



**32 Lawn Road, Camden**  
Planning Application by  
Fairview Estates (Housing) Ltd  
**Transport Statement**  
**Volume 3**  
October 2014

**LAWN RD NW.3.**



**Fairview**  
NEW HOMES Ltd.



## Appendix D



<b>Project</b>	32 Lawn Road	<b>Reference</b>	47070607
<b>Subject</b>	Servicing Management Plan		
<b>Prepared by</b>	Richard Corbin, Assistant Transport Planner	<b>Date</b>	October 2014
<b>Reviewed by</b>	Colin Romain, Principal Transport Planner		
<b>Approved by</b>	Jonathan Crabb, Technical Director		

### **Introduction**

The Transport Statement prepared to accompany the planning application for the redevelopment of the 32 Lawn Road site provides details of the access and servicing arrangements which will be put in place, through the design of the scheme.

The purpose of this note is to provide further details regarding these management arrangements and to set this in the context of relevant policy guidance.

### **Background**

The site is located between Lawn Road to the west and Upper Park Road to the east, in the Gospel Oak area of Camden. The site covers approximately 0.25ha and includes a former car park building, now utilised as seven (part vacant) commercial units with undercroft car parking, and a former launderette more recently used as a community centre.

Until earlier this year, the London Borough of Camden (LBC) was the freehold owner of the site and in March 2014, LBC agreed the sale of the site to Fairview for redevelopment as housing.

### **Policy Context**

LBC Development Policy 20 ('DP20') relates to minimising the movement of goods and materials, and in particular, to reducing these movements by road. For the latter objective, the policy sets out a number of objectives for developments, once operational, including for them to:

- Be located close to the Transport for London Road Network (TLRN) or other Major Roads;
- Avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;
- Accommodate goods vehicles on site; and,
- Seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries

DP20 also recognises that for the effective management of servicing and deliveries, in terms of mitigating impact, Delivery and Servicing Management Plans will be required for developments likely to generate a significant need for the movement of goods and materials – when occupied.

Within Camden Planning Guidance 7 (Transport), Chapter 4 outlines how Delivery and Servicing Management Plans should be prepared and provides guidelines for servicing. The guidance states that *"loading and unloading for some developments can safely and appropriately take place on-street, depending on the nature of the street and the development"* and therefore implies that workable on-street servicing must be proven in any proposals.

In regards to waste collection, the guidance notes that the Council does not usually permit waste to be placed on the highway except in the case of residential developments comprising 6 or fewer dwellings. For larger residential developments, external storage for large waste containers is deemed acceptable. The guidance states that *“external storage should be at or near street level, and within 10 metres of a place suitable for a collection vehicle to stop.”*

The guidance also highlights the need to demonstrate that successful servicing of a proposed development can occur and, to this end, requires any proposals to provide swept path drawings, identifying turning areas and servicing bays where appropriate, and for pedestrian movement to not be impaired. Vertical clearance for large vehicles, allowing 3.5m is also recommended.

### **Proposed Delivery and Servicing Arrangements**

#### ***Deliveries***

As a residential development, the proposals are not anticipated to generate significant levels of deliveries, which may be expected to occur with other land uses such as commercial or industrial functions, including for example, the former use on the site.

Where deliveries are to be made to the site, it is anticipated that smaller vehicles (cars and vans) will be able to service the site from either Lawn Road or Upper Park Road. In the case of the former, vehicles will be able to utilise either the short stay pay & display car parking immediately to the north of the site on Lawn Road or depending on the time of day, would be able to utilise the single yellow lines areas to make a delivery.

For larger vehicles or where more time is required to unload / load a vehicle, it is suggested that vehicles can utilise Upper Park Road for this purpose as access to the residential units is also available from this location. Upper Park Road comprises an existing road, but is a cul de sac and only provides access to a small number of properties – most notably, Upper Park Road previously afforded access to the 32 Lawn Road site, including the basement car park.

Vehicles stopped for unloading / loading on Upper Park Road adjacent to the site should not therefore cause any obstruction or delay to other vehicles in this area and pedestrian movement will not be impeded. An existing turning head is provided at the northern end of Upper Park Road, which will allow vans and smaller HGVs to turn such as a 7.5t box van or a fire tender. Larger vehicles such as a pantechnicon or refuse vehicle would need to reverse into Upper Park Road from Garnett Road, allowing them to then re-join the highway in a forward gear, as recommended by LBC policy guidance.

Lastly, it should again be noted that the frequency of deliveries to a residential development of this nature, particularly in the form of larger vehicles, is expected to be quite infrequent.

Swept path analysis for a large car, 7.5t box van and fire tender manoeuvring on Upper Park Road is illustrated on the drawing provided with this note.

#### ***Refuse Servicing***

In line with the Camden Development Guidance for Delivery and Servicing Management Plans, all refuse storage will be within the building at ground floor level, with a separate area allocated for recycling material. Refuse servicing will take place from Upper Park Road, from a refuse collection point at the eastern edge of the site

Pre-application discussions between LBC and Fairview have identified that all refuse will be gathered by the site management company from three wheelie-bin stores and moved to the refuse collection point. As agreed by LBC, the refuse vehicle will reverse into Upper Park Road to a point at which the refuse collection point is no more than 10m from the vehicle.

The waste will be collected by the refuse collection team and the vehicle will be driven southbound (in a forward gear) to re-join the local road network. The collection of waste or recycling will not be expected to unduly impede vehicle movements in this area, and it is again noted that Upper Park Road comprises a short cul-de-sac. Pedestrian movement should not be impeded either, and movement along Upper Park Road between Garnett Road to the south and Lawn Road to the north (accessed by passing around the north-eastern corner of the site) will continue to be possible.

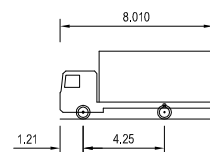
It is understood that refuse/recycling collections are scheduled to take place every Wednesday morning for Lawn Road – with waste or recycling collected at 7am or after.

Swept path analysis has been carried out to simulate the track of a refuse vehicle. Through pre-application discussions with LBC, it was established that the standard refuse vehicle used by Veolia – the borough's waste contractor – to service the area is a Mercedes Econic, which has the following dimensions:

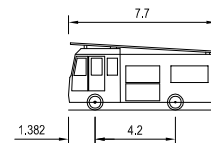
- Overall length: 9042mm
- Overall width: 2490mm
- Overall height: 3600mm

A virtual refuse vehicle of these dimensions was not available in the tracking software. As a result, the most similar vehicle was used in order to robustly assess the movement of a comparable refuse vehicle (which was 9040mm in length and 2500mm in width). The full tracking diagram and the dimensions for the refuse vehicle are included within this appendix.

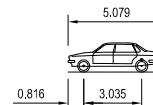
The vehicle is shown to be able to service the site satisfactorily, without crossing the kerbline. Furthermore, no height restrictions are present and therefore the required vertical clearance of 3.5m will be available.



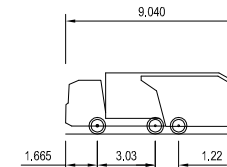
7.5t BOX VAN	
OVERALL LENGTH	8.010m
OVERALL WIDTH	2.100m
OVERALL BODY HEIGHT	3.556m
MIN BODY GROUND CLEARANCE	0.351m
TRACK WIDTH	2.064m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.400m



DENNIS SABRE FIRE TENDER (LWB)  
OVERALL LENGTH  
OVERALL WIDTH  
OVERALL BODY HEIGHT  
MIN BODY GROUND CLEARANCE  
TRACK WIDTH  
LOCK TO LOCK TIME  
KERB TO KERB TURNING RADIUS

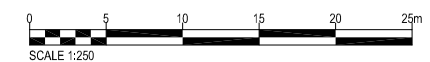


LARGE CAR (2006)	
OVERALL LENGTH	5.079m
OVERALL WIDTH	1.872m
OVERALL BODY HEIGHT	1.525m
MIN BODY GROUND CLEARANCE	0.310m
MAX TRACK WIDTH	1.831m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.900m



PHOENIX 2 HIGH CAPACITY TWIN PACK 15 (WITH ELITE 2 6 x 2ML CHASSIS)	
OVERALL LENGTH	9.040m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.205m
MIN BODY GROUND CLEARANCE	0.410m
TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.800m

### AUTOTRACK VEHICLE DETAILS



--	--	--

In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.





## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

## NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY DISCREPANCIES IN DIMENSIONS OR DETAILS ON OR BETWEEN THESE DRAWINGS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND / OR THE ENGINEER FOR CLARIFICATION.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. DO NOT SCALE THIS DRAWING.

## KEY

- |   |  |
|---|--|
|  | 7.5t BOX VAN 8.010m LONG                   |
|  | LARGE CAR 5.079m LONG                      |
|  | DENNIS SABRE FIRE TENDER (LWB) 7.700m LONG |
|  | REFUSE LORRY 9.040m LONG                   |

Revision Details:	By <i>Chen</i>	Date	Sup

FOR INFORMATION

Client 

Project Title

LAWN ROAD  
CAMDEN

ON STREET  
CAR PARKING  
VEHICLE TRACKING

Designed CM	Drawn JDC	Checked AnA	Approved JC	Date OCT 14
URS Internal Project No. 100015			Suitability	
Scale @ A1 1:250 AND 1:500 AT A3				

This document has been prepared in accordance with the scope of URS' appointment with its client and is subject to the terms of that appointment. URS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. Only written dimensions shall be used.

© URS Infrastructure & Environment UK Limited

URS Infrastructure & Environment UK Limited  
Scott House  
Allenton Link, Basingstoke  
Hampshire, RG21 7PP  
+44 (0)1256 310 200  
+44 (0)1256 310 201  
[www.ursglobal.com](http://www.ursglobal.com)

The URS logo consists of the letters 'URS' in a bold, blue, sans-serif font. The letters are slightly stylized, with the 'U' and 'R' having a modern, blocky appearance. The 'S' is also bold and blue, completing the company name.

