



ttp consulting
transport planning specialists

Mert Alas

**10 ROSSLYN HILL, LONDON
BOROUGH OF CAMDEN**

**Creation of a new off-street parking
area to the front of the property**

June 2015

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Contents

1	INTRODUCTION	1
2	PLANNING BACKGROUND.....	2
	Planning Background	2
	Planning Policy.....	2
3	EXISTING SITUATION.....	4
	Site Description.....	4
	Parking Demand	4
4	EFFECTS OF THE PROPOSALS	6
	Parking Capacity	6
	Road Safety.....	6
	Permit Free Agreement.....	7
	Section Summary	7
5	SUMMARY AND CONCLUSION	8
	Summary	8
	Conclusion.....	8

Appendices

- Appendix A - Parking Survey Data
- Appendix B - Proposed Crossover and Vehicle Tracking

1 INTRODUCTION

- 1.1 TTP consulting is retained by Mert Alas to provide traffic and transport advice in relation to an application for the creation of an off-street parking space and associated crossover at 10 Rosslyn Hill in the London Borough of Camden (LBC).
- 1.2 The Statement concludes that the proposal to create a new off-street car parking space, served by a new crossover would realise no material harm in traffic / parking terms.
- 1.3 The remainder of this Statement is set out in the following way:
- Section 2 - provides the planning background and current planning policy;
 - Section 3 - summarises the existing situation in relation to parking utilisation;
 - Section 4 - examines the effects of the proposal; and,
 - Section 5 - provides a summary and conclusion.

2 PLANNING BACKGROUND

Planning Background

2.1 Planning permission was initially refused by LBC in 2007 (Ref: 2007/6411/P) for the formation of a new vehicle entrance with metal gates and associated hard standing for one car space.

2.2 In terms of highways the application was refused on the following grounds:

"The proposed vehicular entrance would effectively remove two on-street parking bays and therefore reduce the capacity of the Hampstead Controlled Parking Zone which would be detrimental to local parking conditions, contrary to policy T9 of the London Borough of Camden Replacement Unitary Development Plan 2006 and advice contained in the Camden Planning Guidance 2006."

Planning Policy

2.3 Since the 2007 (Ref: 2007/6411/P) application planning policy within LBDC has been updated. The following development policies are those which relate to applications of this nature.

Camden Local Development Framework (Core Strategy and Development Policies)

2.4 The London Borough of Camden's (LB Camden) Local Development Framework contains a number of development policies that set out the detailed planning criteria that is used to determine applications for planning permission in the Borough. Those relevant to the provision of off-street parking include:

2.5 DP18 – Parking standards and limiting the availability of parking indicates that development should comply with the Council's parking standards, where development should not exceed the maximum standard for the area in which it is located. To be in accordance with policy, the dwelling would be allowed up to 1 off-street parking space.

2.6 DP10 – Managing the impact of parking states that the Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. It also states that development of off-street parking will be resisted where it would cause unacceptable parking pressure, particularly in identified areas of parking stress. Off-street

parking may also be resisted to protect the environment, highway safety and pedestrian movement.

2.7 Camden Planning Guidance's supplementary document gives details of areas of parking stress, the necessary dimensions for off-street parking spaces, visibility requirements at access points, and environmental concerns that arise from garden and forecourt parking.

2.8 The following points are taken into consideration when assessing a crossover application:

- There should be a minimum distance of 4.8 metres from the front of the property to the back of the pavement. This allows for private motor vehicles to be parked without overhanging the pavement and obstructing pedestrian routes;
- Sight lines must be unimpeded by obstructions such as trees; and,
- where the proposed crossover is located within a current controlled parking Zone (CPZ) or an area where the Council has formally agreed will become a CPZ, the application will not be approved if it requires any amendments to the CPZ that are detrimental to that scheme in traffic / parking management terms.

3 EXISTING SITUATION

Site Description

- 3.1 The site is located on the east side of Rosslyn Hill Road which connects with the A501 Marylebone Road to the south and the A406 North Circular Road to the north. Rosslyn Hill is two-way with on-street parking available on both sides of the carriageway and off-street parking available at a number of residential properties along the road.
- 3.2 Rosslyn Hill and the surrounding roads are situated within a Controlled Parking Zone (CPZ).
- 3.3 The owner of 10 Rosslyn Hill currently owns a resident permit and parks their vehicle on Rosslyn Hill.

Parking Demand

- 3.4 A parking survey was carried out on Wednesday 17th (at 03:00) / Thursday 18th September (at 02:50) 2014 in order to identify the existing level of parking demand on Rosslyn Hill and in the immediate vicinity of the site. The survey was undertaken in accordance with the "Lambeth Methodology".
- 3.5 A summary of the results is provided in **Table 3.1** below with the full results included at **Appendix A**.

Table 3.1. Summary of Survey Results (Resident Parking)		
	Parking Survey Results	
	Wednesday 17 th September	Thursday 18 th September
	03:00	02:50
Total Parked	254	255
Observed Spaces Available	88	84
Total Spaces	342	339
Parking Utilisation	74%	75%

- 3.6 As can be seen from **Table 3.1** there was spare capacity throughout the survey period, ranging from 88 vacant spaces at 03:00 on Wednesday 17th September to 84 vacant spaces at 02:50 on Thursday 18th, equating to 74% and 75% parking utilisation respectively.

- 3.7 It can therefore be seen that the existing night time levels of parking utilisation are significantly below the level that one would normally consider there to be parking stress (90%).

4 EFFECTS OF THE PROPOSALS

4.1 This section sets out the effect of the proposals on parking capacity in the surrounding area and road safety.

Parking Capacity

4.2 The proposal seeks to remove up to two on-street bays and would result in the net loss of one parking space, given that the applicant already parks a vehicle on the road.

4.3 The proposed layout is included at **Appendix B**.

4.4 Parking utilisation levels have been updated to take into account a worst case scenario of the loss of two on-street parking spaces and assuming the same level of on-street parking in the future in **Table 4.1** below.

Table 4.1. Parking Results with Parking Bays Removed		
	Parking Survey Results	
	Wednesday 17th September	Thursday 18th September
	03:00	02:50
Existing Utilisation	74%	75%
Less 2 on-street bays	75%	76%

4.5 The Table shows that the levels of parking utilisation following the removal of two on-street bays would remain below 90% during both evening periods.

4.6 In light of the above, our view is that the removal of two on-street parking bays would have no material impact on the availability of parking and, therefore, residential amenity along Rosslyn Hill. It is also pertinent to note that a number of houses on both sides of the road along Rosslyn Hill already have their own off street parking space for one or two cars.

