BACTON LOW RISE REDEVELOPMENT

Camden

pba peterbrett

TRANSPORT ASSESSMENT

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Executive Summary

Peter Brett Associates LLP (PBA) has been commissioned by London Borough of Camden (LBC) to prepare a Transport Assessment (TA) in support of the development of the Bacton Low Rise Estate comprising Flats 121-180 Bacton, Haverstock Road, NW5 4PS and Flats 181 to 219, Haversotck Road (BLR), the District Housing Office (DHO) at 115 Wellesley Road and a number of existing commercial units at 2-16 Vicars Road.

It was agreed with Camden Local Planning Authority (LPA) at the outset of the assessment that as the development was not expected to have a significant impact on the local road network that junction capacity modelling would not be required but that the report could be referred to as a Transport Assessment rather than a Transport Statement. A detailed Scoping Report setting out the scope and methodology for undertaking the assessment was agreed with the LPA during a meeting held with the case officer and highways officer on the 31st August 2012. The Scoping Report is contained within Appendix I of this report. This Transport Assessment has been prepared to support a full planning application and has been based on the submission scheme.

At present the development site comprises several different land uses including residential, office and commercial. The residential element comprises 99 apartments which are contained within the BLR site and the office and commercial elements comprise the DHO and 16 workshop type commercial units respectively which are contained within the DHO site. The floor area of the DHO is approximately 2,475m^2 GIA. A small two-storey property is also located within the DHO site at 113a Wellesley Road and temporary portacabins are located to the rear of the DHO. The commercial units have a total floor area of approximately 922m^2 GIA.

It is proposed that the development site will maintain its residential and commercial land uses but that the DHO will be relocated. The proposed development will accommodate 290 residential units and approximately 252m^2 of commercial land use. The residential units will be spread over the whole site while the three commercial units will be contained in the north-west corner of where the existing BLR building sits.

As a result of the proposal there will be a net increase of 191 residential units on-site and a net decrease of 670m^2 in commercial land use area.

During the course of undertaking this TA a review of the relevant policies was undertaken. These polices included:

- The National Planning Policy Framework (2012);
- The London Plan (2011);
- Camden Core Strategy (2010);
- Camden Development Policies DPD (2010); and
- Camden Transport Strategy (2011).

The review of the above documents confirmed that the proposed scheme aligns with what is being set out at national, regional and local government levels.

In the course of undertaking the TA the existing transport links were investigated. The BLR and DHO sites are located in an area with a Public Transport Accessibility Level (PTAL) rating of 3 which reflects the moderate level of public transport service in the area.

A PERS audit was undertaken as part of the TA at the request of Transport for London (TfL). The overall finding of the audit was that the pedestrian networks and environment in the vicinity of the site were acceptable with a small number of links being identified as requiring some attention. The links identified as being of poor quality could be avoided by residents as suitable alternatives are available that would be as convenient. For this reason it was concluded that immediate work on these links would not be required as part of the scheme. The exception to this is Haverstock Road which will undergo improvement works as part of the proposal.

A trip generation exercise was undertaken to determine the net change in number of trips by mode on the local transport network. It was deemed appropriate to consider the net change to the number of trips being generated by the commercial land use at 2-16 VicarsRoad as negligible due to the relatively small change to the floor area.

On the whole it was estimated that there will be a negligible change in vehicle trips generated by the site. This is as a result of the relocation of the DHO, the provision of 'car-free' units and the low-level of on-site parking. It was concluded that the existing highway network would be capable of accommodating the proposed scheme without difficulty and a highway impact assessment was not deemed necessary.

The mode of transport which is anticipated to have the greatest net increase in trips is the bus service. However in the peak hour this will equate to less than one additional passenger per bus on average which should have a negligible impact.

Existing residents of Bacton Estate have the option of leasing garages which are located in the ground floor of the BLR building and parking spaces that are situated within the internal courtyards. There will be 55 garages allocated to existing residents of Bacton Estate in the proposed scheme.

Currently, 16 on-street parking permits are held by residents of BLR and the intention is that 13 of these permits will be retained while the remaining three will not be required.

Of the 290 residential units on-site, 29 of these will be suitable for a mobility impaired residents. It was agreed with the LPA at the outset of this project that a provision of 0.5 disabled parking bays on-site per wheelchair accessible unit would be appropriate for the scheme. As such, 15 disabled car parking spaces will be provided on-site. There will also be a car club bay and electrical vehicle charge point bay located on-site.

The site falls within a Controlled Parking Zone (CPZ). An on-street parking survey was undertaken covering all streets within 200m of the site. It was concluded that there would be little opportunity for residents or employees of the development to park on-street as a result of the CPZ and parking stress levels. Therefore a parking impact assessment was not considered appropriate.

A Travel Plan will be prepared prior to occupation of the proposed development. This will include information on measures, targets and responsibilities for implementing and monitoring the Travel Plan.

Conclusions

This TA concludes that the proposed development on the BLR and DHO sites will have a negligible impact on the local highway network and that the number of vehicle trips generated by the site may be reduced as a result of the relocation of the DHO, introduction of 'car-free' residences, the overall low-level of on-site parking provision and the provision and implementation of a Travel Plan.

The greatest net increase in trips generated by the proposed development will be by bus. However the number of additional trips expected will be of a level that should be easily accommodated within the current services.

The proposed development will provide valuable public realm improvements for the area including a new east-west pedestrian corridor which will route through the centre of the BLR site and create a new pedestrian link from the east to Haverstock Road.

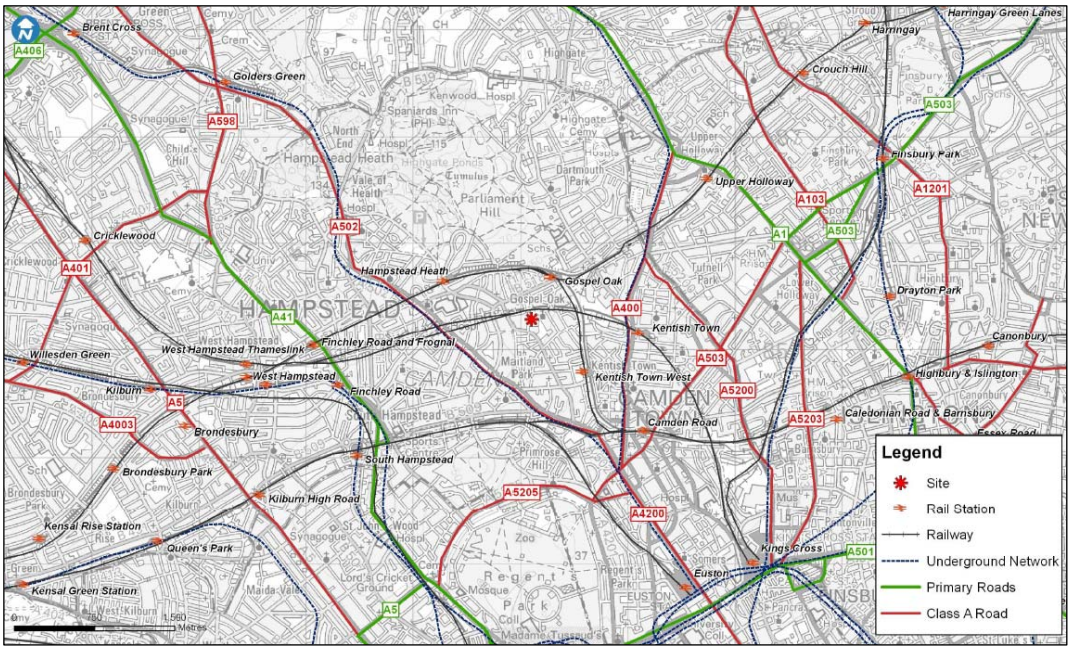
As such this TA concludes that the proposed scheme is a favourable development for the BLR and DHO sites which will benefit the community and enhance the surrounding area.

1 Introduction

1.1 Background

1.1.1 Peter Brett Associates (PBA) has been commissioned by LBC to undertake a TA for the proposed development of the Bacton Low Rise Estate, Gospel Oak District Housing Office and a number of commercial units that front onto Vicars Road. Figure 1.1 below shows the location of the development site within a strategic context. All figures are provided in A3 format in Appendix A of this report.

Figure 1.1: Strategic Site Plan



1.1.2 The development site has a total area of 1.89 hectares and spans two areas. The first area is the BLR site, a residential development comprising eight blocks, which is bounded by Haverstock Road, to the west and Wellesley Road to the south, east and north. This site lies to the south of the Bacton High Rise building.

1.1.3 The second area is the DHO site which is located to the north-east of the BLR site. This site includes the DHO and also 16 commercial units which front onto Vicars Road. This site is bounded by Wellesley Road to the west, Vicars Road to the south and east and a railway line to the north.

