AUGUST 2020

Transport Statement

Godwin & Crowndale Estate, Chalton Road, Somers Town, Camden

Iceni Projects Limited on behalf of

London Borough of Camden

August 2020

ICENI PROJECTS LIMITED
ON BEHALF OF LONDON
BOROUGH OF CAMDEN

Transport Statement
GODWIN & CROWNDALE ESTATE, CHALTON ROAD,
SOMERS TOWN, CAMDEN

Iceni Projects
London: Da Vinci House, 44 Saffron Hill, London, EC1N 8FH
Edinburgh: 11 Alva Street, Edinburgh, EH2 4PH
Glasgow: 177 West George Street, Glasgow, G2 2LB
Manchester: This is the Space, 68 Quay Street, Manchester, M3 3EJ

t: 020 3640 8508 **| w:** iceniprojects.com | **e:** mail@iceniprojects.com
linkedin: linkedin.com/company/iceni-projects | **twitter**: @iceniprojects

CONTENTS

APPENDICES

1. INTRODUCTION

1.1 Iceni Projects Ltd has been appointed by the Camden Council to provide highways and transport advice for the proposed redevelopment of part of the Godwin & Crowndale Estate, off Chalton Street, Somers Town in the London Borough of Camden (LBC). Formerly a continuation of Chalton Street, it is currently in use as a car park and ball court.

1.2 This Transport Statement (TS) provides an outline of the work that will be provided in support of a future planning application in regard to the proposed redevelopment proposals, which comprises 10 four bed family sized social rented units (4b6p). Due to the location of the site and the proximity to public transport, the development proposals do not include for any car parking on site, apart from one disabled parking bay. Planning permission is being sought for 10 four bed family sized social rented units (C3 land use class).

1.3 It is our understanding that part of the site currently operates as a private car park and it is gated off from the main car park that forms parking for the Godwin & Crowndale Estate. It has a high level of utilisation with many of the 18 car parking spaces rented out to private individuals on a weekly basis. As part of our discussions with the officer on site, it was agreed that a car park spot survey be undertaken as part of the feasibility analysis to determine the demand for the car park over 5 working days. The results from the survey will be provided within **Section 2** of this TS.

Site Meeting with Officers

1.4 As part of the discussion with the LBC highways officer on site in January 2019, it was agreed that transport and highways matters including, but not limited to, were required including a parking beat survey and car park spot survey. Not to mention access arrangements, parking provision, servicing arrangements, person trip rates, distribution and the impact on public transport would need to be considered as part of the submission document, with correspondence to LBC at **Appendix A1**.

1.5 Moreover, it was agreed on site with the highways officer that the requirement for vehicular trip generation will not be considered in depth as the development is being promoted as car free and as such there will be no noticeable impact on the highway from the development. As the car park will no longer be utilised, this will determine that only traffic generation associated with the site will centre upon servicing and delivery trips, which will be discussed in **Section 3** of the TS.

Pre – Application Discussions

1.6 A scoping note was provided as part of the pre-application submission. The note was prepared to provide an overview of the existing highway network and sustainable travel access, outline the proposed development and associated parking and trip generation associated with service and delivery vehicles with the associated correspondence providing a summary of discussions with LBC highway. However, as part of the comments received following the pre-application response, additional information and clarification was requested which is contained within this TS.

1.7 The methodology used in the preparation of this TS principally follows the Department for Transport (DfT) document 'Travel plans, transport assessments and statements in decision-taking' (October 2014), which forms part of the Planning Practice Guidance. Consideration will also be given to the TfL Healthy Streets approach and the transport impacts of the development at a local level.

1.8 This report summarises all transport related matters for consideration as part of the planning application. The methodologies and information included within this document have been discussed and agreed in principle with LBC.

Report Structure

1.9 Following this introductory chapter, the remainder of this TS is structured as follows:

- **Section 2** provides a description of the existing site conditions including site use, local highway network, existing levels of public transport provision, cycling and walking;
- **Section 3** provides a description of the proposed development, including access, development type, parking and servicing;
- **Section 4** provides an overview of relevant national, regional and local policies and outlines how the proposed development accords with these;
- **Section 5** provides a multimodal trip assessment of the proposal and its impact on the local highway network; and
- **Section 6** provides a summary and draws conclusions.

2. THE SITE AND SURROUNDINGS

Site Location

2.1 The existing site is located within the Godwin & Crowndale Estate in north Somers Town which contains mainly residential uses although this is not exclusive with uses including a school and secure storage unit, in operation. The area is characterised by contrasting massing with the Estate itself being 8-storeys in height, whilst adjoining roads have established Georgian terrace housing three storey in height; a two to three-storey Regent High School built utilising a mix of revamped industrial buildings and sections built in a modernist style, currently occupying the contextual nature of the surroundings.

2.2 To the north and past the main buildings of the Godwin and Crowndale Estate, is Crowndale Road (B512) whilst to the east are residential dwellings situated on Chalton Street and Charrington Street, to the south is Regent High School, to the west are more individual storage units and beyond that residential blocks of flats. The site currently comprises a car park and ball court with access taken from Crowndale Court, see **Figure 2.1.**

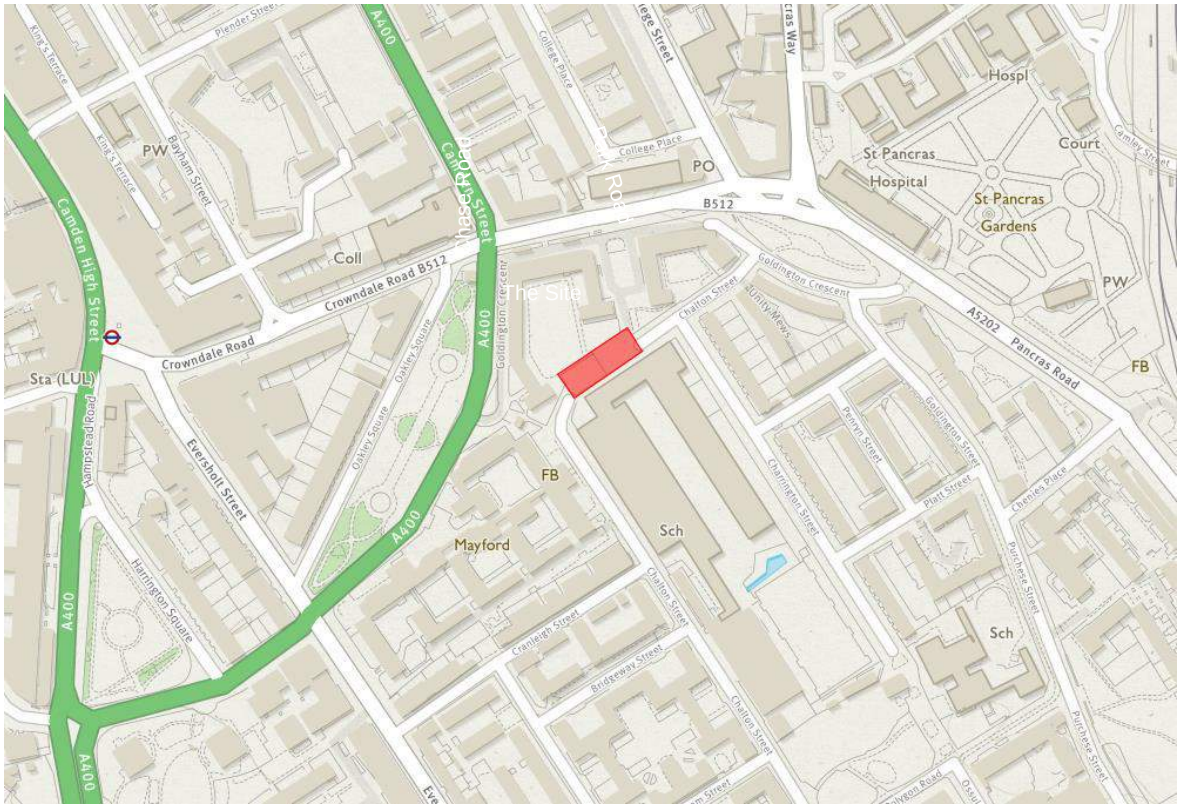
Figure 2.1 – Existing Site (Note – Blue Arrow Represents the Access Point for the Site)

2.3 The existing main vehicular access and exit point for the car park is taken from Goldington Crescent into Crowndale Court within the Godwin & Crowndale wider estate. It is not possible to enter the site from Chalton Street in the existing situation as the car park is fenced off. The existing access is unadopted public highway, with rights of access to the site.

Existing Highway Network

2.4 The local highway network is shown in relation to the site in **Figure 2.2.**

Figure 2.2: Local Highway Network (Indicative site boundary in red)



Chalton Street

2.5 Chalton Street is a single carriageway road subject to a 20mph speed limit with speed humps located approximately 50m south of the site. Chalton Street varies in width from approximately 5 – 6m with parking bays located on both sides for the majority of its length. Chalton Street connects from Goldington Crescent in the north-east to Euston Road to the south with access restricted for vehicles due to the location of the site, as such, two cul-de-sacs are present. In the vicinity of the site, Chalton Street has single yellow lines, footways and street lighting on both sides.

Crowndale Court

2.6 Crowndale Court provides vehicular access to the site and to parking associated with the properties adjacent to the north. Crowndale Court is in a U-shaped orientation in the vicinity of the site and connects to Goldington Crescent to the east and to the A400 Oakley Square to the west. The carriageway measures approximately 3m in width with intermittent footways present. The section of Crowndale Court nearest to the site is unadopted highway with parts of the carriageway towards Goldington Crescent and Oakley Square adopted with double yellow lines on both sides.

A400

2.7 The A400 is located to the west of the site and connects from the A1 in the north to the A501 to the south. In the vicinity of the site, the A400 is a one-way southbound only carriageway and forms part of the TLRN (Transport for London Road Network) with single red lines present on both sides. The carriageway measures approximately 7m in width and provides two lanes with footways located on both sides.

Controlled Parking Zone

2.8 The site is located within a Controlled Parking Zone (CPZ) 'CA-G Somers Town' which is in operation Monday to Friday between 08:30 – 18:30.

Parking Survey Results

2.9 As a result of the proposed development, a proportion of vehicles that currently park within the car park could be expected to park on streets surrounding the site. In order to ensure there is sufficient capacity on surrounding streets to accommodate the additional car parking, a parking survey has been undertaken, surveying the site and each road within 200m on an hourly basis between 07:00-21:00 from Monday 4th to Friday 8th February 2019. A summary of the results is provided in **Table 2.1 – 2.3** below with the full results included at **Appendix A2.**

Table 2.1 Car Park Survey Results

Day	Cars Parked	Parking Occupancy
Monday 4th Feb	9	50%
Tuesday 5th Feb	10	56%
Wednesday 6th Feb	9	50%
Thursday 7th Feb	9	50%
Friday 8th February	8	44%
Average	9	50%

Note: Car Park has 18 Spaces

2.10 **Table 2.1** shows that between 8 – 10 cars currently use the car park during the week, resulting in an average parking occupancy of 50%.

2.11 As such, the surrounding streets will be required to accommodate for any additional cars being parked throughout the day over and above the parking occupancy rate, which would supplement the repurposed visitor and commercial spaces within the existing Godwin and Crowndale Estate along with the three / four parking spaces identified to the eastern edge of the site on Chalton Street.

2.12 **Table 2.2** specifies the type and number of parking bays for each street within a 200m walking distance of the site.

