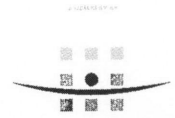


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Camden NW6**

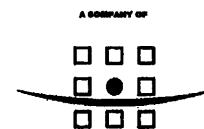
Transport Statement

SLLB Architects Ltd

04 August 2008
Submission
9T4318



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1 INTRODUCTION

1.1 The Denis Wilson Business Group (DW) has been instructed on behalf of SLLB Architects Ltd to prepare a Transport Statement and advise on accessibility, layout and parking matters in respect of a planning application that seeks the demolition of the existing building and the construction of 40 new residential flats on land at 1-7 Mill Lane, Camden NW6

1.2 The purpose of this report is to consider the accessibility of the site in terms of opportunities to travel by modes other than the private car and the proximity to everyday shops, services and amenities. The layout of the site in terms of its geometric characteristics in relation to vehicular movement will also be reviewed in this report. In addition, the adequacy of the proposed access and parking provision in terms of the projected demand will be considered as well as an assessment of the traffic generation of the proposals.

1.3 Given the above, the report will be structured in the following format:

- Section 2 will provide a description of the site which will include the local highway networks, current parking demands and a review of the current traffic characteristics of Mill Lane
- Section 3 will assess the public transport options close to the site including a PTAL assessment of the site. The opportunities to access local amenities and services via non car modes will also be considered here.
- Section 4 will describe the development proposals and review the access relative to the travel characteristics identified in section 2 and against industry guidelines. The proposed parking provision in relation to demand and relevant council regulations will be considered as well as the adequacy of the site layout. The servicing strategy of the development will also be assessed.
- Section 5 will assess the existing and proposed traffic generation at the site and the anticipated impacts on the highway network traffic.
- Section 6 will provide the summary and conclusion of the report.

2 SITE DESCRIPTION AND HIGHWAY NETWORK

Site description

- 2.1 The site is located to the north west of Camden at 1-7 Mill Lane, approximately 580 metres north of Kilburn Tube Station. Mill Lane forms the South boundary of the site whilst the north is bounded by Minster Road, Residential properties form the west boundary whilst the east is bounded by the Thameslink Rail route. The site location is provided at Plan DW 1
- 2.2 The site previously consisted of four large residential properties with associated gardens, of which three have been demolished. The west and north boundary extends to the rear of properties 111-129 Fordwych Road and to the rear and partial east boundary of property 21 Minster Road. The site occupies an area of 0.4027ha.
- 2.3 Access to the site is taken via a simple vehicle crossover with Mill Lane and is located towards the centre of the site frontage opposite property 2 Mill Lane. The existing access is located immediately to the west of the existing on street parking which is present along the site frontage.

Local highway network

- 2.4 Mill Lane is a residential street linking the A5 Shoot-Up Hill west of the site with the B510 West End Lane to the east. There is a 30mph zone at the site frontage which reduces to 20mph at the foot of the railway bridge 160m east of the site.
- 2.5 At the site frontage the carriageway is approximately 7m wide, leaving enough room on each side to manoeuvre past any parked vehicles in the bays provided. The public footways either side of the carriageway are 2.7m wide and connect to the footways and paths alongside the surrounding residential roads. The footways are sufficient enough to comfortably accommodate wheelchair users and those walking with pushchairs in accordance with the guidance set out in the Manual for Streets document.
- 2.6 Environmental safety measures are present on Mill Lane, mainly due to the high number of schools and local activity in the area. A zebra crossing with zig zag markings is located 140m west of the site across Mill Lane in front of the Fordwych Nursery at the junction with Fordwych Road. Raised entry tables are also present on Fordwych Road at the junction with Mill Lane. Tactile paving and dropped curbs are present at the desire lines of this junction as well as narrowed carriageways in the interest of safe pedestrian crossing.
- 2.7 A pedestrian crossing island is present on Mill Lane after the railway bridge 170m east of the site.
- 2.8 Camden Council propose to introduce more pedestrian safety measures along Mill Lane and on the surrounding roads in the coming future; including a zebra crossing at the island crossing east of the site as mentioned above.

