** 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.
- 4.22** 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 Edgware.

PTAL

- 4.23** 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.
- 4.24** 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 C**.

Car Club Schemes

- 4.25** There are a number of car clubs from different operators within Camden, these include Zipcar, Hertz on Demand and City Car. Those located the closest to the site are owned by Zipcar.
- 4.26** Zip Car clubs’ cars are parked in designated bays across London. The scheme increases opportunities to everyone, whilst reducing the need for car ownership.

- 4.27** Residents and businesses can become a member of the scheme for £50 per year (based on a two year membership), cars cost £5.25 per hour with petrol and insurance included. The closest bay to the site is Maitland Park (approx. 500m).

Summary

- 4.28** 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 to this development site to be good to minimise the need for trips to be undertaken in personal motor vehicles. Furthermore the excellent footways and crossing facilities means many local trips will be undertaken on foot, further reducing car ownership among occupants of the development.

5.0 PARKING SURVEYS RESULTS

Methodology

- 5.1** In order to quantify the existing situation, a Parking Beat Survey was undertaken, throughout all roads within the Study Area (see **Appendix D**). The purpose of this was to establish the optimum car parking available, the number of parkers in each road and therefore, the spare capacity.
- 5.2** 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 E**. The results allow us to identify where there is spare capacity to park in each of the roads
- 5.3** The Study Area extended approximately 200m walking distance from the proposed site and as shown in **Appendix D**, 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

- 5.4** **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 Crescent	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

5.5 From **Table 1** above, it can be seen that on the 14th November 2012 at 12:00am there were **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.

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

5.7 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

5.8 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.

5.9 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.

5.10 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.

6.0 TRAVEL SURVEY AND POTENTIAL MODES OF TRAVEL

6.1 When assessing the likely impact of a new development, 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.

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

Proposed Trips (RESIDENTIAL)

6.3 TRAVL data has been obtained for a similar residential site within London. **Table 3** below provides further information on the sites selected from the TRAVL database. The full results of the TRAVL data are included in **Appendix F**.

Table 3 – 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

6.4 Using the recognised TRAVL data in **Appendix F**, 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 4** below:

Table 4 - (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

6.5 As can be seen in **Table 4** 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).

7.0 OBJECTIVES, TARGETS & BENEFITS

Preparation

7.1 The TP will be prepared and submitted to LBC (London Borough of Camden) approximately 3 months after the first occupancy of the development.

7.2 Details of the nominated TP Co-ordinators will be included within the TP document. The Co-ordinator would preferably have a transport or marketing background. The TP Co-ordinator will be appointed prior to the development first becoming operational and will be contracted to provide the necessary resource for a minimum of say 3 or 5 years in order to get the TP up and running. This nominated person will have the power to make relevant financial commitments. The name and contact details of all TP Co-ordinators will be provided to LBC.

7.3 Objectives

The TP is a permanent document and ongoing strategy for enabling and encouraging travel by environmentally sustainable modes of transport.

7.4 The specific aims are:

- To encourage a reduced reliance on the private motor car through the reduction in the length and number of motorised journeys, particularly those journeys undertaken in single occupancy vehicles;
- To promote the use of more suitable and environmentally acceptable means of travel, to include walking, cycling and public transport (in that order of importance);
- Where it is necessary to use the car, encourage its more efficient use;
- The plan will also inform residents and visitors of sustainable travel options in an attempt to encourage an increase in the use of such modes.

7.5 These aims fully comply with the objectives set out in NPPF and TfL's Travel Plan Guidelines.

Targets

7.6 Based on the TRAVL survey data above, initial Targets have been set to assess the success of the scheme. The targets are believed to be realistic, but given that these are the first targets set, they are not assured, and their achievability will require review as part of the monitoring process. Also, once the initial residents surveys have been undertaken, the targets may require amending accordingly.

