



ttp consulting
transport planning specialists

76 Lawn Road, London Borough of
Camden

Transport Statement

August 2021

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Appendices

- Appendix A - Existing Highway Arrangement Drawing
- Appendix B - Proposed Highway Arrangement Drawing

1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposals for amendments to the two existing shared crossovers associated with 76 Lawn Road, in the London Borough of Camden.
- 1.2 The proposals seek to widen the existing southern crossover and narrow the existing northern crossover. As a result of this change, the position of the existing section of on-street parking outside the site would be adjusted, however, there would be no loss in the length of on-street parking.
- 1.3 This report considers the impact of the proposals in transport terms. The remainder of the report is set out as follows:
- Section 2 sets out the details of the site and the highway conditions in the vicinity;
 - Section 3 considers the effects of the proposed development; and,
 - Section 4 presents a summary and conclusion.

2 THE SITE

The Site and Surrounding Area

- 2.1 The application site consists of a single residential dwelling and associated front garden space. To the southern side of the garden there is a sloped driveway which provides 2 tandem car parking spaces. To the northern side of the garden there is a series of steps which lead to main entrance door. The crossover located to the south of the property is shared with no.77 Lawn Road, whilst the crossover at the northern end of the property is shared with no.75 Lawn Road.
- 2.2 The site is located in a predominantly residential area.

Surrounding Highway Network

- 2.3 Lawn Road is a two-way road that connects with Fleet Road to the north and Upper Park Road to the south. It accommodates on-street parking and yellow lines along its length. The site is located within Controlled Parking Zone CA-B which operates restrictions between 09:00 and 18:30, Monday to Friday, and between 09:30 and 13:00 on Saturday.
- 2.4 The existing highway arrangement outside of the site comprises of on-street parking and single yellow lines to protect the associated crossovers. This is shown on **Drawing 2021-4252-001** at **Appendix A**.
- 2.5 The Drawing illustrates that there is a 10.8m length of on-street parking outside no. 76. To the north there is an 11.4m section of single yellow line to protect the crossover associated with no.76 & no.75 Lawn Road. To the south there is a 6.4m section of yellow line to protect the crossover associated with no.76 & no.77 Lawn Road.

3 ASSESSMENT OF PROPOSALS

Proposals

- 3.1 The proposals seek alterations to the existing shared crossovers associated with 76 Lawn Road in order to provide a more appropriate off-street parking layout. The proposals seek to widen the existing southern crossover by approximately 2.4m, and narrow the existing northern crossover by 2.6m.

On-street Capacity

- 3.2 The changes to the crossovers require amendments to the existing highway arrangement. The proposed arrangement of on-street parking and the new crossovers are shown on **Drawing 2021-425-002** at **Appendix B**.
- 3.3 The proposed changes to the crossovers will result in no loss in the length of existing on-street parking (10.8m). The existing on-street bay would effectively move slightly further north of its existing position, with the section outside the southern crossover removed and replaced outside the northern crossover.
- 3.4 Based on the changes, the proposal results in no-loss of on-street parking.

On-street Parking Demand

Parking Survey

- 3.5 The proposals do not result in an addition in parking demand, nor do they result in a loss of on-street capacity. As such, a parking survey of on-street parking in the local area has not been undertaken.
- 3.6 Overall, there would not be a detrimental impact on parking demand in the local area.

Other Matters

Traffic Management Orders

- 3.7 The proposals will require amendments to existing Traffic Management Orders. The introduction of changes can only be advertised and implemented by the local highway authority and as such the applicant is prepared to fund the Council's reasonable costs for implementing changes to the on-street parking layout. This could be secured by condition via a s.278 agreement. A condition could also be implemented preventing development until the Traffic Management Order is amended as necessary.

Cost of Crossover Changes

- 3.8 The applicant is prepared to pay all reasonable costs associated with the relevant highway works required to make the necessary changes to the existing crossovers including revisions to the kerblines, provision of additional crossover space and reinstatement of footway space.

Neighbouring Properties

- 3.9 The proposals will not lead to any harmful change for the neighbouring properties at nos. 75 & 77 Lawn Road. Both properties will continue to be served by an appropriate access.

4 SUMMARY AND CONCLUSION

Summary

4.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposals for amendments to the two existing shared crossovers associated with 76 Lawn Road, in the London Borough of Camden.

