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# **KILN PLACE, CAMDEN TRANSPORT STATEMENT**

# KILN PLACE, CAMDEN TRANSPORT STATEMENT

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# 1. INTRODUCTION

## 1.1 Background

Ramboll has been commissioned by EC Harris on behalf of the London Borough of Camden Council (LBCC) to undertake a Transport Statement (TS) for the proposed development at Kiln Place, Camden (postcode: NW5 4AL).

## 1.2 Application Site

Kiln Place is an existing social housing estate.

## 1.3 Development Proposals

The proposals comprise the provision of 15 new residential units. Full details are provided in Section 4 of this TS.

## 1.4 Consultation with the Highways Authority

The development is proposed to be 'car-free' with the exception of parking for wheelchair-accessible units and there will be no increase in the level of traffic as a result of the development. A detailed TS has been prepared as the proposed development is below the guideline threshold. *Appendix 1 Threshold for Transport Assessments and Transport Statements of the Camden Development Policies 2010-2025 – Local Development Framework* document states that this guideline threshold for a transport assessment in the case of residential development is from 80 units.

A Transport Scoping Report was submitted to London Borough of Camden Council (LBCC) Highways Department on 20<sup>th</sup> December 2013 and feedback was received on 21<sup>st</sup> August 2014; the scoping document and the email correspondence setting out the agreed scope of works are included as Appendix 1 for reference.

## 1.5 Document Purpose and Structure

The main sections of this TS are as follows:

- A description of the baseline conditions, including the site location; the existing pedestrian and cycle facilities and relevant access arrangements; a review of the current public transport provision in the vicinity of the site and a public transport accessibility level assessment; a review of the existing highway network and associated vehicular access arrangements; and a summary of accident data in recent years;
- A review of national, regional and local policy aiming to show how the development complies with these policies;
- A description of the development proposals;
- An assessment of the predicted traffic generated by the proposed development, including modal split; and,
- An assessment of the transport impacts of the development and the possible mitigation measures to be implemented.

## 2. BASELINE CONDITIONS

The assessment has considered all elements of the baseline that might be sensitive to potential transport impacts associated with the proposed development. Baseline conditions have been characterised by means of desktop research, GIS analysis, site visits and surveys.

Site visit photos are enclosed as Appendix 2 and aim to illustrate this section.

### 2.1 Site Location

The development site is located within the London Borough of Camden (LBC) within the Kiln Place housing estate. Kiln Place is situated in Camden, Northwest London, near Grafton Road, within Gospel Oak and at the edge of Kentish Town, and adjacent to Tufnell Park. A site location plan is included as Appendix 3.

### 2.2 Existing Land Use

The Kiln Place estate currently comprises several social housing blocks with a total of 164 flats.

Kiln Place is currently served by 41 on-site car parking spaces and 10 on-site garages. Six additional on-site car spaces located in the parking area north of existing building 117-164 Kiln Place and adjacent to the Kiln Place Tenants' Hall (also known as 'The Shack') are currently unavailable due to the presence of site portacabins needed for current building works on the estate.

The current site layout is included as Appendix 4.

### 2.3 Local Highway Network

#### 2.3.1 Description

Kiln Place is bounded by Lambie Street to the north; Carlton Road Junction railway line to the south, Meru Close to the east and Grafton Road to the west. Both Meru Close and Grafton Road lead to Oak Village, which joins the B518 Mansfield Road/Gordon House Road to the north. The B518 runs from the southwest to the northeast, north of the site. In addition, Grafton Road also leads to Prince of Wales Road, which joins the A400 Kentish Town Road to the southeast of the site.

The B518 Gordon House Road leads to Highgate Road to the northeast, which continues as the B518 Highgate Road in a southeasterly direction, where it meets the A400 Fortess Road/Kentish Town Road.

The A400 Kentish Town Road provides access to central London towards the south whilst the A400 Fortess Road grants access to the A1 to the northeast. Travelling north, the A1 leads to the M1 which itself meets the M25 further north.

The site can be accessed by vehicles from both the B518 Mansfield Road via Oak Village to the north and Grafton Road to the west. Access to the estate from the north is currently controlled by a barrier.

The vicinity of Kiln Place is a 20mph zone.

The local highway network is shown in Appendix 5.

#### 2.3.2 Accident Data Analysis

Full accident data for a 36-month period up until November 2013 has been obtained from TfL for the study area. It covers the area bounded by the B518 Mansfield Road/Gordon House Road, the

B517 Southampton Road/Malden Road, Prince of Wales Road, the A400 Kentish Town Road and the B518 Highgate Road.

This data identified that a total of 130 accidents occurred in this area during the 36-month period. Of the recorded accidents, 114 of these were identified as slight with the remaining 16 accidents identified as serious. There were no recorded fatal accidents in the area.

The full accident data, the study area and the accident plot map are enclosed as Appendix 6.

In the vicinity of the development site, a cluster of accidents of slight severity has been noted along the B518 Mansfield Road/Gordon House Road, in particular near to Oak Village. These accidents were all attributable to human error.

There is no apparent common cause evident from the data available. The personal injury accident data does suggest that most of the accidents recorded between 2010 and 2013 can be attributed to human error. None of the recorded accidents were attributable to the layout of the local highway network and none were associated to the development site. However, a few accidents involved poor visibility due to parked or stationary vehicles, which may indicate an issue with on-street parking enforcement in the study area.

## 2.4 Public Transport Accessibility Level and Provision

### 2.4.1 PTAL Calculation

In order to review the existing public transport services in the vicinity of the development site, the Public Transport Accessibility Level (PTAL) methodology developed by Transport for London has been used.

The PTAL methodology assesses the accessibility of any given site or point of interest by attributing a PTAL score to it. A PTAL score ranges from 1a, the lowest possible score denoting very poor accessibility, to level 6b, which indicates excellent accessibility by public transport.

The point of interest (POI), point for which the PTAL score is being calculated, is defined as where the walking journeys from/to the nearest service access point (SAP): bus stop, train station, London Underground station start/end. One POI has been considered for the Kiln Place development, roughly in the centre of the estate.

The PTAL for Kiln Place is 3, which denotes a moderate level of accessibility. Full details of the calculation and methodology used are enclosed in Appendix 7.

Although endorsed by the Greater London Authority and Transport for London (TfL), it is acknowledged that the PTAL methodology does not take account of the following:

- The quality of the walking route to the public transport services. There are well maintained footways and crossing facilities along Oak Village and the B518 to Gospel Oak station, for instance;
- The convenience of the public transport routes. A large number of London Underground and Overground stations, and a more limited number of bus stops, are available a little further outside of the limit for consideration within the PTAL methodology. This includes London Underground stations Tufnell Park, Kentish Town (also served by National Rail services), London Overground stations Kentish Town West and Hampstead Heath. Bus stops Mansfield Road, Dartmouth Park Road and Glenhurst Avenue/Lissenden Gardens are also just outside of the limit;
- The destinations that can be reached using a combination of public transport services, walking and cycling facilities and the potential for interchange. Euston station is 7 to 8 minutes away from Tufnell Park on the Northern Line, and gives access to both National Rail and Victoria line services. King's Cross St. Pancras station which is a 9-minute journey away



from Tufnell Park on the Northern line is the biggest interchange on the London Underground network and serves the Victoria, Circle, Metropolitan, Piccadilly and Hammersmith & City lines, and grants access to two National Rail stations. King’s Cross serves the East Coast Main Line and regional commuter trains while St. Pancras provides train services on the Midland Main Line, commuter services via Thameslink and both commuter and international services via High Speed 1 and Eurostar; and,

- The capacity of public transport services.

In support of the bullet points detailed above, the public transport accessibility of the Kiln Place development is covered in more detail in the following sections.

Only London Underground, Overground and National Rail stations within 960m of the site are considered for the purpose of the PTAL methodology, although any stations located just beyond that threshold are still mentioned. Likewise, only bus stops within 640m of the site are retained for the PTAL calculation.

2.4.2 Buses

Maps showing local bus routes and bus stop locations can be found in Appendix 8.

Local bus services can be accessed from the B518 Mansfield Road/Gordon House Road, Highgate Road, the B517 Malden Road and the B518 Agincourt Road.

The nearest bus stops are located on the B518 Mansfield Road/Gordon House Road: Gospel Oak (westbound and eastbound). These two bus stops are located within a distance of 260-280m and they are serviced by Bus Route C11.

To the northeast of the development, Bus Routes C2 and 214 are available from Highgate Road, at the Dartmouth Park Road and Glenhurst Avenue/Lissenden Gardens bus stops.

To the west of the development, the B517 Malden Road and the B518 Agincourt Road are served by Bus Routes 24 and 46 at the Mansfield Road (northbound and southbound) bus stops.

Table 2.1 below summarises the distances and walk times to the aforementioned bus stops.

