- Improved interchange at West Hampstead;
- Improvement to facilities at Camden's London Underground and London Overground stations, including at Camden Town and Holborn; and
- Improvements to encourage walking and cycling as part of transport infrastructure works.

4.4.4 Whilst sustainable travel will be promoted by:

- Improving public spaces and pedestrian links across the borough,
- Continuing to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Scheme and enhancing cycle links; and
- Working with Transport for London to improve the bus network and deliver related infrastructure and supporting proposals to improve service capacity on the London Underground and First Capital Connect's Thameslink line.
- Expanding the availability of car clubs and pool cars as an alternative to the private car;
- Minimising provision for private parking in new developments by making developments car-capped or even car-free in the most accessible areas of the borough;
- 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 all growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.

4.4.5 In regard to freight, the Council will seek to remove freight movement by road; encouraging the movement of goods by canal, rail and bicycle. This will reduce the impact of freight movement on local amenity, traffic and the environment.

4.4.6 The proposed development follows these guidelines by providing public spaces and improving pedestrian links on Haverstock Road. The scheme also includes a considerable provision of cycle parking and addition of a car club bay to the site. It is intended that this development could be one of the 'car-free' developments Camden aims for as the new market accommodation will be 'car-free'.

Camden Development Policies 2010-2025

4.4.7 Camden Development Policies forms part of the LBC's Local Development Framework which sets out the Council's planning strategy and policies. Camden Development Policies contribute towards delivering the Council's Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough.

4.4.8 There are a number of policies which relate to transport in this document and these are outlined in this section of the report.

DP16: The Implications of Development

4.4.9 This policy outlines the Council's intention to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.

4.4.10 The Council will resist developments that fail to address any need for:

- Movements to, from and within the site to public transport;
- Additional transport capacity off-site where existing or committed capacity cannot meet the additional need generated by the development; and
- Safe pick up, drop off and waiting areas for taxis, private cars and coaches where this activity is likely to be associated with the development.

DP17: Walking Cycling and Public Transport

4.4.11 DP17 outlines the Council's requirements with regard the provision of walking, cycling and public transport and where appropriate the interchange between different modes of transport.

4.4.12 Provision as part of the development may include:

- Convenient, safe and well-signalised routes including footways and cycleway designed to appropriate widths;
- Features associated with pedestrian and cycle access where needed such as seating, signage, cycle parking, workplace showers and lockers;
- Safe road crossings; and
- Bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

4.4.13 The Council will resist any development which would be dependent on travel by private car and will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm.

DP18: Parking Standards and Limiting the Availability of Car Parking

4.4.14 The Council's approach to parking provision is addressed in DP18. The Council will seek to ensure that developments provide the minimum necessary car parking provision. Where the Council accepts the need for car parking, the development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people).

4.4.15 For 'car-free' and car capped developments, the Council will limit on-site parking to:

- Spaces designated for disabled people:
- Any operational or servicing needs; and

- Spaces designated for the occupiers of development specified as car capped.

4.4.16 The Council will also not issue on-street parking permits and future occupants of developments will not be eligible to apply for on-street parking permits.

DP19: Managing the Impact of Parking

4.4.17 In DP19 the Council outlines its intention to ensure that the creation of additional car parking spaces will not have a negative impact on parking, highways and the environment and that it will encourage the removal of surplus parking spaces.

4.4.18 Where parking is created or reallocated, the Council will encourage the provision of parking spaces for low emission vehicles, car clubs, pool cars, cycle hire and electric vehicle charging equipment under this policy.

The proposed development accords policies set out in the Camden Development Policies 2010 – 2025 through the creation of a new east-west pedestrian corridor which will increase connectivity to public transport, the 'car-free' status of the new market residential units, the limited on-site parking provision and the removal of surplus car spaces and garages in the re-provision of garages for the existing residents.

Camden Transport Strategy (2011)

4.4.19 LBC is working to improve both transport and the public realm. This work includes a parking simplification project to balance the demand for kerb space; public realm improvements to encourage walking and cycling for onward journeys; and continuing the use of developer contributions to address local transport and public realm issues in mitigating the impacts of development.

4.4.20 The Camden Transport Strategy outlines major objectives towards transport improvements, these include:

- Reduction of motor traffic and vehicle emissions;
- Encouraging healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden;
- Improved road safety and personal security for people travelling in Camden;
- Management of the road network to reduce congestion, improve reliability and ensure efficient movement of goods and people;
- Developing and maintaining high quality, accessible public streets and space, recognising streets are about more than movement;
- Ensuring that the transport system supports Camden's sustainable growth and regeneration as well as enhancing economic and community development;
- Ensuring that the transport systems supports access to local services and facilities, reduces inequalities and increases social inclusion; and

- Ensuring the provision of parking is fair by considering the needs of all users, whilst also encouraging sustainable travel choices.

4.4.21 Within these objectives, the document sets out a series of policies to help achieve the objectives, some of these are discussed below:

4.4.22 Policy 1.3: Camden will continue to encourage travel by sustainable modes, using the following road user hierarchy: Pedestrians, Cyclists, Public transport, Freight (including loading/unloading), Taxis, Motorcycles/Private Cars, and finally on street parking.

4.4.23 Policy 1.1: Camden will encourage mixed use development to reduce the frequency and length of people's journeys. Alongside this, Camden will continue to guide development so that it is well integrated with the transport network, minimises congestion and promotes sustainable modes of travel such as walking, cycling and public transport (Policy 1.6)

4.4.24 Policy 2.1: The council will seek to encourage, promote and priorities walking and cycling as the preferred modes of travel in the borough.

4.4.25 The council will encourage cycling by supporting the extension of the cycle hire scheme further north of Camden Town and across other areas of the borough, improving cycling networks and securing parking for cyclists (Policies 2.8, 2.9, 2.10, 2.11 and 2.12).

4.4.26 Where car journeys are essential, Camden will encourage the use of car clubs and electrical vehicles. This will require expansion of charging point and car club networks (Policies 1.5 and 1.10).

4.4.27 Camden will work with public transport providers to improve the public transport system, increase its capacity and make sure it is meeting the needs and requirements of residents, businesses and visitors. This will include work to the Underground, Overground and bus routes in the borough (Policies 2.13, 2.14, 2.16, 2.17 and 2.19).

4.4.28 The Camden Transport Strategy identifies Gospel Oak as one of its priority areas for funding. Proposed transport improvements for Gospel Oak include introducing Legible London signage; improved pedestrian facilities and access to Hampstead Heath; measures to address fear of crime; and minor public realm improvements.

4.4.29 The proposed development of Bacton Estate compliments the Camden Transport Strategy by encouraging sustainable travel whilst providing cycle parking, a car club point and public realm improvements.

4.5 Summary

4.5.1 This chapter has reviewed the national, local and regional policy which will influence the development at the Bacton Estate and DHO sites in Gospel Oak.

4.5.2 Existing policy is focussed on the need for sustainable developments with opportunities for sustainable travel rather than private car provisions.

4.5.3 The proposed development corresponds well with the discussed policies, providing on-site parking only for the disabled, and linking in well to existing pedestrian, cycle and public transport routes. The development will also see provision of cycle parking, a car club bay, a pedestrian route and public realm improvements.

5 Proposed Development

5.1 Introduction

5.1.1 This section of the report describes the proposal for the Bacton Low Rise redevelopment.

5.2 Land Use

5.2.1 The site layouts for the proposed development, 202_A_D_DHO_100_00 and 202_A_D_BLR_100_00, can be seen in Appendix F of this document. It is proposed that the development will be primarily residential in nature with the provision of 290 residential units. A small allocation of three commercial units totalling a floor area of 252m^2 will be located in the north-western section of the BLR site.

Residential

5.2.2 The overall site is made up of two areas, these are the areas currently accommodating the BLR and DHO as previously discussed. Both areas will have residential land uses and through-out the site there will be a mix of flats, houses and maisonettes for both market and social purposes.

5.2.3 The DHO site, as shown in Plan 202_A_D_DHO_100_00, will have residential accommodation arranged into four residential blocks. Blocks A and C will be made up of apartments. Block A will comprise five storeys whilst Block C will comprise seven storeys. Blocks B1 and B2 will be a mixture of houses and maisonettes.

5.2.4 The BLR site, as shown in Plan 202_A_D_BLR_100_00, will be arranged in three residential blocks, one to the north and two adjacent to each other in the southern section of the site. To the south of the site are Blocks D to the east and E to the west. Block D will comprise primarily apartments centred on a communal courtyard area which separates the block from the adjoining Block E.