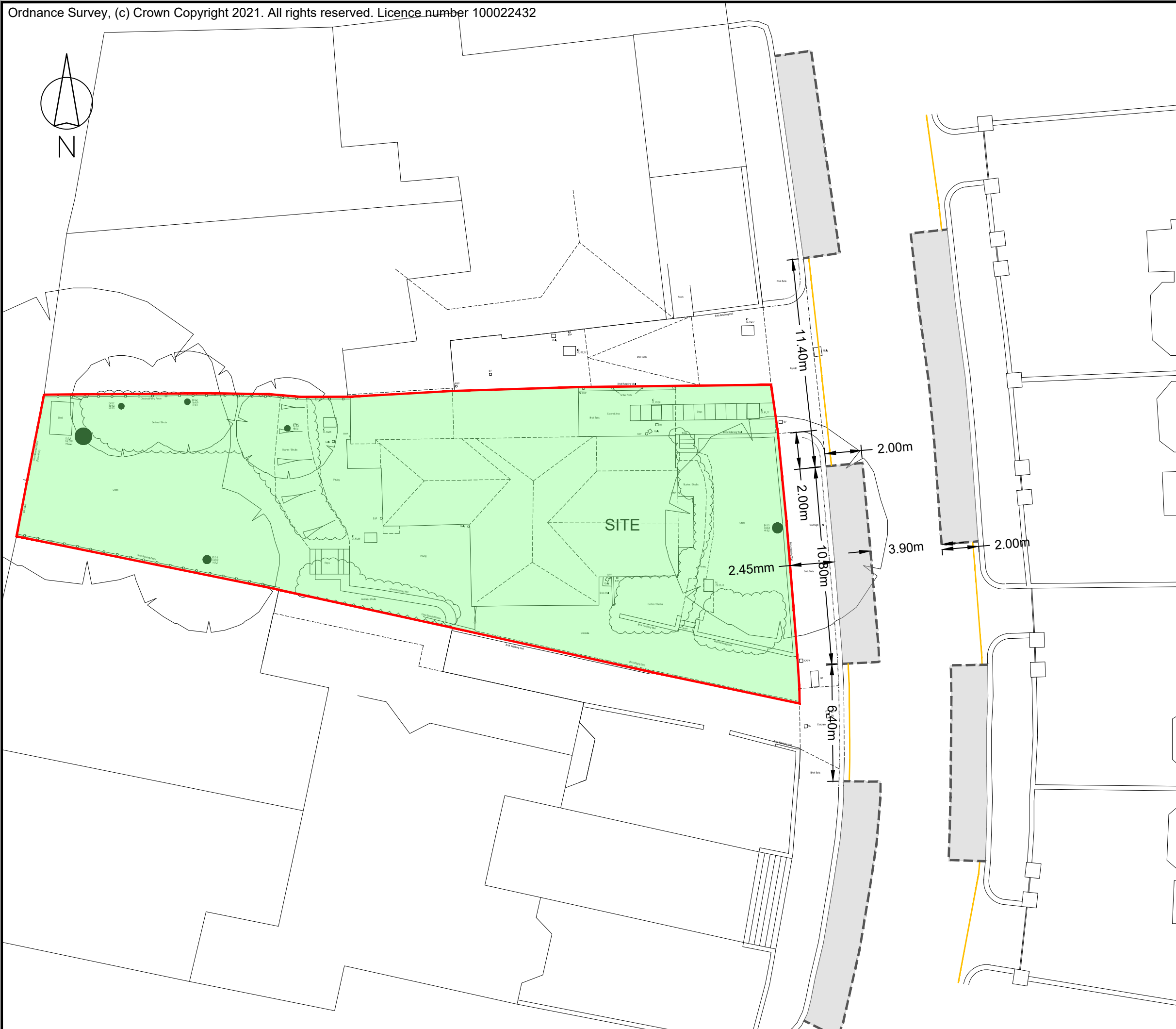
4.2 In summary:

- The associated Drawings illustrate that the proposals would not have any impact on on-street parking capacity.
- There is no change in parking demand or supply and hence a parking survey is not considered necessary.
- The applicant would bear the reasonable costs associated with the highway works in relation to the crossovers and alterations to Traffic Management Orders in the vicinity.
- The proposed changes would not impact neighbouring properties at nos. 75 & 77, both of which will continue to be served by an appropriate access.

Conclusion

4.3 In light of the above, we conclude that the proposals will not result in a material impact in highways and transportation terms. Furthermore, in accordance with NPPF paragraph 111, there is not considered to be an unacceptable impact on highway safety, nor are the residual cumulative impacts of the development considered to be severe. As such, the development should not be prevented or refused on highways grounds.

APPENDIX A



Rev	Details	Drawn	Checked	Date
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KEY:

	SITE BOUNDARY
	EXISTING SINGLE YELLOW LINES
	RESIDENTS PERMIT HOLDERS ONLY PARKING

- NOTES:**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only.
 4. The internal layout has been provided by ... (Drawing, No.01-2274-A-Topographic Survey), and TTP shall not be liable for any inaccuracies or deficiencies.

Client
...