1.1.4 There are two 'A' roads, the A502 and the A400, in the vicinity of the site. The A502 is to the west and can be accessed from the site by routing north on Southampton Road and then Fleet Road to the west; the A502 links Camden Town to Hendon. The A400 runs to the east of the site, joining Charing Cross to Archway. It can be accessed by taking Grafton Road south and then Spring Place and Holmes Road.

1.1.5 A network of pedestrian pathways and rights of way are in place joining the site to surrounding housing estates and Mansfield Road.

1.1.6 The BLR site is a housing development which includes both on-site parking bays and garages. These facilities are available for lease to residents of Bacton Estate, low rise and high rise, and also other residents and staff in the area. The DHO site is currently used for offices and has a number of car parking spaces available for employees to the rear of the building. At present the office space is being used by Camden Housing and Adult Social Care Staff and is scheduled to be closed in March 2013.

1.1.7 The 16 commercial units which front onto Vicars Road have approximately seven parking bays which are situated to the south of the units and can be access from VicarsRoad. At present 14 of these units are occupied.

1.1.8 The proposed development will be primarily residential in nature on the BLR and DHO sites, providing 290 residential units in total. There will be a small element of commercial land use included in the proposed scheme which will have a floor area of approximately 252m^2.

1.1.9 This report details the findings of the TA process; identifies any impacts the proposed development may have on the transport networks and on local parking availability; suggests possible mitigation measures if required and forms part of the supporting documentation for the full planning application.

1.2 Report Content

1.2.1 This TA has been structured as follows:

- Chapter 2 outlines the existing development and the current land uses;
- Chapter 3 looks at the existing public transport networks in proximity to the development site;
- Chapter 4 of the report sets out the relevant National, Regional and Local transport policy;
- Chapter 5 sets out the proposed development and the nature of the use on the site;
- Chapter 6 describes the methodology employed to establish anticipated trips by vehicles and the potential trip generation of the site by all modes;
- Chapter 7 makes an assessment of the impact the proposal will have on existing public transport services in the area;
- Chapter 8 sets out the developments sustainable transport strategy and a Framework Travel Plan; and
- Chapter 9 concludes the TA.

2 Existing Development

2.1 Introduction

2.1.1 This Chapter of the report describes the development that is currently located on the proposed development site. The site location is shown below in Figure 2.1.

Figure 2.1: Site Location Plan

2.2 Land Use

2.2.1 Currently the DHO site comprises 2,475m^2 GIA of office buildings which form the Gospel Oak DHO. There is also a small two-storey property at 113a Wellesley Road and temporary portacabins to the rear of the DHO. 16 commercial units are located to the east of the DHO and are accessed via Vicars Road. These commercial units are spread over two floors and occupy a total floor area of 922m^2 GIA. A total of 14 of these employment units are currently let.

2.2.2 The BLR site comprises 99 residential units which are arranged around a number of courtyards. The total area of residential land use on the site is 14,210m^2 GIA. The BLR building also accommodates residential car parking. Where there is road access, garages are provided at ground level, often with four stories of residential accommodation above. There are also designated parking bays alongside further garages within the central courtyard.

2.3 Site Access

2.3.1 The western frontage of BLR can be accessed by vehicles via Haverstock Road, the northern end of which forms part of the estate. This allows access to the garages that are located beneath the western section of the building.

2.3.2 In order to gain vehicular access to the car parking bays and garages located within the central courtyards and eastern sections of BLR a crossover located on Wellesley Road to the east of the building can be used.

2.3.3 The remaining area where on-site car parking bays and garages are provided can be accessed by vehicles from the northern end of Wellesley Road. The section of Wellesley Road where these parking bays are located, and where the northern garages can be accessed from, also forms part of the estate and, in order to reach this area, vehicles can route along Wellesley Road.

2.3.4 There is no through-route for vehicles from the northern end of Haverstock Road to the northern end of Wellesley Road as bollards are currently in place where the two roads meet.

2.3.5 The pedestrian entrance to the DHO reception is located on the northern end of Wellesley Road. On-site parking is available for staff of the offices and this can be accessed via a gated road at the eastern end of Vicars Road.

2.3.6 The commercial units also associated with this section of the development site can be reached by using two crossovers which are in place on the northern side of Vicars Road. A one-way traffic system operates between these crossovers with the western crossover accommodating traffic accessing the units and the eastern crossover accommodating traffic egressing the units.

2.4 Car Parking Provision

On-Site Parking

2.4.1 BLR has a total of 83 garages, of which 57 are let. Of those let, 45 are let to current residents of Bacton Estate, and the remainder to staff and residents of surrounding areas.

2.4.2 BLR also has a further 29 on-site parking bays, 18 of which are let. Of the 18, a total of 13 are taken up by residents of Bacton Estate and again the remainder to staff and residents of the surrounding area.

2.4.3 There are a number of parking spaces associated with the DHO which are located to the rear of the building and can be accessed via a gated entrance at the eastern end of Vicars Road. An additional seven parking spaces are associated with the 16 commercial units and these are located to the front of the units, accessed through an existing pair of crossovers on Vicars Road.

2.4.4 There is a disabled parking bay located on the northern end of Wellesley Road adjacent to the pedestrian entrance to the DHO reception. This is for the use of disabled visitors.

2.4.5 *On-Street Parking*

2.4.6 The on-street parking in the area is part of a CPZ, restricting parking to those with permits or pay and display.

2.4.7 The residents of BLR hold 16 on-street parking permits and there are no on-street permits held by staff of the DHO or commercial units.

2.5 Motorcycle Parking Provision

2.5.1 Motorcycle parking is provided on site at the northern end of Wellesley Road, adjacent to the pedestrian access to the DHO reception. This area can accommodate up to three motorcycles.

2.6 Car Club Bays

2.6.1 A car club bay and zip van bay are situated in close proximity to the development site. A car and van, provided by Zipcar, are located on Courthope Road which is approximately 500m from the development site.

2.6.2 There are also car club bays located on Mansfield Road, to the west of the junction with Savernake Road and on Parkhill Road to the south of the junction with Garnett Road. These bays are approximately 500m from the development site.

2.7 Cycle Parking Provision

2.7.1 At present there are no cycle stands provided within the development site.

2.8 Servicing Strategy

2.8.1 The residential waste generated by BLR is stored in communal bin stores on-site and collected by LBC's waste management services. Refuse vehicles currently travel the length of Haverstock Road to collect refuse and recycling.

2.8.2 Veolia, the London Borough of Camden's waste contractor, has confirmed that for crews to access the bin store on Haverstock Road they do so by reversing the refuse vehicle down Haverstock Road from Wellesley Road.

2.8.3 It is also necessary for refuse vehicles to access the northern end of Wellesley Road to service the bin store located in BLR which fronts onto this section of the road. As this road is a cul-de-sac and there is a limited area for vehicle turning, the refuse vehicle currently right turns into Vicars Road and then reverses back into the northern end of Wellesley Road.

2.8.4 Refuse produced by the DHO, which is contained on-site in a bin store fronting on Wellesley Road, is also collected from the northern end of Wellesley Road. The commercial units store their waste on-site and this is collected from Vicars Road.

3 Existing Transport Networks

3.1 Introduction

3.1.1 This section of the report describes the existing transport networks in the vicinity of the proposed development site.

3.2 Existing Highway Network

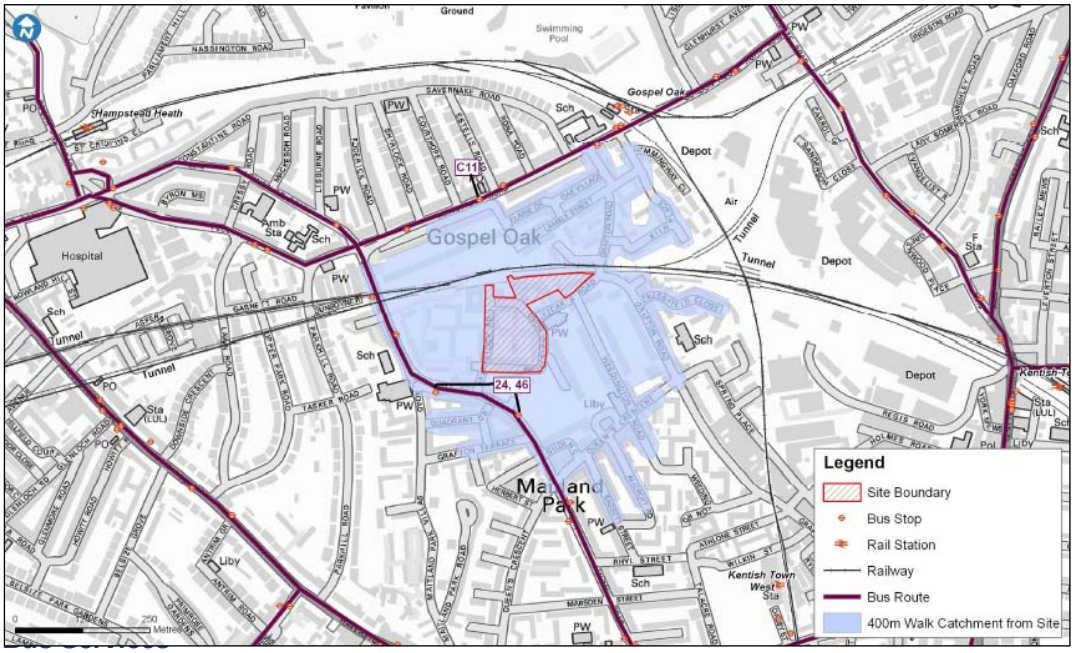
3.2.1 The development site is bounded by Vicars Road and Wellesley Road to the south and east and Haverstock Road to the west. Vicars Road and the southern sections of Wellesley Road and Haverstock Road form part of the public highway and are residential in nature. All three roads accommodate on-street permit parking where they lie within the public highway.