Road Safety

4.7 The provision of the forecourt parking area and associated footway crossover would result in the need to remove two existing on-street parking bays to provide access.

- 4.8 The Department of Transport guidance note Manual for Streets advises that "parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice".
- 4.9 The provision of obstacles in visibility splays generally results in drivers proceeding slowly with great care until they reach a point where they can see oncoming traffic. This situation currently occurs on Rosslyn Hill (and in neighbouring roads) at a number of locations and the proximity of parked cars to the proposed driveway at 10 Rosslyn Hill should not prevent a driver from being able to safely manoeuvre to and from the street.
- 4.10 Vehicle tracking is included at **Appendix B**, which shows a vehicle entering and exiting the proposed access.

Permit Free Agreement

- 4.11 The applicant is willing to enter into a permit free agreement to restrict any on-street parking.

Section Summary

- 4.12 In light of the above, we conclude that the proposal would be in accordance with the Council's Planning Guidance as set out in Section 2 of this report and, in particular, that:
- There would be no material impact on on-street parking conditions; and,
 - The proposed crossover would not give rise to any material highway safety issues as per the advice set out in Manual for Streets.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 It is proposed to provide a vehicle crossover outside 10 Rosslyn Hill to facilitate access to an off-street parking space.
- 5.2 The application seeks to provide a single off-street parking space that would result in the loss of up to two on-street parking spaces. The owner of 10 Rosslyn Hill currently owns a residents permit and therefore the net loss of parking would be 1 on-street space.
- 5.3 Parking surveys have been undertaken in accordance with the Lambeth Methodology and have shown that even with the loss of two on-street parking spaces, the parking utilisation for residential permit parking bays would be in the region of 75%-76% in the evening, when residential parking demand would be at its highest.

Conclusion

- 5.4 In light of the above, we conclude that the proposal is acceptable in traffic / parking terms.

APPENDIX A
(Parking Survey Data)

Project: 10 Rosslyn Hill
To: Project Team
Job No: 2014-2023
File Ref: N01-AH-Parking Note
Date: 02 October 2014

Subject: Transport Note (Parking)

Introduction

1. Planning permission was initially refused by LBC in 2007 (Ref: 2007/6411/P) for the formation of a new vehicle entrance with metal gates and associated hard standing for one car space. In terms of highways the application was refused on the following grounds:

"The proposed vehicular entrance would effectively remove two on-street parking bays and therefore reduce the capacity of the Hampstead Controlled Parking Zone which would be detrimental to local parking conditions"

Parking Surveys

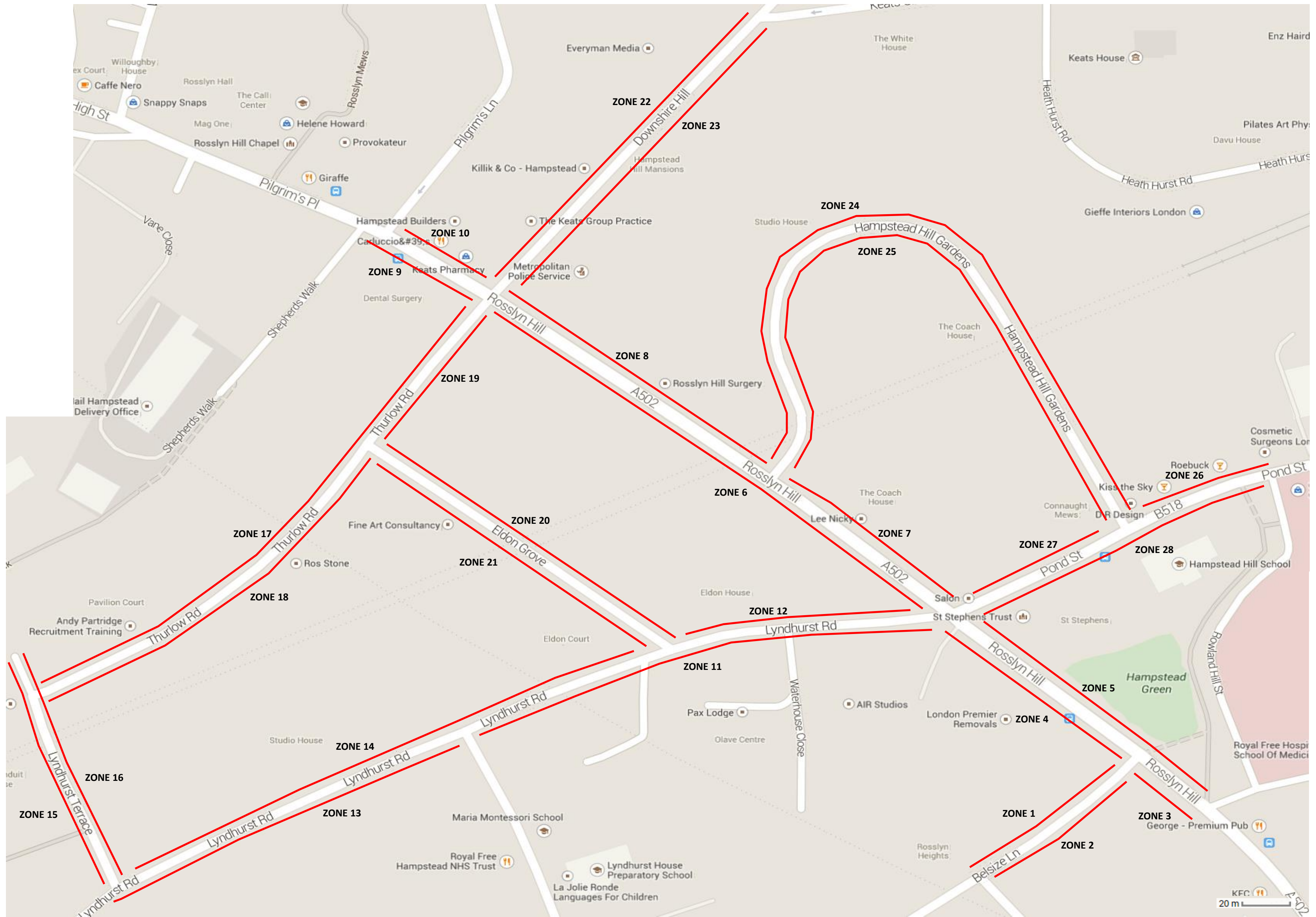
2. A parking survey was carried out on Wednesday 17th (at 03:00) / Thursday 18th September (at 02:50) 2014 in order to identify the existing level of residential parking demand on Rosslyn Hill and in the immediate vicinity of the site. The survey was undertaken in accordance with the "Lambeth Methodology".
3. A summary of the results is provided in **Table 1** below with the full results included at **Appendix A**.