7.7 Targets would be 'SMART' – i.e., Specific, Measurable, Achievable, Realistic and Time Bound.

- 7.8** These targets would be subject to amendment after periodic consideration of survey results and travel options for residents and visitors.
- 7.9** If finalised targets are not achieved, the TP Co-ordinator will look to increase promotional measures and introduce further incentives (where cost appropriate).
- 7.10** On site promotion of the plan will be by the means of travel information and Travel Plan initiatives being displayed or made available within residential welcome packs and on communal notice boards. Sustainable travel information will also be made available via promotional literature. This information will include details of public transport services, cycle, and pedestrian facilities, and the provision of appropriate cycle and footpath maps.

Benefits

- 7.11** The introduction of a TP for the proposed development will:
- Strengthen environmental performance and improve the environmental image of the new development;
 - Provide equal opportunities by providing such travel incentives which are available locally and supporting those visitors and residents without access to a car;
 - Make development sites less congested and more easily accessible, improving relations with the local community and enabling deliveries to move more freely;
 - Offer wider travel choices to residents;
 - Help residents to be healthier and fitter;
 - Achieve Carbon Reductions and enhance environmental credentials;
 - Cost savings for the residents through reduced travel expenses (car parking charges, congestion charges etc).

8.0 TRAVEL PLAN MANAGEMENT

8.1 The nominated Travel Plan (TP) co-ordinator will have the power to make the relevant financial commitments as set out in **Section 10 (Committed Measures)**. The responsibilities of the Travel Plan Coordinator for the specific measures that are proposed are also set out in **Section 10.0**.

8.2 It is important to inform residents and visitors of the existence and benefits of the TP. The TP Co-ordinator will be responsible for handing out a TP pack to all residents upon moving in. It will also be beneficial to display relevant information in prominent locations where it is easily viewed, such as, on notice boards and websites/intranet.

8.3 This process will help to build a sense of 'joint ownership' of the development. It is essential to listen to people's views about the TP and its initiatives. It will be necessary to collect feedback which will be achieved by placing suggestion boxes near to where the information is displayed, as well as by the formal monitoring process as detailed later.

8.4 Regular liaison with LBC and the local bus operators will also be necessary.

8.5 The Travel Plan Co-ordinator, will need to allocate in the region of 9 or 10 working days per year to undertake the required monitoring, promotion and co-ordinating of the plan.

Co-ordinating and Communicating the Plan

8.6 To ensure that the TP is monitored and that effective communications are maintained with staff, resident and visitors, the managing company should aim to:

- Appoint a Travel Plan co-ordinator to be responsible for co-ordinating and progressing the individual elements of the TP, and be available to liaise with other colleagues, residents and regular visitors.
- Travel Plan co-ordinator duties to include the promotion of the benefits of the Plan and resource the post to achieve this.
- Ensure the Travel Plan co-ordinator determines and maintains such records as are necessary to monitor the effect of the TP and to adjust it as necessary to achieve the objectives.

8.7 The TP set out here should be developed into a document that can be used to communicate effectively the aims and objectives to residents and visitors.

9.0 PROMOTION OF SUSTAINABLE TRANSPORT

Public Transport Information

- 9.1 Timetables, maps and other information on the Bus and Rail Services will be displayed at the entrances to the buildings and given on websites (where applicable).
- 9.2 There is also a wealth of information available over the internet, including:
- www.firstcapitalconnect.co.uk, www.nationalrail.co.uk and www.thetrainline.com provide information on public train services.
 - www.traveline.org.uk, www.tfl.co.uk and www.camden.gov.uk provide information on all modes of public transport services.
- 9.3 Access to this information will be made available wherever possible, particularly over local community websites. The use of journey planners such as Route and Network Rail Journey Planner will be encouraged.

Information for Residents

- 9.4 When new occupants move into the proposed development they will be provided with relevant travel information. This would list directions, parking opportunities, and details of local public transport links and places to visit.

