



ttp consulting

transport planning specialists

Somali Community Development
Trust

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

Transport Statement

December 2016

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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 planning application 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**.

Figure 1: Site Location Plan



- 1.2 The Somali Community Development Trust (SCDT) which is a registered charity and company, offers services for the local Somali community and a place of worship from the unit at 23 – 24 Cheriton, having received planning permission for the latter to operate on a temporary basis in January 2016.
- 1.3 Permission for the temporary change of use from ground floor community centre (D1) and basement office (B1a) to a community centre and place of worship (D1) on both floors was granted (planning reference: 2015/4077/P).

- 1.4 The proposal seeks to gain permanent consent for 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 currently caters for up to 160 - 170 people at any one time and will continue to operate within existing capacity levels.
- 1.5 This Transport Statement and associated Travel Plan accompany the planning application for the permanent change of use at the site.
- 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 describes the management measures that will be put in place; and,
 - Section 8 provides a summary and conclusion.

2 EXISTING SITUATION

The Site

- 2.1 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. 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.
- 2.2 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

- 2.3 The Centre opening times are as follows in **Table 2.1**.

Table 2.1 Opening Times of The Centre		
Day	Opening Time	Closing Time
Monday	9.00am	9.00pm
Tuesday	9.00am	9.00pm
Wednesday	9.00am	9.00pm
Thursday	9.00am	9.00pm
Friday	9.00am	9.00pm
Saturday	10.00am	7.00pm
Sunday	10.00am	6.00pm
Bank Holidays	Closed	Closed

- 2.4 A variety of sessions are currently run from the centre, as shown in **Table 2.2** which also details the time of day the sessions take place and the usual number of attendees.

Use	Times	Frequency	Average Number of Attendees
Advice and advocacy	10am – 12pm	Wednesday	10
Session (1-1 session)	10am – 12pm	Thursday	20
BBO Women Project	6pm – 8pm	Thursday	7-10
Bengali Session men	4pm – 6pm	Friday and Saturday	35
Male & Female Islamic studies	10am – 1pm	Saturday and Sunday	70
Tuition Classes English and Maths Boys/Girls	10am – 12pm	Wednesday	10
Advice and advocacy Session (1-1 session)	10am – 12pm	Thursday	20
BBO Women Project	10am – 12pm	Thursday	20

2.5 There can be up to 18 students in attendance at the tuition classes.

2.6 **Table 2.3** provides a summary of the prayer sessions that currently take place at centre and the average number of attendees.

Prayer Times	British Summer Times	Normal Times	Duration	Numbers Attending (Average)
Dawn Prayer	Times Vary		No prayer service available	N/A
Mid-Day Prayer (Zuhr)	1.30pm	12.30pm	20 mins	40
Mid-Afternoon Prayer (Asr)	4pm – 5pm	2pm – 3pm	20 mins	50
Sunset Prayer (Magrib)	7.30pm – 8.30pm	4pm – 5pm	20 mins	55
Evening Prayer	5pm – 5.30pm	5.30pm – 8.30pm	20 mins	50
Friday Prayer (Juma'h)	1.30pm	12.30pm	30 mins	160 - 170

Existing Servicing and Delivery Requirements

- 2.7 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

- 2.8 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

- 2.9 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.
- 2.10 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

- 2.11 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.
- 2.12 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. 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 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.
- 3.2 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

- 3.3 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.
- 3.4 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

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

Bus Access

- 3.6 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 A** contains the relevant TfL Bus Route Map.
- 3.7 The closest bus stop is located on Malden Road approximately 170m / 2 minute walk to the north of the site. Other nearby bus stops within walking distance are located on Prince of Wales Road (350m / 4 minute walk) and Haverstock Hill (550m / 7 minute walk).
- 3.8 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.