3.2.2 The section of Haverstock Road to the north of Wellesley Road and the section of Wellesley Road to the north of Vicars Road form part of Bacton Estate and accommodate estate car parking and access to garages which front onto the northern and eastern sides of BLR. Both of these roads are cul-de-sacs with the northern end of Haverstock Road terminating at Lismore Circus which is a pedestrianised area. No through-route is possible from the northern end of Wellesley Road to Haverstock Road due to the presence of bollards.

3.3 Existing Public Transport Network

3.3.1 The public transport links in the vicinity of the development site are shown in Figure 3.1 and are discussed in more detail in the following sections.

Figure 3.1: Existing Public Transport Networks



3.3.2 Grafton Terrace bus stop is located on Malden Road, approximately 300m from the development site and is serviced by routes 24 and 46 southbound. St Dominic's Priory is the

nearest bus stop for northbound services on these routes and is again located on Malden Road approximately 300m from the site. The origins and destinations of these two routes are shown in Table 3.1.

3.3.3 The nearest stop for route C11, which routes from Archway Station to Brent Cross Shopping Centre, is on Estelle Road to the north of the site at a distance of approximately 280m. The location of these bus stops in relation to the site is shown in Figure 3.1.

3.3.4 All of these bus stops comprise a formal bus shelter with bus service information and route maps for both the relevant routes.

3.3.5 The destinations and frequencies of the bus service in close proximity to the site are summarised in Table 3.1 below.

Table 3.1: Bus Services

Bus Stop	Distance from site	Service Number	Origin – Destination	Peak Frequency (buses per hour)
St Dominic's Priory	300m	24	Grosvenor Road to Royal Free Hospital (Northbound)	10
		46	Stonecutter Street to Lancaster Gate (Northbound)	6
Grafton Terrace	300m	24	South End Green to Grosvenor Road (Southbound)	6
		46	Lancaster Gate to Stonecutter Street (Southbound)	7
Estelle Road	280m	C11	Archway Station to Brent Cross Shopping Centre (Westbound)	7
		C11	Brent Cross Shopping Centre to Archway Junction (Eastbound)	7
Total Number of Peak Hour Services				**43**

3.3.6 As shown by the table above, 43 buses serve the area in the peak hour. These bus routes include destinations such as Brent Cross Shopping Centre, Kings Cross and St Pancras Stations, Archway Station, Trafalgar Square, Camden and Victoria Station.

London Overground Services

3.3.7 Gospel Oak Overground Station is located approximately 490m north of the development. This station lies on the overground line which runs to the east to Barking and Stratford and to the south to Willesden Junction and Clapham Junction. The station has step free access from street to platform which increases accessibility.

3.3.8 The overground services at Gospel Oak links commuters to a range of different rail services. Access to National Rail and London Underground can be gained via the Gospel Oak Overground at Highbury and Islington Station where the Victoria Line and National Rail are available, Jubilee Line and rail services to Gatwick and Luton Airport are available at West Hampstead Station. Central Line, Jubilee Line, DLR and rail services to Stansted Airport are available at Stratford Station.

3.3.9 The frequency of services from Gospel Oak Overground Station is shown in Table 3.2 below.

Table 3.2: London Overground Services

Origin – Destination	Peak Frequency (trains per hour)
Gospel Oak – Barking	4
Gospel Oak – Stratford	8
Gospel Oak - Willesden Junction/Clapham Junction	8
Total Number of Peak Hour Services	**20**

3.3.10 As shown in Table 3.2 there are approximately 20 overground services departing from Gospel Oak in the peak hour.

National Rail and London Underground

3.3.11 Kentish Town Station lies approximately 1.3km south-west of Bacton Low Rise and provides access to National Rail and London Underground services. The rail services are operated by First Capital Connect with trains running directly to Luton Airport, Luton and Bedford in the north and Sutton in the south. Certain southbound rail services from Kentish Town crosses London stopping at stations including St Pancras International, Farringdon, Blackfriars and London Bridge. However these services are on an infrequent basis.

3.3.12 During the peak hour, approximately 10 trains run per hour in the northbound and southbound direction on the National Rail line from Kentish Town.

3.3.13 The Northern Line service at Kentish Town Station runs from High Barnet to Euston where commuters have the option to continue to Morden via the Charing Cross branch or Bank branch. In the AM and PM peak hours southbound and northbound services depart the station approximately every three minutes.

Public Transport Accessibility

3.3.14 Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point from a development site to the public transport network, taking into account walk access times and service availability. The method is essentially a way of measuring the density of the public transport network at particular points.

3.3.15 Walk times are calculated from the specified point(s) of interest to all public transport access points: bus stops, light rail stations, underground stations and Tramlink halts, within pre-

defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is subsequently calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then produced for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail, etc) are then added to give a single value.

3.3.16 A PTAL score can range from 1a to 6b, where a score of 1 indicates a "very poor" level of accessibility and 6b indicates an "excellent" accessibility level. PTAL scores are used to both inform the level of density on a development site as well as informing the level of car parking provision required for a residential development.

3.3.17 The development site is located in an area which is classified as having a 'moderate' PTAL of 3. The details of this PTAL rating are contained in Appendix B of this report.

3.4 Pedestrian Provision

Pedestrian Provision

3.4.1 Lismore Circus is located to the north of the development site and can be accessed via a pedestrian walkway from the northern end of Haverstock Road or by a footpath adjacent to the DHO. The network of pedestrian paths within the Circus provides pedestrian links for estate residents to the bus stops on Mansfield Road and Southampton Road and also to Gospel Oak Overground Station.

3.4.2 There is also a network of pedestrian paths to the south of the development site through a green area which links the estate to the local shops, restaurants and services, which includes a library, post office and pharmacy on Queen's Crescent. The Queen's Crescent Market is held every Thursday and Saturday and sells food, clothing and household items. The Queen's Crescent Community Centre can also be accessed using this pedestrian path.

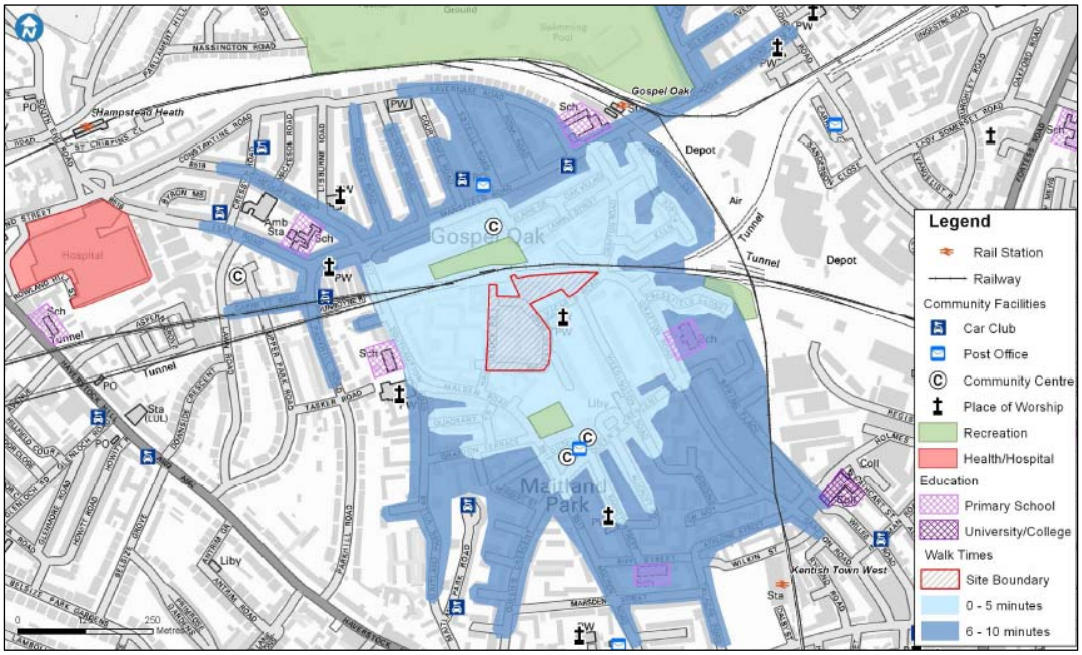
3.4.3 There are two pedestrian paths in place adjacent to the Weedington residential blocks which can be used if routing east from the development site and link the development to Grafton Road where a local primary school is located. The network of pedestrian paths in close proximity to the site is shown in Figure 3.4, further on in this section of the report.