Table 2.2 Parking Surveys – Survey Inventory

Street	Total Kerb Length (m)	No. Resident Permit Holder Bays	No. of Pay by Phone Parking Spaces	No. of Single Yellow Line Spaces	Total Spaces
Chalton Street	708	39	22	35	96
Goldington Crescent	180	11	7	14	32
Goldington Street	259	18	8	10	36
Charrington Street	334	52	6	27	85
Medburn Street	165	18	0	4	22
Penryn Street	167	19	0	4	23
Platt Street	184	11	0	14	25
Cranleigh Street	354	9	7	34	50
Bridgeway Street	207	11	0	9	20
Totals	2558	188	50	151	339

2.13 **Table 2.2** demonstrates that there are a total of 339 spaces surrounding the site, of which 188 are for permit holders only, 50 pay by phone bays and 151 single yellow line parking opportunities.

2.14 **Table 2.3** summarises the parking survey results for each hour.

Table 2.3 Parking Survey Results

Time	Resident Permit Holder Bays (188)		Pay by Phone Parking Spaces (50)		Single Yellow Line Spaces (151)		Total Spaces (389)	
	Occu	Available Spaces	Occu	Available Spaces	Occu	Available Spaces	Occu	Available Spaces
07:00	90%	18	42%	29	15%	128	55%	175
08:00	85%	28	44%	28	14%	130	52%	186
09:00	83%	32	34%	33	9%	137	48%	202
10:00	87%	25	46%	27	10%	136	52%	188
11:00	86%	26	48%	26	7%	140	51%	192
12:00	84%	31	60%	20	5%	143	50%	194
13:00	82%	34	50%	25	5%	144	48%	203
14:00	83%	32	44%	28	5%	143	48%	203
15:00	80%	37	50%	25	8%	139	48%	201
16:00	83%	32	38%	31	5%	143	47%	206
17:00	87%	24	42%	29	3%	146	49%	199
18:00	84%	31	40%	30	7%	141	48%	202
21:00	82%	34	50%	25	17%	125	53%	184

Note: Occu = Occupancy

2.15 **Table 2.3** demonstrates that daytime car parking is available each hour between 07:00 – 21:00 within a 200m distance from the site. As noted previously, there may well be a demand for additional vehicles parking on-street as a result of redeveloping the car park. **Table 2.3** shows that there is availability within the surrounding streets to accommodate any such demand.

Census Data

Car or Van Ownership Census Data

2.16 Car ownership for the Camden 019 MSOA (Middle Super Output Area) and Camden 019D LSOA (Lower Super Output Area), in which the site is located, has been obtained from the 2011 Census to understand local car ownership levels. **Table 2.4** provides a summary of the average car ownership per household.

Table 2.4 2011 Census Car Ownership in Ward, Area, Region and England

Area	Car Ownership Ratio
Camden 019	0.34
Camden 019D	0.31

Source: Census 2011, Nomis

2.17 **Table 2.4** suggests that the expected car ownership for the proposed development is in the region of three vehicles.

Method of Travel to Work Data

2.18 In order to understand how future residents are likely to travel to/from the site, reference has been made to the method of travel to work data for the local area. As mentioned previously, the site falls within the Camden 019 MSOA with a summary of the results and an adjusted modal share provided in **Table 2.5.**

Table 2.5 Travel to Work Modal Share (Camden 019)

Mode	Share	Adjusted to reflect car-free development
Underground	25.96%	28.2%
Train	6.3%	6.8%
Bus	29.6%	32.1%
Taxi	0.4%	0.4%
Motorbike	1.1%	1.2%
Driving	7.9%	0%
Car passenger	0.6%	0.6%
Cycling	7.4%	8%
Walking	20.7%	22.5%
Other	0.2%	0.2%
Total	100%	100%

2.19 **Table 2.5** shows that the majority of existing residents living in the area travel to work by sustainable modes.

Public Transport and Site Sustainability

Public Transport Accessibility Levels (PTAL)

2.20 A PTAL measure is widely used within London and Transport for London (TfL) produce their own guidance document on the methodology to be adopted when undertaking a PTAL assessment. The methodology set out in the guidance measures walking distances to bus stops and stations, considers average waiting time for services and calculates a Public Transport Accessibility Index that is then classified in 6-unit bands to give a PTAL ranging from 1 (low) to 6 (high). TfL has evaluated the levels of public transport services available to the development site and scores a 6b, which represents an 'excellent' level of accessibility. The associated PTAL report is included in **Appendix A3.**

Bus Services

2.21 The nearest bus stop to the site is located approximately 80m to the north on Crowndale Road (1-minute walk) ('Royal College St Crowndale Rd Stop N') which comprises sheltered seating and timetable information as well as a bus lay-by to ensure the flow of traffic is maintained along Crowndale Road. **Table 2.6** provides a summary of the bus services within walking distance with a TfL bus map included at **Appendix A4.**

Table 2.6 Bus Services within the locality of the Site

Service	Route	Frequency (every 'x' minutes)		
		Mon-Fri	Sat	Sun
24	Grosvenor Road – Royal Free Hospital	15	15	15
27	Hammersmith Station – Chalk Farm	15	15	15
29	Lordship Lane – Trafalgar Square	6-8	6-8	6-8
46	Lancaster Gate Station – St Bartholomew's Hospital	8-12	9-11	15
88	Parliament Hill Fields – Omnibus Clapham	11-13	11-13	11-13
134	North Finchley Bus Station – Warren Street Station	10-13	10-13	10-13
168	Royal Free Hospital – Dunton Road	10-14	10-14	10-14
214	Hampstead Lane – Finsbury Square	11-13	10-14	10-14
253	Hackney Central Station – Euston Bus Station	6-10	6-10	6-10

Notes: Information taken from the TfL website. Correct at the time of writing report.

2.22 As can be seen by **Table 2.6**, there are approximately 90 services an hour operating in the vicinity of the site.

London Underground Services

2.23 Mornington Crescent Underground Station is located approximately 450m west of the site (6 minutes' walk) and is on the Northern Line. There are approximately 27 services operating each hour providing access to High Barnet, Edgeware and Morden.

Rail Services

2.24 St Pancras International Railway Station is located approximately 830m south-east of the site (10 minutes' walk) and accommodates Southeastern, Great Northern, Thameslink and Eurostar services. There are approximately 35 train services each hour providing routes to Kent, Sussex, the Midlands and mainland Europe.

2.25 Euston Railway Station is located approximately 860m south of the site (11 minutes' walk) and accommodates London Overground, Avanti West Coast, Caledonian Sleeper and West Midlands Trains services. There are approximately 55 services an hour on the London Overground with 12 services for the other operators which provide journeys to the Midlands, the North and Scotland.

2.26 It is therefore considered that there is an excellent level of existing public transport available to residents local to the site.

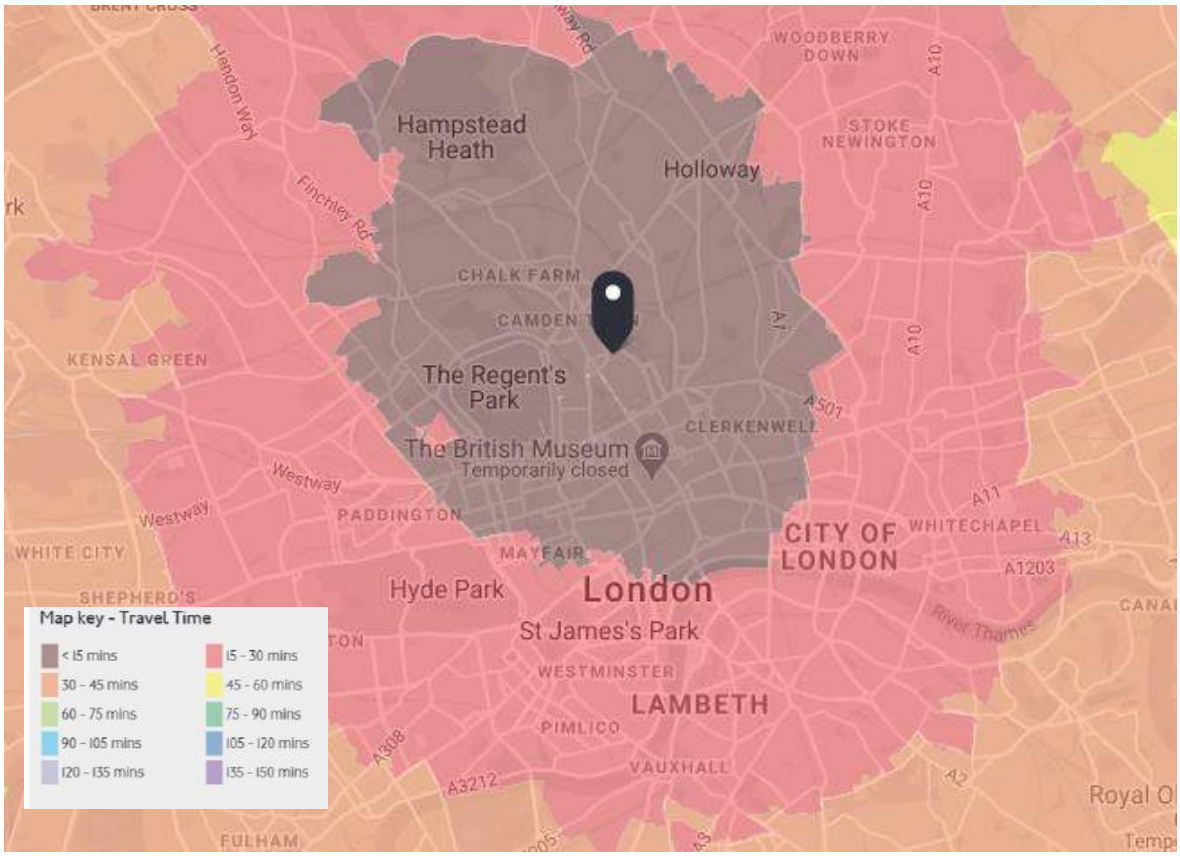
Cycling and Walking

Cycling

2.27 Cycling has the potential to substitute for short car trips, especially those less than 5km. A wide range of amenities / services including bus stops, train stations, educational facilities, religious centres, restaurants, supermarkets and numerous employment, retail and leisure opportunities are therefore located within an acceptable cycling distance of the site and there is ample opportunity for users of the site to utilise this mode of transport.

2.28 From undertaking a TIM Mapping review of the site, it. can be seen from the screenshot in **Figure 2.3**, that the distance that can be covered within a 20-minute cycle journey, which is considered to be reasonable, especially for commuting to a place of employment.

Figure 2.3: TIM Mapping Analysis



2.29 Cycleway 6 runs in a north-south orientation along Pancras Road which is located approximately 150m east of the site (1-minute cycle) which provides a route between Kentish Town and the Thames. A section of the route is included at **Appendix A5.**

2.30 There are three Santander cycle hire docking stations located within 400m of the site, the locations of which are detailed below:

- Royal College Street approximately 240m north of the site with 57 docking stations;
- Eversholt Street approximately 260m south-west of the site with 15 docking stations; and
- Pancras Road approximately 380m south-east of the site with 16 docking stations.

Walking

2.31 The site has pedestrian links established on both sides of Chalton Street with a pedestrian only route provided along the southern boundary of the site. There is a pedestrian cut-through between Chalton Street and Oakley Square which provides a more direct walking route to/from Mornington Crescent Underground Station.

2.32 Footways in the vicinity of the site are in a good condition and measure circa 3m in width. There are dropped kerbs and tactile paving at crossing locations. At the site vehicle access, Crowndale Court does not have a footway present and therefore pedestrians are required to walk in the carriageway. There is a zebra crossing with a central refuge island circa 70m north of the site on Crowndale Road which provides access to a small high street of shops as well as the bus stop providing services towards Central London.