Parking

- 2.9 Mill Lane is subject to a controlled parking zone as regulated by Camden Council. The road is part of the Fortune Green (CAP) and Kilburn (CAQ) residents parking permit zone and some areas include blue badge and pay and display parking. Parking restrictions are between 08:30am and 18:30pm and pay and display tickets are for a maximum two hours. To the west of the site outside Mill Court a parking bay exists for permit holders only.
- 2.10 Another parking bay exists on the site frontage immediately east of the existing site entrance. This is for both resident permit holders and pay and display parking and extends 145m east across the railway bridge. Immediately a parking bay for motorcycles only extends westwards for a distance of 2 metres. Further parking bays are in place along Mill Lane at calculated intervals. Single yellow lines exist in most areas where it is not permitted to park.
- 2.11 Since the site has been cleared there is no parking within the curtilage of the property at present.

Existing traffic conditions

- 2.12 In order to consider the existing traffic conditions of Mill Lane, A one week ATC survey was undertaken on Thursday 22nd May 2008 – Wednesday 28th May 2008 in. The results of the exercise are provided at Appendix A. This indicated that the mean speed of eastbound traffic, once adjusted for wet weather conditions was 32.13 kph, with the corresponding westbound speed being 30.31 kph. The speed calculations are provided at Appendix B.
- 2.13 The ATC data recorded in March 2008 also includes details of the traffic volume on Mill Lane. The peak hour 5 day average flows are provided in table 2.1 below and indicate that most traffic travels towards the west during the AM peak and towards the east during the PM peak.

AM Peak (0800-0900)		PM Peak (1700-1800)	
Eastbound	Westbound	Eastbound	Westbound
236	264	344	245

Table 2.1: Existing Mill Lane traffic

- 2.14 These speeds and traffic flows will determine the guideline visibility requirements as set out in the Manual for Streets guidelines, and the overall traffic impact on Mill Lane which will be assessed in section 4 of this report.

Existing traffic generation

- 2.15 The site is currently unused but a site from the TRAVL database similar to the previous use is used here and applied to four residential units to anticipate the existing traffic generation. Details of the TRAVL output are provided at Appendix C and peak hour traffic is provided at Table 2.2 Below.

AM Peak (0800-0900)		PM Peak (1700-1800)	
Arrivals	Departures	Arrivals	Departures
0	1	1	0

Table 2.2: Existing site traffic generation

2.16 Table 2.2 indicates that had the existing site remained with four residential dwellings an extra two cars during the peak hours would be added to the Mill Lane traffic flow identified in table 2.1

2.17 The implications of the existing and proposed traffic generation of the site on Mill Lane traffic will be assessed in section 5 of this report.

Accident data

2.18 The latest accident data for the section of Mill Lane between Fordwych Road and Westbere Road was obtained from Camden Council in order to assess any highway safety issues close to the site.

2.19 Camden Council has confirmed that there were no reported personal injury accidents in the three years up to and including February 2008. This is the most recent data available.

2.20 In light of the above there is no highway safety issues related to the site location that needs to be addressed as part of this Transport Statement.

3 ACCESSIBILITY VIA NON CAR TRAVEL

Preamble

- 3.1 This section will provide details of the existing opportunities to travel to the site by means other than by private car. This will specifically consider the following modes:-

Pedestrians

Bus

Rail

Cyclists

- 3.2 This section will also assess the PTAL rating for the site as well as the sites proximity to local services and amenities.

Pedestrians

- 3.3 Planning Policy Guidance Note (PPG) 13 states that walking has the potential for replacing car trips under 2 kilometres. 2.7m public footways are present on either side of Mill Lane immediately adjacent to the site frontage and connect to the footpaths present on the surrounding highways. To the west the footpath extends to the A5 and the signalled crossing there providing safe access to Shoot-Up Hill and the retail and business facilities located close to Kilburn tube station.