5.2.5 Block E will be a rectangular shape also arranged around a central courtyard. There will be houses and maisonettes to the north and eastern faces, with apartments to the south and west in combination with a number of maisonettes. Block F to the north of the site will comprise apartments with a number of houses and maisonettes to the south eastern face, and three B1 units on the north western corner of the ground floor. Buildings on the BLR site will range in height from houses to seven storey residential blocks.

5.2.6 The mix of affordable and market value accommodation that the development provides is summarised in Table 5.1.

Table 5.1: Proposed Development – No. and Tenure of Residential Units

Unit Type	Tenure	No. of Units
Apartment	Affordable	79
	Market Value	161
House / Maisonette	Affordable	35
	Market Value	15
Total		**290**

5.2.7 The size of the residential units that will be provided on-site will range from one-bedroom apartments to a six-bedroom house.

5.2.8 The break-down of proposed residential units by their number of bedrooms and tenure is shown in Table 5.2 below.

Table 5.2: Proposed Development – No. and Tenure of Residential Bedrooms

Unit Type	Tenure	No. of Bedrooms per Unit					
		1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	6 Bed
Apartment	Affordable	14	41	24	0	0	0
	Market Value	64	74	23	0	0	0
House / Maisonette	Affordable	0	4	20	5	5	1
	Market Value	0	2	0	5	0	0
Total		**78**	**121**	**75**	**10**	**5**	**1**

5.2.9 At present on-site there are a total of 99 residential units which are a mix of 2, 3 and 4 bedroom units. The total number of existing bedrooms on site is 264, which can be broken down into 38 two-bedroom units, 56 three-bedroom units and 5 four-bedroom units. In terms of tenure, 87 of the existing units are social rented and 12 of the existing units are market (leaseholder) units.

5.2.10 Of the 290 residential units that will be accommodated on-site, 29 of these will be accessible to wheelchair users. 19 of the units will be designated as affordable and will be wheelchair ready while the remaining 10 units will be market value and wheelchair adaptable. These units have been dispersed throughout the site.

Commercial

5.2.11 It is proposed that there will be three commercial units in the north-western section of the BLR site. These units will accommodate workshop type activities and will be of a similar nature to the units currently in place on the DHO site.

5.2.12 Overall there will be a reduction in the commercial floor area on site from the existing 922m^2 to 252m^2.

5.3 Site Access

5.3.1 There will be no vehicular access to the internal courtyard or pedestrian areas of the site. A number of residents of the wheelchair accessible units will be allocated disabled parking bays on Haverstock Road and the northern end of Wellesley Road and these can be accessed via Wellesley Road.

5.3.2 The proposed development includes the addition of a pedestrian corridor through the centre of the BLR site running from east to west. This will link Haverstock Road and Wellesley Road. Residential units located within the BLR site will be accessible to pedestrians from not only this pathway, but entrances directly adjacent to Haverstock Road and Wellesley Road. The DHO residential blocks will be accessible to pedestrians by entrances located on Wellesley Road and Vicars Road.

5.3.3 While the central east-west corridor through the site will be open for the benefit of members of the public the two internal courtyards and mews-type space in the BLR site will not be through-routes and the space will be enclosed by buildings. The DHO site will contain development in the interior of the site and as it does not provide a natural through-route and there is limited natural surveillance this space will be secured by a gate on the advice of the LPA.

5.4 Servicing Strategy

Residential

5.4.1 It is proposed that internal bin stores will be provided on-site for the residential land-use. Eight bin stores will be located on the BLR site for the use of residents and one bin store will be in each of the blocks accommodating apartments in the DHO site. Residents of the maisonettes and houses that have ground level access will have standard wheelie bins that will be stored within the outside space allocated to their unit.

5.4.2 There will also be provision for bulk waste storage in the basement of the BLR building. This bin store will be accessed via a goods lift in the south-western section of the BLR site.

5.4.3 In order to collect the refuse from the bin stores located on Haverstock Road, it is proposed that refuse vehicles will route northwards on Haverstock Road. A ‘keep clear’ area will be created at the north end of the road which will provide the vehicles with adequate turning space and allow them to egress the road in forward gear.

5.4.4 The existing route for collecting refuse from the northern section of the BLR site and the western section of the DHO site will be maintained with refuse vehicles turning right into Vicars Road and then reversing into the northern section of Wellesley Road. This is due to the width restrictions at the northern of the road which prevent a vehicle turning area from being provided.

5.4.5 Bin stores located on the eastern section of the DHO site will be serviced by a kerbside collection from Vicars Road.

5.4.6 Swept path analyses was undertaken of a large refuse vehicle to ensure that a vehicle of dimensions comparable to those currently used within the Borough of Camden will be able to undertake the required movements to service the development site. The results of these analyses can be seen in Appendix G of this document.

Commercial

5.4.7 There will be commercial units of type B1 located in the north-west section of the BLR site. Waste generated by this land use will be stored separately to the residential waste in a bin store adjacent to the units. This bin store will be accessed from Haverstock Road and the same arrangement as for refuse vehicles collecting residential waste from this road is proposed for the commercial units.

5.4.8 It is anticipated that the commercial units will require servicing by delivery vehicles. As it is not possible to provide a turning area for large vehicle at the northern end of Wellesley Road it is proposed that all vehicles servicing the commercial units will do so from Haverstock Road. A designated loading bay has not been provided but there will be adequate space for vehicles to stop briefly to load/unload in the turning area provided at the northern end of the road. The number of delivery trips required by these units is expected to be relatively small and should not cause disruption to the operation of Haverstock Road.

5.4.9 Vehicle swept path analysis of a 7.5t box van routing to the commercial units can be found in Appendix G of this document.

5.5 Car Parking Provision

On-Site Car Parking

5.5.1 There will be no on-site car parking provision for the 162 ‘car-free’ residential units that are included in the development proposal.

5.5.2 In consultation with the LPA, it was agreed that for the 29 wheelchair accessible units there will be a provision of 0.5 disabled parking bays on-site. As a result, a total of 15 car parking bays will be located on the eastern side of Haverstock Road and at the northern end of Wellesley Road where these roads fall under the control of the Bacton Estate. These disabled parking bays will be allocated to 15 of the wheelchair ready units while the remaining wheelchair accessible units will be entitled to apply for an on-street disabled parking bay permit if it is required.

5.5.3 As the wheelchair accessible units have been dispersed throughout the development, it may be the case that not all disabled parking bays are within 50m of the wheelchair accessible unit. This has been highlighted to the LPA and once distances are minimised as far as reasonably possible a relaxation of the 50m recommendation will be acceptable.

5.5.4 A car club bay will be located at the northern end of Wellesley Road for the use of residents of the proposed development and also those living in the locality. ZipCar has been consulted and have shown an interest in providing a bay here with the support of the proposed development.

5.5.5 An electrical vehicle charge point bay will also be provided on-site for use of residents of the development.

5.5.6 In consultation with the LPA it was agreed that on-site parking provision for the three commercial units would not be required as the floor area of the units falls below the threshold of 600m^2 for the provision of car parking bays as stated in The London Plan.

5.5.7 In total there will be 17 on-site parking bays provided on-site as part of the scheme. A plan showing the parking strategy for the site can be found in Appendix H of this report.

On-Street Parking

5.5.8 The on-street parking surrounding the site falls within a CPZ as outlined previously in Section 2 of this report. Currently there are 16 on-street parking permits held by residents of BLR. It is intended that the 13 of these on-street parking permits will be retained.

5.5.9 With the closure of the access and egress crossovers to the existing commercial units located on Vicars Road there will be the opportunity for LBC to extend the CPZ. It is estimated that three additional on-street permit parking bays could be created.

Off-Site Parking

5.5.10 The development currently accommodates 83 garages and 29 car parking spaces on-site, of which 57 garages and 18 car parking spaces are let to a combination of estate residents, local residents and estate employees. As part of the development proposal, vacant garages within the basements in a number of residential blocks in the vicinity of the proposed development site will be provided to tenants of Bacton Estate who currently hold a lease for an on-site car parking space or on-site garage.

5.5.11 A review was undertaken of the current parking space and garage leaseholders with LBC and those not resident in Bacton Estate were discounted from the future provision of garages associated with the development. It was also noted that a small number of existing Bacton Estate residents held leases for two garages. In this case these residents were only allocated one garage in the future provision.

