

TECHNICAL NOTE

Job Name: Charlie Ratchford Extra-Car Scheme
Job No: 31103
Note No: 02
Date: 20/04/2015
Prepared By: Stephanie Yu
Checked By: Manu Dwivedi
Subject: Response to Comments raised by LBC Highways

Introduction

This note is prepared in response to the comments received by London Borough of Camden, Highways in relation to the Transport Statement submitted in support of the planning application reference 2015/0921/P.

The comments that have been raised are pertaining to the following key issues:

- Car parking
- Cycle Parking
- Deliveries and Servicing
- Minibus Parking and Trip Generation.

Each of these queries is detailed below along with responses or additional analysis where needed.

Car Parking

LBC have raised concerns that a high proportion of residents could be eligible for a blue badge which would enable private vehicles to be parked in resident permit holders only bays (PHO) and pay & display (P&D) bays during the CPZ operational hours. This could have a detrimental impact on the parking stress in the area.

PBA response: Parking surveys were conducted to determine the current parking stress levels and if any spare capacity is available. The surveys were conducted on 1st and 2nd October 2014 during 12:30 to 05:30 AM to estimate the peak demand by local residents. The surveys concluded that there were a total of 43 PHO bays and a total of 10 P&D bays on Crogsland Road. The peak occupancy was observed to be a total of 32 occupied bays in the PHO and no cars were observed in the P&D bays. This indicates a spare capacity of 25% or 11 bays. Therefore if there is a requirement for blue-badge holders, then some capacity could be provided on the available spaces without affecting the current parking provision. However understandably a monitoring of the permits will be required when development is operational to ensure there is no detrimental impact on the residents' parking spaces.

The Council's Adult Social Care department will have full nomination rights for the extra care housing, and will only offer tenancies to people assessed by them as having a high level of care need, requiring care and support staff on site 24/7. It is highly unlikely that anyone assessed by Adult Social Care as needing extra care housing would have the capability to drive a car, or the regular support of a family carer or friend to drive them, as this level of independence is unlikely to qualify for extra care housing.

It is more common for a small proportion of extra care housing tenants to have mobility scooters. Provision for secure scooter parking has been included within the footprint of the building, and does not affect street parking.

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In any case, it is proposed that the development would be car capped to prevent residents from applying for on-street car parking permits. The proposed development would therefore not impact on the existing on-street parking in the vicinity of the application site.

Further it should be noted that the facility is being relocated from an existing (and operational until recently) facility on Belmont Street. The proposed site is extremely constrained and therefore provision of on-site parking facilities is proposed to be limited to mobility scooter and mini-bus bay. There is no evidence that the Belmont Street site had any issues related to disabled parking and therefore it is not anticipated that proposed site location will lead to significant issues. However, the above proposed capping should therefore resolve the parking concerns.

Cycle Parking

LBC is concerned that it is unclear how many cycle parking spaces are proposed for residents, staff and visitors. The transport statement suggests that cycle parking facilities would be provided in a store room at ground floor level. However, the proposed ground floor plan indicates that the store room would be used to accommodate mobility scooter parking.

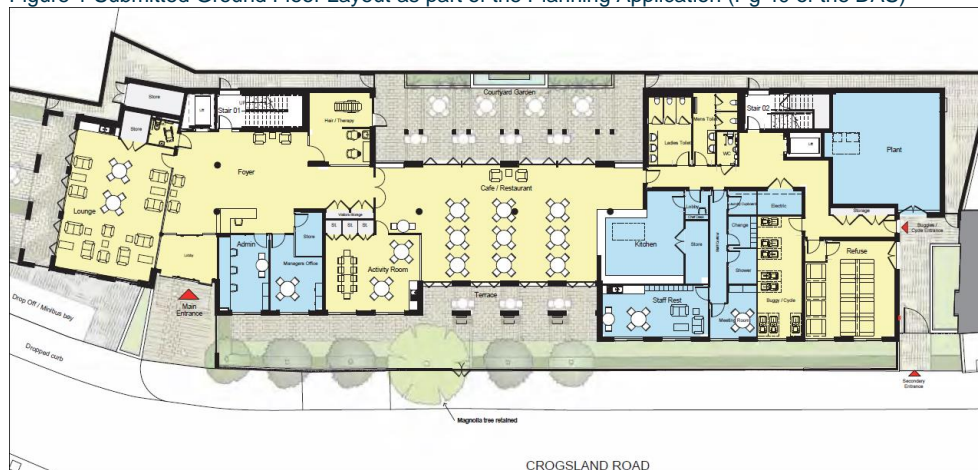
PBA Response: Please note that there were some discrepancies in the transport statement related to mobility scooter parking. Section 9.1.6 stated that there will be nine mobility scooter parking spaces provided, however only eight are proposed and designed for as stated in Section 3.3.

The Camden Planning Guidance 7 and Camden Development Policies, Appendix 2 present the cycle parking standards for C2 non-residential institutions. The standards state that from the threshold of 500 sqm, 1 space per 250 sqm or part thereof should be provided for staff and same standards to be provided for visitors. The site is proposed to circa 850 sqm GIA and accordingly requires four cycle parking spaces for staff and visitors. The parking standards further state that for residents, *an exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability.*

A total of eight mobility scooter parking bays are proposed in the store room accessed via the buggies/ cycle entrance. There were spaces in between the marked mobility scooter parking bays which were proposed to be designed as Sheffield stands for staff as required. A reconfigured mobility scooter parking has been proposed which facilitates provision of three Sheffield stands catering to four cycle parking spaces. This should be sufficient for any residents and staff cycle parking spaces. Additionally a total of four cycle parking spaces are proposed adjacent to the main entrance. These are indicatively marked on Figure 3 at this stage but will be designed during the detailed stages.

Adjacent to this room are changing and shower facilities accessed through the staff corridor. Figure 1 below presents the submitted ground floor layout as part of the planning application; Figure 2 presents the reconfigured layout to facilitate six cycle parking spaces and Figure 3 presents the indicative location for two visitor spaces adjacent to the main entrance.