Drawing Number	Rev
47070607-LR-SK-004	-

## Appendix E

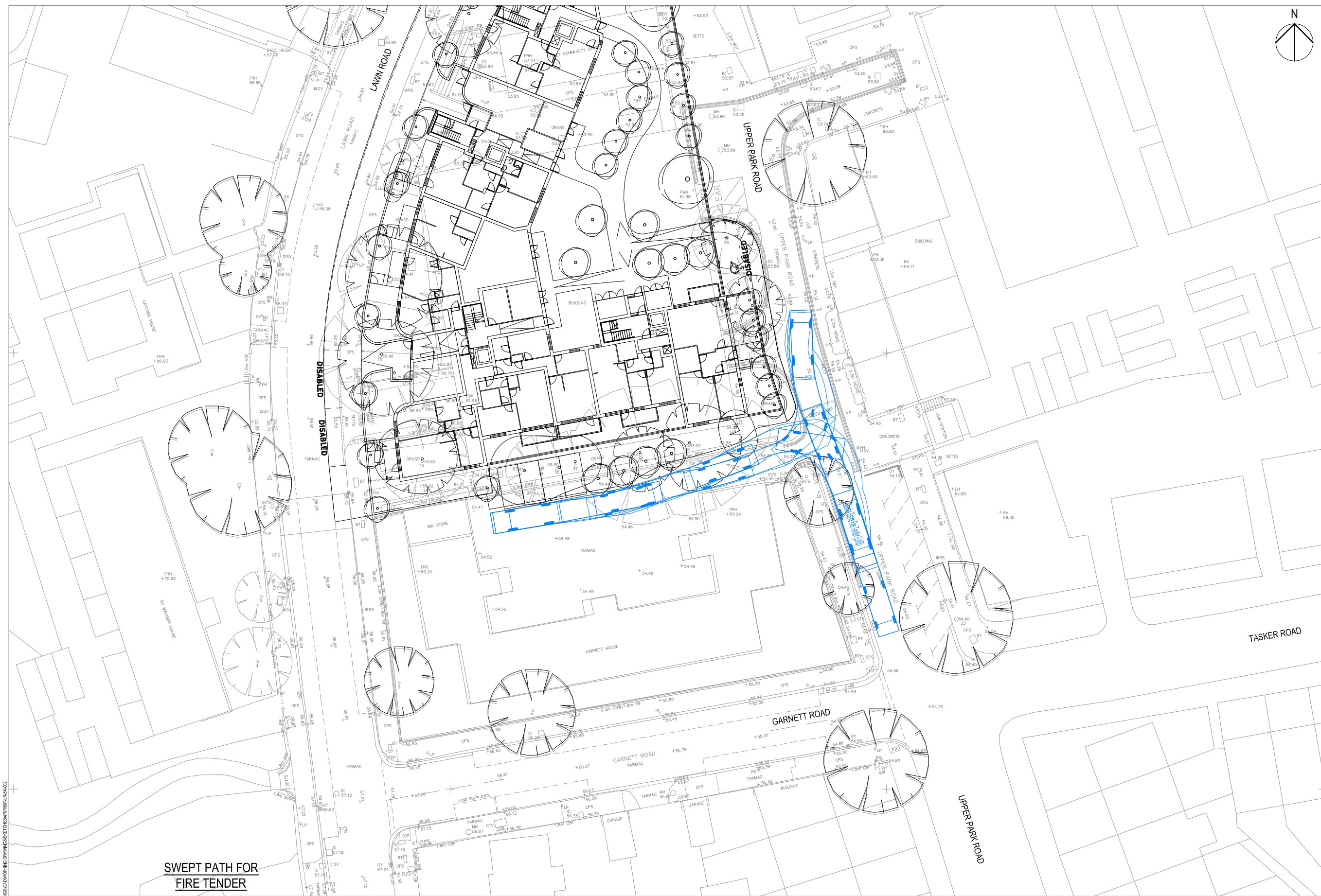




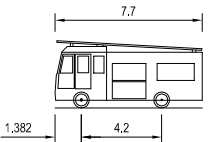
CONSTRUCTION RISKS		MAINTENANCE / CLEANING RISK		DEMOLITION RISKS	
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX					
This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES					
NOTES					
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.					
2. ANY DISCREPANCIES IN DIMENSIONS OR DETAILS ON OR BETWEEN THESE DRAWINGS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND / OR THE ENGINEER FOR CLARIFICATION.					
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.					
4. DO NOT SCALE THIS DRAWING.					
Revision Details					
By					
Check					
Date					
Sub					
Purpose of Issue					
FOR INFORMATION					
Client					
Fairview NEW HOMES Ltd.					
Project Title					
LAWN ROAD CAMDEN					
Drawing Title					
ON STREET CAR PARKING LAYOUT					
Designed CM		Drawn JDC		Checked AnA	
URS Internal Project No. 100015		Approved JC		Date OCT 14	
Scale @ A1 1:250 AND 1:500 AT A3		Subsidiary			
This document has been prepared in accordance with the scope of URS' appointment with its client and is subject to the terms of that appointment. URS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. Only written dimensions shall be used. © URS Infrastructure & Environment UK Limited					
URS Infrastructure & Environment UK Limited Scott House Alencon Link, Basingstoke Hampshire, RG21 7PP +44 (0)1256 310 200 +44 (0)1256 310 201 www.ursglobal.com					
Drawing Number					
47070607-LR-SK-003					
Rev					
-					



## Appendix F



SWEPT PATH FOR  
FIRE TENDER



DENNIS SABRE FIRE TENDER (LWB)  
OVERALL LENGTH 7.700m  
OVERALL WIDTH 2.430m  
OVERALL BODY HEIGHT 3.512m  
MIN BODY GROUND CLEARANCE 0.397m  
TRACK WIDTH 2.380m  
LOCK TO LOCK TIME 5.00s  
KERB TO KERB TURNING RADIUS 7.400m



CONSTRUCTION RISKS	MAINTENANCE / CLEANING RISK	DEMOLITION RISKS
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.		

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

- NOTES
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
  - ANY DISCREPANCIES IN DIMENSIONS OR DETAILS ON OR BETWEEN THESE DRAWINGS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND / OR THE ENGINEER FOR CLARIFICATION.
  - ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
  - DO NOT SCALE THIS DRAWING.

KEY

DENNIS SABRE FIRE TENDER (LWB) 7.700m LONG

ARCHITECTS LAYOUT REVISED	JC	30.10.14	A
Revision Details	By	Check	Date
Purpose of Issue	CR		Subt

## FOR INFORMATION

Client

Fairview  
NEW HOMES Ltd.

Project Title

LAWN ROAD  
CAMDEN

Drawing Title

GARNETT HOUSE  
FIRE ACCESS

Designed CM	Drawn JDC	Checked AnA	Approved JC	Date OCT 14
URS Internal Project No. 100015			Subsidiary	
Scale @ A1 1:250 AND 1:500 AT A3				

This document has been prepared in accordance with the scope of URS' appointment with its client and is subject to the terms of that appointment. URS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. Only written dimensions shall be used.  
© URS Infrastructure & Environment UK Limited

URS Infrastructure & Environment UK Limited  
Scott House  
Alcon Link, Basingstoke  
Hampshire, RG21 7PP  
+44 (0)1256 310 200  
+44 (0)1256 310 201  
www.ursglobal.com



Drawing Number 47070607-LR-SK-002	Rev A
--------------------------------------	----------

## Romain, Colin

---

**From:** GREGORY.PATTINSON@london-fire.gov.uk  
**Sent:** 30 October 2013 12:44  
**To:** masonS@rpsgroup.com  
**Subject:** RE: JNY8095 Lawn Road, Camden - Possible Improvements to Garnett House Access

Hello Simon,

The drawings provided indicate an improvement to the LFB vehicular access to Garnett House only and so will always be acceptable to the Brigade.

The proposed development will of course have to comply with the current building regulations and so I have no comment on that at this moment in time as I have no application information.

Regards.

Greg Pattinson (Pat) LLB  
Inspecting Officer  
Camden Fire Safety Team  
Office: 555 1200 34316  
Mobile : 07557800056

---

**From:** Simon Mason [<mailto:masonS@rpsgroup.com>]  
**Sent:** 23 October 2013 16:57  
**To:** PATTINSON, GREGORY  
**Cc:** Shelley Dix; John Braddon  
**Subject:** JNY8095 Lawn Road, Camden - Possible Improvements to Garnett House Access  
**Importance:** High

Afternoon Greg,

You previously met on with my colleague Shelley Dix at a site in Camden located adjacent to Garnett House (off Upper Park Road) back in April this year.

The meeting was held to identify any possible improvements that could be made to both the access and parking areas to Garnett House as part of a redevelopment of the site to the north, where the possibilities of widening to the access and reconfiguration of the parking along the northern boundary of Garnett House were discussed.

This scheme has started up again and we are looking to advise on what improvements could be made for access and operation by fire appliances as part of the neighbouring site redevelopment and duly attach a PDF copy of our drawing reference JNY8095-03 that shows how our development site boundary could be amended to provide a widened access (to 6.0m) into Garnett House, and a relocation of the existing four number echelon parking spaces along the Garnett House northern boundary to provide a suitable operating area for a fire appliance.

The area we have identified is approximately 5m from the face of the Garnett House building line and extends to a point 12.2m away from the building line that takes on board the dimensions as set out in Fire Safety Guidance Note number 29.

The attached improvements should be possible without significant impact on the development site, so in the first instance it would be very much appreciated if you could confirm that the attached improvements would be acceptable to you and London Fire Brigade.

Trust the above and attached is clear and satisfactory, should you have any queries or require any further information then please feel free to contact me,

Kind regards

Simon

---



**Simon Mason**  
**Senior Engineer - Infrastructure - RPS Planning & Development**

20 Western Avenue, Milton Park,  
Abingdon, Oxfordshire, OX14 4SH.  
United Kingdom

**Tel:** +44 (0) 1235 432 190  
**Fax:** +44 (0) 1235 834 698  
**Email:** [masonS@rpsgroup.com](mailto:masonS@rpsgroup.com)  
**www:** [www.rpsgroup.com](http://www.rpsgroup.com)

---

This e-mail message and any attached file is the property of the sender and is sent in confidence to the addressee only.

Internet communications are not secure and RPS is not responsible for their abuse by third parties, any alteration or corruption in transmission or for any loss or damage caused by a virus or by any other means.

RPS Planning and Development Limited, company number: 02947164 (England). Registered office: 20 Western Avenue Milton Park Abingdon Oxfordshire OX14 4SH.

RPS Group Plc web link: <http://www.rpsgroup.com>

## Appendix G

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20140209094041  
Description 20140209094041  
Run by user PTAL web application  
Date and time 02/09/2014 09:40

## Walk File Parameters

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

Coordinates: 527562, 185361

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FLEET ROAD THE STAG	C11	292.55	7.5	0.5	3.66	6.0	9.66	3.11	1.55



BUS	HAVERSTOCK H DOWNSIDE CR	168	473.97	9.0	0.5	5.92	5.33	11.26	2.66	1.33
BUS	FLEET ROAD THE STAG	46	292.55	6.0	0.5	3.66	7.0	10.66	2.82	1.41
BUS	FLEET ROAD THE STAG	24	292.55	12.0	1.0	3.66	4.5	8.16	3.68	3.68
LU LRT	Belsize Park	Northern Line Edgware to Morden	610.76	8.3	0.5	7.63	4.36	12.0	2.5	1.25
LU LRT	Belsize Park	Northern Line Kennington to Edgware	610.76	5.0	0.5	7.63	6.75	14.38	2.09	1.04
LU LRT	Belsize Park	Northern Line Edgware to Morden	610.76	9.7	1.0	7.63	3.84	11.48	2.61	2.61
NATIONAL_RAIL	HAMPSTEAD HEATH	RICHMOND to STRATFORD	732.91	4.0	1.0	9.16	8.25	17.41	1.72	1.72
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	855.45	4.0	0.5	10.69	8.25	18.94	1.58	0.79
NATIONAL_RAIL	HAMPSTEAD HEATH	CLAPHAM JUNCTION to STRATFORD	732.91	2.0	0.5	9.16	15.75	24.91	1.2	0.6

Total AI for this POI is 15.98.

PTAL Rating is 4.