3.4.4 Zebra crossings are provided on Malden Road adjacent to the Haverstock Road/Malden Road junction and Mansfield Road adjacent to the Mansfield Road/Estelle Road junction which facilitate pedestrians crossing to reach bus services on the opposite side of the road. Both these crossing points incorporate dropped kerbs and tactile paving.

3.4.5 Signalised pedestrian crossings are in place on Mansfield Road to the west of Gospel Oak Overground Station and at the Fleet Street/Mansfield Road/Southampton Road junction. Both these crossings provide dropped kerbs and tactile paving for ease of use.

3.4.6 Pedestrian walk times and the facilities within a 10 minute walk of the development are shown in Figure 3.2.

Figure 3.2: Pedestrian Isochrones and Facilities



PERS Audit

3.4.7 As part of this TA, a Pedestrian Environment Review System (PERS) audit was conducted. This PERS audit took place on the 19th September 2012 during daylight hours along a network of links which form the main pedestrian connections to the site in question. A PERS assessment analyses the quality of an environment in terms of how it meets the needs of the pedestrians, with the 'standard' pedestrian defined by the Transport Research Laboratory (TRL) as *"towards the vulnerable end of the spectrum"*.

3.4.8 The study area for the PERS audit was agreed with TfL and the LPA prior to the data being collected. This study area is shown in Figure 3.3 and the scoping correspondence can be found in Appendix C of this report.

Figure 3.3: Extent of PERS Audit

3.4.9 The PERS assessment was carried out following the guidance provided in the TfL PERS handbook. A study area was first defined so that a desk-top identification of routes, links, crossings and spaces could take place. Following approval of this, an on-street evaluation took place to collect data to be analysed by the StreetAudit software.

3.4.10 The survey area identified included a total of 48 links, eight crossings, four public transport waiting areas and one public transport interchange point. These were given an overall score when put into the StreetAudit software which informed a Red, Amber or Green (RAG) band. Green represents good or very good provision, amber represents average provision, with potentially some features that give cause for concern, and red represents a facility or aspect that presents significant cause for concern.

3.4.11 Due to the high density of facilities and links it was decided that rather than including routes in the data collection, a desk-top analysis of key routes would be undertaken. This was achieved by identifying all likely destinations on a map and then choosing six 'key routes' from the site to the most likely destinations. This was then used to identify key links and gain an average score for each route based on links and crossings.

3.4.12 The methodology and results of the PERS audit are further discussed in the technical note included in Appendix C of this document.

3.4.13 The area surrounding the development site has very good pedestrian facilities with regards to crossing provisions, public transport waiting areas and interchanges. Whilst there are some improvements that can be made to these facilities, they are all of an acceptable or very good standard.

3.4.14 Overall 83% of the pedestrian links included in the audit were scored as 'average' or 'good'. Haverstock Road was identified as needing improvement and it is understood that this will be undertaken as part of the scheme. A further seven pedestrian links were also identified as having a 'poor' rating. These links and the possible improvements are outlined in Table 3.3 below.

Table 3.3: Possible Improvements to Pedestrian Links

Link	Location	Possible Improvements
L20	Southern pedestrian path adjacent to playing courts which links Wellesley Road to Grafton Terrace Bus Stop	Improve legibility with signposts and removal of barriers which block access for mobility impaired when the vehicular gate is closed
L29/L30	Eastern and Western Side of Weedington Road	Removal of footway parking and improvements to tactile information at pedestrian crossing points
L38	Northern side of Barrington Close	Consideration of effective width where bins are located and removal of large refuse items
L3	Southern footpath on Mansfield Road A	The effective width and gradient of the upper level and lower level paths needs to be addressed. The footpath intended for public use needs to be wider and more accessible.
L26	Southern footpath adjacent to Weedington residential blocks that links Weedington Road to Grafton Road.	Provision of tactile paving where this footway meets Weedington Road to allow pedestrians to cross the road and continue along the footway towards Allcroft Road. Levels of personal security should be addressed here too with perhaps consideration of CCTV cameras.
L24	Ashdown Crescent	Delineation between pedestrians and traffic here would improve this link. Improvements should also be made to the surface quality, perhaps extending the surfaces found where the pedestrian section of this link meets Queen's Crescent.

3.4.15 While the above seven pedestrian links were identified as needing improvement by the PERS audit, these works were not deemed critical for the residents of the proposed scheme.

3.4.16 L20 links Wellesley Road to the Grafton Terrace bus stop which is the closest southbound bus stop to the development. However if routing from the development site, residents would be more likely to use the branch of this footpath which runs along the northern side of the playing courts as it is a more direct route and was deemed acceptable rather than the southern branch which received the 'poor' scoring.

3.4.17 The removal of footway parking from Weedington Road would improve the effective width of the pedestrian links on both sides of this road. However the on-street parking here was observed to be in relatively high demand with little spare capacity during the audit. This observation was supported by the results of an on-street parking survey. The impact of removing this parking would need to be considered for the area as a whole. The provision of tactile paving at the crossing point on Weedington Road however would prove valuable for visually impaired pedestrians.

3.4.18 Barrington Close lies to the north of the DHO site and is separated from the development by the railway line. Observations from site were that this road forms part a LBC residential estate as the road is a cul-de-sac and gated where it meets Grafton Road. If routing from the development site towards Lismore Circus it is unlikely that this pedestrian link would be used by residents of the DHO site as they would need to cross the railway line. A more direct and attractive route would be to use the pedestrian path which links the DHO office main entrance to Lismore Circus. As such the relocation of the bins and large refuse items is not considered of significance to the proposed scheme.

3.4.19 There are two footpaths in place on the southern section of Mansfield Road which are provided on a split-level. The upper level footpath is not ideal for mobility impaired pedestrians as once on the footpath there is only access to the lower level in certain area while the lower level footpath is not of a sufficient width to accommodate a wheelchair or buggy. The widening of the lower level footpath would alleviate this issue. This would require a considerable amount of work especially at the eastern end of the path where the level difference between the upper and lower footpaths is at its greatest.

3.4.20 While this path links the development site to Gospel Oak's overground station, residents of the development could easily avoid using this link by crossing to the northern side of Mansfield Road. A zebra crossing is in place on Mansfield Road adjacent to where residents would be routing from Lismore Circus. Residents would be required, regardless of the poor link, to cross to the northern side of the road as that is where the overground station is located so undertaking this movement would not be of any inconvenience to the pedestrian. While ideally the southern footpath on Mansfield Road would be improved to provide a link suitable for all users, as there is an attractive and convenient alternative available it is not deemed critical for the proposed scheme.

3.4.21 The pedestrian path which runs along the southern side of the Weedington residential blocks and links Weedington Road and Grafton Road was observed to have poor levels of personal security during the audit. This was due to the enclosed nature of the link which is bounded on both sides by high walls in sections and the narrow width of the path. There was also poor provision for visually and mobility impaired pedestrians noted where the path meets Weedington Road. Should a pedestrian wish to cross Weedington Road and continue along the path to Allcroft Road there is no dropped kerb or tactile information in place to assist them to undertake this movement.

3.4.22 This link is not expected to be a key link for residents of the scheme located on the DHO site and residents of the BLR site could use an alternative pathway which runs adjacent to the northern side of the Weedington residential blocks. This path achieved an 'average' score in the audit. The provision of dropped kerbs and tactile paving would benefit mobility and visually impaired pedestrians in the area as would increasing the level of personal security however as an alternative is available to residents of the proposed scheme this improvement is not considered essential for residents of the development.

3.4.23 Ashdown Crescent is located to the south of the development site and can be used to link pedestrians from Allcroft Road to Queen's Crescent. The western section of the crescent accommodates a pedestrian path which is separated from the carriageway and this forms

the pedestrian link between Allcroft Road and Queen's Crescent. As such, pedestrians should not need to route along the vehicular section of Ashtown Crescent as it provides no benefit and will only link pedestrians with Queen's Crescent further to the east. Therefore improvement works to this link are not deemed necessary.

3.4.24 A further observation from the audit was that shops and cafes on Malden Road and Queen's Crescent are reducing the effective width of pavements through front-of-shop displays and seating areas.

3.4.25 In summary, therefore, there are good alternative routes which avoid those links that scored poorly. Generally conditions for pedestrians around the site are good but there are some links where there is scope for improvement, although not deemed critical to the proposed scheme.

