



ttp consulting
transport planning specialists

Somali Community Development
Trust

Unit 23-24 Cheriton,
Queen's Crescent, NW5 4EZ

Transport Statement

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- Appendix A** - Existing Site Layout Plan
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by the Somali Community Development Trust ('the Applicant') to provide traffic and transport advice in relation to the change of use proposal for Unit 23-24 Cheriton, Queen's Crescent, in the London Borough of Camden (LBC). The site location plan is shown at **Figure 1**.
- 1.2 The existing permitted use of the site is as a training centre (D1) at ground floor and office (B1a) at basement level. The existing community centre caters for around 20 – 70 people at any one time.
- 1.3 The training centre is operated by the Somali Community Development Trust (SCDT) which is a registered charity and company offering services for the local Somali community. The SCDT was also operating a place of worship from the site for the past 4 years until a PCN notification was received in May 2015.
- 1.4 The proposal therefore envisages the formal change of use of the building to provide a place of worship (D1) on both floors. The total GFA of the application site is 128sqm. The proposed development has the potential to cater for up to 170 people at any one time. This represents a 143% increase in people attending the site.
- 1.5 This Transport Statement and associated Travel Plan accompany the planning application for this change of use development.
- 1.6 Our reports conclude that the retention of the use of the site as a Place of Worship will not realise any material transportation impact in terms of trip generation, sustainable travel, or servicing and refuse collection. It has been prepared following a detailed site visit.

Scope of the Report

- 1.7 The remainder of the report is set out as follows:
- Section 2 sets out the existing situation;
 - Section 3 describes the accessibility of the site by non-car modes;
 - Section 4 sets out the development proposals;
 - Section 5 provides a summary of relevant national, regional and local planning policies;
 - Section 6 sets out the effects of the proposals;

- Section 7 provides a pedestrian comfort level assessment
- Section 8 provides a summary and conclusion.

2 EXISTING SITUATION

The Site

- 2.1 The existing permitted use of the site is as a training centre (D1) on the ground floor and office (B1a) on the basement level. An existing layout plan is included at **Appendix A**.
- 2.2 The main entrance into the building is taken from the courtyard area which the other units within Cheriton front onto. Step-free access is provided to / from Queen's Crescent and Malden Road, and there are also steps onto Malden Road close to the bus stop.
- 2.3 There is a secondary entrance into the building located to the rear, which is accessed via a vehicular route from Queen's Crescent behind the building. Access to the secondary entrance can also be taken by pedestrians from Malden Road. This entrance is mainly used by women who choose not to use the main entrance.
- 2.4 There is currently no car or cycle parking associated with the site. The training centre currently has 1 full time employee and 3 part time members of staff. The training centre staff do not currently have use of parking permits.

Somali Community Development Trust

- 2.5 A variety of sessions are currently run from the training centre, as shown in **Table 2.1** which also details the time of day the sessions take place and the usual number of attendees.

Table 2.1: Training Centre Uses			
Use	Times	Frequency	Number of attendees
Islamic studies (Women only)	10:00-12:00	Monday and Friday	Up to 20 people
Children's Session (Islamic studies and Manner)	17:00-19:00	Tuesday and Wednesday	60 – 70 people
Advice and advocacy Session (1-1 session)	10:00-12:00	Wednesday	10 people
Tuition Classes English and Maths Boys/Girls	17:00-19:00 13:00-14:00	Friday Saturday	70 people 70 people
Bengali Session (Men)	18:00-20:00	Friday	10 – 15 people

Men's session (Islamic History in Somali)	19:30-20:30 17:00-19:00	Friday Saturday	20 – 30 people 20 – 30 people
Male & Female Islamic studies translation (Tafseer) Quran	17:00-18:00	Sunday	20 – 30 people

Existing Servicing and Delivery Requirements

- 2.6 The training centre usually has 1 delivery per month which consists of water, tissues and other cleaning products. However, during the month of Ramadan, a single daily food delivery is made to the training centre.

Local Area

- 2.7 The site is situated within a predominantly residential area however there are mixed uses nearby including retail, employment and commercial uses within other units in Cheriton. Furthermore, Queen's Crescent market is located 2 – 3 minutes' walk to the north of the site.

Local Highway Network

- 2.8 Queen's Crescent is a two-way, single lane carriageway which operates in a broadly northeast / southwest orientation. Queen's Crescent forms a cul-de-sac to the south of the site and connects to Gillies Street, to the northwest. Pedestrian access can be taken from Queen's Crescent to Prince of Wales Road. Queen's Crescent is subject to a 20mph speed limit.
- 2.9 Queen's Crescent dissects Malden Road (the B517) which is a more strategic route through the Borough providing vehicular access to Prince of Wales Road and Chalk Farm Road to the south, and Mansfield Road (the B518) to the north.