- 3.4 To the east the public footway on Mill Lane links to the extensive residential network connecting the public highways towards Finchley and Swiss Cottage approximately 2km south east of the site.

- 3.5 'Guidelines for Providing Journeys on Foot' (2000) by the Institute of *Highways and Transportation* suggests that in terms of commuting, journeys to school and recreational journeys; walk distances of up to 2000m can be considered, with the desirable and acceptable distances being 500m and 1000m. The Mill Lane retail area, Kilburn tube station, Hampstead and Cricklewood stations lie within 2km from the site and are therefore accessible on foot for everyday needs and as part of a wider commute for education, employment or leisure purposes.

- 3.6 The pedestrian crossing facilities mentioned in sections 2.5 and 2.6 enable safe passage across Mill Lane. Sufficient street lighting is present on both sides of the highway surrounding the site, thus creating a well-lit and safe environment for walking in the evening and late hours.

Cyclists

- 3.7 Mill Lane forms part of a local signed on-road cycle network that links to Cricklewood 1.3km to the north and Hampstead 1.7km to the east. These areas are accessible via a short cycle journey enabling residents to utilise the education, employment, leisure and service facilities located there.

- 3.8 Considering that the average speed for most cyclists is 322 metres per minute or 12 mph, according to IHT Cycle-friendly infrastructure; Guidelines for planning and design (1996); it is possible for cyclists to access Mill Lane shops in approximately 1 minute from the site via the cycle routes provided. Kilburn High Road, where a broader range of shops and services are located can be accessed in 2 minutes by cycle from the site.

Bus

- 3.9 Buses from the site enable access to the retail facilities and amenities available on and around Kilburn High Road, and provide wider access to Edgware and Brent Cross in the north and London's West End and Ladbroke Grove in the south thus enabling links to employment and education facilities outside the immediate area.
- 3.10 Bus stops are present on Mill Lane 230m east of the site for northbound services and on Westbere Road 220m east for southbound services. Bus route C11 operates from this stop and is detailed in Table 2.1 below. A further two bus stops are located on Shoot-Up Hill on either side of the carriageway. A stop is located on the northbound carriageway 230m from the site for services towards Cricklewood and on the southbound carriageway 330m from the site for services towards Kilburn. Bus routes 16, 32, 189, 316 and 332 operate from these stops and are also detailed in table 3.1 below.

Service	Route	AM Peak 08:00 – 9:00	Daytime Frequency	PM Peak 17:00 – 18:00	Saturday Frequency
C11	Brent Cross Shopping Centre – Mill Lane – West Hampstead Station – Swiss Cottage Station – Gospel Oak Station – Archway Station	8 buses	8 buses per hour	8 buses	6 buses per hour
16	Cricklewood – Kilburn Stations – Edgware Road Station – Marble Arch – Hyde Park Corner Station – Victoria Station	10 buses	10 buses per hour	10 buses	9 buses per hour
32	Edgware Station – Staples Corner – Cricklewood bus garage – Kilburn Station – Kilburn Park Station	7 buses	7 buses per hour	7 buses	7 buses per hour
189	Brent Cross Shopping Centre – Cricklewood Station – Kilburn Station – Marlborough Place – Baker Street Station – Oxford Circus	10 buses	10 buses per hour	10 buses	9 buses per hour
316	Cricklewood – Kilburn Stations – West London College – Harrow Road – St Charles Hospital	8 buses	8 buses per hour	8 buses	8 buses per hour
332	Brent Park – Neasden Shopping centre – Cricklewood bus garage – Kilburn Stations – Edgware Road Stations – Paddington	6 buses	6 buses per hour	6 buses	6 buses per hour

Table 3.1 Bus services in proximity to the site

- 3.11 As demonstrated in Table 2.1 a total of 49 buses serve the stops close to the site during the peak hours. This indicates that there is an excellent opportunity to travel by bus to and from the site particularly towards other town centres and as part of a wider commute.