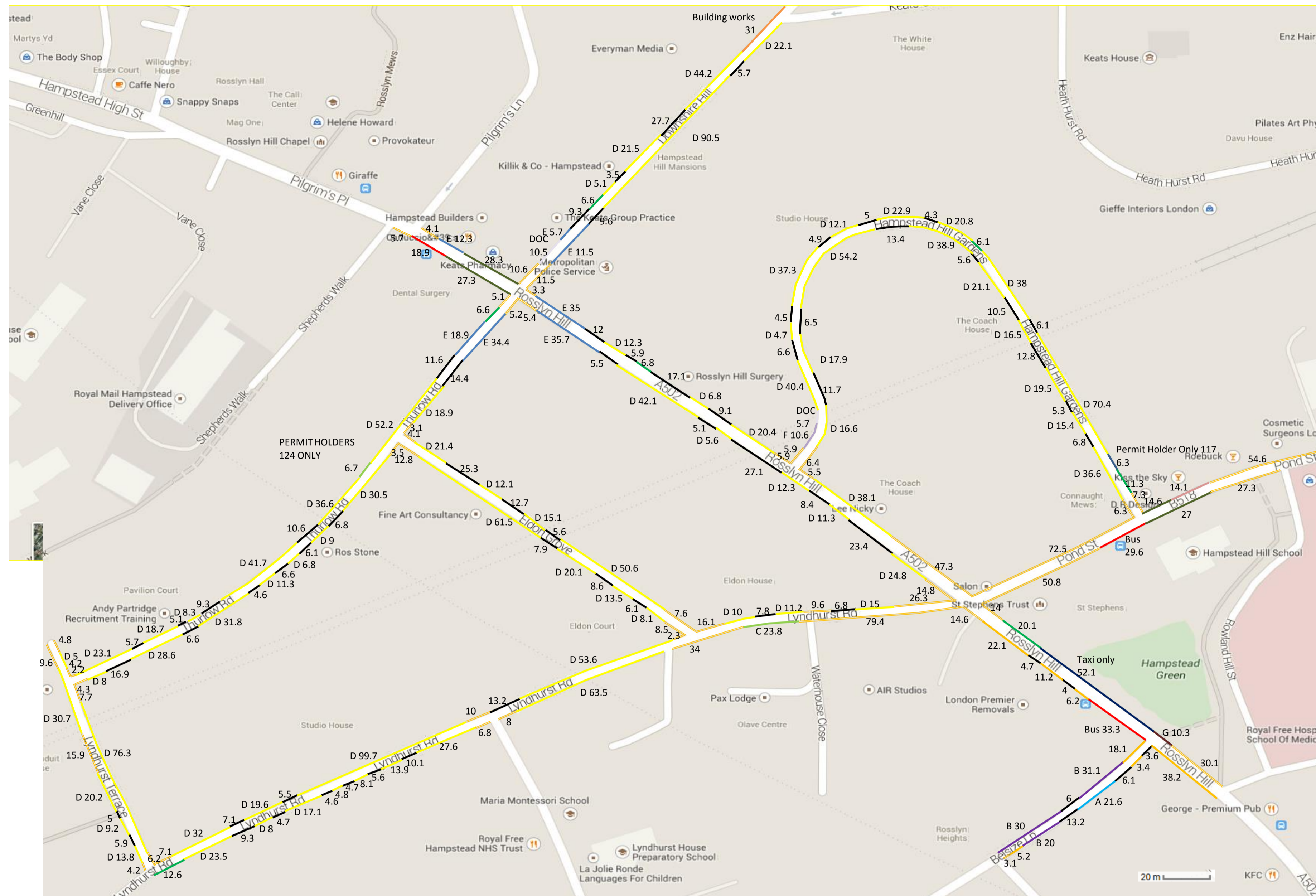
Table 1: Residential Parking Demand (Resident Permit Holder Bays)						
Location	Wednesday 17 th September (03:00)			Thursday 18 th September (02:50)		
	Capacity	Parked	Stress	Capacity	Parked	Stress
Rosslyn Hill	31	21	68%	31	20	65%
Within 200m	342	254	74%	342	255	75%

4. The parking data suggests that during the weekday evening periods when residential parking will be highest, there were between 84 and 88 spaces available within 200m of the site, with a corresponding parking stress of 74% and 75% respectively.
5. In addition to the above, the results demonstrate less parking usage/stress if the permit parking on Rosslyn Hill alone is considered. There were a minimum of 10 free spaces recorded during both parking survey beats, equating to parking stress of 68% and 65% for the two overnight beats.
6. There is therefore adequate on-street capacity to accommodate the loss of 2 on-street spaces as a result of the proposed crossover.

Conclusion

7. The results of the parking beat surveys demonstrate that the roads around the site have between 84 and 88 available parking spaces and circa 25% spare capacity. On Rosslyn Hill there would therefore be no material impact on the amenity of other residents if 2 on-street parking bays were to be removed.





KEY

- = (A) M-F 0900-1830 SAT 0930-1330 MAX 4 HRS
- = (B) PERMIT HOLDERS ONLY M-F 0900-1830 SAT 0930- 1330
- = (C) RES/BUSINESS PERMIT HOLDERS MON-SAT 0900-2000
- = (D) RES PERMIT HOLDERS MON-SAT 0900-2000
- = (E) M-SAT 0900-1800 MAS 4 HOURS
- = (F) CAR CLUB ONLY
- = (G) BUS PARKING M-F 8-9 3-5 30M NO RETURN WITHIN 30M
- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = BUS STOP
- = DROPPED KERB
- = DISABLED SPACE
- = BUILDING WORKS
- = DOCTORS ONLY
- = TAXIS ONLY

