

# Supplementary Transport Statement

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248 Kilburn High Road, NW6 2BS

Studio 246 Media Ltd

December 2013

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### Attached Plans:

**PLAN 01: Wider Site**

**PLAN 02: Existing Site**

**PLAN 03: Proposed Vehicular Access**

**PLAN 04: Proposed Cycle Provision**

**PLAN 05: Proposed Waste Provision**

**PLAN 06: Proposed Servicing**

**PLAN 07: Bus Network 01**

**PLAN 08: Bus Network 02**



## 1 Introduction

- 1.1 This supplementary Transport Statement is presented in support of a planning application for REDEVELOPMENT TO PROVIDE 14 PASSIVHAUS LIFETIME HOMES WITH ASSOCIATED LANDSCAPING at 248 Kilburn High Road, London, NW6 2BS.
- 1.2 The applicant is Studio 246 Media Ltd.
- 1.3 The application was submitted on the 20 November 2013. The requirement for the Statement has been prompted by a letter from Camden Council dated the 4 December 2013 requesting further information and clarification on certain aspects of the proposed development.
- 1.4 This statement should be read in conjunction with a covering letter dated the 24 December 2013.

## 2 Wider Existing Context

- 2.1 The site is located on Kilburn High Road, a major transport artery into London from the north and northwest of the city (see attached plan 01 with A5 highlighted in green).
- 2.2 A number of bus stops are located along Kilburn High Road linking the northwest to central London (red route on Kilburn High Road indicated with red line on attached plans 07 & 08).
- 2.3 To the North and South are a number of rail connections. Kilburn Station, on the Underground's Jubilee line, lies a 7 minute walk to the North and links to Wembley and beyond to the North, and to Central London to the South. Brondesbury and Kilburn High Road stations, on the Overground, lie a 5 minute walk north and 8 minute walk south respectively and provide links to Euston Station, Highbury and Islington, Clapham Junction and Stratford International.
- 2.4 The Guidelines for Planning for Public Transport in Developments<sup>1</sup>, states that "generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m". Bus stops are located within these recommended walking distances.
- 2.5 Local Transport Note 1/04<sup>2</sup> states that there are limits to the distances generally considered acceptable for cycling. The mean average length for cycling is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer journey by public transport. Cycling is therefore an important journey to work mode that has the potential to perform a more significant role.
- 2.6 The Guidelines for Providing for Journeys on Foot<sup>3</sup> document describes acceptable walking distances for pedestrians without mobility impairment. They suggest that, for commuting, up to 500 metres is the desirable walking distance, up to 1,000 metres is an acceptable walking distance and 2,000 metres is the preferred maximum walking distance.
- 2.7 For access to railway stations, the preferred maximum walking distance of 2,000 m is recommended by the Institution of Highways & Transportation's publication 'Providing for Journeys on Foot'.
- 2.8 The site is located within all acceptable walking distances for all forms of transport – walking, bus, rail and cycle.
- 2.9 The busy nature of Kilburn High Road and the high levels of traffic suggest it would be better to avoid imposing new burdens on the current infrastructure.
- 2.10 With a PTAL rating of 6a, it is possible to increase occupation in the area without adding such an undue burden on the transport network, and this confirms that a car-free approach is appropriate.

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<sup>1</sup> Guidelines for Planning For Public Transport In Developments', Chartered Institution of Highways and Transportation, 1999

<sup>2</sup> Department for Transport – Local Transport Note 1/04. Policy, Planning and Design for Walking and Cycling. 2004

<sup>3</sup> Guidelines for Providing for Journeys on Foot, Chartered Institution of Highways and Transportation

### 3 Existing Local Context

- 3.1 Currently, there is vehicular access to No 246 but no access to number No 248, delineated by the dropped kerb to No 246. This existing access is offset from the nearby T-junction to Buckley Road, minimising the impact of the site's access on turning traffic.
- 3.2 The road outside the site consists of a single lane of general traffic in both directions, plus a single bus/cycle lane running toward the city.
- 3.3 The attached plan 02 shows the location of the nearest pedestrian crossings, ensuring there is ease of access for pedestrians arriving from either direction.
- 3.4 The current vehicular access to 246 is currently only wide enough for a single car to enter without the possibility of passing or turning circles. As a result, any car entering the driveway of No 246 must either reverse into or out of the site.
- 3.5 There is currently no access to the site from Kilburn Grange Park to the north, and it is not feasible to provide direct access from this direction as the site boundary is fully developed.