Figure 1 Submitted Ground Floor Layout as part of the Planning Application (Pg 40 of the DAS)



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Figure 2 Proposed Reconfigured Layout to Accommodate Residential and Staff Cycle Parking

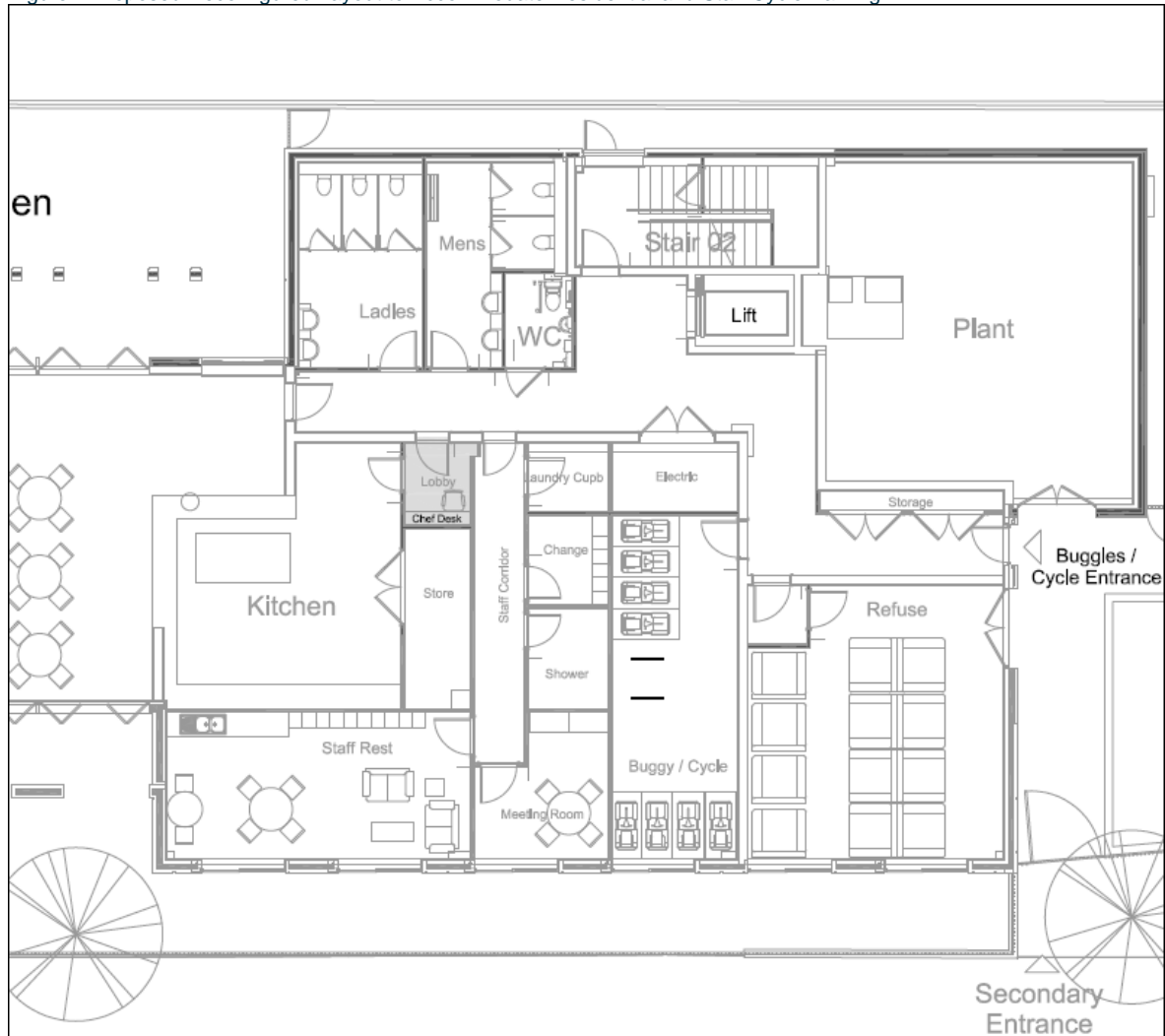


Figure 3 Indicative Locations of Visitor Cycle Parking Spaces



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Deliveries and Servicing

LBC have queried the details of the proposed deliveries and servicing. The transport statement stated that deliveries and servicing activity could be facilitated from single yellow lines directly adjacent to the north-eastern corner of the site. However, it is noted that residents parking bays are currently provided at this location. LBC suggested that deliveries and servicing activity could be facilitated from the single yellow line on the east side of Crogsland Road, directly opposite the north-eastern corner of the site. Otherwise, a new section of single yellow line would need to be introduced on the west side of Crogsland Road, directly opposite the north-eastern corner of the site.

PBA Response: Appendix I of the submitted transport statement effectively presented two options of servicing the site. One of the options was to service from on-street location, like the present waste collection arrangements for residential properties towards the north of Crogsland Road. This will lead to no loss of parking spaces but will cause minor delay to few vehicles while the collection is being conducted. The other option was to collect waste from reconfigured single yellow lines which will lead to a loss of three parking bays which can be provided elsewhere if required, as stated within the Appendix I. LBC have suggested that the eastern side of the carriageway could potentially be used for waste collection. Initially this option as not considered as the refuse collection personnel will have to cross the road and the bins will have to be wheeled back across which may cause some delay to the traffic. PBA have conducted swept path analysis on this option and it will require loss of one parking space on the western carriageway which can be reprovided if required as demonstrated in Appendix I of the Transport Statement. The Drawing 31103/001/005 presents the swept path analysis for the potential waste collection from the western side of the carriageway and Appendix I from the Transport Statement has been appended again for consistency.

Therefore in effect there are three options for waste collection from Crogsland Road, these are:

Option 1 – Collection from on-street location without any loss of parking bays but minor delay to traffic movements;

Option 2 – Collection from the single yellow line on the western side of the carriageway leading to loss of three parking bays; and

Option 3 – Collection from the single yellow line on the eastern side of the carriageway leading to a loss of one parking space.

PBA would envisage Options 2 and 3 as preferred options as they lead to minimal disruption to the current parking arrangements.

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Minibus Parking and Trip Generation

The reasons for reductions in minibus use are unclear. The existing Charlie Ratchford centre appears to have capacity for 2 or 3 minibuses to be in attendance at any one time. However, the proposed scheme would only have capacity for one minibus to be in attendance at any one time. Any more than one minibus being in attendance at any one time would lead to traffic problems in the general vicinity of the site.