2.33 It is therefore considered that there is a good existing walking environment available local to the site.

Highway Safety Assessment

2.34 Reference has been made to the www.crashmap.co.uk website to obtain the latest 60months of collision data for roads within 100m of the site. There was only one collision recorded at the Crowndale Court / Crowndale Road junction which was classified as 'slight' in severity. The collision involved a car hitting a motorbike as they were passing on its offside with the detailed report included at **Appendix A6.**

2.35 It is therefore considered that the local highway network had a good personal injury collision (PIC) record and that the proposed development will reduce the number of vehicle movements compared with that of the consented site and therefore it is not expected to give rise to any unacceptable road safety issues within the area studied.

Summary of Section

2.36 It has been shown that the redevelopment site is located in a very sustainable location with good footway and cycle links and is close to frequent bus and rail services, which supply excellent area coverage.

2.37 In conclusion, the proposed development provides opportunities to use modes other than the car and will provide all users of the site with an excellent level of access to all alternative modes of travel.

3. DEVELOPMENT PROPOSALS

Introduction

3.1 This Chapter sets out the proposal for the detailed part of the application. The following will set out access proposals for vehicles, pedestrians and cycles. It will also detail parking provision and delivery and servicing strategies and other relevant elements. A full description of the proposed development scheme is contained within the planning application package of information and the following description is pertinent in transport terms.

Development Proposals and Schedule

3.2 The development proposal is to demolish the existing car park (18 spaces) and adjacent ball court to facilitate the development of approximately 10 family sized social rented units (4b6p). All the properties will be promoted as car-free expect for the requirement of a single disabled parking space.

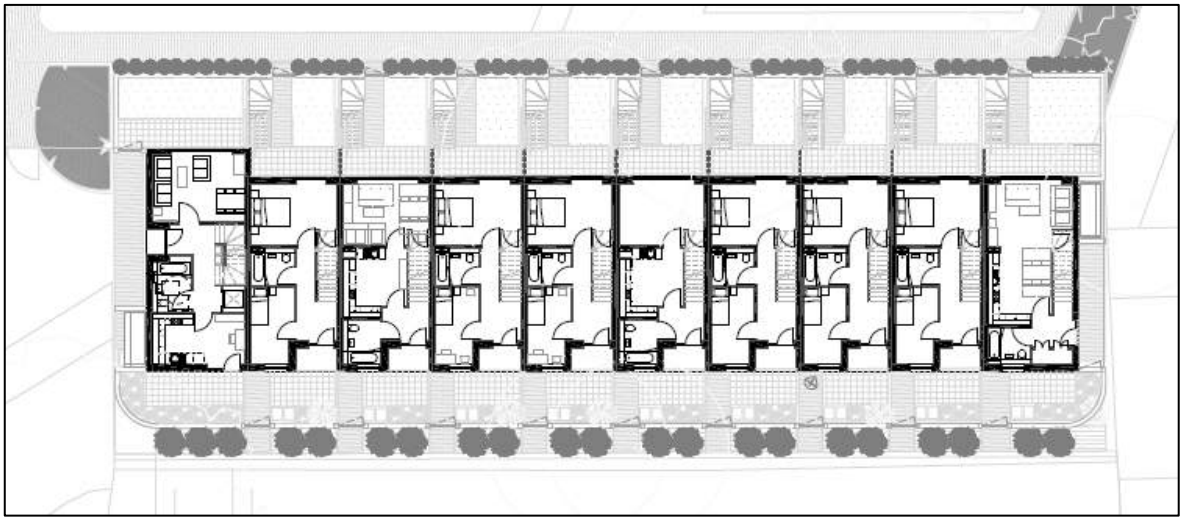
3.3 The existing parking on the site will be repurposed with a total of six spaces to be relocated on to the existing Godwin & Crowndale Estate. This will be achieved through the conversion of two existing visitor spaces and four commercial spaces into resident spaces. In addition to this, a further three to four parking spaces to the edge of the site on Chalton Street can be provided. This can be supplemented by the availability within the surrounding streets to accommodate higher levels of demand.

3.4 The development has the potential to reduce the overall traffic from the site and make improvements where possible.

Illustrative Plan

3.5 Detailed plans for the proposed development are submitted separately to this report and an illustrative plan is also submitted as part of this application. An extract of the ground floor plan is illustrated at **Figure 3.1** with the full details included at **Appendix A7.**

Figure 3.1: Extract of Ground Floor Proposals



3.6 The layout for the proposed site has evolved following several consultations with LBC. From the outset, permeability for pedestrians has been a key driver for the layout. There are proposals to improve the pedestrian route that runs alongside the site providing direct access to Chalton Street.

Access

3.7 The principle of the accesses as described below has been agreed with the LBC highways officer.

3.8 The existing main vehicular access and exit point for the car park is taken from Goldington Crescent into Crowndale Court within the Godwin & Crowndale wider estate. It is not possible to enter the site from Chalton Street in the existing situation as the car park is fenced off.

3.9 There will be no access provided into the site, however either side of the development can still be accessed from the Chalton Street spur. This enables access for refuse and service deliveries to the site.

Parking Provision

Vehicular Parking

3.10 Due to the excellent accessibility of the site, the proposed development will be car-free with the exception of a disabled parking space located on-street on Chalton Road. This level of provision accords with standards.

3.11 As mentioned previously, the proposed development is expected to generate a parking demand for up to three vehicles when based on local car ownership data. When referring to the parking survey data outlined in Table 2.3, there are approximately 18-34 available parking spaces overnight within

the resident permit bays, as such, the additional three vehicles can be accommodated locally without causing a detriment on the availability of parking for existing users.

Cycle Parking

3.12 A total of 20 cycle parking spaces will be provided within the curtilage of each dwelling which is in accordance with standards.

Refuse Collection, Deliveries and Emergency Vehicle Access

Refuse Collection

3.13 Refuse on the site will be collected from refuse stores within two separate storage area on site, both of which are within the required dragging distance for council collection operatives. The frequency of collections will be confirmed once the council waste contractors have been appointed and the full refuse strategy will be agreed with LBC by condition prior to opening, although for the purposes of this report it is expected to occur weekly.

Deliveries

3.14 Delivery vehicles will be able to utilise the single yellow line on Chalton Street to make deliveries. Deliveries to residential developments typically take place from smaller sized vehicles such as a panel van.

3.15 For a development of this size, you could expect approximately 1-2 deliveries each day, which are likely to be associated with postal deliveries and the delivery of online shopping which is part of a linked trip and therefore already on the highway network.

Emergency Access

3.16 The site has been designed to ensure that a fire tender can get to within 45m of every dwelling entrance and is therefore in accordance with Manual for Streets.

4. TRANSPORT POLICY

4.1 The proposed development is subject to both national and local planning policy guidance, with respect to transportation and its impact upon the local environment and surrounding infrastructure. The relevant policies are detailed within this following section.

4.2 Relevant policy guidance relating to this area comprises the following documents:

- The National Planning Policy Framework (NPPF) (February 2019);
- National Planning Practice Guidance (NPPG) (February 2019);
- The Draft London Plan (2019); and
- Camden Local Plan 2017 (2010).

National Planning Policy Framework (NPPF)

4.3 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be taken into account when preparing the development plan, and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

4.4 The NPPF was adopted in March 2012, however, a revised document was published in July 2018 which replaced the 2012 version. This revised version was then updated on 19th February 2019 and therefore replaces the previous two versions.

4.5 With regard to transport policy, the revised NPPF includes a section on 'Promoting sustainable transport' which includes the following text relevant to this proposal:

Paragraph 102

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 108

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 110

Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

4.6 The NPPF is therefore clear that development should only be refused on transport grounds where the residual cumulative impact of the development can be considered "severe", and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.

4.7 The Site is in a sustainable location, with a good level of opportunity to travel by bus, cycle and walking. The development proposals ensure that this is encouraged through local improvements, parking restrictions and good connectivity, all detailed throughout this report. The proposals therefore follow the advice provided within the NPPF in regards to transport.

4.8 As a result of the NPPF being adopted, all Planning Policy Guidance and Planning Policy Statements have been superseded, including PPG13 (Transport), which was formerly used as a basis for national transport policy.

4.9 Whilst no longer policy, there are two key aspects within PPG13 which are still of relevance when determining a site's level of sustainable travel access, as stated below.

Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-forgotten part of all longer journeys by public transport and car.

Cycling also has potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport.

4.10 It is considered that the walking and cycling distances referred to in PPG13 remain valid and should not be overlooked when determining the walking and cycling accessibility of development sites.

National Planning Practice Guidance (NPPG)

4.11 Information contained as part of the NPPG provides advice for travel plans, transport assessments and statements in decision taking.

> Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.

4.12 This TS follows the advice provided within the NPPG and accords with providing the information which should be included as part of an assessment.

The Draft London Plan

4.13 The London Plan is the primary Mayoral policy addressing the key housing and employment issues in order to shape the way London develops. The London Plan was first adopted in 2011 but has since been the subject of a number of alterations, with the current London Plan adopted in 2016. Notwithstanding, the Draft London Plan (DLP) is a material consideration in planning decisions.

4.14 The DLP was published for consultation from December 2017 to March 2018. An Examination in Public (EiP) was then opened on 15th January 2019 and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019 in which the Mayor suggested on 9th December 2019 that that he intends to publish the London Plan, which has not yet occurred at the time of writing. The most recent plan was published in December 2019 which has been reviewed in respect of this development. The DLP's key ambition is to ensure that 80% of all trips in London will be by foot, cycle, or public transport by 2041.

4.15 The relevant transport policies are contained within **Table 4.1**, and are addressed throughout this report as necessary.

Table 4.1 Emerging London Plan Policies

Ref	Policy	Details
T1	*Strategic Approach to transport:* A. Development Plans and development proposals should support and facilitate: 1. the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041 2. the proposed transport schemes set out in Table 10.1. B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.	Throughout
T3	*Transport capacity, connectivity and safeguarding:* E. Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.	Section 5 Multi-modal Assessment
T4	*Assessing and mitigating transport impacts:* B. Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance. C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified. D. Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure. E. The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated. F. Development proposals should not increase road danger	Throughout

Ref	Policy	Details
T5	*Cycling:* A. Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through: 1. supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure 2. securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people. D. Where flexible commercial uses are proposed and exact uses are not determined at the point of application, the highest potential applicable cycle parking standard should be applied. F. All development proposals should provide a minimum of two short-stay and two long-stay cycle parking spaces except where a size threshold is specified in Table 10.2 and has not been met.	Section 3 Cycle Parking

Ref	Policy	Details
T6	*Car parking:* A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy. F. Adequate provision should be made for efficient deliveries and servicing and emergency access. G. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design. *Residential parking:* A. New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category. C. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. G. Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum: 1) ensure that for three per cent of dwellings, ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset 2) demonstrate on plan and as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with a designated disabled persons parking space in future upon request. This should be provided as soon as existing provision is shown to be insufficient.	Section 3 Car Parking
T7	*Deliveries, servicing and construction* F. Development proposals should facilitate sustainable deliveries and servicing, including through the provision of adequate space for servicing, storage and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments. G. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing. I. Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. IA. The construction phase of development should prioritise and maintain inclusive, safe access for people walking or cycling at all times.	Section 3 Servicing Section 3

4.16 Between 2006 and 2014, trips by car in Camden reduced by 31%. Through policies within this section, Camden builds upon this and prioritises sustainable transport.

