



22 Frognal Way
London Borough of Camden

Transport Statement

For

BTP Chartered Surveyors

Document Control Sheet

Transport Statement

22 Frognaal Way, London Borough of Camden

BTP Chartered Surveyors

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Technical Note has been prepared by Motion to consider the transport and highway matters relating to the proposed development works at 22 Frognal Way in the London Borough of Camden (LBC).
- 1.2 The application site is located at the eastern end of Frognal Way, within the London Borough of Camden, approximately 300 metres south west of Hampstead underground station. Frognal Way is an unadopted road with a gravel surface, grass verges and some street trees. The road is approximately 160 metres long and serves 11 houses and also provides access to two garages owned by residents of Church Row.
- 1.3 Frognal Way is a cul-de-sac with vehicular access provided from Frognal to the west by way of a priority junction. Vehicular access is controlled by a rising arm barrier. An adopted pedestrian footpath forms part of Frognal Way at the eastern end of the cul-de-sac from where it provides pedestrian access to Church Row.
- 1.4 The site is currently occupied by a single storey detached residential property with a basement level which currently has planning permission (Application Ref. 2009/3168/P) for works which include the extension of the existing basement level and the insertion of a car lift to the basement level. Work have commenced on site and therefore this scheme has been implemented. The consented scheme provides parking on site for 2 cars.
- 1.5 The proposals include the demolition of the existing property on site and the construction of a new 3 storey, 7 bedroom residential property (5 bedrooms, 1 guest bedroom and a nanny room). The site falls away from the site entrance towards the south and has a high point to the north east corner. The design of the building works with the natural topography of the site and provides accommodation at upper ground, lower ground and basement levels.
- 1.6 This note considers the transport and highway implications of the proposed scheme. The remainder of this document comprises four sections. Section 2 outlines the policy context against which applications are assessed. Section 3 sets out the baseline conditions and accessibility of the site by sustainable means of transport, whilst the development proposals' parking and servicing arrangements are considered in Section 4. Section 5 summarises and concludes.

2.0 Policy Context

National Policy

National Planning Policy Framework

2.1 The National Policy Framework (NPPF) was published in March 2012 and sets out the Governments planning policies for England and how these are expected to be applied.

2.2 In relation to Transport, NPPF states that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."

2.3 When considering the transport effects of a development, the NPPF states that:

2.4 *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of 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; and,*
- ▶ *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*

Regional Policy

The London Plan, Consolidated with alterations since 2011 - March 2015

2.5 The London Plan is the Mayors Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and the environmental improvement of Greater London.

2.6 With regard to assessing the impact of development on transport capacity, Policy 6.3 states:

"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network."

2.7 With regards to parking Policy 6.13 sets out maximum standards for residential developments. The maximum standards are summarised in Table 2.1 below.

4 or more beds	3 beds	1-2 beds
Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

Table 2.1 London Plan Maximum Residential Car Parking Standards

2.8 The London Plan also notes that:

"Adequate parking spaces for disabled people must be provided preferably on-site"

And

"10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future."

2.9 Table 6.3 of the London Plan provides minimum cycling parking standards for residential developments which are summarised in Table 2.2.

Land Use	Long-stay	Short-stay
C3 (Dwellings)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

Table 2.2 – London Plan Minimum Cycle Parking Standards

Local Policy

Core Strategy

- 2.10 The Core Strategy forms part of the Local Development Framework (LDF) and sets out the Boroughs strategy for managing growth and development until 2025.
- 2.11 In relation to 'Managing the Impact of Growth and Redevelopment' Policy CS5 sets out that the Council will protect the amenity of Camden's residents and those working in and visiting the borough by:
- ▶ *"Making sure the impact of developments on their occupiers and neighbours is fully considered;*
 - ▶ *Seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and*
 - ▶ *Requiring mitigation measures where necessary"*
- 2.12 As part of LBC's approach to minimising congestion and addressing the environmental impacts of travel, the Council will:
- ▶ *" Minimise the provision for private parking in new developments, in particular through:*
 - *Car free developments in the borough's most accessible locations and*
 - *Car capped developments;*
 - ▶ *Promote the use of low emission vehicles, including through the provision of electric charging points; and,*
 - ▶ *Ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network."*