On-street Parking

- 2.10 The site is located within the Controlled Parking Zone (CPZ) sub-zone CA-L (Outer), in Camden. Queen's Crescent provides permit holder only parking bays and pay at machine parking with a max stay of two hours. Parking restrictions within this sub-zone apply Monday to Friday between 08:30 – 18:00.
- 2.11 Malden Road, which the site is bound by to the north, is on the border between CPZ sub-zone CA-L (Outer) and CA-L (Inner). Restrictions within sub-zone CA-L (Inner) apply between 09:00 – 11:00 during the morning on certain days of the week. There are pay at machine bays on Malden Road which allow a maximum stay of 1 hour.

2.12 There are motorcycle parking bays in the vicinity of the site on Queen's Crescent.

3 ACCESSING THE SITE BY NON-CAR MODES

Walking

- 3.1 The Transport for London guidance document 'Walking Good Practice', issued in April 2012, refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes.
- 3.2 In general, footways around the site are in good condition and of acceptable widths. There are generally dropped kerbs at informal crossing points at junctions.
- 3.3 There are a number of formal crossing points nearby the site. There is a zebra crossing located on Malden Road close to the junction with Queen's Crescent and there is a push button crossing facility located on Prince of Wales Road to the south of the site.

Cycling

- 3.4 It is generally accepted that cycling is a suitable mode of travel for journeys up to 5 miles in length although in London, longer journeys are commonplace. Much of central London is within 5 miles distance of the site including Chalk Farm, Kentish Town, Tufnell Park, Upper Holloway and Hampstead.
- 3.5 Observations indicate that there are existing cycle stands at numerous locations on the local roads within a 2 – 3 minutes' walk of the site, including:
- Malden Road in the vicinity of the junction with Queen's Crescent: 2 stands (capable of accommodating 4 bicycles);
 - Bassett Street at the junction with Queen's Crescent: 6 stands (capable of accommodating 12 bicycles);
 - Allcroft Road at the junction with Queen's Crescent: 6 stands (capable of accommodating 12 bicycles); and
 - Ashdown Crescent: 4 stands (capable of accommodating 8 bicycles).

Public Transport

- 3.6 The following paragraphs explore the opportunities to travel to and from the site by public transport.

Bus Access

- 3.7 There are numerous bus stops located within walking distance of the site providing access to a range of routes connecting to much of London. **Appendix B** contains the relevant TfL Bus Route Map.
- 3.8 The closest bus stop is located on Malden Road approximately 170m / 2 minutes walk to the north of the site. Other nearby bus stops within walking distance are located on Prince of Wales Road (350m / 4 minutes walk) and Haverstock Hill (550m / 7 minutes walk).
- 3.9 These bus stops provide access to 4 bus routes with an average of five services per hour on most of the routes, connecting to destinations including Camden, Waterloo, Elephant & Castle, King's Cross, Stoke Newington, Highbury & Islington, Victoria and Westminster.

Rail Services

- 3.10 There are three stations within 720m – 900m / 9 – 11 minutes walk of the site including Chalk Farm Station, Kentish Town West Station and Gospel Oak Station.
- 3.11 Chalk Farm Station, located 720m to the south, provides access to the Northern Line.
- 3.12 Kentish Town West Station, located 740m to the southeast, provides access to the London Overground. Services that pass the station connect to terminus stations including Clapham Junction / Richmond and Stratford.
- 3.13 Gospel Oak Station, located circa 900m to the north also provides access to London Overground services and is the adjacent stop to Kentish Town West, towards the west.

Public Transport Accessibility Level

- 3.14 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 3.15 The PTAL rating is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. The PTAL 1 and 6 ratings are further subdivided between 'a' and 'b' with a being located on the lower end of the spectrum and b on the higher.

3.16 The PTAL rating of the site is 4, meaning the site has a good level of accessibility to public transport. **Appendix C** contains the TfL PTAL summary.

Car Club

3.17 There are numerous car club locations nearby the site including 5 car clubs within 1km / 12 – 13 minutes walk of the site. All of the car club vehicles located in close proximity to the site are operated by Zipcar and can be found at the following locations.

- Haverstock Hill;
- Malden Crescent;
- Eton College Road;
- Parkhill Road; and
- Belmont Street.

Existing Travel Patterns

3.18 A travel survey questionnaire was carried out at the training centre. The questionnaire was filled out in part or in total by 150 respondents.

3.19 **Table 3.1** summarises the mode of travel that attendees usually take to get to the community centre demonstrating that the vast majority (76%) walk, whilst 21% take the bus and 3% drive in their own car. There were 148 responses to this question.

Table 3.1 Usual Mode of Travel to the community centre		
Travel mode	Response Percent	Response Count
Walk	76%	112
Bicycle	-	0
Train / underground	-	0
Bus	21%	32
Motorcycle	-	0
Car share	-	0
Drive in own car	3%	4
Total	100%	148

3.20 **Table 3.2** summarises the journey time for the majority of people accessing the community centre. There were 142 responses to this question.