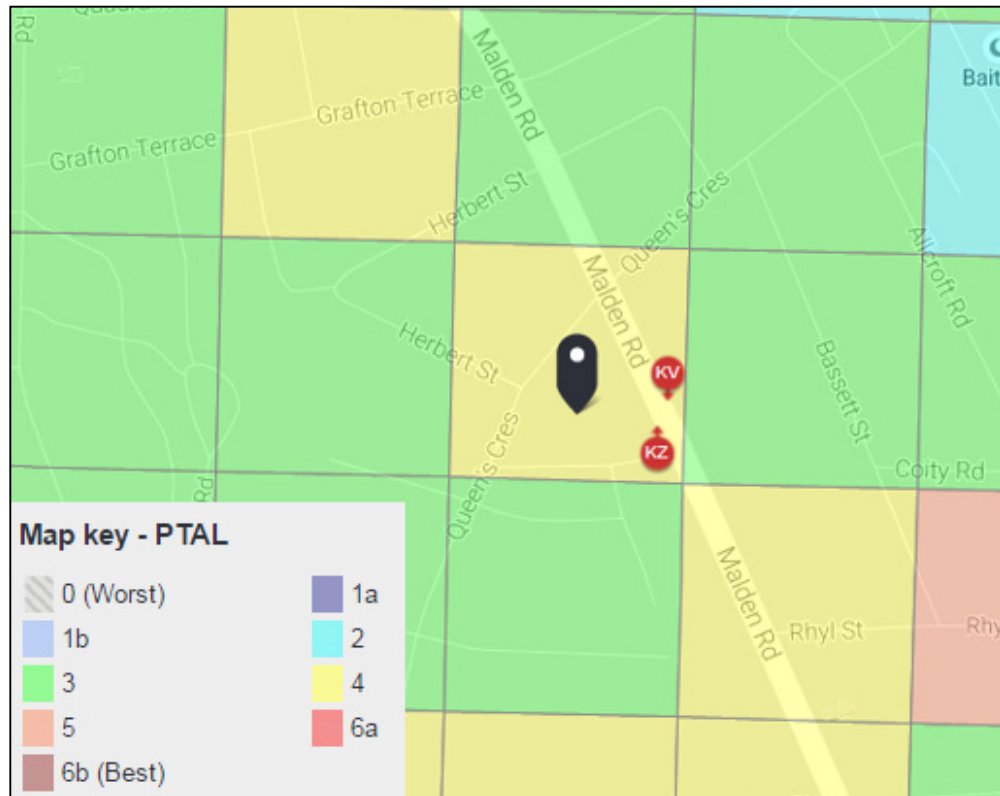
Rail Services

- 3.9 There are three stations within 720m – 900m / 9 – 11 minute walk of the site including Chalk Farm Station, Kentish Town West Station and Gospel Oak Station.
- 3.10 Chalk Farm Station, located 720m to the south, provides access to the Northern Line.
- 3.11 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.
- 3.12 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

- 3.13 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.
- 3.14 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.
- 3.15 The PTAL rating of the site is 4, meaning the site has a good level of accessibility to public transport, as shown on **Figure 2**.

Figure 2: PTAL Map showing site location



3.16 **Appendix B** 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 minute 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 **Table 3.1** summarises the mode of travel that attendees usually take to get to the community centre demonstrating that the vast majority (91%) walk. There was an average of 160 responses to surveys undertaken at each Friday prayer between April to November 2016. The table also shows the results from the previous survey from September 2015.

Table 3.1 Usual Mode of Travel to the community centre				
Travel mode	September 2015		April to November Average 2016	
	Responses	Percentage	Responses	Percentage
Walk	112	76%	145	91%
Cycle	0	0%	1	1%
Car Driver	4	3%	4	2%
Car Passenger	0	0%	6	3%
Bus	32	21%	4	2%
Train	0	0%	0	0%
Total	148	100%	160	100%

3.19 A snapshot survey undertaken in October 2016 indicates how long it usually takes people to travel to the centre for Friday prayer, which is summarised in **Table 3.2**. The table shows that over 88% 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.

Table 3.2 Usual Journey Time				
Travel mode	September 2015		October 2016	
	Responses	Percentage	Responses	Percentage
Under 15 minutes	118	83%	74	88%
15 – 30 minutes	22	15%	8	10%
30 – 45 minutes	1	1%	2	2%
45 minutes to 1 hour	0	-	0	-
Over 1 hour	1	1%	0	-
Total	142	100%	84	100%

4 DEVELOPMENT PROPOSAL

4.1 The SCDT currently operates as a community centre and offers prayer sessions to the local community. The site received consent in January 2016 for a temporary change to 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. The centre has since been operating on this basis for the best part of a year. The proposal seeks to obtain permanent planning permission to continue to operate as existing.

4.2 The site has a floor area of approximately 128sqm which will remain unchanged. A copy of the layout plans have been included at **Appendix C**.

4.3 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

4.4 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.

4.5 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.

4.6 It is proposed that a single cycle stand would 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

4.7 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 development.

4.8 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.

Summary

- 4.9 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 2016, consolidated with changes since 2011, 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.
- 5.13 On 24 June 2016 the Council submitted the Camden Local Plan and supporting documents to the Secretary of State for Communities and Local Government for independent examination. The Local Plan will replace the Core Strategy and Camden Development Policies as the basis for planning decisions and future development in the Borough.

Camden Development Policies

- 5.14 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.
- 5.15 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."*
- 5.16 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."

- 5.17 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."

- 5.18 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."

- 5.19 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.*

5.20 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

5.21 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.

5.22 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

5.23 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 proposal in traffic and transport terms. The development has been operating lawfully for almost a year, having been granted planning permission for temporary use in January 2016. The centre will continue to operate as existing. The following effects have been addressed:

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

Trip Generation

6.2 The usual weekly sessions that are held at the centre are summarised in **Section 2** with the majority of training, teaching and prayer sessions accommodating between 10 – 70 people. The training centre currently has 1 full time employee and 3 part time members of staff. The times of peak usage for prayer sessions are well separated from peak commuter travel demands on the highway and public transport networks.

6.3 The highest number of attendees at the centre is at the Friday prayer session, which is held at a point between 12:15pm and 13:15pm depending on the time of year, attracting up to 170 people per day. 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. Furthermore, it has been established through the survey that the vast majority, circa 88%, travel for less than 15 minutes to reach the community centre indicating a localised catchment area is served.

6.4 **Table 6.1** illustrates the number of people travelling by each mode of transport. The data was collected from surveys undertaken at the centre each Friday between April and November 2016, with the vast majority travelling on foot. The results are broadly similar to the results of the survey that was undertaken a year earlier, in September 2015, indicating that travel patterns have not changed.