**Table 2.1: Distance and Equivalent Walk Time to Local Bus Stops**

<b>Bus Stop</b>	<b>Bus Services</b>	<b>Distance</b>	<b>Walk Time</b>
Gospel Oak (Westbound)	C11	260m	3 min
Gospel Oak (Eastbound)		280m	4 min
Dartmouth Park Road	C2, 214	650m	8 min
Glenhurst Ave/Lissenden Gdns		700m	9 min
Mansfield Road (Northbound)	24, 46	700m	9 min
Mansfield Road (Southbound)		800m	10 min

The existing bus services operating in the vicinity of the development site along with their timetabled peak hour frequencies are summarised in Table 2.2, below. The bus timetables are enclosed in Appendix 8.

**Table 2.2: Local Bus Services and Timetabled Frequencies**

<b>Service Number</b>	<b>Route Description</b>	<b>Peak Hour Service Frequency</b>
24	Pimlico– Hampstead Heath	Every 5-7 minutes towards Hampstead Heath
		Every 4-8 minutes towards Pimlico
46	St. Bartholomews Hospital – Lancaster Gate	Every 10-14 minutes towards Lancaster Gate
		Every 8-12 minutes towards St. Bartholomews Hospital
214	Highgate School – Finsbury Square	Every 6-10 minutes towards Finsbury Square
		Every 5-9 minutes towards Highgate School
C2	Victoria – Parliament Hill Fields	Every 6-10 minutes towards Parliament Hill Fields
		Every 7-10 minutes towards Victoria
C11	Archway Station– Brent Cross	Every 6-10 minutes towards Archway Station
		Every 6-10 minutes towards Brent Cross

The above bus services offer the potential for interchange beyond the local area and further onward destinations.

#### 2.4.3 Overground Services

The site benefits from close access to Gospel Oak station, part of the London Overground network. It is situated in Travelcard Zone 2 and located north of the site.

The distance and walk time to Gospel Oak station is shown in Table 2.3 below.

**Table 2.3: Distance and Equivalent Walk Time to Local Overground Station**

<b>Bus Stop</b>	<b>Distance</b>	<b>Walk Time</b>
Gospel Oak	210m	3 min

Full details of the routes and service frequencies are provided in Table 2.4, below.

**Table 2.4: Overground Services and Timetabled Frequencies**

<b>Service Name</b>	<b>Route Description</b>	<b>Peak Hour Service Frequency</b>
North London Line	Stratford – Richmond	Every 7-8 minutes to Stratford Every 7-8 minutes to Clapham Junction or Richmond
Gospel Oak to Barking Line	Gospel Oak – Barking	Every 15 minutes to Barking

The location of the Gospel Oak station and its timetables are enclosed in Appendix 8.

#### 2.4.4 Underground and National Rail Services

No Underground or National Rail services are within easy walking distance from the site. However, a number of Underground stations including one combined with a National Rail station are located just beyond the limits of the threshold distance as defined by the PTAL methodology, namely 960m.

Table 2.5 below presents the distances and walk times to these stations from Kiln Place.

**Table 2.5: Distance and Equivalent Walk Time to Local Underground and Overground Stations**

<b>Bus Stop</b>	<b>Distance</b>	<b>Walk Time</b>
Tufnell Park (Underground)	1,300 m	16 min
Kentish Town (Overground)	1,400 m	18 min

## 2.5 Cycle Access and Audit

This section describes the cycle access and facilities. It is to be read in conjunction with the cycle audit that has been commissioned and will be undertaken at the earliest available opportunity.

Due to the current planning programme and the imminent planning submission (at the time of writing), it has been agreed with the LBCC Highways Officer that the audit could be done and submitted at a later date during the assessment of the planning application.

### 2.5.1 Cycle Routes

There are a number of routes signed or marked for cyclists, as well as quieter roads fit for cycling, in the area. The nearest cycle route runs along Highgate Road, Lissenden Gardens, the B518 Gordon House Road, Oak Village, Lambie Street and Grafton Road and is signed/marked for cyclists. It is illustrated in Appendix 9.

Northbound, it travels along Hampstead Heath on Highgate Road and Highgate West Hill, and then connects with further northerly routes in the Highgate area.

Southbound, it runs across Prince of Wales Road, along Castlehaven Road, and joins Chalk Farm Road in Camden Town, where more southerly connections towards Central London are available.

In the immediate locality of the site, the B518 also connects to a network of quieter roads recommended for cyclists to destinations including Swiss Cottage, Hampstead, Belsize Park, Tufnell Park, Kentish Town and Camden Town.

Appendix 9 also details all other local cycle routes within the vicinity of the site. The cycle routes have been designated as part of the London Cycle Campaign (LCC) working in conjunction with TfL, and they have been duplicated from the TfL Local Cycling Guide 4 2012/2013 for this area.

Cycling isochrones showing the destinations accessible within 30 minutes of the site are included in Appendix 9 as well.

### 2.5.2 Cycle Facilities

'CaMden' cycle stands are provided just outside of Gospel Oak Overground station.

The nearest Barclays Cycle Hire docking station is located on the A502 Castlehaven Road, approximately a 1,600m walk south of the development site.

### 2.5.3 Cycle Audit

A high-level cycle audit of the local cycle route covering Highgate Road, Lissenden Gardens, the B518 Gordon House Road, Oak Village, Lambie Street and Grafton Road will be undertaken and will assess the quality of the cycling environment. It will be included in Appendix 9.

## 2.6 Pedestrian Access and PERS Audit

This section describes the pedestrian access and facilities. It is to be read in conjunction with the Pedestrian Environment Review System (PERS) audit that has been commissioned and will be undertaken at the earliest available opportunity.

Due to the current planning programme and the imminent planning submission (at the time of writing), it has been agreed with the LBCC Highways Officer that the audit could be done and submitted at a later date during the assessment of the planning application.

### 2.6.1 Pedestrian Access

The main pedestrian accesses to Kiln Place are from the B518 Mansfield Road/Gordon House Road via Oak Village to the north of the site and from Grafton Road to the west.

Oak Village leads to the B518 Mansfield Road/Gordon House Road, where London bus and Overground services can be accessed. Grafton Road also leads to the B518 Mansfield Road/Gordon House Road, from where the same services are accessible.

Westbound, the B518 Mansfield Road leads to the B517 Malden Road and the B518 Agincourt Road, where London bus services are available. Eastbound, the B518 Gordon House Road leads to the Highgate Road, where further bus services can be accessed.

Walking isochrones showing the destinations accessible within 30 minutes of the site are shown in Appendix 10.

### 2.6.2 PERS Audit

In line with LBCC's requirements, a PERS audit has been commissioned to assess the quality of the pedestrian environment around the development site.

It will be undertaken at the earliest possible opportunity by Steer Davies Gleave and will be attached in Appendix 10.

## 2.7 CPZ On-Street Parking

Like the whole of the London borough of Camden, the area is located within a Controlled Parking Zone (CPZ) (buffer zone CA-L Kentish Town West: Outer), with the following controlled parking times: Monday to Friday, 08:30 to 18:30.

On-street parking is allowed for permit holders only, with demarcated parallel on-street parking areas along Oak Village, Lamble Street and Grafton Road. Double yellow and single yellow line restrictions are in place outside of the parking bays.

## 2.8 Kiln Place Housing Estate Parking

The LBCC Housing Department has advised that, at Kiln Place, there are:

- 47 on-site car parking spaces, of which 27 are let to and occupied by Kiln Place tenants and 20 are empty; and,
- 10 on-site garages, all of which are let to and occupied by Kiln Place tenants.

Due to the presence of site portacabins in the parking area north of existing building 117-164 Kiln Place and adjacent to the Kiln Place Tenants' Hall (also known as 'The Shack'), six of the 47 on-site car parking spaces (numbered from 1 to 6) are currently unavailable.

The parking data supplied by LBCC shows that only five of these six spaces were let to and occupied by Kiln Place tenants. For lack of more recent data from LBCC, it has been assumed that, since the installation of the site portacabins, a total of five spaces have been re-assigned to those tenants, in alternative locations within the estate.

This means that, currently, there are actually:

- 41 on-site car parking spaces, of which 27 are let to and occupied by Kiln Place tenants and 14 are empty; and,
- 10 on-site garages, all of which are let to and occupied by Kiln Place tenants.

Approximately 66% of the existing available car parking spaces on the site are therefore currently in use.

### 3. POLICY REVIEW

#### 3.1 Introduction

This section of the report considers the relevant transport policy background to the development proposals for Kiln Place; this includes national, regional and local transport planning policies. The key documents referred to herein are:

- The National Planning Policy Framework (March 2012);
- The Mayor of London's London Plan (July 2011) and the Revised Early Minor Alterations to the London Plan (October 2013);
- The London Borough of Camden Local Development Framework (November 2010);
- Camden Planning Guidance 7 – Transport (CPG7) (2011); and,
- Camden Transport Strategy (August 2011).

#### 3.2 National Policy

At the national level, the key relevant policy consideration is the National Planning Policy Framework (NPPF), published in March 2012, which supersedes all Planning Policy Guidance (PPG) documents including PPG13 'Transport' and all Planning Policy Statements (PPS) including PPS1 'Delivering Sustainable Development'. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

Within the NPPF, it details at Paragraph 32 that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, and indicates that plans and decisions should also take into account whether:

- *"The opportunity for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *Safe and suitable access to the site can be achieved for all people; and,*
- *Improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

#### 3.3 Regional Policy

The London Plan, published in July 2011, is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. In October 2013, the Mayor of London issued the Revised Early Minor Alterations (REMA) to the London Plan.