Camden Development Policies

- 2.13 Camden Development Policies form part of the Council's LDF. The Development Policies contribute towards the delivery of the Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough to achieve the vision and objectives of the Core Strategy.
- 2.14 In relation to parking, Policy DP18 outlines the parking standards for new developments and the need for limiting the availability of car parking. The Council will seek to ensure that developments provide the minimum necessary car parking provision.
- 2.15 Developments should comply with the maximum car parking standards for use class C3 Residential development (housing) use as set out in Table 2.3. Developments are also expected to meet the Councils minimum cycle parking standards as displayed in Table 2.3.

Parking Type	
Cycles	Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors – from threshold of 20 units, 1 space per 10 units or part thereof.
General car parking	Low parking provision areas: maximum of 0.5 spaces per dwelling Rest of the borough: maximum of 1 space per dwelling.

Table 2.3 – Camden Borough Council Parking Standards

2.16 Low parking provision areas are defined by the Development Policies as;

"Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport."

therefore, the site does not fall within a low parking provision area.

2.17 It is noted that policy DP18 notes that development should not exceed the maximum standard for the area in which it is located with the exception of spaces for disabled people.

Camden Planning Guidance 7: Transport

2.18 The Camden Planning Guidance document supports the policies in the LDF. The guidance is therefore consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

2.19 The document provides more detailed guidance in relation to Transport Assessments, Travel Plans, delivery and servicing management plans, car free and car capped development, on-site car parking, vehicle access and cycling facilities.

3.0 Baseline Conditions

Site and Surrounding Area

- 3.1 The application site is located on Frognal Way, approximately 300 metres southwest of Hampstead underground station. The site is located 200 metres north of University College School in a predominantly residential area. The location of the site in relation to the surrounding area is shown in **Figure 3.1**.
- 3.2 Frognal Way is an unadopted cul-de-sac with a gravel surface. Vehicular access to Frognal Way is controlled by an automatic rising arm barrier at the junction with Frognal. The road is approximately 160 metres long and serves 11 houses and also provides access to two garages owned by residents of Church Row.
- 3.3 The site benefits from a large rear garden and is bound to the north, south and east by adjacent residential developments. Vehicular access to the property is provided from Frognal Way which leads to an area of hardstanding outside the frontage of the house. A copy of the existing site layout plan is attached to this note as **Appendix A**.

Local Highway Network

- 3.4 Frognal Way is a cul-de-sac with vehicular access provided from Frognal to the west by way of a priority junction. Vehicular access is controlled by a rising arm barrier. An adopted pedestrian footpath forms part of Frognal Way, and at the end of the cul-de-sac, it continues and provides pedestrian access to Church Row. The road is managed by the Frognal Way Residents Association on behalf of the residents of Frognal Way.
- 3.5 To the north, Frognal provides access towards Hampstead and Golders Green and to the south it provides access to the A41 and the wider highway network.

Accessibility by Foot and Cycle

- 3.6 Given that access to Frognal Way is barrier controlled, traffic flows are relatively light and a 5 mile an hour speed limit is in operation. The footpath on Frognal Way is paved and clearly defined over some of the length of the road, although in other areas, Frognal Way operates as a shared surface. It has been observed that pedestrians can be encountered over any part of the road, including groups of school children travelling to and from local schools.
- 3.7 The footpaths from Frognal Way provide access to further pedestrian footways that link to Hampstead underground station, Finchley Road and Frognal rail station and a range of local amenities including shops, banks, schools and bus stops.
- 3.8 Frognal is highlighted in Transport for London's Cycling Guide 14 as a quiet road recommended for use by cyclists and provides access to the north towards Hampstead Heath and links to further quiet routes recommended for use by cyclists. The southern end of Frognal is identified as a route signed or marked for use by cyclists and provides a link south towards Regents Park and the wider London Cycle Network.

Accessibility by Public Transport

Public Transport Accessibility Level (PTAL)

- 3.9 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. Using the Transport for London (TfL) PTAL assessment methodology the site achieves a PTAL of 3 when measured from the centre of the application site indicating moderate accessibility by public transport. A copy of the PTAL summary report is provided in **Appendix B**.