# PTAI Study Report File Summary

## PTAI Run Parameters

PTAI Run 20141710154611  
Description 20141710154611  
Run by user PTAL web application  
Date and time 17/10/2014 15:46

## Walk File Parameters

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

Coordinates: 527561, 185391

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FLEET ROAD THE STAG	C11	62.1	7.5	0.5	0.78	6.0	6.78	4.43	2.21

BUS	SOUTH END GREEN	168	332.22	9.0	0.5	4.15	5.33	9.49	3.16	1.58
BUS	FLEET ROAD THE STAG	46	62.1	6.0	0.5	0.78	7.0	7.78	3.86	1.93
BUS	FLEET ROAD THE STAG	24	62.1	12.0	1.0	0.78	4.5	5.28	5.69	5.69
LU LRT	Belsize Park	Northern Line Edgware to Morden	582.17	8.3	0.5	7.28	4.36	11.64	2.58	1.29
LU LRT	Belsize Park	Northern Line Kennington to Edgware	582.17	5.0	0.5	7.28	6.75	14.03	2.14	1.07
LU LRT	Belsize Park	Northern Line Edgware to Morden	582.17	9.7	1.0	7.28	3.84	11.12	2.7	2.7
NATIONAL_RAIL	HAMPSTEAD HEATH	RICHMOND to STRATFORD	502.46	4.0	1.0	6.28	8.25	14.53	2.06	2.06
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	833.93	4.0	0.5	10.42	8.25	18.67	1.61	0.8
NATIONAL_RAIL	HAMPSTEAD HEATH	CLAPHAM JUNCTION to STRATFORD	502.46	2.0	0.5	6.28	15.75	22.03	1.36	0.68

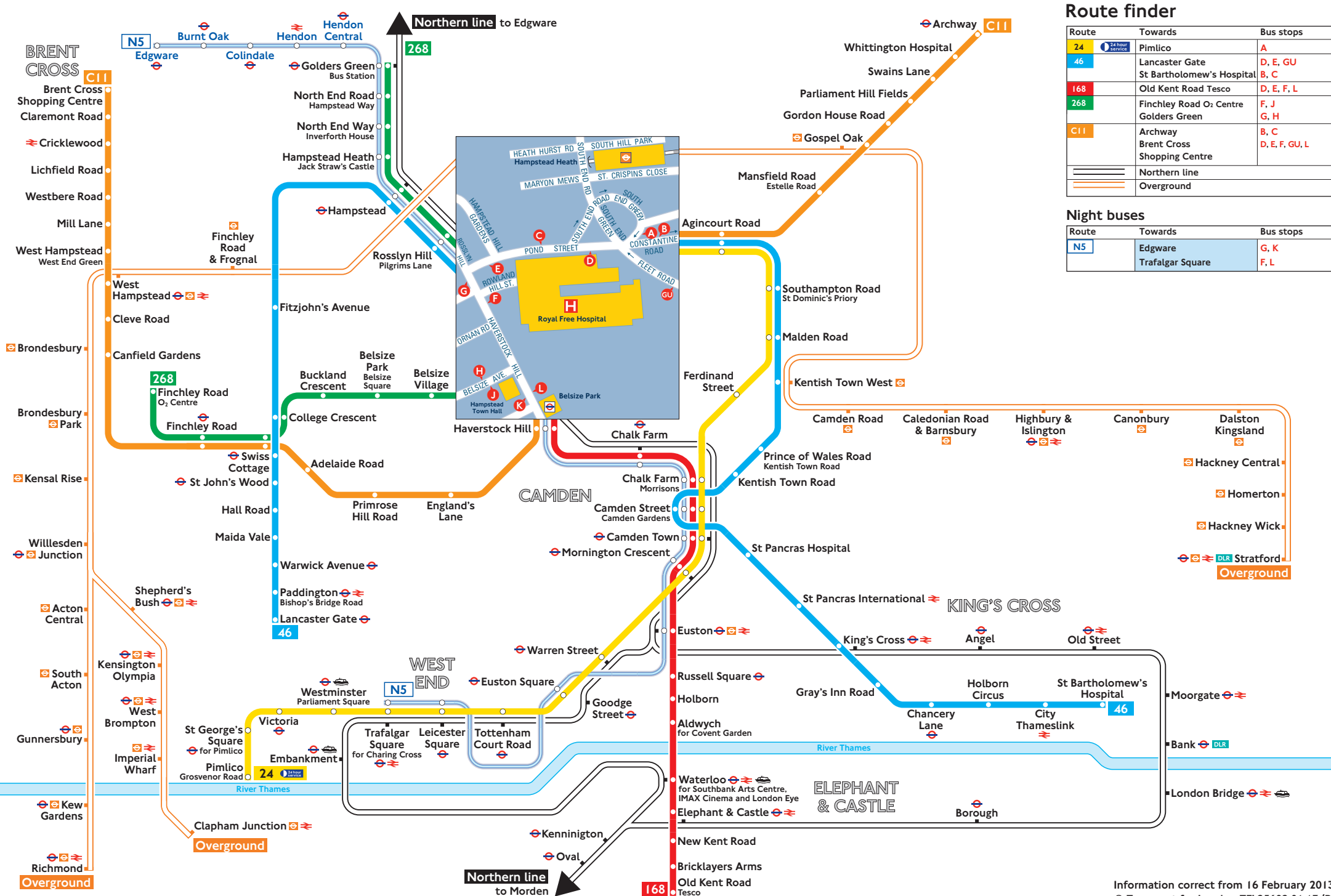
Total AI for this POI is 20.01.

PTAL Rating is 5.



## Appendix H

# Buses, Tube and trains from Royal Free Hospital (Hampstead Heath)

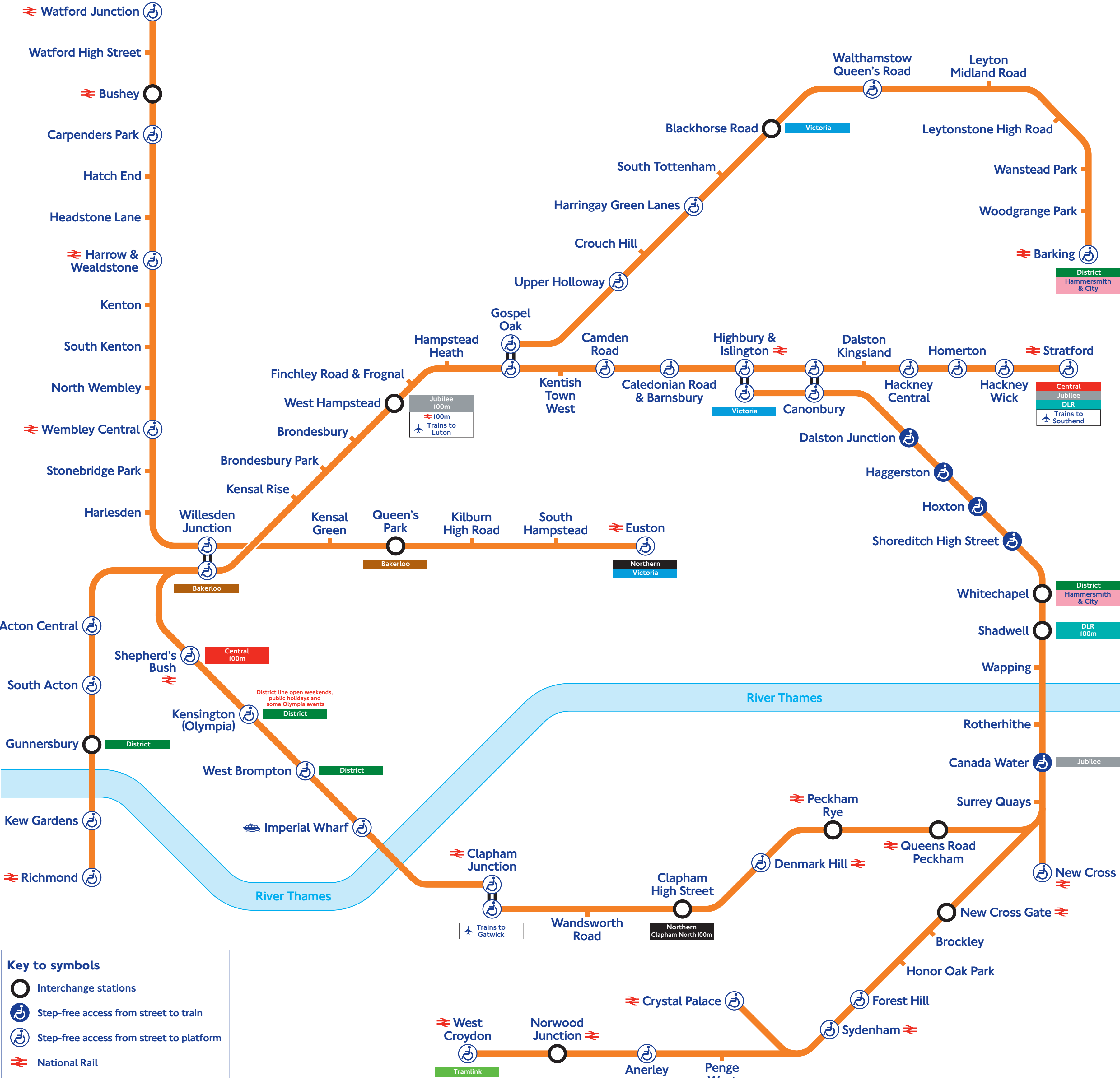


Route finder		
Route	Towards	Bus stops
24	Pimlico	A
46	Lancaster Gate St Bartholomew's Hospital	D, E, GU B, C
168	Old Kent Road Tesco	D, E, F, L
268	Finchley Road O2 Centre Golders Green	F, J G, H
C11	Archway Brent Cross Shopping Centre	B, C D, E, F, GU, L
Northern line		
Overground		

Night buses		
Route	Towards	Bus stops
N5	Edgware Trafalgar Square	G, K F, L

## Appendix I

# London Overground



Correct at time of going to print 12.2013



## Appendix J





**32 Lawn Road**

**Travel Plan  
Statement**

Prepared for:  
Fairview Estates (Housing)  
Ltd

UNITED  
KINGDOM &  
IRELAND



REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
1	October 2014	Final	<b>Richard Corbin</b> Assistant Transport Planner	<b>Colin Romain</b> Principal Transport Planner	<b>Jonathan Crabb</b> Technical Director Head of Transport Planning for Development - South

# **URS Infrastructure & Environment UK Limited**

Scott House  
 Alençon Link  
 Basingstoke  
 Hampshire  
 RG21 7PP

## **TRAVEL PLAN STATEMENT**

October 2014

## Limitations

URS Infrastructure & Environment UK Limited ("URS") has prepared this report for the use of **Fairview Estates (Housing) Ltd** ("Client") in accordance with the Agreement under which our services were performed. No other warranty, expressed or implied, is made as to the professional advice included in this Report or any other services provided by URS.

Where the conclusions and recommendations contained in this report are based upon information provided by others it is upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by URS has not been independently verified by URS, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by URS in providing its services are outlined in this Report. The work described in this Report is based on the conditions encountered and the information available. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

Certain statements made in the Report that are not historical facts may constitute estimates, projections or other forward-looking statements and even though they are based on reasonable assumptions as of the date of the Report, such forward-looking statements by their nature involve risks and uncertainties.

