

**London Buildings
Highgate Ltd**

**30A HIGHGATE ROAD
CAMDEN**

Transport Statement

October 2011

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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by London Buildings Highgate Ltd to provide traffic and transportation advice in relation to their proposal to redevelop a site at 30A Highgate Road, within the London Borough of Camden (LB Camden).
- 1.2 The site is located to the north of Kentish Town Station within close proximity of the junction between the A400 Fortess Road and Highgate Road.
- 1.3 The site currently comprises a number of buildings previously used for commercial purposes, whilst the proposal envisages a mixed use scheme comprising 9 residential units and 593sq m (GIA) of B1 use.
- 1.4 This report considers the effect of the proposals on sustainable travel, the operation of the local highway network, parking and servicing. It has been prepared following a detailed site visit and with the benefit of feedback received following pre-application discussions with the LB Camden.
- 1.5 TTP has considerable experience of working on development proposals of this nature within central London and Camden. It is with the benefit of this experience that this report has been prepared.
- 1.6 The remainder of the report is set out as follows:
- Section 2 - describes the existing situation;
 - Section 3 - details the accessibility of the site;
 - Section 4 - identifies the relevant national, regional and local policy guidance;
 - Section 5 - sets out the development proposals;
 - Section 6 - assesses the effects of the proposals; and
 - Section 7 - provides a summary and conclusion.

2 EXISTING SITUATION

Site Description

- 2.1 The site is located on the east side of the B518 Highgate Road which meets with Burghley Road to the north and Fortess Walk to the south. Between the site and Fortess Walk is a fire station, whilst the other adjoining properties to the north, east and west are primarily residential in nature.
- 2.2 The site's location in the context of the local area is shown at **Figure 1**.
- 2.3 The site is currently occupied by a workshop and warehouse buildings which have previously been used for a variety of commercial purposes. The surrounding area comprises a mixture of residential streets and light industrial and storage uses.

Local Highway Network

- 2.4 Vehicular access to the site is from Highgate Road which connects with the A400 Fortess Road to the south and merges with Highgate West Hill to the North. Highgate Road has a single lane in each direction with an additional bus lane southbound with restrictions in place Monday to Friday between 07:00 - 10:00 and 16:00 – 19:00 and on a Saturday from 10:00 - 19:00.
- 2.5 The A400 Fortess Road forms a three arm traffic signal controlled junction with Highgate Road and forms part of the Strategic Road Network. The A400 links with central London to the south and the A1 to the north.
- 2.6 Fortess Walk to the south of the site provides a two-way cut through between Highgate Road and Fortess Road, with the intersecting junctions being priority controlled. Burghley Road to the north also joins Highgate Road by way of a priority T-junction with a raised table that forms part of traffic calming measures enforcing a 20mph zone.

Parking

- 2.7 Camden has a number of Controlled Parking Zones (CPZ) which cover the entire Borough.
- 2.8 The site is situated within the East Kentish Town CPZ (Zone CA-M), which has restrictions in place from Monday to Friday from 08:30 to 18:30 for both resident and pay & display parking.
- 2.9 A copy of the relevant CPZ plan for the Borough is included at **Appendix A**.

3 ACCESSIBILITY

Pedestrians

- 3.1 There are footways along both sides of the majority of roads in the vicinity of the site providing access to residential, commercial, community and leisure facilities along with public transport services.
- 3.2 Informal crossings exist on some of the residential roads adjoining Highgate Road. There is a zebra crossing immediately to the north of the junction with Burghley Road and signalised pedestrian crossings at the junction with Fortress Road.

Cyclists

- 3.3 There are a number of cycle routes within the area surrounding the site with Highgate Road forming part of the London Cycle Network which provides connections with central and north London.
- 3.4 Highgate Road and part of Burghley Road are designated by TfL as *'routes on quieter roads that have been recommended by other cyclists and/or may connect blue route sections'*. The blue route sections exist along the northern part of Highgate Road and on other nearby roads and are defined by TfL as *'routes signed for use by cyclists on a mixture of quiet and busier roads; some have cycle lanes marked on the road surface'*.

Bus Services

- 3.5 There are numerous bus services available within the locality of the site. The nearest bus stop is opposite the site on Highgate Road which provides northbound services for routes 214 and C2. The bus stop for southbound services for the same routes is situated approximately 100 metres to the north.
- 3.6 **Table 3.1** sets out information regarding the service frequency of each route.

Table 3.1 – Summary of Bus Service Frequency					
Route No.	Route	Weekday Frequency		Weekend Frequency	
		Peak	Off-Peak	Saturday	Sunday
24	Grosvenor Rd – Royal Free Hospital	4-8	10	5-8	7-10
	South End Green – Grosvenor Rd	4-8	10	4-8	7-11
46	Lancaster Gate – Stonecutter St	10-12	15	8-10	15
	Stonecutter St – Westbourne St	10-12	15	10	15
134	North Finchley Rd Stn – Tottenham Court Rd	4-8	10	5-8	6-10
	Tottenham Court Rd – Tally Ho Corner	3-6	4-8	3-7	6-8
214	Highgate School – Finsbury Square	6-10	10-12	6-10	11-12
	Finsbury Square – Highgate School	6-10	10-12	7-10	10-12
393	Lea Bridge Roundabout – Chalk Farm	10-12	20	10-13	20
	Chalk Farm – Clapton Pond	10-12	20	11-12	20
C2	Parliament Hill Fields – Victoria Bus Stn	6-10	6-10	6-10	8-12
	Victoria Bus Stn – Parliament Hill Fields	5-8	8-10	6-10	10-12

3.7 The bus routes listed above provide regular connections to destinations throughout London with stops at public transport interchanges enabling people to readily access a wide variety of other services.