Table 3.2 Usual Journey Time		
Travel mode	Response Percent	Response Count
Under 15 minutes	83%	118
15 – 30 minutes	15%	22
30 – 45 minutes	1%	1
45 minutes to 1 hour	-	0
Over 1 hour	1%	1
Total	100%	142

3.21 The table shows that over 83% of those that attend the training/community centre travel there in under 15 minutes, which indicates that the catchment area is generally a short distance from the site.

4 DEVELOPMENT PROPOSAL

- 4.1 This section sets out the details of the proposed development. A copy of the layout plans have been included at **Appendix D**.
- 4.2 The SCDT currently operates as a community centre and offers prayer sessions to the local community, the latter it has done so without planning consent. The development proposal therefore seeks to change the use class of the building from ground floor community centre (D1) and basement office (B1a) to a community centre and place of worship (D1) on both floors.
- 4.3 The site has a floor area of approximately 128sqm which will remain unchanged.
- 4.4 The main entrance into the building will continue to be taken from the courtyard in front of the unit, as is the existing situation, and a secondary access will continue to be provided to the rear of the building.

Car and Cycle Parking Provision

- 4.5 The development will be car-free. The Applicant is willing to enter into a permit free agreement in order to restrict the 4 members of staff from being able to purchase a parking permit for the local roads surrounding the site.
- 4.6 The application site will have no control over whether visitors / attendees at the proposed development will have access to parking permits whether they live in the local area in Camden, or not.
- 4.7 It is proposed that a single cycle stand would / could be introduced to the courtyard area in front of the main entrance, with the agreement of the Local Authority.

Servicing Requirements and Refuse / Recycling Collection

- 4.8 The community centre has a low requirement for deliveries and currently one delivery is made to the site each month which consists of tissues, water and cleaning products. During the month of Ramadan there is a single daily food delivery. There will be no change to the servicing requirements of the proposed development.

- 4.9 Loading and unloading associated with servicing the site, and refuse / recycling collection, currently takes place from Queen's Crescent. There will be no change to the existing arrangement as a result of the development.

Summary

- 4.10 Further detail regarding the car and cycle parking provision, servicing arrangements and refuse requirements for the development are provided in **Section 6**.

5 POLICY CONTEXT

5.1 This section summarises the relevant transport policies at national, regional and local level.

National Guidance

National Planning Policy Framework

5.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

5.3 Chapter 4 – 'Promoting Sustainable Transport' sets out central government national transport policy:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. 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.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

5.4 Chapter 4 – 'Promoting Sustainable Transport' continues by stating:

"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 the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

- 5.5 The location of this proposed development with its existing public transport facilities and real opportunities for the use of active modes of transport means that the site is suitable for the proposed use.

Regional Guidance

The London Plan

- 5.6 The London Plan 2015 is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

- 5.7 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

- 5.8 Chapter 6 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effect – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."

- 5.9 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:

- a) *"encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- d) *promoting walking by ensuring an improved urban realm."*

5.10 The London Plan states the following minimum cycle parking standards:

- D1 land uses such as a library or church, etc: 1 space per 8 staff for long stay and 1 space per 100sqm for short-stay.

Local Guidance

Camden's Core Strategy

5.11 Camden's Core Strategy set out the key elements of the Council's vision for the Borough and is a central part of the Local Development Framework. The core strategy was adopted in November 2010.

5.12 The objectives include supporting the successful development of the growth areas which includes Holborn and ensure that development, both there and elsewhere, is supported by necessary infrastructure and maximises the opportunities and benefits for the local community and the Borough as a whole.

Camden Development Policies

5.13 The Development Policies document forms part of the Council's Local Development Framework setting out detailed planning policies that the Council will use when determining planning applications.

5.14 Policy DP16 'The Transport implications of development' notes that the Council will seek to ensure that development is properly integrated with the transport network. Development will be resisted if it fails to assess and address any need for:

- *"Movements to, from and within the site;*
- *Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet additional need generated by the development; and*
- *Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches where this activity is likely to be associated with the development."*

5.15 Policy DP17 'Walking, cycling and public transport' states that:

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

5.16 Policy DP18 'Parking standards and limiting the availability of car parking' notes that the Council will seek to ensure that developments provide the minimum necessary car parking provision. It also states that:

"The Council will expect development to be car free in the 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."

5.17 Policy DM18 also states that:

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

5.18 Appendix 2 of the Development Policies document states the following vehicle / cycle parking standards for D1 – Non-residential institutions:

Cycles

- Staff – from threshold of 500 sq m, 1 space per 250 sq m or part thereof.
- Visitor – from threshold of 500 sq m, 1 space per 250 sq m or part thereof.