Accessibility by Bus

- 3.10 The recommended maximum walking distance for accessing bus stops is 640 metres (Transport for London's Guidelines 'Measuring Public Transport Accessibility Levels' (June 2003)).
- 3.11 The nearest bus stops to the site are located on Heath Street, 220 metres east of the application site and can be accessed by the footway adjacent to the property which connects to Church Row. Further bus stops are located on the A502 Hampstead High Street, 350 metres east of the site and on the A41 Finchley Road, 600 metres walk south west of the site. These bus stops are easily accessible by foot and cycle and provide regular services to a number of local and regional destinations.
- 3.12 Table 3.1 summarises the frequency of bus services operating within the maximum walk distance from the site whilst the relevant TfL bus route 'spider map' is shown at [Appendix C](#).

Route	Between	Frequency (approximately every 'x' minutes)		
		Mon-Fri	Saturday	Sunday
13	Golders Green – Aldwych	7-8 mins	8-9 mins	10-12 mins
46	Lancaster Gate – Holborn	10 mins	10 mins	15 mins
82	North Finchley - Victoria	8 mins	8 mins	12 mins
113	Edgware – Marble Arch	10 mins	10 mins	20 mins
603	Muswell Hill – Swiss Cottage	4 services per day	No service	No service

Table 3.1 Local Bus Services

Accessibility by Rail

- 3.13 The application site is located approximately 300 metres south west of Hampstead underground station which provides access to the Edgware branch of the Northern Line. The Northern Line operates regular services every 3-4 minutes north towards Edgware and south towards Morden via either Bank or Charing Cross.
- 3.14 The application site is also located approximately 750 metres north east of Finchley Road and Frogнал rail station which is managed by London Overground. The station is served by trains 8 times an hour to Stratford (London) and 4 times an hour to Clapham Junction and Richmond.

Summary

- 3.15 It is evident from the above that the site is in an accessible London location and is conveniently located for making journeys to and from the site by sustainable means of transport. Local bus stops and rail stations are located within a short walk or cycle distance from the site and provide access to a range of local destinations and destinations across London.