The London Plan contains a number of policies specifically related to the integration of transport and land use planning, and these are provided below, many of these relate specifically as instruction to local authorities in the preparation of their Development Plan Documents (DPDs), but nevertheless remain relevant as material consideration of any new development in London.

Policy 6.1 sets out the Mayor's strategic approach to integrating transport and development and states:

*"[...] boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this Chapter [Chapter 6] to set maximum car parking standards in Development Plan Documents."*

The plan also places a similar requirement on boroughs with regard to setting minimum cycle parking standards based on Table 6.3 of the parking addendum.

Policy 6.9, Cycling, states that developments should:

- *"provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3;*
- *provide on-site changing facilities and showers for cyclists;*
- *facilitate the Cycle Super Highways shown on Map 6.2; and,*
- *facilitate the central London cycle hire scheme."*

Policy 6.10, Walking, states that development proposals should:

*"ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space."*

The London Plan addresses parking in Policy 6.13. At the strategic level, the policy seeks a balance between promoting new developments and preventing excessive car parking provision. Policy 6.13 reiterates Policy 6.1 with regard to car parking standards and additionally states developments should:

- *"ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
- *provide parking for disabled people in line with Table 6.2; and,*
- *meet the minimum cycle parking standards set out in Table 6.3 provide for the needs of businesses for delivery and servicing."*

The policy also states that Local Development Framework preparation should take account of the following:

*"[...] in locations with high public transport accessibility, car-free development should be promoted (while still providing for disabled people)."*

With regard to disabled parking provision, the London Plan states at Paragraph 6.44 and with reference to Policy 6.13:

*"This policy recognises that developments should always include parking provision for disabled people. Despite improvements to public transport, some disabled people require the use of private cars. Suitably designed and located designated car parking and drop-off points are therefore required [...] Applicants for planning permission should use their transport assessments and access statements to demonstrate how the needs of disabled people have been addressed."*

The Parking Addendum to Chapter 6 of the London Plan states in the notes for residential parking standards that adequate parking spaces for disabled people must be provided, preferably on site. The note also references the *Wheelchair Accessible Housing Best Practise Guidance* published by the Greater London Assembly in 2007. The guidance does not set a specific standard for disabled parking but rather states:

*"Generally one blue badge parking space will be required for each wheelchair accessible unit, including those developments that would otherwise be car-free."*

### 3.4 Local Policy

The London Borough of Camden (LBC) Local Development Framework (LDF) replaced the Unitary Development Plan in November 2010. It is a collection of planning documents which, in conjunction with national planning policy and the Mayor's London Plan, sets out the borough's strategy, including where new homes, jobs and infrastructure should be located. The following documents are of particular relevance to the development:

- Core Strategy 2010-2025 (November 2010);
- Camden Development Policies 2010-2025 (November 2010);
- Camden Planning Guidance 7 – Transport; and,
- Camden Transport Strategy (August 2011).

#### 3.4.1 Core Strategy 2010-2025

The Core Strategy for the London Borough of Camden sets out the key elements of the Council's planning strategy and defines the overall vision for the borough: *"Camden will be a borough of opportunity"*.

The Strategic Objectives for the London Borough of Camden comprise, amongst others, the following:

*"A connected Camden community where people lead active, healthy lives*

*To reduce congestion and pollution in the borough by encouraging more walking and cycling and less motor traffic."*

The Core Strategy defines high-level strategic policies for the future development of Camden to meet the vision and objectives set out above. The policies which are of particular relevance to the proposed development have been listed below.

Policy CS11 – *Promoting sustainable and efficient travel* sets out that:

*"In order to support Camden's growth and to promote walking, cycling and public transport, the Council will:*

- *improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme; and,*
- *continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links.*

*As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:*

- *expand the availability of car clubs and pool cars as an alternative to the private car; and,*
- *minimise provision for private parking in new developments, in particular through car-free developments in the borough's most accessible locations and car-capped developments."*

#### 3.4.2 Camden Development Policies 2010-2025

The Camden Development Policies translates the strategic policies as set out in the Core Strategy into policies to be applied in the detailed assessment of planning applications to achieve the



vision and objectives of the Core Strategy. The policies relevant to the development are as follows.

Policy DP16 – *The transport implications of development* addresses the need for an assessment of the impact of any development upon the transport network:

*"The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks."*

Policy DP17 – *Walking, cycling and public transport* details the Council's approach to favour walking, cycling and public transport use through development control:

*"The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:*

- *convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;*
- *other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;*
- *safe road crossings where needed; and,*
- *bus stops, shelters, passenger seating and waiting areas, signage and timetable information.*

*The Council will resist development that would be dependent on travel by private motor vehicles."*

Policy DP18 – *Parking standards and limiting the availability of car parking* states that:

*"The Council will seek to ensure that developments provide the minimum necessary car parking provision. Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'. For car free and car capped developments, the Council will:*

- *limit on-site car parking to:*
  - *spaces designated for disabled people,*
  - *any operational or servicing needs,*
  - *spaces designated for the occupiers of development specified as car capped;*
- *not issue on-street parking permits; and,*
- *use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.*

*Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2. The Council will:*

- *strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and,*

- *seek the provision of electric charging points as part of any car parking provision."*

#### 3.4.3 Camden Planning Guidance 7 – Transport (CPG7)

The Camden Planning Guidance 7 – Transport (CPG7) document supports the LDF policies as detailed within the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SDP) which is an additional "material consideration" to inform planning decisions in relation to development and impacts upon transport. The guidance delivers a number of key messages which are listed below:

- *"A Transport Assessment is required for all schemes which will generate a significant travel demand."* (Section 2 – Assessing Transport Capacity). This relates to aforementioned Policies CS11 – *Promoting sustainable and efficient travel* and DP16 – *The transport implications of development*;
- *"Travel Plans enable a development to proceed without adverse impact on the transport system."* (Section 3 – Travel Plans). This notably relates to aforementioned Policies CS11 – *Promoting sustainable and efficient travel* and DP16 – *The transport implications of development*;
- *"Transport Assessments represent the best tool to consider how a development can most appropriately be serviced."* (Section 4 – Delivery and servicing management plans); and
- *"We expect car free development in the borough's most accessible locations and where a development could lead to on-street parking problems."* (Section 5 – Car free and car capped development). This notably relates to Policy DP18 – *Parking standards and limiting the availability of parking*.

CPG7 also includes guidance on:

- Implementation of numerical car parking standards;
- Dimensions and layout of spaces, including dedicated spaces for disabled people;
- Car clubs and pool cars;
- Electric charging points;
- Implementation of LBC's minimum cycle parking standards for new development;
- Design and layout of cycle parking; and,
- Cycle hire and cycle stations.

Car and cycle parking standards are covered in further detail in Section 3.6, below.

#### 3.4.4 Camden Transport Strategy

The Camden Transport Strategy issued in August 2011 sets out the future direction for transport policy in the borough, describes the current challenges and how they will be addressed through a set of objectives and actions.

These objectives are designed to fit with the Mayor of London's goals set out in the Mayor's Transport Strategy, along with Camden's own vision. Of most relevance to the development, they include:

- *"Objective 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’;

- *Objective 2: Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden;*
- *Objective 3: Improve road safety and personal security for people travelling in Camden (...);*
- *Objective 5: Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement (...); and,*
- *Objective 8: Ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices (...)."*

**3.5 Car and Cycle Parking Standards**

**3.5.1 Car Parking**

The maximum parking standards for vehicles are set out within Appendix 2 of Camden Development Policies 2010-2025 (November 2010), and shown in Table 3.1 below.

**Table 3.1: Maximum Car Parking Standards for Land Use C3 – Residential Development (Housing)**

<b>Users</b>	<b>Car Parking Standards</b>
Residents	Low parking provision areas: maximum of 0.5 space per dwelling Rest of borough: maximum of 1 space per dwelling
People with disabilities	General housing: Where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units or part thereof, with dimensions suitable for use by people with disabilities
Visitors	-

The ‘car-free’ nature of the proposed development means no car parking provision will be made for residents, with the exception of disabled users.

In Section 5, Paragraph 5.21 of CPG7, *Meeting the needs of disabled people*, it is stated that:

*"Minimum parking standards apply to parking for people with disabilities, and one parking space for people with disabilities is required per 20 general-purpose dwellings (see Appendix 2 of the Camden Development Policies document). In addition, where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling."*

It is also specified that:

*"Car-free development and car-capped development should be designed taking into account the needs of disabled car users. Blue Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit."*

The dimensions and layout of car parking spaces for disabled users including wheelchair users are given in Section 6, Paragraph 6.9 of CPG7, *Dimensions and layout of car parking spaces*, and shown in Table 3.2, below.