## 4 Proposed Vehicular Access

- 4.1 Given the site constraints, whereby the only available access to the site is directly off Kilburn High Road, the existing vehicular access to 246 Kilburn High Road would be retained as integral to the scheme's development, retaining the location of the dropped curb. The creation of a barrier free courtyard will also provide the necessary space for No 246's vehicles to turn before exiting to the street, thereby avoiding the reversing out that currently occurs.
- 4.2 Due to the site's constraints and its proximity to public transport, it is proposed that the development will be car-free, in line with Camden's recommendations within the UDP for a maximum of one space per 10 dwellings in new residential schemes in the area. There is therefore provision for 1 disabled parking space relating to the adaptable flat within the courtyard block. This also ensures that there is no increased demand on the road infrastructure next to the site.
- 4.3 A new access gate would allow for controlled vehicular traffic to No. 246 (this would solely consist of maintenance & removal vehicles and disabled resident vehicles for the new development), with pedestrian and cycle access through a side gate in the same opening within the curtilage of No. 248. The site slopes approximately 200mm over its longest parameter, so no significant level changes are incorporated within the proposals. The proposed vehicular arrangements are illustrated on plan 03.



## 5 Proposed Cycling

- 5.1 As a primarily car-free development, the use of bicycles is both important and architecturally encouraged. Pedestrians and cyclists have a dedicated access gate within the curtilage of No 248; with bicycle parking located only a few metres from the entrance gate. By using multi-tiered cycle racking, there is at least one parking space per apartment near the site entrance plus a further 4 for guests, providing a total of 18 individual cycles (9 bays, double stacked). The specific cycle stands will be Josta stands and are situated within the undercroft of the street block and therefore protected from the weather. The space directly outside the gate is also sheltered to allow residents and visitors time to enter under cover. The proposed cycle parking provision is illustrated on plan 04.
- 5.2 As for connectivity, there is a dedicated bus/cycle lane directly next to the site, connecting the site to central London during primary commuting hours. The distances involved in relation to Central London ensure that the option of travelling to work by cycle is a viable option.

## 6 Proposed Waste

- 6.1 Covered space is allocated for containment of waste and kerbside recycling bins within 10m of street access. An area for 2x660L waste Eurobins and 1x1280L mixed recycling Eurobin is provided, for a total of 2600L of storage.
- 6.2 The waste storage area has been moved next to the street to minimize the need for waste collection services to enter the site. There is no need for any vehicle to enter the site, but instead waste collection staff can enter via the gates of No 246 to retrieve the dustbins from a secure ventilated space. The proposals for waste storage are illustrated on plan 05.

## 7 Servicing

- 7.1 The proposed development has sought to minimize the need for vehicular access off Kilburn High Road.
- 7.2 The meter boxes and post boxes have been placed next to the entrance gates, accessible from the street for postmen and the relevant statutory authorities.
- 7.3 When there is an occasional need for one-off servicing, maintenance and deliveries/removals, such vehicles could have access via a right of way over the drive for No 246.
- 7.4 The attached diagram confirms that, even in the event that No 246 and the new wheelchair apartment both have vehicles parked in the courtyard; there is still enough space for a small to medium sized vehicle to pull in and park in the courtyard.
- 7.5 This is an increase on current site servicing, but is still relatively minor for a development of this size and utilizes an existing point of egress from Kilburn High Road. The proposed servicing provisions are illustrated on plan 06.

## 8 Bus Networks

- 8.1 As a major transport artery, there are a number of major bus links to the city and a dedicated bus route next to the site, with bus stops in both directions in close proximity to the site entrance.
- 8.2 Directly next to the site are bus stops for the main links to central London, while only a few hundred metres away there are further connections to various local town centres including Camden, Queen's Park and Chelsea/Kennington. The bus network is illustrated on plans 07 & 08.
- 8.3 The PTAL report generated the following statistics for the site:

Reliability factor for this mode is 2

Maximum walk time for this mode is 8 minutes

Maximum walk distance for this mode is 640.0 metres

(POI Name: 524974, 184219)



250m south

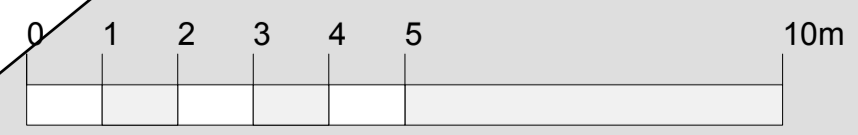
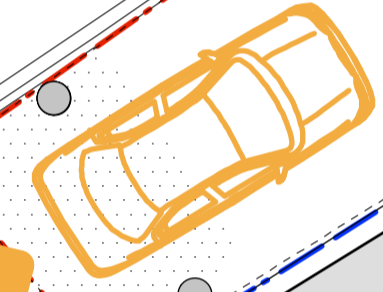
Pedestrian Crossing

Bus/Cycle Lane

Gated Private Access

Existing vehicular access to 246 from Kilburn High Road.