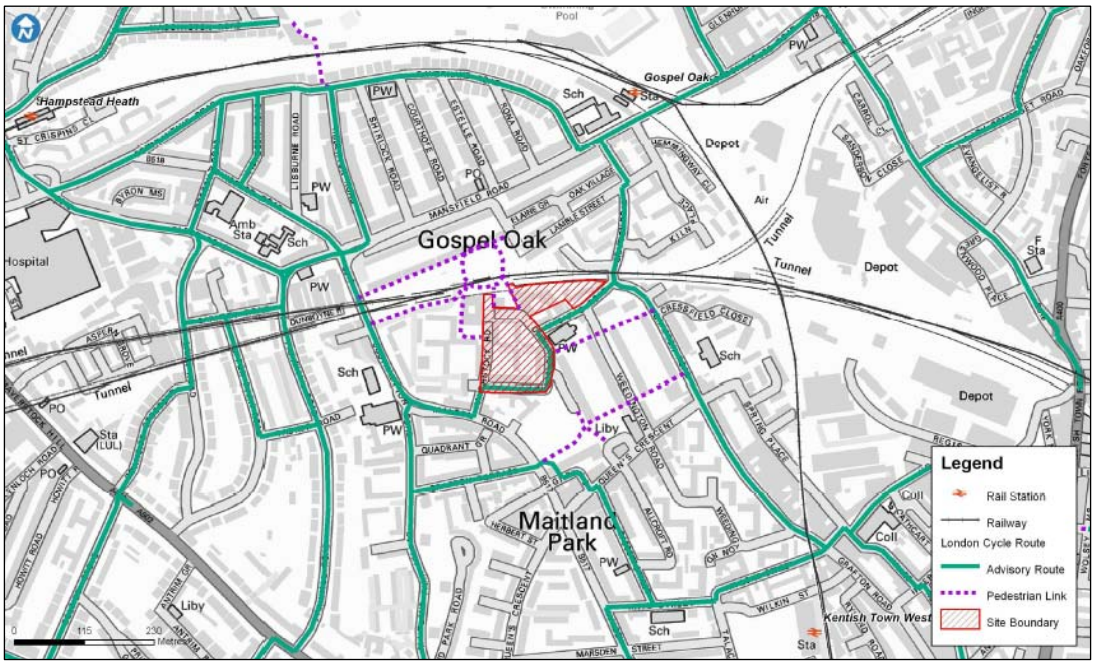
3.5 Cycle Provision

3.5.1 There are two public cycle stands located within the footpath on the northern side of Vicars Road, to the east of the Vicars Road/Wellesley Road junction and there are a further three public cycle stands located in the footpath on the southern side of Vicars Road to the east of the Vicars Road/Weedington Road junction.

3.5.2 At present there are no Barclays Cycle Hire Docking Stations within the vicinity of the development.

3.5.3 Figure 3.4 illustrates the cycle network in place within close proximity to the development site and also highlights the pedestrian network. Although there are no mandatory cycle routes there is a good network of advisory cycle routes. The advisory cycle paths along Wellesley Road and Vicars Road provide links from the site to the cycle network.

Figure 3.4: Existing Cycle and Pedestrian Network



3.6 Parking

On-Street Parking

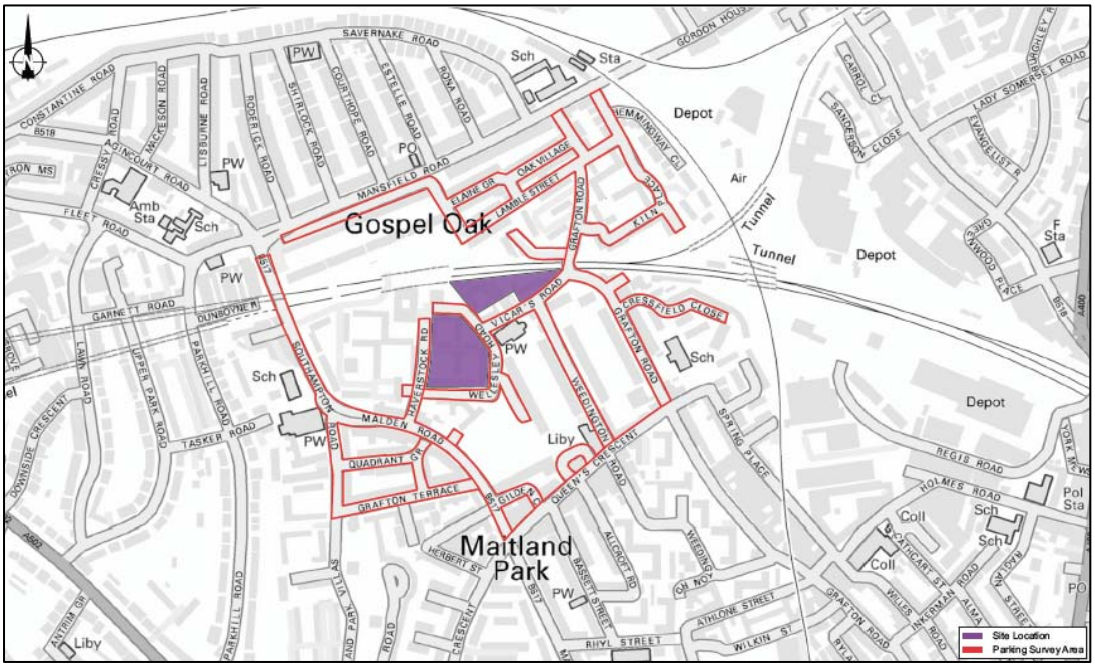
3.6.1 On-street parking in the area local to the development site is restricted by CPZs. The site is included within the Outer CA-L parking zone which is operational Monday to Friday from 0830 until 1830. To the south of the site, neighbouring roads such as Weedington Road, Grafton Road and Allcroft Road are part of the Inner CA-L parking zone which is operational between 0900 and 1100 from Monday to Friday.

3.6.2 Shared use parking is in place on the northern side of Vicars Road, between Weedington Road and Grafton Road, and this allows permit parking or pay and display parking. The pay and display parking operates from Monday to Friday, 0830 to 1830 as does the permit parking and is subject to a £1.60 charge for a maximum stay of one hour.

3.6.3 In order to assess the existing parking demand on the streets surrounding the site, on-street parking surveys were conducted on Monday 24th and Tuesday 25th of September 2012. The scope of the survey was agreed with the LPA's highways officer prior to its commission and the scoping correspondence is contained in Appendix D of this document.

3.6.4 The Lambeth Residential Parking Survey Methodology was employed, which required surveys to be conducted on two different weekdays within 200m of the site. The extent of the survey area is shown in Figure 3.5 and the raw data can be found in Appendix D of this report.

Figure 3.5: Extent of Parking Survey



3.6.5 The times the parking beat surveys were carried out are listed below:

- Between 0600 – 0700 on two weekdays;
- Between 1100 – 1200 on two weekdays;
- Between 1500 – 1600 on two weekdays;
- Between 1900 – 2000 on two weekdays; and
- Between 2300 – 0000 on two weekdays.

3.6.6 The data was analysed to determine the parking stress for resident permit holder (RPH) parking and single yellow line (SYL) parking. The results were averaged over the two weekdays surveyed to obtain a holistic picture of the on-street parking demand in this area. As this approach was taken, in some cases an element of rounding took place when calculating the parking stress in order to present whole numbers.

3.6.7 Tables 3.4 to 3.8 show the range of variation in parking stress within the survey area over the five hourly periods surveyed. It should be noted that as construction works were being undertaken in the carriageway on the southern end of Wellesley Road on the days the surveys were undertaken a number of parking bays were out of service and could not be included in the count. A total of nine on-street permit parking bays were in operation on the day of the surveys on Wellesley Road.