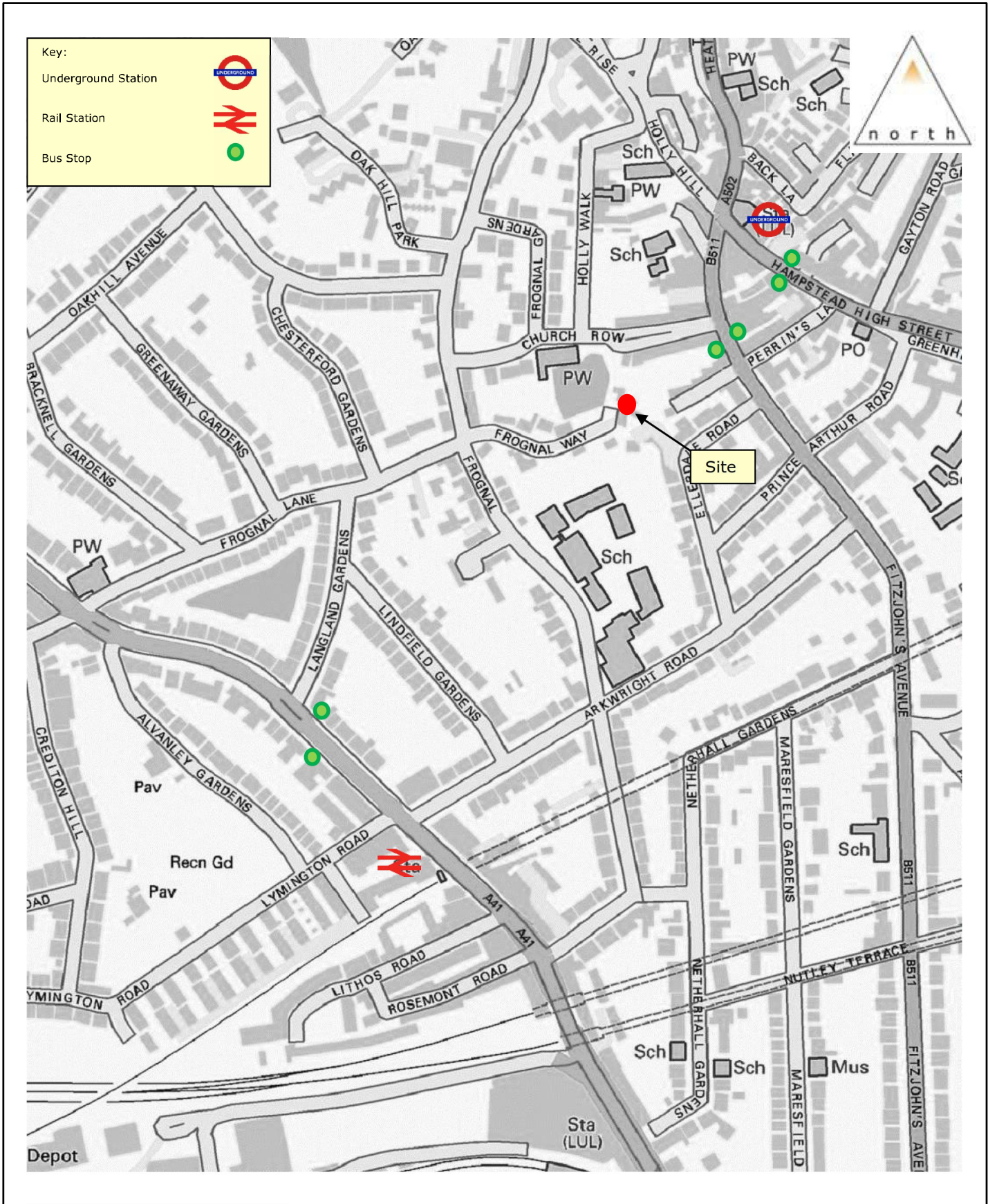
4.0 Development Proposals

- 4.1 The current proposals include the demolition of the existing property and the construction of a 3 storey property including basement providing a total of 7 bedrooms, including 1 guest bedroom and a nanny room. The proposed site layout is attached at **Appendix D**.
- 4.2 The site has planning permission for development works which include the provision of a vehicle lift and an area of hard standing outside the frontage of the house providing parking for 2 vehicles (Application Ref. 2009/3168/P). The current development proposals include the provision of a new double garage that provides parking for two cars. The garage is accessed from an area of hard standing adjacent to the frontage of the property. The garage will provide electric charging facilities for cars and the dimensions allow for the use of the parking by wheelchair users.
- 4.3 The car parking provision is in accordance with London Plan standards but exceeds that specified by Camden Borough Council. However, given the scale of the proposed property, five bedrooms, a guest bedroom and a nanny room, this level of provision is not considered excessive as the development provides a level of accommodation equivalent to that of two smaller houses, which could, in accordance with Camden's parking standards, have parking for two cars. It should also be noted that the consented development scheme for this site provides parking for two cars, therefore the principle of providing two car parking spaces on site has already been established.
- 4.4 Covered cycle parking spaces will be provided within the garage. The garage will provide parking for 3 to 6 cycles. This provision accords with the London Plan and local standards.
- 4.5 Refuse for the development will be collected from Frognal Way as is currently the case. The hard standing area to the front of the double garage provides opportunity for deliveries to the property to be undertaken on site and as such, it is considered that the redevelopment of the site would not have a material effect on the operation of the local road network.