Table 6.1 Number of people travelling by each mode [Average April to November 2016]		
Travel Mode	Responses	Mode Split Percentage
Walk	145	91%
Bicycle	1	1%
Drive in own car	4	2%
Car Passenger	6	3%
Bus	4	2%
Train / Underground	0	0%
Total	160	100%

- 6.5 A low proportion of people drive to the centre and that none car share, which suggests that very few 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.
- 6.6 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 travel by car (usually a maximum of 4 cars) and as such, any parking spaces utilised for this purpose are only used for a short period of time.
- 6.7 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.
- 6.8 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.
- 6.9 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 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.
- 6.10 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 would occur on public transport network.

- 6.11 **Section 7** provides a pedestrian comfort level assessment which has been used to determine the impact that footfall has on the existing comfort levels on Malden Road and Queen's Crescent, based on a pedestrian count survey that was undertaken in October 2016.

Car Parking Provision

- 6.12 There are no dedicated car parking spaces available at the development.
- 6.13 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.
- 6.14 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

- 6.15 The Applicant has confirmed that they would be 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**).
- 6.16 The cycle stand would be located in the courtyard area in front of the community centre entrance. This is subject to agreement with the Local Authority.

Access

- 6.17 The access points into the building will remain unchanged.
- 6.18 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.
- 6.19 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

- 6.20 There are usually a low level of deliveries to the Centre, in the region of 1 delivery per month. This consists of water delivers, tissues and other cleaning products. During Ramadan there are single daily food deliveries. This level of deliveries / servicing requirements will continue in the future.
- 6.21 Delivery vehicles will stop on-street in accordance with the local restrictions. There will be so few deliveries, as in the current situation, that there is not expected to be any noticeable impact on local highway conditions.

Refuse & Recycling Storage and Collection Requirements

- 6.22 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 MANAGEMENT MEASURES

7.1 A number of measures will be introduced to ensure that the impact of the Centre on the local area is kept to a minimum, as described in the following paragraphs.

Management Structure

7.2 The centre manager is Mr Abdirahman Barkhadle who is supported by the following members of the community:

- Management Committee (Trustee) Chair: Mohamoud Gure
- Female Advisory Board Chair: Mulki Mohamed
- Imam: Abdirahim Osman
- Community Relations: Mohamed Dirshe
- Supplementary: Omar Jama
- Advice and Guidance: Mohamud Hasan
- Youth Worker: Abdiwahab Muse
- Finance (Book keeper): Omar Jama

Information Dissemination

7.3 The centre will ensure that information about any event, activity or change predicted to impact on residents is communicated to residents. This will be achieved through at least one of these channels:

- By letter;
- By email;
- Working group meeting;
- Notice on boards outside the centre; and
- Letter/email distribution via the state officer.

- 7.4 The centre manager will make announcements to site users regarding sound and noise levels, discretion whilst leaving the centre, not congregating outside and local transport information, as necessary. Information posters within the centre will be updated regularly.

Sound Equipment

- 7.5 All main centre equipment including sound equipment and the microphone cabinet will be kept locked and accessible only by certain personnel to ensure there is no misuse. Usage will be restricted to communicating within the basement room and Friday prayers only.

Entry and Exit to the Centre

- 7.6 During peak times (including Friday prayers) users will be directed in and out of the centre to avoid congestion and crowding. The following centre officers will be responsible for above duties.

- Ground floor: Mr Amir Salim and Omar Jama
- Basement: Mrs Mulki Mohamed and Rahma Maow

- 7.7 Staff will make sure the emergency exits remain closed and are only used in an emergency. The exit door will always be closed to prevent noise spill onto the neighbouring flats.

- 7.8 Marshals will make sure people leave the premises over a staggered period of time to disperse quietly and with minimal impact on the local area. The Marshals will discourage people from gathering outside the building, particularly after leaving, as they can meet within the centre or elsewhere if they need to.

- 7.9 For more detailed information on the management structure and processes that are in place refer to the SCDT Management Plan.

8 PEDESTRIAN COMFORT LEVEL ASSESSMENT

- 8.1 An assessment has been undertaken in order to ascertain the level of impact the development currently has on pedestrian comfort levels on the footways on Malden Road and Queen's Crescent. A pedestrian count was undertaken on the footways adjacent to the site on both roads on Friday 14th October 2016 in order to assess the scenario when the centre is usually busiest. The pedestrian count was undertaken at 5 minute intervals between 12.30pm – 2pm counting the number of people walking along the footways in a northbound and southbound direction as well as the number of arrivals and departures at the centre.
- 8.2 A summary is shown in **Table 8.1** which sets out the total number of people on Queen's Crescent and Malden Road including those accessing the centre. The busiest hour was recorded to be between 12:55 – 13:55 when a combined total of 472 movements were recorded on Malden Road and Queen's Crescent.

Time	Queen's Crescent			Malden Road		
	North-bound	South-bound	Total two-way	North-bound	South-bound	Total two-way
12.30	5	1	6	11	3	14
12.35	0	1	1	2	5	7
12.40	4	2	6	22	4	26
12.45	2	1	3	8	0	8
12.50	4	2	6	19	1	20
12.55	6	1	7	33	11	44
13.00	2	1	3	12	4	16
13.05	3	1	4	30	6	36
13.10	6	0	6	19	10	29
13.15	8	2	10	12	14	26
13.20	9	2	11	11	1	12
13.25	7	4	11	15	6	21
13.30	1	0	1	4	4	8
13.35	9	4	13	5	3	8
13.40	10	4	14	66	26	92
13.45	3	14	17	26	18	44
13.50	2	11	13	15	11	26
13.55	0	6	6	14	7	21
Total	81	57	138	324	134	458

8.3 The dataset is contained in **Appendix D**.

Malden Road Footway

8.4 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 pinch point along the footway, reducing the effective width to approximately 2.8m.