No existing vehicular access to No.248



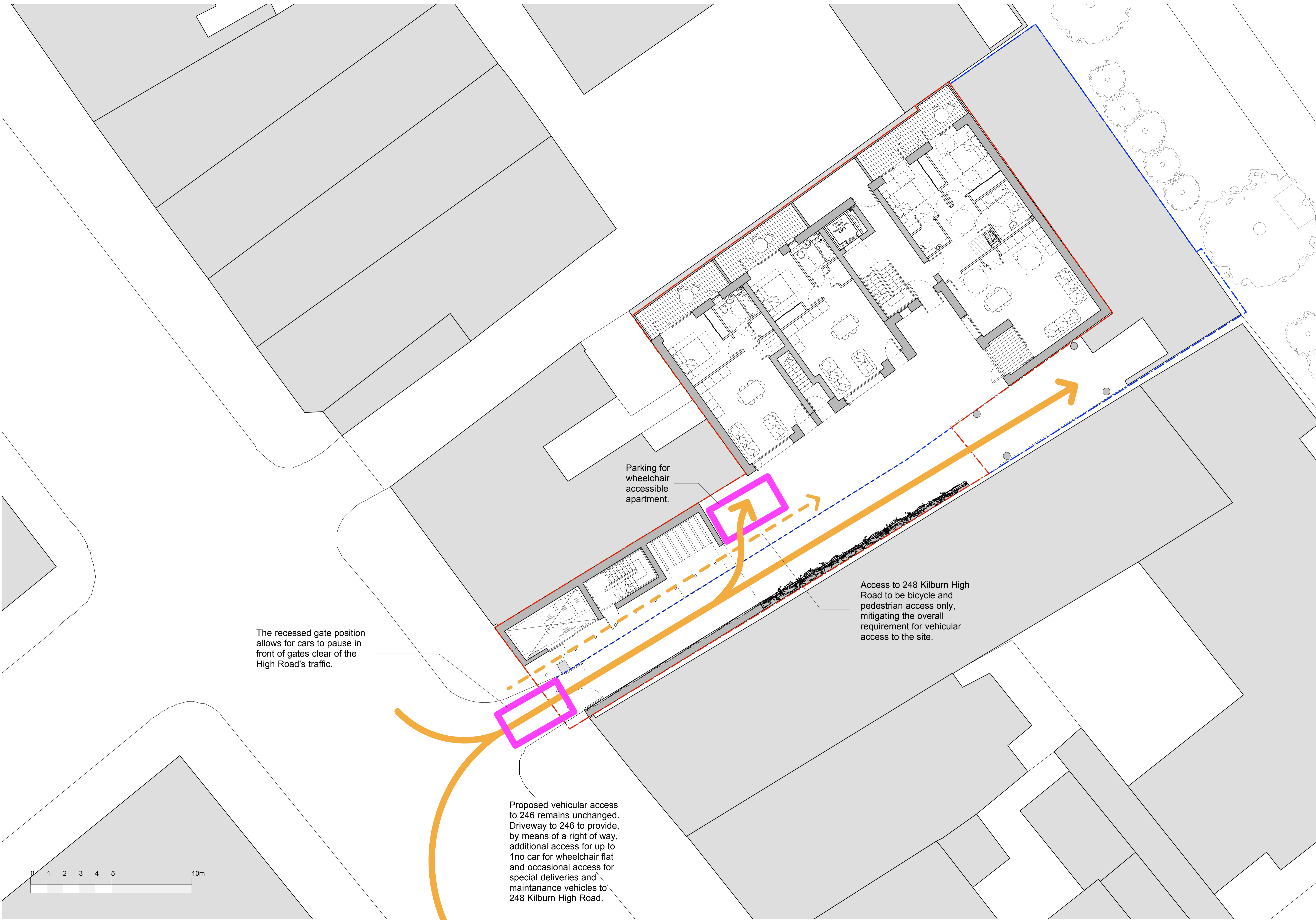
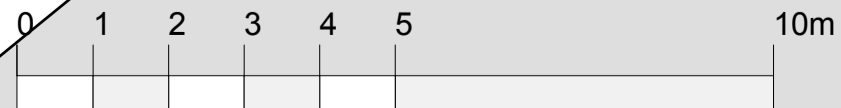
20

The recessed gate position allows for cars to pause in front of gates clear of the High Road's traffic.

Parking for wheelchair accessible apartment.

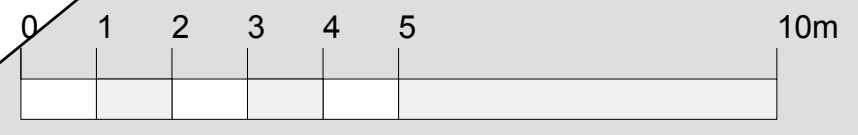
Access to 248 Kilburn High Road to be bicycle and pedestrian access only, mitigating the overall requirement for vehicular access to the site.

Proposed vehicular access to 246 remains unchanged. Driveway to 246 to provide, by means of a right of way, additional access for up to 1 no car for wheelchair flat and occasional access for special deliveries and maintenance vehicles to 248 Kilburn High Road.