**Table 3.2: Dimensions and Layout of Car Parking Spaces for Disabled Users**

<b>Users</b>	<b>Specifications</b>
Off-street car parking space for use by disabled people	3.3m wide by 4.8m deep
Off-street car parking for use by designated wheelchair dwelling resident	2.4m wide with a clear access way to one side of 1.2m wide

Paragraphs 5.19 and 5.20 set out the Council’s policy towards existing occupiers’ retention of parking rights:

*“Existing parking rights can normally be retained on development sites, where it can be demonstrated that existing occupiers are to return to the address when it is completed. [...]”*

*“If a development is to have new occupiers, existing parking rights will not apply, and the Council will apply its car-free/car-capped policies as set out in Development Policies DP18 and DP19.”*

3.5.2 Cycle Parking

Table 6.3 of the London Plan (Revised Minor Early Alterations) dated October 2013 sets out the cycle parking minimum standards for residential land uses (C3-C4 use classes), shown in Table 3.3 below.

**Table 3.3: Minimum Cycle Parking Standards for Land Uses C3-C4 – Dwellings (All) – London Plan**

<b>Users</b>	<b>Cycle Parking Standards</b>
Residents	1 per 1- or 2-bedroom dwelling 2 per 3+-bedroom dwelling
Visitors	1 per 40 units in all cases

Likewise, the minimum parking standard for bicycles are set out within Appendix 2 of Camden Development Policies 2010-2025 (November 2010), and shown in Table 3.4 below.

**Table 3.4: Minimum Cycle Parking Standards for Land Use C3 – Residential Development (Housing) – Camden Development Policies**

<b>Users</b>	<b>Cycle Parking Standards</b>
Residents	1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability
People with disabilities	-
Visitors	From threshold of 20 units, 1 space per 10 units or part thereof

Section 9, Paragraph 9.8 of CPG7 indicates where cycle parking should be located for residential development, as presented in Table 3.5 below.

**Table 3.5: Location of Off-Street Cycle Parking**

<b>Users</b>	<b>Location</b>
General	<ul style="list-style-type: none"> <li>• Cycle parking outside buildings should be positioned near entrances and where frequent surveillance is possible. For short stays, the parking should be sited within 25 metres of building entrances. For stays of over an hour, the parking should be sited within 50 metres of building entrances</li> <li>• All cycle parking, including all parts of the parked cycles, should be clear of routes needed for pedestrian movement</li> <li>• The route to cycle parking from street level should be step free. Cycle parking inside buildings should be at the entrance level of the building or accessible by a ramp or lift from street level that can accommodate a bike</li> </ul>
Residents	Parking for residents should be within the building. Parking for a resident may take the form of a space within an individual dwelling provided that the space is close to the door of the dwelling, and access to the dwelling is level, or by a ramp or lift that can accommodate a bike
People with disabilities	-
Visitors	Parking for visitors should be clearly visible or clearly signed from the public highway, and should be near building entrances

CPG7 further explains that:

*"Cycle parking needs to be accessible (in that everyone that uses a bike can easily store and remove a bike from the cycle parking) and secure (in that both wheels and the frame can easily be locked to the stand). Security is a critical concern in the location, design, enclosure and surveillance of all cycle parking."*

## 4. DEVELOPMENT PROPOSALS

### 4.1 Schedule of Development

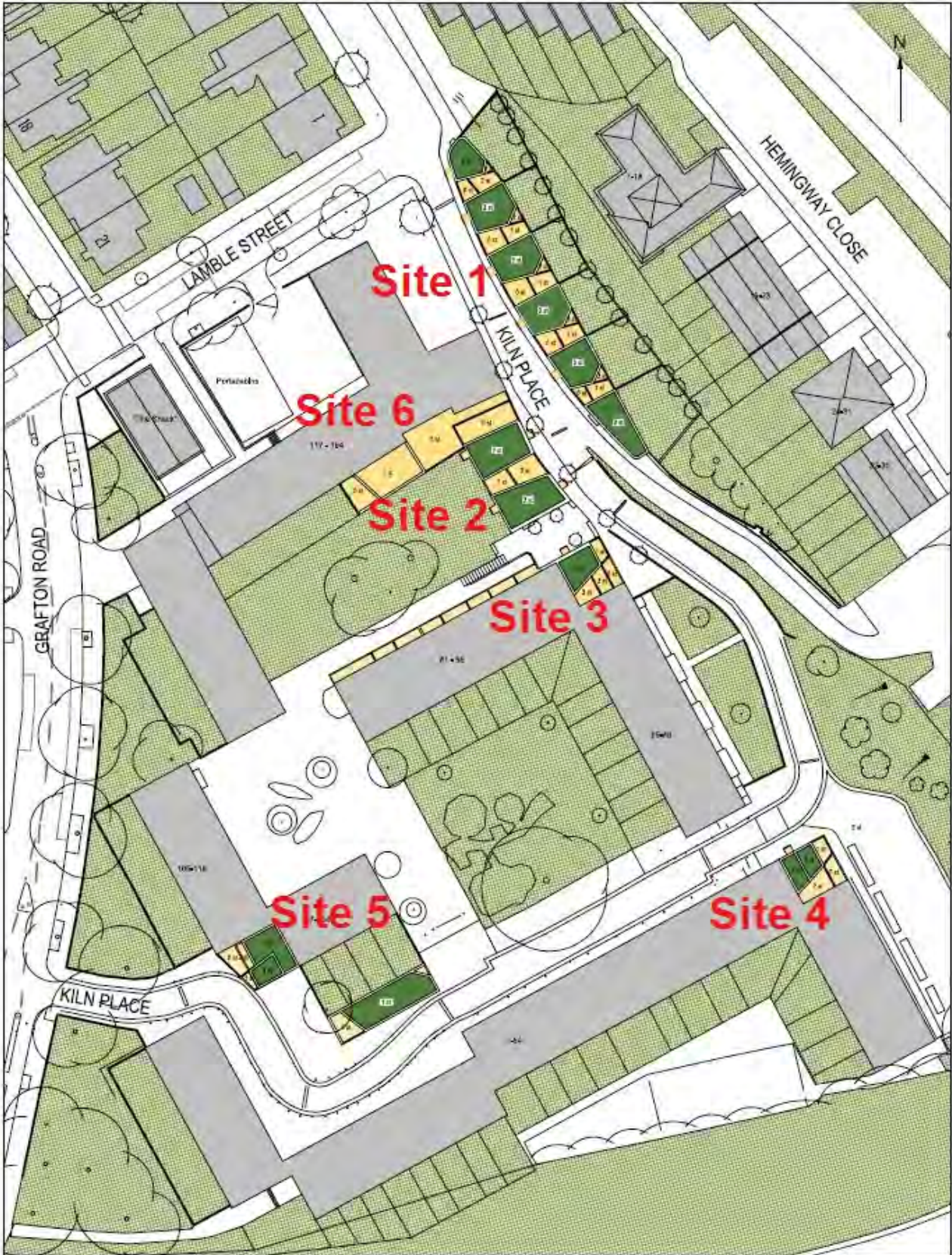
The proposals are for the construction of 15 residential units, spread over six different locations within the Kiln Place estate, as summarised in Table 4.1 below.

**Table 4.1: Development Proposals**

Site	No. of Units	Type	Description
1	6	Market Sale (Private)	<b>6No. 3-bedroom houses</b> , each with a courtyard and a lawned area, following the curve of the street and with building heights to alternate between 1 and 4 storeys
2	2	Market Sale (Private)	<b>2No. 2-bedroom houses</b> , each with a courtyard, following the curve of the street and with building heights to alternate between 1 and 2 storeys
3	2	Affordable (Social Rent)	<b>1No. 1-bedroom upper maisonette and 1No. 1-bedroom ground-floor flat</b> with a courtyard proposed to complete the corner or existing buildings 65-80 and 81-96 Kiln Place, with building heights to alternate between 1 and 4 storeys, completing the new terrace elevation formed by Site 2's cottages
4	1	Affordable (Social Rent)	<b>1No. 3-bedroom house</b> with a courtyard proposed to complete the corner of existing building 1-64 Kiln Place, with building heights to alternate between 1 and 3 storeys
5	3	Affordable (Social Rent)	<b>1No. 1-bedroom top-floor flat, 1No. 2-bedroom upper maisonette and 1No. 1-bedroom ground-floor flat</b> with a courtyard, proposed to complete the corner of existing buildings 97-104 and 105-116 Kiln Place, with building heights to alternate between 1 and 3 storeys
6	1	Affordable (Social Rent)	<b>1No. 1-bed ground-floor flat</b>

Figure 4.1 below illustrates the development proposals, which are also included as Appendix 11.

Figure 4.1: Development Proposals



Note: Plan is not to scale.

#### 4.2 Car Parking

The intention is for the new infill development sites to be “car-free”, i.e. where no parking is provided or allowed for the new residents, with the exception of parking designated for disabled people.

In accordance with the Camden Planning Guidance 2 – Housing (CPG2) document, the total number of disabled residential units to be provided is 2, based on 10% of 15 units.

The development proposals will result in the loss of nine designated parking spaces on Site 1 and five parking spaces on Site 5. The proposals for Site 5 will reprovide three parking spaces:

- Two will be supplied for mobility-impaired users and will be adjacent to Site 5’s two wheelchair-accessible residential units – this level of provision is in accordance with the LBCC car parking standards for disabled users; and,
- One will be reserved for current Kiln Place residents.