Queen's Crescent Footway

8.5 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.

8.6 In order to examine the pedestrian comfort level that will be experienced on the footway on both Malden Road and Queen's Crescent as a result of the proposal, reference has been made to TfL's guidance document.

Pedestrian Comfort Guidance for London

8.7 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:

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

8.8 This is calculated for Average Flow, Peak Hour Flow and Average of Maximum activity. **Table 8.2** details TfL's comfort rating.

Table 8.2 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	

8.9 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.

8.10 As noted previously, the busiest hour on both streets was between 12:55 – 13:55. During this peak, hourly pedestrian flows on Malden Road were 362 two-way movements (248 northbound and 114 southbound) on Queen's Crescent were 110 two-way movements (66 northbound and 44 southbound). The footway width on both road reduces to a pinch point in the vicinity of the access points from the application site to approximately 1.5m.

8.11 Using the equation set out above, the pedestrians per metre of clear footway width per minute is calculated as follows:

- Malden Road 362 (people per hour) ÷ 60 ÷ 1.5 (minimum footway width) = 4.02
- Queen's Crescent 110 (people per hour) ÷ 60 ÷ 1.5 (minimum footway width) = 1.22

8.12 **Table 8.3** sets out the PPMM for the existing footfall on the footways on Malden Road and Queen's Crescent.

Table 7.3 Existing footfall on both footways			
Location	Comfort Rating		
	Hourly Flow	PPMM	Comfort Level
Malden Road	362	4.02	A
Queen's Crescent	110	1.22	A+

- 8.13 Pedestrian comfort levels are shown to remain within 'comfortable' parameters. The assessment has shown that the footfall level recorded at the centre does not have a significant, prolonged 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.
- 8.14 The assessment that was carried out the previous year, in September 2015, was based on a survey that counted pedestrians for a snapshot period of 20 minutes and factored the results to gain an average hourly flow. The 2015 results showed there was approximately 210 people per hour on Malden Road, which is less than that recorded during the 2016 survey and 116 people per hour on Queen's Road, which is comparable to the 2016 survey. The outcome of the assessment has not changed and the footways continue to be classified as 'comfortable'.
- 8.15 **Table 8.4** shows the number of arrivals and departures from the centre during 5 minute intervals. Over the survey period there were 129 arrivals with 113 accessing the centre via Malden Road and 16 via Queen's Crescent. There were 136 departures with 121 exiting via Malden Road and 15 exiting via Queen's Crescent.

Table 8.4 Arrivals and Departures from the Centre				
Time	Malden Road		Queen's Crescent	
	Arrivals	Departures	Arrivals	Departures
12.30	2	0	0	0
12.35	2	0	0	0
12.40	5	0	1	0
12.45	5	2	1	0
12.50	19	0	2	0
12.55	17	0	2	0
13.00	9	1	2	0
13.05	22	0	3	0
13.10	12	0	5	0
13.15	4	2	0	0
13.20	6	0	0	0
13.25	3	0	0	0
13.30	1	0	0	0
13.35	1	0	0	0
13.40	0	74	0	10
13.45	2	32	0	3
13.50	3	10	0	2
13.55	0	0	0	0
Total	113	121	16	15

- 8.16 Whilst there will be people that congregate outside the development after prayer for a short period of time, evidence from the survey indicates that the majority of departures occur during a 15 minute period and that by 13.55 everyone has left and there were no more departures.

9 SUMMARY AND CONCLUSION

Summary

- 9.1 TTP Consulting has been retained 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).
- 9.2 The community centre is operated by the Somali Community Development Trust (SCDT) which offers services and prayer sessions for the local Somali community, having received temporary consent to do so in January 2016. The application seeks permanent consent for continued use as existing.
- 9.3 A series of management measures will be introduced or continued to be implemented at the development to ensure the smooth operation of the centre and to reduce the impact on local residents.
- 9.4 The proposal is considered acceptable and appropriate on the basis that:
- The travel survey questionnaire has indicated that the vast majority, 72%, of respondents travel to and from the community centre on foot with 2% cycling, 18% travelling by bus, 1% by train, 4% as a car driver and 3% as a car passenger.
 - The expected peak usage of the community centre and place of worship will be on a Friday between 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. Furthermore, the majority of other sessions that operate cater for fewer attendees, usually between 10 – 70 people.
 - 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.
- A pedestrian comfort level assessment has been carried out in order to assess the current impact of footfall from the centre on Malden Road and Queen's Crescent, using data collected in October 2016. The results indicate that the footways adjacent to the application site are currently 'comfortable' and that there is minimal impact on either footway as a result of 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, in 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