PBA Response: The Council is developing a day service strategy which responds to the reducing demand for building-based day centres. The 40% drop in referrals in 2013/14 partly reflects the changing demographics, and a new generation of older people who have very different expectations, preferring support to maintain existing social networks and engage in mainstream community activities over a referral to a day centre. We expect this trend to continue, therefore we anticipate a reduced demand for minibus services.

The day service will continue to need parking provision for drop-off and pick-up of small groups of disabled older people from a passenger transport bus with tail lift for wheelchairs and people with poor mobility. Due to the dementia and therefore high risk of the service users, it is important that the parking bay is close to the front door to manage the risk of people wandering into the road. The service does not have buses parked on site between drop-off and pick-up times. The proposals for the new Charlie Ratchford Resource Centre have been carefully designed to meet this need.

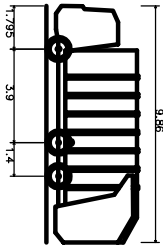
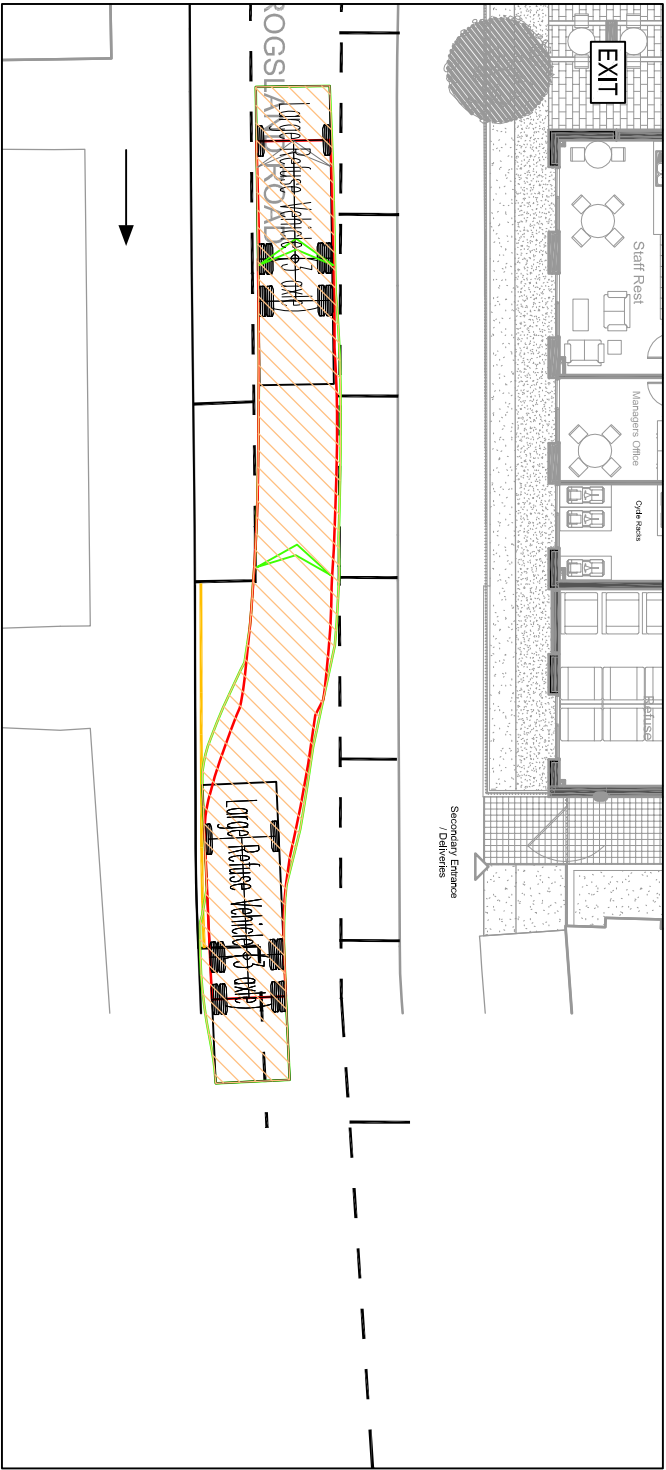
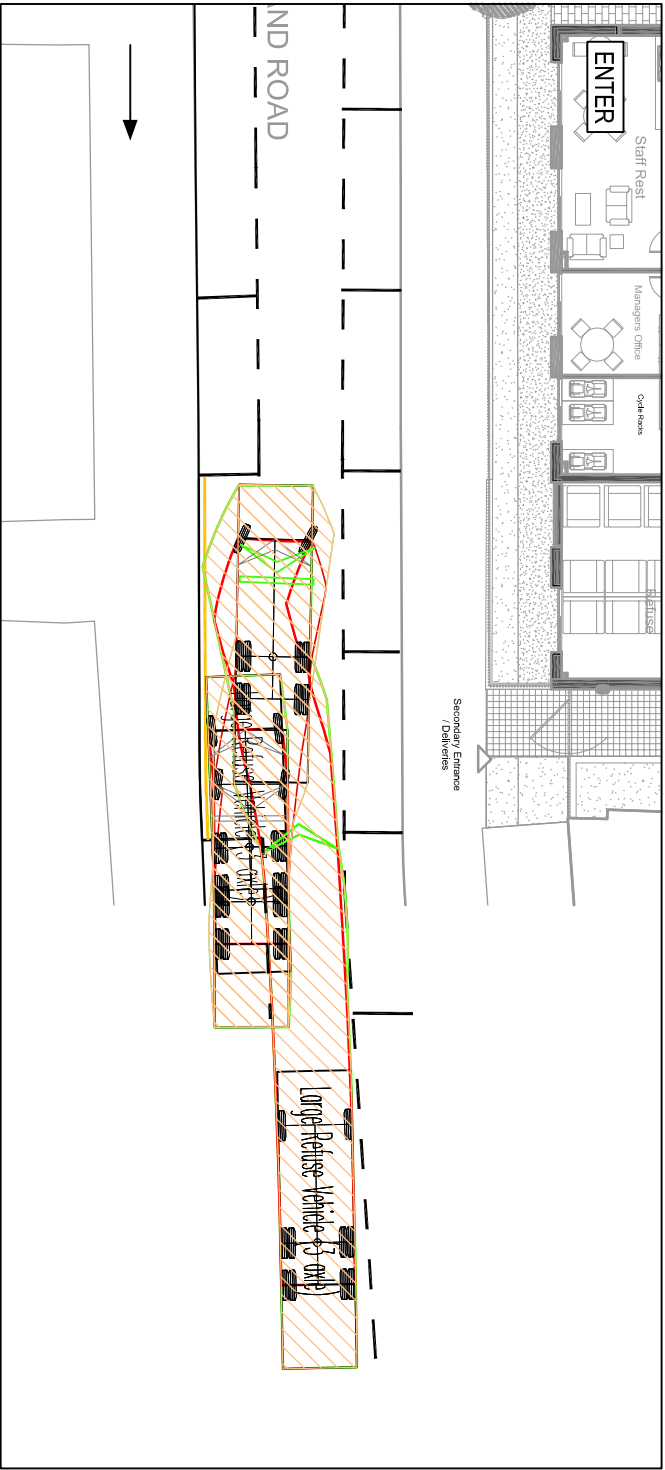
The passenger transport is a managed, specialist disability service provided with drivers and passenger assistants specially trained in support of people with care needs. Each passenger has their own transport risk assessment and management plan, and transport is designed and managed around the individual needs of the passenger group.