Walking

- 9.5 Walking will be encouraged as much as possible. This encouragement can be linked to health campaigns. It has been identified that day to day shops such as groceries and newsagents are located on Queen's Crescent 40m north of the site.
- 9.6 The sites location indicates that walking will be a widely used mode of transport for many local trips; this can be promoted in future health campaigns.
- 9.7 The TP Co-ordinator will liaise with LBC to make sure that all footways and pedestrian routes are maintained.

Cycling

- 9.8 The development will have cycle parking facilities at the site. Cycling will be encouraged as much as possible, and can be linked to health campaigns.
- 9.9 All cycle route information available will be displayed for residents to observe at the entrance to the buildings on notice boards or similar.

9.10 The TP Co-ordinator will liaise with local cycle shops and investigate the potential for discounts. This information will be displayed for all to see.

9.11 The TP Co-ordinator will set up a Bicycle User Group (BUG) for the site, which will be able to liaise with local cycle shops and investigate the potential for discounts. Setting up a BUG will also allow staff to benefit from better cycling facilities, social riding, free maps, leaflets and advice.

Car Sharing

9.12 If ever required, car sharing for staff travelling to the site will be encouraged. The TP Co-ordinator will be responsible for car-sharing if necessary, and will build a database of potential car-sharers after analysing shift patterns and methods of travel from staff surveys.

9.13 The TP Co-ordinator will manage and maintain the car sharing initiative. It is key to ensure that where a car is shared on arrival to work, and the driver has to then leave early (for emergency or unexpected reasons), those passengers must be offered a paid journey home by public transport or taxi.

Zipcar Car Club

9.14 Zipcar Car club operate a number of cars in the area.

10.0 COMMITTED MEASURES, FUNDING & DATES

10.1 Telford Homes PLC and the management company will be fully committed to undertaking and funding the following measures:

PROPOSED MEASURES	DATE	FUNDING AND COSTS	RESPONSIBILITY
Appoint a TP co-ordinator to finalise TP, undertake staff surveys and to liaise with LBC, and other local transport groups	Approx 6 months prior to first operation	Approx £2,000 per Annum for a minimum of 2 years	Telford Homes PLC
Issue the TP as a working document within 9 months of occupation	3 months after first operation	Fees covered in Co-ordinator fees above	TP Co-ordinator
Join any local transport groups with similar ideas to car share	As soon as TP co-ordinator is appointed	Fees covered in Co-ordinator fees above	TP Co-ordinator
Erect information on public transport in key locations within the site	Prior to first operation of the development	Approx £200	Telford Homes PLC
Include information on other modes of transport other than the car in welcome packs for residents. Travel Plan pack to be agreed with LBC prior to first occupation	As soon as residents move in	Fees covered in Co-ordinator fees above	Telford Homes PLC
Give advice on personalised travel planning to staff at induction stage.	As and when required	Fees covered in Co-ordinator fees above	TP Co-ordinator
Provide secure Cycle Stands.	As part of Construction	As part of Construction	Telford Homes PLC

11.0 MONITORING & REVIEWING

Monitoring

11.1 Monitoring progress towards targets of non-car travel will be an essential part of the TP. The TP Co-ordinator will be responsible for recording progress. Residents will be surveyed as to their means of travel as part of the continuing target and to identify areas that can be improved.

11.2 It will be necessary to agree with LBC a simple questionnaire / survey sheet, which can be used to record travel modes and numbers. Each resident should fill out this questionnaire. This should include at least:

- Mode of travel;
- Demand for car parking;
- What problems do you have with public transport;
- What incentives would encourage you to travel in a more sustainable way;
- Where do you park (if driver)

11.3 Reports with findings from the above surveys will be copied to LBC, as per the scheduled surveys in year 1, 3 and 5 after opening. This report will also make proposals for future measures towards achieving the targets as set out within the TP.

TP Review

11.4 It will be necessary to review the TP on a regular basis. The first review will be six months after first occupation and the second will be 12 months after first occupation.