The on-site garage provision will remain unaffected by the proposals.

The impacts of the proposals upon on-site parking are discussed in further detail in Section 6.2.

#### 4.3 Cycle Parking

The on-site cycle parking provision will consist of 14 cycle parking spaces located in a secure communal cycle store for the new dwellings. The cycle stands will be of the Sheffield type.

The six three-bedroom units of Site 1 will also have individual internal cycle storage to accommodate two bicycles each.

Site 6 will have a private external cycle store in its front courtyard.

In total, there will therefore be more than 26 cycle parking spaces.

This complies with the minimum levels set by LBCC which amount to a minimum of 15 spaces for residential uses, and with the minimum standards in the London Plan (22 spaces).

#### 4.4 Delivery and Servicing Access Arrangements

A swept path analysis showing the manoeuvring of Camden refuse collection, fire tender and disabled users’ vehicles into and out of the dedicated on-site parking spaces is included in Appendix 12.

Refuse collection vehicles will slightly overhang onto the existing kerb at the Grafton Road access and within the estate itself in one location, due to kerb radii being too tight for those vehicles to make left turns. It is predicted that fire tender vehicles will also slightly overhang onto the existing kerb within Kiln Place in one location for the same reason.



## 5. TRIP GENERATION AND MODAL SPLIT

### 5.1 Introduction

This section describes the potential trip generation of the development site, the appropriate modal split assumption for the site and how the generated trips have been distributed on the highway network.

### 5.2 'Car-Free' Development

Overall, the level of traffic generation will be increased from the existing situation, due to the construction of 15 new units across the Kiln Place estate.

Of the 15 units that will be proposed in the development, two will be wheelchair-accessible, each with an adjacent on-site disabled car parking space, and will not operate as 'car-free'.

The outstanding 13 units included in the development will operate as 'car-free' units.

### 5.3 Traffic Generation

In developing the trip rates for the site, a multi-modal approach has been adopted to determine the total number of trips generated. It is therefore proposed to interrogate the TRICS database so as to identify suitable sites with comparable travel patterns within London for vehicle trip rates. In order to do so, and following the recent merging of the TRICS and London-based TRAVL systems, the "TRAVL Data Export" feature available in TRICS (version 7.1.2) has been used to extract relevant London sites. The TRICS database output data is attached as Appendix 13.

It is then proposed to apply, once identified, the appropriate trip rates to the 15 new units to determine the total number of additional trips which will be generated by all modes of transport.

A preliminary search has allowed to identify four sites meeting the following criteria:

- A PTAL ranging from 1 to 3;
- Surveyed in the last five years (from 2008 onwards);
- Surveyed on a weekday (Monday to Friday); and,
- Surveyed in an Inner London Borough.

One site (Imperial Wharf, Townmead Road, Hammersmith & Fulham, London, SW6 2QW) was discounted due to its very high number of units. The three other sites are given in Table 5.1, below.

**Table 5.1: TRAVL Selected Sites**

Site Name	Location	Survey Date	PTAL	No. of Units
Sewardstone Road	Tower Hamlets, E2 9JN	14/06/2012	3	67
Stanley Close	Greenwich, SE9 2DR	24/04/2008	3	156
Winchester Mews	Camden, NW3 3NH	18/09/2008	3	22

Mean average person trip rates have been obtained from the sites considered, as follows in Table 5.2, below.

**Table 5.2: Average Person Trip Rates per Unit**

	AM Peak		PM Peak	
	In	Out	In	Out
All Modes	0.13469	0.84082	0.61633	0.43674

These trip rates have been applied to the 15 new residential units of the development site, and further split between wheelchair-accessible units and 'car-free' units. The total net traffic generation is shown below in Table 5.3.

**Table 5.3: Total Net Trip Generation – All Modes**

	AM Peak		PM Peak	
	In	Out	In	Out
All new units (15No.)	2	13	9	7
'Car-free' units (13No.)	2	11	8	6
Wheelchair-accessible units (2No.)	0	2	1	1

#### 5.4 Modal Split

The modal split has been taken from the 2011 Census method-of-travel-to-work data. Table 5.4 below shows the modal split for Census Output area E00004397 which encompasses Kiln Place. A modal split derived from the TRAVL database and based upon the four aforementioned sites has been included for indicative purposes only.

**Table 5.4: Modal Splits**

Mode	Census Output Area (E00004397)	TRAVL
Underground	14.9%	0.1%
Train	12.3%	8.0%
Bus, Minibus, Coach	28.1%	22.0%
Taxi	0.0%	0.5%
Motorcycle, Scooter or Moped	0.9%	0.3%
Driving a Car or Van	17.5%	15.9%
Passenger in a Car or Van	0.9%	6.4%
Bicycle	5.3%	1.8%
On Foot	19.3%	44.9%
Other Method of Travel to Work	0.8%	0.0%

It is recognised that, of the 15 new units, the 13 '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 13 'car-free' units, the above modal split has been re-adjusted to assign the car driver and passenger trips to alternative modes of transport in the area. The resulting modal split for these units can be seen in Table 5.5, below.

**Table 5.5: Modal Split for 'Car-Free' Residential Units**

Mode	Modal Split	Re-Distributed Modal Split
Underground	14.9%	18.3%
Train	12.3%	15.1%
Bus, Minibus, Coach	28.1%	34.4%
Taxi	0.0%	0.0%
Motorcycle, Scooter or Moped	0.9%	1.1%
Driving a Car or Van	17.5%	0.0%
Passenger in a Car or Van	0.9%	0.0%
Bicycle	5.3%	6.5%
On Foot	19.3%	23.7%
Other Method of Travel to Work	0.8%	0.9%

### 5.5 Multi-Modal Trip Generation

The total trips by mode in the AM and PM peaks are shown below in Table 5.6 and Table 5.7, respectively for wheelchair-accessible units and car-free units. The total trips for the 15 new units are summarised in Table 5.8. The private vehicle traffic generation (comprising taxis and private cars) would be non-existent in either peak hour period.

Most additional trips will be undertaken by rail, tube and bus, whilst a proportion of site users will walk or cycle from and to the site.

**Table 5.6: Total Net Trips by Mode for Wheelchair-Accessible Units**

Mode	AM Peak		PM Peak	
	In	Out	In	Out
Underground	0	0	0	0
Train	0	0	0	0
Bus, Minibus, Coach	0	1	1	1
Taxi	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0
Driving a Car or Van	0	0	0	0
Passenger in a Car or Van	0	0	0	0
Bicycle	0	0	0	0
On Foot	0	1	0	0
Other Method of Travel to Work	0	0	0	0
All Modes	0	2	1	1

**Table 5.7: Total Net Trips by Mode for 'Car-Free' Units**

Mode	AM Peak		PM Peak	
	In	Out	In	Out
Underground	0	2	1	1
Train	0	2	1	1
Bus, Minibus, Coach	1	4	3	2
Taxi	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0
Driving a Car or Van	0	0	0	0
Passenger in a Car or Van	0	0	0	0
Bicycle	0	1	1	0
On Foot	1	2	2	2
Other Method of Travel to Work	0	0	0	0
All Modes	2	11	8	6

**Table 5.8: Total Net Trips by Mode for All New Units**

	AM Peak		PM Peak	
	In	Out	In	Out
Underground	0	2	1	1
Train	0	2	1	1
Bus, Minibus, Coach	1	5	4	3
Taxi	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0
Driving a Car or Van	0	0	0	0
Passenger in a Car or Van	0	0	0	0
Bicycle	0	1	1	0
On Foot	1	3	2	2
Other Method of Travel to Work	0	0	0	0
All Modes	2	13	9	7

## 6. TRANSPORT IMPACTS

### 6.1 Highway, Footway and Public Transport Impacts

It is considered that the small scale of the development and its level of trip generation will not have significant impacts upon the highway, footway or public transport networks. As a result, no further assessment as part of this TA has been undertaken.

### 6.2 Parking Impacts

As detailed in Section 4.2, the development proposals will result in the overall loss of nine designated parking spaces on Site 1 and five parking spaces on Site 5, and the re-provision of three parking spaces on Site 5, hence an overall loss of 11 car parking spaces across the estate.

More specifically, 13 spaces will be lost for the current Kiln Place residents, as two of the new spaces will be reserved for the exclusive use of disabled users living in the two wheelchair-accessible units on Site 5.

After development, the on-site car parking provision will be 36 spaces, of which 27 will still be let to and occupied by Kiln Place residents, two exclusively assigned to disabled users and seven will be empty.

Overall on-site car parking use will therefore increase from 66% to 75%.

Likewise, for the current Kiln Place residents only, on-site car parking use will increase from 66% to 79%.

While the development proposals will increase on-site car parking utilisation throughout the estate, the current under-utilisation and the 'car-free' nature of the new units means that they will not have a detrimental effect. There will still be sufficient space to accommodate parking demand and potentially accommodate up to an extra seven parking permits for the current residents.