K&M TRAFFIC SURVEYS

DATE : 17th & 18th SEPTEMBER 2014

DAY : WEDNESDAY & THURSDAY

LOCATION : ROSSLYN HILL, HAMPSTEAD

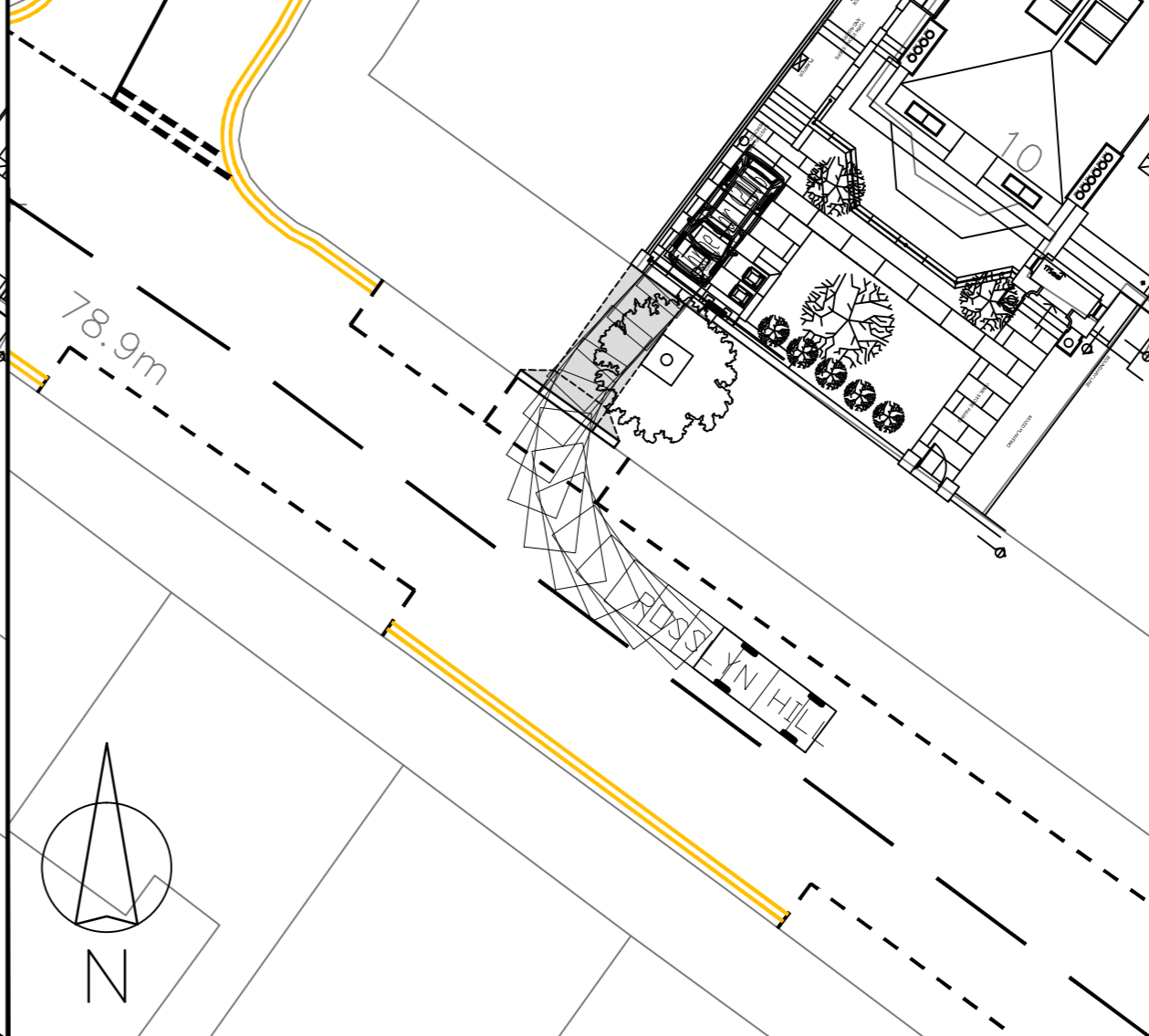
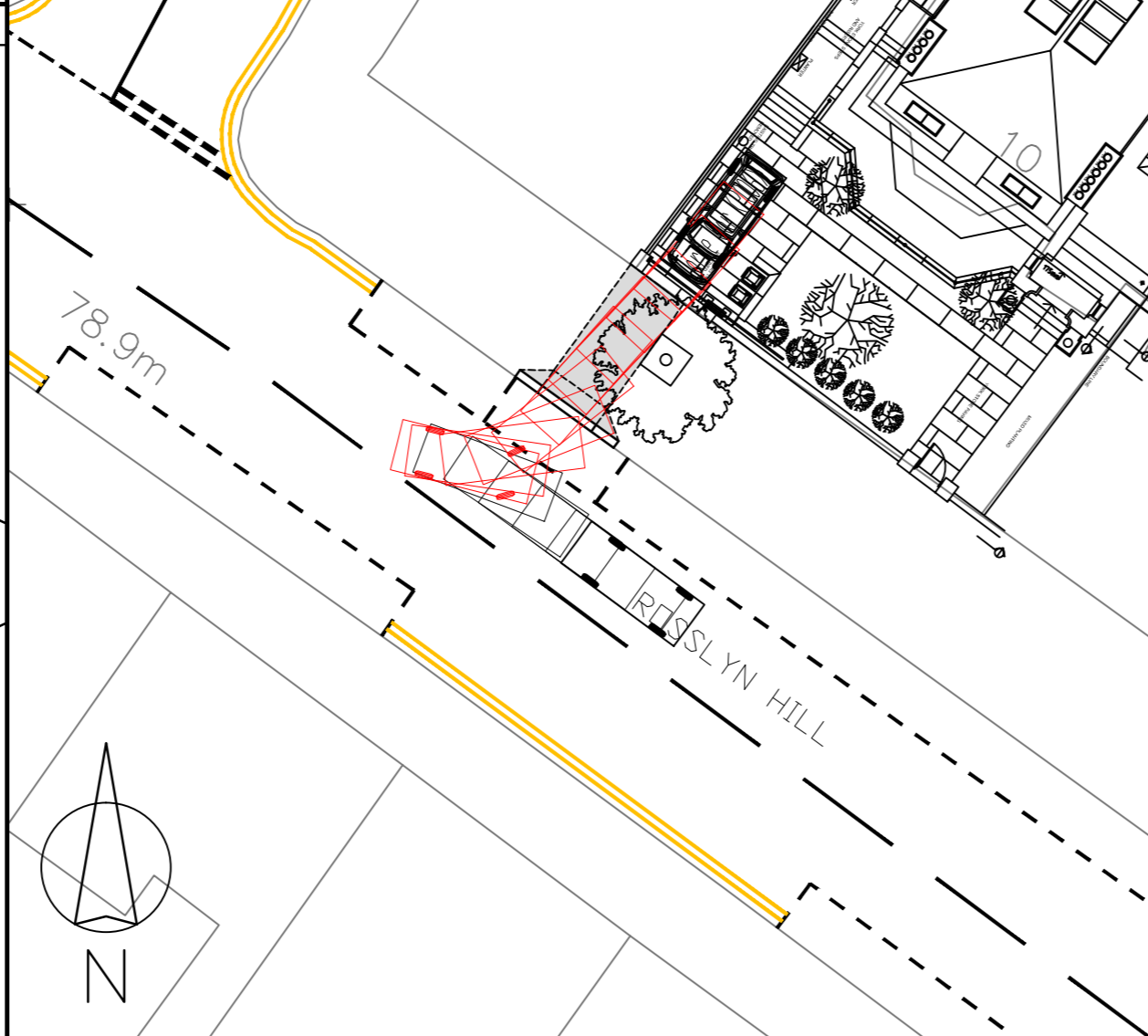
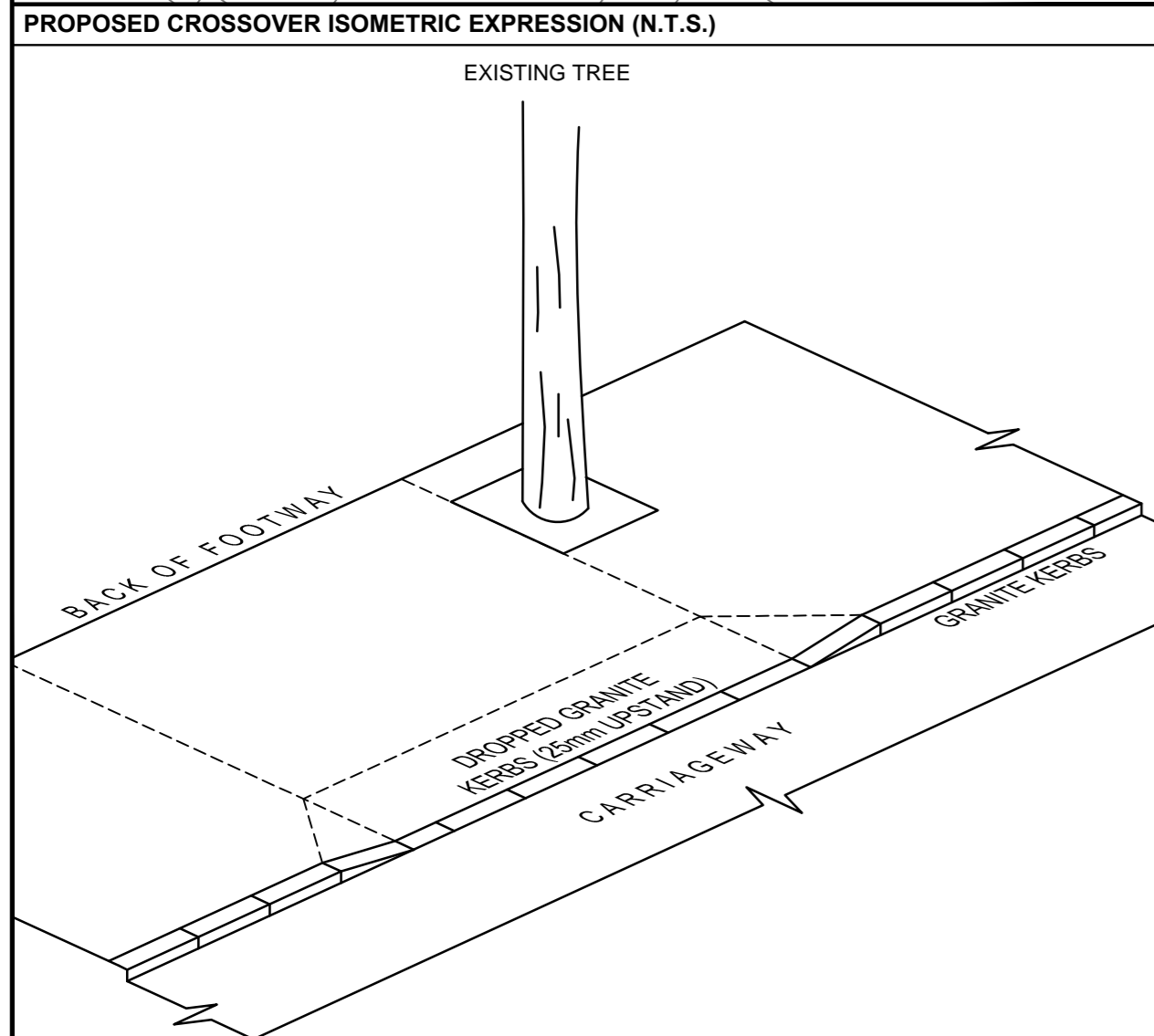
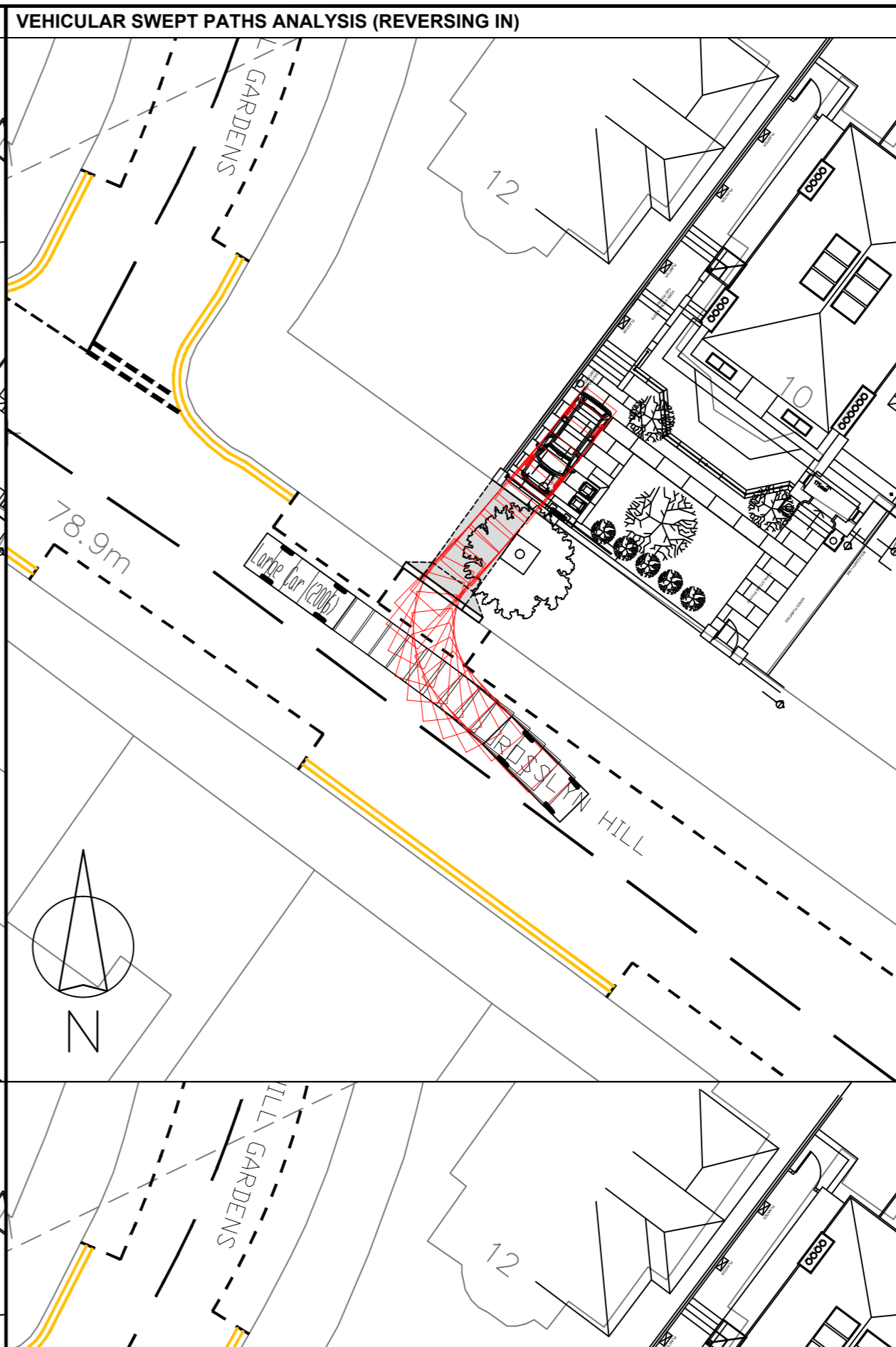
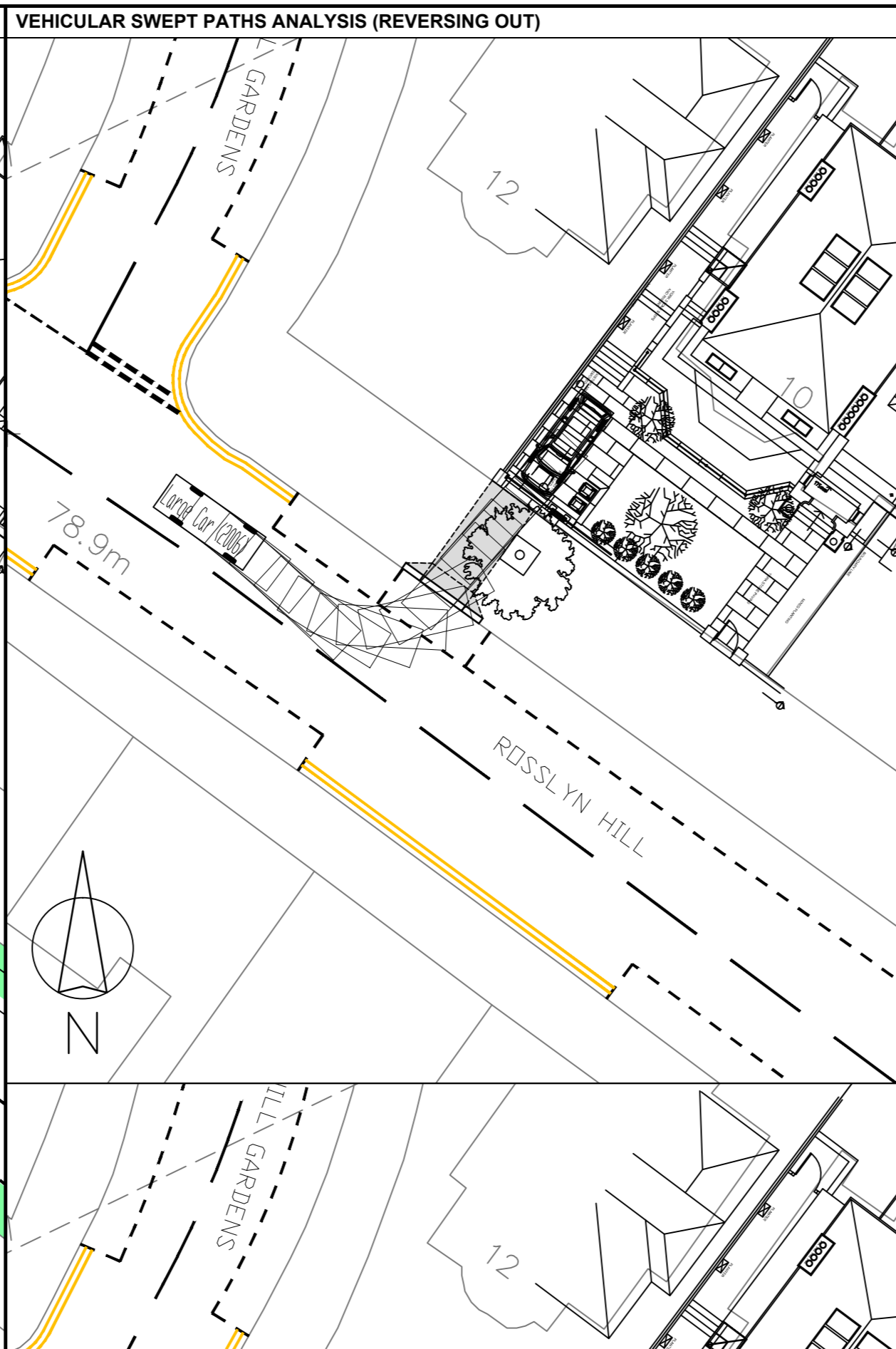
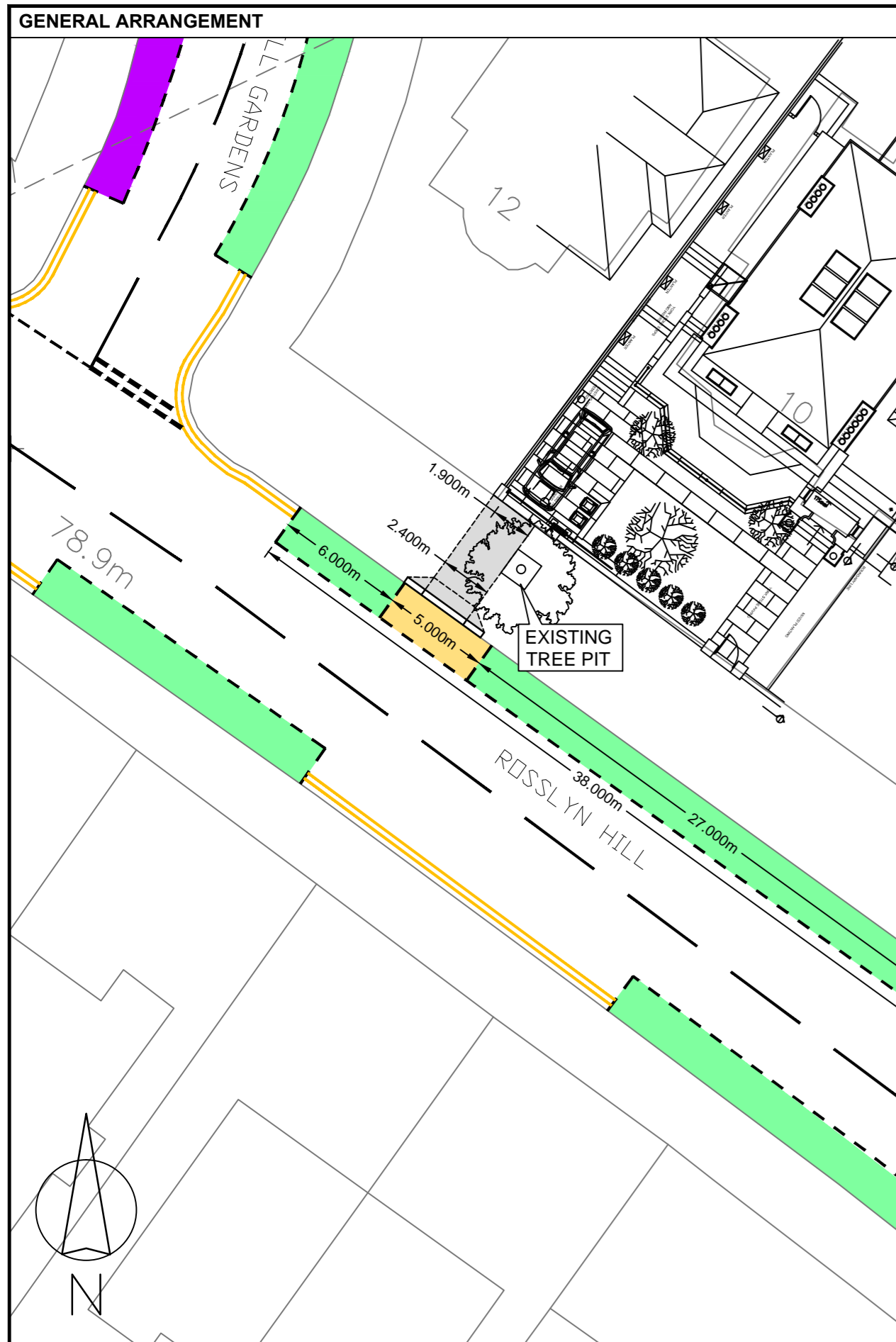
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	WEDNESDAY 17th SEPTEMBER 2014 TIME : 0300			THURSDAY 18th SEPTEMBER 2014 TIME : 0250		
					PARKED	OBSERVED SPACE	% STREET STRESS	PARKED	OBSERVED SPACE	% STREET STRESS
BELSIZE LANE	1	B - PERMIT HOLDERS ONLY - MON TO FRI 0900-1830 SAT 0930-1330	61.1	12	11	0	100.0%	12	0	100.0%
		SINGLE YELLOW LINES	13.1		1			1		
		DROPPED KERBS	6							
	2	B - PERMIT HOLDERS ONLY - MON TO FRI 0900-1830 SAT 0930-1330	20	4	3	0	100.0%	3	0	100.0%
		A - PARKING MON TO FRI 0900-1830 SAT 0930-1330 MAX 4 HRS	21.6	4	3	1	75.0%	3	0	100.0%
DROPPED KERBS		22.9								
SINGLE YELLOW LINES		8.6		1						
ROSSLYN HILL	3	DOUBLE YELLOW LINES	3.1							
		SINGLE YELLOW LINES	38.2		4			1		
		SINGLE YELLOW LINES	39.5							
	4	DOUBLE YELLOW LINES	14.6							
		DROPPED KERBS	8.7							
		BUS STOP	33.3							
		G - BUS PARKING MON TO FRI 0800-0900 AND 1500-1700 30mins NRW30mins	10.3							
	5	DISABLED BAY	20.1	4	1	3	25.0%	1	3	25.0%
		TAXI ONLY	52.1	10	0	10	0.0%	1	9	10.0%