Policy T1 Prioritising walking, cycling and public transport

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

a) improve the pedestrian environment by supporting high quality public realm improvement works;
b) make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;
c) are easy and safe to walk through ('permeable');
d) are adequately lit;
e) provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and
f) contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will see to ensure that development:

g) provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;
h) provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;
i) makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;
j) is easy and safe to cycle through ('permeable'); and
k) contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport

In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate. Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.

4.17 Cycle parking will be provided in accordance with standards which will help to promote cycling.

Policy T2 Parking and car-free development

The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

a) not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b) limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c) support the redevelopment of existing car parks for alternative uses; and

d) resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.

4.18 The proposed development will be car-free and therefore supports Policy T2.

Policy T3 Transport infrastructure

The Council will seek improvements to transport infrastructure in the borough.

We will:

a) not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and
b) protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance.

Summary

4.19 In terms of sustainability, it is clear that the site benefits from having excellent accessibility to existing bus, underground and rail services providing access to a wide area of London and surrounding towns, providing all site users with a realistic alternative to the private car.

4.20 The site benefits from good walking and cycling facilities and is located within easy distance of local facilities and services.

4.21 As such, the proposed development is considered to accord with the relevant Local, Regional and Central Government Policy Guidelines in terms of being in a suitable location and accessible by modes other than the private car.

5. TRIP GENERATION ASSESSMENT

Introduction

5.1 Due to the car-free nature of the scheme, this section of the TS will consider the predicted multi-modal traffic generation associated with the proposed development and its impact on the local public transport network.

Proposed Trip Generation

5.2 In order to estimate the total number of trips the proposed development will generate, reference has been made to the TRICS database based on the following criteria:

- Residential – Flats Privately Owned;
- Greater London Only;
- Surveyed since 2012;
- Sites that achieve a PTAL of 6a or 6b; and
- Manually deselected sites with parking.

5.3 Flats privately owned was selected to provide a more robust assessment as well as the fact it generated more sites for comparison compared to affordable flats. **Table 5.1** provides a summary of the trip rates and resultant flows with the full output results included in **Appendix A8.**

Table 5.1 Proposed Total Person Trip Generation

Period	Trip Rates (Per Dwelling)			Flows (Based on 10 Dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00-09:00)	0.120	0.505	0.625	1	5	6
PM Peak (17:00-18:00)	0.330	0.158	0.488	3	2	5
Daily (07:00-19:00	2.186	2.653	4.839	22	27	48

Note: Figures subject to rounding

5.4 **Table 5.1** shows that there will be approximately six two-way person trips in the AM peak (08:00-09:00) and five two-way person trips in the PM peak (17:00-18:00).

Multi-modal Assessment

5.5 The total person trip generation in **Table 5.1** has been applied to the 2011 Method of Journeys to Work Census Data outlined in **Table 2.5**, with the car-free adjusted modal share applied. A multi-modal assessment is provided in **Table 5.2.**

Table 5.2 Travel to Work Modal Share (Camden 019)

Mode	Adjusted Share	AM Peak			PM Peak		
		Arrive	Depart	Total	Arrive	Depart	Total
Underground	28.2%	0	1	2	1	0	1
Train	6.8%	0	0	0	0	0	0
Bus	32.1%	0	2	2	1	1	2
Taxi	0.4%	0	0	0	0	0	0
Motorbike	1.2%	0	0	0	0	0	0
Driving	0%	0	0	0	0	0	0
Car passenger	0.6%	0	0	0	0	0	0
Cycling	8%	0	0	1	0	0	0
Walking	22.5%	0	1	1	1	0	1
Other	0.2%	0	0	0	0	0	0
Total	100%	1	5	6	3	2	5

Note: Figures subject to rounding

5.6 **Table 5.2** demonstrates that the proposed residential development will generate approximately two and one additional two-way underground trips in the AM and PM peaks respectively. There will be an additional two two-way bus trips in both the AM and PM peaks. This level of impact is expected to be negligible considering the high PTAL rating of the site with approximately 90 bus services and 30 underground services each hour in the vicinity.

5.7 There is expected to be no car trips in the peak hours due to the car-free nature of the development. It is pertinent to note that the existing site is a car park and therefore the proposals will provide a net-benefit on the local highway network.

6. CONCLUSIONS

6.1 Iceni Projects Ltd has been appointed by the Camden Council to advise on transport planning matters in relation to the proposed redevelopment of part of the Godwin & Crowndale Estate, off Chalton Street, Somers Town in the London Borough of Camden (LBC).

6.2 The site is currently in use as a car park and ball court and will be redeveloped to provide 10 four bed family sized social rented units (4b6p).

6.3 The site achieves a 6b PTAL rating which represents an excellent level of accessibility to public transport.

6.4 The proposed development will be car-free except for the provision of one disabled parking space provided on Chalton Street, replacing a section of single yellow line.

6.5 Cycle parking will be provided in accordance with standards.

6.6 Refuse collection and deliveries can take place from Chalton Street with bin storage areas within the required dragging distance for collection operatives.

6.7 Parking surveys were undertaken of the existing car park and the surrounding roads in order to understand the existing parking demand and whether there was spare capacity. Redeveloping the existing car park will displace approximately 10 vehicles. It is proposed that two visitor spaces and four commercial spaces within the Godwin & Crowndale Estate will be repurposed for resident parking along with the three to four allocated on Chalton Street to the eastern edge of the site. It is also noted that there is sufficient capacity to park locally without impact on the availability of parking for existing users.

6.8 The multimodal trip generation assessment demonstrates that the proposed development will have a negligible impact on public transport services.

6.9 In summary, the proposed redevelopment of the site is compatible with and supports local and regional transport policies and would not give rise to any adverse transport impact. As such, it is therefore considered that there is no highway related reason why the development proposal should not be granted planning permission.

A1. LBC CORRESPONDENCE

Lee Talbot

From: Anna Snow
Sent: 08 January 2019 11:34
To: Hopson, Mark; Skry, Chloe; Dickson, Malcolm; Debono, Jane
Cc: Holly Porter; Jonathan Stewart; Ryan Watkins; Lee Talbot; Mike England; Charlotte Orrell
Subject: Godwin and Crowndale - Summary of Transport Meeting

All

As noted in my email of last week Iceni Transport met with Steve Cardno on site last week. I provide a summary of the relevant notes below and I have highlighted those areas where we will need input from the TMO in red:

- Parking Beat Survey – one day only (neutral day – Wednesday), hourly beat survey across the day (7am – 6pm) and one hour outside CPZ times (0830 – 1830) probably at 9pm on same day – based on 200m from site (to ensure consistency with other schemes being submitted);
- Car Park Spot Survey (18 spaces) – Monday to Friday spot survey once a day (at 11am); car park is locked so assessment will be from outside on Chalton Street – Council occupancy data may be required to verify parking requirements?
  Parking survey company to be sourced by Iceni Projects (undertaken by sub-consultant) and assessment of results to be confirmed – additional external costs will need to be agreed
- Bike Stores should be provided at ground floor; easily accessible for residents or individual storage per unit, using Emerging London Plan standards;
- Disabled unit close to entrance of the site with designated disabled parking space close to unit; disabled parking space could be positioned on Chalton Street (although this opens the possibility of use by the wider public);
- Bin storage to be designed into scheme to be close to highway; spilt on each side of the development so that access from both sides of Chalton Street (from Charrington Street) - drag distance 10m;
- Council have considered whether displacement of cars from car park could be accommodated in the larger car park in the Godwin & Crowndale Estate, currently used by the social housing element?
- Consideration of occupancy data from Council for Godwin & Crowndale Estate (i.e. car occupancy per unit);
- Utilise Somers Town ward data (car ownership; travel to work);
- Basic walking audit – **additional external costs will need to be agreed**
- Trip generation to consider service / delivery vehicles rather than car movements to and from site. A few paragraphs outlining no noticeable impact on the highway from development;
- Scoping Note to be provided to inform Transport Statement for the site; and
- Currently no requirement for Travel Plan, Construction Management Plan documents; if required we will provide

Kind regards

Anna

Anna Snow BA (Hons) MPhil PGDip MRTPI
Director, Planning

telephone: 020 3640 1022
mobile: 07972 563 579
email: ASnow@iceniprojects.com

Find Us : London | Glasgow | Manchester

Follow us on : Instagram | LinkedIn | Twitter | Vimeo | Ian's Blog

How sustainable is your development? Use the Sustainable Development Scorecard to get an assessment. Click here for more information.