## 7. MITIGATION MEASURES

### 7.1 Travel Plan

It is understood from the LBCC Highways Officer that a Travel Plan would be desirable, but is not necessary, owing to the development coming below critical thresholds. Consideration has been given to the development of a Travel Plan for the development but on balance has been discounted owing to practical issues:

- The development is very small so lacks the critical mass (less than 50 residential units) to make the appointment of a Travel Plan Co-ordinator or the formation of a Travel Plan Users' Group meaningful;
- The development is scattered meaning the individual units will be embedded within the existing Kiln Place estate and not form an autonomous block; and,
- The existing Kiln Place estate combined with the development would create a context more conducive for an effective Travel Plan owing to scale and ability to share resources and facilities. However, there is no Travel Plan for Kiln Place, and there is no planning requirement owing to being an existing land use.

On this basis, it is considered that whilst a Travel Plan for the development would support local policy, the practicalities of implementing and maintaining a Travel Plan for a residential development of this small size and scattered form within the larger existing Kiln Place estate make a Travel Plan for the development unfeasible.

### 7.2 Car Clubs

It is important that car use and parking are managed in association with a Travel Plan. This is necessary to alleviate potential problems of parking stress on or around a site, perhaps as the result of increased demand.

'Car club' is the common term for arrangements which give access to a pool of cars or other light vehicles to members for flexible periods of time (as required by the user) and at rates lower than conventional car hire. Members might pay an annual subscription to the car club's operator and then pay a charge each time they use a vehicle. Alternatively, costs may be charged entirely on a 'pay-as-you-go' basis. The charge is typically based on the duration of the booking and/or the mileage travelled.

Comprehensive information about car club bay contacts and bay locations will be supplied as part of a welcome pack.

In the vicinity of the development site, there is currently a number of car club bays; the nearest ones are listed below, in Table 7.1.

**Table 7.1: Local Car Club Bays**

<b>Car Club Operator</b>	<b>Location</b>	<b>Distance</b>
City Car Club	B518 Mansfield Road	300 m
Zipcar	Lissenden Gardens, off the B518 Gordon House Road	500 m
Zipcar	Courthope Road, off the B518 Mansfield Road	550 m
Zipcar	Chetwynd Road	600 m
City Car Club	Shirlock Road, off the B518 Mansfield Road	650 m
Zipcar	Parkhill Road	900 m

Appendix 14 shows their location in relation to the development site.

### 7.3 **Construction Management Plan**

A Construction Management Plan (CMP) outlines how construction works will be carried out and how they will be serviced (e.g. delivery of materials, set-down and collection of skips), with the objective of minimising traffic disruption, avoiding dangerous situations and mitigating the impact on local amenity.

A CMP would help minimise the impacts of construction-related vehicle movements (in terms of volume and routing) and facilitate sustainable construction vehicle travel to the proposed development site.

A CMP will need to be submitted and approved before any works start on site, and approval should be secured via a Section 106 planning obligation.

### 7.4 **Financial Contributions**

LBCC can enter into a Section 106 agreement, otherwise known as a 'planning obligation', with the developer where it is necessary to provide contributions to offset negative impacts caused by construction and development.

Due to the small scale of development, the low impact on traffic and the good public transport levels in the area, transport contributions are not considered to be required.

## **8. SUMMARY AND CONCLUSION**

It is considered that the proposed development will conform to the guidance set out in the National Planning Policy Framework.

The need to travel by car will be low. The proposed 'car-free' development is located close to public transport facilities including direct access to a number of key employment destinations. The surrounding area benefits from an extensive cycle network.

It has been shown that the additional journeys can be accommodated within the surrounding transport infrastructure. Therefore, the impact of the proposed development is expected to be negligible.



**APPENDIX 1: TRANSPORT STATEMENT SCOPING REPORT**



Intended for  
**Camden Council**

Project no.  
**61031879**

Date  
**20 December 2013**

# KILN PLACE, CAMDEN

## TRANSPORT STATEMENT SCOPING NOTE



Revision History

Revision	Date	Purpose / Status	Document Ref.	Comments
	20/12/13	Draft		Draft for comments

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## **1. INTRODUCTION**

### **1.1. Background**

- 1.1.1. Ramboll has been commissioned by EC Harris on behalf of the London Borough of Camden Council (LBCC) to undertake a Transport Statement (TS) for the proposed development at Kiln Place, Camden.
- 1.1.2. Kiln Place is an existing social housing estate built in the late 1960s. The strategic proposals have been drafted to consider necessary and desired improvements to the estate for new housing, community accommodation and improved landscaping.
- 1.1.3. As discussed in this present report, the vehicular traffic generation of the development is predicted to be low on local junctions. As a result, it is considered that the development will not have a significant impact on highways. A TS is therefore deemed sufficient for the purpose of this minor development.

### **1.2. Document Purpose and Structure**

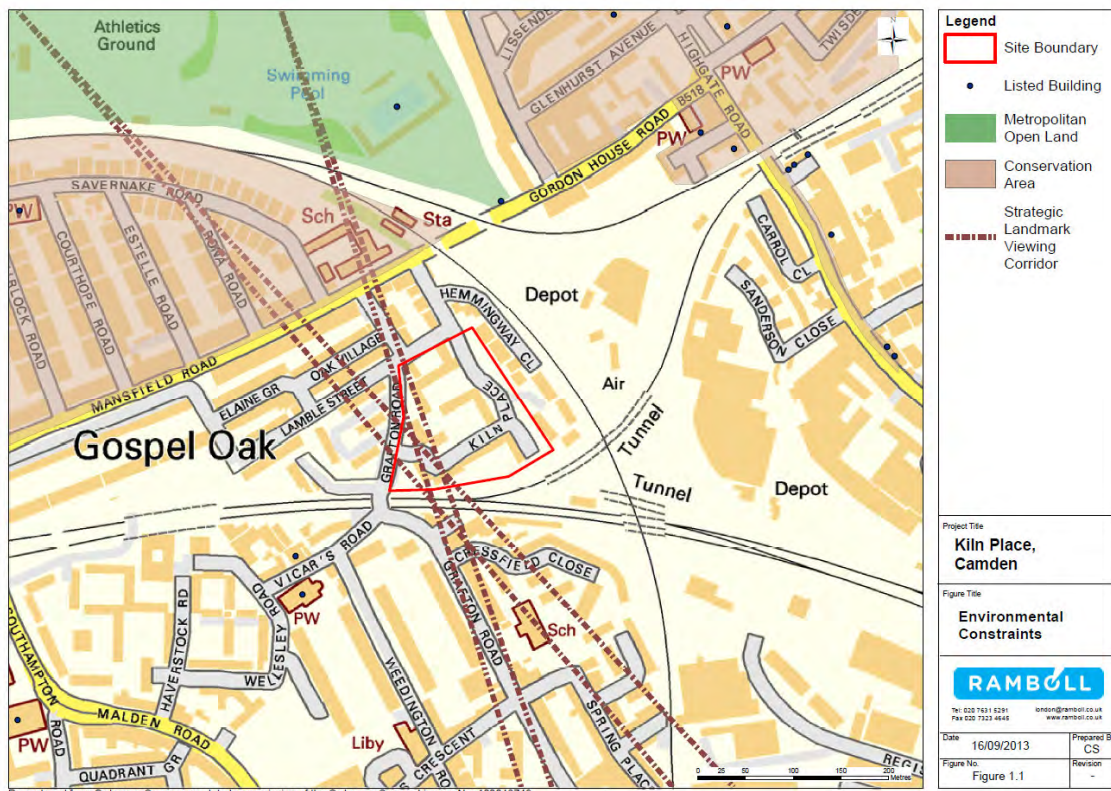
- 1.2.1. The purpose of this scoping note is to outline the proposed scope of the TS needed to accompany the planning application. The main sections are as follows:
  - A description of the baseline conditions, including the site location; the existing pedestrian and cycle facilities and relevant access arrangements; a review of the current public transport provision in the vicinity of the site and a public transport accessibility level assessment; a review of the existing highway network and associated vehicular access arrangements; and a summary of accident data in recent years;
  - An overview of national, regional and local policy aiming to show how the development complies with these policies;
  - A description of the development proposals;
  - An assessment of the predicted traffic generated by the proposed development, including modal split; and,
  - An overview of the transport impacts of the development and the possible mitigation measures to be implemented.

**2. BASELINE CONDITIONS**

**2.1. Site Location**

2.1.1. The development site is located within the London Borough of Camden (LBC). A site location and environmental constraints plan is shown in Figure 2.1, below.

**Figure 2.1: Site Location**



- 2.1.2. Kiln Place is situated in Camden, Northwest London, near Grafton Road, within Gospel Oak and at the edge of Kentish Town, and adjacent to Tufnell Park.
- 2.1.3. The site currently comprises several social housing blocks from the 1960s with a total of 164 flats.

**2.2. Existing Pedestrian and Cycle Facilities and Relevant Access Arrangements**

2.2.1. Kiln Place is currently accessed from the B518 Mansfield Road/Gordon House Road via Oak Village. Kiln Place is also presently accessed from Grafton Road to the west of the site. Wide, clean and lit footpaths are provided on either side of the B518, Oak Village and Grafton Road. The pavements also offer dropped kerbs and tactile paving at all junctions and pedestrian crossing locations.