Project
76 Lawn Road

Drawing Title
Existing Highway Arrangement

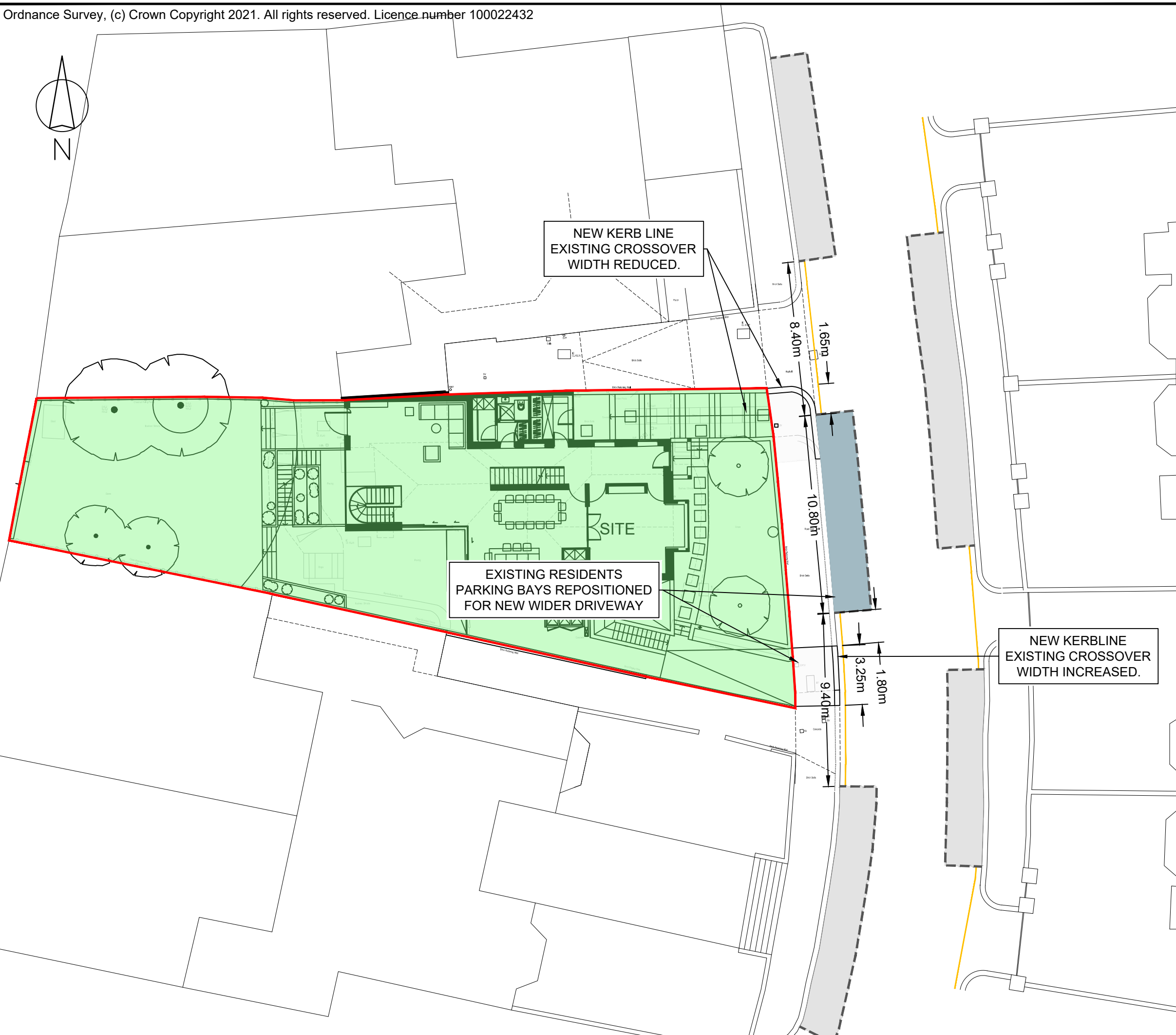
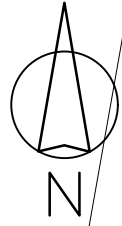
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Checked	DF	Checked	04.08.2021



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Drawing Number	2021-4252-001	Rev	...
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APPENDIX B



Rev	Details	Drawn	Checked	Date
...

KEY:

	SITE BOUNDARY
	SINGLE YELLOW LINES
	EXISTING RESIDENTS PERMIT HOLDERS ONLY PARKING
	PROPOSED RESIDENTS PERMIT HOLDERS ONLY PARKING

- NOTES:**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only.
 4. The internal layout has been provided by ... (Drawing. No.01-2274-A- Topographic Survey, 20007_PA4_P_20_105_Landscape Plan), and TTP shall not be liable for any inaccuracies or deficiencies.

Client
...

Project
76 Lawn Road

Drawing Title
Proposed Highway Arrangement

Scale	1:200	Size	A3
Drawn	AS	Checked	04.08.2021
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Drawing Number	2021-4252-002	Rev	...
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