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AN EMPLOYEE OWNED COMPANY

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TRANSPORT STATEMENT

REPORT REF.
2206590-01

October 2022

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	DRAFT	TP	PR	DRAFT	07.10.22
-	Final Issue	PR	PR	DH	31.10.22

PR DH

Distribution

1. INTRODUCTION

1.1. Ardent Consulting Engineers (ACE) has been appointed by Redtree (North London) Ltd to prepare a Transport Statement (TS) of the proposed redevelopment of the site at 1 Hampshire Street, London, NW5 2TE.

1.2. This TS supports a planning application for the change of use of the consented ground floor commercial space. The change of use seeks to provide 5 residential units.

1.3. The planning application for the proposed scheme is submitted to the London Borough of Camden (LBC). Transport for London (TfL) is the highway authority for the A503 (Camden Road) to the south which is a "red route" and forms part of the Transport for London Road Network (TLRN).

Background Information

1.4. Previously, a planning application (ref:2017/2883/P) for the redevelopment of the site to provide a 4-storey building comprising of 16 residential units and 334m^2 of ground floor commercial space. Since this time the scheme has been complete and is now occupied, albeit the commercial element of the development is vacant.

Scope of Report

1.5. The objective of this TS is to provide LBC with the necessary level of detail to demonstrate that the change of use will still enable the site to be accessed safely and sustainably, whilst assessing the transport impact the proposals would have on the existing highway network.

Policy and Guidance

1.6. This TS has been prepared with due regard with the following national and local policy / guidance documents:

- National Planning Policy Framework [NPPF] (MHCLG, July 2021);
- National Planning Practice Guidance [NPPG] (DCLG, 2014);
- London Plan (Greater London Authority, March 2021);
- Camden Planning Guidance (LBC, January 2021) and
- Camden Local Plan (LBC, July 2017).

Report Structure

1.7. Following this introduction, the remainder of this report is structured as follows:

- **Section 2.0** describes the existing situation, including proximity of the site to local services, pedestrian and cycle facilities and accessibility by public transport;
- **Section 3.0** outlines the proposed redevelopment scheme;
- **Section 4.0** sets out the predicted trip generation of the proposed redevelopment scheme in comparison to the consented commercial use; and
- **Section 5.0** provides a summary and sets out the conclusions.

2. EXISTING CONDITIONS

The Site

2.1. The site is located within the London Borough of Camden, on the southeastern side of Hampshire Street. The site location is shown at **Figure 2.1**.

Figure 2.1: Site Location (Google Maps)

2.2. The site boundary is formed by:

- Hampshire Street to the northwest;
- Commercial sites to the southwest and northeast; and
- Rear gardens of properties along Camden Road to the southeast.

Local Highway Network

Hampshire Street

2.3. Hampshire Street forms the northwestern boundary of the site and is a short cul-de-sac subject to a 20mph speed limit and a 6.0m carriageway width. Hampshire Street

forms a crossroads junction with Torriano Avenue/Busby Place to the west of the site.

Torriano Avenue

2.4. Torriano Avenue is a one-way only northbound route extending from the A503 to the south to Leighton Road to the north. This street is formed of a two-lane single carriageway located within a 20mph zone with a carriageway width of 10.6m. This street is lit and incorporates traffic calming measures.

2.5. Torriano Avenue accommodates some intermittent on-street parking on either side of the road, whilst there is also an on-street cycle route provided on the southwestern side and traffic calming measures in place.

2.6. A traffic signal-controlled junction formed of A503, Torriano Avenue and Camden Park Road is located to the south of the site. This junction incorporates pedestrian crossing phases and advance stop cycle facilities

A503 / Camden Road

2.7. The A503 is approximately 12m wide and has two approach lanes in the vicinity of the signal junction whilst Camden Park Road is one-way only and provides a three-lane approach to the junction, with two ahead lanes available for access to Torriano Avenue. The A503 incorporates a bus lane on the southwestbound carriageway whilst there is also a traffic signal-controlled pedestrian crossing adjacent to Cantelowes Gardens.

2.8. The A503 forms part of the TRLN and is a "Red Route". In the vicinity the A503 runs along a southwest/northeast alignment connecting Camden Town to the southwest with Holloway to the northeast, where a connection to the A1 (Holloway Road) is provided, allowing easy access to the M1 and on to the M25 to the north.

Leighton Road

2.9. Leighton Road operates one-way eastbound to the east of its junction with Torriano Avenue, looping back south along Brecknock Road to connect with the A503. The A503 forms part of the TRLN and is located 110m to the south of the site. The A503 provides a connection from the M25 via the M1 and A1 to facilitate travel in the wider area.