People with disabilities

- Staff/ operational – 1 space per disabled employee or, from a threshold of 2,500 sq m, 1 space per 20,000 sq m or part thereof - whichever is the greater.
- Visitors / students – from threshold of 2,500 sq m, 1 space per 500 sq m or part thereof.

Service vehicles, coaches and taxis

- No minimum requirement, on-site provision should be on the basis of early negotiation supported by the Transport Assessment required under policy DP16 / Appendix 1.

Other staff/ operational parking

- Low parking provision areas: maximum of 1 space per 1,500sqm

- *Rest of borough: maximum of 1 space per 1,000sqm*
- *Any additional needs for staff providing home visits and working anti-social hours will be considered provided they are supported by a Transport Assessment (or supporting information as appropriate for smaller schemes), and a Travel Plan can be secured.*

Other visitor parking

- *Spaces will be considered for healthcare provided they are supported by a Transport Assessment (or supporting information as appropriate for smaller schemes) showing that existing spaces, public transport and taxis cannot cater for the expected travel demand, and a Travel Plan can be secured. The need for injured people to visit, and for patients to be accompanied will be considered.*

5.19 Policy DM19 '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."

Camden Planning Guidance 7 Transport

5.20 Camden Planning Guidance 7, published in 2011, provides advice and information on how the Borough will apply their planning policies in transport terms. The Camden Planning Guidance was prepared to support the policies in the Local Development Framework (LDF). The guidance is consistent with the Core Strategy and development policies that comprise the Local Development Framework.

5.21 The guidance provides information on all types of detailed transport issues within the Borough. It provides an outline of the thresholds for which a full Transport Assessment is required for a new development in Camden based on the likely travel characteristics it would generate.

Summary

5.22 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling and that the level of parking provided at sites in such locations should be constrained. On this basis, it is considered that the proposed development is consistent with the aims of national and local transport policy.

Policy Discussion

- 5.23 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be linked to their quality of access to public transport.

6 EFFECTS OF THE PROPOSALS

6.1 This section considers the effects of the development proposals in traffic and transport terms.

6.2 Considering the development has already been operating as a place of worship for the past 4 years without any traffic / transport related issues, it is anticipated that the application to formally change the use of the building will have no material impact on the operation of the local highway / public transport network. Furthermore, the application site represents a modest scale of development given the floor area of 128sqm. Notwithstanding this, the following points have been addressed:

- Travel Survey Results;
- Trip Generation;
- Car Parking Provision;
- Cycle Parking Provision;
- Access;
- Deliveries and Servicing; and
- Refuse & Recycling Storage and Collection Requirements.

Travel Survey

6.3 The results of the travel survey, as illustrated in **Section 3**, demonstrates that 76% of respondents to the questionnaire travel to and from the training/community centre on foot, 21% travel by bus and 3% travel alone in a car (equivalent to 4 car drivers).

6.4 Furthermore, it has been established that the vast majority, circa 83%, travel for less than 15 minutes to reach the community centre and so generally a very localised catchment area is served.

Trip Generation

6.5 The training centre currently has 1 full time employee and 3 part time members of staff.

- 6.6 The training/community centre is expected to continue to operate in the same manner as existing with additional prayer sessions. **Table 2.1** describes the existing sessions that are currently permitted to take place at the training centre.
- 6.7 In summary, the existing training/community centre currently caters for a maximum of 70 people for Children’s Islamic studies and tuition classes.
- 6.8 **Table 6.1** provides a summary of the additional prayer sessions that will take place at the development and numbers of attendees.

Table 6.1: Additional Prayer Sessions		
Prayer Times	Duration	Numbers Attending
Dawn Prayer (Times Vary)	This prayer is outside the proposed time	
Mid-Day Prayer In the summer time (13:30) In the winter time (12:30)	10mins	Up to 35 people
Mid-Afternoon Prayer (Times Vary)	10mins	Up to 40 people
Sunset Prayer	20mins	Up to 70 people
Evening Prayer (Times Vary)	20mins	Up to 50 people
Friday Prayer In the summer time (13:15) In the winter time (12:15)	30mins	Up to 170 people

- 6.9 The times of peak usage for prayer sessions are well separated from peak commuter travel demands on the highway and public transport networks.
- 6.10 The highest number of attendees is at the Friday prayer session, which is held at either 13:15 or 12:15 depending on the time of year, attracting up to 170 people per day. The current maximum number of attendees is 70 (ref: **Table 2.1**). This represents a 143% increase in the number of people attending the site.
- 6.11 The Friday session is attended by local residents living nearby or by those who work locally such as those working at the Queen’s Crescent market, which is a 2 – 3 minutes’ walk to the north of the site. It is for these reasons that many of those visiting the site do so on foot. **Section 7** provides a pedestrian comfort level assessment which has been used to determine the impact that the expected future footfall will have on the existing comfort levels on Malden Road and Queen’s Crescent.