3.8 The local area bus spider map is included at **Appendix B** for information.

Underground Services

3.9 The nearest underground station to the site is Kentish Town which is located approximately 330 metres (4 minutes walk) to the south on the A400 Kentish Town Road. Services operate on the Northern Line between Edgware or High Barnet and Morden via either the Charing Cross or Bank branch.

3.10 Tufnell Park and Camden Town stations are also within walking distance and are situated to the north and south of Kentish Town respectively, with services also on the Northern Line.

Rail Services

- 3.11 In addition to underground services, Kentish Town also provides national rail services operated by First Capital Connect.
- 3.12 Services operate between Luton and Wimbledon/Sutton via a number of stations including St Albans, St Pancras, Farringdon and London Blackfriars.
- 3.13 The London Overground network is also within walking distance of the site, with Gospel Oak Station being 850 metres to the north west (11 minutes walk).
- 3.14 Overground services to/from Barking originate at Gospel Oak, which also provides an interchange on the line between Richmond and Stratford.

Public Transport Accessibility Level (PTAL)

- 3.15 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.16 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 3.17 Using the Transport for London (TfL) Planning Information Database, it has been determined that the site has a PTAL rating of 6a, demonstrating an excellent level of accessibility to public transport. **Appendix C** includes a copy of TfL's calculation for this.

4 PLANNING POLICY GUIDANCE

4.1 This section summarises the relevant transport policies at national, regional and local level and these are considered in the context of the development of the site and how it complies with those policies.

National Guidance

Planning Policy Guidance 13 (PPG13) – Transport

4.2 PPG13 (updated January 2011) sets out government transport policy and provides advice on integrated transport and land use planning. PPG13 seeks to promote developments that minimise the need to travel by car and promote transport choices that help to minimise CO₂ and other polluting emissions.

4.3 The objectives of PPG13 are stated as;

1. *"Promote more sustainable transport choices for both people and moving freight;*
2. *Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and*
3. *Reduce the need to travel, especially by car."*

4.4 PPG13 goes on to state that when considering the location of sites for development, local authorities should:

"Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres and near to major public transport interchanges; and

Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport."

4.5 The accessibility of the site, which has been shown to be excellent, is described in detail at Section 3 of this report.

Regional Guidance

The London Plan

4.6 The London Plan (2011) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan, relevant to the proposed development, are discussed in the following paragraphs.

- 4.7 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

- 4.8 Policy 6.1 of Chapter 6 (Transport) sets out a number of aims, with those relevant to the proposals as follows:

- a) "encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- c) supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- i) promoting walking by ensuring an improved urban realm."*

Local Guidance

Camden Local Development Framework (Core Strategy and Development Policies)

- 4.9 LB Camden policy guidance is set out in the Core Strategy and Development Policies, both of which were adopted in November 2010 with policies DP16 through DP19 covering transport related issues.

- 4.10 Policy DP16 states that:

"The Council will seek to ensure that development is properly integrated with the transport network. We will resist development that fails to assess and address any need for the following:

- Movements to, from and within the site;*
- Links to existing transport networks; and*
- Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet additional need generated by the development;*

- 4.11 Policy DP17 encourages walking, cycling and the use of public transport in all new developments and policies DP18 ("Parking standards and limiting the availability of car parking") and DP19 ("Managing the impact of parking") look to minimise the impact and amount of parking that comes forward as part of any new scheme.

Camden Draft Transport Strategy

- 4.12 Camden's draft Transport Strategy was published in January 2011 as part of the Local Implementation Plan. It sets out the direction the Council want to take on transport and puts in place objectives accordingly. The objectives relevant to the planning application site are as follows:

1. *"Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a low carbon and low waste borough.*
2. *Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden."*

5 PROPOSED DEVELOPMENT

5.1 The proposed development envisages the following:

- 9 residential units comprising:
 - 2 x 3 bed mews houses
 - 4 x 2 bed flats
 - 3 x 3 bed flats
- 3 x B1 units totalling 593sq m
- 14 cycle parking spaces
- Retention of the existing vehicular access

5.2 Given the site's excellent accessibility by public transport, it is proposed that the development would be car-free with no parking provided on-site.

5.3 A copy of the Architect's ground floor layout plan is included at **Appendix D**.

6 EFFECTS OF THE DEVELOPMENT

6.1 This section considers the potential traffic and transport effects of the proposed development.

Traffic Generation

6.2 The proposal includes the removal of existing car parking facilities on site and the implementation of a car free agreement (as detailed below). Combining this with the excellent public transport accessibility of the site (PTAL 6a) means that it is likely there would be a reduction in traffic associated with the site. The proposals would therefore have no material impact in traffic terms on the operation of the local highway network. Furthermore, the probable decrease in vehicle trips represents a tangible benefit of the scheme.