Table 3.4: On-Street Parking Survey Results (0600-0700)

Street Name	RPH bays			SYL spaces		
	Total Parking Bays	Occupied Parking Bays	RPH Parking Stress (%)	Total Parking Bays	Occupied Parking Bays	SYL Parking Stress (%)
	Permit Parking – Inner Ca-L Zone					
Dale Road	3	3	100%	4	4	100%
Gilden Crescent	10	5	54%	5	1	20%
Grafton Road	25	21	85%	9	4	39%
Weddington Road	36	29	81%	20	9	43%
	Permit Parking – Outer Ca-L Zone					
B517 Malden Road	35	26	75%	21	2	11%
B517 Southampton Road	2	2	100%	2	0	0%
Elaine Grove	38	27	71%	15	1	7%
Grafton Terrace	68	49	72%	0	0	-
Haverstock Road	5	4	85%	4	1	25%
Julia Street	6	4	71%	0	0	-
Lamble Street	48	37	77%	22	9	42%
Malden Place	9	4	47%	7	0	0%
Oak Village	56	47	83%	4	3	66%
Quadrant Grove	33	19	58%	0	0	-
Southampton Road	45	42	94%	10	0	0%
Vicars Road	29	25	84%	16	3	20%
Wellesley Road	9	9	94%	10	1	10%
Wellesley Place	0	0	-	3	2	63%
Total	**457**	**353**	**77%**	**152**	**39**	**26%**

Table 3.5: On-Street Parking Survey Results (1100-1200)

Street Name	RPH bays			SYL spaces		
	Total Parking Bays	Occupied Parking Bays	RPH Parking Stress (%)	Total Parking Bays	Occupied Parking Bays	SYL Parking Stress (%)
	Permit Parking – Inner Ca-L Zone					
Dale Road	3	3	83%	4	1	28%
Gilden Crescent	10	4	43%	5	1	25%
Grafton Road	25	20	80%	9	1	11%
Weddington Road	36	28	79%	20	3	16%
	Permit Parking – Outer Ca-L Zone					
B517 Malden Road	35	24	70%	21	1	5%
B517 Southampton Road	2	2	100%	2	0	0%
Elaine Grove	38	25	65%	15	2	16%
Grafton Terrace	68	52	77%	0	0	-
Haverstock Road	5	4	73%	4	1	25%
Julia Street	6	4	67%	0	0	-
Lamble Street	48	29	60%	22	7	30%
Malden Place	9	5	60%	7	0	0%
Oak Village	56	36	64%	4	2	38%
Quadrant Grove	33	20	61%	0	0	-
Southampton Road	45	39	86%	10	0	0%
Vicars Road	29	23	78%	16	3	19%
Wellesley Road	9	7	74%	10	1	10%
Wellesley Place	0	0	-	3	2	50%
Total	**457**	**324**	**71%**	**152**	**24**	**16%**

Table 3.6: On-Street Parking Survey Results (1500-1600)

Street Name	RPH bays			SYL spaces		
	Total Parking Bays	Occupied Parking Bays	RPH Parking Stress (%)	Total Parking Bays	Occupied Parking Bays	SYL Parking Stress (%)
	Permit Parking - Inner Ca-L Zone					
Dale Road	3	3	83%	4	2	56%
Gilden Crescent	10	5	54%	5	1	23%
Grafton Road	25	22	89%	9	1	11%
Weddington Road	36	31	86%	20	6	28%
	Permit Parking -Outer Ca-L Zone					
B517 Malden Road	35	24	68%	21	1	5%
B517 Southampton Road	2	1	69%	2	0	0%
Elaine Grove	38	27	71%	15	1	9%
Grafton Terrace	68	53	78%	0	0	-
Haverstock Road	5	4	80%	4	0	0%
Julia Street	6	3	46%	0	0	-
Lamble Street	48	32	66%	22	8	35%
Malden Place	9	5	54%	7	0	0%
Oak Village	56	40	71%	4	3	66%
Quadrant Grove	33	19	57%	0	0	-
Southampton Road	45	41	92%	10	4	38%
Vicars Road	29	21	73%	16	2	13%
Wellesley Road	9	7	75%	10	1	10%
Wellesley Place	0	0	-	3	1	42%
Total	**457**	**337**	**74%**	**152**	**31**	**20%**

Table 3.7: On-Street Parking Survey Results (1900-2000)

Street Name	RPH bays			SYL spaces		
	Total Parking Bays	Occupied Parking Bays	RPH Parking Stress (%)	Total Parking Bays	Occupied Parking Bays	SYL Parking Stress (%)
	Permit Parking - Inner Ca-L Zone					
Dale Road	3	3	100%	4	4	100%
Gilden Crescent	10	5	54%	5	1	20%
Grafton Road	25	22	86%	9	4	43%
Weddington Road	36	29	80%	20	7	33%
	Permit Parking -Outer Ca-L Zone					
B517 Malden Road	35	25	73%	21	1	5%
B517 Southampton Road	2	1	50%	2	0	0%
Elaine Grove	38	28	74%	15	1	8%
Grafton Terrace	68	56	83%	0	0	-
Haverstock Road	5	5	100%	4	1	25%
Julia Street	6	3	42%	0	0	-
Lamble Street	48	37	77%	22	9	40%
Malden Place	9	6	64%	7	1	14%
Oak Village	56	41	72%	4	3	63%
Quadrant Grove	33	19	57%	0	0	-
Southampton Road	45	41	90%	10	2	20%
Vicars Road	29	24	84%	16	2	12%
Wellesley Road	9	8	88%	10	1	10%
Wellesley Place	0	0	-	3	2	50%
Total	**457**	**351**	**77%**	**152**	**37**	**25%**

Table 3.8: On-Street Parking Survey Results (2300-0000)

Street Name	RPH bays			SYL spaces		
	Total Parking Bays	Occupied Parking Bays	RPH Parking Stress (%)	Total Parking Bays	Occupied Parking Bays	SYL Parking Stress (%)
	Permit Parking - Inner Ca-L Zone					
Dale Road	3	3	100%	4	4	100%
Gilden Crescent	10	5	51%	5	2	30%
Grafton Road	25	22	88%	9	4	44%
Weddington Road	36	31	87%	20	8	41%
	Permit Parking -Outer Ca-L Zone					
B517 Malden Road	35	26	73%	21	1	5%
B517 Southampton Road	2	2	100%	2	0	0%
Elaine Grove	38	29	75%	15	1	9%
Grafton Terrace	68	56	82%	0	0	-
Haverstock Road	5	5	100%	4	1	25%
Julia Street	6	3	56%	0	0	-
Lamble Street	48	38	78%	22	10	43%
Malden Place	9	6	63%	7	1	14%
Oak Village	56	44	79%	4	4	100%
Quadrant Grove	33	21	63%	0	0	-
Southampton Road	45	44	98%	10	1	14%
Vicars Road	29	25	88%	16	2	13%
Wellesley Road	9	7	78%	10	1	10%
Wellesley Place	35	26	73%	21	1	5%
Total	**457**	**366**	**80%**	**142**	**41**	**27%**

3.6.8 The parking stress on the roads in close proximity to the site, including Wellesley Road, Vicars Road, the southern end of Haverstock Road and Weedington Road, were all observed to have relatively small fluctuations in the level of resident parking demand over the survey periods. Each of these roads was heavily parked by permit holders throughout the day, however, with the exception of Haverstock Road, there was spare capacity noted in each time period surveyed.

3.6.9 The uptake of parking on single yellow lines on these roads was observed to be relatively low outside of the hours of operation of the parking restriction with the highest parking stress being noted as 41% between the hours of 2300 to 0000 on Weedington Road.

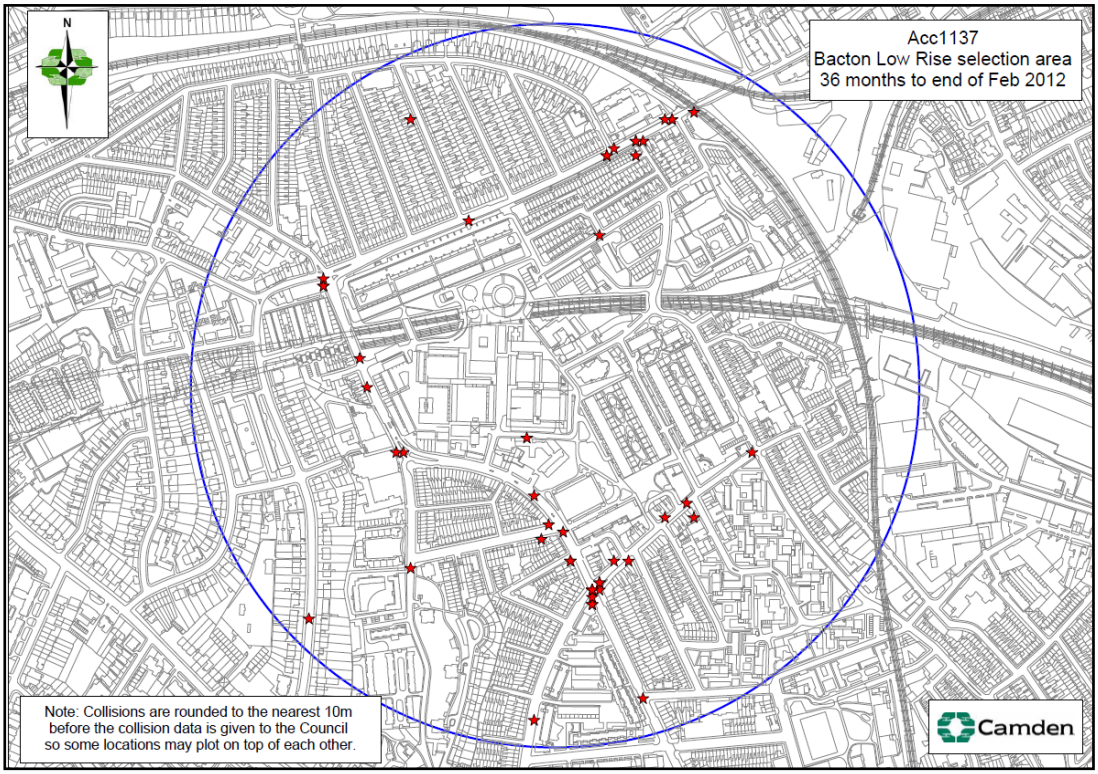
3.6.10 Within the extent of the survey area the overall residential and single yellow line parking stress was relatively consistent throughout the survey period with a slight decrease in parking demand for both types of parking occurring in the 1100 to 1200 and 1500 to 1600 time periods. The overall residential parking stress ranged from 80% in the 2300 to 0000 time period to 71% in the 1100 to 1200 time period the single yellow line parking stress ranged from 27% in the 2300 to 0000 time period to 16% in the 1100 to 1200 time period.