## Copyright

© This Report is the copyright of URS Infrastructure & Environment UK Limited. Any unauthorised reproduction or usage by any person other than the addressee is strictly prohibited.

## TABLE OF CONTENTS

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Background .....	1
1.2	What is a Travel Plan Statement? .....	1
1.3	Travel Plan Statement Benefits .....	1
1.4	Structure of the Document .....	2
<b>2</b>	<b>POLICY FRAMEWORK .....</b>	<b>3</b>
2.1	Introduction .....	3
2.2	National Policy Context.....	3
2.3	Regional Policy Context.....	4
2.4	Local Policy Context.....	5
2.5	Best Practice Guidance.....	6
<b>3</b>	<b>DEVELOPMENT CONTEXT .....</b>	<b>7</b>
3.1	Development Site.....	7
3.2	Development Proposals .....	7
<b>4</b>	<b>SITE ACCESSIBILITY.....</b>	<b>8</b>
4.1	Context.....	8
4.2	Walking .....	8
4.3	Cycling .....	9
4.4	Bus .....	9
4.5	London Underground .....	10
4.6	London Overground .....	11
4.7	National Rail and Crossrail .....	12
4.8	Car Club .....	13
4.9	Local Services and Amenities .....	13
4.10	Summary.....	14
<b>5</b>	<b>AIMS AND OBJECTIVES .....</b>	<b>15</b>
<b>6</b>	<b>TRAVEL PLANNING MEASURES .....</b>	<b>16</b>
6.1	Introduction .....	16
6.2	Measures to Encourage Walking .....	16
6.3	Measures to Encourage Cycling .....	16
6.4	Measures to Encourage Public Transport .....	17
6.5	Car Parking.....	17
6.6	Car Club .....	17
6.7	Marketing and Promotion .....	17
6.8	Freight Movement of Goods and Vehicles .....	17
<b>7</b>	<b>MONITORING AND MANAGEMENT STRATEGY.....</b>	<b>18</b>

7.1	Introduction .....	18
7.2	Monitoring .....	18
7.3	Management .....	19
8	<b>SUMMARY</b> .....	<b>20</b>



# 1 INTRODUCTION

## 1.1 Background

- 1.1.1 This Travel Plan Statement (TPS) has been prepared by URS on behalf of Fairview Estates (Housing) Ltd ('Fairview'). It accompanies an application for full planning permission for a residential development at 32 Lawn Road, Camden, NW3.
- 1.1.2 The proposed development comprises a building of 5-7 storeys containing 73 apartments of mixed size and set within landscaped grounds. This includes a central landscaped courtyard fronting Upper Park Road and gardens along the Lawn Road frontage.
- 1.1.3 The site is located within the Belsize Park / Gospel Oak area of NW3, between Lawn Road to the west and Upper Park Road to the east, south of the junction with Fleet Road. The site covers approximately 0.25ha and currently contains two existing buildings. These comprise a former car park building, now utilised as seven (part vacant) commercial units with undercroft car parking, and a former launderette most recently used as a community centre. A site location plan is provided at **FIGURE 1.1**.
- 1.1.4 Until earlier this year, the London Borough of Camden (LBC) was the freehold owner of the site. In 2012, the Council resolved to sell the site as part of its Community Investment Programme, intended to raise funds for investment in Camden's schools, homes and community facilities through the sale of underutilised Council assets. In March 2014, the Council agreed the sale of the site to Fairview for redevelopment as housing.
- 1.1.5 The development that is subject to the planning application has been subject to considerable pre-application discussion with Council officers, local representatives and the community.

## 1.2 What is a Travel Plan Statement?

- 1.2.1 A Travel Plan Statement seeks to set out a framework for, and strategy by which, sustainable travel will be encouraged and enhanced for users of the site. This TPS is therefore an essential component in demonstrating Fairview's commitment to minimising the impact of the development on the local transport network by encouraging the considered use of transport by residents of the site.
- 1.2.2 The key focus of the TPS is to identify positive measures and initiatives to encourage the use of more sustainable travel modes, to reduce the need to travel in the first instance and to promote the use of car clubs where travel by private motor vehicle is required.
- 1.2.3 As the proposed development is residential in nature, this TPS primarily focuses on residents whilst also attempting to influence other users travelling to and from the site – such as visitors. The TPS also draws on the findings of the supporting Transport Statement, which was prepared by URS and is submitted in support of the planning application.

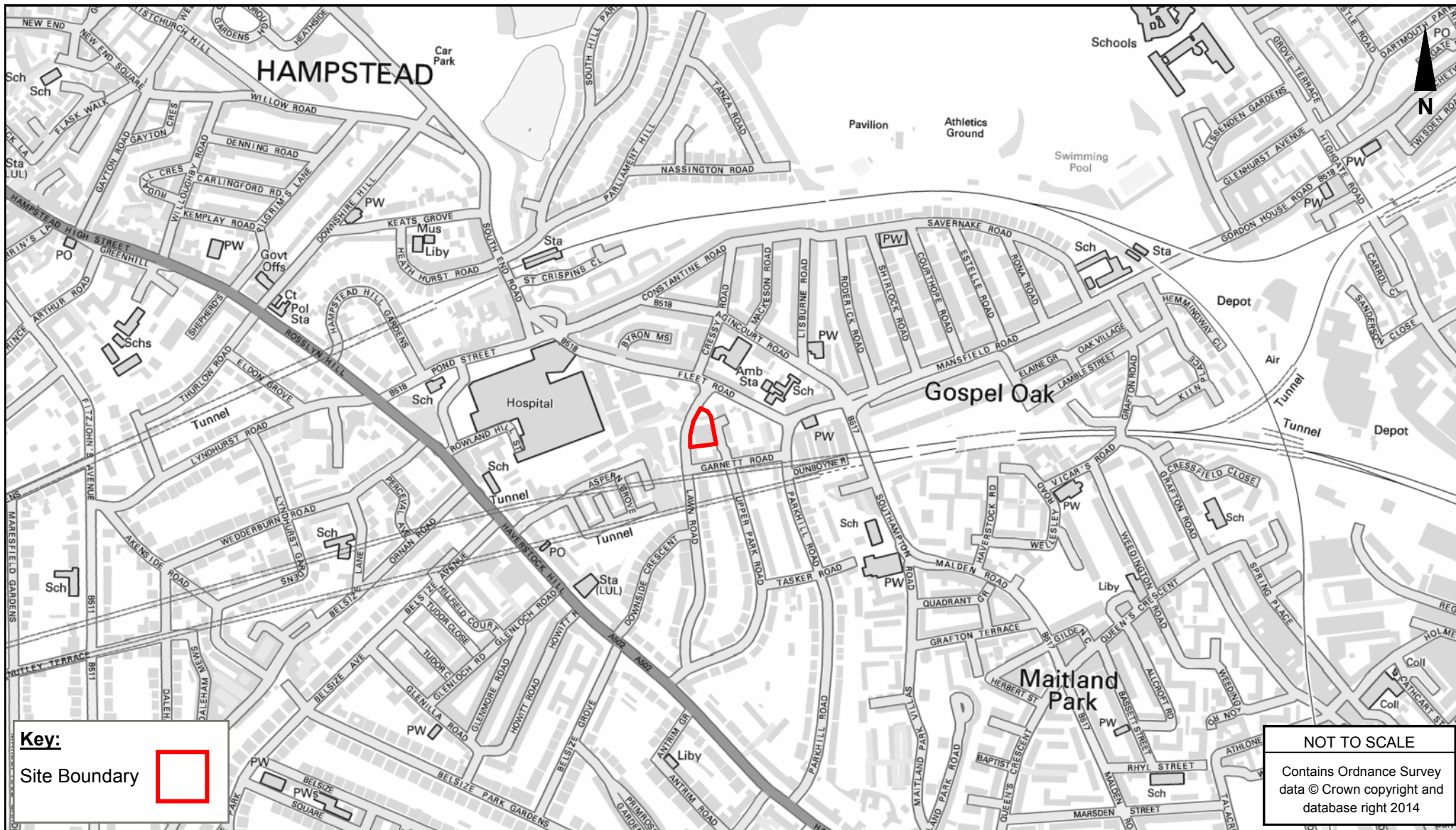
## 1.3 Travel Plan Statement Benefits

- 1.3.1 Fairview is keen to ensure that the Lawn Road site provides the appropriate conditions, and support, to ensure that all forms of movement to and from the development are encouraged to occur in a manner that is sustainable.
- 1.3.2 This is to ensure that residents and other users of the site, such as visitors, can realise the following benefits both in the short and longer term:

- Improved travel choices and access to key facilities;
- Opportunities for active, healthy travel; and,
- Local environmental improvements from reduced congestion, pollution and noise.

## **1.4 Structure of the Document**

- 1.4.1 In developing a strategy for Lawn Road, the first half of this document outlines the context for the application site, specifically outlining the development proposals, relevant policy guidelines and the existing travel conditions in relation to off-site infrastructure.
- 1.4.2 The second half of the document builds on the above, to outline the aims and objectives for the TPS. A strategy is presented which describes how the aims and objectives will be met, which includes utilising positive measures. The strategy is therefore designed to encourage sustainable means of travel to and from the site.



Site Location Plan

**Fairview**  
NEW HOMES Ltd.

Figure 1.1

**URS**

## 2 POLICY FRAMEWORK

### 2.1 Introduction

2.1.1 A review of relevant planning policy documents has been undertaken with a view to establishing the context for redeveloping the proposed site. A brief commentary of each document is provided in this section, including:

- National Planning Policy Framework (March 2012)
- The London Plan (GLA) (July 2011 and revised early minor alterations October 2013)
- Mayor's Transport Strategy (GLA) (May 2010)
- Camden Core Strategy (LBC) (November 2010)
- Camden Development Policies (November 2010)
- Delivering Travel Plans through the Planning Process (DfT, 2009)
- Travel Planning Guidance (TfL, 2013)

### 2.2 National Policy Context

#### National Planning Policy Framework (March 2012)

2.2.1 In March 2012, the Department for Communities and Local Government (DCLG) produced its 'National Planning Policy Framework' which has replaced national policy for transport, as previously set out in PPG13, and other Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).