11.5 Subsequent reviews will then be undertaken in years 3 & 5 unless otherwise agreed with LBC.

11.6 Results from the travel surveys and monitoring process will be used in the TP Review in order that the strengths, weaknesses, opportunities and threats can be identified.

11.7 LBC will be shown copies of the review results and actions for the following TP so that an updated TP can be agreed.

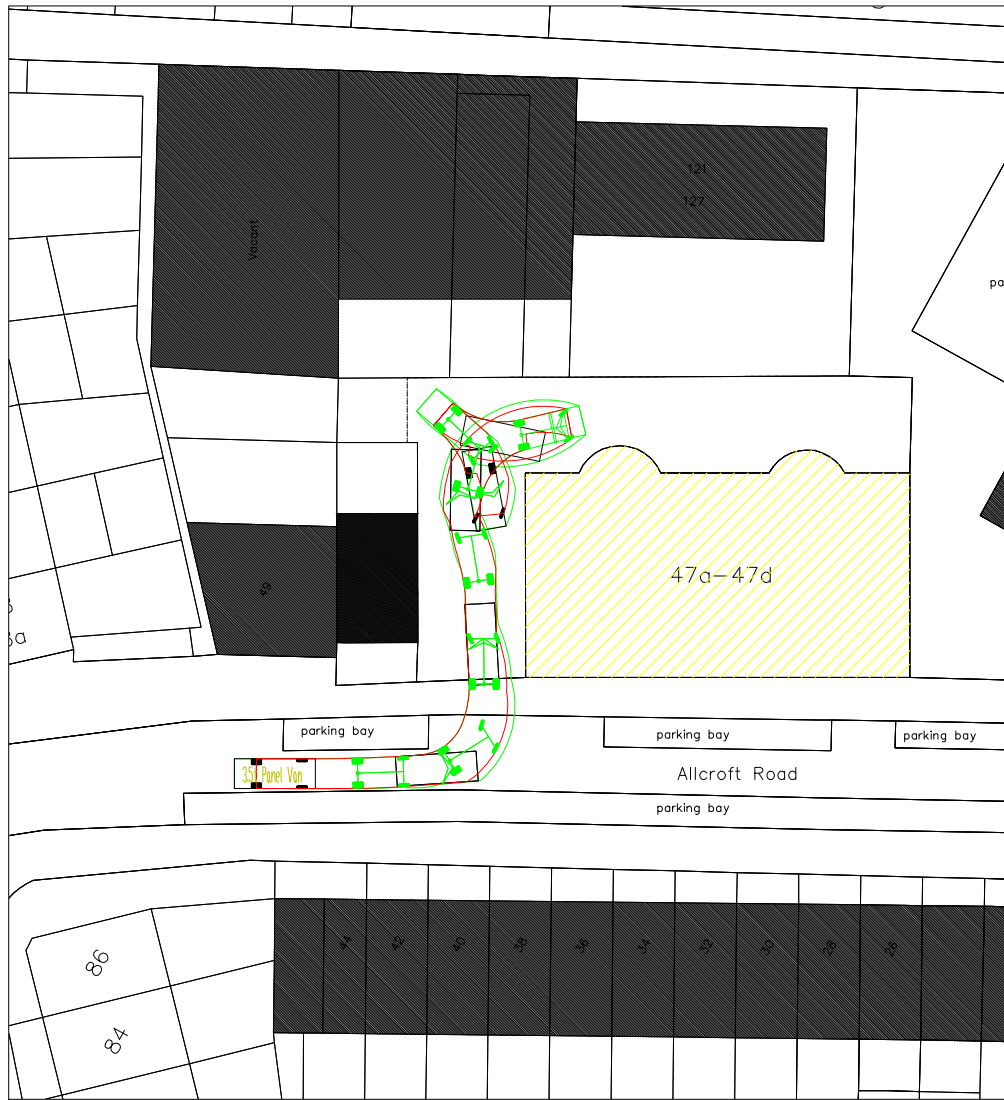
12.0 SUMMARY