- 2.2.2. The nearest London Cycle Network route runs along Grafton Road and across Prince of Wales Road, Crogsland Road and Regent's Park Road to the southwest of the site.
- 2.2.3. The TS will comprise a full review of the pedestrian and cycle facilities in the vicinity of the development site, as well as the relevant access arrangements, including walking and cycling isochrones.

**2.3. Existing Public Transport Provision**

- 2.3.1. The nearest Overground station to the development is Gospel Oak, to the north (240m or a 3-minute walk). The development is equidistant to Kentish Town Underground station to the southeast (1,400m or an 18-minute walk) and Tufnell Park Underground station to the northeast (1,300m or a 16-minute walk). All stations are within Travelcard Zone 2 of the London transport network. The Underground stations are on the High Barnet branch of the Northern Line. The Overground station is on the Gospel Oak to Barking Line and the North London Line.
- 2.3.2. The TS will show local bus routes and the location of public transport service access points (bus stops and Underground stations) in relation to the site, along with walking and cycling isochrone plans.
- 2.3.3. A full public transport review will be undertaken; it will follow the Public Transport Accessibility Level (PTAL) methodology developed by Transport for London.
- 2.3.4. The site has a PTAL of 3 which denotes a moderate level of accessibility.

**2.4. Existing Highway Network and Associated Vehicular Access Arrangements**

- 2.4.1. Kiln Place is bounded by Lambie Street to the north; Carlton Road Junction railway line to the south; Meru Close to the east; and Grafton Road to the west. Both Meru Close and Grafton Road lead to Oak Village, which joins the B518 Mansfield Road/Gordon House Road to the north. The B518 runs from the southwest to the northeast, north of the site. In addition, Grafton Road also leads to Prince of Wales Road, which joins the A400 Kentish Town Road to the southeast of the site.
- 2.4.2. The B518 Gordon House Road leads to Highgate Road to the northeast, which continues as the B518 Highgate Road in a southeasterly direction, where it meets the A400 Fortress Road/Kentish Town Road.
- 2.4.3. The A400 Kentish Town Road provides access to central London towards the south whilst the A400 Fortress Road grants access to the A1 to the northeast. Travelling north, the A1 leads to the M1 which itself meets the M25 further north.
- 2.4.4. The site can be accessed by vehicles from both the B518 Mansfield Road via Oak Village to the north and Grafton Road to the west.
- 2.4.5. The TS will comprise a full review of the existing highway network in the vicinity of the development site, as well as the relevant access arrangements and on-street parking restrictions. The TS will also highlight any road safety issues.

**2.5. Summary of Accident Data**

- 2.5.1. The TS will identify any significant highway issues and provide an analysis of the recent accident history within the study area over the last five years. This data will be sourced from Transport for London. Clusters of accident histories will be investigated for any correlation in accidents.

### **3. POLICY REVIEW**

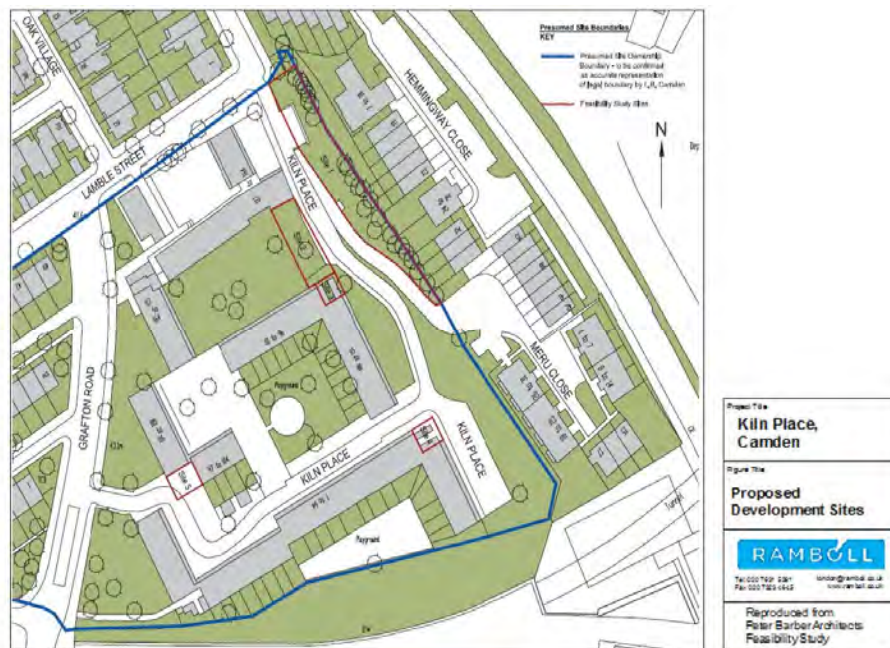
- 3.1.1. An extensive national, regional and local policy review will be carried out. Policies which are of relevance to the Kiln Place development will be identified and it will be demonstrated how the development complies with them.
- 3.1.2. The key documents that will be reviewed will include:
  - The National Planning Policy Framework (March 2012);
  - The London Plan (July 2011);
  - The Mayor's Transport Strategy (May 2010);
  - The London Borough of Camden Local Development Framework; and,
  - Local car and cycle parking standards.



#### **4. DEVELOPMENT PROPOSALS**

- 4.1.1. The proposals are for the construction of 15 residential units, spread over five different locations within the Kiln Place estate, as follows:
- Site 1: a row of seven 3-bedroom houses with a courtyard and a lawned area each, following the curve of the street. The building heights will alternate between one and three storeys
  - Site 2: a row of two 3-bedroom and one 1-bedroom cottages with a courtyard each, following the curve of the street. The building heights will alternate between one and three storeys
  - Site 3: one 3-bedroom house with a courtyard proposed to complete the corner or existing buildings 65-80 and 81-96 Kiln Place. The house is one, two and three storeys high, completing the new terrace elevation formed by Site 2's cottages
  - Site 4: one 3-bedroom house with a courtyard proposed to complete the corner of existing building 1-64 Kiln Place. The house is one, two and three storeys high
  - Site 5: one 2-bedroom upper maisonette and one 1-bedroom ground-floor flat with a courtyard, proposed to complete the corner of existing buildings 97-104 and 105-116 Kiln Place. The building is one, two and three storeys high.
- 4.1.2. It is understood that there is a desired tenure mix of 50% social rented, 40% private and 10% intermediate. The future on-site car and cycle parking provision remains unknown at the time of writing. This will be further examined.
- 4.1.3. A plan showing the five sites of the development proposals is shown in Figure 4.1, below.

**Figure 4.1: Proposed Development Sites**



## **5. TRAFFIC GENERATION AND MODAL SPLIT**

### **5.1. Introduction**

- 5.1.1. This section will describe the potential trip generation of the development site, the appropriate modal split assumption for the site and how the generated trips will be distributed on the highway network.
- 5.1.2. Overall, the level of traffic generation will be increased from the existing situation, as 15 new residential units will be created.

### **5.2. Traffic Generation**

- 5.2.1. In developing the trip rates for the site, a multi-modal approach will be adopted to determine the total number of trips generated. It is therefore proposed to interrogate the TRAVL database so as to identify suitable sites with comparable travel patterns within London for vehicle trip rates.
- 5.2.2. A preliminary search on TRAVL (version 8.18) has allowed to identify four sites meeting the following criteria:
  - A PTAL ranging from 1 to 3;
  - Surveyed in the last five years (from 2008 onwards);
  - Surveyed on a weekday (Monday to Friday); and,
  - Surveyed in an Inner London Borough.
- 5.2.3. One site (Imperial Wharf, Townmead Road, Hammersmith & Fulham, London, SW6 2QW) was discounted due to its very high number of units. The three other sites are given in Table 5.1.

**Table 5.1: TRAVL Selected Sites**

<b>Site Name</b>	<b>Location</b>	<b>Survey Date</b>	<b>PTAL</b>	<b>No. of Units</b>	<b>No. of Parking Spaces</b>
Sewardstone Road	Tower Hamlets, E2 9JN	14/06/2012	3	67	28
Stanley Close	Greenwich, SE9 2DR	24/04/2008	3	156	175
Winchester Mews	Camden, NW3 3NH	18/09/2008	3	22	0

- 5.2.4. Mean average person trip rates have been obtained from the sites considered, as follows in Table 5.2, below.

**Table 5.2: Average Person Trip Rates per Unit**

	<b>AM Peak</b>		<b>PM Peak</b>	
	<b>In</b>	<b>Out</b>	<b>In</b>	<b>Out</b>
All Modes	0.13469	0.84082	0.61633	0.43674

- 5.2.5. These trip rates have been applied to the 15 new residential units of the development site. The vehicular traffic generation is shown below in Table 5.3.

**Table 5.3: Total Trip Generation**

	AM Peak		PM Peak	
	In	Out	In	Out
All Modes	2	13	9	7

**5.3. Modal Split**

5.3.1. The modal split will be taken from the 2011 Census method-of-travel-to-work data. Table 5.4 below shows the respective modal splits for Census Output area E00004397, the Gospel Oak Ward and the London Borough of Camden, which all encompass Kiln Place. A modal split derived from the TRAVL database and based upon the four aforementioned sites has been included for indicative purposes only.