A2. PARKING SURVEY RESULTS

CHALTON STREET, CAMDEN CAR PARK SURVEY RESULTS

MONDAY 04th FEBRUARY - 11:00

CHALTON STREET CAR PARK SPACES	TOTAL PARKED	TOTAL STRESS %
18	9	50%

TUESDAY 05th FEBRUARY - 11:00

CHALTON STREET CAR PARK SPACES	TOTAL PARKED	TOTAL STRESS %
18	10	56%

WEDNESDAY 06th FEBRUARY - 11:00

CHALTON STREET CAR PARK SPACES	TOTAL PARKED	TOTAL STRESS %
18	9	50%

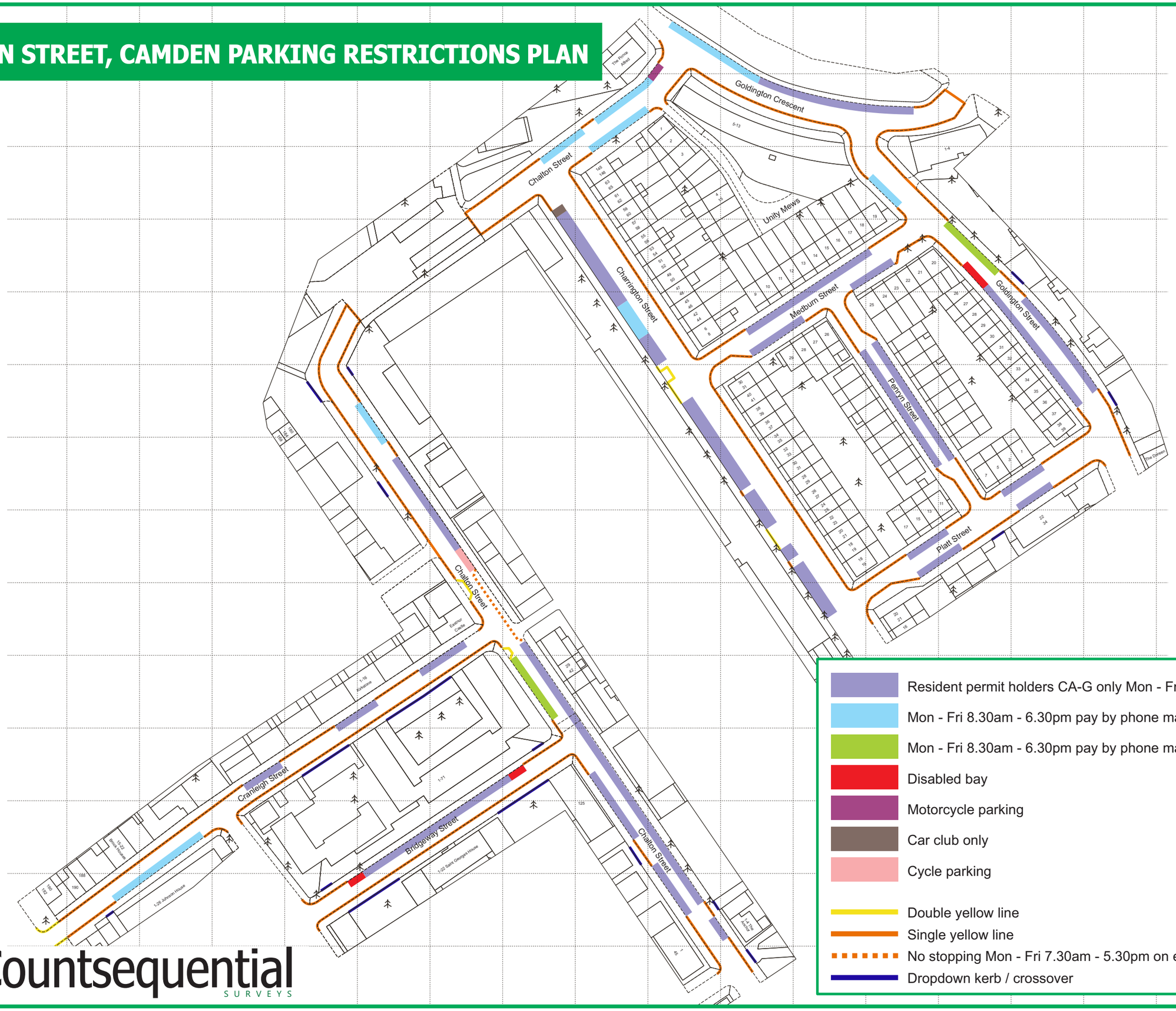
THURSDAY 06th FEBRUARY - 11:00

CHALTON STREET CAR PARK SPACES	TOTAL PARKED	TOTAL STRESS %
18	9	50%

FRIDAY 07th FEBRUARY - 11:00

CHALTON STREET CAR PARK SPACES	TOTAL PARKED	TOTAL STRESS %
18	8	44%

CHALTON STREET, CAMDEN PARKING RESTRICTIONS PLAN



Countsequential SURVEYS

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 07:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	3	38%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	1	20%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	9	90%	25	5	3	60%	151	19	6	32%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	25	86%	20	4	3	75%	48	4	0	0%	0	0
	708	204	39	34	87%	112	22	10	45%	286	35	6	17%		
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	2	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	11	100%	37	7	4	57%	10	2	0	0%	0	0
	180	55	11	11	100%	37	7	4	57%	88	14	2	14%		
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	0	0%	42	4	2	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	3	60%	70	6	0	0%	0	0
	259	91	18	16	89%	42	8	3	38%	112	10	2	20%		
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	47	90%	14	6	0	0%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	2	7%	0	0
	334	120	52	47	90%	14	6	0	0%	171	27	2	7%		
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	7	70%					36	4	1	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	8	100%					37	0	0	0%	0	0
	165	92	18	15	83%	0	0	0	#DIV/0!	73	4	1	25%		
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	8	80%					33	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	9	100%					36	2	0	0%	0	0
	167	98	19	17	89%	0	0	0	#DIV/0!	69	4	0	0%		
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	5	83%					55	8	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
	184	60	11	10	91%	0	0	0	#DIV/0!	124	14	0	0%		
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	6	26%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	4	57%	127	11	1	9%	0	0
	354	50	9	9	100%	38	7	4	57%	252	34	7	21%		
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	11	100%					35	0	0	0%	1	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	3	33%	0	0
	207	58	11	11	100%	0	0	0	#DIV/0!	137	9	3	33%		

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	170	90%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	21	42%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	23	15%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 08:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	2	25%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	1	20%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	9	90%	25	5	3	60%	151	19	4	21%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	23	79%	20	4	3	75%	48	4	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	2	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	11	100%	37	7	4	57%	10	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	0	0%	42	4	1	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	6	75%	27	5	3	60%	70	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	43	83%	14	6	1	17%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	2	7%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	6	60%					36	4	1	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	8	100%					37	0	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	8	80%					33	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	9	100%					36	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	5	83%					55	8	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	8	89%					125	23	6	26%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	5	71%	127	11	1	9%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	10	91%					35	0	1	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	2	22%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	160	85%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	22	44%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	21	14%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 09:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	1	13%	42	7	0	0%	0	0
CHALTON STREET (S)	70					25	5	0	0%	45	5	0	0%	0	0
CHALTON STREET (W)	296	54	10	9	90%	25	5	3	60%	151	19	1	5%	0	0
CHALTON STREET (E)	254	150	29	21	72%	20	4	2	50%	48	4	1	25%	0	0
GOLDINGTON CRESCENT (W)	78									78	12	2	17%	0	0
GOLDINGTON CRESCENT (E)	102	55	11	9	82%	37	7	4	57%	10	2	0	0%	0	0
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	1	33%	42	4	1	25%	0	0
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	3	60%	70	6	0	0%	0	0
CHARRINGTON STREET (W)	174	120	52	43	83%	14	6	2	33%	11	0	0	0%	0	0
CHARRINGTON STREET (E)	160									160	27	1	4%	0	0
MEDBURN STREET (N)	86	50	10	6	60%					36	4	0	0%	0	0
MEDBURN STREET (S)	79	42	8	7	88%					37	0	0	0%	0	0
PENRYN STREET (W)	83	50	10	7	70%					33	2	0	0%	0	0
PENRYN STREET (E)	84	48	9	9	100%					36	2	1	50%	0	0
PLATT STREET (N)	87	32	6	5	83%					55	8	1	13%	0	0
PLATT STREET (S)	97	28	5	5	100%					69	6	2	33%	0	0
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	1	4%	0	0
CRANLEIGH STREET (S)	172					38	7	1	14%	127	11	2	18%	0	0
BRIDGEWAY STREET (N)	105	58	11	10	91%					35	0	0	0%	0	0
BRIDGEWAY STREET (S)	102									102	9	1	11%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	156	83%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	17	34%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	14	9%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 10:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	2	25%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	1	20%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	10	100%	25	5	2	40%	151	19	4	21%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	23	79%	20	4	3	75%	48	4	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	2	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	11	100%	37	7	4	57%	10	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	0	0%	42	4	1	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	2	40%	70	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	43	83%	14	6	3	50%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	7	70%					36	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	6	75%					37	0	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	8	80%					33	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	9	100%					36	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	6	100%					55	8	1	13%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	5	100%					69	6	1	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	2	9%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	6	86%	127	11	2	18%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	10	91%					35	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	1	11%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	163	87%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	23	46%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	15	10%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 11:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	2	25%	42	7	0	0%	0	0
CHALTON STREET (S)	70					25	5	1	20%	45	5	0	0%	0	0
CHALTON STREET (W)	296	54	10	9	90%	25	5	2	40%	151	19	2	11%	0	0
CHALTON STREET (E)	254	150	29	23	79%	20	4	3	75%	48	4	1	25%	0	0
GOLDINGTON CRESCENT (W)	78									78	12	2	17%	0	0
GOLDINGTON CRESCENT (E)	102	55	11	11	100%	37	7	3	43%	10	2	0	0%	0	0
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	2	67%	42	4	0	0%	0	0
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	3	60%	70	6	0	0%	0	0
CHARRINGTON STREET (W)	174	120	52	41	79%	14	6	4	67%	11	0	0	0%	0	0
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
MEDBURN STREET (N)	86	50	10	7	70%					36	4	0	0%	0	0
MEDBURN STREET (S)	79	42	8	8	100%					37	0	0	0%	0	0
PENRYN STREET (W)	83	50	10	9	90%					33	2	0	0%	0	0
PENRYN STREET (E)	84	48	9	9	100%					36	2	1	50%	0	0
PLATT STREET (N)	87	32	6	5	83%					55	8	0	0%	0	0
PLATT STREET (S)	97	28	5	5	100%					69	6	2	33%	0	0
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	0	0%	1	0
CRANLEIGH STREET (S)	172					38	7	4	57%	127	11	1	9%	0	0
BRIDGEWAY STREET (N)	105	58	11	10	91%					35	0	0	0%	1	0
BRIDGEWAY STREET (S)	102									102	9	2	22%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	162	86%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	24	48%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	11	7%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 12:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	2	25%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	3	60%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	10	100%	25	5	3	60%	151	19	3	16%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	23	79%	20	4	4	100%	48	4	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	10	91%	37	7	6	86%	10	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	1	33%	42	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	3	60%	70	6	1	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	39	75%	14	6	3	50%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	8	80%					36	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	8	100%					37	0	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	8	80%					33	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	8	89%					36	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	5	83%					55	8	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	1	4%	1	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	5	71%	127	11	0	0%	1	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	8	73%					35	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	2	22%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	157	84%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	30	60%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	8	5%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 13:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	2	25%	42	7	1	14%	0	0
CHALTON STREET (S)	70					25	5	2	40%	45	5	0	0%	0	0
CHALTON STREET (W)	296	54	10	10	100%	25	5	3	60%	151	19	2	11%	0	0
CHALTON STREET (E)	254	150	29	23	79%	20	4	4	100%	48	4	0	0%	0	0
GOLDINGTON CRESCENT (W)	78									78	12	0	0%	0	0
GOLDINGTON CRESCENT (E)	102	55	11	11	100%	37	7	3	43%	10	2	0	0%	0	0
GOLDINGTON STREET (W)	122	51	10	8	80%	15	3	1	33%	42	4	0	0%	0	0
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	1	20%	70	6	0	0%	0	0
CHARRINGTON STREET (W)	174	120	52	37	71%	14	6	3	50%	11	0	0	0%	0	0
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
MEDBURN STREET (N)	86	50	10	8	80%					36	4	1	25%	0	0
MEDBURN STREET (S)	79	42	8	6	75%					37	0	0	0%	0	0
PENRYN STREET (W)	83	50	10	8	80%					33	2	0	0%	0	0
PENRYN STREET (E)	84	48	9	7	78%					36	2	1	50%	0	0
PLATT STREET (N)	87	32	6	6	100%					55	8	0	0%	0	0
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	0	0%	0	0
CRANLEIGH STREET (S)	172					38	7	6	86%	127	11	1	9%	0	0
BRIDGEWAY STREET (N)	105	58	11	9	82%					35	0	0	0%	0	0
BRIDGEWAY STREET (S)	102									102	9	1	11%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	154	82%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	25	50%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	7	5%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 14:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	2	25%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	2	40%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	10	100%	25	5	2	40%	151	19	2	11%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	23	79%	20	4	3	75%	48	4	1	25%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	11	100%	37	7	3	43%	10	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	8	80%	15	3	1	33%	42	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	2	40%	70	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	38	73%	14	6	3	50%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	7	70%					36	4	1	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	6	75%					37	0	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	8	80%					33	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	8	89%					36	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	6	100%					55	8	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	1	4%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	4	57%	127	11	1	9%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	10	91%					35	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	1	11%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	156	83%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	22	44%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	8	5%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 15:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	1	13%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	2	40%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	10	100%	25	5	3	60%	151	19	5	26%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	21	72%	20	4	4	100%	48	4	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	1	8%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	9	82%	37	7	4	57%	10	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	1	33%	42	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	2	40%	70	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	37	71%	14	6	4	67%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	8	80%					36	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	7	88%					37	0	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	9	90%					33	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	8	89%					36	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	6	100%					55	8	1	13%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	4	80%					69	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	1	4%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	4	57%	127	11	1	9%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	7	64%					35	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	1	11%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	151	80%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	25	50%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	12	8%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 16:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	0	0%	42	7	0	0%	0	0
CHALTON STREET (S)	70					25	5	3	60%	45	5	0	0%	0	0
CHALTON STREET (W)	296	54	10	9	90%	25	5	1	20%	151	19	2	11%	0	0
CHALTON STREET (E)	254	150	29	23	79%	20	4	3	75%	48	4	1	25%	0	0
GOLDINGTON CRESCENT (W)	78									78	12	1	8%	0	0
GOLDINGTON CRESCENT (E)	102	55	11	10	91%	37	7	1	14%	10	2	0	0%	0	0
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	2	67%	42	4	0	0%	0	0
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	4	80%	70	6	1	17%	0	0
CHARRINGTON STREET (W)	174	120	52	40	77%	14	6	4	67%	11	0	0	0%	0	0
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
MEDBURN STREET (N)	86	50	10	9	90%					36	4	0	0%	0	0
MEDBURN STREET (S)	79	42	8	7	88%					37	0	0	0%	0	0
PENRYN STREET (W)	83	50	10	7	70%					33	2	1	50%	0	0
PENRYN STREET (E)	84	48	9	8	89%					36	2	0	0%	0	0
PLATT STREET (N)	87	32	6	6	100%					55	8	0	0%	0	0
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
CRANLEIGH STREET (N)	182	50	9	8	89%					125	23	0	0%	0	0
CRANLEIGH STREET (S)	172					38	7	1	14%	127	11	0	0%	0	0
BRIDGEWAY STREET (N)	105	58	11	8	73%					35	0	0	0%	0	0
BRIDGEWAY STREET (S)	102									102	9	2	22%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	156	83%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	19	38%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	8	5%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 17:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	0	0%	42	7	0	0%	0	0
CHALTON STREET (S)	70					25	5	4	80%	45	5	0	0%	0	0
CHALTON STREET (W)	296	54	10	10	100%	25	5	0	0%	151	19	0	0%	0	0
CHALTON STREET (E)	254	150	29	25	86%	20	4	4	100%	48	4	0	0%	0	0
GOLDINGTON CRESCENT (W)	78									78	12	2	17%	0	0
GOLDINGTON CRESCENT (E)	102	55	11	9	82%	37	7	1	14%	10	2	0	0%	0	0
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	1	33%	42	4	0	0%	0	0
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	4	80%	70	6	0	0%	0	0
CHARRINGTON STREET (W)	174	120	52	40	77%	14	6	3	50%	11	0	0	0%	0	0
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
MEDBURN STREET (N)	86	50	10	9	90%					36	4	0	0%	0	0
MEDBURN STREET (S)	79	42	8	7	88%					37	0	0	0%	0	0
PENRYN STREET (W)	83	50	10	8	80%					33	2	1	50%	0	0
PENRYN STREET (E)	84	48	9	9	100%					36	2	0	0%	0	0
PLATT STREET (N)	87	32	6	6	100%					55	8	0	0%	0	0
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	2	9%	0	0
CRANLEIGH STREET (S)	172					38	7	4	57%	127	11	0	0%	0	0
BRIDGEWAY STREET (N)	105	58	11	11	100%					35	0	0	0%	0	0
BRIDGEWAY STREET (S)	102									102	9	0	0%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	164	87%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	21	42%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	5	3%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 18:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	0	0%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	3	60%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	9	90%	25	5	0	0%	151	19	1	5%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	22	76%	20	4	4	100%	48	4	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	2	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	8	73%	37	7	2	29%	10	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	1	33%	42	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	2	40%	70	6	0	0%	1	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	39	75%	14	6	2	33%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	9	90%					36	4	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	8	100%					37	0	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	7	70%					33	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	8	89%					36	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	6	100%					55	8	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	5	100%					69	6	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	2	9%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	6	86%	127	11	1	9%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	11	100%					35	0	1	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	2	22%	0	0

TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	157	84%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	20	40%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	10	7%

CHALTON STREET, CAMDEN PARKING SURVEY RESULTS

DATE: TUESDAY 05th FEBRUARY 2019 TIME: 21:00

NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Countsequential SURVEYS

		Controlled Parking Zone parking				Pay by Phone parking				Single Yellow					
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (N)	88					42	8	1	13%	42	7	0	0%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (S)	70					25	5	3	60%	45	5	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (W)	296	54	10	10	100%	25	5	5	100%	151	19	7	37%	0	1
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHALTON STREET (E)	254	150	29	19	66%	20	4	4	100%	48	4	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (W)	78									78	12	3	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON CRESCENT (E)	102	55	11	9	82%	37	7	2	29%	10	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (W)	122	51	10	9	90%	15	3	1	33%	42	4	1	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
GOLDINGTON STREET (E)	137	40	8	7	88%	27	5	1	20%	70	6	1	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)	Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (W)	174	120	52	40	77%	14	6	2	33%	11	0	0	0%	0	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CHARRINGTON STREET (E)	160									160	27	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (N)	86	50	10	8	80%					36	4	1	25%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
MEDBURN STREET (S)	79	42	8	8	100%					37	0	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (W)	83	50	10	8	80%					33	2	1	50%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PENRYN STREET (E)	84	48	9	8	89%					36	2	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (N)	87	32	6	5	83%					55	8	0	0%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
PLATT STREET (S)	97	28	5	5	100%					69	6	1	17%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (N)	182	50	9	9	100%					125	23	6	26%	0	0
STREET NAME	Total kerb length (m)					Length of PAY parking (m)	No of PAY parking spaces	No of cars parked in PAY parking	PAY parking stress (%)	Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
CRANLEIGH STREET (S)	172					38	7	6	86%	127	11	2	18%	0	0
STREET NAME	Total kerb length (m)	Length of CPZ parking (m)	No of CPZ parking spaces	No of cars parked in CPZ parking	CPZ parking stress (%)					Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (N)	105	58	11	9	82%					35	0	0	0%	3	0
STREET NAME	Total kerb length (m)									Length of single yellow parking (m)	No of single yellow parking spaces	No of cars parked in single yellow parking	single yellow parking stress (%)	No of cars parked in crossovers	No of cars parked in double yellow lines
BRIDGEWAY STREET (S)	102									102	9	3	33%	4	0

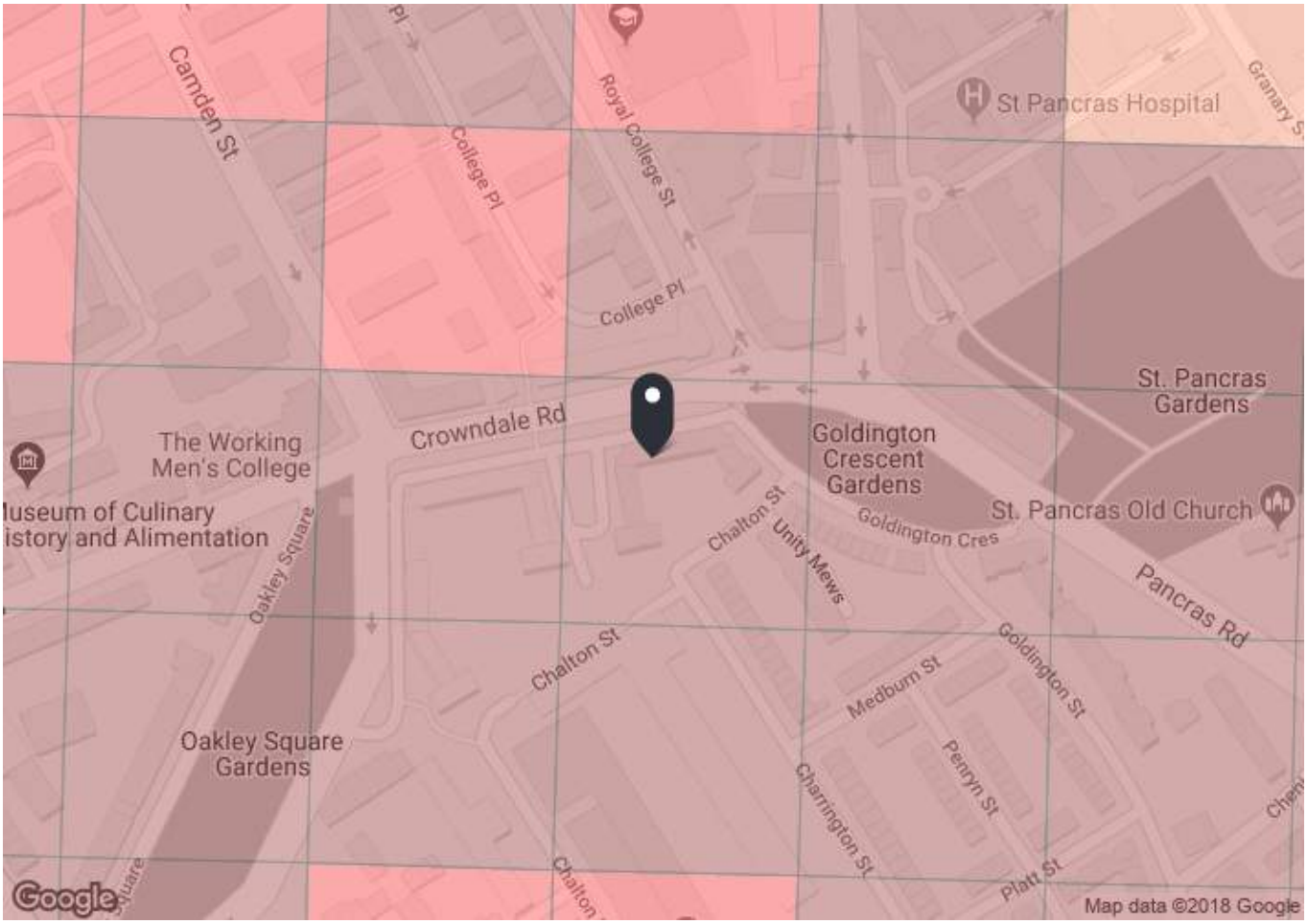
TOTAL CPZ SPACES	TOTAL CPZ PARKED	TOTAL CPZ STRESS %
188	154	82%