5.5.12 The resulting number of garages that would be required in the neighbouring residential blocks was determined to be 55. These will be located in the blocks closest to the proposed development and access to the garages will be as is the current arrangement.

5.6 Pedestrian Provision

5.6.1 As mentioned previously the proposed east-west pedestrian corridor that will run through the centre of the BLR site will provide a valuable and attractive new route for pedestrians. It is

also intended that Haverstock Road will become a route with a focus on pedestrian and cycle movements linking to Lismore Circus.

5.6.2 The provision of these facilities will greatly improve the environment for pedestrians in the area of the development site and the improvement works proposed for Haverstock Road will address the items raised in the PERS audit which were seen as needing attention as part of the scheme.

5.7 Cycle Parking Provision

5.7.1 There are planned Barclays Cycle Superhighway routes from north London to central London however these are not in close proximity to the site. These are the C11 from West Hampstead to Marylebone (opening 2013) and the C12 from Muswell Hill to Angel (due 2015). Although these are still some distance from the site if resident wish to access them, there is a good network of Advisory Cycle Routes which links the site to the proposed routes.

5.7.2 The Revised Early Minor Alternations of the London Plan, June 2012 provides a guide to cycle parking standards. As the consultation phase of the Revised London Plan has not yet been completed, when determining the cycle parking requirements for this development the standards outlined in the current London Plan were employed. The number of cycle parking spaces required for the development according to the current London Plan and the number that are being provided are outlined in Table 5.3.

Table 5.3: Required and Proposed On-Site Cycle Parking Provision

Site	No. of Spaces Required	No. of Spaces Provided	Difference
BLR	297	310	+13
DHO	91	127	+36
Total	**388**	**437**	**+49**

5.7.3 If the proposals from the Revised Early Minor Alternations of the London Plan, June 2012 were to be approved, then the development would require an additional seven cycle parking spaces for visitors (one per 40 units), and a further cycle parking space for the commercial units. As shown, the cycle parking provision for the site includes an additional 49 spaces, well above the eight that could later be required when the revised London Plan comes into effect.

5.8 Summary

5.8.1 The overall site is made up of two areas, the BLR site and the DHO site. Both areas will have residential land uses with an element of commercial land use and through-out the site there will be a mix of apartments, houses and maisonettes for both market and social purposes.

5.8.2 The site will accommodate 290 residential units, an increase of 191 units on the existing. The commercial land use will decrease from a floor area of 922m^2 to 252m^2 with the provision of three workshop type units in the north-western section of the BLR site. The DHO which is currently on-site will be relocated which will result in the removal of 2,475m^2 of office land use from the site.

5.8.3 It is proposed that internal bin stores will be provided on-site for the residential land-use. Residents of the maisonettes and houses that have ground level access will have standard wheelie bins that will be stored within the outside space allocated to their unit. There will also be provision for bulk waste storage in the basement of the BLR building. This bin store will be accessed via a goods lift in the south-western section of the BLR site.

5.8.4 In order to collect the refuse from the bin stores located on Haverstock Road, it is proposed that refuse vehicles will route northwards on Haverstock Road. A 'keep clear' area will be created at the north end of the road which will provide the vehicles with adequate turning space and allow them to egress the road in forward gear.

5.8.5 The existing route for collecting refuse from the northern section of the BLR site and the western section of the DHO site will be maintain with refuse vehicle right-turning into Vicars Road and then reversing into the northern section of Wellesley Road. This is due to the width restrictions at the northern of the road which prevent a vehicle turning area from being provided.

5.8.6 Bin stores located on the eastern section of the DHO site will be serviced by a kerbside collection from Vicars Road.

5.8.7 Waste generated by the commercial land use will be stored separately to the residential waste in a bin store adjacent to the units. This bin store will be accessed from Haverstock Road and the same arrangement as for refuse vehicles collecting residential waste from this road is proposed for the commercial units.

5.8.8 There will be 17 on-site car parking bays provided on the eastern side of Haverstock Road and the northern end of Wellesley Road. 15 of these will be disabled bays which will be allocated to the wheelchair accessible units, one will be a car club bay and one will be an electrical vehicle charge point bay. There will be no parking provision for the commercial units or the 'car-free' units.

5.8.9 It is intended that 13 on-street parking permits held by existing residents of BLR who will be accommodated in the proposed development will be retained.

5.8.10 The number of garages that will be required in the neighbouring residential blocks for existing BLR and BHR residents was determined to be 55. These garages will be located in the blocks closest to the proposed development and access to them will be as is the current arrangement.

5.8.11 The provision of the new east-west pedestrian corridor through the BLR site will greatly improve the environment for pedestrians in the area of the development site and the

improvement works proposed for Haverstock Road will address the items raised in the PERS audit which were seen as needing attention as part of the scheme.

5.8.12 Cycle parking provision will be provided on-site for the commercial and residential land uses at a level greater than standard requirements

6 Trip Generation

6.1 Introduction

6.1.1 This chapter forecasts the multi-modal trip generation of the proposed development in order to identify any potential impacts the development may have on the local transport networks.

6.1.2 Initial trip rates for the existing and proposed land uses which were obtained from TRAVL and provided to the LPA prior to completing the TA. Feedback from the LPA was that the TRICS database should be consulted in order to gain a larger number of sample sites with similar parameters to the development.

6.1.3 The TA Scoping Report can be found in Appendix I of this document.

6.2 Methodology

6.2.1 The existing development comprises residential, office and commercial land uses while the proposed development comprises residential land use and a low level of commercial land use. In order to identify the net change in trips generated by the proposal each land use was examined individually.

6.2.2 This section outlines the approach and assumptions used when undertaking the trip generation assessment. It should be noted that in order to present whole numbers for the numbers of trips generated by the development an element of rounding to the nearest whole number was necessary.

Residential Land Use

6.2.3 There will be an overall increase in the number of residential units provided on site as previously outlined in Chapter 5.

6.2.4 In order to determine whether there will be an increase in the number of trips by mode generated by the proposed additional residential units, the TRAVL database was first examined to find surveys conducted at sites of a similar size, type, PTAL rating and parking provision to the Bacton Estate development on which to base our assumptions. However, the sample size of comparable sites was deemed to be too small to base our trip rate and mode split assumptions on.

6.2.5 For this reason we examined the available residential sites within the TRICS database that were of a similar nature to Bacton Estate and found that there was a greater number of similar sites we could employ for determining the trip generation of the development.

6.2.6 A residential trip rate per bedroom was obtained from the TRICS database for the types of units and tenure included in the proposed development. This included specific trip rates for private flats, private houses, affordable flats and affordable houses. In order to obtain the unit type and tenure specific trip rates we selected surveys conducted at developments of a similar size and location.

6.2.7 It should be noted that the trip rate obtained from TRICS for affordable houses was deemed quite high in comparison to the trip rates extracted for the other three unit and tenure types. This may have been due to the low number of social house sites available in TRICS which were of a similar nature to Bacton Estate.

6.2.8 In comparison to the trip rate obtained for social flats TRICS predicted that the social houses would generate approximately one additional trip per day per bedroom which when applied across the site results in a considerable increase in trips. It was deemed more appropriate, on examination of the information available from TRICS and the trip generation of the site as a whole, to apply the trip rate for the social flats also to the social houses.

6.2.9 Where sites that were of a similar nature to the development showed exceptionally high or low trip rates, these sites were discounted. The sites used to determine the trip rates used in the assessment and also those that were discounted can be found in Appendix J of this report. The resulting trips rates can also be found in this Appendix.

6.2.10 The majority of the existing residents on site will be accommodated in the proposed development and their current parking provision will be maintained in garages in the locality. As a result the trips generated by the residents of the existing 99 units will remain on the network as background trips and can be discounted from the trip generation calculation.

6.2.11 Of the remaining 191 residential units that will be included in the proposed development, 15 of the wheelchair ready units will be provided with an on-site disabled car parking space, while the remaining 14 readily-adaptable wheelchair units will be entitled to apply for on-street disabled parking bay permits if required. The outstanding 162 residential units included in the development will operate as ‘car-free’ units.

6.2.12 In order to undertake a robust assessment we have assumed that all 30 wheelchair accessible units will have access to car parking spaces and will not operate as ‘car-free’.

6.2.13 Once appropriate trip rates were obtained from the TRICS database, they were applied to the 191 additional units to determine the total number of additional trips which would be generated by all modes of transport.