London Underground

- 3.12 Kilburn tube Station is approximately 580m south of the site entrance on Kilburn High Road. The station can be accessed on foot, by cycle or via buses serving the stop on Shoot-Up Hill as detailed above. The station is operated by London Underground and is on the Jubilee line Route which links to all the routes on the London Underground network, London Overground and the DLR. Weekday services are frequent with 15 trains per hour towards Stratford and 17 trains per hour towards Stanmore operating between 06:00 – 00:00.

Rail

3.13 Brondesbury Rail Station is located 800m south of the site on Kilburn High Road and can be accessed on foot in 10 minutes or a 2.5 minute cycle ride. Buses from Shoot-Up Hill also serve this station. The station is part of the London Overground network and operates frequent services between Stratford and Richmond.

3.14 Rail services from Brondesbury Station are highlighted in Table 3.2 below.

Route	One-way frequency		
	AM Peak 08:00 - 09:00	Daytime Frequency	PM Peak 17:00 - 18:00
Richmond – Willesden Junction – Brondesbury – Gospel Oak – Highbury & Islington – Hackney Central - Stratford	5 trains	4 trains per hour	5 trains

Table 3.2: Rail Services from Brondesbury Station

3.15 Table 2.1 shows that the station operates at 5 trains an hour throughout the day in both directions thus providing a good opportunity to access a range of employment, education and leisure facilities from the site.

3.16 The bus, underground and overground networks as well as the cycle routes close to the site is all shown on Plan DW 2.

PTAL Assessment

3.17 In order to summarise the accessibility of the site by public transport, a PTAL assessment has been undertaken. The calculations used take into account the time it takes to walk to the services, the number of services, their reliability and the level of service provided at the stops / stations. Bus services are included if they are within an 8 minute walk or 640m and rail services if they are within a 12 minute walk or 960m. The calculation produces an Accessibility Index which translates to a level of accessibility. For example, an Accessibility Index of 0 is considered poor with 40 viewed as excellent.

3.18 The PTAL calculations are based on the most frequent one way directional service during the morning peak period of 08:15-09:15.

3.19 The PTAL Assessment provided at Appendix D indicate that the site has a combined Accessibility Index of 16.59, which falls within a PTAL band of 4. A PTAL level of 4 is identified in the TfL Best Practice Guide document as 'Good' which reflects the overall accessibility credentials of the site.

- 3.20 Whilst PTAL is useful as a tool for comparing the accessibility of different sites the absolute values that are derived from the equations are not particularly meaningful except in city-centre locations within walking distances of a number of public transport systems such as buses, trains and underground rail stations. The accessibility levels calculated make no allowance for whether a site is located within an inner or outer London Borough and so the values given are therefore relative.
- 3.21 It should be noted that the PTAL assessment does not take into account the fact that many people choose to cycle to a service access point. Cycling to Brondesbury Station for example would take 2 minutes yet this is not accounted for in the calculation. The addition of cycle times to the assessment will certainly create a higher PTAL value and reflect a more accurate measure of accessibility.
- 3.22 In this case however it is accepted that a PTAL score of 4 reflects the existing range of public transport options that make the site accessible and therefore sustainable.