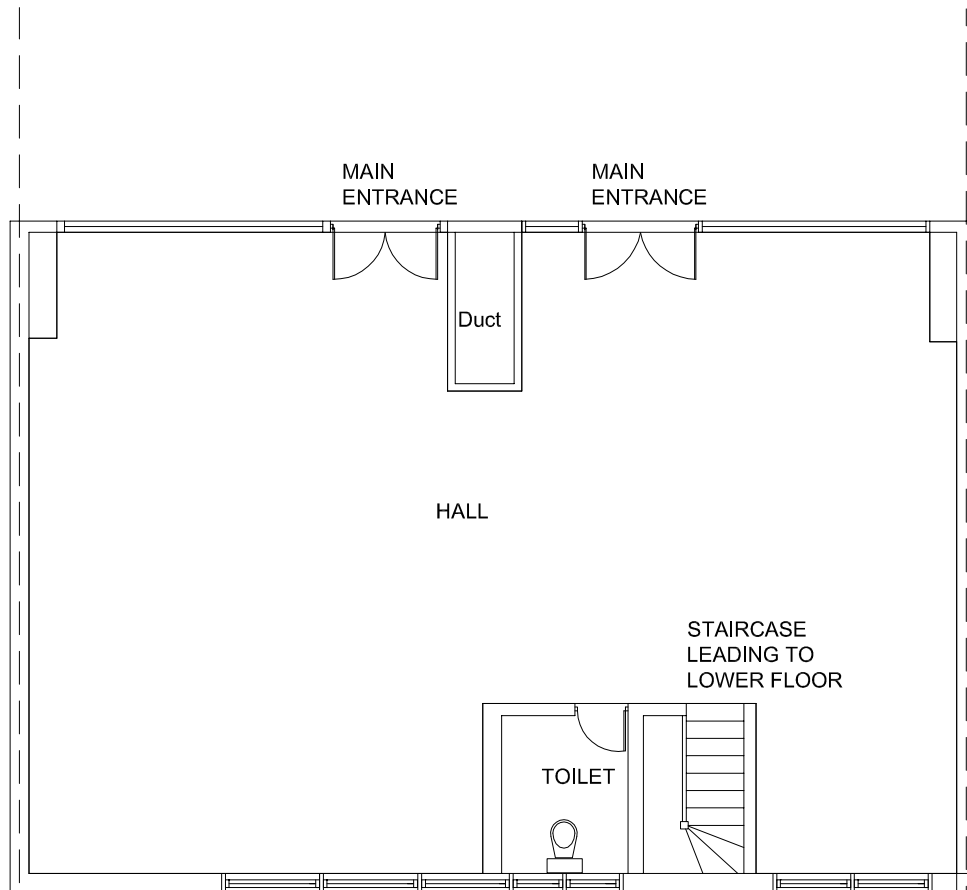
- 9.5 The proposal is consistent with relevant transport policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 32, which states that:

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

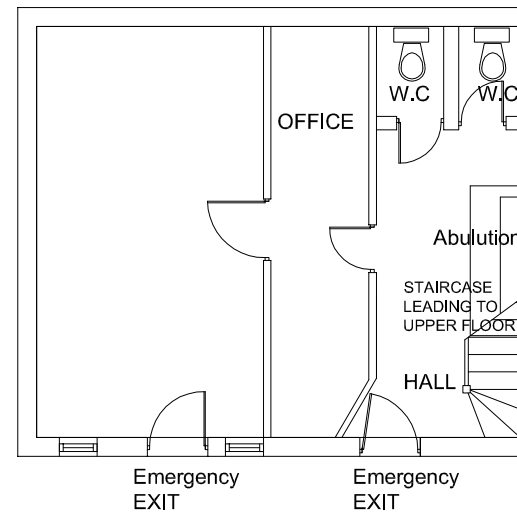
- 9.6 We therefore conclude that the planning application proposal is acceptable in traffic and transport terms.