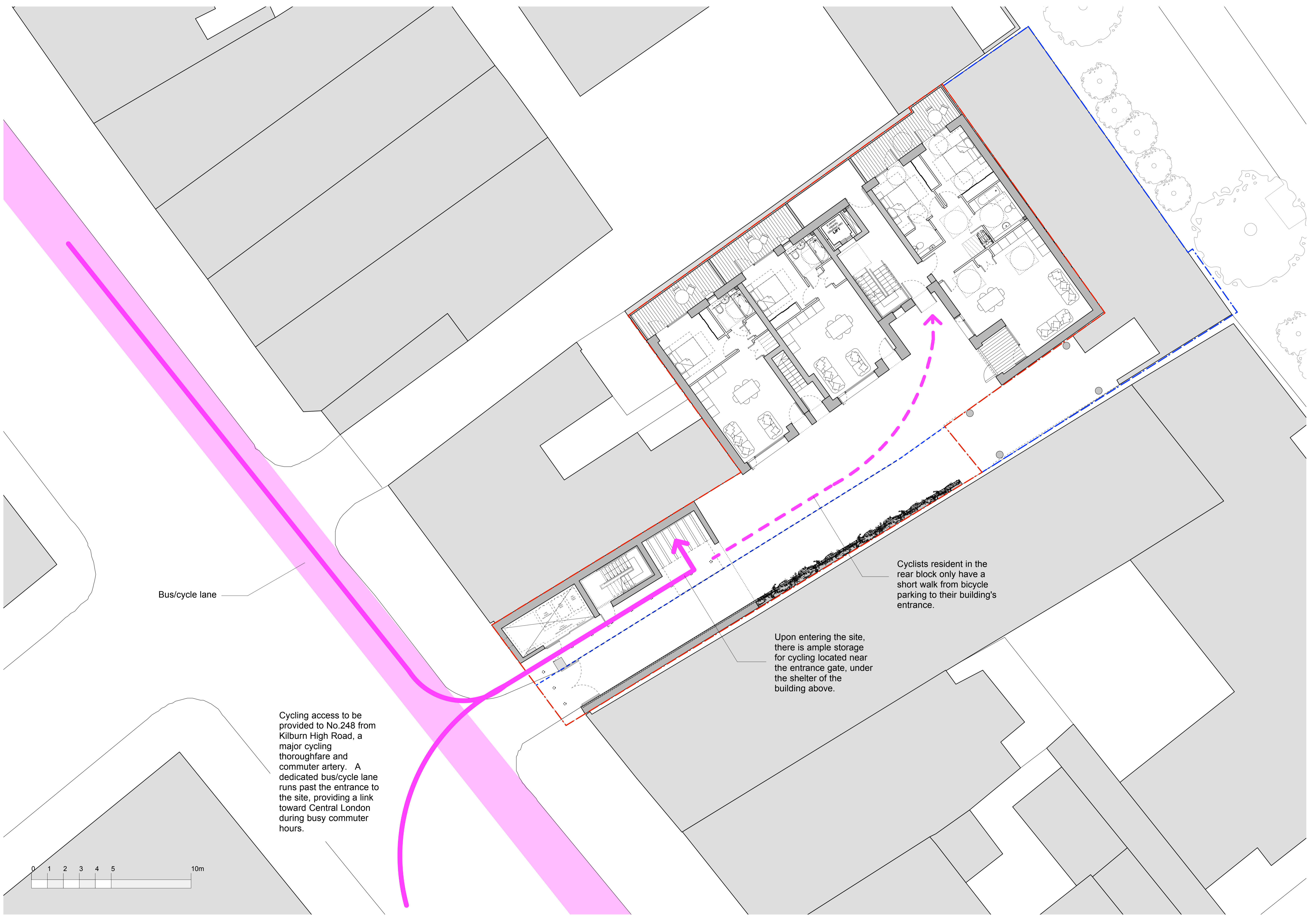
Bus/cycle lane

Cycling access to be provided to No.248 from Kilburn High Road, a major cycling thoroughfare and commuter artery. A dedicated bus/cycle lane runs past the entrance to the site, providing a link toward Central London during busy commuter hours.