5.0 Summary and Conclusions

- 5.1 This Technical Note has been prepared by Motion to consider the transport and highway matters relating to the proposed development works at 22 Frognal Way in the London Borough of Camden.
- 5.2 The site is currently occupied by a single storey detached residential property with a basement level which currently has planning permission for works which include the extension of the existing basement level and the insertion of a car lift to the basement level (Application Ref. 2009/3168/P). The consented scheme provides parking for up to 2 vehicles.
- 5.3 The current proposals include the demolition of the existing property and the construction of a 2 storey property with a single storey basement providing a total of 7 bedrooms, including 1 guest bedroom and a nanny room .
- 5.4 In summary:
- ▶ The site is located in an accessible London location and is well placed for undertaking journeys by foot, cycle and on public transport;
 - ▶ The car parking and cycle parking for the proposed development is in accordance with the London Plan standards and is considered appropriate given the scale of the development;
 - ▶ Car parking is at the same level as that provided by the consented development proposals at the site;
 - ▶ The area of hard standing to the front of the property provides opportunity for deliveries to the property to take place on site; and
 - ▶ The proposed development will not result in demonstrable harm to the operation of the local highway network.
- 5.5 On the basis of the above, it is considered that there is no reason why the proposals should be resisted on traffic and transportation grounds.