12.1 This report sets out a TP for the proposed development at Allcroft Road, Camden, NW5 4NB:

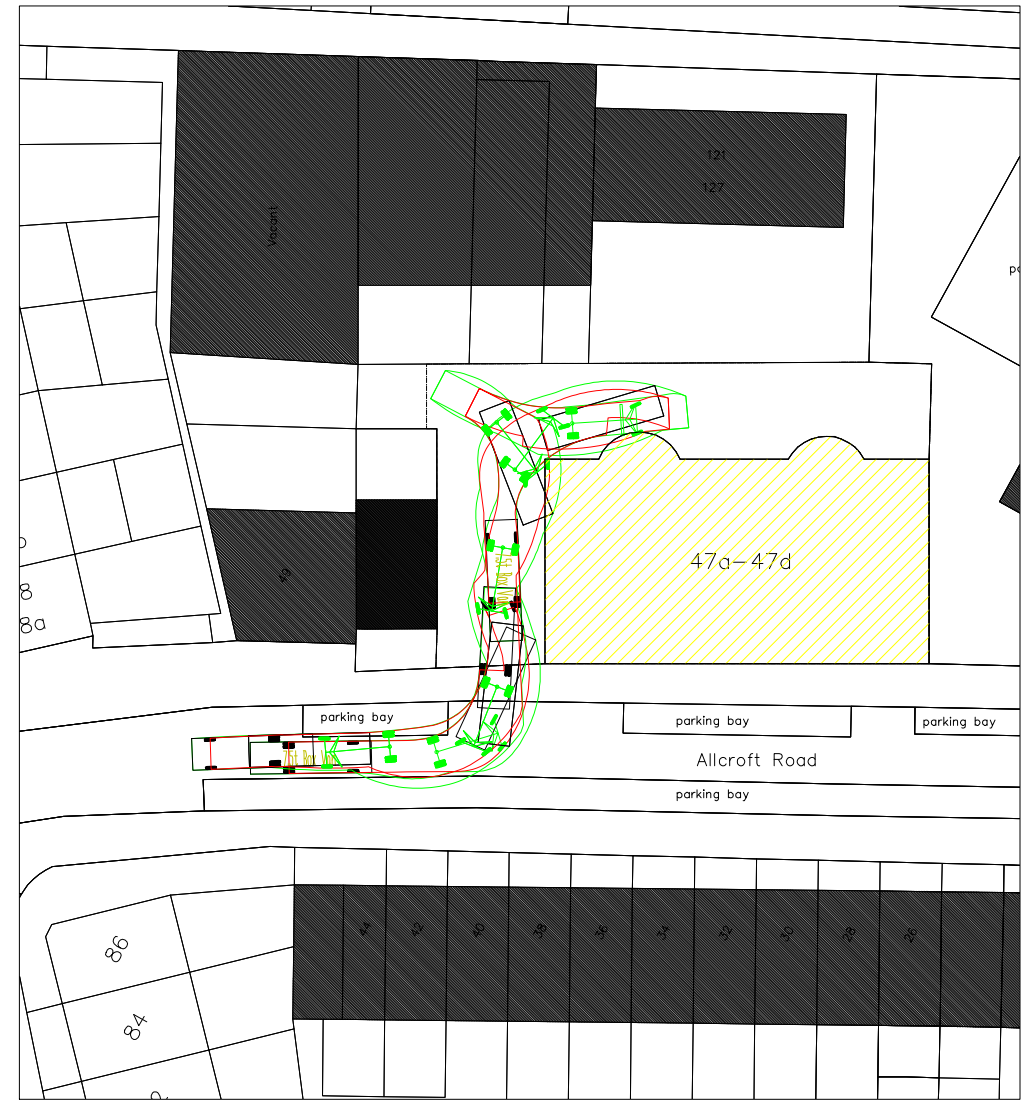
- Significantly limit car usage, in particular the number of single occupancy vehicles travelling to the site;
- Provide information on and promote the use of public transport;
- Encourage the use of public transport;
- Promote walking;
- Promote cycling;
- Promote Car Sharing;
- A Travel Plan pack will be provided to residents of the development.