2.2.2 In terms of transport, the document has the following two objectives:

- To facilitate economic growth by taking a positive approach to planning for development
- To support reductions in greenhouse gas emissions and congestion, and promote accessibility through planning for the location and mix of development

2.2.3 Additionally, the document states that planning policies and decisions should consider whether:

- The opportunities 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
- Improvements can be undertaken within the transport network that limit the significant impacts of the development in a cost-effective manner. Subject to those considerations, development should not be prevented or refused on transport grounds unless the residual impacts of development are severe, and the need to encourage increased delivery of homes and sustainable economic development should be taken into account

## 2.3 Regional Policy Context

### The London Plan (July 2011 and revised early minor alterations October 2013)

- 2.3.1 The London Plan represents the Mayor's spatial development strategy for London, the latest version of which was published in July 2011. The over-arching vision of the London Plan is that up to 2031 and beyond, *"London should excel amongst global cities; expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21<sup>st</sup> Century"*.
- 2.3.2 This vision will be led by six objectives, with an efficient and effective transport system which actively encourages more walking and cycling, being one of these. The Plan recognises the Mayor's commitment to encouraging cycling and walking as sustainable modes of transport, along with improvements in public transport. Furthermore, the document states that delivery of the Mayor's Transport Strategy (discussed below) is essential to achieving the aims and objectives of the London Plan.
- 2.3.3 Policy 6.1 (Strategic Approach) of the London Plan states that the Mayor will work with all relevant partners to encourage the closer integration of transport and development by (amongst others):
- Encouraging patterns and nodes of development that reduce the need to travel, especially by car
  - Supporting development that generates high levels of trips at locations with high public transport accessibility
  - Supporting measures that encourage shifts to more sustainable modes and appropriate demand management

### Mayor's Transport Strategy (May 2010)

- 2.3.4 The Mayor's Transport Strategy (MTS) is a statutory document that sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners will deliver the overall vision:
- *"London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport challenges of the 21<sup>st</sup> century"*
- 2.3.5 The document states that achieving this vision will require a transport system with enhanced capacity and connectivity that - is efficient and integrated; encourages mode shift to cycling, walking and public transport; is accessible and fair to users; offers value to money; contributes to improving quality of life and the environment; and offers improved opportunities for all Londoners.
- 2.3.6 A set of key challenges are identified within the document, with the more relevant transport challenges including:
- Improving transport connectivity;
  - Delivering an efficient and effective transport system for people and goods;
  - Improving air quality;



- Improving road safety; and,
- Improving public transport safety.

2.3.7 It is noted that the strategy encourages transport assessment work alongside travel plan work, so that information regarding the available travel choices for walking, cycling and using public transport can be set within the context of the existing site, as well as the proposed development scheme and therefore the proposed end users of the site. The Transport Statement and this TPS have been prepared in this manner and should duly respond to one another.

## 2.4 Local Policy Context

### Camden Core Strategy (November 2010)

2.4.1 The Camden Core Strategy is a statutory planning document which outlines the intentions for the Borough up to 2025. The strategy presents the challenges facing the borough and the vision and objectives intended to overcome these challenges.

2.4.2 One of the challenges facing the borough is to improve transport. Although Camden has among the best levels of transport accessibility in the country, it is recognised that a rising population and increasing levels of employment in the borough may lead to capacity problems. To reduce reliance on the road network, LBC wants to *“promote travel that is easy, safe, healthy and does not harm [the] local environment or contribute to climate change.”*

2.4.3 To address this challenge, the third strategic objective intends to deliver *“a connected Camden community where people live healthy, active lives.”* The borough intends to encourage greater levels of walking and cycling at the expense of motorised road traffic. Furthermore, LBC aim to promote new and improved transport links.

2.4.4 Specifically, policy ‘Core Strategy 11’ (CS11) relates to ‘Promoting sustainable and efficient travel’. This recognises that significant congestion is present on the borough’s road and public transport networks. Various approaches will be pursued by LBC to remedy the situation, including *“minimising provision for private parking in new developments”* through the use of *“car-free developments in the borough’s most accessible locations.”*

### Camden Development Policies (November 2010)

2.4.5 To supplement the Camden Core Strategy, LBC has published the Camden Development Policies. This document provides detailed planning policies which are used when deciding planning applications for sites within the borough.

2.4.6 For instance, ‘Development Policy 18’ (DP18) provides additional information regarding LBC’s approach to car-free development, including the rationale for adopting this strategy, as follows:

- Freeing space on a site from car parking allows additional housing, community facilities, play areas, amenity space and cycle parking;
- Additional development is enabled where car parking provision would otherwise not be acceptable due to traffic congestion problems and on-street parking stress; and
- Assists with promoting alternative, more sustainable forms of transport than the private motor vehicle.

## 2.5 Best Practice Guidance

### **Delivering Travel Plans through the Planning Process (DfT, 2009)**

- 2.5.1 This document was published in April 2009 and sets out the role the planning process can play in securing an effective Travel Plan, which minimises the impact of development on transport infrastructure and assists in reducing CO<sub>2</sub>. In particular, it highlights that the key to a robust Travel Plan, is the development of a clear and integrated framework together with an explicit relationship between the Travel Plan and the development site.
- 2.5.2 In delivering a successful Travel Plan, the document highlights the importance of involving all parties who are likely to influence the strategy, to ensure that the document is an important part of the development delivery.
- 2.5.3 Finally, the document outlines that Travel Plans need to be 'living documents', which are updated to ensure that they remain effective and relevant.

### **Travel Planning Guidance (TfL, 2013)**

- 2.5.4 This guidance, published in 2013, supersedes that previously published in 2011 entitled 'Travel Planning for New Development in London'.
- 2.5.5 The guidance defines what a travel plan is, the benefits which can be realised through its implementation, when a travel plan is required to support a planning application and the necessary content for a travel plan.
- 2.5.6 This Travel Plan Statement has therefore been prepared in line with the objectives and principles laid out within the TfL guidance.

### 3 DEVELOPMENT CONTEXT

#### 3.1 Development Site

- 3.1.1 The Lawn Road application site is situated within the Belsize Park / Gospel Oak area, within the London Borough of Camden. The site is broadly enclosed by Lawn Road to the north and west, an adjacent building – Garnett House – to the south, and Upper Park Road to the east.
- 3.1.2 The surrounding built environment is predominantly residential in character with a mix of late 19<sup>th</sup> Century housing, inter-war private housing and later local authority housing, interspersed with commercial and retail land uses.

#### 3.2 Development Proposals

- 3.2.1 As highlighted in the introduction, the final form of the proposed development will comprise 73 residential units of mixed size, and as such the Travel Plan Statement has been developed to reflect this.
- 3.2.2 In line with Camden Development Policy DP18, the proposed development will be car-free and therefore operating within the policy aims of addressing traffic congestion in the borough and encouraging people to use more sustainable modes of travel. Disabled parking will be provided, also to comply with DP18, in the form of 4 disabled parking bays (3 along Lawn Road and 1 off Upper Park Road).
- 3.2.3 A total of 90 secure cycle parking spaces will be provided at the development, conforming to the cycle parking standards outlined in the London Plan and reflecting the mix and quantity of residential units. This level of cycle parking is therefore compliant with relevant policy and is deemed by the GLA to meet the needs of residents and visitors associated with the proposed development.
- 3.2.4 Residents' access to the building will be via four entrances and circulation cores, three on Lawn Road and one on Upper Park Road. There will be other secondary entrances to individual apartments around the building.
- 3.2.5 All refuse storage will be within the building at ground floor level, with a separate area allocated for recycling material. Refuse servicing will take place from Upper Park Road, from a refuse collection point at the eastern edge of the site within the communal garden area.
- 3.2.6 Further detail regarding the car parking, cycle parking, and access and servicing – along with the relevant plans and drawings – is available in the accompanying Transport Statement.

## 4 SITE ACCESSIBILITY

### 4.1 Context

- 4.1.1 This section of the travel plan statement, in line with the TS, provides a review of information regarding the site's accessibility, and public transport availability which will serve residents and visitors of the proposed development.
- 4.1.2 The Camden Core Strategy (2010) notes that, within Camden, "cycling has increased dramatically over the last decade" and "walking accounts for nearly half of the journeys taken by Camden residents." Furthermore, it states that "56% of Camden households have no access to a car or van."
- 4.1.3 According to TfL's online planning information database tool, the site has a PTAL (Public Transport Accessibility Level) of 4, taken at the centre point of the application site. The PTAL rating of 4 is equivalent to 'Good' accessibility.
- 4.1.4 While the majority of the site also returns a PTAL rating of 4, the northern end of the site (approximately where the community centre is currently located) returns a PTAL rating of 5, equivalent to "Very Good" accessibility.
- 4.1.5 As such, it is clear that the site benefits from a high level of accessibility to public transport modes and sits on the threshold between good and very good access to services in the area, based on calculated distances to access points such as bus stops and stations, and the available services at these locations.
- 4.1.6 **FIGURE 4.1** illustrates the opportunities for sustainable travel in proximity of the site in regards to walking, cycling and public transport. Further information is provided on each of these modes within this chapter. Consideration is also given to the availability of local services and amenities.

### 4.2 Walking

- 4.2.1 Footways are present on both sides of Lawn Road for its entire length, and footways exist for the majority of the surrounding streets. Pedestrian movements are therefore mostly segregated from vehicular traffic throughout the local area.
- 4.2.2 Shops and other local amenities are present in the vicinity of both Belsize Park and Hampstead Heath stations, and are therefore also served by the local network of footways.
- 4.2.3 Landscape features such as railway lines, roads and waterways have the potential to cause severance and restrict pedestrian movement. In the vicinity of the site, infrastructure is in place to overcome these barriers as follows:
- To the north, zebra crossings allow pedestrians to cross both Fleet Road and the B518 road. South End Road provides a bridge over the North London Line railway line.
  - To the east, pelican crossings are in place on all arms of the B517 / B518 crossroads, facilitating movement across this junction.
  - To the south, pedestrian crossing islands exist at the south-western end of Upper Park Road, in the middle of the A502 Haverstock Hill carriageway, to allow pedestrians to cross this road in two phases when necessary.

- To the west of the Garnett Road / Lawn Road junction, a footpath exists through green space connecting to Woodland Walk / Aspern Grove and providing onward access to shops on the A502 Haverstock Hill, as well as Belsize Park station.

4.2.4 For recreational walking, Hampstead Heath, Primrose Hill, Regent's Park and Regent's Canal are all accessible; therefore offering attractive walking routes.

### 4.3 Cycling

4.3.1 In the vicinity of the site, the local road network permits cycling to nearby destinations. Further afield, cycle routes are present in Hampstead Heath and Regent's Park, and the Regent's Canal Towpath is designated as a combined foot and cycleway for much of its route (cycling is permitted on the towpath, although pedestrians have priority). Cycling to Central London (Zone 1) from the application site is estimated to take approximately 40 minutes.

4.3.2 Hampstead Heath London Overground station includes covered bicycle parking stands on Platform 2, which can accommodate up to 10 bicycles. Additional bicycle parking is available on South End Road, outside the station entrance, where stands are also present.

4.3.3 Camden stands and Sheffield stands are also present in the vicinity of Belsize Park London Underground station, alongside the A502 Haverstock Hill.

### 4.4 Bus

4.4.1 The nearest bus stops are located at Fleet Road and Agincourt Road, approximately 150m to 300m north of the site, and are named 'Fleet Road (Stop GU)' and 'Cressy Road' respectively.

