CHESTER GATE GARDEN - TRANSPORT RESPONSE

Introduction

1. This transport response has been prepared following comments made on the planning application for Chester Gate Garden (planning ref: 2016/1479/P).

2. This response should be read in conjunction with the Transport Statement prepared by Caneparo Associates and submitted as part of the planning application.

3. The comments made on the planning application can be categorised under the following topics, each of which is addressed in turn.

   I. Traffic Impact;

   II. Parking;

   III. Access;

   IV. Highway Safety; and

   V. Cumulative Impact (Cycle Superhighway & HS2).

I. Traffic Impact

4. The Transport Statement included a junction capacity assessment informed by traffic counts and a queue length survey. The assessment concluded that the proposed junction layout (i.e. reducing Chester Gate at the junction with Outer Circle from two lanes to one) would operate well within capacity.

5. The narrowing of Chester Gate from two lanes to one is likely to increase queuing and this is acknowledged in the junction capacity assessment. However, the increase in queuing is shown to be minimal and the impact is considered to be acceptable and would not materially affect the operation of the local highway network.

6. Comments made contrary to the above have not been supported by any technical evidence that would suggest the proposals will have an unacceptable impact. In contrast, a substantial amount of detailed survey work has been undertaken to inform the proposals and the potential effects, more so than would be typical for a road and junction of this nature where there is no increase in traffic, the road is one way (no opposing traffic), access is restricted and the traffic flow is relatively low.

7. In terms of the environmental impacts, the reinstated garden will not generate any additional traffic. The increase in queuing has been shown to be minimal and there is no evidence that it will extend as far back as Albany Street and/or result in an unacceptable impact on air quality. The reduction in parking on Chester Gate will provide some benefit by reducing vehicle waiting, stopping and parking activity, much of which is associated with taxis. If TfL's proposals are realised the significant reduction in through traffic in the park will improve the environmental condition of the surrounding area.

II. Parking

8. Several parking surveys were carried out at different times of the year, on different days of the week and different times of the day. The parking surveys were carried out in accordance with best practice and the key principles of the 'Lambeth Methodology' which is adopted by most London Boroughs. The initial survey work was also undertaken prior to the construction hoarding being implemented on Chester Gate.

9. As set out in the Transport Statement the results for each survey are consistent and show notable spare capacity across CEPC roads. Notwithstanding that the parking survey results demonstrate spare capacity in the area, it is recognised that the CEPC allocate resident parking permits which are restrictive in terms of the roads they can be used, with some exceptions at their discretion. However, taking each road individually (including Chester Gate) and even allowing for an element of variance, parking demand is not considered high or at the level when most Local Planning Authorities consider parking stress occurs i.e. 90%.

10. The proposals would result in a reduction in parking on Chester Gate from approximately 12 to 5 spaces. To mitigate against any potential overspill parking the Applicant has arranged for the re-provision of parking elsewhere. This includes 4 spaces to the rear of 1 & 2 Chester Gate (owned by the Applicant) for residents of Cambridge Terrace Mews who currently have rights to park on Chester Gate. The Applicant also has an agreement with residents to fund the provision of off-site parking which will further reduce demand on Chester Gate. In consideration of these measures and that resident parking demand is currently below capacity, it is reasonable to conclude that an acceptable level of parking provision will remain.

11. Notwithstanding the above, it is relevant to give regard to Camden's emerging Local Plan (draft 2016) which states that the Council will limit the availability of parking (Policy T2), including the redevelopment of existing car parks and parking space for alternative uses.

III. Access

12. The swept path analysis for the proposed highway layout demonstrates that vehicles would continue to be able to navigate Chester Gate and the adjoining roads (e.g. turning right out of Chester Terrace). The swept paths are for a refuse vehicle and fire tender which are the largest vehicles that are likely to require legitimate access to Chester Gate. The use of these vehicles was discussed and agreed during the pre-application stage with Camden and the CEPC. It is noted that on occasion a larger vehicle has been observed accessing Chester Gate but this has been acknowledged as probable illegitimate access which is not for the Applicant to control/enforce.

13. It is important to bear in mind that access to Chester Gate is restricted to permit holders, taxis and access to premises. No other trade or business vehicles should be accessing Chester Gate.