Figures



22 Frognal Way, London

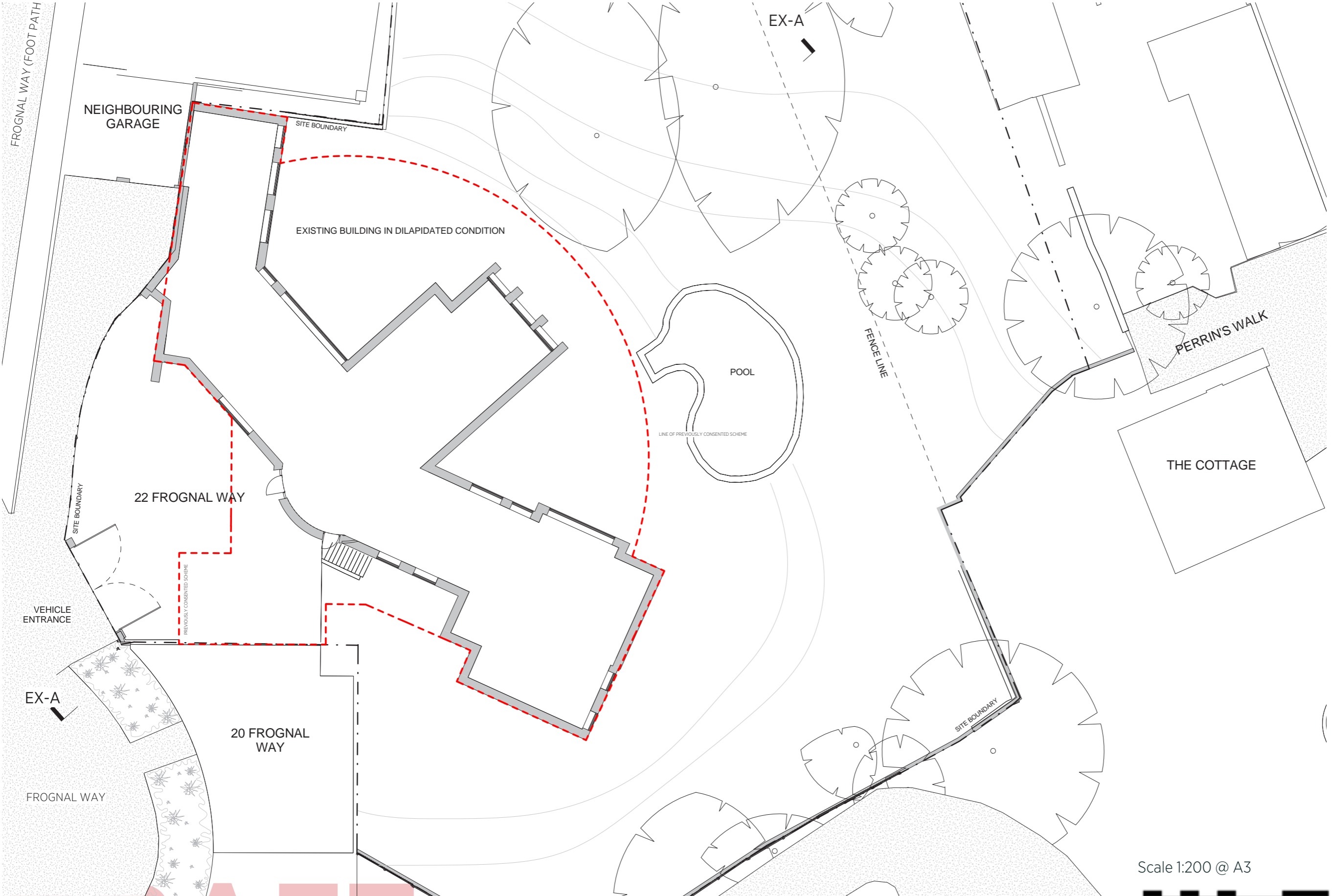
Site Location Plan

Not to Scale

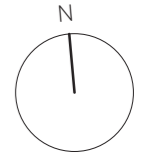
Appendix A

Existing Site Layout Plan

EXISTING UPPER GROUND FLOOR



Scale 1:200 @ A3



DRAFT
22 FROGNAL WAY
PLANNING APPLICATION DESIGN & ACCESS STATEMENT

Appendix B

PTAL Report

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20152304071947
Description 20152304071947
Run by user PTAL web application
Date and time 23/04/2015 07:19

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: 526265, 185563

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FINCHLEY RD ARKWRIGHT RD	82	605.44	8.75	1.0	7.57	5.43	13.0	2.31	2.31

BUS	FINCHLEY RD ARKWRIGHT RD	113	605.44	7.0	0.5	7.57	6.29	13.85	2.17	1.08
BUS	FINCHLEY RD ARKWRIGHT RD	13	605.44	8.0	0.5	7.57	5.75	13.32	2.25	1.13
BUS	HAMPSTEAD STN HEATH STR	46	625.75	6.0	0.5	7.82	7.0	14.82	2.02	1.01
LU LRT	Hampstead	Northern Line Edgware to Morden	694.79	9.7	1.0	8.68	3.84	12.53	2.39	2.39
LU LRT	Hampstead	Northern Line Edgware to Morden	694.79	8.3	0.5	8.68	4.36	13.05	2.3	1.15
LU LRT	Hampstead	Northern Line Kennington to Edgware	694.79	5.0	0.5	8.68	6.75	15.43	1.94	0.97
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	CLAPHAM JUNCTION to STRATFORD	801.88	2.0	0.5	10.02	15.75	25.77	1.16	0.58
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	RICHMOND to STRATFORD	801.88	4.0	1.0	10.02	8.25	18.27	1.64	1.64