12.2 Taking into consideration the objectives of NPPF, together with the moderate public transport network (**PTAL** value of 3), the sites close proximity to retail and other amenities within Camden and the applicants willingness to enter into a Travel Plan, this development is sufficient to maximise its potential and provide good links to employment, shops, schools and leisure facilities.

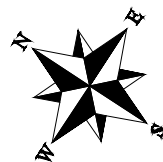
Appendix A
Existing Swept Paths



SMALL VAN TURNING
WITHIN AN EMPTY SITE



MEDIUM VAN FAILING TO TURN
WITHIN AN EMPTY SITE



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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

Ground Floor Plans



- 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.

Allcroft Road

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

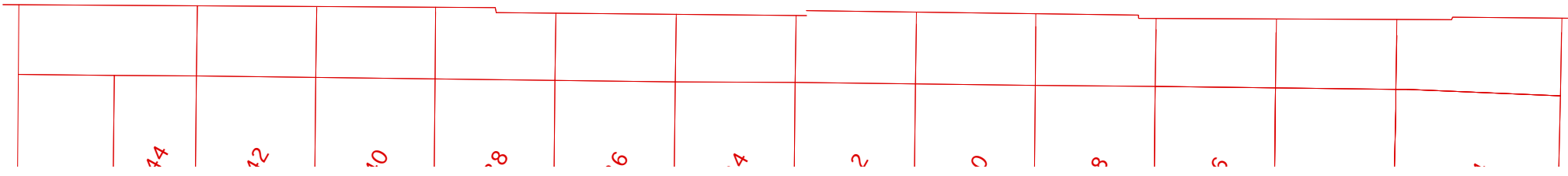
Revisions
Drawing status
PRELIMINARY

MatthewLloydArchitects LLP
 1 The Hangar
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 38 Kingsland Road
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Project
**Allcroft Road
for Telford Homes**

Drawing title
Proposed Ground Floor Plan

Date FEB 2012	Scale 1:200 @ A3	Drawn by GW	Checked by
Reference AR	Drawing no. 210	Revision F	