		DOUBLE YELLOW LINES	44.1							
	6	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	96.1	17	13	3	81.3%	12	5	70.6%
		E - PARKING MON TO SAT 0900-2000 MAX 4HRS	35.7	7	1	6	14.3%	2	4	33.3%
		DROPPED KERBS	69.5							
		DOUBLE YELLOW LINES	20.2							
	7	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	38.1	7	3	3	50.0%	3	3	50.0%
		DOUBLE YELLOW LINES	52.8							
		D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	39.5	7	5	1	83.3%	5	1	83.3%
		E - PARKING MON TO SAT 0900-2000 MAX 4HRS	35	7	1	5	16.7%	1	5	16.7%
	8	DISABLED BAY	6.8	1	0	1	0.0%	0	1	0.0%
		DROPPED KERBS	44.1							
DOUBLE YELLOW LINES		9.2					1			
PED CROSSING MARKINGS		27.3								
9	BUS STOP	18.9								
	DOUBLE YELLOW LINES	5.7								
	E - PARKING MON TO SAT 0900-2000 MAX 4HRS	12.3	2	0	2	0.0%	1	1	50.0%	
10	PED CROSSING MARKINGS	28.3								
	DOUBLE YELLOW LINES	4.1								
	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	63.5	12	8	4	66.7%	10	1	90.9%	
	C - PERMIT / BUSINESS HOLDERS ONLY - MON TO SAT 0900-2000	23.8	4	0	4	0.0%	1	3	25.0%	
LYNDHURST RD	11	DOUBLE YELLOW LINES	121.4							
		D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	36.2	7	1	7	12.5%	2	5	28.6%
		DROPPED KERBS	14.6							
	12	DOUBLE YELLOW LINES	52							
		D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	103	17	12	6	66.7%	11	6	64.7%
		DISABLED BAY	12.6	2	1	1	50.0%	1	1	50.0%