Proximity to everyday shops and services

- 3.23 The 'Guidelines for Providing Journeys on foot' calculates an average walking speed of 3 miles per hour which equates to 80 metres per minute. Based on this assumption, shops, services and amenities at Kilburn High Road are located 800m, or 10 minutes walk from the site. Further retail shops, services and amenities are located on West End Lane 580m east of the site and on the Finchley Road 900m east of the site. The High Road and other local centres are therefore within threshold of 1,200m which is generally accepted as the maximum distance threshold for journeys on foot to retail destinations. A variety of everyday shops, services and amenities typical of a local high street including Banks, Supermarkets, Chemists and Retail units are located on Kilburn High Road, West End Lane and Finchley Road. A range of retail and small business services are also located 400m west of the site on Mill Lane. The local centre on Mill Lane provides small retail services such as a bakery, clothing store, carpet shop and a photography retailer.
- 3.24 The site is located in a largely residential area and is well located for local Primary Schools. Beckford Primary School is located 410 metres east of the site on Dorfnell Street and The Emmanuel C of E Primary School is approximately 800m east on Mill Lane; both these schools can be reached via a maximum 10 minute walk from the site. A number of small nursery schools are also located in the surrounding area, the nearest, Fordwych Nursery is 150m west of the site at the corner of Fordwych Road. Hampstead Secondary School is located 850m north of the site on Westbere Road and can be reached by an 11 minute walk from the site or via the C11 bus. A number of independent schools are located towards Hampstead and Chalk Farm. These and other secondary school can be reached via the extensive bus, train and tube network in the area. The local schools mentioned above are clearly indicated on Plan DW 3.

- 3.25 Local health services are also conveniently located around the site. Windmill Medical Centre is located 300m west of the site on Shoot-Up Hill and offers a range of NHS clinic and surgery services to the public. Another medical centre is located 700m east of the site at Cholmley Gardens, Mill Lane and can be reached by a 9 minute walk from the site. An NHS Dental surgery is located 300m or a 4 minute walk east of the site on Mill Lane which provides services for Camden PCT. These are within walking distance from the site and are accessed quickly by bicycle. Independent hospitals are located in Kilburn and Hampstead and are within 1km of the site however services are limited and there is no A&E facility. The Royal Free Hospital is located approximately 3.2 km east of the site on Pond Road and can be accessed directly via the C11 bus with a scheduled journey time of 23 minutes. The hospital is part of the Royal Free Hampstead NHS trust and offers a wide range of services including A&E.
- 3.26 Local business employment agencies and specialised small businesses are located on Mill Lane and the surrounding neighbourhood and further service and business employment is located in the surrounding town centres of Kilburn, Cricklewood, Finchley and Hampstead. Alternatively central London and larger employment centres such as Wembley are accessible from the site by tube, rail and bus.
- 3.27 A range of public leisure and recreational facilities are in proximity to the site. The West Hampstead Community Association is located 300m east of the site on Mill Lane and provides a facility for community activities and meetings. A member's tennis and sports club is located 1.3km east of the site on Avanley Gardens and provides gym and sports facilities. The O2 Centre (1.9km south east of site) on Finchley Road is a large centre providing alternative activities such as rock climbing as well as fitness facilities, a cinema complex and retail shops. Alternatively Swiss Cottage Leisure Centre is a large facility located on Adelaide Road 2.5km south east of the site. The centre offers a wide range of leisure facilities and activity sessions for all ages and can be accessed by the C11 bus or a short walk from Swiss Cottage underground station which is 3 stops from Kilburn on the Jubilee Line. Hampstead Heath is a large area of public open space 2km north east of the site that can be accessed within 7 minutes by cycle or by train from Brondesbury Station.
- 3.28 The general accessibility of the site is very good. There is clearly sufficient opportunity to access a range of local amenities close to the site for everyday convenience, health and leisure purposes. The site is well placed in relation to public transport services local facilities and the local infrastructure encourages both walking and cycling by way of an extensive, pedestrian friendly network of paths and footways which link the community areas and facilities with residential locations. Therefore it is not essential to use the private car for everyday purposes.