3.6.11 This suggests that the majority of on-street parking in the area is used by local residents and demand stays relatively high during the hours of operation of the CPZ and the level of parking remains at this level or increases overnight.

3.7 Accident Analysis

3.7.1 Accident data was provided by LBC and includes all the recorded road traffic accidents within 500m of the site for the last three years (31/02/2009 to 31/02/2012). The raw data provided by LBC can be found in Appendix E.

Figure 3.6: Accident Locations



3.7.2 A total of 45 road traffic collisions occurred within a 500m buffer zone of the site over a three year period. Tables 3.9 and 3.10 provide a summary of the recorded accidents by type and severity.

Table 3.9: Accidents by Year and Severity

Time Period	No. of Accidents	Accident Severity		
		Slight	Serious	Fatal
Feb 2009- Feb 2010	17	16	0	1
Feb 2010-Feb 2011	17	16	1	0
Feb 2011-Feb 2012	11	10	1	0
Total	**45**	**42**	**2**	**1**

Table 3.10: Accidents by Type and Severity

Accident Type	No. of Accidents	Accident Severity		
		Slight	Serious	Fatal
Car/HGV Only	8	8	0	0
Pedestrian	17	14	2	1
Bicycle	15	15	0	0
Motorcycle	5	5	0	0
Total	**45**	**42**	**2**	**1**

3.7.3 The total number of accidents between 2009 and 2012 remained relatively constant, with a reduction between February 2011 and February 2012. The majority of the 45 accidents recorded were classed as being of slight severity.

3.7.4 The number of accidents recorded as being fatal or serious was shown to be consistently low throughout the three year period and in total two serious and one fatal accident occurred. The fatal accident took place at the junction of Grafton Terrace and Maitland Park Villas and involved a vehicle and pedestrian collision. The serious accidents occurred at the junctions of Queen's Crescent and Malden Road and also Southampton Road and Malden Road.

3.7.5 It should be noted that in the raw data the fatal accident appears to have been recorded twice, once as a fatal accident and once as a slight accident. The accident has been logged in our analysis as a fatal accident and the slight accident has been discounted.

3.7.6 An accident of slight severity was recorded to the south of the development site on Wellesley Road. This accident involved two cars and occurred when one of the vehicles drove into the back of the vehicle in front.

3.7.7 The majority of accidents were noted to take place where residential roads meet Mansfield Road, Southampton Road, Malden Road and Queen's Crescent. These roads accommodate the majority of traffic flow through the area and are classified as 'B' roads with the exception of Queen's Crescent.

3.7.8 A cluster of accidents was noted where Queen's Crescent meets Malden Road, nine accidents were identified at this junction. The accidents here appear to be primarily caused by vehicles undertaking turning movements and either colliding with a vehicle in the opposite direction or a vehicle travelling in the same direction which has rear-ended the vehicle in front. Three of these incidents resulted in pedestrian injury, although there is a zebra crossing at this location, and three involved collisions with cyclists by a vehicle turning right.

Pedestrian Accidents

3.7.9 Of the 16 accidents which involved pedestrians, one was recorded as fatal and two serious.

3.7.10 The fatal accident happened at the junction of Grafton Terrace and Maitland Park Villas; a car turning left into Grafton Terrace collided with a pedestrian who was crossing the road. The road condition at the time of the accident was noted to be wet but no skidding was recorded and the accident took place on a Monday afternoon. The driver of the vehicle was breath tested and they received a negative result for the presence of alcohol.

3.7.11 The two serious accidents also involved pedestrians; one at the junction between Queen's Crescent and Malden Road, where a pedestrian was identified as being on a verge when a vehicle collided with them; whilst the other was at the junction of Southampton Road and Malden Road where a bus/coach collided with a pedestrian who using the zebra crossing.

3.7.12 In six of the 16 pedestrian accidents recorded, pedestrians were using zebra crossings at the time of the collision. At these zebra crossings, four accidents were where pedestrians were on crossings whilst one was when the pedestrian was on the footpath and in the final case the location of the pedestrian is unknown.

3.7.13 56% of incidents in which pedestrians were involved happened on or at junctions of residential roads with Malden Road during the three years reviewed.

3.7.14 One pedestrian accident, at which there was no crossing within 50m, occurred when there was a person working in the road.

3.7.15 No pedestrian accidents occurred within the immediate vicinity of the site during the three year period.

Cycle Accidents

3.7.16 There were 15 accidents that involved cyclists, all of slight severity. Ten of these incidents involved a car, one a taxi and one a heavy goods vehicle of less than 3.5 tonnes. There was also an incident in which a cyclist overtaking a vehicle collided with a door that was opened as they passed the vehicle.

3.7.17 Of all cycle accidents, 40% occurred on or near one of the junctions formed by the residential roads with Mansfield Road. No cycle accidents were recorded as taking place within the vicinity of the site.

Motorcycle Accidents

3.7.18 All of the accidents noted in which a motorcycle was involved were of slight severity and the majority were located in close proximity to give way junctions onto 'B' roads within the analysis area.

3.7.19 Of the motorcycle accidents recorded, all involved collisions with cars except for one which involved a pedestrian collision.

Vehicular Accidents

3.7.20 Eight of the accidents recorded involved cars or heavy goods vehicles only, as shown in Table 3.4. The fatal accident and both serious accidents involved motor vehicles with the two serious accidents involving bicycles.

3.7.21 The accident recorded on Wellesley Road to the south of the development occurred when a car rear-ending the vehicle in front. This accident was a result of careless driving and not believed to be as a result of an issue with the highway layout.

Accident Summary

3.7.22 The majority of accidents that occurred in the last three years within a 500m radius of the site have been on the classified 'B' roads or on Queen's Crescent which is a busy local high street.

3.7.23 Although specific reasons are not provided within the accident data report, it would seem that the majority of accidents were caused by driver error, such as a vehicle rear-ending the vehicle in front or a vehicle undertaking a turning movement into the path on an oncoming vehicle.

3.7.24 The relatively high concentration of accidents at the junction of Queen's Crescent and Malden Rd could suggest an issue with this junction. The accidents here seem to mostly involve vehicles turning and colliding with oncoming traffic or rear-ending vehicles on the approach to the junction. In a third of accidents at this junction pedestrians were involved with no evidence that they were not using the provided zebra crossings. The Queen's Crescent and Malden Road junction currently operates as give way with priority given to those continuing straight along Malden Road. While there has been a safety issue identified at this intersection it is not expected that the proposed development will increase the number of accidents that occur at this location.

3.7.25 The accident that occurred within the immediate vicinity of the site was a lone accident and caused by one car not realising the vehicle in front was slowing down. This accident was due to driver error and not as a result of issues with the highway layout.

3.8 Summary

3.8.1 The development site is bounded by Vicars Road and Wellesley Road to the south and east and Haverstock Road to the west. Vicars Road and the southern sections of Wellesley Road and Haverstock Road form part of the public highway and are residential in nature. All three roads accommodate on-street permit parking where they lie within the public highway and estate parking is provided on the section of Haverstock Road to the north of Wellesley Road and the section of Wellesley Road to the north of Vicars Road.

3.8.2 A total of 43 buses serve the area in the peak hour. These bus routes include destinations such as Brent Cross Shopping Centre, Kings Cross and St Pancras Stations, Archway Station, Trafalgar Square, Camden and Victoria Station. The bus stops servicing these destinations are approximately 300m from the development.

3.8.3 Gospel Oak Overground Station is approximately 490m from the development. This station lies on the overground line which runs to the east to Barking and Stratford and to the south to Willesden Junction and Clapham Junction. Approximately 20 overground services depart from Gospel Oak station in the peak hour.

3.8.4 Kentish Town Station lies approximately 1.3km south-west of Bacton Estate and provides access to National Rail and London Underground services. During the peak hour, approximately 10 trains run per hour in the northbound and southbound direction on the National Rail line from Kentish Town while Northern Line services depart every three minutes in both directions during the AM and PM peak hour.