Pedestrians and Cyclists

6.3 Pedestrian access to the site would be from the main vehicular access retained on Highgate Road. Pedestrians are well provided for in the vicinity of the site with numerous local amenities within a short walk that are accessible by footways and appropriate crossing facilities.

6.4 As set out in Section 3 there are a number of roads surrounding the site which are recommended for use by cyclists and future residents/occupiers would therefore be able to access local amenities by bicycle.

Public Transport

6.5 The site is served by buses, underground and overground rail services which results in a PTAL rating of 6a, equating to excellent public transport accessibility.

6.6 There are bus stops in the immediate vicinity of the site with rail services also being within a reasonable walk distance.

6.7 The range of services available would provide future residents/occupiers with accessibility to the local and wider area. This combined with the car free nature of the scheme would encourage the use of public transport as opposed to using the private car.

Parking

Car Parking

- 6.8 The site is within an area of excellent accessibility to public transport where 56% and 55% of households in the Borough and site ward (Kentish Town) respectively do not have a car.
- 6.9 Notwithstanding the low level of car ownership, the applicant is willing to commit to a permit free agreement to ensure that there will be no impact upon the availability of on-street parking for existing residents in the vicinity.
- 6.10 Given that the CPZ operates for 5 days a week from 08:30 to 18:30 it is considered unlikely that the proposed development would result in any significant on-street parking outside of the hours of control.

Cycle Parking

- 6.11 The proposals include the provision of 14 cycle parking spaces comprising 11 spaces for the residential units and 3 spaces for the B1 element in accordance with LB Camden and TfL's standards. The cycle parking would be located in secure and sheltered facilities.

Servicing and Refuse Collection

- 6.12 The existing access to the site is relatively narrow due to the constraints of the adjacent buildings. Although the access would be resurfaced and improved as part of the proposals, it is not possible to increase the width. As a result, the site would be served by small to medium sized vehicles, primarily transit sized vans which are able to enter/exit and manoeuvre within the confines of the access and service area.
- 6.13 A swept path of a long wheel base transit van servicing the site is included at **Appendix E**.
- 6.14 Refuse collection would be undertaken from Highgate Road as per the existing situation.