Appendix C

PTAL Report

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

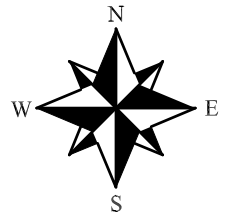
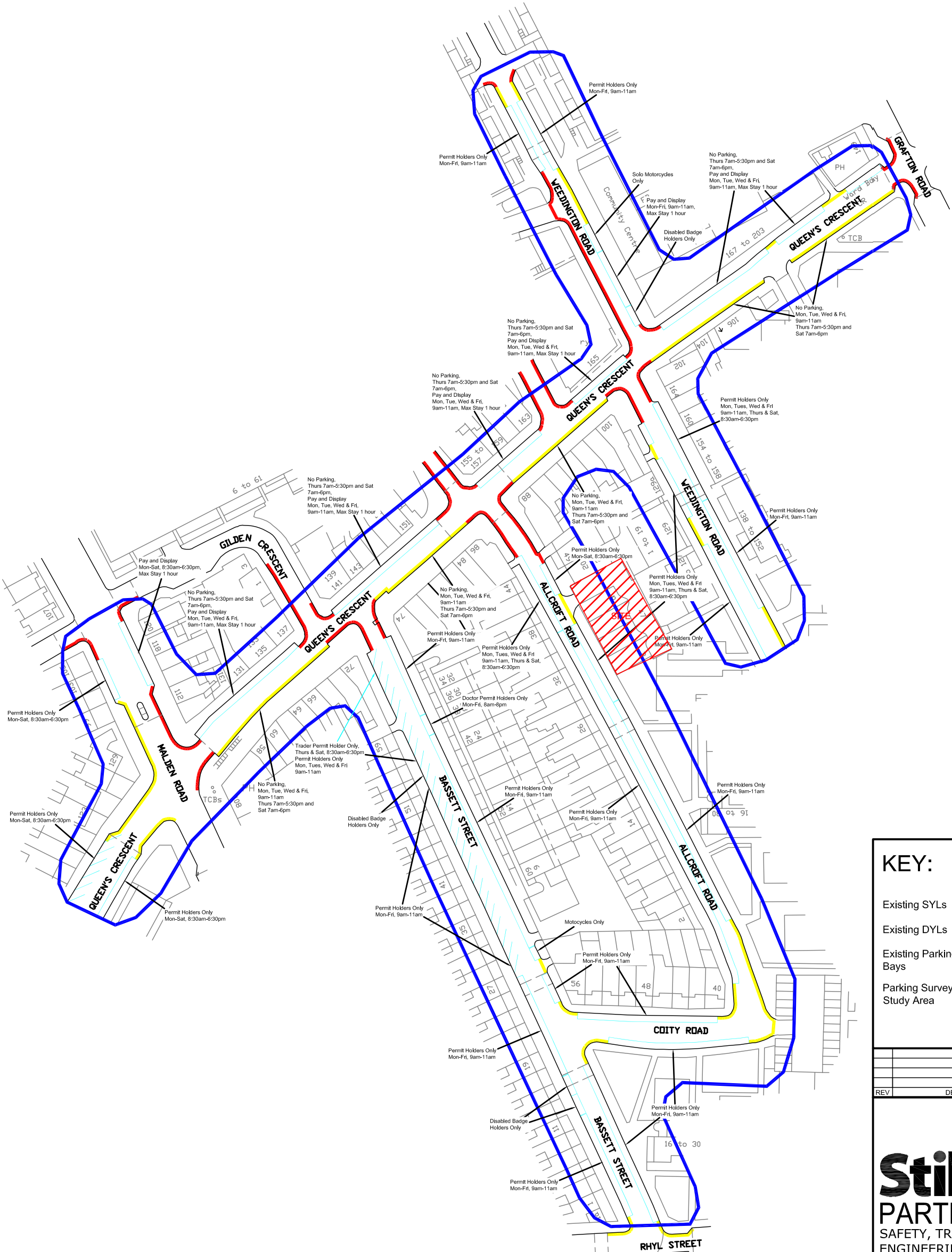
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	MALDEN ROAD RHYL STREET	46	286.47	6.0	0.5	3.58	7.0	10.58	2.84	1.42
BUS	MALDEN ROAD RHYL STREET	24	286.47	12.0	1.0	3.58	4.5	8.08	3.71	3.71
BUS	PRINCE OF WALES RD QUEEN'S CRES	393	587.68	5.0	0.5	7.35	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.

Appendix D

Parking Survey Study Area



KEY:

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

REV	DESCRIPTION	DATE

Stilwell
PARTNERSHIP
 SAFETY, TRAFFIC & HIGHWAY
 ENGINEERING CONSULTANTS
 SATELLIET HOUSE, 2 NEXUS PARK
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 Tel: 01276 700400, Fax: 01252 544 934
 E-Mail: info@stilwell-ltd.co.uk
 Web: www.stilwell-ltd.co.uk

