

**From:** Leong Chris [REDACTED]  
**Sent:** 07 December 2018 17:21  
**To:** Meynell, Charlotte [REDACTED]  
**Cc:** Planning [REDACTED]  
**Subject:** TfL Comments - 2018/5539/P Pavement outside Swiss Cottage Library 88 Avenue Road London NW3 3HA

Dear Charlotte,

**TfL Spatial Planning Reference:** 18/4385  
**Borough Reference:** 2018/5539/P  
**Location:** Pavement outside Swiss Cottage Library 88 Avenue Road London NW3 3HA  
**Proposal:** Installation of 1 x telephone kiosk on the pavement.

Thank you for consulting TfL with regard to the above planning application.

For the below reasons, TfL Spatial Planning objects to the granting of prior approval for a new phone kiosk on behalf of TfL.

The site of the proposed kiosk is on A41 Avenue Road, which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.

The applicant should note that there is a major scheme to improve cycling in this area, and the proposed kiosk would be inside the works area.

TfL notes that this phone kiosk application does not appear to be contingent on removal of more than one phone kiosk in exchange for the new unit proposed, so that it would not contribute to an overall reduction of phone kiosks across Camden's public realm.

We remind the applicant and Council that the current London Plan Policy 6.10 (Walking) refers to 'promoting simplified streetscape, decluttering and access for all' and also states that Planning Decisions 'should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space'. TfL Spatial Planning takes the view that the phone kiosk proposed would not contribute in any way to a high quality pedestrian environment or emphasise the quality of pedestrian and street space.

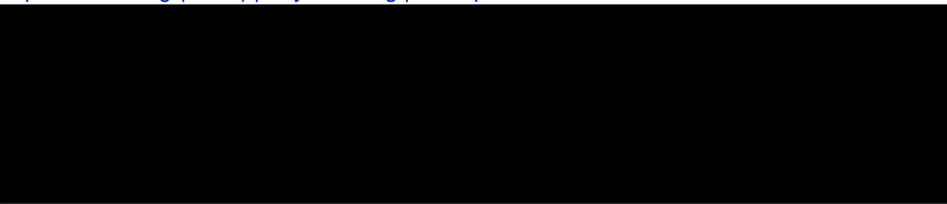
The draft London Plan Policy D7 (Public Realm) states 'Ensure that shade and shelter are provided with appropriate types and amounts of seating to encourage people to spend time in a place, where appropriate. This should be done in conjunction with the removal of any unnecessary and dysfunctional clutter of street furniture to ensure the function of space and pedestrian amenity is improved. Applications which seek to introduce unnecessary street furniture should normally be refused'.

Policy T2 (Healthy Streets) of the draft London Plan states that 'Development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.' TfL does not consider that the application will deliver any improvements which support any of the ten Healthy Streets Indicators.

Unnecessary and dysfunctional street clutter in any location in the footway on the TLRN has an obvious adverse impact on the movement of pedestrians, which goes against TfL's statutory network management duties.

Kind regards,

**Chris Leong** | Assistant Planner  
Spatial Planning (North) | City Planning | Transport for London



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