A managed system of mini-bus arrival and departure is proposed. Three mini-buses served the site at Belmont Street as presented in Section 2.6 of the submitted Transport Statement. It is proposed that instead of all three mini-buses arriving at the same time, their arrival will be staggered by approximately 15-20 minutes. This will ensure that with a boarding/ alighting time of 10 minutes, there will never be a bus waiting to access the pick-up/ drop-off bay and this will ensure that there is no impact to the traffic on Crogsland Road. If however two mini-buses do arrive at the same time due to traffic related delays, one mini-bus can wait on the carriageway adjacent to the mini-bus picking up or dropping off passengers. The carriageway width at that location is 4.6m and even if one minibus (width 2.2m) is waiting on the carriageway, one medium sized vehicle (width 1.7m) can pass through adjacent to the waiting mini-bus. This is demonstrated in Drawing 33103/001/006.

However it should be noted that this will not be the norm and will only occur in exceptional circumstances, due to traffic congestion elsewhere on the network. The arrival and departure times of mini-buses will also be monitored and the stagger period of arrival will be extended if needed.

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Appendix A – Swept Path Analysis: Drawings 31103/001/005 and 31103/001/006



Large Refuse Vehicle (3 axle)
Overall Length 9.96m
Overall Width 3.19m
Overall Height 4.14m
Min. Body Height 1.795m
Min. Body Ground Clearance 0.36m
Min. Body Width 2.450m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m

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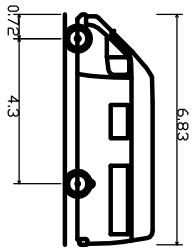
VEHICLE SWEEP PATH ANALYSIS LARGE REFUSE VEHICLE

Client

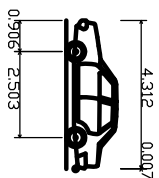
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Drawing Number	31103/001/005	Revision	-



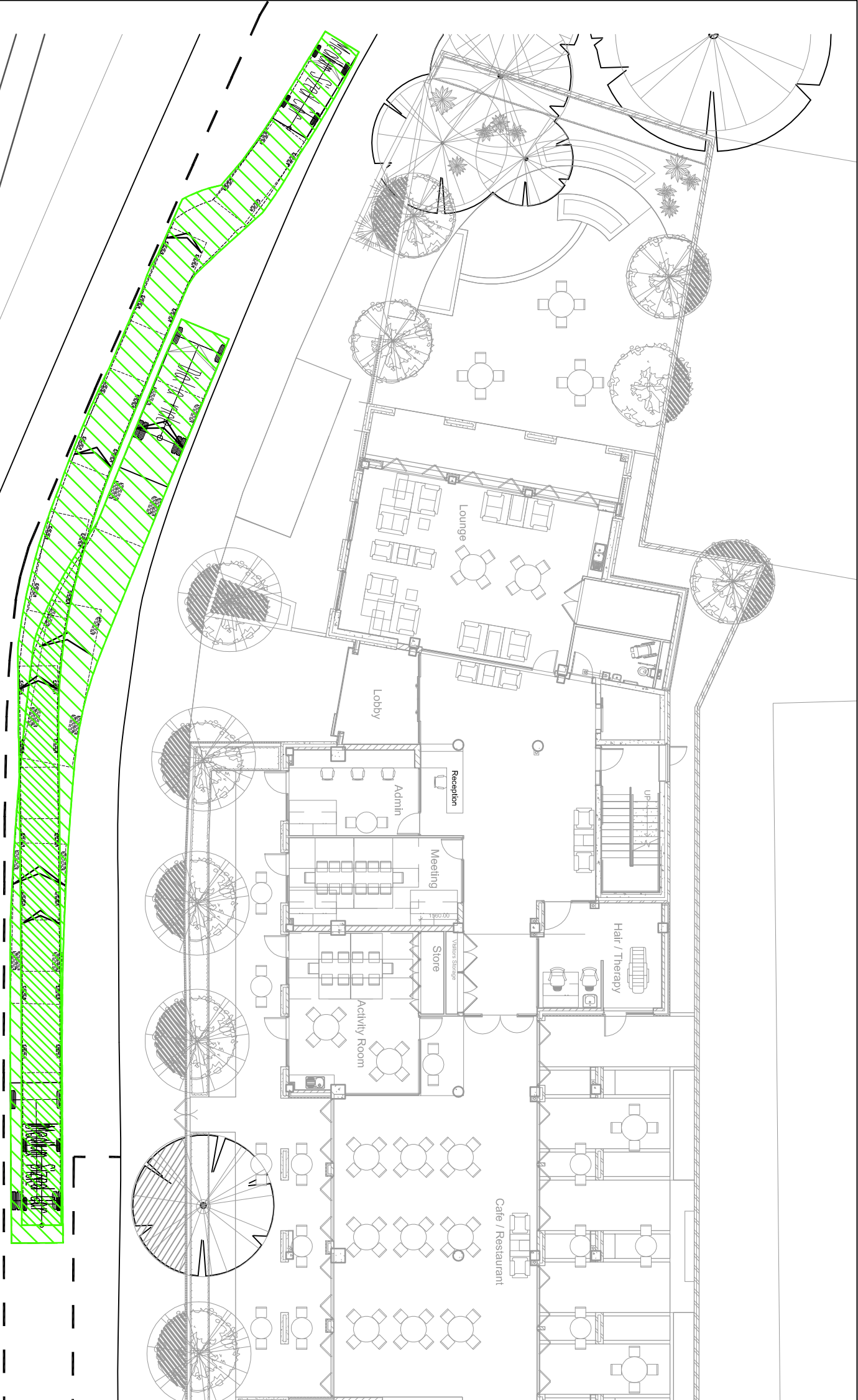
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Diol a rîde	
Overall Length	6.830m
Overall Width	2.501m
Overall Body Height	2.192m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to Lock Time	4.005
Kerb to Kerb Turning Radius	6.450m