6.2.14 In order to apply the mode split most relevant to the area we consulted the London Travel Demand Survey 2007-2010 (LTDS) for the Borough of Camden.

6.2.15 As there is no underground service in close proximity to the site the mode split obtained from LTDS was adjusted to distribute trips that would have been allocated to the London Underground across the other modes of public transport. Once this had been completed the adjusted mode split was applied to the 15 residential units that would have a disabled parking bay on-site. The mode split and number of trips by mode for these units can be seen in Table 6.2.

6.2.16 We do recognise that ‘car-free’ units will still generate occasional vehicle trips in the form of taxis, deliveries and visitors. It is expected that these trips would generally occur outside peak traffic hours and would be small in number. In order to estimate the number of trips by

mode that would be generated by the 162 'car-free' units the mode split obtained from LTDS was again re-adjusted to assign the car driver and passenger trips to alternative modes of transport in the area. The resulting mode split and trips by mode for these units can be seen in Table 6.1.

6.2.17 This provided the total number of additional trips by all modes of transport to be expected on the local road network as a result of the residential land use.

Office Land Use

6.2.18 The Gospel Oak DHO is currently accommodated on the development site and services residents in the local area. As outlined in Chapter 5 the DHO has a floor area of 2,475m^2.

6.2.19 Once again, trip rates were initially obtained from the TRAVL database and as the sample size was deemed too low, the TRICS database was consulted to obtain a greater sample size.

6.2.20 The sites selected from TRICS and the resulting trip rates are contained in Appendix J of this report. Sites which showed exceptionally high or low trip rates were excluded from the final site selection.

6.2.21 In order to determine the appropriate mode split for this office information was obtained from LTDS for the London Borough of Camden which once again was adjusted to re-distribute the London Underground trips. The trips rates and mode split were then applied to the floor area of the DHO to estimate the number of trips by all modes being generated by this land use. These can be seen in Table 6.4.

6.2.22 As the DHO will no longer be present in the proposed development the trips that it is currently generating will be removed from the local area. This was taken into account when determining the net change to the number of trips by mode as a result of the proposed development.

Commercial Land Use

6.2.23 As outlined in Chapter 5 there are currently 16 commercial units that accommodate workshop type activities in place on the development site, 14 of which are occupied. There will be three commercial units incorporated in the proposed development which will result in a reduction from 922m^2 to 252m^2 in floor area.

6.2.24 An initial trip generation exercise was undertaken for this land use, using trip rates obtained from the TRICS database and a mode split from the 2001 Census. However the net difference of the floor area for the existing and proposed units were of such a relatively small scale that difference to the number of trips generated was relatively insignificant.

6.2.25 It was determined that the reduction in floor area would reduce the number of vehicle trips by less than one and the total number of trips generated by all modes approximately three in each of the AM and PM peak hours. The daily reduction in vehicle trips would be

approximately 15 trips with an overall reduction in trips by all modes of approximately 47 trips.

6.2.26 As these numbers are relatively low we have assumed that there is no change to the number of trips generated by commercial land use in the future and that the existing trips remain on the local transport network.

6.3 Trip Generation Calculation

Existing Residential Trips

6.3.1 As previously mentioned the majority of the residents of the 99 existing units will be accommodated in the proposed development and will be provided with a replacement to their existing garage or car parking space if they lease one.

6.3.2 We have assumed that the trips generated by the existing residential land use will remain on the local transport network and can be discounted from our trip generation calculation.

Proposed Residential Trips

6.3.3 In total there will be 290 residential units accommodated on the development site. This will comprise an additional 191 residential units, 15 of which will be assigned an on-site disabled car parking bay and 14 of which could potentially have access to an on-street disabled parking permit while the remaining 162 units will operate as 'car free'.

6.3.4 Table 6.1 and 6.2 show the mode split and trips by mode expected to be generated by the additional residential units.

Table 6.1: Proposed Residential Trips by Mode for Wheelchair Accessible Units

Mode	Mode Split	Re-Distributed Mode Split	No. Of Trips		
			AM Peak Hour	PM Peak Hour	Daily
Rail/Overground	3%	4%	1	1	8
Underground/DLR	10%	0%	0	0	0
Bus	18%	26%	4	4	49
Taxi and other Public Transport	3%	4%	1	1	8
Car Driver	16%	16%	3	3	31
Car Passenger	7%	7%	1	1	13
Motorcycle	1%	1%	0	0	2
Cycle	3%	3%	1	1	6
Walk	39%	39%	7	7	75
Total	**100%**	**100%**	**18**	**18**	**192**

Table 6.2: Proposed Residential Trips by Mode for 'Car Free' Units

Mode	Mode Split	Re-Distributed Mode Split	No. Of Trips		
			AM Peak Hour	PM Peak Hour	Daily
Rail/Overground	3%	7%	8	8	52
Underground/DLR	10%	0%	0	0	0
Bus	18%	43%	48	47	309
Taxi and other Public Transport	3%	7%	8	8	52
Car Driver	16%	0%	0	0	0
Car Passenger	7%	0%	0	0	0
Motorcycle	1%	1%	1	1	7
Cycle	3%	3%	3	3	22
Walk	39%	39%	44	43	282
Total	**100%**	**100%**	**112**	**110**	**724**

6.3.5 The total increase in trips as a result of the residential element of the development can be seen in Table 6.3. It is estimated that majority of trips will be made by bus with also a high number of residents undertaking their journeys on foot.

Table 6.3: Proposed Increase in Residential Trips

Mode	No. Of Trips		
	AM Peak Hour	PM Peak Hour	Daily
Rail/Overground	9	9	60
Underground/DLR	0	0	0
Bus	52	51	358
Taxi and other Public Transport	9	9	60
Car Driver	3	3	31
Car Passenger	1	1	13
Motorcycle	1	1	9
Cycle	4	4	27
Walk	51	49	357
Total	**130**	**127**	**915**

6.3.6 During the AM and PM peak hours three additional car driver trip are expected, with a total of 31 being undertaking daily. This is a relatively insignificant amount of additional vehicle trips that will be generated by the development.

Existing Office Trips

6.3.7 The mode split and resulting trips by mode for the DHO can be seen in Table 6.4 below. The number of vehicle trips expected to be currently generated by the site appears to be a reasonable number given the provision car parking spaces to the rear of the office building.

Table 6.4: Existing Trips by Mode for DHO

Mode	Mode Split	Re-Distributed Mode Split	No. Of Trips		
			AM Peak Hour	PM Peak Hour	Daily
Rail/Overground	4%	11%	8	7	76
Underground/DLR	25%	0%	0	0	0
Bus	10%	24%	19	16	173
Taxi and other Public Transport	2%	6%	5	4	42
Car Driver	9%	9%	7	6	66
Car Passenger	1%	1%	1	1	8
Motorcycle	0%	0%	0	0	3
Cycle	6%	6%	5	4	42
Walk	42%	42%	33	27	299
Total	**100%**	**100%**	**78**	**64**	**709**

6.3.8 In our trip generation calculation we have assumed that the DHO is fully operational, however at the time of preparing the TA the office was being underutilised and therefore the volume of trips being generated by this land use maybe slightly less than those outlined above.

Future Office Trips

6.3.9 The DHO will be relocated from the site in the proposed development and the trips currently placed on the local transport network will no longer take place.

6.4 Net Change in Trips

6.4.1 In Tables 6.5 to 6.7 we have combined the increase in residential trips that will be generated by the development in the future with the decrease in trips generated by the DHO for the AM and PM peak hours as well as on a daily basis. This provides the net change in trips by mode to be expected as a result of the development proposal.