**Table 5.4: Modal Splits**

Mode	Census Output Area (E00004397)	Ward (Gospel Oak)	London Borough (Camden)	TRAVL
Underground	14.9%	30.3%	37.3%	0.1%
Train	12.3%	6.8%	7.1%	8.0%
Bus, Minibus, Coach	28.1%	20.5%	16.1%	22.0%
Taxi	0.0%	0.5%	0.8%	0.5%
Motorcycle, Scooter or Moped	0.9%	1.7%	1.2%	0.3%
Driving a Car or Van	17.5%	13.3%	10.9%	15.9%
Passenger in a Car or Van	0.9%	0.9%	0.8%	6.4%
Bicycle	5.3%	9.5%	7.1%	1.8%
On Foot	19.3%	15.5%	17.6%	44.9%
Other Method of Travel to Work	0.9%	1.0%	1.1%	0.0%

5.3.2. It is proposed to use the Census Output Area to reflect the site’s specificities, namely in terms of public transport provision in the immediate vicinity. Due to the close proximity of Gospel Oak Overground station, and the relative remoteness of the two Underground stations, it is deemed that the train modal share should be higher than the ward’s or borough’s average, and the tube modal share lower.

**5.4. Multi-Modal Trip Generation**

5.4.1. The total trips by mode in the AM and PM peaks are shown in Table 5.5, below. The vehicle traffic generation would be very low, with only two movements in the AM peak and three in the PM peak.

**Table 5.5: Total Trips by Mode**

Mode	AM Peak		PM Peak	
	In	Out	In	Out
Underground	0	2	1	1
Train	0	2	1	1
Bus, Minibus, Coach	1	4	3	2
Taxi	0	0	0	0
Motorcycle, Scooter or Moped	0	0	0	0
Driving a Car or Van	0	2	2	1
Passenger in a Car or Van	0	0	0	0
Bicycle	0	1	0	0
On Foot	1	2	2	2
Other Method of Travel to Work	0	0	0	0
All Modes	2	13	9	6

## **6. TRANSPORT IMPACTS**

- 6.1.1. At this stage, it is considered that the small scale of the development means that the transport impacts upon the public transport and highway networks will not be significant. As a result, it is expected that no further assessment will be required as part of the TS.

## **7. MITIGATION MEASURES**

### **7.1. Travel Plan**

- 7.1.1. A Travel Plan will be provided. This will incorporate measures to encourage travel by modes other than private cars and will include:
- a car parking provision based on the minimum levels of the London Borough of Camden Council car parking standards
  - a secure, covered and conveniently located cycle parking throughout the development
  - a car club.
- 7.1.2. Additional measures may need to be identified once the travel patterns of residents have been established by the first travel survey, carried out once a 50% occupation level of the development is reached.

### **7.2. Other Mitigation Measures**

- 7.2.1. Any other suitable mitigation measures will be identified should the need arise.

## Stéphane Pietrzak

---

**From:** Cardno, Steve <Steve.Cardno@camden.gov.uk>  
**Sent:** 21 August 2014 11:40  
**To:** Stéphane Pietrzak  
**Subject:** RE: Camden Sites - Kiln Place - Transport Assessment Scoping Note - for scope agreement

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Stephane

I have reviewed the scoping note and also discussed the scheme briefly with Zoe Trower earlier this week. I have the following comments to make.

We will be seeking a car free development regardless of the PTAL rating. The site is easily accessible by public transport. In addition, a precedent has already been set on the nearby Bacton Lowrise development which is also a Camden Council scheme.

I would have suggested undertaking a parking beat survey to LB Lambeth standards to ascertain the current level of parking stress in the CPZ in the general vicinity of the site. However, I won't insist on this as we are seeking a car free development.

It would be useful if you could show the local cycle route on a street map of the local area (Highgate Road, Lissenden Gardens, Gordon House Road, Oak Village, Lambie Street, Grafton Road).

It would be useful if you could show bus routes on a street map of the local area (e.g. Gordon House Road and Highgate Road).

I assume access for emergency service vehicles would remain as per the existing arrangements.

Zoe has suggested that the proposed scheme would involve the loss of existing pedestrian routes within the site. We would resist such a proposal.

I would suggest a PERS audit be undertaken. This would help to identify any minor improvements which would need to be delivered to the pedestrian routes in the general vicinity of the site. It would also be useful to undertake a cycle audit of the local cycle route. Both audits could be done during the assessment of the planning application if the application is about to be submitted.

Paragraph 3.1.2 of the scoping note references the London Plan (July 2011). Please note that this was updated in October 2013 (Revised Minor Early Alterations).

Paragraph 3.1.2 of the scoping note references Camden's Local Development Framework. It should also reference Camden's Development Policies, Camden's Core Strategy, Camden Planning Guidance, and the Camden Transport Strategy (all associated documents are available on our website).

Please note that cycle parking proposals will need to meet the minimum requirements of the London Plan (2013) and Camden's Development Policies (Appendix 2). Cycle parking facilities

will need to be provided in accordance with Camden Planning Guidance; specifically CPG7 (Transport).

It is noted that the TRAVL database will be used to assess trip generation. Please note that TfL now expect developers to use the TRICS database (all sites within TRAVL have been copied to TRICS).

Paragraph 7.1.1 of the scoping note mentions that a travel plan will be provided as a mitigation measure. This isn't strictly necessary in policy terms (less than 50 residential units). However, it would still be welcomed as this is a Camden Council development and we should be promoting best practice.

Paragraph 7.1.1 of the scoping note mentions a car club as a possible mitigation measure. The transport statement should discuss the location of existing car club vehicles in the general vicinity of the site. It would be useful if you could show the locations of existing car club vehicles on a street map of the local area.

Paragraph 7.2.1 of the scoping note should discuss other mitigation measures such as Construction Management Plans, and financial contributions for highway works and pedestrian, cycling and environmental improvements for the local area.

I hope this helps.  
Regards  
Steve

Steve Cardno  
Principal Transport Planner

Telephone: 020 7974 8800

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**From:** Stéphane Pietrzak [mailto:Stephane.Pietrzak@ramboll.co.uk]  
**Sent:** 06 August 2014 16:29  
**To:** Cardno, Steve  
**Subject:** FW: Camden Sites - Kiln Place - Transport Assessment Scoping Note - for scope agreement

Dear Steve,

I've just been advised that Zoe Trower no longer works at Camden Council.

Back in December 2013, we submitted a short transport statement scoping note for her review and comments for the Kiln Place development, along with that of the Maitland Park project. While Zoe provided us with feedback with regard to Maitland Park (which I understand the planning application of which has been submitted to the Council), she never commented on Kiln Place.

Would it be possible to get feedback on the scoping note (attached)? We understand that the Client (also Camden Council) wants all planning documents submitted at the end of August, so I would be very grateful if I could get your thoughts at the earliest possible opportunity, preferably by the beginning of next week. I apologise for the short notice, the project was on hold for months and has just started again, hence the tight deadline.

I look forward to your reply.

Regards  
**Stéphane Pietrzak**



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Transport Planner

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---

**From:** Stéphane Pietrzak  
**Sent:** 06 August 2014 15:31  
**To:** 'Trower, Zoe'  
**Subject:** FW: Camden Sites - Kiln Place - Transport Assessment Scoping Note - for scope agreement

Zoe,

Following submission of our Transport Statement Scoping Note for Kiln Place in December last year, have you had a chance to review it?

I would be grateful if you could pass any feedback you might have on to me.

Regards  
**Stéphane Pietrzak**

MSc, MSc, AMICE, MTPS  
Transport Planner

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**From:** Stephane Pietrzak  
**Sent:** 20 December 2013 11:58  
**To:** 'zoe.trower@camden.gov.uk'  
**Cc:** 'Yolanda.Edwards@echarris.com'; 'Tim.Preston@echarris.com'; 'andrew.price@quod.com'; 'Julia.Farr@camden.gov.uk'; 'Colin.Barns@camden.gov.uk'; 'Fiona@peterbarberarchitects.com'; Colin Bath; Hilde Norddal  
**Subject:** Camden Sites - Kiln Place - Transport Assessment Scoping Note - for scope agreement

Dear Zoe,

As discussed at Wednesday's pre-application meeting, please find enclosed our proposed Transport Statement Scoping Note for Kiln Place, for scope agreement.

I look forward to your feedback and comments.

Regards  
**Stéphane Pietrzak**

MSc, MSc, AMICE, MTPS  
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## **APPENDIX 2: SITE VISIT PHOTOS**

**Oak Village**



**Access to Kiln Place from Oak Village 1**



**Access to Kiln Place from Oak Village 2**



**Access to Kiln Place from Grafton Terrace**



**Existing Parking within Kiln Place 1**



**Existing Parking within Kiln Place 2**



**Existing Parking within Kiln Place 3**



**Existing Parking within Kiln Place 4**



**Site Portacabins in the north of  
Kiln Place**



**Entrance to Gospel Oak Over-  
ground Station**



**Cycle Stands outside of Gospel Oak Station**





**Gospel Oak (Eastbound)  
Bus Stop with Real-Time  
Information**