4 DEVELOPMENT PROPOSALS

4.1 This planning application seeks the demolition of the existing building to provide 40 residential units at a total of 3383sqm. The development mix is as follows:

- 2 x 4 bed terrace houses
- 14 x 1 bed units
- 21 x 2 bed units
- 3 x 3 bed units

4.2 The development will provide 20% social housing and 12.5% shared ownership housing. The remainder will be available on the private market. Four of the ground floor units will be wheelchair adapted.

4.3 As part of the development agreement with Camden Council and the local residents association a 2277sqm area to the rear of the development will be allocated to conservation. As part of the agreement this area will be left to its own natural development in the aim of improving biodiversity in the area. No public or residential access is allowed to the area however a gate at 23 Minster Road and a pathway through the area will provided limited access for maintenance staff.

Parking

4.4 The proposal seeks to provide a total of 20 parking spaces in order to serve the scheme. This will include four disabled spaces to serve the wheelchair units on the ground floor. One space is also allocated for disabled visitors to the site.

4.5 In terms of the ratio of parking provision, this equates to 0.375 spaces per dwelling for the regular units and one space per dwelling for the disabled units. This does not include the space allocated for disabled visitors. London Borough of Camden applies maximum standards for development; in this respect, the 2006 UDP adopts a maximum provision of 1 space per dwelling. Clearly the provision of 0.375 spaces would be within the maximum parking provision that could be provided. In addition, the parking provision is also within the general requirements of The London Plan which generally advocates less than 1 parking space per dwelling for flats, particularly those located in areas of good accessibility

Car club

4.6 A further two spaces on Mill Lane are proposed as car club spaces. The location of these spaces is proposed in a private bay created in the wide pavement area opposite the site on Mill Lane. Details of this are submitted as part of the planning application.

- 4.7 Car clubs are becoming increasingly popular in the UK and in London especially as a cheaper alternative to owning a car. There are a number of car club cars in the Kilburn and Finchley area close to Mill Lane that are accessible to residents. A nearby facility is provided by City Car Club near Kilburn Station 600m south of the site and three more are located behind the O2 Centre on the Finchley Road. More cars operated by Street car are located at the side of the Pizza Express on West End Lane 980m east of the site with another located near Hampstead train station. Camden Council has also proposed to provide 2 car club spaces on Mill Lane opposite properties 21-23.
- 4.8 In order to assess the level of parking demand for the area, the 2001 census data has been interrogated from the Nomis detailed statistics tables which can be found at www.nomisweb.co.uk. Car ownership data for flats and houses in the Fortune Green ward was applied to the proposed development in order to estimate parking demand for the site. The full assessment is provided at Appendix E.
- 4.9 The data in Appendix E shows that the development requires 24 parking spaces in order to fulfil demand in the area. Whilst in this respect the development provides a shortfall of 4 parking spaces, in the overall interest of promoting sustainable travel choices and the maximum parking requirements of Camden council, this is considered acceptable. Parking on Mill Lane is limited to pay and display parking and residents permit holders only between the hours 08:30 and 18:30. Proposed parking at the site would further promote the use of sustainable travel choices including the use of the proposed car club facility since this eliminates the cost of parking. Future residents would also be able to use the car club in the event that they did not own a car but wished to travel in this manner occasionally.
- 4.10 Parking on site is located in the basement which is accessed by a car lift located 13m back from the main site entrance.

Cycle parking

- 4.11 A total of 45 cycle spaces are provided on site with 22 spaces located on the ground floor and a further 23 spaces in the basement parking area. This is in line with the requirements set out in the Camden UDP which requires 1 space per unit and one visitor space for every 10 units.
- 4.12 A motorcycle parking area is provided in the basement and can accommodate up to 11 motorcycles. The UDP guidelines welcome motorcycle parking as an alternative to extra parking space provision which could be a possibility here.

Access

- 4.13 It is proposed to serve the site via a 7.2m vehicular crossover with Mill Lane approximately 5m from the west corner of the site frontage. A lay-by is created on the right to provide enough room for a car to wait while another enters/exits the car lift.