Table 6.5: Net Change in Trips - AM Peak Hour

Mode	No. Of Trips		
	Residential	Office	Net Change
Rail/Overground	+9	-8	0
Underground/DLR	0	0	0
Bus	+52	-19	+33
Taxi and other Public Transport	+9	-5	+4
Car Driver	+3	-7	-5
Car Passenger	+1	-1	0
Motorcycle	+1	0	+1
Cycle	+4	-5	-1
Walk	+51	-33	+18
Total	**+130**	**-78**	**+52**

Table 6.6: Net Change in Trips - PM Peak Hour

Mode	No. Of Trips		
	Residential	Office	Net Change
Rail/Overground	+9	-7	+2
Underground/DLR	0	0	0
Bus	+51	-16	+35
Taxi and other Public Transport	+9	-4	+5
Car Driver	+3	-6	-3
Car Passenger	+1	-1	0
Motorcycle	+1	0	+1
Cycle	+4	-4	0
Walk	+49	-27	+22
Total	**+126**	**-64**	**+62**

Table 6.7: Net Change in Trips - Daily

Mode	No. Of Trips		
	Residential	Office	Net Change
Rail/Overground	+60	-76	-16
Underground/DLR	0	0	0
Bus	+358	-173	+185
Taxi and other Public Transport	+60	-42	+18
Car Driver	+31	-66	-36
Car Passenger	+13	-8	+5
Motorcycle	+9	-3	+6
Cycle	+27	-42	-14
Walk	+357	-299	+58
Total	**+915**	**-709**	**+206**

6.4.2 As can be seen in the above tables there will be a relatively small net increase in the number of trips generated by the development site. The majority of these trips will be undertaken by bus with an increase of approximately 33 and 35 additional trips being undertaken by this mode of transport in the AM and PM peak hours respectively. However, given the number of buses accessing the area this additional predicted demand will have a small impact with an increase demand of less than one passenger per bus on average during both the AM and PM peaks. This is followed by trips undertaken by foot with an additional 18 and 22 walk trips being predicted in the AM and PM peak hours respectively.

6.4.3 As a result of the trip generation calculations, it is estimated that were will be a net decrease in the number of vehicle trips generated by the site due to the relocation of the DHO, the low level of on-site parking provision and the majority of additional residential units operating as 'car-free'.

6.4.4 However in the trip generation calculation for the DHO it has been assumed that the offices are operating at full capacity. Taking account of the fact that the DHO is currently being underutilised and that the order of trips generated by the site may in fact be slightly less than those calculated, we would predict that there would be a negligible change in the number of car trips generated by the proposed development. As a result it was determined that a vehicle impact assessment for the proposed development would not be required.

6.5 Summary

6.5.1 A trip generation exercise was undertaken to determine the net change in trips by all modes that would result from the proposed development.

6.5.2 Initial trip rates for the existing and proposed land uses which were obtained from TRAVL and provided to the LPA prior to completing the TA. Feedback from the LPA was that the TRICS database should be consulted in order to gain a larger number of sample sites with similar parameters to the development.

6.5.3 Trip rates were obtained from TRICS for each of the three land uses currently on-site. These trip rates were supplemented with mode split information obtained from LTDS and the 2001 Census as these mode splits were deemed more relevant to the site.

6.5.4 The majority of the existing residents on site will be accommodated in the proposed development and their current parking provision will be maintained in garages in the locality. As a result the trips generated by the residents of the existing 99 units will remain on the network as background trips and can be discounted from the trip generation calculation.

6.5.5 Of the remaining 191 residential units that will be included in the proposed development, 15 of the wheelchair ready units will be provided with an on-site disabled car parking space, while the remaining 14 readily-adaptable wheelchair units will be entitled to apply for on-street disabled parking bay permits if required. The outstanding 162 residential units included in the development will operate as 'car-free' units.

6.5.6 An adjusted mode split, which took account of no London Underground station being within the advised walking distance of 960m, was applied to the 15 units that would have an on-site disabled car parking space. While an adjusted mode split which re-distributed car driver and car passenger trips across modes of public transport was applied to the 162 'car-free' units.

6.5.7 For the office land use trip rates were again obtained from the TRICS database and mode split information was gathered from LTDS. The DHO will no longer be present in the proposed development the trips that it is currently generating will be removed from the local area. This was taken into account when determining the net change to the number of trips by mode as a result of the proposed development.

6.5.8 An initial trip generation exercise was undertaken for the commercial land use and it was determined that the reduction in commercial floor area would reduce the number of vehicle trips by less than one and the total number of trips generated by approximately two in each of the AM and PM peak hours. The daily reduction in vehicle trips would be approximately 15 trips with an overall reduction in trips by all modes of approximately 47 trips. As these numbers are relatively low we have assumed that there is no change to the number of trips generated by commercial land use in the future and that the existing trips remain on the local transport network.

6.5.9 It was determined that there will be an overall increase in the number of trips generated by the development site. The majority of these trips will be undertaken by bus with an increase

of approximately 33 and 35 additional trips being undertaken by this mode of transport in the AM and PM peak hours respectively. This is followed by trips undertaken by foot with an additional 18 and 22 walk trips being predicted in the AM and PM peak hours respectively.

6.5.10 Overall it is estimated that were will be a negligible change in the number of vehicle trips generated by the site due to the relocation of the DHO, the low level of on-site parking provision and the remaining additional residential units operating as 'car-free'. As a result it was deemed that a vehicle impact assessment for this development would not be required.

7 Public Transport Impact Assessment

7.1 Introduction

7.1.1 This section examines the public transport services available in the vicinity of the development site and the impact the proposal will have on these services.

7.2 Public Transport Impact Assessment

7.2.1 The proposed development site is located in an area with a PTAL of 3. This rating reflects the moderate public transport services available within close proximity to the development site.

Bus Service Impact

7.2.2 It is estimated that there will be a net increase of 33 and 35 bus trips in the AM and PM peak hours respectively as a result of the proposed development.

7.2.3 In the peak hour 29 bus services stop at the northbound and southbound bus stops on Malden Road adjacent to the development site while a further 14 bus services stop at the eastbound and westbound stops on Mansfield Road. Therefore this increase in demand would represent less than one additional passenger per bus on average.

Overgound Service Impact

7.2.4 A forecast net decrease of approximately one overgound trips will occur in the AM peak hour and a net increase of two overground trip will occur in the PM peak hour as a result of the development.

7.2.5 The site is located approximately 490m from the Gospel Oak Overground Station which has a total of 20 trains departing the station in peak hour. The impact of the development on the overground service will be negligible.

7.3 Summary

7.3.1 In summary it can be concluded that there will be a small impact on bus services in the area with a net increase of between 33 and 35 bus trips in the peak hours as a result of the proposed development. There will be no discernible impact on the London Overground service

8 Framework Travel Plan

8.1 Introduction

8.1.1 This Framework Travel Plan has been prepared to act as a Site Wide Travel Plan for the proposed development.

8.1.2 Travel Plans aim to minimise reliance on single occupancy car journeys for travel to and from a site by outlining a range of measures that encourage sustainable forms of transport, i.e. walking, cycling, public transport use and car sharing.

8.1.3 Travel plan measures are designed to suit the context of a site but typically include:

- Public transport promotion initiatives;
- Facilities for walking and cycling;
- Car sharing schemes;
- Promotion of Car Clubs; and
- Parking management.

8.1.4 This Framework Travel Plan represents a long term strategy for managing transport use to and from the site including travel by residents and visitors. The Framework Travel Plan includes a summary of measures aimed at promoting and supporting sustainable travel choices and reducing the reliance on single occupancy car use.

8.1.5 A Full Travel Plan will be prepared prior to occupation of the development. The Full Travel Plan will include more detailed information on measures, targets and responsibilities for implementing and monitoring the Travel Plan.

8.2 Aim and Objectives

8.2.1 The principal aim of the Full Travel Plan will be to achieve a low proportion of single occupancy car journeys to and from the Bacton site and encourage high uptake of non-car modes such as walking, cycling, public transport use and car sharing. It will also encourage residents to make transport choice that will contribute to a healthier lifestyle such as walking and cycling.

8.2.2 The objectives for the Full Travel Plan will include:

- To ensure maximum opportunities exist for collective travel habits (for example car sharing and public transport use);
- To promote a package of management policies across the site that will encourage and support alternatives to single occupancy car use;

- To provide appropriate and best practice on-site facilities which encourage high uptake of walking and cycling; and
- To obtain robust travel information and conduct surveys in order to monitor and review the Travel Plan.