14. The proposed layout of Chester Gate shows 4-5 remaining parking spaces. As demonstrated by the swept path analysis at **Appendix A**, a large refuse vehicle would still be able to negotiate Chester Gate when the parking spaces are occupied. The swept path analysis takes account of vehicle overhang and shows the wheel tracks for the vehicle and also, the outline of the body of the vehicle. As can be seen, the body of the vehicle does not overhang the kerb.

15. The swept path analysis also addresses one of the recommendations made in the Road Safety Audit, which queried whether a large vehicle could pass parked cars on the north side of Chester Gate.

16. The proposed width of Chester Gate between the junction with Chester Terrace and Outer Circle is approximately 5.6m, which is sufficient to enable cars to park on the north side of the carriageway and allow a car to pass and exit to the left or right to Outer Circle. Whilst there is no designated cycle lane on Chester Gate, the width afforded at the junction with Outer Circle would be more than sufficient to accommodate a cyclist and a vehicle. This is evident when one considers that guidance set out by the DfT recommends a width of 3.8m for a car to pass a cyclist.

IV. Highway Safety

17. The proposed junction layout comprises a conventional T-junction between Chester Gate and Outer Circle, with a single one-way exit lane from Chester Gate, and therefore no opposing traffic turning left or right from Outer Circle. Included in the Transport Statement are visibility splays for the junction which exceeds the recommended distance for a 20mph road and shows that there are no obstructions to impair driver visibility.

18. The reduction from two lanes to one would be a benefit to visibility and therefore safety as it will remove the current situation whereby two vehicles are able to wait at the stop line side by side and potentially impair each other's sight lines.

19. A Road Safety Audit was undertaken by an independent auditor which did not raise any overriding highway safety issues. Three recommendations were made which have been addressed in the Designer's Response included in the Transport Statement.

V. Cumulative Impact

20. TfL's proposals for a Cycle Superhighway are at the consultation stage and have not been approved. It is not possible to ascertain at this time (a) whether they will be approved, (b) if approved, what the final proposal will be, or (c) when they would be implemented. For these reasons it is not considered appropriate that the Cycle Superhighway should be a material consideration in determining the application.

21. Notwithstanding the above, if the Cycle Superhighway is taken into account there is no information provided by TfL which assesses the effects on Chester Gate. From the information that is available it is likely that there would be a benefit to traffic conditions on Chester Gate and the junction with Outer Circle. This is on the basis that TfL believes there will be a *"significantly lower volume of traffic in the park."* The introduction of traffic calming measures would also discourage vehicles from using the park as a through route, reduce vehicle speeds, and improve highway safety.