		DROPPED KERBS	39							
	13	DOUBLE YELLOW LINES	6.8							
		D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	204.9	38	23	11	67.6%	20	15	57.1%
		DROPPED KERBS	25.8							
DOUBLE YELLOW LINES		14.4								
14	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	73.9	13	3	10	23.1%	4	9	30.8%	
	DROPPED KERBS	10.9								
	DOUBLE YELLOW LINES	29.7								
15	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	81.3	16	8	6	57.1%	8	5	61.5%	
	DOUBLE YELLOW LINES	22.9								
LYNDHURST TERRACE	16	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	180.6	33	26	3	89.7%	26	4	86.7%
		E - PARKING MON TO SAT 0900-2000 MAX 4HRS	18.9	3	2	1	66.7%	2	1	66.7%
		DISABLED BAY	6.6	1	1	0	100.0%	0	1	0.0%
		PERMIT HOLDER 124 ONLY	6.7	1	1	0	100.0%	1	0	100.0%
		DROPPED KERBS	42.3							
	17	DOUBLE YELLOW LINES	7.3							
		D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	126	22	15	6	71.4%	18	2	90.0%
		DROPPED KERBS	47.6							
		DOUBLE YELLOW LINES	7.8							
		E - PARKING MON TO SAT 0900-2000 MAX 4HRS	34.4	6	3	2	60.0%	1	5	16.7%
18	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	18.9	3	3	0	100.0%	3	0	100.0%	
	DROPPED KERBS	14.4								
	DOUBLE YELLOW LINES	8.3								
19	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	99.2	19	9	6	60.0%	11	4	73.3%	
	DROPPED KERBS	43.6								
	DOUBLE YELLOW LINES	11.7								