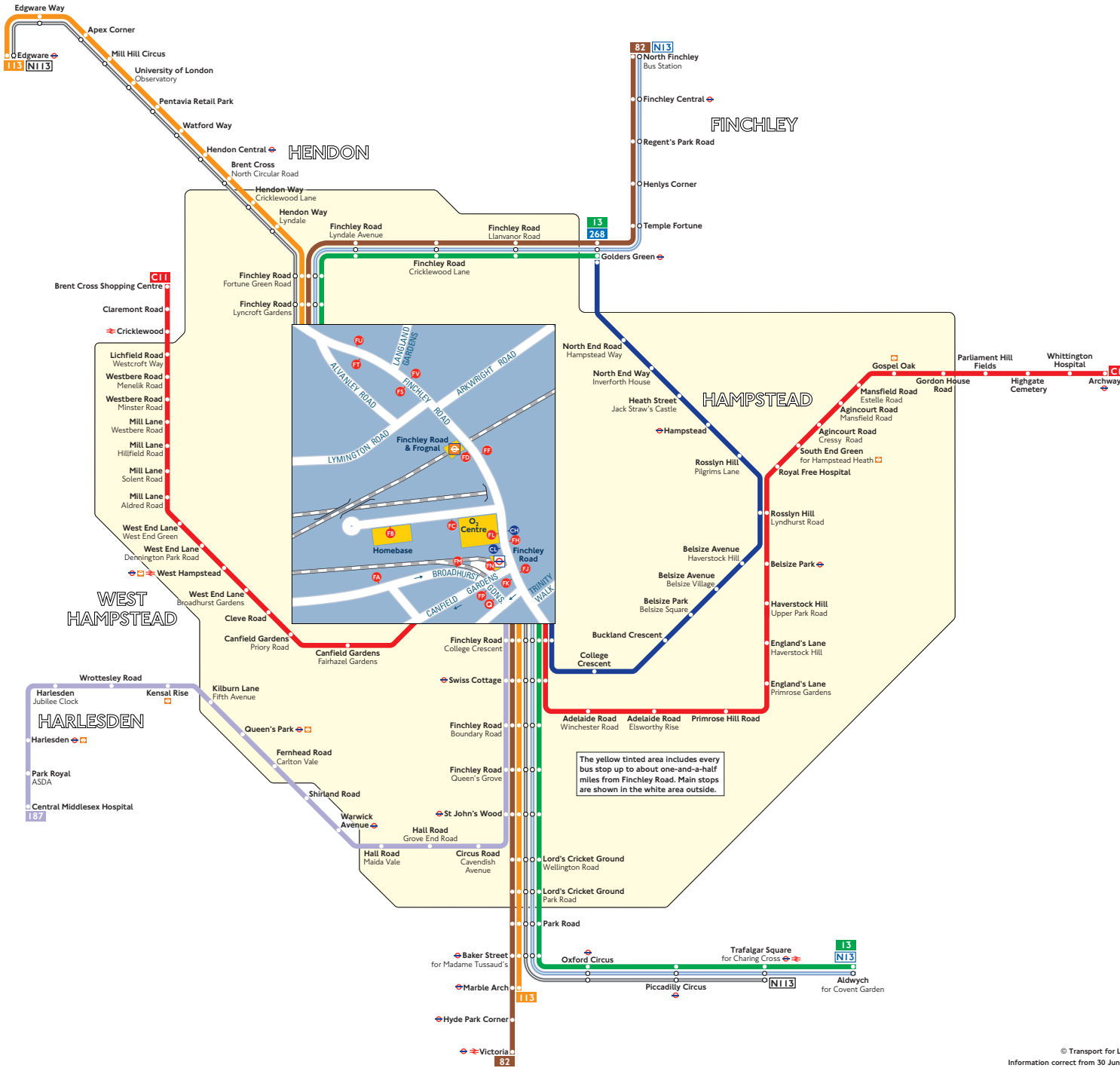
Total AI for this POI is 12.26.

PTAL Rating is 3.

Appendix C

TfL Bus Route 'Spider Map'

Buses from Finchley Road



Key

- 13 Day buses in black
- N13 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail



Red discs show the bus stop you need for your chosen bus service. The disc 1 appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses

Bus route	Towards	Bus stops
13	Aldwych	FP FB FJ FU FV
	Golders Green	FD FK FL FS FT
82	North Finchley	FD FK FL FS FT
	Victoria	FP FB FJ FU FV
113	Edgware	FD FK FL FS FT
	Marble Arch	FP FB FJ FU FV
187	Central Middlesex Hospital	FB FC FH FJ
268	Golders Green	FB FC FH FJ
	Archway	FA FB FM FN
C11	Brent Cross Shopping Centre	FP