Medium Sized Car	
Overall Length	4.319m
Overall Width	1.686m
Overall Body Height	1.466m
Min Body Ground Clearance	0.228m
Max Track Width	1.591m
Lock to Lock Time	4.005
Kerb to Kerb Turning Radius	5.042m



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VEHICLE SWEEP PATH ANALYSIS

VARIOUS VEHICLES

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Appendix B – Appendix I of the Transport Statement

TECHNICAL NOTE

Job Name: Charlie Ratchford Extra-Care Scheme
Job No: 31103
Note No: 1
Date: 27th November 2014
Prepared By: Stephanie Yu
Checked By: Manu Dwivedi
Subject: Response to Transport Comments

Introduction

Peter Brett Associates LLP (PBA) has submitted a Transport Statement (TS) scope of works for the Charlie Ratchford Extra-Care Scheme to LB of Camden (LBC) for comments. This note presents a response to the comments from LBC Highways, during pre-application discussions held on 2nd September 2014. The comments are presented below:

- Facilities for PTS vehicle pick up and drop off movements should be designed within the site and that PTS vehicles would need to be able to exit the site in a forward gear.
- The idea of 2 vehicular crossovers (1 in and 1 out) was not supported as this would remove on-street parking outside of CPZ operating hours.
- The applicant agreed to do a parking beat survey to assess existing levels of parking stress.
- An inset loading bay was not supported as this would hinder pedestrian movement when occupied (pedestrians would need to deviate from the existing desire line).
- An on-street loading bay was not supported as this would obstruct vehicular traffic on Crogsland Road. The applicant advised that they wouldn't want an on-street facility as people likely to be using the PTS vehicles would feel too vulnerable being so close to pedestrians and vehicular traffic.

Facilities for PTS Vehicle Pick-up and Drop-off

Options for providing a PTS loading bay on site have been explored. These are presented in Figures 1 and 2 for Options 1 and 2 respectively. In Option 1, two bays can be provided however the footway is on the wrong side of where passengers will be alighting or boarding. As can be seen, Option 2 presents the bay provided within the site and a vehicle can reverse into the bay and exit in forward gear. Therefore Option 2 was taken forward in further design development of the proposed site.

A PTS vehicle loading bay is designed within the boundary of the site adjacent to the main entrance on Crogsland Road (as shown in Figure 3). PTS vehicles are able to pick up and drop off within the site and the passengers will be dropped off on the footway. PTS vehicles are proposed to turn into Crogsland Road via Prince of Wales Road from the north to access the site/ loading bay. They will, therefore, be able to exit the site in a forward gear on Chalk Farm Road.

The PTS loading bay is designed in a location where there are single yellow line restrictions on the road. Therefore it does not lead to loss of any parking. Vehicles will be crossing the pedestrian footway at this location. However it should be noted that there are presently three minibuses serving the current CRRC site. Each minibus does two rounds of 'in and out' movements. They arrive at the site for various periods during the day but do not have a fixed schedule every day. The time required for boarding and unloading can take up to 10 to 15 minutes. The first round of minibuses arrives at CRRC between 09:00 to 09:20. Minibuses normally arrive one after another. The second round of minibus services will arrive at the site between 10:30 and 11:00. This is the indicative timescale; actual arrival time is dependent on traffic conditions. Outbound journey of the first round of the minibuses normally leaves CRRC at 14:30, while the second round leaves at 15:30.

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Figure 1 Option1 for Proposed Mini-Bus Parking Bay