6.12 **Table 6.2** illustrates the number of people travelling by each mode of transport, comparing the existing total number of people attending the site (up to 70 people) and the proposed maximum number of people attending the site (up to 170 people – as shown in the table below).

Table 6.2: Number of people travelling by each mode			
Travel Mode	Mode Share percentage from survey	Existing Maximum People (70 people total)	Proposed Maximum People (170 people total)
Walk	76%	53 people	129 people
Bicycle	-	-	
Train / Underground	-	-	
Bus	21%	15 people	36 people
Motorcycle	-	-	
Car Share	-	-	
Drive in own car	3%	2 people	5 people
Total	100%	70 people	170 people

6.13 The table indicates that a low proportion of people drive to the application site and that none car share, which suggests that very few, if any, people are dropped-off / picked-up by car. There is therefore considered to be a minimal number of vehicles expected to wait on local streets as a result of the development.

6.14 The Friday prayer session lasts for 30 minutes and those visiting the site come and go in a short space of time. On occasion some people (usually a maximum of 4 people) travel by car and as such, any parking spaces utilised for this purpose are only used for a short period of time.

6.15 Local car ownership levels in the Haverstock ward are low and on average there are 0.42 vehicles per household. Inspection of the 2011 Census, which the aforementioned data has been extracted from, also indicates that 63% of households in the ward do not own a car / van.

6.16 Furthermore, there are on-street parking controls on Queen’s Crescent and many of the local roads (which operate, Monday to Friday between 08:30 – 18:00) and on Malden Road, which operate on certain weekdays between 09:00 – 11:00.

6.17 These restrictions are in operation when 3 or 4 of the prayer sessions take place, depending on the time of year and at what time the the sun sets. Similarly in many instances when teaching sessions are held at the community centre, there are no opportunities to park on-street in the vicinity of the site, which is indicative as to why there are low levels of car trips to the community centre.

6.18 Furthermore, **Section 3** demonstrates that the site is located in an accessible area benefitting from being within walking distance of 3 stations including Chalk Farm, Kentish Town West and Gospel Oak and numerous bus stops on Malden Road and Prince of Wales Road. The proximity of the site to numerous public transport access points and local facilities indicate that no significant impact will occur on public transport network as a result of the development proposals.

Car Parking Provision

6.19 There are no dedicated car parking spaces available at the development.

6.20 Furthermore, the applicant is willing to enter into a permit free agreement in order to restrict the 4 members of staff from being able to purchase a parking permit for the local roads surrounding the site.

6.21 The application site will have no control over whether visitors / attendees at the proposed development will have access to parking permits whether they live in the local area in Camden, or not.

Cycle Parking Provision

6.22 The Applicant has confirmed that they are willing to fund the provision of a single cycle parking stand (capable of accommodating two bicycles) in accordance with the London Plan minimum standards but in excess of LBC's Development Policies document (ref: **Section 5**).

6.23 The cycle stand could / would be located in the courtyard area in front of the community centre entrance. This is subject to agreement with the Local Authority.

Access

6.24 The access points into the building will remain unchanged.

- 6.25 The main entrance into the building will be taken from the courtyard area which the other units within Cheriton front onto, as in the existing situation, which is accessed from Queen's Crescent and Malden Road.
- 6.26 The secondary entrance into the building located to the rear, which is accessed via a vehicular route from Queen's Crescent behind the building, will remain unchanged. Access to the secondary entrance can also be taken by pedestrians from Malden Road.

Deliveries and Servicing

- 6.27 There are usually a low level of deliveries to the Centre, in the region of 1 delivery per month. This consists of water deliveres, tissues and other cleaning products. During Ramadan there are single daily food deliveries. This level of deliveries / servicing requirements will continue in the future.

Refuse & Recycling Storage and Collection Requirements

- 6.28 There will be no change to the refuse storage within the site. Refuse and recycling collection will take place as in the existing situation (from Queen's Crescent) and that the impact on the local highway network would be negligible.