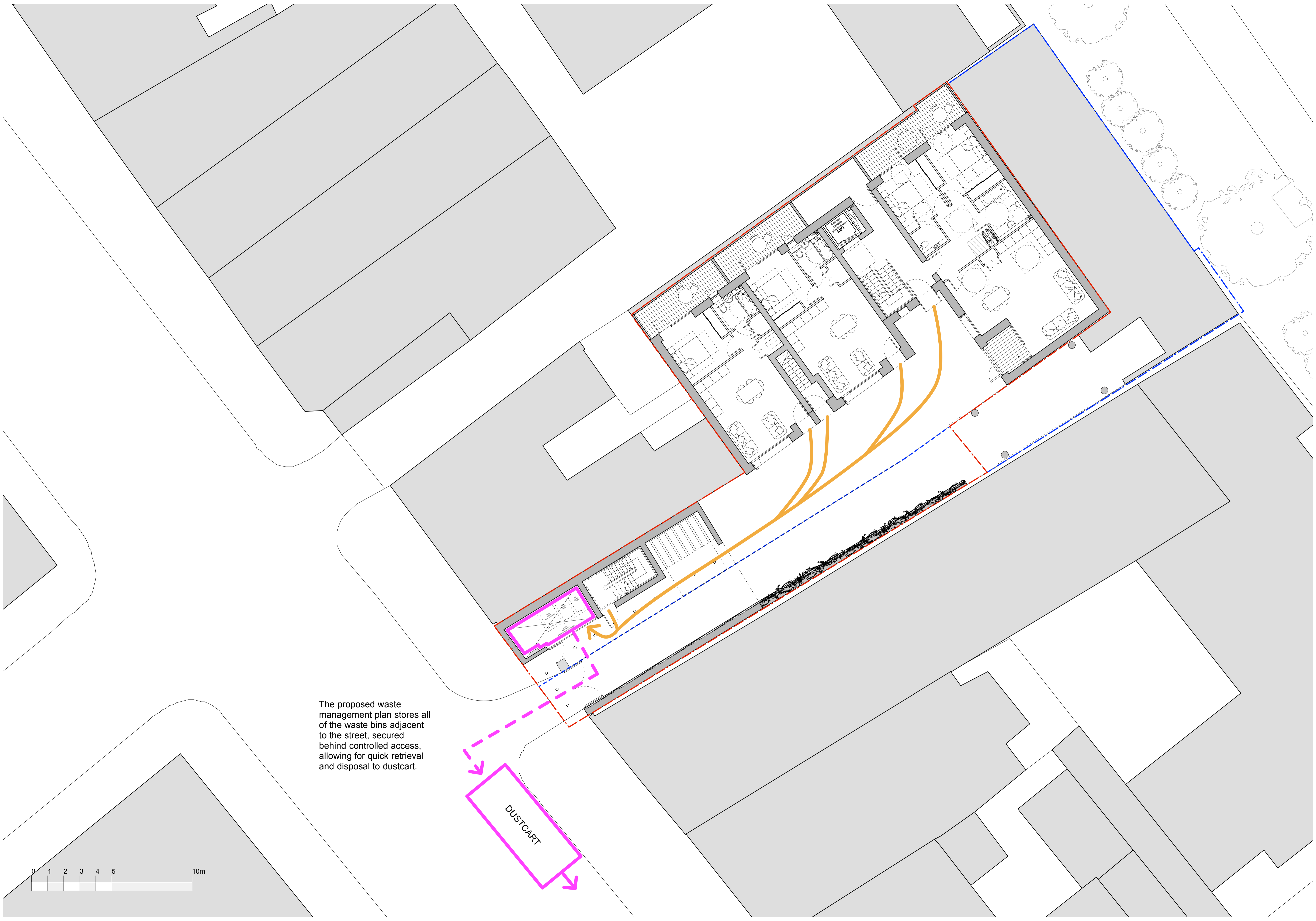


Upon entering the site, there is ample storage for cycling located near the entrance gate, under the shelter of the building above.

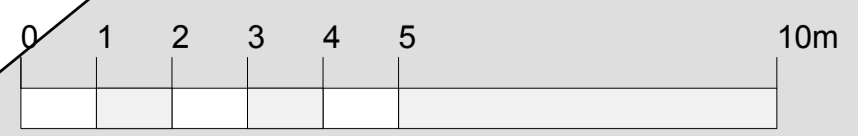
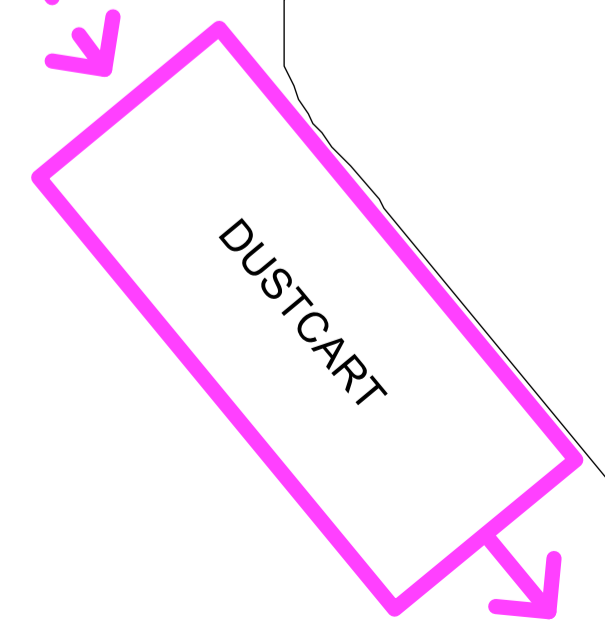
Cyclists resident in the rear block only have a short walk from bicycle parking to their building's entrance.