APPENDIX A

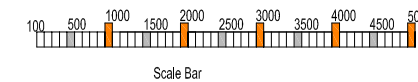
Existing Site Layout Plan



EXISTING GROUND
FLOOR PLAN .
SCALE 1:100



EXISTING LOWER
FLOOR PLAN .
SCALE 1:100



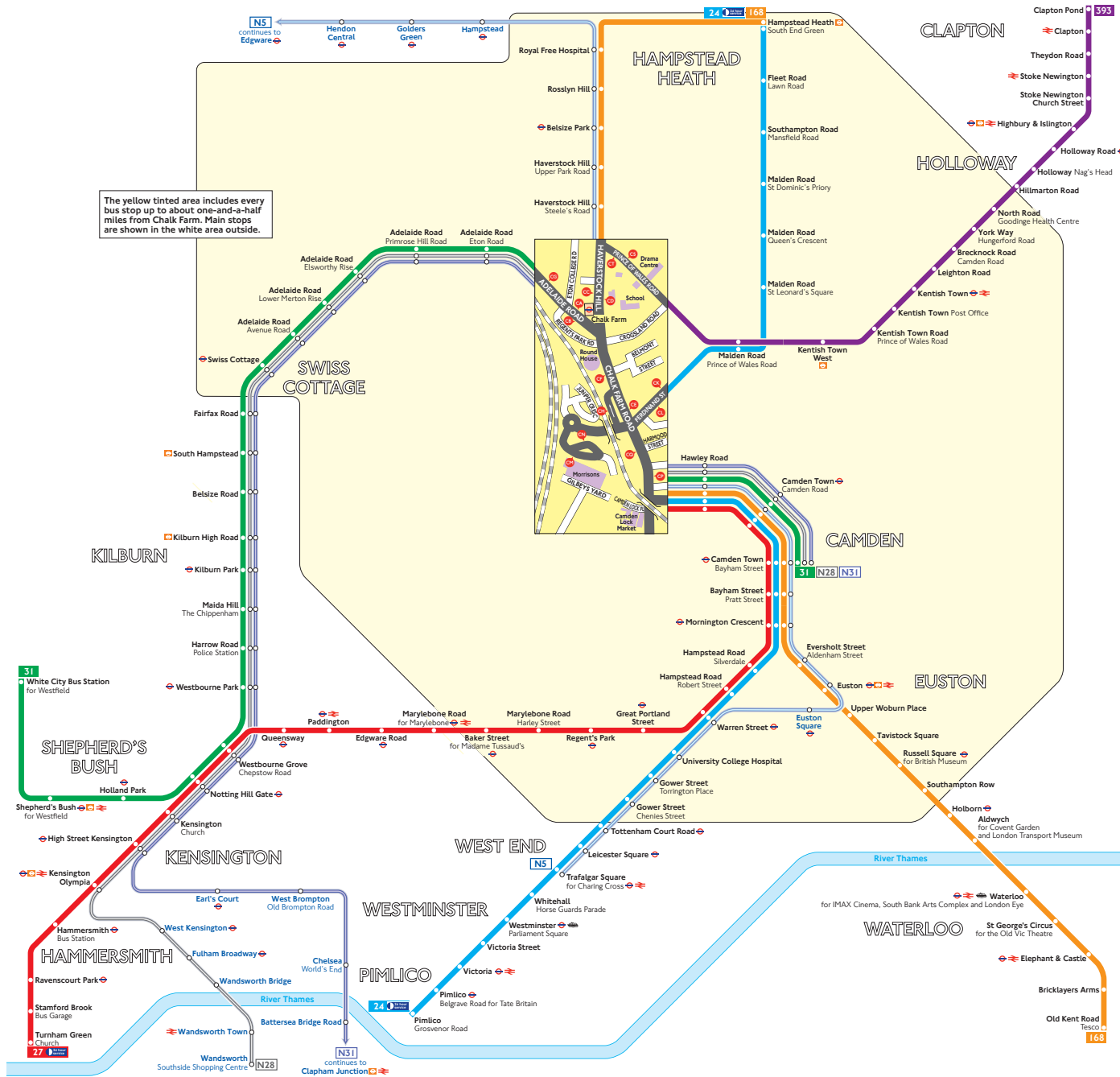
-	-	-
-	-	-
-	-	-
-	-	-
Revision	Description	Date
STATUS		

CLIENT	SOMALI COMMUNITY DEVELOPMENT TRUST	
ADDRESS	23-24 CHERITON, QUEENS CRESCENT LONDON NW5	
TITLE	EXISTING GROUND & LOWER FLOOR PLAN A3	
SCALE	DRAWN SD	DATE JUNE 2015
DRG.NO.	GA200	

APPENDIX B

Bus Route Map

Buses from Chalk Farm



Route finder

Day buses including 24-hour services

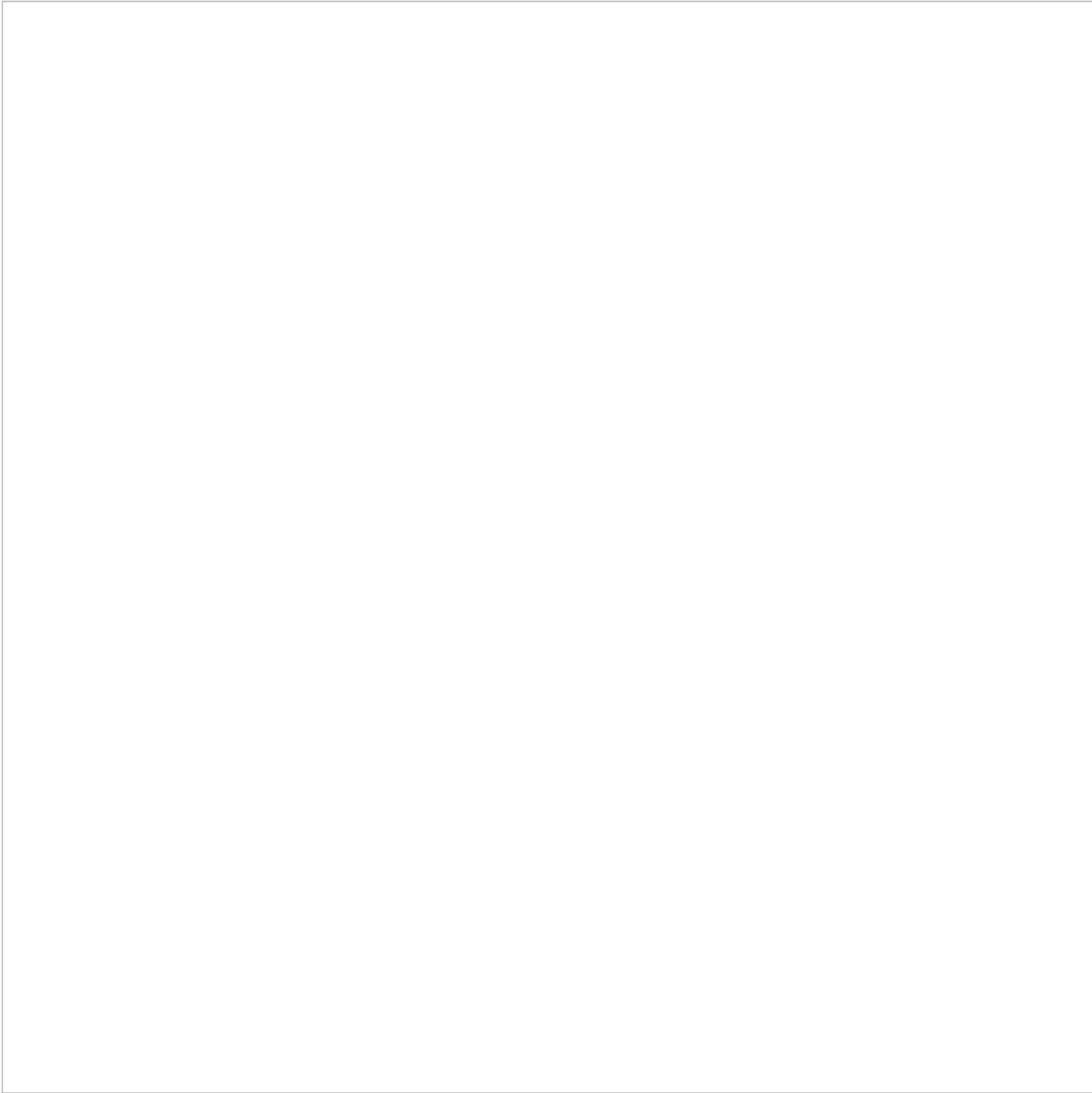
Bus route	Towards	Bus stops
24	Hampstead Heath	CK CO
	Pimlico	CE CL
27	Turnham Green	CE CH
31	Camden Town	CA CE
	White City	CB CF CG
168	Hampstead Heath	CC CD CE
	Old Kent Road	CD CE
393	Clapton	CC CF CH CN CS