7 SUMMARY AND CONCLUSION

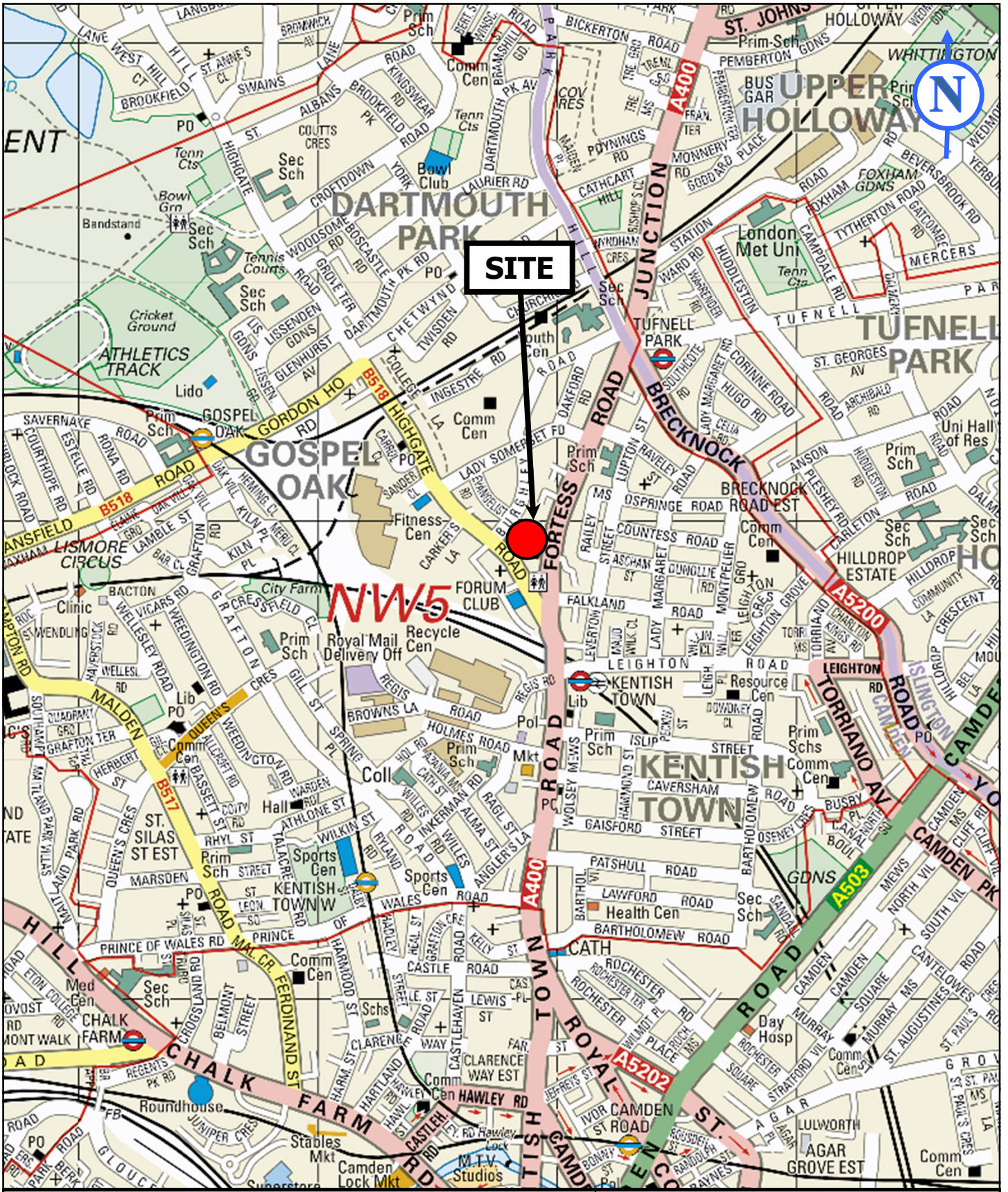
Summary

- 7.1 TTP Consulting are retained by London Buildings Highgate Ltd to provide traffic and transportation advice in relation to their proposal to redevelop a site at 30A Highgate Road, Camden.
- 7.2 The site is currently occupied by a mix of commercial uses with the proposals envisaging the redevelopment of the site to provide 9 residential units and 593sq m of B1 use.
- 7.3 The site has an excellent level of public transport accessibility and this demonstrated by its PTAL rating of 6a. In addition to the bus, underground and overground services available, the local area is also well suited to pedestrians and cyclists with appropriate facilities and dedicated routes provided.
- 7.4 There is no car parking proposed as part of the development, and, in addition, a car free agreement would be implemented to prohibit future residents from obtaining parking permits. Given that the existing site includes parking, it is reasonable to conclude that there would be a reduction in traffic generation associated with the site.

Conclusions

- 7.5 In light of the above, we conclude that the planning application proposal is acceptable in traffic and transport terms.

FIGURES



30A Highgate Road, London

London Buildings Highgate Ltd

Site Location Plan

TTP Consulting
 131-151 Great Titchfield Street
 London
 W1W 5BB
 Tel: 020 3008 8940
 www.ttp-consulting.co.uk
 Registered in England: 7441800

DRAWN: G.S	CHECKED: --	DATE: 31.08.11	SCALES: NTS	DRAWING REFERENCE: Figure 1	REVISION: .
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APPENDIX A

CPZ Plan

Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010). Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



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CA-B Belsize
 Mon-Fri 09:00-18:30
 Sat 09:30-13:30

CA-C Holborn & Covent Garden
 Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

CA-D Kings Cross Area
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-E Bloomsbury & Fitzrovia
 Mon-Sat 08:30-18:30

CA-F(n) Camden Town: North
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-F(nw) Camden Town: North West
 Mon-Fri 08:30-23:00
 Sat & Sun 09:30-23:00

CA-F(s) Camden Town: South
 Mon-Fri 08:30-18:30
 Sat 09:30-17:30
 Sun (resident bays only) 9:30-17:30

CA-G Somers Town
 Mon-Fri 08:30-18:30

CA-G Crown Estate
 Every day 00:00-23:59
 Private Parking Only

CA-H(a) Hampstead: South Hill Park
 Mon-Sat 09:00-18:00

CA-H(b) Hampstead: Town Centre & Vale of Heath
 Mon-Sat 09:00-20:00
 No charge on Pay & Display after 18.00

CA-H(c) Frognal
 Mon-Sat 09:00-19:00
 No charge on Pay & Display after 18.00

CA-H(d) Hampstead: Church Row
 Mon-Sat 09:00-22:00
 No charge on Pay & Display after 18.00

CA-H/B
 Mon-Sat 09:00-20:00

CA-J Primrose Hill
 Mon-Fri 08:30-18:00

CA-K Kilburn Priory
 Mon-Fri 08:30-18:30

CA-L West Kentish Town: Inner
 Mon-Fri 09:00-11:00

CA-L West Kentish Town: Outer
 Mon-Fri 08:30-18:30
 St Leonards Square
 Mon-Fri 08:30-18:30
 Sat & Sun 09:30-17:30