TOTAL PAY SPACES	TOTAL PAY PARKED	TOTAL PAY STRESS %
50	25	50%

TOTAL SINGLE YELLOW SPACES	TOTAL SINGLE YELLOW PARKED	TOTAL SINGLE YELLOW STRESS %
151	26	17%

A3. PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

NW1 1TU
Crowndale Rd, London NW1 1TU, UK
Easting: 529534, Northing: 183462

Grid Cell: 95615

Report generated: 06/09/2018

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

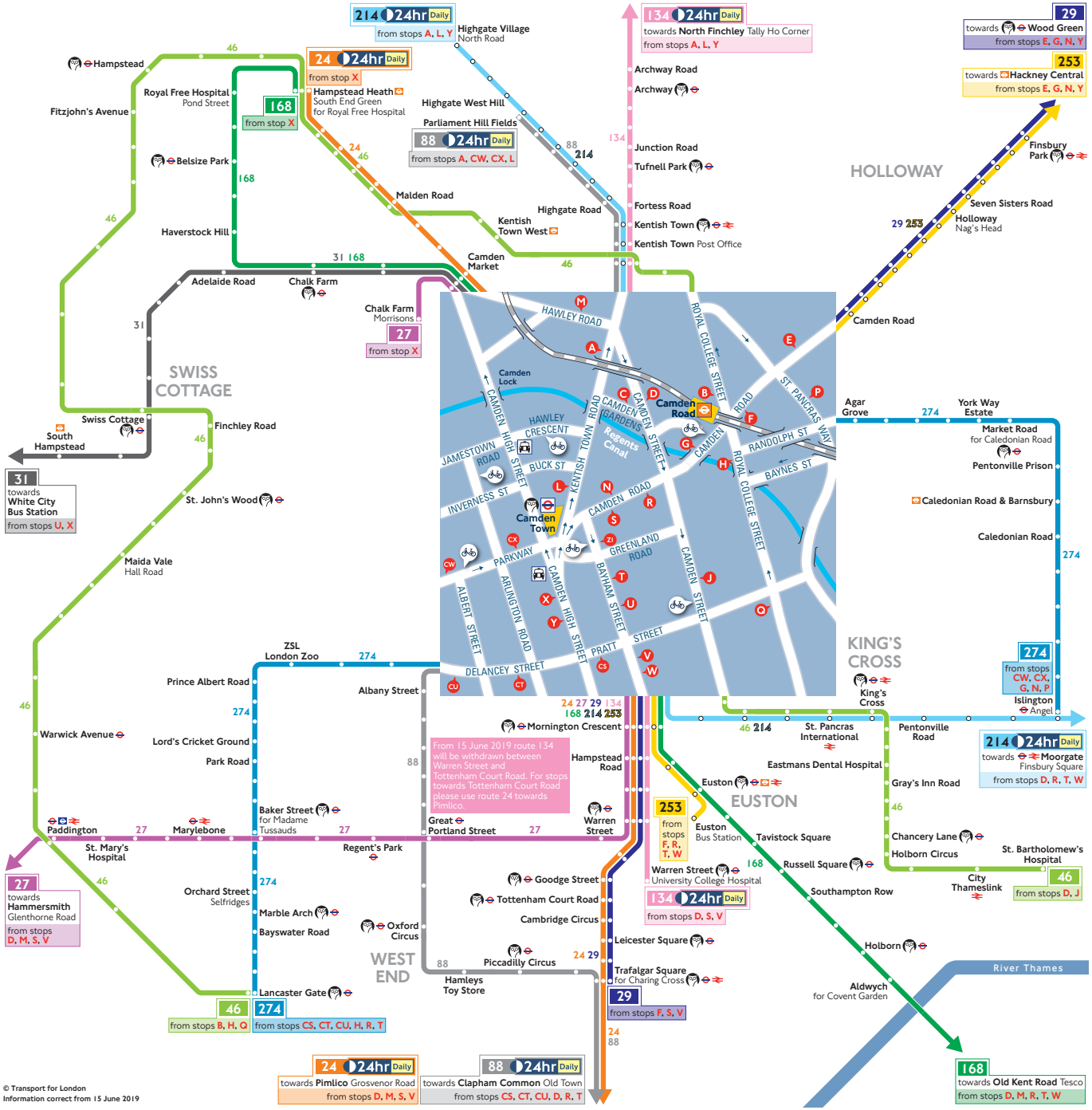
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PANCRAS RD GOLDINGTON CR	46	178.4	6	2.23	7	9.23	3.25	0.5	1.63
Bus	PANCRAS RD GOLDINGTON CR	214	178.4	8	2.23	5.75	7.98	3.76	1	3.76
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	673.29	1	8.42	30.75	39.17	0.77	0.5	0.38
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O00'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2O06'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O10'	673.29	1	8.42	30.75	39.17	0.77	0.5	0.38
Rail	St Pancras	'LUTON-SUTTON 2O17'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'STALBCY-SUTTON 2O21'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2O29'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	673.29	1	8.42	30.75	39.17	0.77	0.5	0.38
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-LUTON 2T99'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V02'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V08'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V19'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2V27'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V31'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'RCHT-BEDFDM 1E67'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BROMLYS-LUTON 2E93'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	673.29	2	8.42	15.75	24.17	1.24	1	1.24
Rail	St Pancras	'BRSR-STPANCI 1F13'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'FAVRSHM-STPANCI 1F17'	673.29	1	8.42	30.75	39.17	0.77	0.5	0.38
Rail	St Pancras	'EBSFLTI-STPANCI 1F85'	673.29	1.33	8.42	23.31	31.72	0.95	0.5	0.47
Rail	St Pancras	'STPANCI-MARGATE 1J08'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'STPANCI-DOVERP 1J10'	673.29	1	8.42	30.75	39.17	0.77	0.5	0.38
Rail	St Pancras	'RAMSGTE-STPANCI 1J11'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'STPANCI-MARGATE 1J12'	673.29	0.67	8.42	45.53	53.94	0.56	0.5	0.28
Rail	St Pancras	'MARGATE-STPANCI 1J13'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J17'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'DOVERP-STPANCI 1J19'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J21'	673.29	0.33	8.42	91.66	100.08	0.3	0.5	0.15
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	673.29	1	8.42	30.75	39.17	0.77	0.5	0.38
Rail	King's Cross	'KNGX-CAMBDGE 1C33'	832.29	0.67	10.4	45.53	55.93	0.54	0.5	0.27
Rail	King's Cross	'KNGX-CAMBDGE 1C35'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 1C82'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	832.29	1	10.4	30.75	41.15	0.73	0.5	0.36
Rail	King's Cross	'PBRO-KNGX 1P62'	832.29	1.33	10.4	23.31	33.71	0.89	0.5	0.44
Rail	King's Cross	'ROYSTON-KNGX 1R50'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
Rail	King's Cross	'ROYSTON-KNGX 1R51'	832.29	0.67	10.4	45.53	55.93	0.54	0.5	0.27
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	832.29	1	10.4	30.75	41.15	0.73	0.5	0.36
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	832.29	0.67	10.4	45.53	55.93	0.54	0.5	0.27
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 2C92'	832.29	0.67	10.4	45.53	55.93	0.54	0.5	0.27
Rail	King's Cross	'KNGX-PBRO 2P04'	832.29	1	10.4	30.75	41.15	0.73	0.5	0.36
Rail	King's Cross	'PBRO-KNGX 2P90'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
Rail	King's Cross	'LTCE-KNGX 2R07'	832.29	0.67	10.4	45.53	55.93	0.54	0.5	0.27
Rail	King's Cross	'HITCHIN-KNGX 2R94'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y04'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y13'	832.29	0.67	10.4	45.53	55.93	0.54	0.5	0.27
LUL	King's Cross	'Hammersmith-Edgware'	832.29	6	10.4	5.75	16.15	1.86	0.5	0.93
LUL	King's Cross	'Barking-Hammersmith'	832.29	6.34	10.4	5.48	15.89	1.89	0.5	0.94
LUL	King's Cross	'Hammersmith-Plaistow'	832.29	1	10.4	30.75	41.15	0.73	0.5	0.36
LUL	King's Cross	'Aldgate-AmerFast'	832.29	1	10.4	30.75	41.15	0.73	0.5	0.36
LUL	King's Cross	'Ches-AldgateFast'	832.29	2	10.4	15.75	26.15	1.15	0.5	0.57
LUL	King's Cross	'Uxbridge-AldSlow'	832.29	5.33	10.4	6.38	16.78	1.79	0.5	0.89
LUL	King's Cross	'Watford-AldSfast'	832.29	3.67	10.4	8.92	19.33	1.55	0.5	0.78
LUL	King's Cross	'Aldg-WatfordSlow'	832.29	3.67	10.4	8.92	19.33	1.55	0.5	0.78
LUL	King's Cross	'Ald-HarrowHill'	832.29	1.33	10.4	23.31	33.71	0.89	0.5	0.44
LUL	King's Cross	'Edgware-Morden'	832.29	9	10.4	4.08	14.49	2.07	0.5	1.04
LUL	King's Cross	'Morden-HighBarnet'	832.29	14.67	10.4	2.79	13.2	2.27	0.5	1.14
LUL	King's Cross	'Morden-MillHillE'	832.29	4	10.4	8.25	18.65	1.61	0.5	0.8
LUL	King's Cross	'Cockfosters-LHRT4LT'	832.29	4.67	10.4	7.17	17.58	1.71	0.5	0.85
LUL	King's Cross	'RayLane-Cockfosters'	832.29	3.67	10.4	8.92	19.33	1.55	0.5	0.78
LUL	King's Cross	'LHRT4LT-ArnosGrove'	832.29	4.67	10.4	7.17	17.58	1.71	0.5	0.85
LUL	King's Cross	'ArnosGrove-RayLane'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
LUL	King's Cross	'ArnosGrove-Nthfields'	832.29	3	10.4	10.75	21.15	1.42	0.5	0.71
LUL	King's Cross	'Oakwood-RayLane'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
LUL	King's Cross	'Nthfields-Cockfoster'	832.29	1	10.4	30.75	41.15	0.73	0.5	0.36
LUL	King's Cross	'LHRT5-Cockfosters'	832.29	6	10.4	5.75	16.15	1.86	0.5	0.93
LUL	King's Cross	'Uxbridge-Cockfosters'	832.29	3.67	10.4	8.92	19.33	1.55	0.5	0.78
LUL	King's Cross	'Ruislip-Cockfosters'	832.29	2.33	10.4	13.63	24.03	1.25	0.5	0.62

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'ArnosGrove-Uxbridge'	832.29	1	10.4	30.75	41.15	0.73	0.5	0.36
LUL	King's Cross	'Oakwood-Uxbridge'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
LUL	King's Cross	'Oakwood-Ruislip'	832.29	0.33	10.4	91.66	102.06	0.29	0.5	0.15
LUL	King's Cross	'Brixton-WalthamstowC'	832.29	15.67	10.4	2.66	13.07	2.3	0.5	1.15
LUL	King's Cross	'SevenSisters-Brixton'	832.29	11.67	10.4	3.32	13.72	2.19	0.5	1.09
LUL	Mornington Crescent	'Morden-Edgware'	707.24	4.67	8.84	7.17	16.01	1.87	0.5	0.94
LUL	Mornington Crescent	'HighBarnet-Morden'	707.24	0.33	8.84	91.66	100.5	0.3	0.5	0.15
LUL	Mornington Crescent	'Kennington-Edgware'	707.24	14.67	8.84	2.79	11.64	2.58	1	2.58
LUL	Mornington Crescent	'HighBarnet-Kenningt'	707.24	5.33	8.84	6.38	15.22	1.97	0.5	0.99
LUL	Mornington Crescent	'MillHill-Morden'	707.24	1.67	8.84	18.71	27.55	1.09	0.5	0.54
LUL	Mornington Crescent	'MillHillE-Kenningt'	707.24	1.67	8.84	18.71	27.55	1.09	0.5	0.54
									Total Grid Cell AI:	**48.5**