7 PEDESTRIAN COMFORT LEVEL ASSESSMENT

- 7.1 The development proposal will increase the level of pedestrian footfall on Malden Road and Queen's Crescent.
- 7.1 In response to the LBC Transport & Highways Officer's comments regarding the previously submitted Transport Statement, a pedestrian comfort level assessment has been undertaken, in order to assess the level of impact the development proposal would potentially have on pedestrian comfort levels on the footways on Malden Road and Queen's Crescent.
- 7.2 The maximum number of people that can be in attendance at the proposed development at any one time is circa 170 people which is during Friday lunchtime prayer at either 12:15 or 13:15. This would provide the most robust assessment scenario.
- 7.3 A snapshot pedestrian count was therefore undertaken on Malden Road and Queen's Crescent in the vicinity of the access points to the proposed development, at lunchtime on Friday 25th September 2015, in order to establish the existing level of footfall. The snapshot survey took place between 12:45 – 13:05 on Malden Road and between 13:10 – 13:25 on Queen's Crescent.
- 7.4 The footway on Malden Road is generally around 3m wide however various signposts, bins and utility boxes reduce the effective width of the footway to approximately 1.54m in the vicinity of the stepped / ramped access from the proposed development. Slightly further to the south, the footway increases in width to approximately 3.9m in the vicinity of the bus stop which itself represents a pinchpoint in the footway, reducing the effective width to approximately 2.8m.
- 7.5 The footway on Queen's Crescent is circa 2.5m wide, reducing to 1.5m in the vicinity of the access into the courtyard in front of the application site, due to a sign post, bin and tree.
- 7.6 **Table 7.1** provides a summary of the total number of people passing northbound and southbound on Malden Road and Queen's Crescent. The figures include those alighting buses travelling in a northbound or southbound direction and, it should be noted that there were no more than 4 people waiting at the bus stop at any one time.

Table 7.1: Pedestrian Counts (number of people)			
Location	Time	Northbound	Southbound
Malden Road	12:45 – 12:50	20	10
	12:50 – 12:55	5	1
	12:55 – 13:00	13	2
	13:00 – 13:05	13	6
Queen’s Crescent	13:10 – 13:15	11	4
	13:15 – 13:20	3	2
	13:20 – 13:25	6	3

- 7.7 The results have been factored up to provide hourly flows on each road, as shown in **Table 7.2**.

Table 7.2: Pedestrian Counts (number of people per hour)			
Location	Time	Northbound	Southbound
Malden Road	12:45 – 13:45	153	57
Queen’s Crescent	13:10 – 14:10	80	36

- 7.8 In order to examine the pedestrian comfort level that will be experienced on the footway on Eden Street as a result of the proposal, reference has been made to TfL’s guidance document.

Pedestrian Comfort Guidance for London

- 7.9 TfL’s guidance document recommends footway widths for a variety of settings and having regard to pedestrian flows. A measure of “crowding” is calculated based on the number of pedestrians per metre of clear footway width per minute (ppmm) which is calculated using the following formula:

- $\text{People per hour} \div 60 \div \text{clear footway width in metres}$.

- 7.10 This is calculated for Average Flow, Peak Hour Flow and Average of Maximum activity. **Table 7.3** details TfL’s comfort rating.

Table 7.3: Comfort Rating (Residential)		
Rating	PPMM	Comment
A+	<3	Comfortable
A	3-5	
A-	6-8	
B+	9-11	Acceptable
B	12-14	
B-	15-17	
C+	18-20	At Risk
C	21-23	
C-	24-26	Increasingly uncomfortable
D	27-35	Very uncomfortable
E	>35	

7.11 Furthermore, Appendix B of TfL's guidance document notes the recommended footway width for different levels of pedestrian flow, as per the following:

- Low Flow < 600pph = min. width recommended 2.9m.
- Active Flow 600 to 1,200pph = min. recommended width 4.2m.
- High Flow > 1,200pph = min. recommended width 5.3m.

7.12 As noted previously, on Malden Road, the existing flows add up to 210 two-way pedestrian flows per hour (153 northbound and 57 southbound). On Queen's Crescent, existing flows are 116 two-way pedestrian flows per hour (80 northbound and 36 southbound). This indicates that there are low flows on both roads. The footway width on both road reduces to a pinchpoint in the vicinity of the access points from the application site to approximately 1.5m.

7.13 **Table 7.4** sets out the PPMM for the existing footfall on the footways on Malden Road and Queen's Crescent.

Table 7.4: Existing footfall on both footways

Location	Comfort Rating		
	Hourly Flow	PPMM	Comfort Level
Malden Road	210	2.27	A+
Queen's Crescent	116	1.2	A+

7.14 This shows that although the footways on both roads are considered to be 'comfortable' according to TfL's guidance.

7.15 To provide a robust assessment, the total additional 170 people that would attend Friday prayer have been added to the flows on Malden Road or Queen's Crescent, this assessment is summarised in **Table 7.5**.

Table 7.5: Existing footfall on both footways plus 170 people

Location	Comfort Rating		
	Hourly Flow	PPMM	Comfort Level
Malden Road	380	4.2	A
Queen's Crescent	286	3.2	A

7.16 The assessment shows that the average hourly flow on Malden Road or Crescent Road plus an additional 170 people at lunch time would result in a ppmm of between 3.2 to 4.2 which is still within a comfortable range.

7.17 In all likelihood, the full 170 people will not leave the development and all choose to head onto Malden Road or Queen's Crescent and that, in fact, a proportion, say 75% would head to Malden Road and 25% to Queen's Crescent, therefore further reducing the impact on either road. In addition, it is likely that some people will stop in the courtyard area outside the application site to talk to others before continuing their journey.