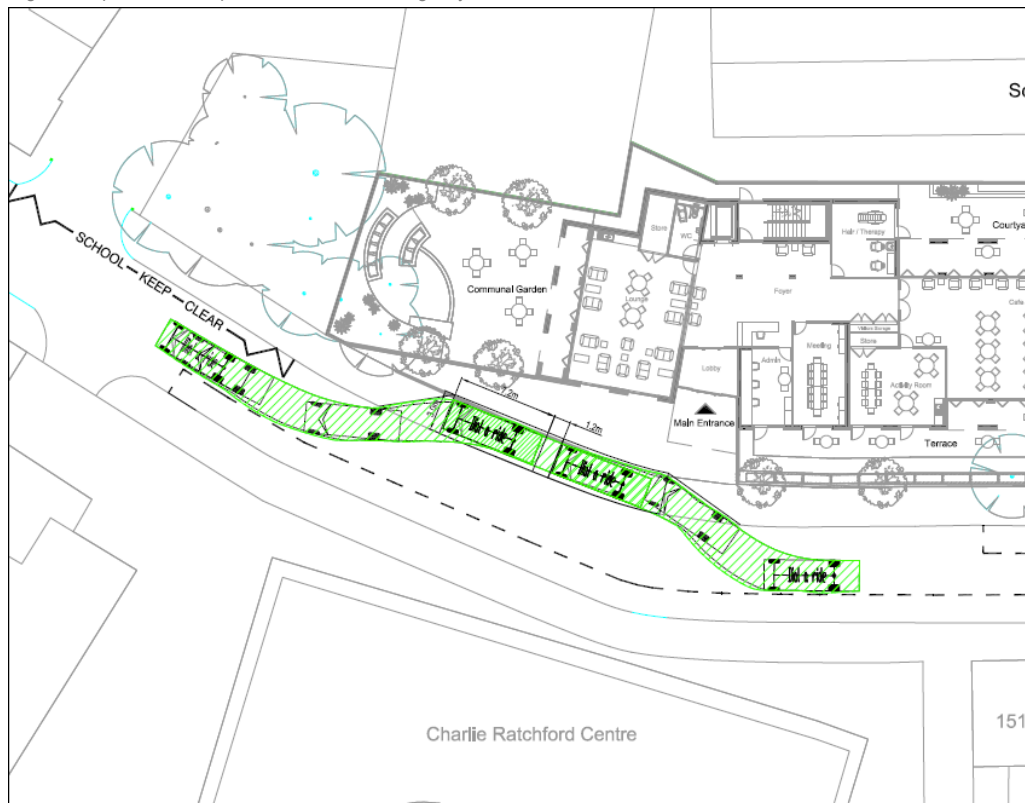
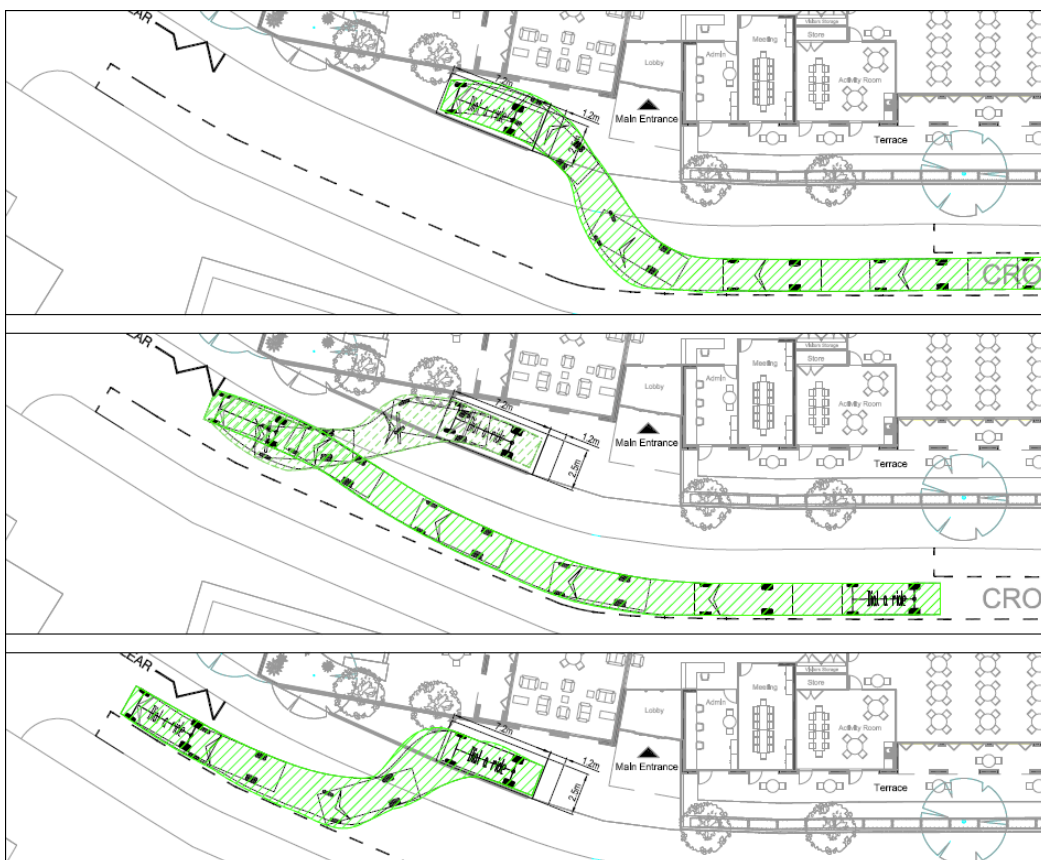
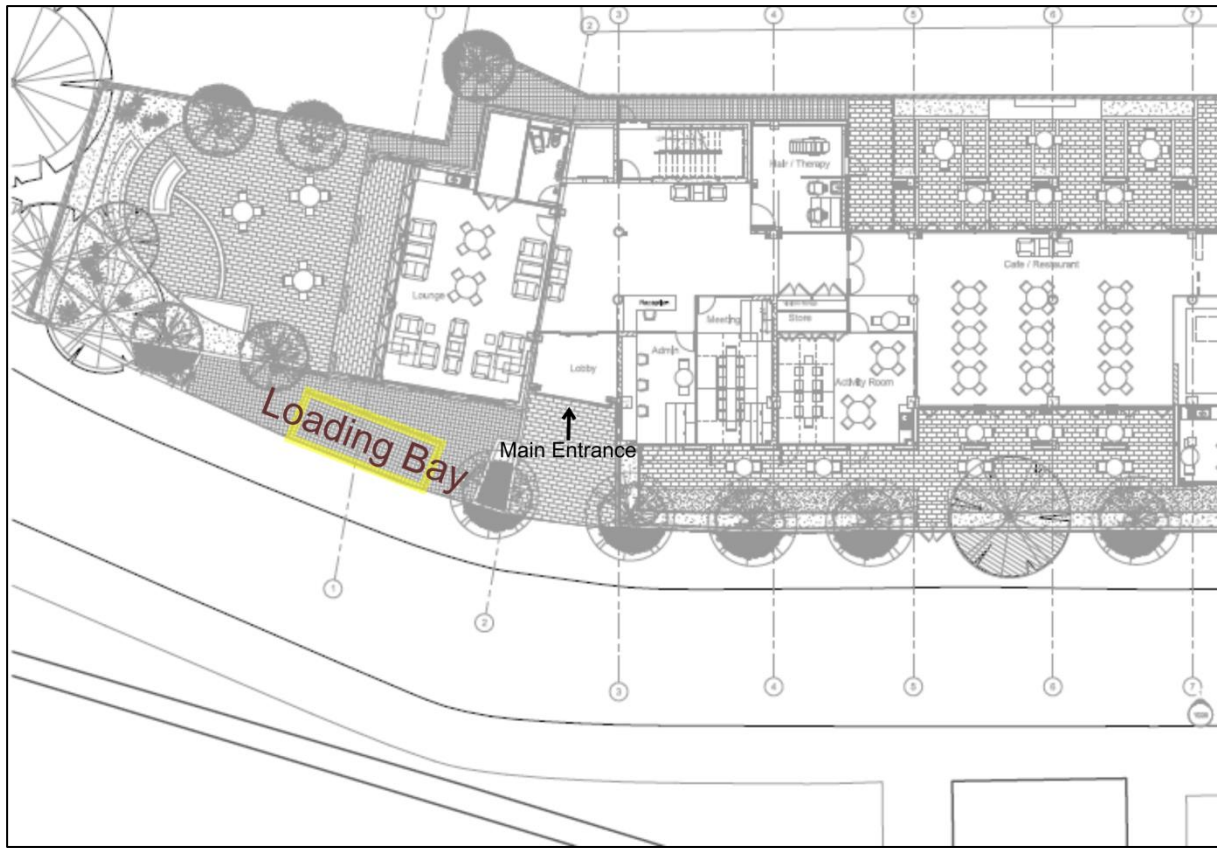