4.4.2 Three bus routes call at this pair of bus stops as presented in **TABLE 4.1**.

**TABLE 4.1: Bus Services at Fleet Road / Agincourt Road**

Bus Stop Pair	Service	Locations Served	Weekday Frequency	Saturday Frequency	Sunday Frequency
Fleet Road (Stop GU) / Cressy Road	24	Hampstead Heath, Camden Town, Mornington Crescent, Warren Street, Tottenham Court Road, Leicester Square, Trafalgar Square, Westminster, Victoria, Grosvenor Road	Every 4-8 minutes (06:00 to 20:00)	Every 6-10 minutes (08:00 to 19:00)	Every 6-10 minutes (08:00 to 18:00)
	46	Holborn, Kings Cross, Camden, Kentish Town, Hampstead, Swiss Cottage, St. John's Wood, Maida Vale, Paddington	Every 6-12 minutes (08:00 to 20:00)	Every 10-11 minutes (10:00 to 18:00)	Every 15 minutes (09:00 to 20:00)
	C11	Brent Cross, Cricklewood, West Hampstead, Finchley Road, Swiss Cottage, Belsize Park, Gospel Oak, Archway	Every 6-10 minutes (07:00 to 21:00)	Every 7-10 minutes (09:00 to 20:00)	Every 12-13 minutes (10:00 to 18:00)

N.B. Services run beyond the times shown in the table above; these have been selected to represent the likely core hours of travel for residents / visitors associated with the proposed development

4.4.3 Two additional bus services are available at the A502 Haverstock Hill bus stops, located approximately 400m away at the south-western end of Upper Park Road. The C11 also calls at this bus stop pair. Further detail regarding these bus services is provided in **TABLE 4.2**.



**TABLE 4.2: Additional bus services at A502 Haverstock Hill**

Bus Stop Pair	Service	Locations Served	Weekday Frequency	Saturday Frequency	Sunday Frequency
Upper Park Road (on A502 Haverstock Hill)	168	Old Kent Road, Elephant & Castle, Waterloo, Holborn, Euston, Mornington Crescent, Camden Town, Chalk Farm, Belsize Park, South End Green	Every 5-7 minutes (07:00 to 19:00)	Every 6-8 minutes (08:00 to 19:00)	Every 8-11 minutes (07:00 to 23:59)
	C11	Brent Cross, Cricklewood, West Hampstead, Finchley Road, Swiss Cottage, Belsize Park, Gospel Oak, Archway	Every 6-10 minutes (07:00 to 21:00)	Every 7-10 minutes (09:00 to 20:00)	Every 12-13 minutes (10:00 to 18:00)
	N5	Leicester Square, Tottenham Court Road, Euston, Mornington Crescent, Camden Town, Chalk Farm, Belsize Park, Golders Green, Hendon, Colindale, Burnt Oak, Edgware	Every 15 minutes (01:00 to 05:00)	Every 10 minutes (01:00 to 05:00)	Every 10 minutes (01:00 to 05:00)

N.B. Services run beyond the times shown in the table above; these have been selected to represent the likely core hours of travel for residents / visitors associated with the proposed development

## 4.5 London Underground

- 4.5.1 Belsize Park station is the nearest point of access to the London Underground network and is served by the Northern Line (Edgware branch). The station is a 500m walk (6¼ minutes) from the application site.
- 4.5.2 Travel times to other stations on the Northern Line, within Travelcard Zones 1 & 2 and including interchanges, are shown in **TABLE 4.3**.

**TABLE 4.3: Travel times from Belsize Park to Northern Line stations within Zones 1 & 2**

Branch	Station	Travel Time	Interchange(s)
Charing Cross	Euston	8 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Overground</li> <li>London Underground (Victoria line)</li> </ul>
Bank	King's Cross	10 mins	<ul style="list-style-type: none"> <li>High Speed 1 / Eurostar</li> <li>National Rail</li> <li>London Underground (Circle, Hammersmith &amp; City, Metropolitan, Piccadilly, Victoria lines)</li> </ul>
Charing Cross	Warren Street	11 mins	<ul style="list-style-type: none"> <li>London Underground (Victoria line)</li> </ul>
Charing Cross	Tottenham Court Road	13 mins	<ul style="list-style-type: none"> <li>London Underground (Central line)</li> </ul>
Charing Cross	Leicester Square	15 mins	<ul style="list-style-type: none"> <li>London Underground (Piccadilly line)</li> </ul>
Charing Cross	Charing Cross	16 mins	<ul style="list-style-type: none"> <li>London Underground (Bakerloo line)</li> </ul>
Bank	Old Street	16 mins	<ul style="list-style-type: none"> <li>National Rail</li> </ul>
Bank	Moorgate	17 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Underground (Circle, Hammersmith &amp; City, Metropolitan lines)</li> </ul>
Charing Cross	Waterloo	19 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Underground (Bakerloo, Jubilee, Waterloo &amp; City lines)</li> </ul>
Bank	Bank	19 mins	<ul style="list-style-type: none"> <li>London Underground (Central, Circle, District, Waterloo &amp; City lines)</li> <li>Docklands Light Railway</li> </ul>
Bank	London Bridge	21 mins	<ul style="list-style-type: none"> <li>National Rail</li> <li>London Underground (Jubilee line)</li> </ul>
Bank	Elephant & Castle	25 mins	<ul style="list-style-type: none"> <li>London Underground (Bakerloo line)</li> </ul>
Charing Cross	Stockwell	33 mins	<ul style="list-style-type: none"> <li>London Underground (Victoria line)</li> </ul>
Charing Cross	Clapham North	34 mins	<ul style="list-style-type: none"> <li>London Overground ('out of station interchange' to Clapham High Street)</li> </ul>

4.5.3 The Northern line services at Belsize Park operate at a frequency of approximately one train every 3-4 minutes in each direction, providing many opportunities for travel to other stations on the line.

4.5.4 During 2014, the Northern line upgrade – forming part of TfL's Tube Improvement Programme – will be completed, providing an additional 20% capacity on the line, which is equivalent to a 11,000 passenger capacity increase in peak hours. Furthermore, TfL state that journey times will be 18% faster due to the new signalling equipment being installed.

## 4.6 London Overground

4.6.1 The nearest point of access to the London Overground is Hampstead Heath station, approximately 500m from the proposed development. London Overground services from this station provide direct access to West Hampstead, Willesden Junction, Shepherd's Bush, Clapham Junction, Richmond and 11 other stations in the west; whereas to the east, direct services to Gospel Oak, Highbury & Islington, Canonbury, Stratford and 7 other stations exist.

- 4.6.2 Westbound services terminate at Richmond or Clapham Junction, and eastbound services terminate at Stratford. Interchanges to other public transport services are available at the aforementioned termini. London Overground services from Hampstead Heath are summarised in **TABLE 4.4**.

**TABLE 4.4: Direct London Overground services from Hampstead Heath to termini**

Direction	Terminus	Travel Time	Trains per Hour (0700 to 1900)	
			Monday - Saturday	Sunday
Westbound	Richmond	34 minutes	4	4
	Clapham Junction	36 minutes	2	2
Eastbound	Stratford	31 minutes	6	6

N.B. Additional services to Clapham Junction are available by changing at Willesden Junction

- 4.6.3 The London Overground at Hampstead Heath therefore offers 6 trains per hour in each direction.

## 4.7 National Rail and Crossrail

- 4.7.1 Services to the wider region and beyond London are available from the range of National Rail termini throughout Central London, which are accessible using London Underground services and other public transport modes.

- 4.7.2 In 2018, Crossrail services will commence at Tottenham Court Road station, which is a 13 minute journey on the London Underground Northern line from Belsize Park. The new rail link will offer direct services to stations such as Heathrow, Paddington, Bond Street, Farringdon, Liverpool Street, Whitechapel, Canary Wharf and Woolwich. Expected onward journey times from Tottenham Court Road are summarised in **TABLE 4.5**.

**TABLE 4.5: Journey time impact of Crossrail services from Tottenham Court Road**

Direction	Station	2014 travel time from Belsize Park (current services)	2018 travel time from Belsize Park (via Tottenham Court Road for Crossrail)	Journey time reduction
Westbound	Heathrow T4	62 mins	49 mins	13 mins
	Heathrow Central (T123)	52 mins	43 mins	9 mins
	Paddington	26 mins	18 mins	8 mins
	Bond Street	29 mins	15 mins	14 mins
<b>Tottenham Court Road</b>				
Eastbound	Farringdon	23 mins	16 mins	7 mins
	Liverpool Street	24 mins	18 mins	6 mins
	Whitechapel	31 mins	21 mins	10 mins
	Canary Wharf	35 mins	25 mins	10 mins
	Woolwich	51 mins	33 mins	18 mins

## 4.8 Car Club

- 4.8.1 In recent years, car club services have become more prevalent throughout the United Kingdom, particularly within urban areas. Car clubs provide an alternative to owning or using a private car for travel, with each vehicle shared between car club members who choose to use it for specific times. In this way, a car club provides the flexibility of having access to a private vehicle, without the associated costs and burdens (ie. running costs, maintenance and parking / garaging).
- 4.8.2 In the vicinity of the Lawn Road site, there are two car club operators available, *City Car Club* and *Zipcar*. Dedicated car club parking spaces are utilised by the car club operators in the area, as follows:
- City Car Club has one vehicle on Cressy Road to the north of the site and two vehicles adjacent to Belsize Park London Underground station;
  - Zipcar has two vehicles to the east of the site on Parkhill Road and one vehicle to the south of the site at the junction of Haverstock Hill with Belsize Grove
- 4.8.3 The location of the car club vehicles referred to above is illustrated for reference, at **FIGURE 4.2**. Additional car club vehicles provided by these operators, as well as other car clubs such as Hertz, are available in the wider area.
- 4.8.4 Residents of the new development will be able to become members of these existing car clubs, if they are not already members, and utilise these vehicles through the respective booking systems. As part of the travel plan strategy for the development, the car club facilities will therefore be promoted to the new residents (further detail is provided at **SECTION 4.10** below).

## 4.9 Local Services and Amenities

- 4.9.1 The nearest services and amenities to the site are shown in **TABLE 4.6**, grouped by category according to the 'Where is my Nearest?' service provided on the LBC website.

**TABLE 4.6: Nearby amenities**

Category	Amenity	Nearest	Distance
Community and living	Post Office	Queen's Crescent Post Office	0.7km
Community safety	Police Station	Kentish Town Police Station	1.3km
Education	Nursery School	Puss in Boots Nursery School	0.2km
	Primary School	Fleet Primary School	0.1km
	Secondary School	Parliament Hill School	1.0km
	Further Education	Westminster Kingsway College	3.2km
	Higher Education	University College London (Main Campus, Gower Street)	3.7km
Environment	Nature Reserve	Belsize Wood	0.1km
Leisure	Leisure Centre	Talacre Community Sports Centre	1.1km
	Library	Queen's Crescent Library	0.7km
Social care and health	Market	Queen's Crescent Market	0.7km
	GP	Hampstead Group Practice	0.1km
	Dentist	Pharmacy Republic	0.1km
	Chemist	The Practice on the Hill	0.7km