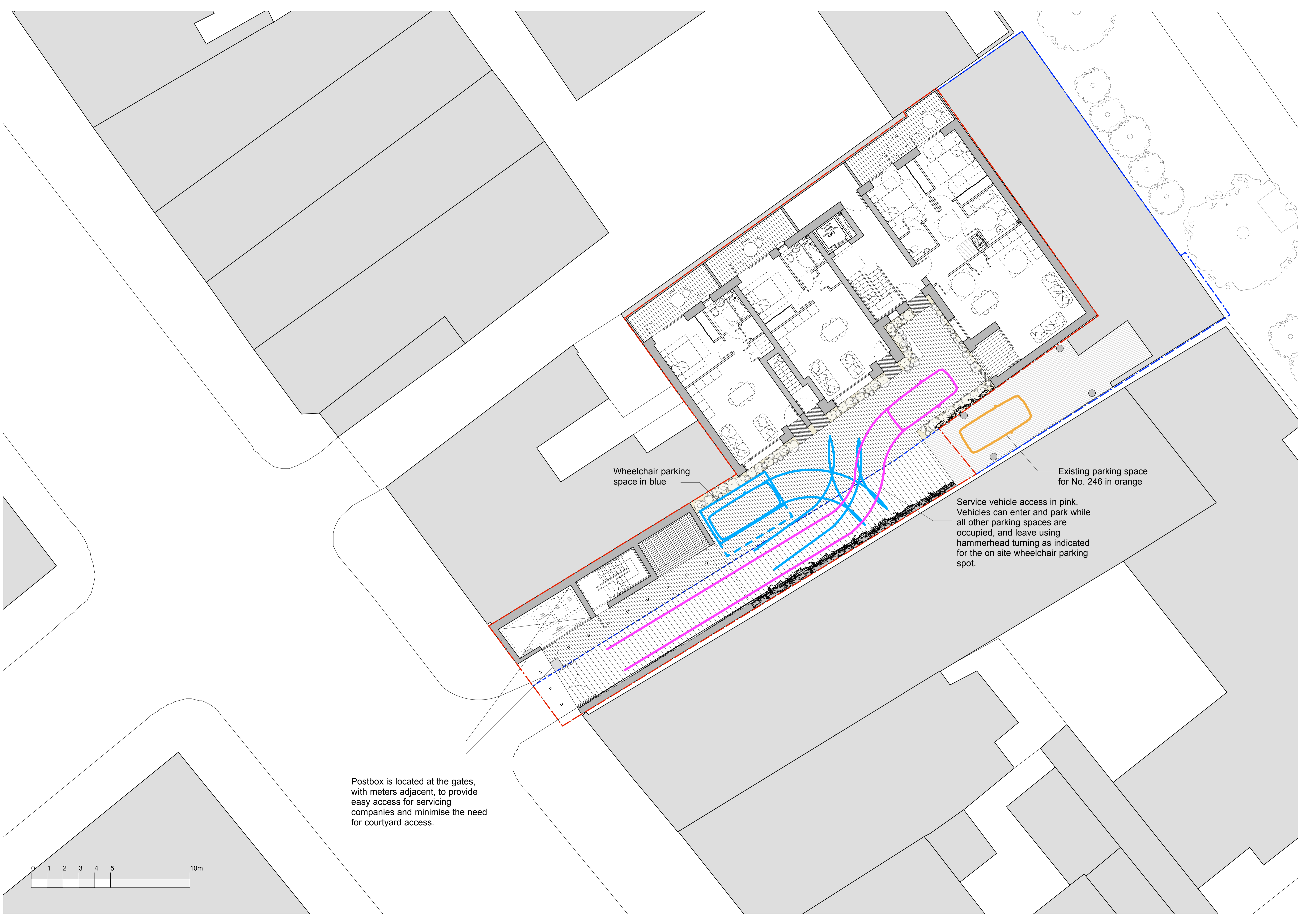






The proposed waste management plan stores all of the waste bins adjacent to the street, secured behind controlled access, allowing for quick retrieval and disposal to dustcart.