8.3 Travel Plan Best Practice

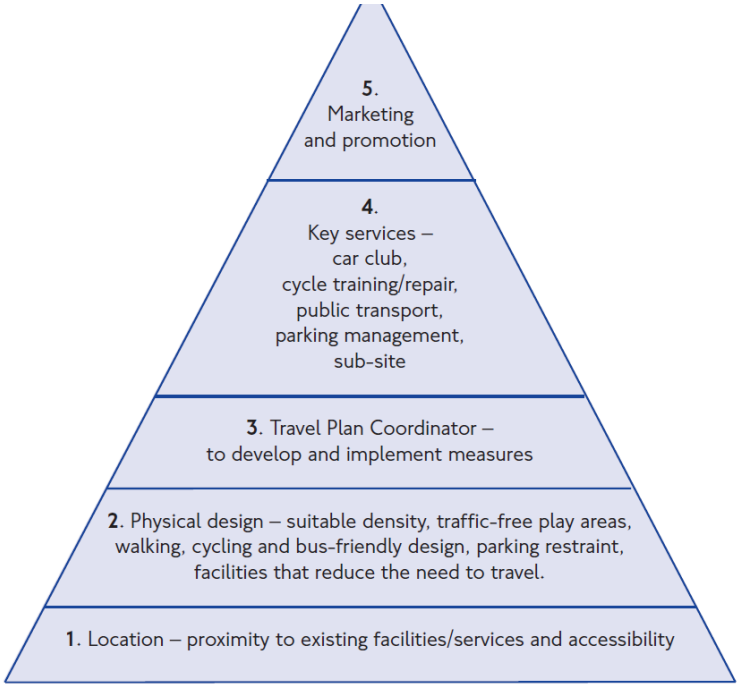
8.3.1 Current Travel Plan best practice is outlined by the DfT in guidance such as 'Making Travel Plans Work' (2007) and the Smarter Choices research (2005) and by TfL in 'Guidance for residential travel planning in London' (March 2008).

8.3.2 The following factors are considered essential to implementing a sustainable Travel Plan:

- Management Support;
- A Dedicated Travel Plan Co-ordinator;
- Concrete Measures;
- 'SMART' Targets;
- Committed Resources, financial and non-financial;
- Appropriate Monitoring Processes;
- Car Parking Restraint.

8.3.3 The low level of car parking provision on-site, which will be allocated to the wheelchair accessible units and the fact that new residents to the estate will not be eligible for on-street parking permits demonstrate the restraints that will be implemented on car parking for the scheme.

8.3.4 A Travel Plan can be thought of as a pyramid of measures with decisions and actions at each level providing the foundation for success at the next level. The Travel Plan Pyramid below, taken from TfL guidance document, "Guidance for residential travel planning in London" sets out these measures:



8.3.5 The pyramid sets out a logical order with which sustainable travel measures can be introduced. The location, design, facilities and services should be planned to create all conditions to make sustainable travel choices a natural option: location near to public transport services, built environment that encourages walking and cycling and facilitates bus movements, provision of car clubs and controlling on street parking.

8.3.6 Marketing and promotion comes at the latest stage of the travel planning process to make residents aware of the plans that have been put in place. It needs to be in place from the outset so residents are aware of the sustainable travel options available. Ongoing promotion is also necessary with the use of a community website and travel forums so that sustainable travel continues to be encouraged.

8.4 Travel Plan Targets

8.4.1 It is important that Travel Plans include targets by which they can be monitored and assessed. Travel Plan targets typically relate to achieving a level of single occupancy private vehicle use appropriate to the type and scale of development in question.

8.4.2 This TA has predicted that there will be a negligible change in the number of car trips generated by the proposed development. It will be important to ensure that the level of car trips do not increase and residents and staff of the development are encouraged to use sustainable modes of transport and existing residents who hold leases for garages to look to alternative modes.

8.4.3 The Full Travel Plan will set targets to reduce the number of car trips generated by the proposed development on an annual basis with an aim for a cumulative percentage reduction over a set period of time. For example the Travel Plan may seek to reduce the number of AM peak trips by 15% over 5 years.

8.4.4 Travel Plan targets will be agreed with the LPA when the Full Travel Plan is prepared.

8.5 Indicative Travel Plan Measures

8.5.1 The success of a Travel Plan relies on the ability of the measures it identifies to bring about a change in travel behaviour. Without well planned implementation of measures and ongoing support for these measures a Travel Plan is not likely to lead to any significant or sustained decrease in private vehicle use.

8.5.2 The following key measures have been identified as initial interventions fundamental to building a foundation for increasing Travel Plan intervention. These measures will be refined and a responsibility for implementing each measure will be included in the Full Travel Plan.

Travel Plan Coordinator

8.5.3 A Travel Plan Co-ordinator should be appointed prior to occupation and would be responsible for overseeing the day to day management of the Travel Plan and ensure the Travel Plan measures are effectively implemented. The Travel Plan coordinator may be a resident living on site or a staff member of LBC.

8.5.4 The Travel Plan Coordinator would report to a Travel Plan Steering Group which may include residents, officers from the Local Authority and potentially TfL. The Steering Group would provide support to the Travel Plan Coordinator and ensure that the Travel Plan is effectively implemented and monitored.

Marketing and Promotion

8.5.5 Travel Plans are about changing travel behaviour; experience has shown the best results are achieved through promoting a positive message and involving residents in the process.

8.5.6 Experience is that clear simple messages work best. For example, cost savings, health benefits, and identifying alternatives, within the context of life style choice and urban living, alongside practical information about local bus and train services, and walking/ cycle routes to key locations.

8.5.7 A key role of the Travel Plan Co-ordinator will be to prepare and disseminate information which supports and promotes sustainable travel options. The first step could be to include information about travel options within a ‘welcome pack’ for all new residents. The welcome packs could include information about accessing public transport services, purchasing tickets, accessing bicycle parking, walking and cycling routes etc and information about the benefits of choosing sustainable and active travel modes.

8.5.8 On-going marketing could take the form of maps showing walking, cycling and public transport routes plus local services and facilities, provided in key areas such as building lobbies. Additionally, events could be held to promote sustainable transport uptake. Events will be linked to regional events, e.g. Bikeweek.

Car Clubs

8.5.9 Car Clubs are an option for supporting low car housing and allow people to have access to a car in their area without having to buy or maintain their own vehicle. Residents typically pay an annual membership fee (around £100-£200) to the operator who provides and maintains a range of vehicles in the immediate area. A "pay as you go" approach is then adopted as members then pay by the hour and mile when they use a vehicle. This makes car travel similar to public transport in that club members would purchase trips. Membership of the car club could be offered to Bacton residents at a discounted rate for the first two years (financed by the developer) to encourage participation.

8.5.10 There will be one car club parking space provided within the proposed development site. This means that existing and future residents will have easy access to a car club vehicle.

8.5.11 The benefits of the car club will be continually promoted through the welcome packs and subsequent marketing targeted at residents of the new development and other local residents. The overall package may include the provision of discounted membership or other incentives to join.

Cycling

8.5.12 There are cycle routes within the area and the promotion of cycling within the development can have a positive effect on the modal split. Well managed, secure and covered cycle parking, will be provided within the development.

8.5.13 The proposed welcome pack could include details of the local cycle shops, cycle clubs as well as walking and cycling maps showing local routes in relation to facilities such as sports centres, cinemas, pubs, health centres, shopping and routes into parks and recreational areas.

Public Transport

8.5.14 Residents of the development have a number of public transport services available to them. Bus services are expected to accommodate the highest level of uptake among residents of the site.

8.5.15 In order to support this uptake the welcome packs could include information on bus stop locations and bus route plus timetable information. Promotion could include production of maps displayed in key areas to further disseminate this information.

Car Sharing

8.5.16 Car sharing is the organised taking or giving of lifts with private cars. A web based service has grown in the last few years, especially within London. The biggest operator is Liftshare with several thousand users within London.

8.5.17 Given the size of the development, it may be beneficial to create a sub-system within London Liftshare. The information and promotion of the system is of great importance. Therefore, car

sharing information would need to be included in the welcome information pack supplied to residents.

Summary

8.5.18 In addition to the above measures more site specific interventions will be defined once the site is occupied and Full Travel Plan is prepared.

8.5.19 New measures will be defined by the Travel Plan Co-ordinator and the Travel Plan Steering Group on an on-going basis.

8.6 Monitoring and Review

8.6.1 A Travel Plan is not a static document; it needs to be actively managed and the outcomes need to be monitored.

8.6.2 A survey of residents would determine their travel behaviour and identify any weaknesses or problems with the Travel Plan.

8.6.3 It is important that, if any problems are identified, appropriate actions are undertaken to ensure the objectives and targets of the plan are met. Clearly, if people are not committed to the principle of sustainable travel then vehicular traffic conditions may not be improved.

9 Summary and Conclusions

Summary

9.1.1 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. The second area is the DHO site which is located to the north-east of BLR. This site includes the DHO and also a number of commercial units which front onto Vicars Road.

9.1.2 Currently the DHO site comprises 2,475m^2 GIA of office buildings which form the Gospel Oak DHO and 16 commercial units. The BLR site comprises 99 residential units which are arranged around a number of courtyards.