A4. TFL BUS MAP

Buses from Camden Town



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

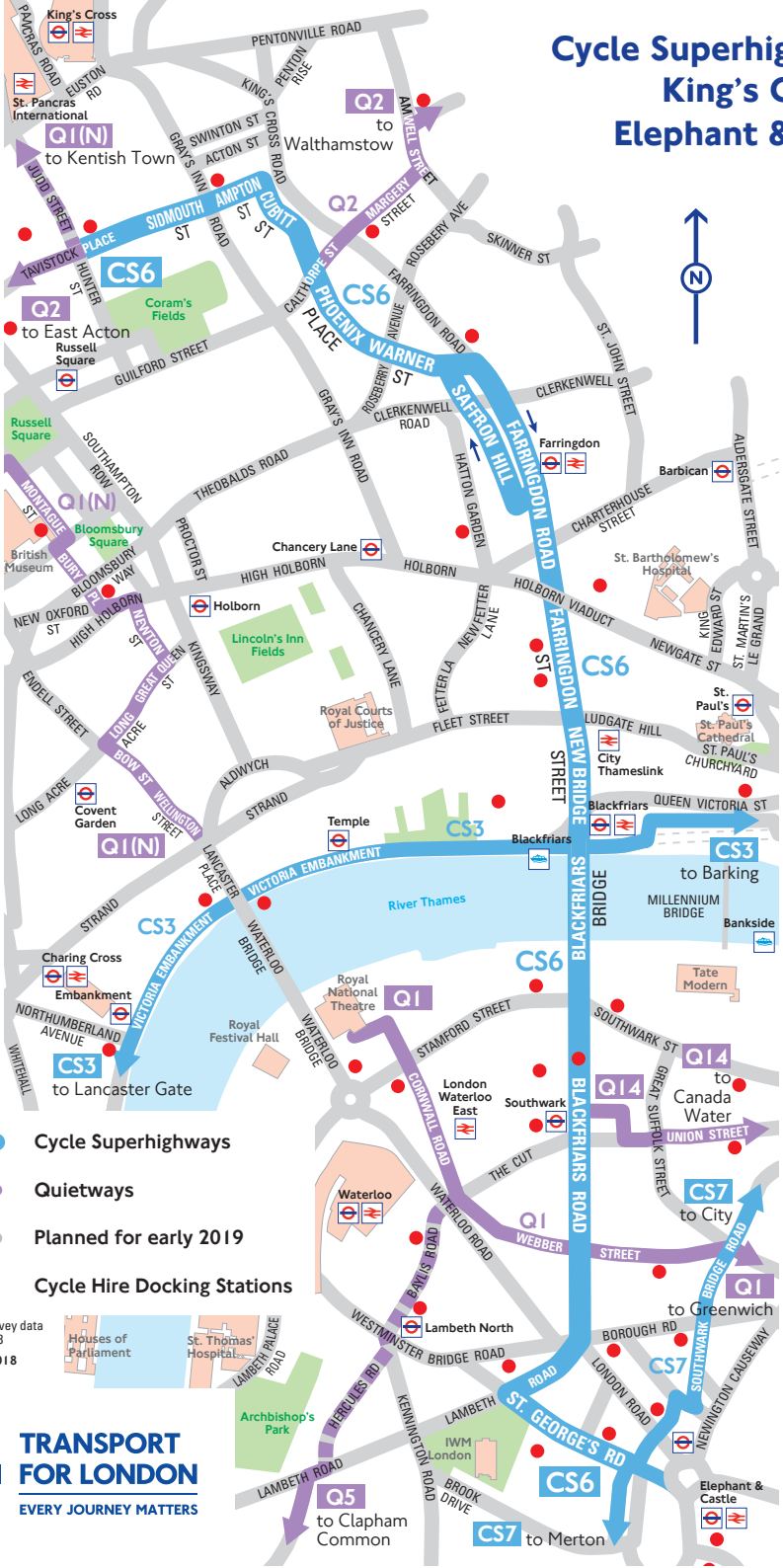
The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1031.03.19 (P)

A5. CYCLEWAY 6

Cycle Superhighway 6
King's Cross to Elephant & Castle



Correct as of July 2018

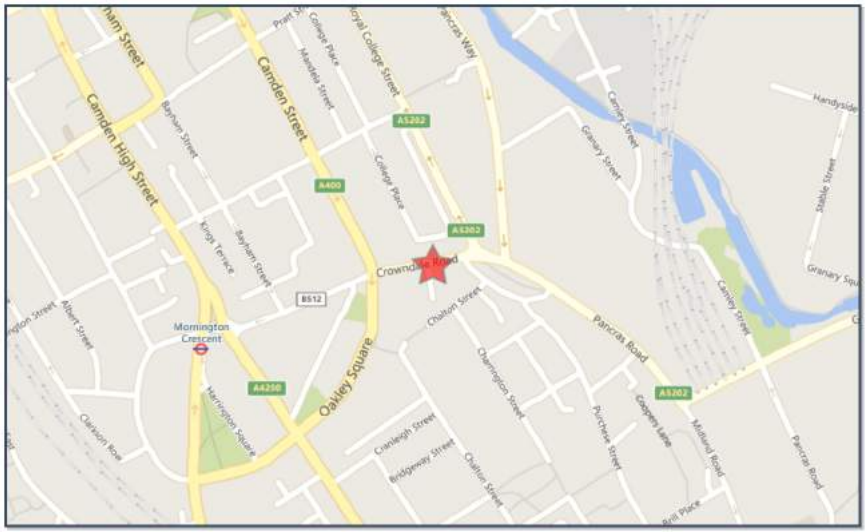
TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

A6. CRASHMAP REPORT

crashmap.co.uk

Crash Date:	Wednesday, February 18, 2015	**Time of Crash:**	3:50:00 PM	**Crash Reference:**	**201501EK40126**

Highest Injury Severity:	Slight	**Road Number:**	B512	**Number of Casualties:**	1
Highway Authority:	Camden			**Number of Vehicles:**	2
Local Authority:	Camden			**OS Grid Reference:**	529510 183480
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: *www.crashmap.co.uk/home/Faq*
To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

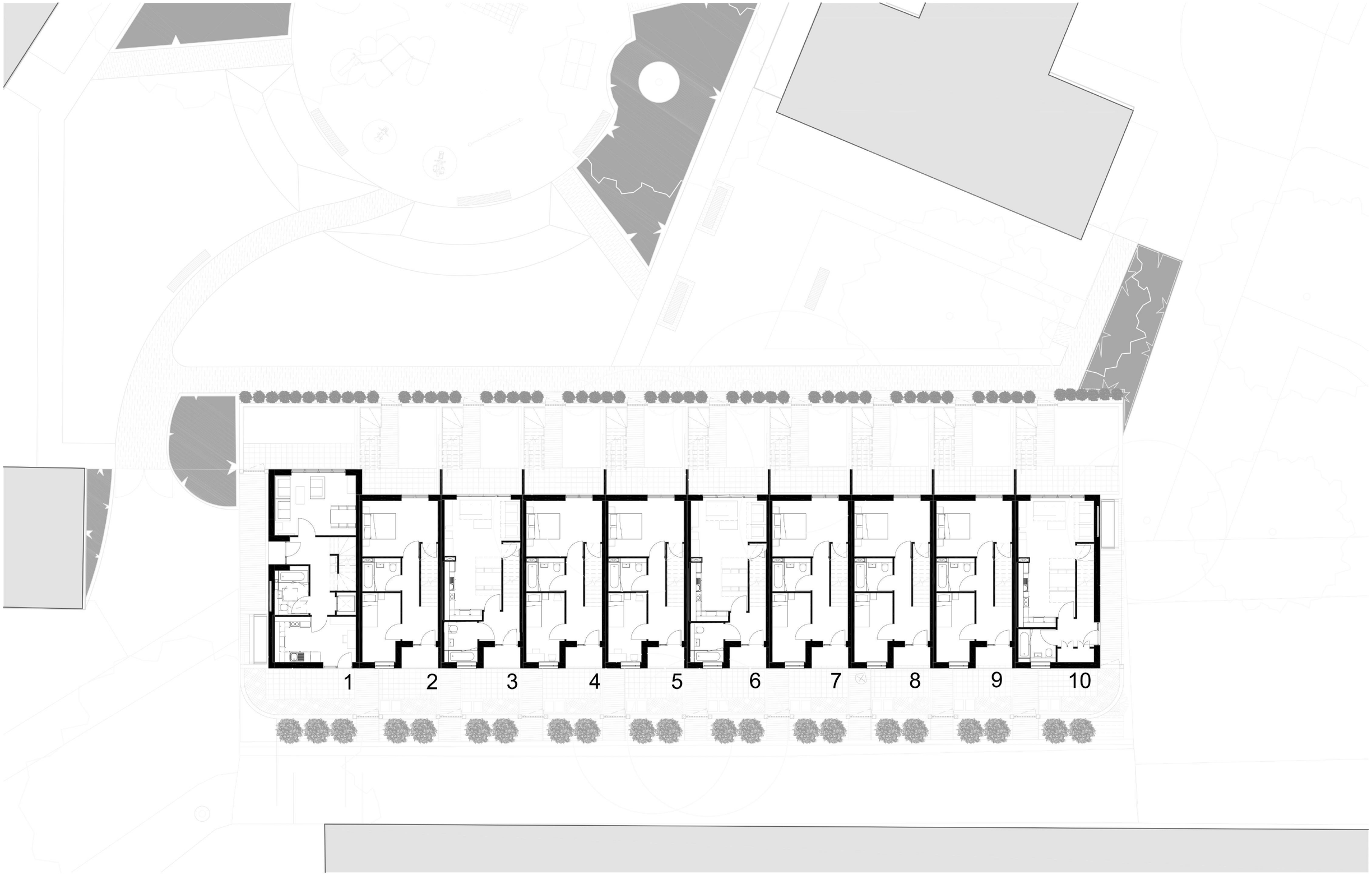
Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 50cc and up to 125cc	-1	Male	26 - 35	Vehicle is passing another moving vehicle on its offside	Nearside	Other	None	None
1	Car (excluding private hire)	1	Male	21 - 25	Vehicle is moving off	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

A7. PROPOSED SITE LAYOUT



General Notes

1. Drawing indicates design intent only.
2. The contractor is responsible for taking and scheduling all dimensions on site.
3. Do not scale from drawings.
4. Report all discrepancies to the architect before proceeding.

Key Plan / Section

0 2m 4m 6m 8m 10m

N

Revision	Date	Description
A	10.06.19	Bin Storage amended

Client

London Borough of Camden

SURFACE TO AIR

Unit 210, Metropolitan Wharf Building, 70 Wapping Wall, London, E1W 3SS
T +44 (0)203 727 3300 E info@surface-to-air.com
Registered office in England and Wales No. 05202362

Project

Godwin & Crowndale

Drawing Title

Ground Floor Plan

Scale: 1 : 100 @ A1 | Status: For Information | Checked By: Checker

Project	Origin	Role	Zones	Level	Type	Class	Number	Suitability	Revision
1674	S2A	A	XX	XX	DR	01	100	S3	A

01/04/2020 14:49:15

A8. TRICS REPORT

Calculation Reference: AUDIT-751001-200513-0542

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	2 days
	SK	SOUTHWARK	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 14 to 233 (units:)
Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 14/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	3
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6a Excellent	3 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

2 IS-03-C-06 BLOCK OF FLATS ISLINGTON
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

3 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

4 SK-03-C-03 BLOCKS OF FLATS SOUTHWARK
MARITIME STREET
SURREY QUAYS

Neighbourhood Centre (PPS6 Local Centre)
Development Zone
Total No of Dwellings: 233
Survey date: THURSDAY *14/11/19* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BM-03-C-01	Outer London Borough
HK-03-C-03	Has parking
HM-03-C-02	Has parking
IS-03-C-03	Has parking
SK-03-C-01	Has parking
WH-03-C-01	Has parking

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	73	0.045	4	73	0.313	4	73	0.358
08:00 - 09:00	4	73	0.120	4	73	0.505	4	73	0.625
09:00 - 10:00	4	73	0.117	4	73	0.450	4	73	0.567
10:00 - 11:00	4	73	0.103	4	73	0.179	4	73	0.282
11:00 - 12:00	4	73	0.137	4	73	0.172	4	73	0.309
12:00 - 13:00	4	73	0.134	4	73	0.137	4	73	0.271
13:00 - 14:00	4	73	0.162	4	73	0.230	4	73	0.392
14:00 - 15:00	4	73	0.141	4	73	0.110	4	73	0.251
15:00 - 16:00	4	73	0.155	4	73	0.107	4	73	0.262
16:00 - 17:00	4	73	0.282	4	73	0.110	4	73	0.392
17:00 - 18:00	4	73	0.330	4	73	0.158	4	73	0.488
18:00 - 19:00	4	73	0.460	4	73	0.182	4	73	0.642
19:00 - 20:00	4	73	0.457	4	73	0.134	4	73	0.591
20:00 - 21:00	4	73	0.351	4	73	0.148	4	73	0.499
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.994			2.935			5.929

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*