CA-M East Kentish Town
 Mon-Fri 08:30-18:30

CA-N Camden Square
 Mon-Fri 08:30-18:30

CA-P(a) Fortune Green: Central
 Mon-Fri 08:30-18:30

CA-P(b) Fortune Green: East
 Mon-Sat 08:30-18:30

CA-P(c) Fortune Green: West
 Mon-Fri 10:00-12:00

CA-Q Kilburn
 Mon-Fri 08:30-18:30

CA-R(a) Swiss Cottage: West End Lane
 Mon-Fri 08:30-18:30

CA-R(b) Swiss Cottage: Finchley Road
 Mon-Sat 08:30-22:00

CA-S(a) Redington & Frognal: North
 Mon-Fri 12:30-14:30

CA-S(b) Redington & Frognal: South
 Mon-Sat 09:00-18:00

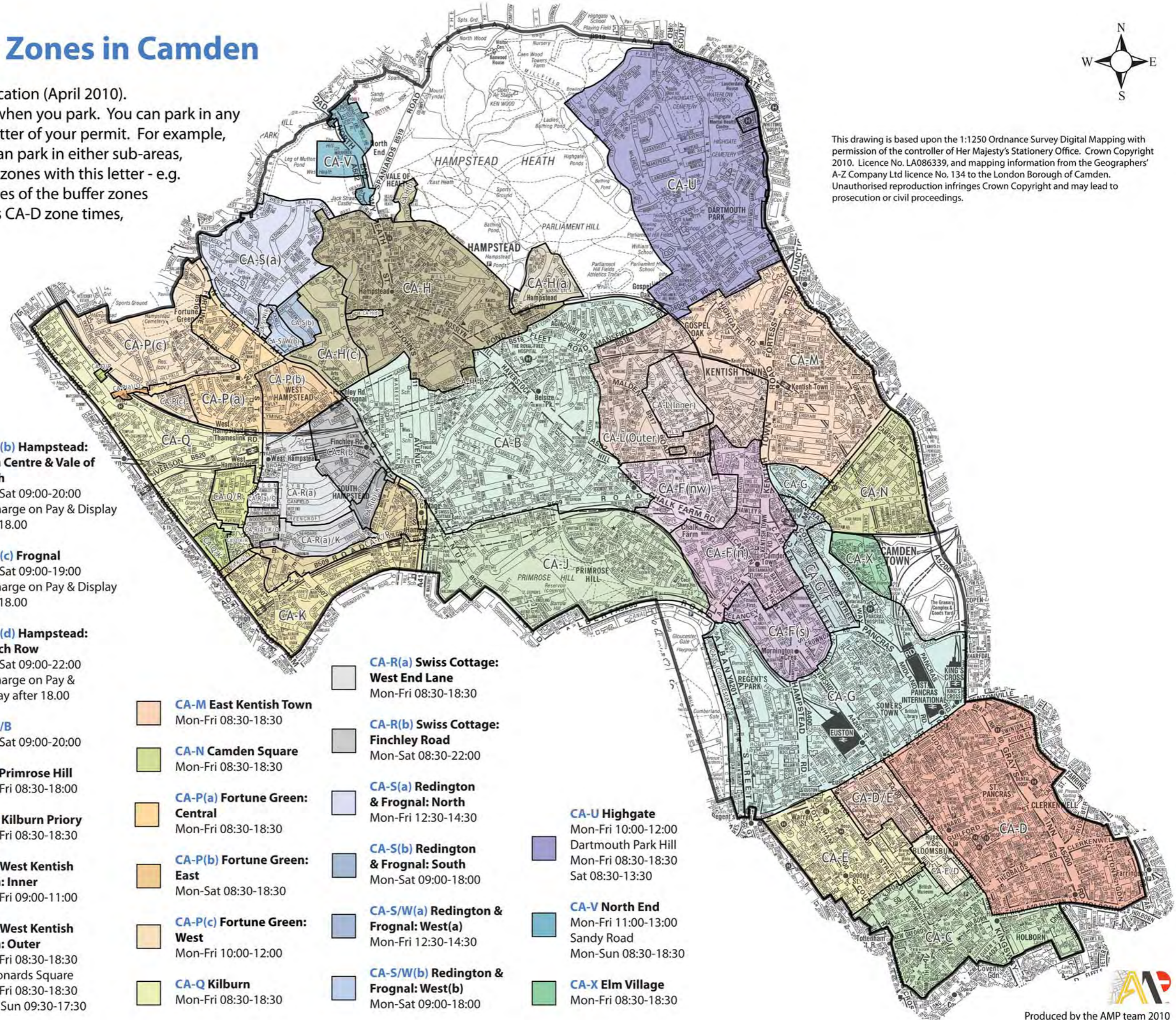
CA-S/W(a) Redington & Frognal: West(a)
 Mon-Fri 12:30-14:30

CA-S/W(b) Redington & Frognal: West(b)
 Mon-Sat 09:00-18:00

CA-U Highgate
 Dartmouth Park Hill
 Mon-Fri 10:00-12:00
 Mon-Fri 08:30-18:30
 Sat 08:30-13:30