3.8.5 The public transport accessibility of the site is deemed moderate with a PTAL of 3. A detailed PTAL report for the site is included in Appendix B.

3.8.6 There is a well-established network of pedestrian paths in the area surrounding the development site. A PERS audit was undertaken of an area surrounding the site which was agreed with TfL and the LPA. Overall, the PERS audit found good or average crossing provision and public transport waiting areas, with some 'Red' scores found on links. The links that were identified as needing improvement are discussed in detail in Appendix C, but in general the area scored well with the links that did score poorly being avoidable due to good crossing provisions and a network of suitable alternatives that received an average or good score.

3.8.7 In the vicinity of the site there is also a wide network of advisory cycle routes along Wellesley Road and Vicars Road. Public cycle stands are provided on the eastern and western end of Vicars Road.

3.8.8 On-street parking in the area local to the development site is restricted by CPZs. The site is included within the Outer CA-L parking zone which is operational Monday to Friday from 0830 until 1830. To the south of the site, neighbouring roads are part of the Inner CA-L parking zone which is operational between 0900 and 1100 from Monday to Friday. Shared use parking is in place on a section of Vicars Road which allows permit parking or pay and display parking.

3.8.9 On-street parking surveys were undertaken within 200m of the development site, the extent of which was agreed with the LPA. Surveys were undertaken over five selected one hour periods on Monday 24th and Tuesday 25th of September 2012 in accordance with the Lambeth Residential Parking Survey Methodology.

3.8.10 Within the extent of the survey area the overall residential and single yellow line parking stress was observed to be relatively consistent throughout the survey periods with a slight decrease in parking demand for both types of parking occurring in the 1100 to 1200 and 1500 to 1600 time periods. The overall residential parking stress ranged from 80% in the 2300 to 0000 time period to 71% in the 1100 to 1200 time period. The single yellow line parking stress ranged from 27% in the 2300 to 0000 time period to 16% in the 1100 to 1200 time period.

3.8.11 This suggests that the majority of on-street parking in the area is used by local residents and demand stays relatively high during the hours of operation of the CPZ and the level of parking remains at this level or increases overnight.

3.8.12 Accident data analysis was undertaken within 500m of the development site for the three year period from February 2009 to February 2012. A total of 45 accidents were recorded in the area over that period, of which 93% resulted in slight injuries. The one fatal accident that occurred appears to have been due to driver error and was on the edge of the 500m extent from the development, at the junction of Grafton Terrace and Maitland Park Villas.

3.8.13 The two serious accidents that occurred were both at junctions of residential roads with Malden Road and involved pedestrians, neither of which were on the road. Although these accidents took place relatively close to the site, it does not seem that they were caused by poor highway alignment and it is not expected that the proposed development will have a negative impact on the occurrence of accidents in the vicinity.

4 National, Regional and Local Policy

4.1 Introduction

4.1.1 This chapter provides a review of existing national, regional and local policy and discusses how the proposed development accords with established policy objectives.

4.2 National Policies

The National Planning Policy Framework

4.2.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012 replacing all existing Planning Policy Statements and Planning Policy Guidelines, including PPG13. The new framework seeks to facilitate sustainable development. In respect of transport, the NPPF advocates that planning policies and decisions should consider whether:

- The opportunities for sustainable transport modes have been taken up depending upon 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 impacts of development are severe.

4.2.2 At a more detailed level, the NPPF states that developments should be located and designed in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities; and
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

4.2.3 The NPPF stresses the importance of providing a Travel Plan for all developments that generate significant amounts of movement. It also gives priority to provision for low emission vehicles, including in particular provision of charging facilities.

4.2.4 The proposed development complied with NPPF Standards because the site is located in an area with great opportunity for public transport and good access and provision of footways and cycle routes.

4.3 Regional Policy

The London Plan (2011)

4.3.1 The London Plan was published in July 2011 to provide an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. Transport was noted as having a fundamental role in addressing the objectives of the Plan. These main objectives are to ensure London is:

- A city that meets the challenges of economic and population growth;
- An internationally competitive and successful city;
- A city of diverse, strong secure and accessible neighbourhoods;
- A city that delights the senses;
- A city that becomes a world leader in improving the environment;
- And a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.

4.3.2 Chapter 6 of the London Plan identifies polices to support the delivery of an efficient and effective transport system and places emphasis on encouraging sustainable travel through:

- Enhancing walking polices;
- Promoting electric car use; and
- Improving public transport capacity.

4.3.3 The relevant policies included within this Chapter are outlined below:

Policy 6.1 Strategic Approach

4.3.4 The mayor will work with key parties to encourage integrated transport systems. This will be done by;

- Encouraging patterns and nodes of development that reduce the need to travel, especially by car;
- Increasing the capacity of public transport, walking and cycling;
- Supporting development with a high trip generation at locations where there is good public transport accessibility and capacity;
- Improving interchange between different forms of public transport;
- Seeking increase of the blue ribbon network, particularly the Thames for passenger and freight use;
- Facilitation the efficient distribution of freight whilst minimising its impacts on the transport network;
- Supporting measure that encourage shifts to more sustainable modes and appropriate demand management;
- Promoting greater use of low-carbon technology to reduce carbon dioxide emissions and global warming contributions;
- Promoting walking by ensuring a improved public realm; and
- Ensuring that all parts of the public transport network can be used easily, safely and with dignity by all Londoners, including ensuring step-free access where appropriate.

Policy 6.2 Providing public transport capacity and safeguarding land for transport

4.3.5 The mayor will work to improve the integration, reliability, quality, accessibility, frequency, attractiveness and environmental performance of the public transport system. Whilst doing this the mayor will also work to increase the capacity of public transport

Policy 6.3 Assessing Transport Capacity

4.3.6 Development proposals should ensure that the impacts of the transport capacity and the transport network are considered and that Transport Assessments will be required in accordance with TfL's Transport Assessment Best Practice guidelines.

Policy 6.9 and Policy 6.10 Cycling and Walking

4.3.7 The Mayor will work to increase cycling and walking in London. Developments should:

- Provide secure, integrated and accessible cycle parking facilities in line with London Plan standards;
- Provide onsite showing and changing facilities;
- Integrate the Barclays Cycle Superhighways and facilitate the central London Cycle Hire scheme;
- Ensure pedestrian environments in and around new developments give emphasis to quality and streetscape; and
- Promote simplified streetscapes that are de-cluttered and provide access for all.

Policy 6.13 Parking

4.3.8 New developments should ensure a balance is met between promoting new development and avoiding excessive car parking that can reduce the use of sustainable travel.

4.3.9 When the car parking provision for new developments are being considered, maximum car parking standards (in line with London Plan policy) should be applied.

4.3.10 The Proposed Development accords with the London Plan because the proposed car parking ratios are low. Car club parking will be provided as well as cycle parking which will encourage more sustainable ways to travel.

The Mayor's Transport Strategy (MTS)

4.3.11 The Mayor's Transport Strategy was published in May 2010 and aims to provide a framework to inform the strategic development of London, alongside the London Plan, for the next 20 years.

4.3.12 The strategy key aims include:

- Supporting economic development and population growth;
- Enhancing the quality of life for all Londoners;

- Improving the safety and security of Londoners;
- Improving the transport opportunities for all Londoners;
- Reducing transport's contribution to climate change, and improving its resilience; and
- Supporting the delivery of the London 2012 Olympic and Paralympic Games and its legacy

4.3.13 Throughout the strategy, emphasis is placed on:

- Improving cycling and walking in London;
- Improving the interchange between transport modes;
- Putting Crossrail into place;
- Promoting sustainable technologies such as electric vehicles;
- Providing better travel information to travellers;
- Encouraging the use of River Thames and other waterways to transport goods and people;
- Promoting strategic interchange between inner and outer areas of London and improving strategies to tackle road congestion.

4.3.14 The proposed development supports the Mayor's Transport Strategy as the new units will support population growth and enhance quality of life by replacing existing housing with new build that meets design recommendations. Walking and cycling will be promoted by strong connections and quality public realm design whilst car use will be minimal.

4.4 Local Policy

Camden Core Strategy (2010)

4.4.1 Camden's Core Strategy sets of the council's vision to promote sustainable travel. It hopes to do this using the Policies discussed below.

Policy CS11: Promoting Sustainable and Efficient Travel

4.4.2 It is hoped that by promoting key transport infrastructure proposals, promoting sustainable travel and making private transport more sustainable that Camden can relieve existing pressures on the transport system. It aims to promote cycling and walking whilst reducing traffic in the borough by 15% from 2001 levels.

4.4.3 Key transport infrastructure proposals include:

- Kings Cross Station Improvements;
- The redevelopment of Euston Station and the development of an improved public transport interchange;
- Crossrail services and associated station improvements at Tottenham Court Road;