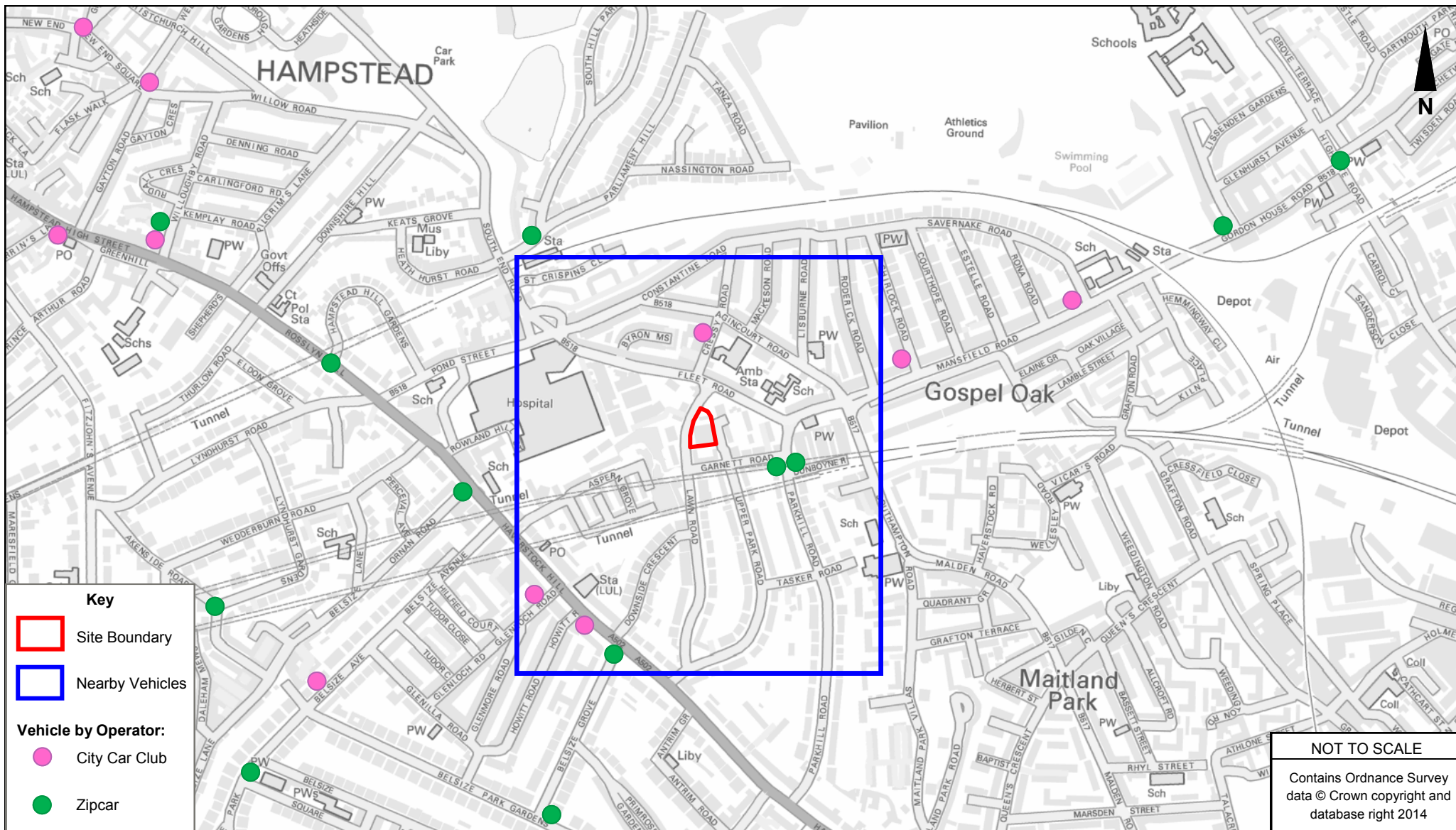
- 4.9.2 Further leisure opportunities are available throughout the wider area, including parks and waterways. Examples include Hampstead Heath, Primrose Hill, Regent's Park and the Regent's Canal. The local services and amenities discussed are illustrated at **FIGURE 4.3**.

## 4.10 Summary

- 4.10.1 An established network of roads and footpaths enable pedestrians and cyclists to access a wide variety of local shops, and amenities such as a post office, library, market, GP, dentist and chemist. Education is also available in the local area for different age ranges.
- 4.10.2 Frequent bus services call at Fleet Road / Agincourt Road and the A502 Haverstock Hill, providing access to destinations such as Central London, Brent Cross, Waterloo and Paddington. The site is approximately 6¼ minutes walking time from Belsize Park London Underground station, which is situated on the Northern line (Edgware branch). Additionally, Hampstead Heath London Overground station is located a similar distance from the site.
- 4.10.3 Overall therefore, the site is situated with a range of opportunities to walk, cycle and use public transport. This is reflected by the PTAL ratings at the application site of 4 and 5, which are equivalent to 'Good' and 'Very Good' accessibility respectively. In addition, two existing car clubs operate in the immediate vicinity of the site which will be available for new resident use.
- 4.10.4 The purpose of this Travel Plan Statement is to therefore consider in further detail the available travel options to and from the site and in particular, how sustainable modes of travel can be promoted to residents of the new development.





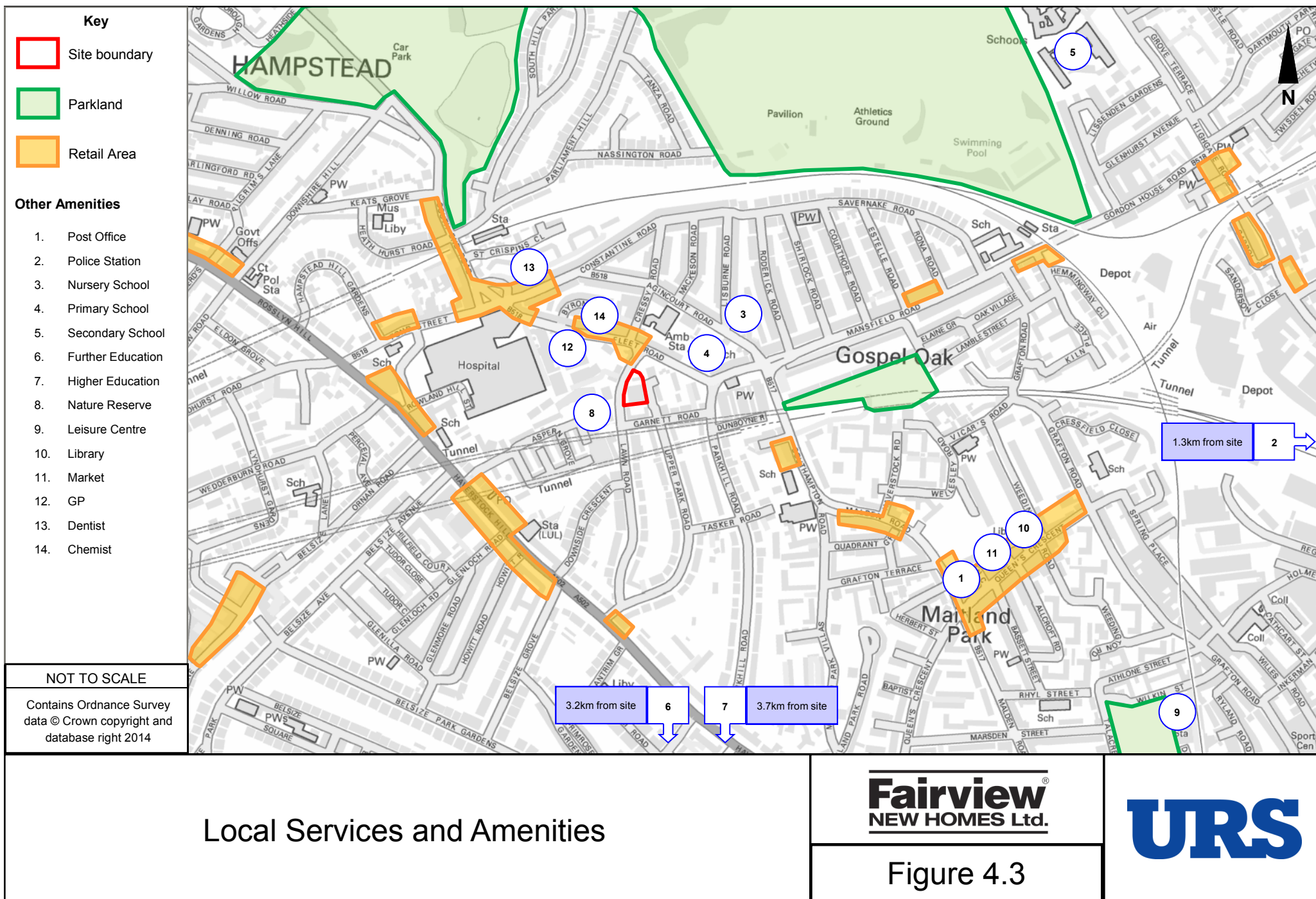


Car Club Vehicle Locations by Operator

**Fairview**  
NEW HOMES Ltd.

Figure 4.2

**URS**



## 5 AIMS AND OBJECTIVES

- 5.1.1 The travel planning strategy, alongside the infrastructure put in place to support the uptake of sustainable means of travel, aims to influence transport movements made by all users.
- 5.1.2 With the above in mind, the overriding aim is to encourage the sustainable travel by users of the site. Furthermore, to increase the efficiency of any car journeys which are unavoidable and do take place. This encompasses the following sub aims:
- Maximise the number of trips undertaken by walking, cycling, car sharing and public transport;
  - Increase the perception of alternative means of sustainable transport as viable and preferential means of travel through promotion and marketing; and,
  - Ensure that the travel plan process meets the needs of users of the site.
- 5.1.3 In pursuit of these aims it will be important to meet a series of objectives, to encourage the uptake of cycling, walking and public transport use. These objectives are to promote:
- Information showing public transport, pedestrian and cycle links in the area around the development, which shall include timetable information, route maps and other information relating to local bus services and links to local London Underground, London Overground and rail services;
  - Initiatives to encourage walking and cycling including identifying routes in the surrounding area to encourage local journeys to be made on foot or cycles; and,
  - The use of car clubs and liftsharing, for when use of a car is required.
- 5.1.4 These aims and objectives will be met through the delivery of the travel plan strategy and the associated monitoring process.



## 6 TRAVEL PLANNING MEASURES

### 6.1 Introduction

- 6.1.1 A strong focus will be placed upon influencing the travel behaviour of residents as the main users of the site, and hence the main trip producers.
- 6.1.2 As such, a balanced package of measures has been developed, targeted at the future residents of the development, which aims to support the design of the development and encourage the use of existing sustainable transport infrastructure within the local area.
- 6.1.3 These measures aim to promote the use of travel modes which are more sustainable than the private car to assist in meeting the aims and objectives set out in **CHAPTER 5**. The following sections outline the measures, and the supporting marketing and promotion techniques, that will be put forward for this site.

### 6.2 Measures to Encourage Walking

- 6.2.1 Walking is the most cost effective form of sustainable travel, with guidance concerning walking distances given by the Institute of Highways and Transportation (IHT) in their publication *'Guidelines for Providing for Journeys on Foot'* (2000). This suggests that a distance of up to 2,000 metres could be considered for commuting journeys.
- 6.2.2 Fairview seek to encourage walking as a mode of transport for short trips, such as visiting a local shop, but also for linked trips which could make use of the public transport networks. To facilitate pedestrian movement, the proposed development provides three residential entrances along the Lawn Road frontage and access to Upper Park Road to the east. Residents and visitors therefore have the option of using either road to arrive or depart, which may therefore produce reduced journey times.
- 6.2.3 As part of this Travel Plan Statement, it is the intention that information on the key amenities within the local area, such as shops, schools and post offices will form part of a Travel Information Pack (TIP). The TIPs will be distributed to residents upon occupation of the site, and will ensure all residents are aware of the opportunities to walk.