PROJECT: Telford Homes PLC
 Allcroft Road, Camden

TITLE: Parking Study Area

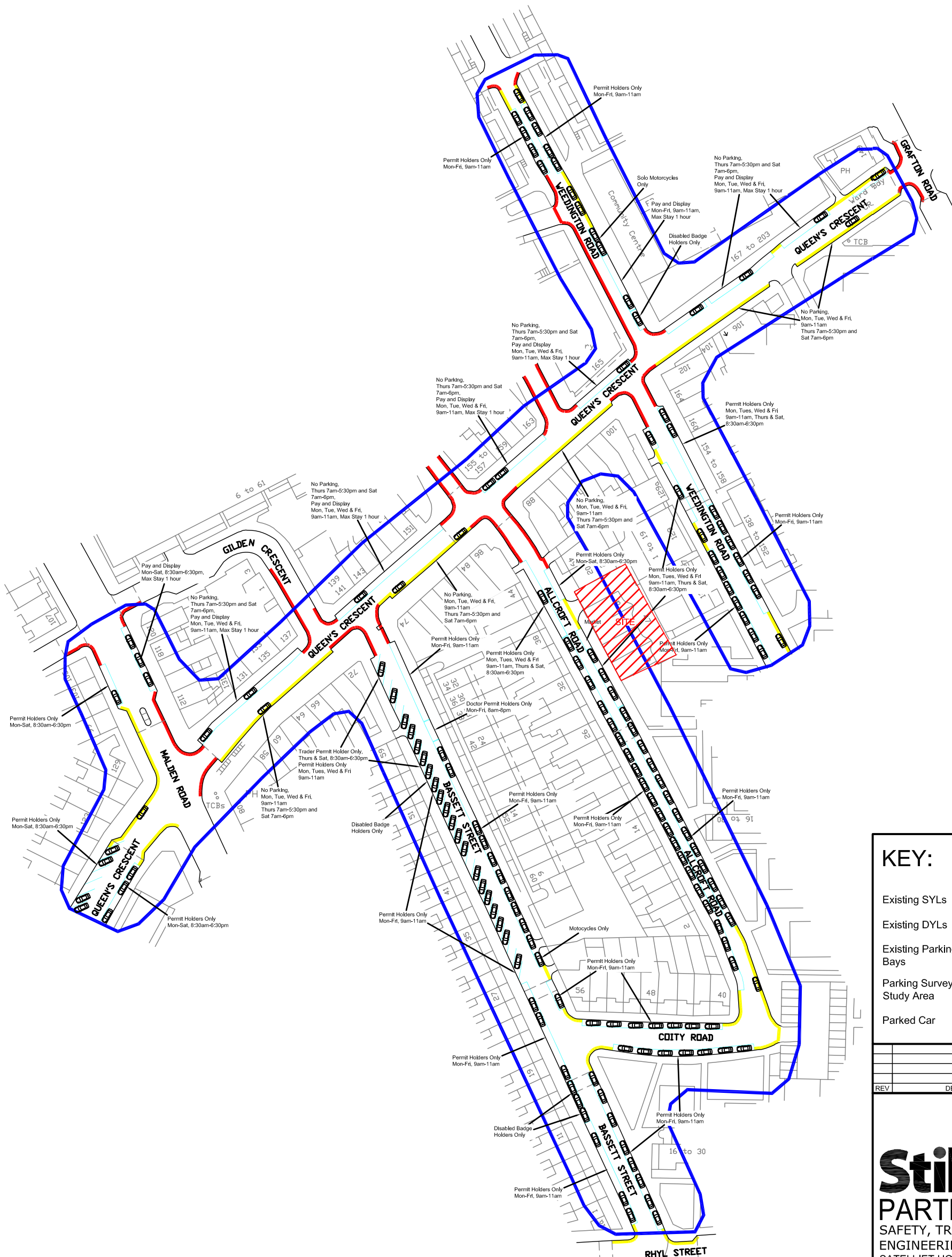
SCALE: 1:1250 @ A3 DRAWN: TO
 DATE: November 2012 CHECKED:

DWG No: TSP/THP/P2359/01

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Appendix E

Vehicle Location Plan



KEY:

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

REV	DESCRIPTION	DATE

Stilwell
PARTNERSHIP
 SAFETY, TRAFFIC & HIGHWAY
 ENGINEERING CONSULTANTS
 SATELLIET HOUSE, 2 NEXUS PARK
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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

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Appendix F
TRAVL Data

TRAVL - Daily Trip Rate by Mode

Surveys in Selection

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

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.