CA-V North End
 Sandy Road
 Mon-Fri 11:00-13:00
 Mon-Sun 08:30-18:30

CA-X Elm Village
 Mon-Fri 08:30-18:30



APPENDIX B

TfL Bus Spider Map

Route finder

Day buses including 24 hour services

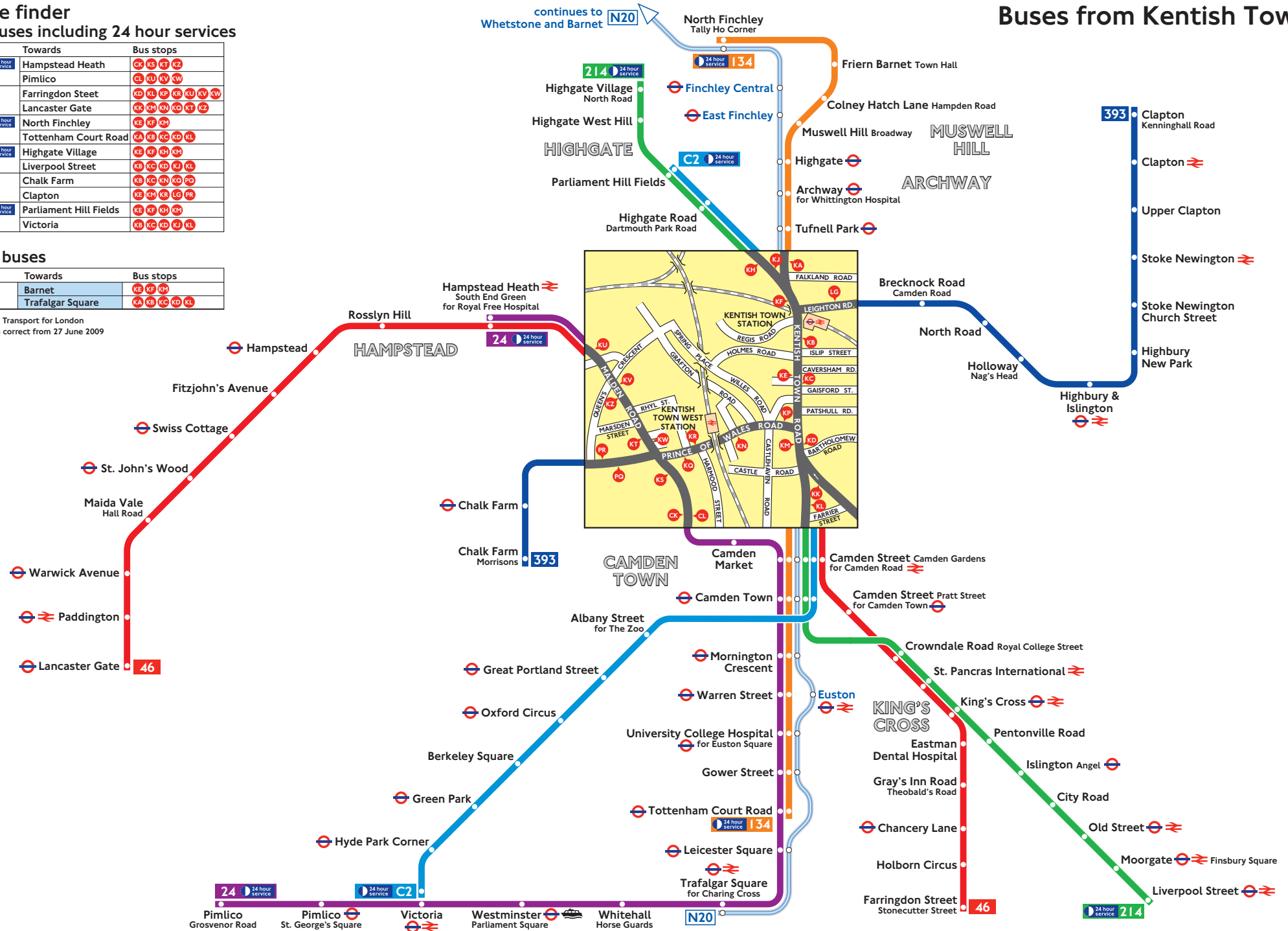
Route	Towards	Bus stops
24	Hampstead Heath	CK KS KT KZ
	Pimlico	CL KU KY SW
46	Farringdon Street	KD KL KP KR KU KV KW
	Lancaster Gate	KK KH KM KN KT KZ
134	North Finchley	KE KF KW
	Tottenham Court Road	KA KB KC KD KE
214	Highgate Village	KE KF KH KM
	Liverpool Street	KB KC KD KE
393	Chalk Farm	KB KC KD KE
	Clapton	KE KM KB LG PR
C2	Parliament Hill Fields	KE KF KH KM
	Victoria	KB KC KD KE

Night buses

Route	Towards	Bus stops
N20	Barnet	KE KF KN
	Trafalgar Square	KA KB KC KD KL

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Buses from Kentish Town



APPENDIX C

TfL PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20113108105918
Description 20113108105918
Run by user PTAL web application
Date and time 31/08/2011 10:59

Walk File Parameters

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

Coordinates: 528938, 185460

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	KENTISH TN FORTRESS WALK	134	14.04	12.0	1.0	0.18	4.5	4.68	6.42	6.42
BUS	KENTISH TOWN HIGHGATE RD	214	182.23	8.0	0.5	2.28	5.75	8.03	3.74	1.87
BUS	KENTISH TOWN HIGHGATE RD	C2	182.23	8.0	0.5	2.28	5.75	8.03	3.74	1.87
BUS	KENTISH TOWN STATION	393	285.71	5.0	0.5	3.57	8.0	11.57	2.59	1.3
BUS	TUFNELL PARK STATION	390	427.41	8.0	0.5	5.34	5.75	11.09	2.7	1.35
BUS	TUFNELL P STN D'MTH PK H	4	517.94	6.0	0.5	6.47	7.0	13.47	2.23	1.11
LU LRT	Kentish Town	Northern Line High Barnet to Morden	280.42	9.0	1.0	3.51	4.08	7.59	3.95	3.95