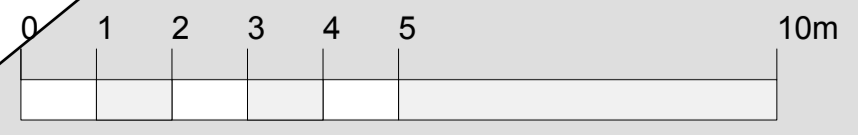


Wheelchair parking space in blue

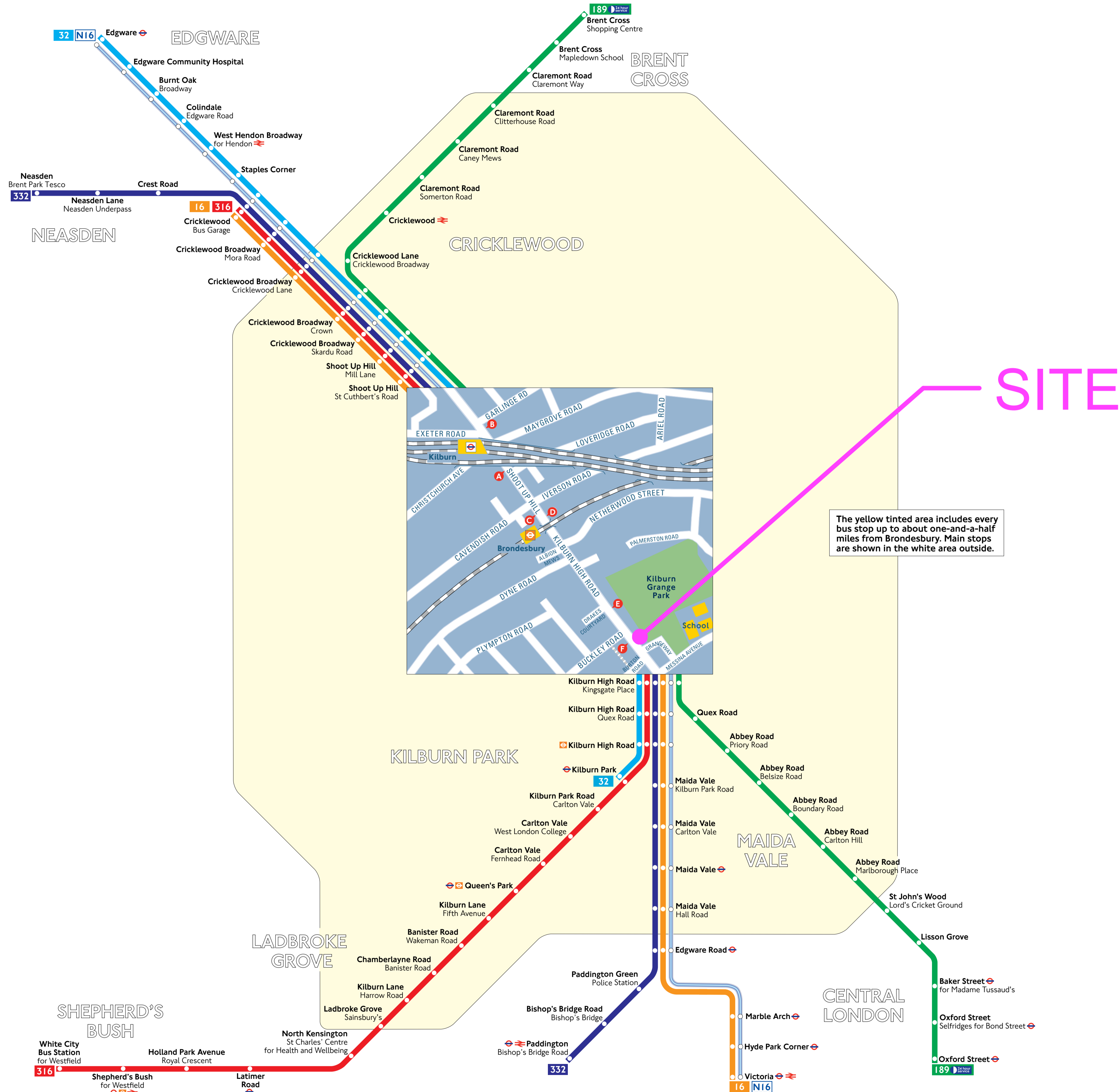
Existing parking space for No. 246 in orange

Service vehicle access in pink. Vehicles can enter and park while all other parking spaces are occupied, and leave using hammerhead turning as indicated for the on site wheelchair parking spot.

Postbox is located at the gates, with meters adjacent, to provide easy access for servicing companies and minimise the need for courtyard access.



# Buses from Brondesbury



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Brondesbury. Main stops are shown in the white area outside.