### 6.3 Measures to Encourage Cycling

- 6.3.1 Cycling is also a key mode of travel when considering ways in which to travel sustainably and has the potential to serve as a substitute for short car trips. Therefore, similar to walking, it is necessary to facilitate provision for, and promote the uptake of, cycling as a mode of transport.
- 6.3.2 To encourage the uptake of cycling by residents of the development, secure cycle storage for 90 bicycles will be provided on site, comprising 88 spaces for residents and 2 spaces for visitors. This is in accordance with the relevant policy available in the London Plan. The cycle stores will be located adjacent to building entrances, for convenient access.
- 6.3.3 In addition to the above, and as per the walking proposals, information regarding the available cycling infrastructure for both the local and wider area, such as cycle routes, will be included within the TIP. This will be distributed to residents upon occupation, and will provide them with the information required to make an informed choice regarding the potential for undertaking cycling as an alternative to the car.

## 6.4 Measures to Encourage Public Transport

- 6.4.1 To support the uptake of public transport by residents of the Lawn Road development, information relating to public transport availability and accessibility will also be provided as part of the TIP. This information will be distributed to residents upon occupation; and will include public transport maps and details of where timetables can be found.

## 6.5 Car Parking

- 6.5.1 As per **CHAPTER 3**, and discussed in detail within the accompanying Transport Statement, the proposed development is car-free to comply with Camden Development Policy DP18. The main objective of the respective LBC policy is to encourage a shift to more sustainable modes of travel, to limit the impact of new developments in terms of traffic congestion, air pollution and noise pollution.

## 6.6 Car Club

- 6.6.1 As discussed in **CHAPTER 4**, there are two main car club operators with vehicles available in the vicinity of the site – City Car Club and Zipcar. Detailed information relating to these operators and their respective schemes will be included within the TIP, including how to sign up for membership and a map of vehicle locations.

## 6.7 Marketing and Promotion

- 6.7.1 A Travel Information Pack, as referred to above, will be distributed to all households containing information about the various public transport options available from the site, highlighting the footpaths and cycle routes, as well as a description of the aims of the travel planning process and the related benefits. This would act as a marketing strategy to raise awareness of the travel plan process and to ensure that all users of the development are able to make informed choices.

- 6.7.2 It is envisaged that the pack would include the following:

- Description of the aims of the Travel Plan process and the benefits to all users;
- The role of the Travel Plan Co-ordinator together with contact details;
- Inclusion of available bus and rail maps;
- Inclusion of available pedestrian and cycle network maps of the local area;
- Location of resident cycle parking facilities within the site;
- Details of the local car club operators;
- Location of local facilities / schools;
- Details of local businesses offering home delivery and internet services;

## 6.8 Freight Movement of Goods and Vehicles

- 6.8.1 This Travel Plan Statement has the primary aim of influencing the travel patterns of residents associated with the new dwellings. It is acknowledged that contractors and service deliveries also contribute to vehicle movements, but it is felt that sustainable transport initiatives among these parties can only be implemented effectively via their respective employers and organisations.

## 7 MONITORING AND MANAGEMENT STRATEGY

### 7.1 Introduction

- 7.1.1 The key aim of the Travel Plan Statement is to support LBC's car-free development aspirations as outlined in their development policy DP18, to encourage sustainable travel, and thus to monitor the travel modes associated with the proposed development.
- 7.1.2 Ongoing monitoring and management is an essential part of the implementation of the travel plan process. It ensures that progress is being made towards the aims and objectives defined in **CHAPTER 5**, and to ensure the effectiveness of the accompanying initiatives and measures outlined in **CHAPTER 6**.
- 7.1.3 This section therefore describes the management and monitoring structure that will be put in place to support the ambitions of the travel plan process.

### 7.2 Monitoring

- 7.2.1 To gauge the progress of the TPS, it will be important to assess occupants' travel mode choices over time. A trip generation analysis was undertaken for the accompanying Transport Statement, to estimate the level of trips which may be associated with the proposed development, and this has been used to calculate the anticipated mode share of the new residents (see **TABLE 7.1**).

**TABLE 7.1: Estimated mode shares and template for future monitoring**

Mode	TRAVL forecast (%)	Year 1 (%)	Year 3 (%)	Year 5 (%)
Vehicle	0%			
Walk	67%			
Bicycle	4%			
Public Transport	29%			

- 7.2.2 The key element of the travel plan process will be the undertaking of a site survey to determine the travel behaviour and, more importantly, the modal share splits for residents of the site, focusing on journeys to work. This will take the form of a self-completion questionnaire, compatible with ATTrBuTe, and will also gauge the attitude of site users to the effectiveness of the measures employed.
- 7.2.3 In accordance with TfL guidance, it is proposed that the first round of surveys will be carried out within the first of year of site occupation, with this process repeated three and five years from first occupation.
- 7.2.4 A report identifying the advancement of the travel plan process, in terms of the effectiveness of measures employed, will then be compiled from the results of the travel surveys. This will be issued to the relevant authorities.
- 7.2.5 An Action Plan will be utilised as a mechanism for managing the travel plan process, with timeframes and responsibilities allocated to the completion of such tasks. This process should therefore provide confidence that the Travel Plan Statement will remain fit for purpose. This will pull together the issues and initiatives which have been identified, and make explicit the strategy and timescales for the implementation and delivery of the travel plan strategy and its associated aims, objectives and targets. A proposed Action Plan is provided in **ANNEX A**.



- 7.2.6 The key actions for the development are as follows:
- Ensure travel information is readily obtainable for residents to consult, to raise awareness of sustainable travel choices available;
  - Encourage the uptake of public transport by residents of the site;
  - Ensure that the locally available car club services are promoted;
  - Collect data at pre-defined intervals for a period of five years from first implementation of the travel plan process, in order to monitor the travel mode shares at the site; and,
  - Collate and consider feedback from the surveys in co-ordination with the respective authorities to ensure that the travel plan process remains fit for purpose during the associated five year period.

### 7.3 Management

7.3.1 To ensure that the aims and objectives for the site are realised, it will be important to put in place an effective management structure or team. Fairview will therefore appoint a Travel Plan Co-ordinator (TPC) to encourage and foster a sustainable approach to travel, wherever feasible.

7.3.2 The TPC will be responsible for overseeing and implementing the various measures outlined in the Travel Plan Statement, to maintain an efficient transportation policy for the benefit of residents – representing Fairview in this respect. The TPC will be responsible for a range of activities, which will be underpinned by the requirement to develop a co-ordinated and consistent approach to travel planning and the monitoring of this process.

- 7.3.3 The role of the TPC will include the following:
- Overseeing the implementation of travel plan measures;
  - Promoting the travel plan process;
  - Preparing Travel Information Packs (TIPs) for Fairview to distribute to residents;
  - Preparing and keeping up to date travel information on site, including cycle and walking maps, and public transport information;
  - Serving as a 'point of contact' for residents;
  - Co-ordinating the monitoring process and analysing the results of the surveys;
  - Liaising with the relevant stakeholders and transport operators; and,
  - Updating and taking ownership of the Action Plan, which will serve as a live document and record the issues and initiatives taken to meet the aims and objectives of the TPS

7.3.4 The above will therefore require the TPC to obtain and maintain commitment and support from residents; implement an effective marketing campaign of the plan and specific measures; give advice and information on transport related subjects. It will also, most importantly, require the TPC to co-ordinate the necessary data collection and monitoring exercises.

## **8 SUMMARY**

- 8.1.1 This document has set out the travel plan strategy for the proposed development of 73 residential units at 32 Lawn Road, within the London Borough of Camden. The document is designed to provide a plan which delivers a consistent set of positive measures and initiatives.
- 8.1.2 A series of aims and objectives have been set out for the development, with the overarching aim defined as the need to encourage sustainable travel by residents of the site. To achieve the aims and objectives, a package of positive measures has been outlined to encourage the uptake of transport modes such as walking, cycling and public transport.
- 8.1.3 In order to monitor the progress of the travel plan process, a series of actions have been put in place, which are set out in the accompanying Action Plan. As the Travel Plan Statement is a living document in constant need of review, survey data regarding the modes used for journeys to and from the site will be collected as part of the ongoing travel plan process. This data will provide the basis to judge the effectiveness of the travel plan measures and to fully inform the evolution of the travel plan strategy.
- 8.1.4 Finally, the document has outlined the commitment of Fairview to put in place a Travel Plan Co-ordinator prior to first occupation of the development, whose role will be to implement and monitor the Travel Plan Statement on behalf of Fairview.

## Annex A

Measure / Initiative	Task / Action	Responsibility*	Priority	Timescale	Review
Promote walking and cycling to residents and visitors	<p>Compile travel information packs and distribute to households</p> <p>Make available information regarding opportunities to walk and cycle</p> <p>Outline details of local, regional and national events and campaigns where appropriate, which encourage walking and cycling</p>	TPC	High	From first occupation of development	12 months after first implementation of the travel plan
Provide cycle parking spaces to comply with the London Plan	Installation of secure accessible cycle parking for residents and visitors of the site	FNH	High	From first occupation of development	12 months after first implementation of the travel plan
Promote public transport and other initiatives to residents	<p>Compile information and distribute to households in the form of the travel information packs</p> <p>Make available information regarding opportunities to use public transport</p>	TPC	High	From first occupation of development	12 months after first implementation of the travel plan
Maintenance of pathways, signage and lighting on site	Monitor conditions of onsite infrastructure	SMC	Medium	Annually from site implementation	12 months after first implementation of the travel plan
Marketing / display of travel and / or local information	<p>Provide community notice board</p> <p>Create and update travel information, to be displayed on the notice board</p> <p>Provide travel information packs and distribute to all new households</p> <p>Inform buyers / residents of the car-free regime at the development, and how this is operated and managed</p> <p>Prepare and circulate bi-annual newsletters for residents, summarising travel plan progress and reminders about the travel incentives</p>	TPC / FNH	Medium	From first occupation of development	12 months after first implementation of the travel plan

Measure / Initiative	Task / Action	Responsibility*	Priority	Timescale	Review
Promotion of the car club(s) in the local area	Encourage the uptake of the car club through provision of information on car clubs and the potential benefits to users	TPC	Medium	From first occupation of development	12 months after first implementation of the travel plan
Ensure parking conditions offsite do not encourage car ownership or overspill parking	LBC to continue to regulate the parking surrounding the development site	LBC	High	On-going	12 months after first implementation of the travel plan
Conduct and analyse travel plan monitoring:	Design and prepare surveys Conduct surveys and gather monitoring data Analyse responses Prepare monitoring report Update action plan and summary mode share table	TPC	High	Years 1, 3 and 5	12 months after first implementation of the travel plan and at Years 3 and 5 thereafter

\*FNH (Fairview New Homes), TPC (Travel Plan Co-ordinator), LBC (London Borough of Camden), SMC (Site Management Company)

---

### Residents' Travel - Mode Shares and Monitoring

Travel Mode	TRAVL forecast (%)	Actual Mode Shares Year 1 (%)	Actual Mode Shares Year 3 (%)	Actual Mode Shares Year 5 (%)
Vehicle	0%			
Walk	67%			
Bicycle	4%			
Public Transport	29%			