Figure 2 Option2 for Proposed Mini-Bus Parking Bay



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Figure 3 Proposed Loading Bay for the Proposed Extra-Care Scheme



Impact of PTS Bay on Pedestrian Amenity

Crogsland Road gets busy with pedestrians during the school peak hours, i.e. 08:00 to 09:00 and 15:00 to 16:00. School gates were closed at 08:35 in the morning and the pedestrian activity reduces to negligible. During the afternoon, the gates remained open until 15:35 when students left school. It was observed that after 15:35, there was a significant drop in pedestrian activity. Therefore the only time periods of any potential conflict between pedestrians and mini-buses will be during the 35 minute period from 15:00 to 15:35 when pupils are leaving and when one or two of the mini-buses will be picking up passengers from the proposed resource centre. It was also observed that students during this time were waiting and tended to wander casually; therefore their desire lines are less focussed. While all measures for pedestrian safety will be maintained, the impact on pedestrian desire line is considered negligible.

Provision of on-street Waste Collection

A waste store is proposed to the north of the site. LBC waste collection vehicles are proposed to collect waste from an on-street location like they presently collect from all other properties on Crogsland Road. It is proposed that three permit holder parking bays are affected adjacent to the proposed maintenance entrance of the proposed CRCC. This is such that there is no impact to the traffic movement on Crogsland Road. The impact on parking is presented below.

However if the vehicle is allowed to collect waste from Crogsland Road, like it collects from all residential properties to the north of the site, without having to manoeuvre into the bays, then there will be a minor impact to traffic flow for the time period it has stopped to collect the waste. The peak hour shows a total of 45 vehicles accessing Crogsland Road during 08:00 to 09:00. This is equivalent to one vehicle every one to two minutes.

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Impact on Parking

On-street parking was observed along Crogsland Road but spaces were not fully occupied. It was particularly free from parked vehicles towards the Crogsland Road/ Chalk Farm Road junction. The empty parking spaces were then used by private vehicles for quick pick-up and drop-offs. Most movements were observed during the last 15 minutes before the gates closed at 08:35 as well as the 15 minutes after the school gates opened at 15:00. Approximately five vehicles dropped-off/ picked up students within the period of 15 minutes; each stopping for an average of approximately 30-40 seconds.

As recommended in the response to the submitted Scoping Report, the construction of crossover will result in a loss in on-street resident parking spaces. Therefore a parking survey was conducted to better understand the existing parking situation and to estimate and inform the future parking scenarios in the vicinity of the site.

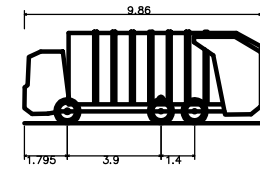
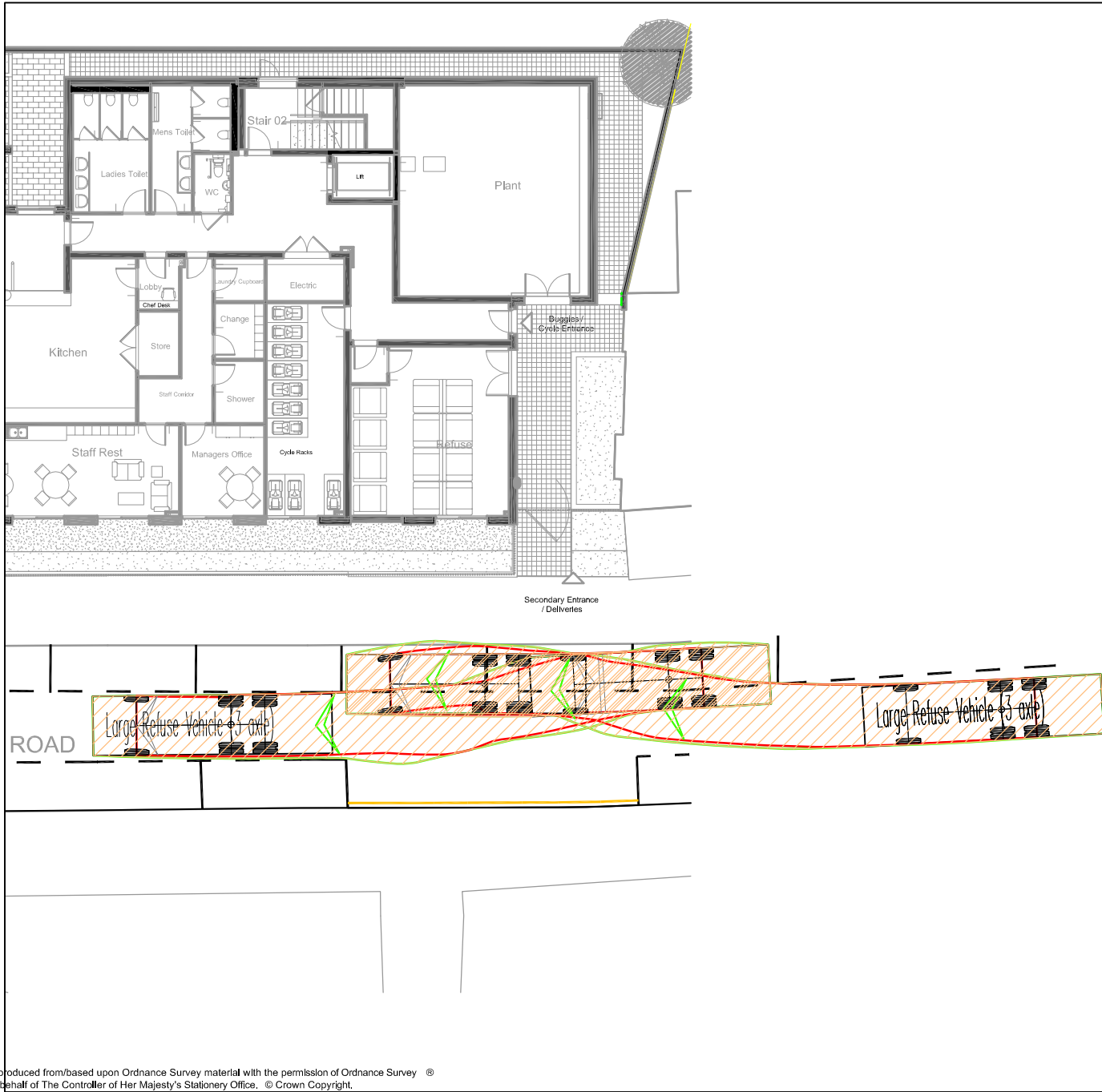
A parking survey was conducted on 1st and 2nd October 2014 (Wednesday and Thursday) at 12:30 and 05:30. The following streets (both sides of the carriageway) were surveyed:

- Crogsland Road;
- Prince of Wales Road;
- Craddock Street;
- Truro Street; and
- St Silas Place.


