

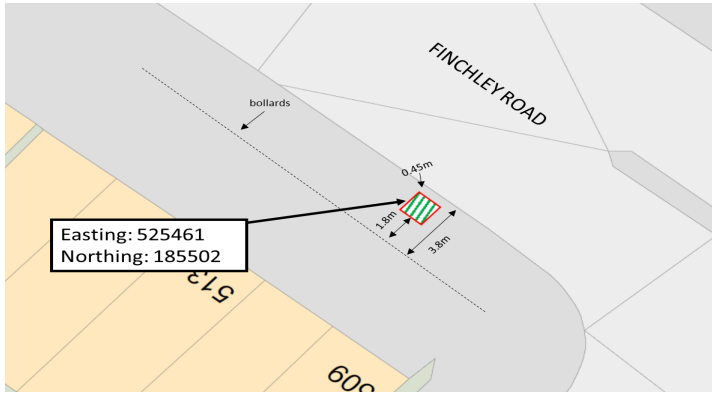
GENERAL INFORMATION						A - PRIMARY TEST							B - SECONDARY TEST		C - TERTIARY TEST		D - REASONS FOR REFUSAL			
Ref	Borough	Street	Post Code	1:1250 Plan	Dimensioned 1:200 Plan	Character Area	Overall Footway Width (m)	Two- Way Pedestrian Flow (Pedestrians per hour) A=Actual ¹ Flow E=Estimated Flow ²	Flow Category (Appendix B, Pedestrian Comfort Guidance, 2010)			Automatic Compliance with TfL Guidance (>5.3m) (Yes/No) * note - If no move to next column	Compliance with TfL Guidance In Relation to Flow Category (Yes/No) * note - If no move to next column	Minimum Clear Footway Width>2m	Minimum Clear Footway Width>1m	Evidence on-site to demonstrate no worsening (if no effective footway width)	See Photograph OR Street View for details	No Highway Grounds (No further evidence required)	Generic Highway Grounds ("tick" or "see site specific evidence")	Site Specific Highway Grounds ("See site specific evidence")
									Low Flow (<600pph)	Active Flow (600 to 1200pph)	High Flow (>1200pph)									
2017/1083/P	Camden	511 Finchley Road	NW3 7BB	Yes	Yes	Office and Retail	3.8	1068E		YES		NO	YES	YES	YES	YES	SEE PHOTO BELOW		✓	

A - PRIMARY TEST - TfL PEDESTRIAN COMFORT GUIDANCE, 2010

- 1) The total width of the footway at the site is 3.8m.
- 2) Pedestrian surveys indicate that the site experiences medium levels of pedestrian flows over 600 pedestrians per hour (pph) according to the above TfL Pedestrian Comfort guidance.
- 3) The level of pedestrian flow at the site (1068pph) indicates that the recommended overall footway width should be 4.2m (total width) . The existing footway width exceeds this level and therefore does comply with the Primary Test relating to the TfL Pedestrian Comfort guidance.

B - SECONDARY TEST - MINIMUM FOOTWAY CLEAR ZONE (TfL STREETSCAPE GUIDANCE, 2017)

- 1) There is a footway clear zone of 2m at the proposed location taking account of the proposed furniture zone (1.32m for the telephone kiosk with a 0.45m setback from the edge of the kerb).
- 2) The preferred minimum unobstructed width of a footway is 2m. However the above guidance recommends this can be reduced to an absolute minimum of 1m where there is an obstacle along a length of not more than 6m. The site will provide a footway clear zone of at least 2m in accordance with this guidance.



D - REASONS FOR REFUSAL AND RESPONSE TO REFUSAL

Refusal Description:

"The proposed telephone kiosk, by virtue of its location, size and detailed design, adding unnecessary **street clutter** would reduce the amount of useable, unobstructed footway, which would be detrimental to the quality of the public realm, cause harm to **highway safety** and hinder pedestrian movement and have a detrimental impact on the promotion of walking as an alternative to motorised transport, contrary to policy CS11 (Promoting sustainable and efficient travel) of the London Borough of Camden Local Development Framework Core Strategies Development Plan Policies and policies DP16 (The transport implications of development), DP17 (Walking, cycling and public transport) and DP21 (Development connecting . to the highway network) of the London Borough of Camden Local Development Framework Development Policies and A1(Managing the impact of development), C6 Access and (T1 Prioritising walking, cycling and public transport) of the Camden Local Plan Submission Draft 2016 .

The proposed telephone kiosk, by virtue of its inappropriate siting, size and design, would fail to reduce opportunities for crime and **antisocial behaviour** to the detriment of community **safety** and security, and compromise the safety of those using and servicing the telephone kiosk contrary to policy CS17 (Making Camden a safer place) of the London Borough of Camden Local Development Framework Core Strategy and CS Safety and Security of the Camden Local Plan Submission Draft 2016."



C - TERTIARY TEST - EVIDENCE TO SHOW NO WORSENING

- 1) There is on-site evidence (see photo below) showing worsening of the footway clear zone if the proposed telephone kiosk was erected at this site location.
- 2) There is existing street furniture (pole) in the vicinity of the proposed location. The existing furniture is narrower in width in comparison to the proposed telephone kiosk.

CONCLUSION:

Given the evidence put forward in this appeal statement, it is not considered that the addition of the proposed telephone kiosk to the existing street furniture in the vicinity would create street clutter causing material harm, and demonstrates integration from a highway function perspective. The proposals would not result in any material impact on the capacity of this section of footway nor compromise safety.

Based on the information provided, it is considered that the proposed telephone kiosk should be approved on highway grounds.

NOTES
1: Actual flow represents the pedestrian flow taken at the site
2: Estimated flow represents the pedestrian flow taken in the borough based on the character of the area