7.18 To conclude, the additional footfall that will result from the proposed development will not have a significant impact on the pedestrian comfort levels on Malden Road or Queen's Crescent during the Friday lunchtime period when the number of people departing from the site will be at its highest. It is expected that pedestrian comfort levels will remain 'comfortable'.

8 SUMMARY AND CONCLUSION

Summary

- 8.1 TTP Consulting has been appointed by the Somali Community Development Trust ('the Applicant') to provide traffic and transport advice in relation to the change of use proposal for Unit 23-24 Cheriton, Queen's Crescent, in the London Borough of Camden (LBC).
- 8.2 The existing permitted use of the site is as a community centre (D1) at ground floor and office (B1a) at basement level. The existing community centre caters for around 20 – 70 people at any one time.
- 8.3 The community centre is operated by the Somali Community Development Trust (SCDT) which offers services for the local Somali community. The SCDT was also operating a place of worship from the site for the past 4 years until a PCN notification was received in May 2015.
- 8.4 The proposal therefore envisages the change of use of the building to provide a place of worship (D1) on both floors. The total GFA of the application site is 128sqm. The proposed development has the potential to cater for up to 170 people at any one time. This represents a 143% increase in usage.
- 8.5 The development is considered acceptable and appropriate on the basis that:
- The travel survey questionnaire has indicated that 76% of respondents to the questionnaire travel to and from the community centre on foot, 21% travel by bus and 3% travel alone in a car (equivalent to 4 car drivers).
 - The expected peak usage of the community centre and place of worship will be on a Friday at either 12:15 or 13:15 depending on the time of year, with up to 170 attendees. The peak usage at the development is well separated from peak commuter travel demands on the highway and public transport networks.
 - The site is located within a Controlled Parking Zone and as such many of the prayer sessions occur during the restricted times indicating that it will not be possible for many people to drive and park at the community centre. Furthermore, local car ownership levels in the Haverstock ward are low and on average there are 0.42 vehicles per household.
 - The Applicant is willing to enter into a permit free agreement in order to restrict the 4 members of staff from applying for a parking permit in the local area. The application

site will have no control over whether visitors / attendees at the proposed development will have access to parking permits whether they live in the local area in Camden, or not.

- The community centre and place of worship will be used by local residents that live within walking distance of the site and by people working in the local community such as the Queen's Crescent market. It is therefore anticipated that the vast majority of people will continue to walk to the site.
- Following feedback from the Transport & Highway's Officer at LBC, a pedestrian comfort level assessment has been carried out in order to assess the impact of future footfall from the proposed development on Malden Road and Queen's Crescent. The results indicate that the footways adjacent to the application site are currently 'comfortable' and that there will be minimal impact on either footway as a result of the increase in the number of pedestrians arriving / departing during Friday lunchtime for the most popular prayer session.
- The site offers good accessibility to bus and rail services and this is demonstrated by the site's Public Transport Accessibility Level (PTAL) of 4. There are also numerous opportunities for journeys to be undertaken on foot or by bicycle.
- A cycle stand is proposed to be provided in accordance with the London Plan minimum standards, subject to agreement with the Local Authority.
- It is anticipated that there will be no change in the number deliveries as a result of the development. There will be one delivery per month, as existing and a single daily food delivery during the month of Ramadan.
- Servicing and refuse collection would be undertaken from Queen's Crescent as per the existing situation.