Data has been analysed and car parking capacity (percentage) of each survey time at each road has been calculated. An average of this occupancy data has been obtained for each street.

There is a capacity of 22 permit holders only (PHO) spaces, 10 Pay & Display (P&D) bays and six spaces of single yellow line (SYL) available on the eastern side of the carriageway of Crogsland Road. There is a capacity of 21 PHO spaces and 15 spaces on SYL on the western side of the carriageway on Crogsland Road. On both the surveyed days, 15 cars were parked in the 22 PHO bays on the eastern carriageway while all the Pay & Display spaces were unoccupied. On the western carriageway, a maximum of 17 cars were parked in the 22 PHO bays. No vehicles were observed to be parked on the SYL on the western side of the carriageway, while one vehicle was parked on the eastern side of the carriageway during the surveyed period.

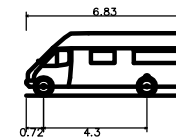
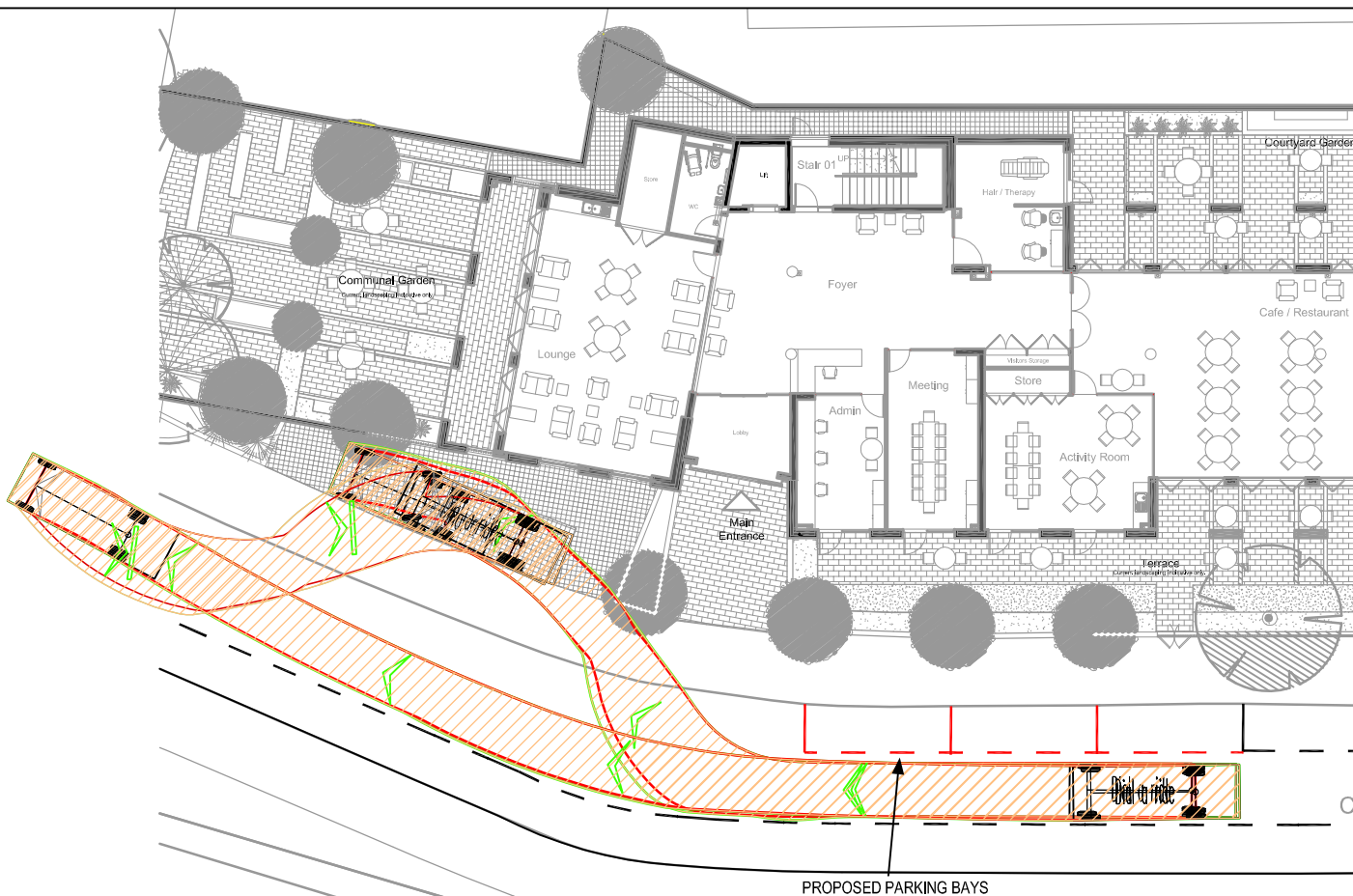
Therefore during the peak periods of parking requirements, at least four parking bays were unoccupied on the western side of carriageway on Crogsland Road during the surveyed period. As there will be no impact to residential parking such with the loss of three permit holder bays. Further the stretch of SYL has been investigated where if needed, these permit holder bays can be reprovided. These spaces can be reprovided without any issues by extending the parking between the proposed maintenance entrance and the proposed mini-bus parking. The proposed location of refuse vehicle collection and the potential reprovision of the parking bays are presented in Figures 4 and 5.



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	9.500m

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Overall Width 2.192m
Overall Body Height 2.601m
Min Body Ground Clearance 0.374m
Track Width 2.192m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 6.450m

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PROPOSED PARKING BAYS

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