9.1.3 The development site is located in an area which is classified as having a moderate PTAL of 3. Approximately 43 buses serve the area in the peak hour and Gospel Oak Overground Station is located approximately 490m to the north of the development. Approximately 20 overground services depart from Gospel Oak Station in the peak hour. Kentish Town Station lies approximately 1.3km south-west of Bacton Estate and provides access to National Rail and London Underground services.

9.1.4 As part of this TA, a PERS audit was conducted within 200m of the development site. This was scoped with the LPA and TfL prior to undertaking the audit. The PERS confirmed that conditions for pedestrians around the site were generally good. A few links scored relatively poorly due to lack of tactile information, poor effective widths and, on one particular link, poor personal security. However suitable alternative links of a higher standard were identified for the seven links that received low scores. The one exception to this was Haverstock Road but this will be improved as part of the proposed scheme.

9.1.5 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 highway officer prior to its commission.

9.1.6 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 mid-morning and afternoon periods. It was determined 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 street level. Therefore a parking impact assessment was not considered appropriate.

9.1.7 Accident data was provided by LBC and includes all the recorded road traffic accidents within 500m of the site for the last three years. A total of 45 accidents were recorded in the area over that period, of which 93% resulted in slight injuries. There was one accident recorded adjacent to the development site, on Wellesley Road, which 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.

9.1.8 As a result of the review of national, regional and local policy it was determined that the proposed development aligns with the discussed policies, providing on-site parking only for the wheelchair accessible units and providing good links to existing pedestrian, cycle and public transport routes. The development will also see provision of cycle parking, a car club bay, a new east-west pedestrian corridor and public realm improvements.

9.1.9 It is proposed that the development will be primarily residential in nature with the provision of 290 residential units. A small allocation of three commercial units, totalling a floor area of 252m^2 will be located in the north-western section of the BLR site.

9.1.10 Traditional bin storage will be used on-site with refuse being collected from Haverstock Road, Wellesley Road and Vicars Road. A turning area will be provided on the northern end of Haverstock Road in order to allow refuse vehicle to access and egress the road in forward gear. Refuse collection operations will remain the same as present on Wellesley Road and Vicars Road.

9.1.11 There will be 17 on-site car parking bays provided on the eastern side of Haverstock Road and the northern end of Wellesley Road. 15 of these will be disabled bays which will be allocated to the wheelchair accessible units, one will be a car club bay and one will be an electrical vehicle charge point bay. There will be no parking provision for the commercial units or the 'car-free' units.

9.1.12 It is intended that the 13 on-street parking permits held by residents of BLR who will be accommodated in the proposed development will be retained.

9.1.13 The number of garages that will be required in the neighbouring residential blocks for existing BLR and BHR residents was determined to be 55. These garages will be located in the blocks closest to the proposed development and access to them will be as is the current arrangement.

9.1.14 It was determined that there will be an overall increase in the number of trips generated by the development site, the majority of which will be undertaken by bus. However this equates to less than one additional passenger trip in the peak hour on average which is not expected to be of significance.

9.1.15 Overall it is estimated that were will be a negligible change in the number of vehicle trips generated by the site. This is as a result of the relocation of the DHO, the low level of on-site parking provision and the remaining additional residential units operating as 'car-free'. As a result it was deemed that a vehicle impact assessment for this development would not be required.

Conclusions

9.1.16 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 sites may be reduced as a result of the relocation of the DHO, introduction of 'car-free' residences and low-level of on-site parking provision.

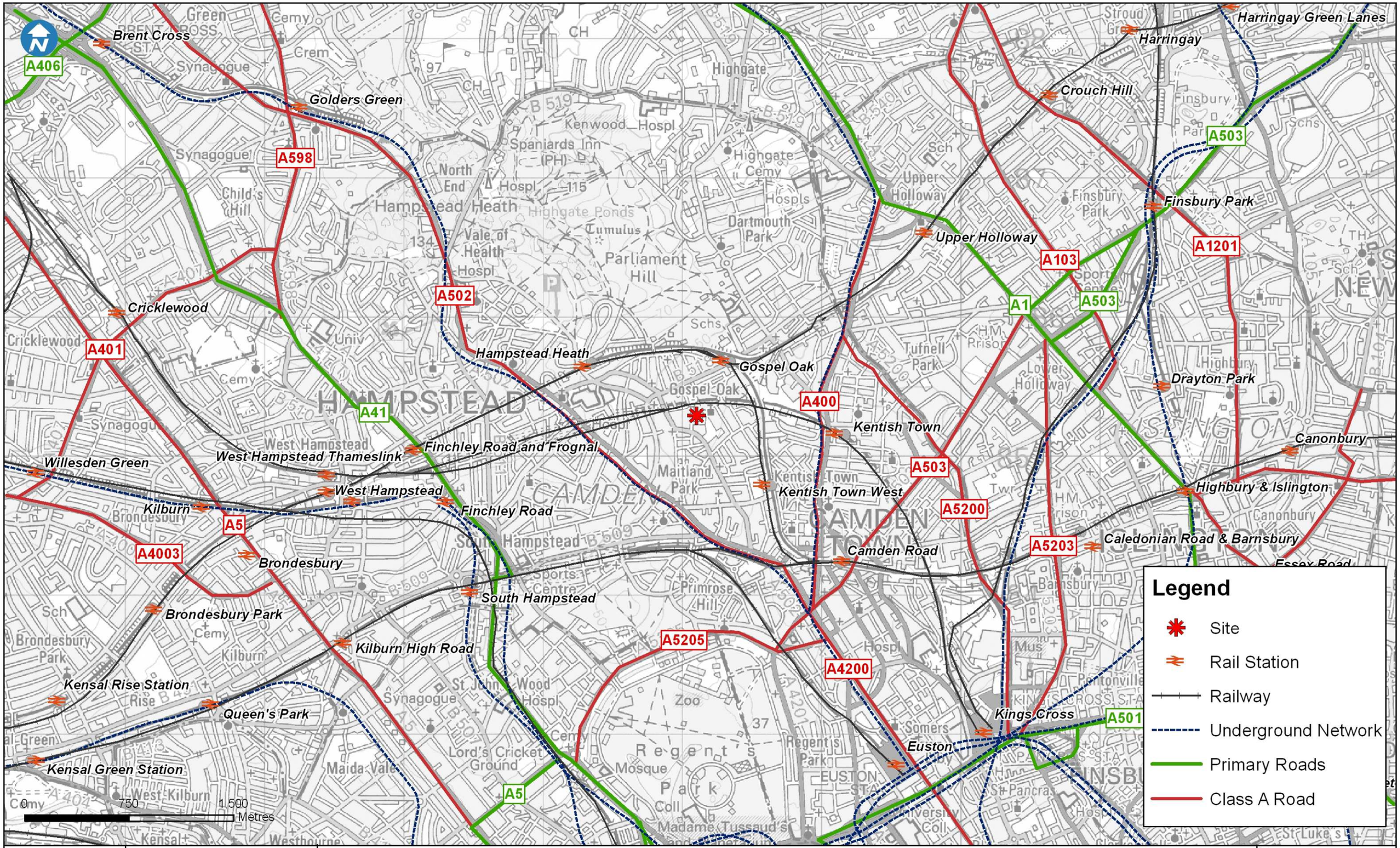
9.1.17 There will be a small net increase in bus trips but the increase in demand will be equivalent to less than one additional passenger per bus during both the AM and PM peaks and should therefore be easily accommodated within the current services.

9.1.18 There are no transport issues that should prevent this development from coming forward. The impact of the scheme on the local transport network is expected to be small and the area will benefit from the provision of an improved pedestrian link on Haverstock Road, enhanced public realm, the proposed east-west pedestrian corridor through the BLR site and the introduction of Travel Plan for residents of the scheme.