Night buses

Bus route	Towards	Bus stops
N5	Edgware	CC CF CG
	Trafalgar Square	CD CE
N28	Camden Town	CA CE
	Wandsworth	CB CF CG
N31	Camden Town	CA CE
	Clapham Junction	CB CF CG










APPENDIX C

PTAL Report




PTAL output for 2011 (Base year)
4
27-30 Queen's Cres, Belsize Park, London NW5 4EZ, UK
Easting: 528150, Northing: 184922
Grid Cell: 103632
Report generated: 20/10/2016

Map key - PTAL

 0 (Worst)	 1a
 1b	 2
 3	 4
 5	 6a
 6b (Best)	

Map layers

 PTAL (cell size: 100m)

Calculation Parameters

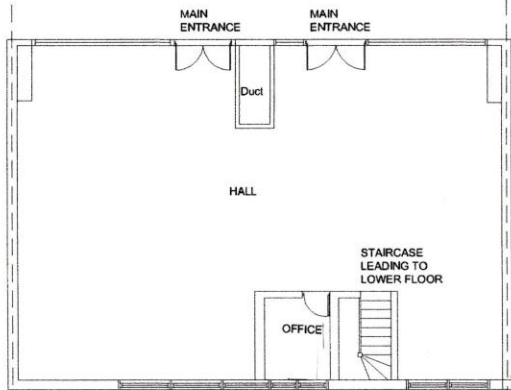
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

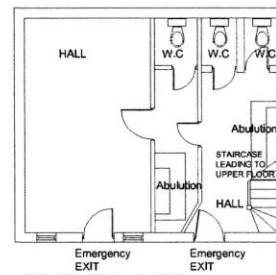
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAVERSTOCK HILL ETON RD	168	609.91	9	7.62	5.33	12.96	2.32	0.5	1.16
Bus	MALDEN ROAD RHYL STREET	24	144.53	10	1.81	5	6.81	4.41	1	4.41
Bus	MALDEN ROAD RHYL STREET	46	144.53	6	1.81	7	8.81	3.41	0.5	1.7
Bus	PRINCE OF WALES RD QUEEN'S CRES	393	382.31	5	4.78	8	12.78	2.35	0.5	1.17
Rail	Gospel Oak	'BARKING-GOSPLOK 2J00'	869.77	4	10.87	8.25	19.12	1.57	0.5	0.78
Rail	Gospel Oak	'GOSPLOK-BARKING 2J07'	869.77	4	10.87	8.25	19.12	1.57	0.5	0.78
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50'	619.79	3.67	7.75	8.92	16.67	1.8	1	1.8
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11'	619.79	3.67	7.75	8.92	16.67	1.8	0.5	0.9
LUL	Chalk Farm	'Edgware-Morden'	758.64	9	9.48	4.08	13.57	2.21	0.5	1.11
LUL	Chalk Farm	'Morden-Edgware'	758.64	4.67	9.48	7.17	16.66	1.8	0.5	0.9
LUL	Chalk Farm	'Kennington-Edgware'	758.64	14.67	9.48	2.79	12.28	2.44	1	2.44
									Total Grid Cell AI:	17.15