LU LRT		Northern Line Kentish Town Morden to High Barnet	280.42	3.7	0.5	3.51	8.86	12.36	2.43	1.21
LU LRT		Northern Line Kentish Town Morden to Mill Hill East	280.42	2.7	0.5	3.51	11.86	15.37	1.95	0.98
LU LRT		Northern Line Kentish Town High Barnet to Kennington	280.42	5.4	0.5	3.51	6.31	9.81	3.06	1.53
LU LRT		Northern Line Kentish Town Mill Hill East to Kennington	280.42	4.3	0.5	3.51	7.73	11.23	2.67	1.34
LU LRT		Northern Line Kentish Town Morden to Mill Hill East	280.42	1.0	0.5	3.51	30.75	34.26	0.88	0.44
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to SUTTON (SURREY)	280.42	0.67	0.5	3.51	45.53	49.03	0.61	0.31
NATIONAL_RAIL	KENTISH TOWN BR	LUTON to MOORGATE	280.42	0.67	0.5	3.51	45.53	49.03	0.61	0.31
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to WEST NORWOOD BR	280.42	0.33	0.5	3.51	91.66	95.16	0.32	0.16
NATIONAL_RAIL	KENTISH TOWN BR	WIMBLEDON BR to ST ALBANS BR	280.42	1.33	1.0	3.51	23.31	26.81	1.12	1.12

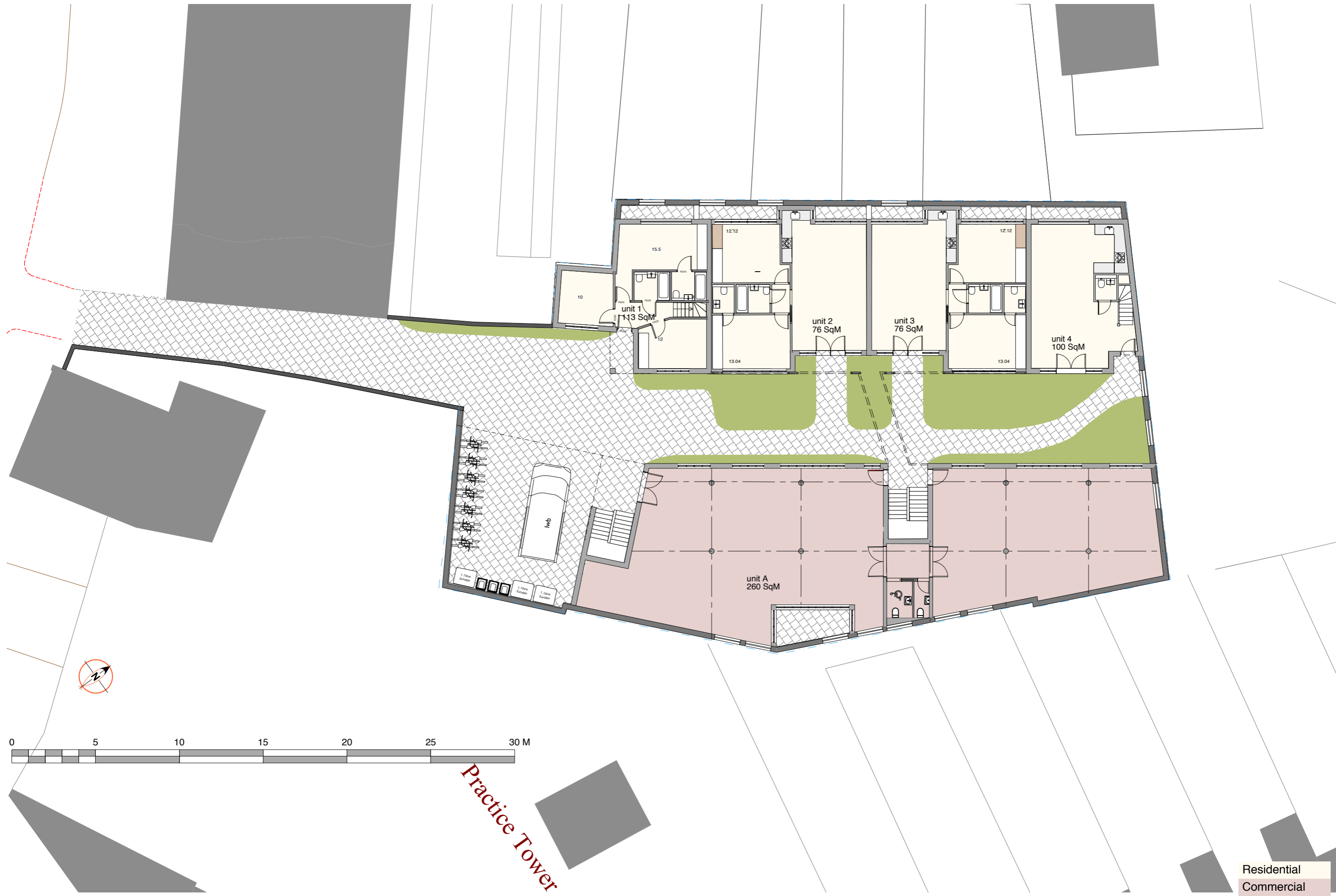
NATIONAL_RAIL	KENTISH TOWN BR	ST ALBANS BR to MOORGATE	280.42	0.67	0.5	3.51	45.53	49.03	0.61	0.31
NATIONAL_RAIL	KENTISH TOWN BR	WIMBLEDON BR to LUTON	280.42	0.33	0.5	3.51	91.66	95.16	0.32	0.16
NATIONAL_RAIL	KENTISH TOWN BR	MOORGATE to LUTON	280.42	0.67	0.5	3.51	45.53	49.03	0.61	0.31
NATIONAL_RAIL	KENTISH TOWN BR	MOORGATE to ST ALBANS BR	280.42	1.0	0.5	3.51	30.75	34.26	0.88	0.44