Night buses

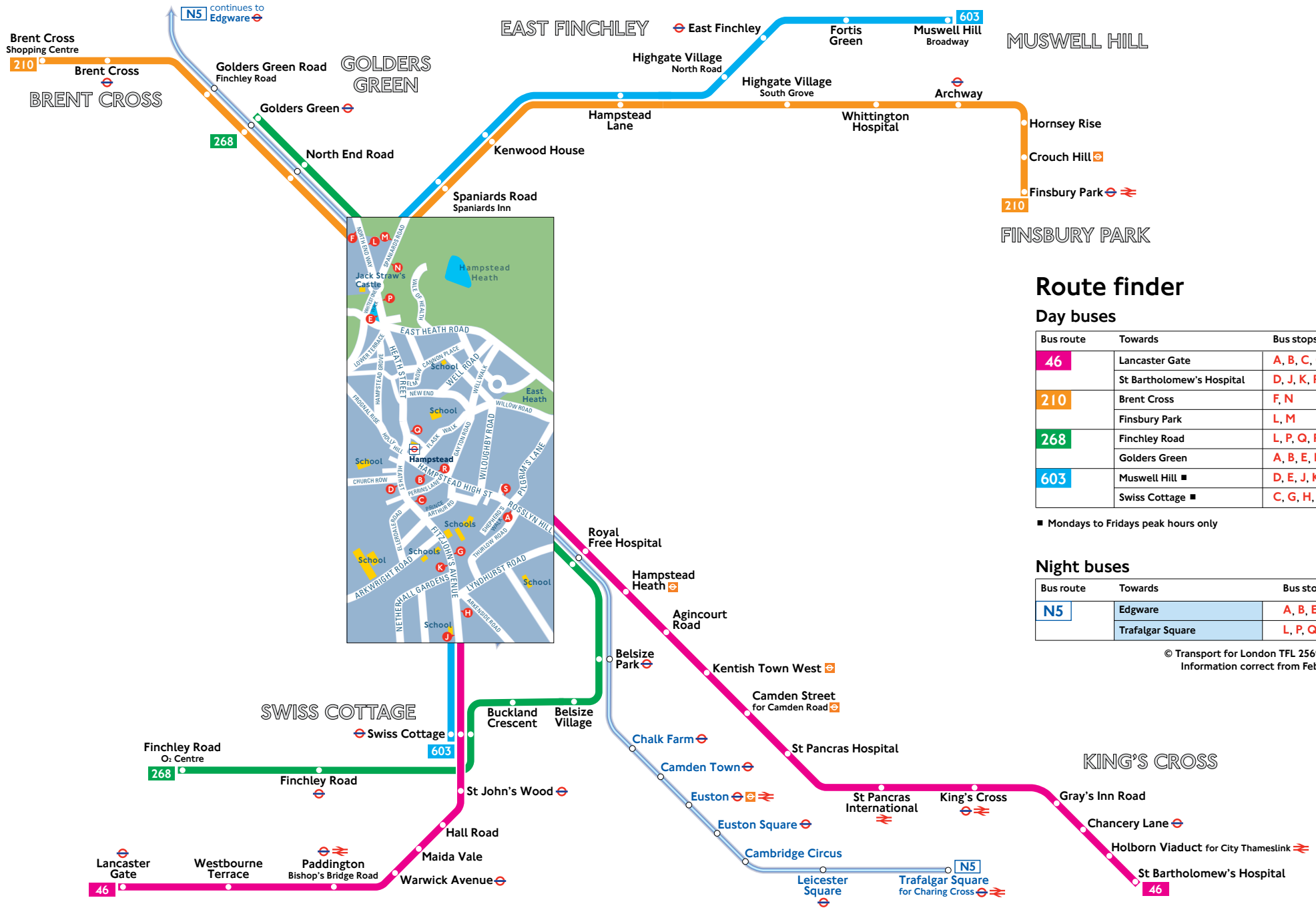
Bus route	Towards	Bus stops
N13	Aldwych	FP FB FJ FU FV
	North Finchley	FD FK FL FS FT
N113	Edgware	FD FK FL FS FT
	Trafalgar Square	FP FB FJ FU FV

Coaches

Towards	Coach stops
Coaches northbound	CL
Coaches to central London	CH

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

Buses from Hampstead



Route finder

Day buses

Bus route	Towards	Bus stops
46	Lancaster Gate	A, B, C, G, H
	St Bartholomew's Hospital	D, J, K, R, S
210	Brent Cross	F, N
	Finsbury Park	L, M
268	Finchley Road	L, P, Q, R, S
	Golders Green	A, B, E, F
603	Muswell Hill	D, E, J, K, M
	Swiss Cottage	C, G, H, N, P, Q

■ Mondays to Fridays peak hours only

Night buses

Bus route	Towards	Bus stops
N5	Edgware	A, B, E, F
	Trafalgar Square	L, P, Q, R, S

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Information correct from February 2013

Appendix D

Proposed Site Layout Plan

PROPOSED UPPER GROUND FLOOR



DRAFT
22 FROGNAL WAY
PLANNING APPLICATION DESIGN & ACCESS STATEMENT

Scale 1:200 @ A3
0 1 5 10