APPENDIX D

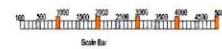
Architect's Proposed Layout Plans



PROPOSED GROUND
FLOOR PLAN .
SCALE 1:100



PROPOSED LOWER
FLOOR PLAN .
SCALE 1:100

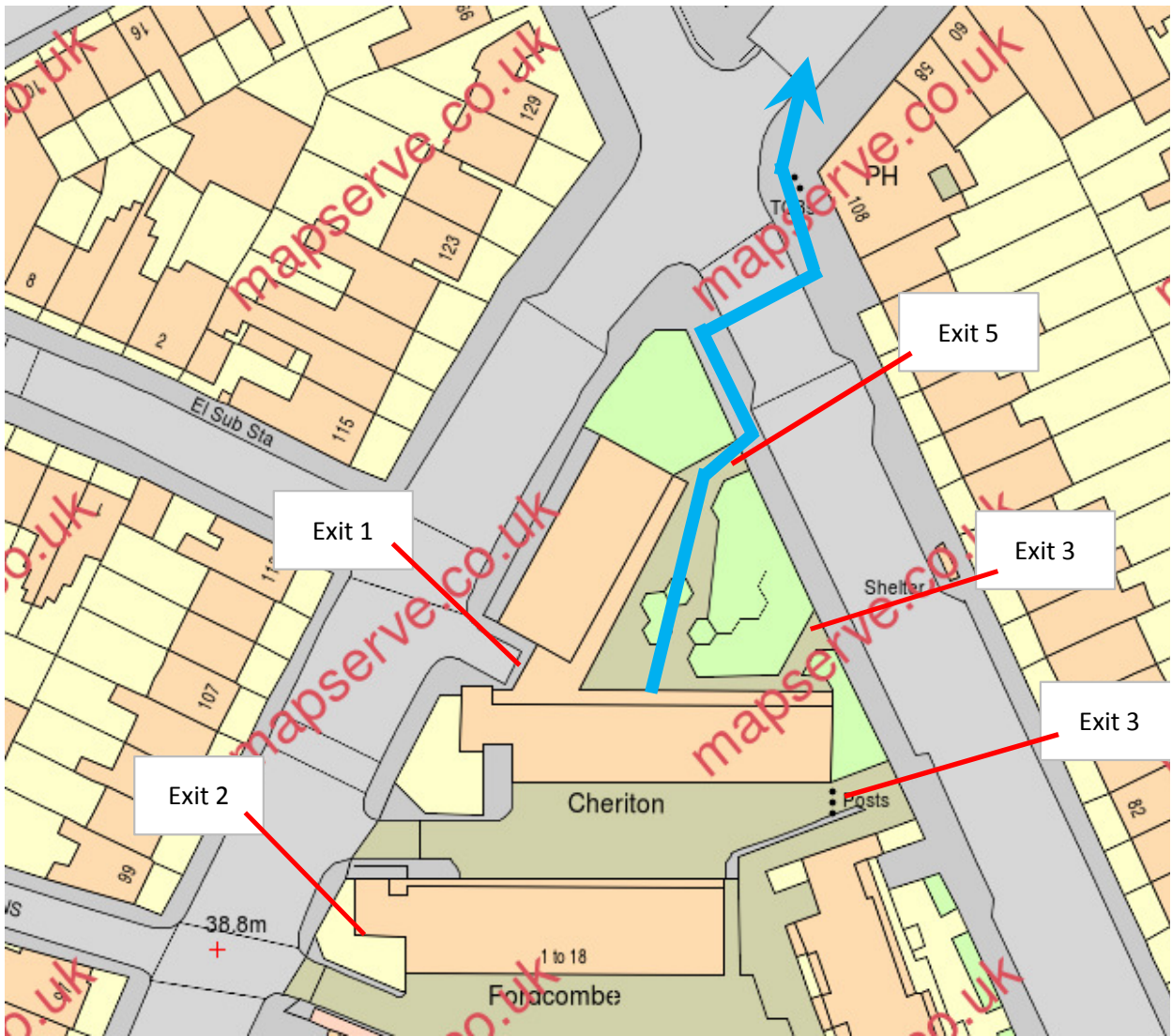


No.	Description	Date

CLIENT	SOMALI COMMUNITY DEVELOPMENT TRUST	
ADDRESS	23-24 CHERITON, QUEENS CRESCENT LONDON NW5	
TITLE	PROPOSED GROUND & LOWER FLOOR PLAN (A3)	
SCALE	DRAWN BY	DATE
1:100	SD	JUNE 2015
DWG. NO.	GA202	

APPENDIX E

Pedestrian Count Survey Results



Job: **Prayer Facility**
 Location: **23-24 Cheriton, Located at junction of Malden Rd and Queens Crescent**
 Day: **Friday** Date: **14/10/2016**

SSTOWE
Traffic

Time	ARRIVALS	
	Malden Rd	Queens Crescent
12.30	2	0
12.35	2	0
12.40	5	1
12.45	5	1
12.50	19	2
12.55	17	2
13.00	9	2
13.05	22	3
13.10	12	5
13.15	4	0
13.20	6	0
13.25	3	0
13.30	1	0
13.35	1	0
13.40	0	0
13.45	2	0
13.50	3	0
13.55	0	0
Totals	113	16
	129	

DEPARTURES									
Exit 1		Exit 2		Exit 3		Exit 4		Exit 5	
Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	2	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	1	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	1	16	18	39	0
3	0	0	0	0	5	2	7	17	1
2	0	0	0	0	1	3	3	2	1
0	0	0	0	0	0	0	0	0	0
	15	0	0	0	8	22	28	61	2
	136								

Northbound		Southbound		
Malden Rd	Queens Crescent	Malden Rd	Queens Crescent	
9	5	3	1	
0	0	5	1	
17	3	4	2	
1	1	0	1	
0	2	1	2	
16	4	11	1	
2	0	4	1	
8	0	6	1	
7	1	10	0	
7	8	13	2	
5	9	1	2	
12	7	6	4	
3	1	4	0	
4	9	3	4	
11	0	7	4	
5	0	5	14	
7	0	6	11	
14	0	7	6	
	128	50	96	57