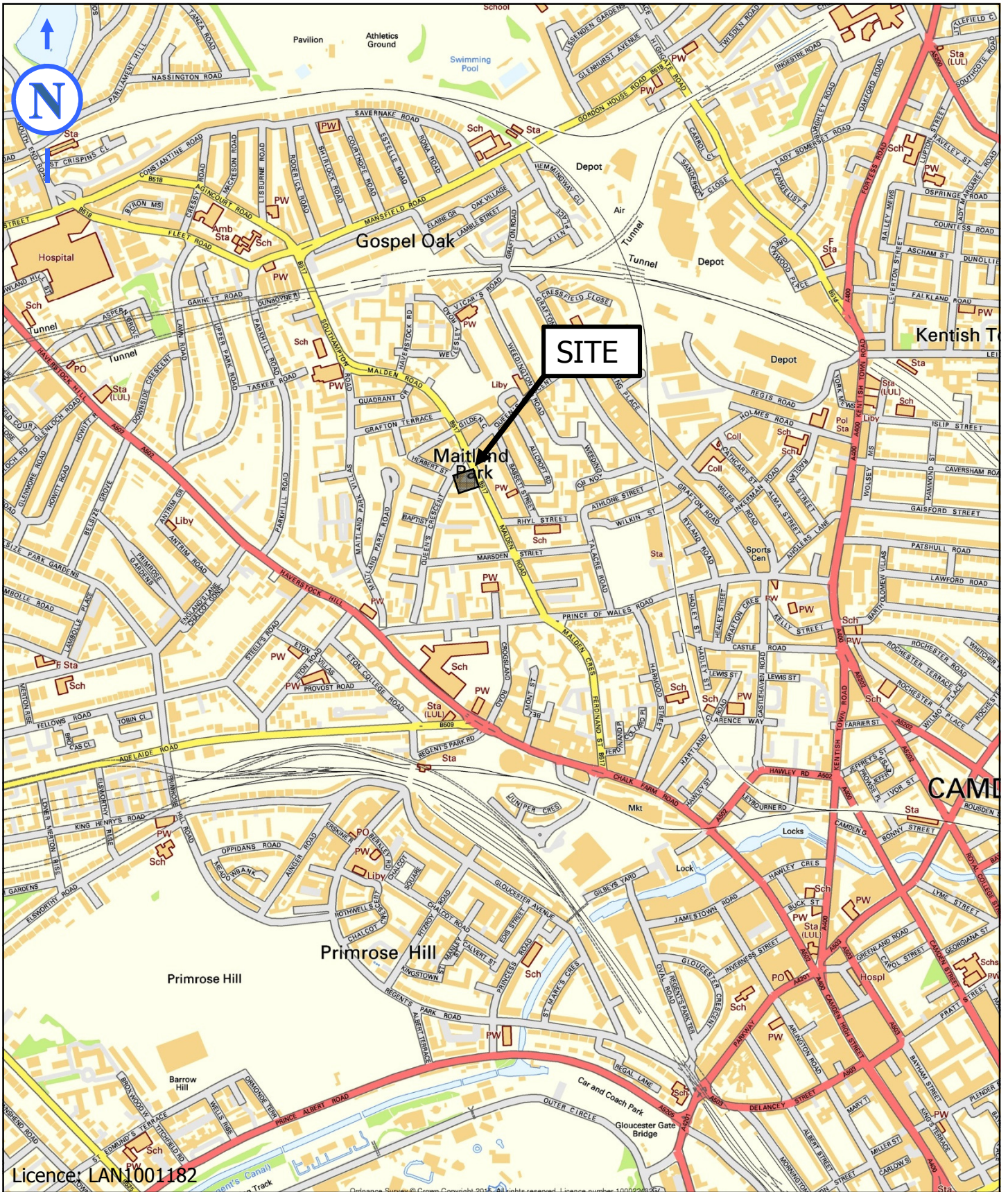
Conclusion

- 8.6 The proposed scheme is consistent with relevant transport policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 32, which states that:

"Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

8.7 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

Figures



Licence: LAN1001182

TITLE:
Site Location Plan

PROJECT:
23-24 Cheriton, Queen's Crescent

CLIENT:
Somali Community Development Trust

DRAWN: J.P. CHECKED: DATE: 20.08.15 SCALE: NTS



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 Registered in England: 7441800

DRAWING REFERENCE: **Figure 1** REVISION: .

APPENDIX A

Existing Site Layout Plan

APPENDIX B

Bus Route Map

APPENDIX C

PTAL Report

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20152008132425
Description 20152008132425
Run by user PTAL web application
Date and time 20/08/2015 13:24

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: 528143, 184919

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	HAVERSTOCK HILL ETON RD	168	574.1	9.0	0.5	7.18	5.33	12.51	2.4	1.2

BUS	MALDEN ROAD RHYL STREET	46	170.35	6.0	0.5	2.13	7.0	9.13	3.29	1.64
BUS	PRINCE OF WALES RD QUEEN'S CRES	393	346.5	5.0	0.5	4.33	8.0	12.33	2.43	1.22
BUS	MALDEN ROAD RHYL STREET	24	170.35	12.0	1.0	2.13	4.5	6.63	4.53	4.53
LU LRT	Chalk Farm	Northern Line Edgware to Morden	722.35	9.7	1.0	9.03	3.84	12.87	2.33	2.33
LU LRT	Chalk Farm	Northern Line Edgware to Morden	722.35	8.3	0.5	9.03	4.36	13.39	2.24	1.12
LU LRT	Chalk Farm	Northern Line Kennington to Edgware	722.35	5.0	0.5	9.03	6.75	15.78	1.9	0.95
NATIONAL_RAIL	KENTISH TOWN WEST	RICHMOND to STRATFORD	743.49	4.0	1.0	9.29	8.25	17.54	1.71	1.71
NATIONAL_RAIL	GOSPEL OAK	GOSPEL OAK to BARKING BR	895.18	4.0	0.5	11.19	8.25	19.44	1.54	0.77
NATIONAL_RAIL	KENTISH TOWN WEST	CLAPHAM JUNCTION to STRATFORD	743.49	2.0	0.5	9.29	15.75	25.04	1.2	0.6

Total AI for this POI is 16.07.

PTAL Rating is 4.

APPENDIX D

Architect's Proposed Layout Plans