Total AI for this POI is 26.49.

PTAL Rating is 6a.

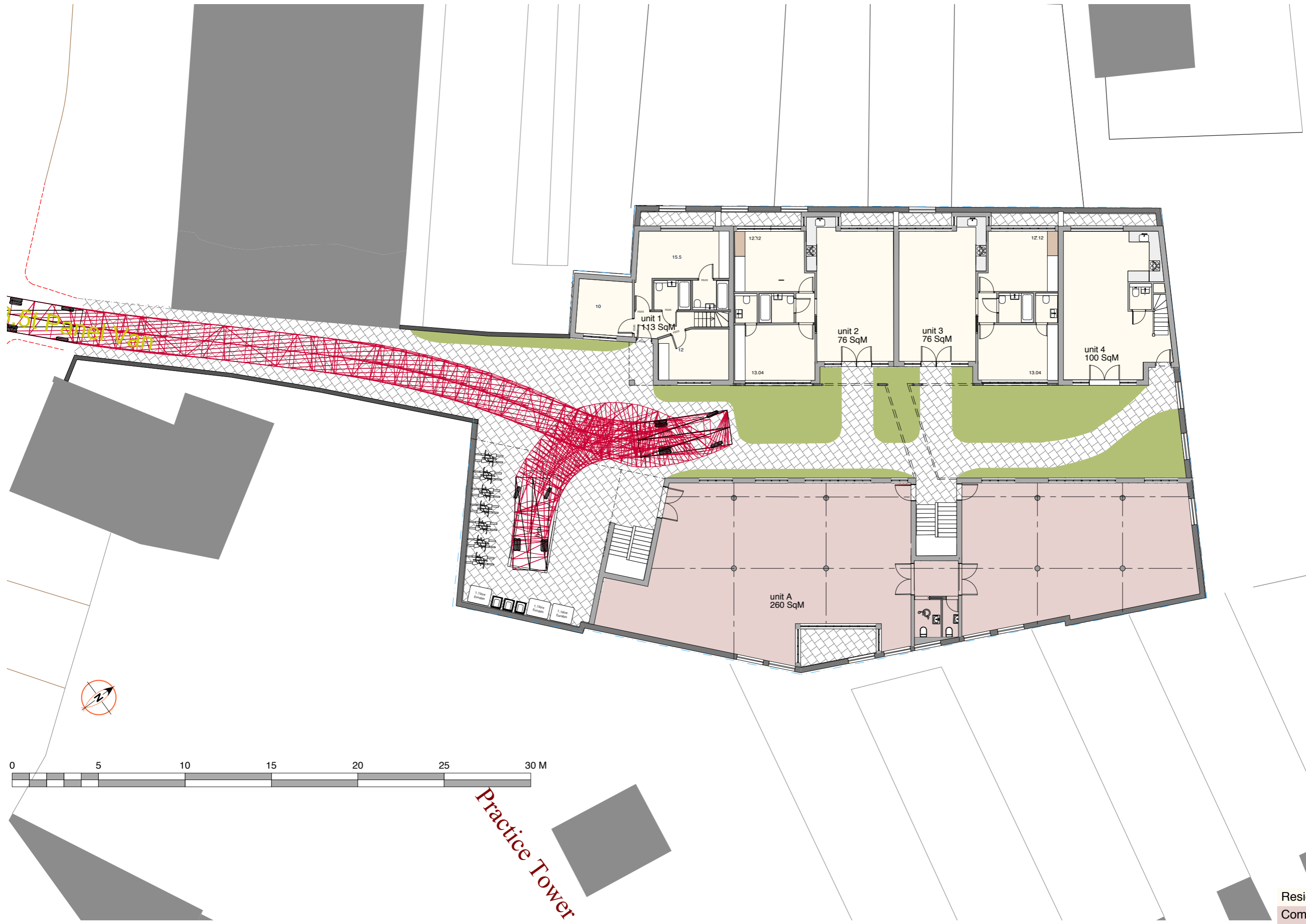
APPENDIX D

Architect's Ground Floor Layout Plan



APPENDIX E

Servicing Swept Path



Residential
Commercial