	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	103.2	19	11	5	68.8%	11	5	68.8%	
	DROPPED KERBS	22.6								
20	DOUBLE YELLOW LINES	21.3								
	E - PARKING MON TO SAT 0900-2000 MAX 4HRS	5.7	1	1	0	100.0%	0	1	0.0%	
	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	70.8	13	8	5	61.5%	6	7	46.2%	
	DISABLED BAY	6.6	1	0	1	0.0%	0	1	0.0%	
	DOCTORS ONLY	10.5	2	0	2	0.0%	0	2	0.0%	
21	DOUBLE YELLOW LINES	10.6								
	DROPPED KERBS	40.5								
	BUILDING WORKS	31								
	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	112.6	22	18	2	90.0%	20	0	100.0%	
	E - PARKING MON TO SAT 0900-2000 MAX 4HRS	25.8	5	1	4	20.0%	2	3	40.0%	
22	DROPPED KERBS	15.3								
	DOUBLE YELLOW LINES	11.5								
	F - CAR CLUB ONLY	10.6	2	2	0	100.0%	1	0	100.0%	
	DOCTORS ONLY	5.7	1	0	1	0.0%	0	1	0.0%	
	PERMIT HOLDER 117 ONLY	6.3	1	1	0	100.0%	1	0	100.0%	
23	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	246.6	47	38	7	84.4%	37	5	88.1%	
	DISABLED BAY	17.4	3	1	2	33.3%	1	2	33.3%	
	DROPPED KERBS	31.4								
	DOUBLE YELLOW LINES	13.2								
	D - PERMIT HOLDERS ONLY - MON TO SAT 0900-2000	236.7	43	36	3	92.3%	33	7	82.5%	
24	DROPPED KERBS	65.8								
	DOUBLE YELLOW LINES	12.7								
	LOADING BAY	14.1		0			0			
	PED CROSSING MARKINGS	14.6								
	DOUBLE YELLOW LINES	54.6								
25	DOUBLE YELLOW LINES	72.5								
	DOUBLE YELLOW LINES	78.1								
	BUS STOP	29.6								
	PED CROSSING MARKINGS	27								