- 4.14 The basement layout is considered sufficient for parking and manoeuvring as it adheres to the guidelines set out in the Manual for Streets (MfS) document. The aisle widths are 6m wide, the parking bays are all 2.4m wide and 4.8m long. Cars access the bays from a 90° angle from the aisle and are therefore able to manoeuvre freely into the spaces as observed in the MfS document. The disabled spaces include additional space for users to get into and out of the vehicle safely.
- 4.15 As mentioned in paragraph 2.12 vehicles approaching from the west of the site were recorded at an average 32.13kph while traffic from the east was recorded at 30.31kph. These figures have been adjusted to allow for wet weather speeds. The guidelines set out in MfS state that for traffic travelling up to 32 kph a visibility splay of 25m is required whilst where speeds of up to 30 kph, the requirement is for 23 m visibility splays.
- 4.16 Drawing 9T4318/Vis/01 Rev B demonstrates that visibility along the nearside arm to the west is 25m to the kerb line, although some on street parking falls within this area. When parking at the bays in front of Mill Court is at capacity a visibility of 18m is achieved when measured to a point 1m from the edge of the parking bays. Whilst some on street parking falls within the visibility splay of the to the west, Manual for Streets states at paragraph 7.8.5 that where this occurs, significant problems are not known to arise, particularly where speeds are low such as in this instance.
- 4.17 Drawing 9T4318/Vis/01 Rev B has indicated the area of parking reduction needed to achieve a minimum 25m visibility to a distance 1m from the edge of the on street parking bay, if required by the Council.
- 4.18 To the east a 23m visibility is achieved. This is measured to the centre line since parking and oncoming traffic limit the ability to cross the centre line. This is the procedure identified in the MfS guidelines in situations where cars approaching from the left on the main arm are unlikely to cross the centreline. This can be due to a variety of circumstances and in this instance the presence of the on street parking along the site frontage prevents vehicles approaching from the east from crossing the centre line of Mill Lane.
- 4.19 It should be noted that the location of the access to the proposed development reflects the requirements of Camden Council, as discussed at a meeting with the Architects on 1 May 2008. The arrangement offers improved visibility to the west which is not possible with the existing access arrangement.
- 4.20 It is therefore considered that access to the proposed site is acceptable.

Servicing

- 4.21 It is proposed that servicing of the site will be taken on street and a bin store is provided adjacent to the site frontage to Mill Lane to the immediate right of the site entrance. The location of the bin store is within 25m of the public highway which is the maximum carry distance threshold for operatives as set out in MfS at paragraph 6.8.9

Travel Plan

- 4.22 Although a Travel Plan is not a strict requirement at this stage of the development, a Travel Plan Heads of Terms has been written up as part of this report and included at Appendix F. It sets out the initiatives that can be introduced to encourage travel by non car means. These include the appointment of a Travel Plan Coordinator to monitor travel patterns and up to date public transport, car club and cycle information made available to all residents. These aim at encouraging residents and visitors to use more sustainable modes of transport.
- 4.23 Some particular benefits of a Travel Plan include encouraging a healthier lifestyle for residents and reducing congestion on the roads and travel stress particularly during peak hours. Residents are also contributing to a greener environment and reducing their individual carbon footprint by using more sustainable methods of transport. Costs are generally lower, especially if residents were to walk and cycle more opting to use a shared car or car club during weekends or on days out – an option which is far cheaper than running a car for a year.
- 4.24 The inclusion of a Travel Plan even after the proposal is completed is beneficial on many levels and is viewed favourably by local councils and community safety groups among others. As stated previously it is not a requirement by Camden Council that a Travel Plan be included as part of the site proposal however it may become a feature at a later stage.

5 TRAFFIC GENERATION

Preamble

5.1 This section will provide details of the methodology used to calculate the traffic associated with the proposed development.