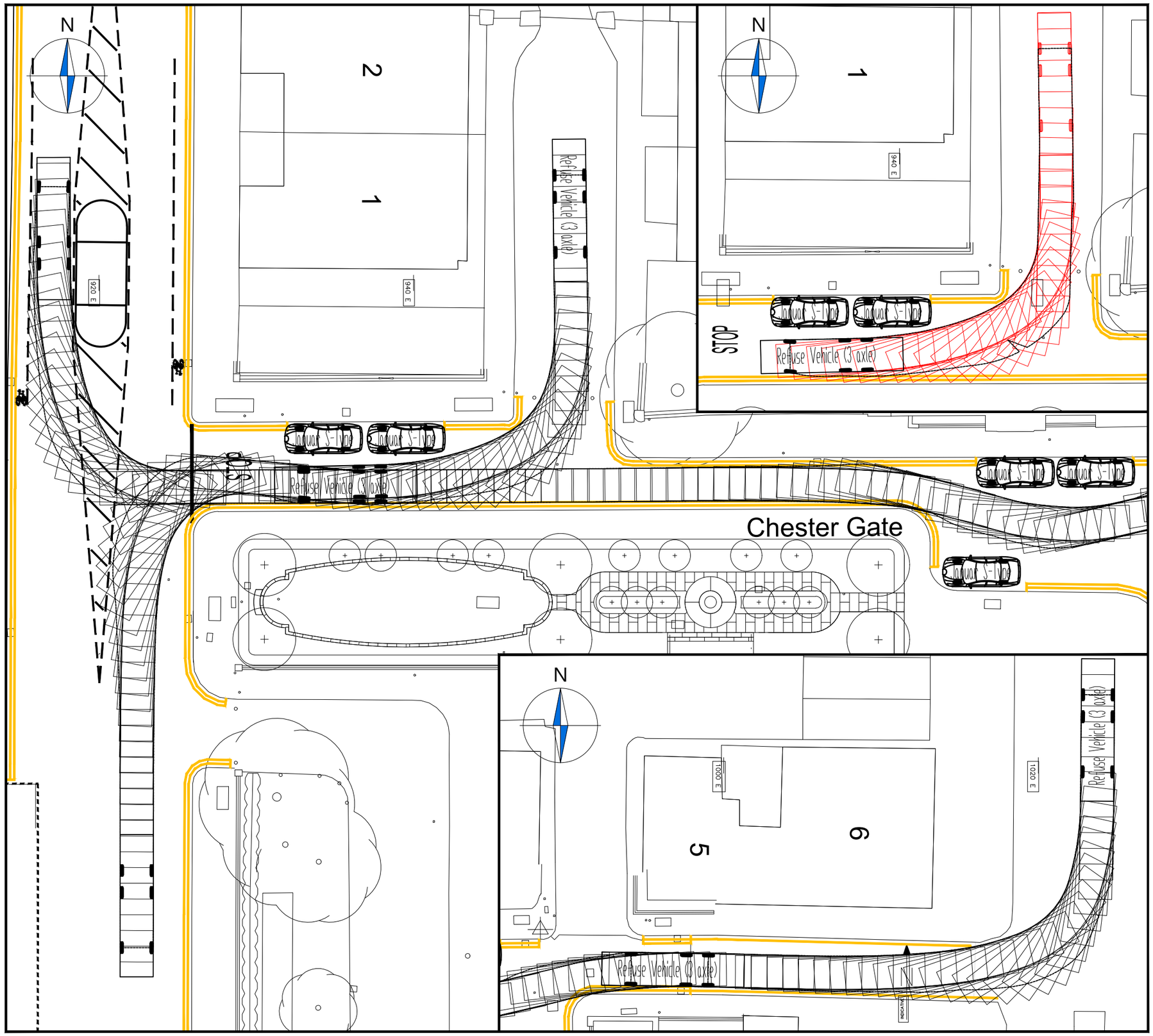
22. As noted above, access to Chester Gate is already restricted to permit holders, taxis and access to premises. A substantial proportion of vehicle movements on Chester Gate is accounted for by taxis (33%), many of which it can be assumed use the park as a through route. The TfL proposals would therefore be likely to remove a significant number of taxi movements, which would further benefit Chester Gate.

23. With regards to HS2, from the information available there is the potential for an increase in construction traffic in the surrounding area but nothing to suggest that it would be on Chester Gate. It is pertinent to note that access to Chester Gate is restricted to permit holders, taxis and access to properties. Therefore, it cannot be assumed that construction vehicles associated with HS2 would use this as a viable route. If construction traffic were to use Chester Gate, it would first need to be agreed with the relevant authorities (e.g. Camden, CEPC & Royal Parks) with a relaxation required from the existing access restrictions.

24. In the event TfL's proposals for the Cycle Superhighway were realised, it is likely this would further reduce the suitably of Chester Gate for HS2 construction traffic given the removal of through traffic in the park at peak times, the implementation of traffic calming measures and the increased potential for conflict with cyclists.

25. Based on the limited information available for HS2 in relation to Chester Gate and the uncertainty over much of the construction process and timing, it is not considered that it should carry significant weight in determining this application. In addition, the construction process for HS2 would be temporary and does not represent the long term/permanent situation.

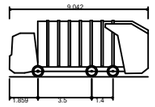
Appendix A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

VEHICLE DETAILS:



REFUSE VEHICLE (3 AXLE)

Overall Length	9.042m
Overall Width	2.108m
Overall Body Height	3.683m
Min Body Ground Clearance	0.235m
Track Width	2.108m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	8.200m

KEY:

	FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed for all forward movements - 5kph)*
	REVERSE MOVEMENTS ARE SHOWN IN RED *(design speed for all reverse movements - 2.5kph)*

Rev	Details	Drawn	Checked	Date
A	Cars added.	MW	GS	14.06.16

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client:

-

Project:

Chester Gate Garden

Drawing Title:

Swept Path Analysis Using a 9m Refuse Vehicle - Proposed

Scale:	Size:
250	A3

Drawn by:	Checked by:	Date:
MW	GS	09.03.16

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Transport Planning & Highway Design
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Scheme Ref:	Drawing No:	Sheet :	Rev:
2031	TR001	1 of 1	A

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