## Route finder

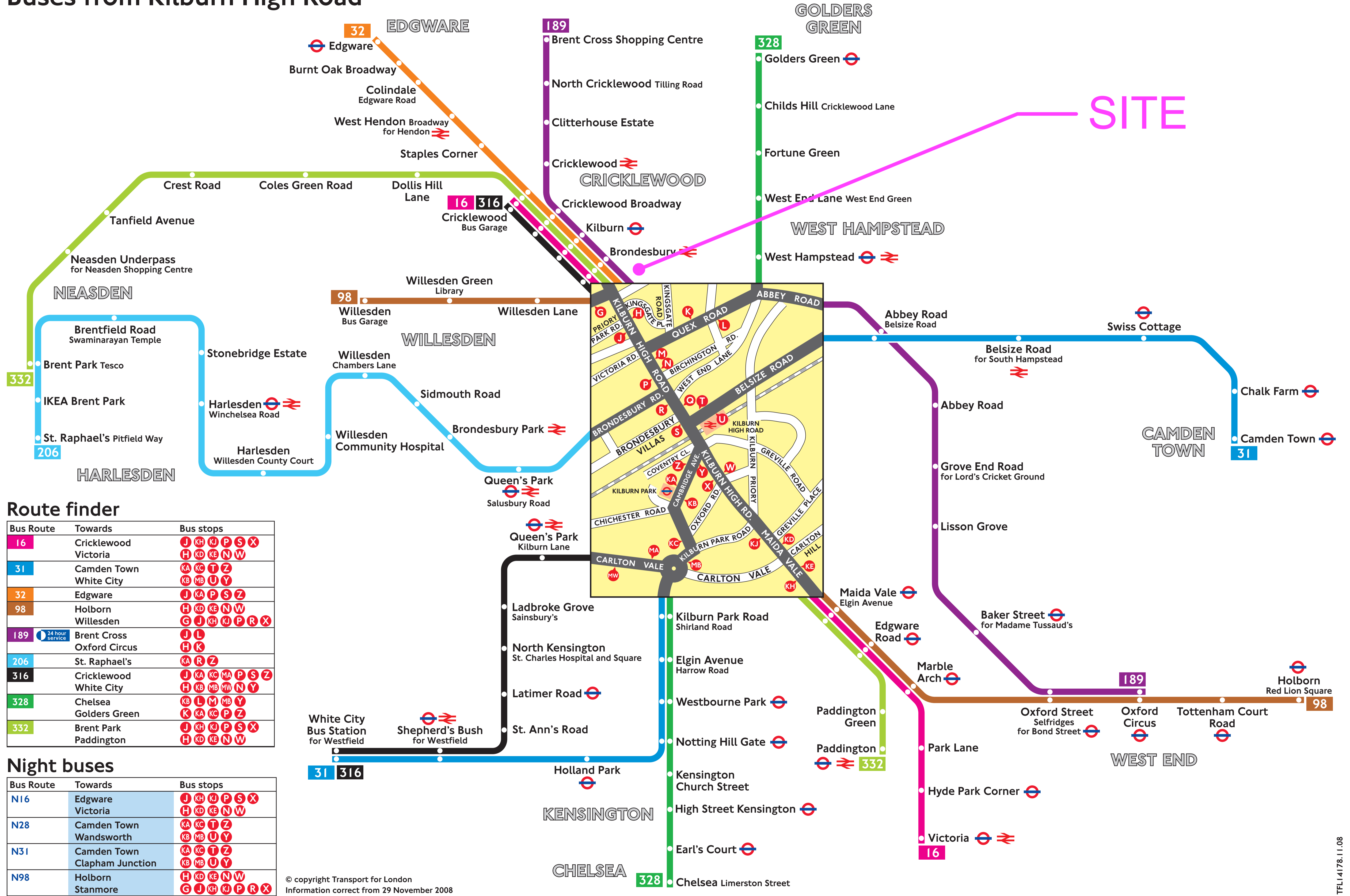
### Day buses including 24-hour services

Bus route	Towards	Bus stops
16	Cricklewood	A C F
	Victoria	B D E
32	Edgware	A C F
	Kilburn Park	B D E
	Brent Cross	A C F
189	Oxford Circus	B D E
	Cricklewood	A C F
316	White City	B D E
	Neasden	A C F
332	Paddington	B D E

### Night buses

Bus route	Towards	Bus stops
N16	Edgware	A C F
	Victoria	B D E

# Buses from Kilburn High Road



## Route finder

Bus Route	Towards	Bus stops
16	Cricklewood Victoria	J KH KU P S X H KD KE N W
31	Camden Town White City	KA KC T Z KB MB U Y
32	Edgware	J KA P S Z
98	Holborn Willesden	H KD KE N W G J KH KJ P R X
189	Brent Cross Oxford Circus	J L H K
206	St. Raphael's	KA R Z
316	Cricklewood White City	J KA KC MA P S Z H KB MB MW N Y
328	Chelsea Golders Green	K L M MB Y K KA KC P Z
332	Brent Park Paddington	J KH KU P S X H KD KE N W

## Night buses

Bus Route	Towards	Bus stops
N16	Edgware Victoria	J KH KU P S X H KD KE N W
N28	Camden Town Wandsworth	KA KC T Z KB MB U Y
N31	Camden Town Clapham Junction	KA KC T Z KB MB U Y
N98	Holborn Stanmore	H KD KE N W G J KH KJ P R X

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