Appendix A – Figures

Bacton Low Rise Redevelopment

Transport Assessment



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London Borough of Camden

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Bacton Low Rise Redevelopment

Strategic Site Plan

Date	September 2012
Scale	1:25,000 @ A3
Drawn By	SM
Checked By	LH
Figure Number	**Figure 1.1**

J:\26572 Bacton Estate Camden\Technical\GIS

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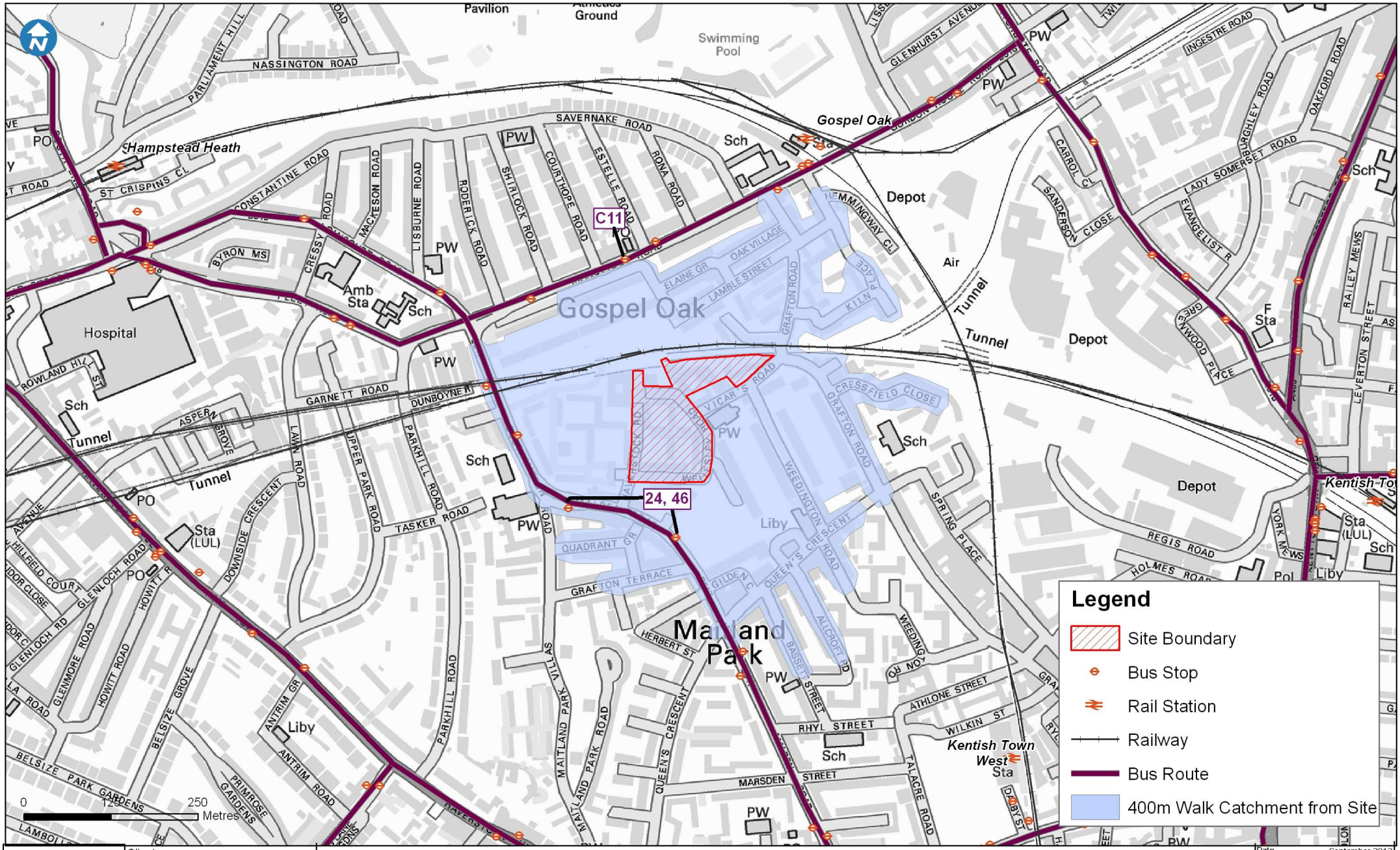
Bacton Low Rise Redevelopment

Site Location Plan

Date	September 2012
Scale	1:5,000 @ A3
Drawn By	SM
Checked By	LH
Figure Number	**Figure 2.1**

J:\26572 Bacton Estate Camden\Technical\GIS



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Bacton Low Rise Redevelopment

Existing Public Transport Networks

Date	September 2012
Scale	1:5,000 @ A3
Drawn By	SM
Checked By	LH
Figure Number	**Figure 3.1**

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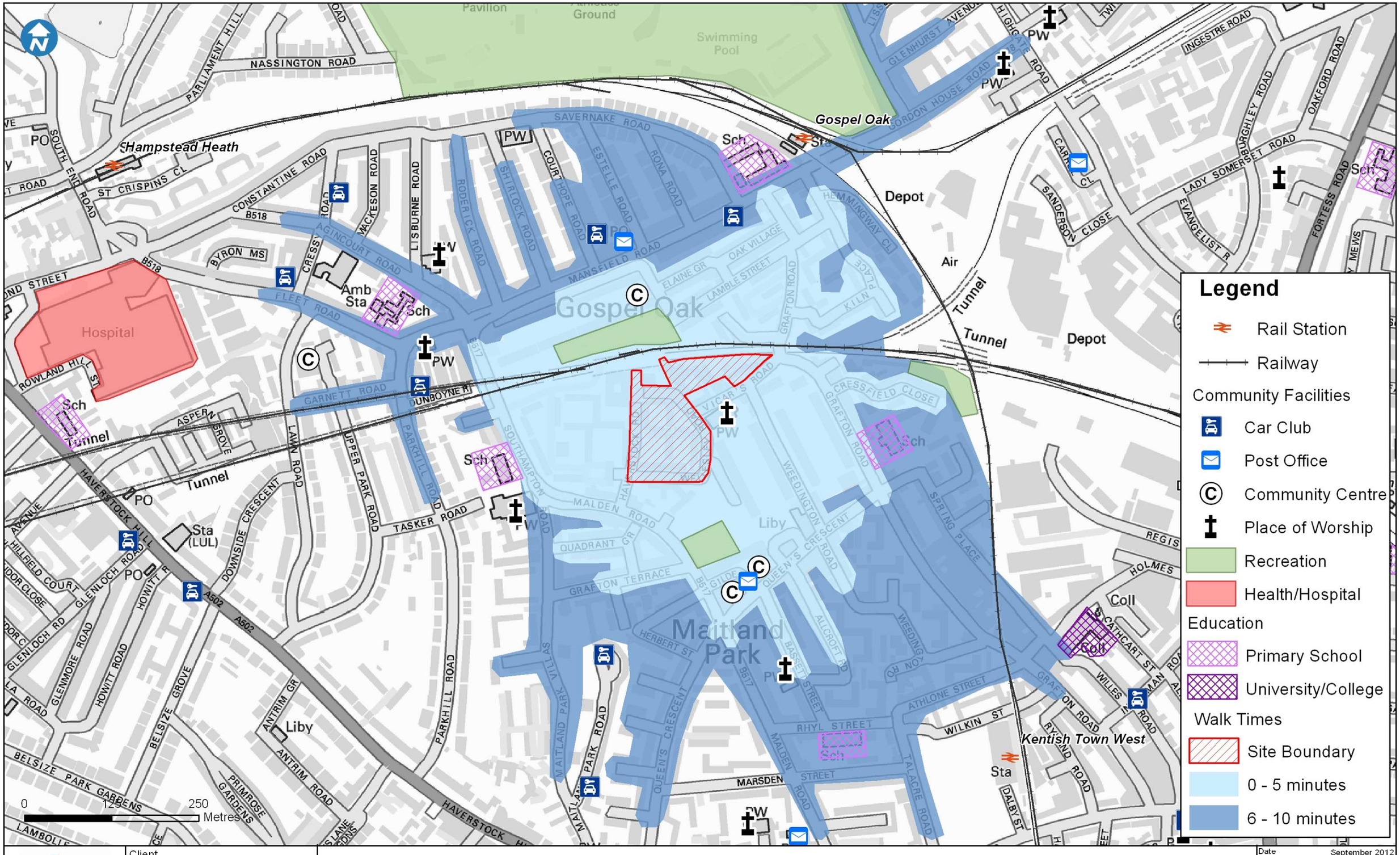

pba peterbrett www.pba.co.uk Peter Brett Associates LLP LONDON Tel: 0207 566 8600	Client London Borough of Camden Contains Ordnance Survey data © Crown copyright and database right 2012	Bacton Low Rise Redevelopment Pedestrian Isochrones and Local Facilities	Date: September 2012 Scale: 1:5,000 @ A3 Drawn By: SM Checked By: LH Figure Number **Figure 3.2**

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