5.2 Since this assessment is concerned with the impact on Mill Lane traffic flows a comparison between the existing and proposed traffic at the site will determine the net increase in traffic and its associated effect on the network.

Proposed traffic generation

5.3 The traffic generation of the proposed scheme has been based upon two similar sites on the TRAVL database both located in Lambeth and will be used to represent the proposed site. Both sites had similar car ownership levels and transport accessibility to the site and were deemed a suitable comparison on these grounds. The full TRAVL data obtained for this site is provided at Appendix G.

5.4 Trip rates obtained are provided at Table 5.1 below.

AM Peak (0800-0900)		PM Peak(1700-1800)	
Arrivals	Departures	Arrivals	Departures
0.05	0.08	0.03	0.05

Table 5.1: Proposed peak hour trip rates

5.5 In order to quantify the traffic associated with the development, the peak hour trip rates have been applied to the 40 proposed units. The resultant traffic generation is provided in Table 5.2 below.

Time period	Arrivals (In vehicles)	Departures (In vehicles)
AM Peak: 0800-0900	2	3
PM Peak:1700-1800	1	2

Table 5.2: Proposed peak hour traffic generation

5.6 With regard to the net traffic impact of the scheme in comparison to the existing use it is necessary to compare the data in Table 2.2 with that in Table 5.2, this is presented in Table 5.3 below.

	AM		PM		0700 - 1900	
	In	Out	In	Out	In	Out
Existing use	0	1	1	0	4	3
Proposed use	2	3	1	2	19	25
Net Change	+2	+2	0	+2	+15	+22

Table 5.3: Net traffic changes associated with site

- 5.7 Table 5.3 indicates the net increases that are shown to occur during the peak hours. The maximum peak hour increase in traffic is shown to occur during the AM peak, where 4 additional arrivals and departures are shown to occur. This equates to one extra vehicle every 15 minutes. When the proposed site traffic is applied to the existing traffic on Mill lane as demonstrated in Table 2.1 the results are as follows. We have assumed 60% site traffic towards the west during the AM peak and 60% towards the east during the PM peak. This is shown in table 5.4 below.

AM PEAK (0800-0900)		PM PEAK (1700-1800)	
Eastbound	Westbound	Eastbound	Westbound
238	267	346	246

Table 5.4: Proposed Mill Lane peak hour traffic increases

- 5.8 Table 5.6 demonstrates that peak hour traffic on Mill Lane is not expected to be significantly above the existing conditions and therefore will not cause adverse impacts to the existing traffic flows. The overall changes reflect a 1% increase in traffic in all movements except the PM westbound flows which reflects a 0.4% increase. This is not considered to affect the existing highway traffic flow on Mill Lane. The traffic assessment carried out for the proposed site is considered robust as it makes no reductions for the reduced level of parking and therefore vehicle traffic associated with the site proposal.
- 5.9 In light of the above it is considered that there is no significant traffic increases associated with the development.

6 SUMMARY & CONCLUSION

- 6.1 It has been demonstrated that the location of the site is a sustainable one and that there are excellent opportunities available to use non car travel to access everyday amenities. It is not therefore necessary to use a car for everyday purposes.
- 6.2 With regard to parking provision, it is proposed to provide spaces at a ratio of 0.375 spaces per dwelling within the curtilage of the site. This has been shown to be in line with the Borough maximum parking standards and the wider objectives of the London Plan.
- 6.3 This report has shown that the development proposal for the site supports the broad government policy objectives that aim to reduce the need to travel by car and provide housing in accessible locations. Sufficient visibility at the site access is achieved and the service arrangements are within the guideline requirements. Accessibility of the basement parking is within industry guidelines and therefore suitable for the development density at the site.
- 6.4 The traffic generation associated with the site is not considered significant enough to create adverse impacts on the existing network on Mill Lane and is made sustainable by the low parking provision at the site.
- 6.5 In view of the above, it is considered that there can be no transport reason why this development should not proceed.