342	254	88	74.27%	339	255	84	75%
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340 253 88 0.74411765 337 254 0.7537

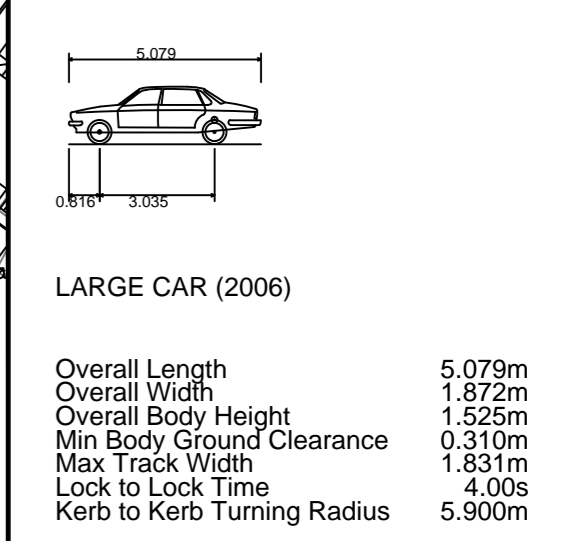
APPENDIX B

(Proposed Crossover and Vehicle Tracking)



Rev	Details	Drawn	Checked	Date
A	Tree location / diameter size amended	DW	BS	04.06.2015

VEHICLE DETAILS:



- FORWARD MOVEMENTS ARE SHOWN IN BLACK
(design speed for all forward movements - 0.1kph)
- REVERSE MOVEMENTS ARE SHOWN IN RED
(design speed for all reverse movements - 0.1kph)

ACCESS CONSTRUCTION

- 20mm AC6 medium surf 100/150;
- 60mm AC20 dense bin 100/150;
- Type 1 sub-base (thickness as shown below)

SUB-BASE THICKNESS:
 CBR value = 2% or greater - 150mm
 CBR value = below 2% - 300mm

NOTE: Any tree roots exposed during the construction of the vehicular crossover to be provided with a granular backfill between the root and the surface paving layer

NOTES:

- Do not scale from this drawing.
- This drawing to be read & printed in colour.
- This drawing is for illustrative purposes only, and not for construction.

Client
Mert & Marcus

Project
10 Rosslyn Hill

Drawing Title
Proposed Vehicular Crossover and Existing Tree

Scale **1:250** Size **A2**

Drawn DW 28.05.2015
 Checked BS 28.05.2015



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Drawing Number **2015-2299-SK-002** Rev **A**