Parking

2.10. The site is located within a Controlled Parking Zone (CPZ), with on-street parking controls on all the surrounding roads. The site is within the East Kentish Town CPZ (CA-M) with controls relating to permit holders only bays, Pay and Display bays, Display/Pay by Phone bays and shared-use bays.

2.11. The northern side of Hampshire Street forms a Permit Holders bay and is approximately 44m in length, providing space for circa 8 cars, with the restrictions in place Monday-Friday 0830-1830.

2.12. The southern side of Hampshire Street has a single yellow line restrictions in force, although there is no accompanying plate to confirm the restrictions. There are further single yellow line restrictions on the eastern side of Torriano Avenue in the vicinity of its junction with Hampshire Street whilst there are double yellow line restrictions on the western side of Torriano Avenue. To the south of the Torriano Avenue/Hampshire Street junction there are further permit holder bays on the eastern side of the road, and on-street parking bays on both sides of the road to the north of the junction.

2.13. The A503 forms the boundary of the East Kentish Town and Camden Square (CA-N) CPZs. The CA-N restrictions are the same as for the CA-M CPZ.

2.14. To the east of the site, the A5200 forms the boundary with the London Borough of Islington (LBI). The streets to the east of the A5200 also fall within a CPZ under the authority of LBI, with Zones W (St George's) and D (Holloway West) meeting at the A503. The hours of restriction for these zones are Monday-Friday 0830-1830 and Monday-Friday 0930-1630 for Zones W and D respectively.

Access by Non-Car Modes

Walking

2.15. All the surrounding roads in the vicinity of the site include footways, street lighting and appropriate crossing facilities. These facilities connect the site very well to the surrounding public transport infrastructure, including the bus stops along A503 (Camden Road) to the south, and to stops to the north on Leighton Road.

2.16. There is a footway along both sides of Hampshire Street, although the southern footway is approximately 0.9m wide, whilst the northern footway 2m wide these facilities are currently used by pedestrians of the site and adjacent properties.

2.17. The footways along roads in the vicinity are a minimum of 2m in width on both sides, widening up to a maximum of 5m in the vicinity of the Hampshire Street/Torriano Avenue/Busby Place junction.

2.18. Dropped kerbs are available at junctions in the vicinity to assist pedestrian movements along key desire lines, with a raised table facility on the Busby Place arm of the Hampshire Street/Torriano Avenue/Busby Place junction.

2.19. Torriano Avenue is one-way and are relatively lightly trafficked (compared to Camden Road) with traffic calming measures in place, including raised cushions around 10m to the south of the Hampshire Street/Torriano Avenue/Busby Place junction.

2.20. A raised zebra crossing is situated on Torriano Avenue to the north to assist pedestrians with access to the northbound bus stop and to the adjacent primary school.

2.21. Additional pedestrian crossing facilities are also available in the vicinity of the site, including a raised zebra crossing further to the north on Torriano Avenue, whilst there are pedestrian crossing phases incorporated into the Torriano Avenue/A503/Camden Park Road traffic signal-controlled junction.

2.22. The surrounding roads are largely subject to a 20mph speed limit and traffic calming features to help control vehicular speeds and facilitate pedestrian movements. Camden Road (A503) is subject to a 30mph. Local facilities are within a short walk of the site.

2.23. It is considered that the existing pedestrian routes/facilities in the area encourage walking as a main mode of travel for those who work in the area and will be of benefit to prospective occupiers of the proposed development on the site.

Cycling

2.24. Local Transport Note 1/20 'Cycle Infrastructure Design' (DfT, July 2020) states that *"…Two out of every three personal trips are less than five miles in length."*

[Paragraph 2.2.2, page 16]. The site is well placed to reach key local destinations within 5 miles (8km), a realistic cycling distance time, including a good portion of London. The site is therefore well placed to encourage journeys by bike based on its location alone.

2.25. There are good opportunities to cycle to/from the site as highlighted by the cycle routes shown on **Figure 2.2**. Although Torriano Avenue is not highlighted as a cycle route within TfL's Cycling in Central London Guide, there is an on-street route provided to assist northbound cyclists. There are also advance stop cycle facilities at the adjacent traffic signal controlled junction. This route passes to the west of the site and extends from the Torriano Avenue/A503 signal junction north past Hampshire Street to Leighton Road, linking with routes on Leighton Road, providing a connection to Kentish Town station and the wider cycle network.

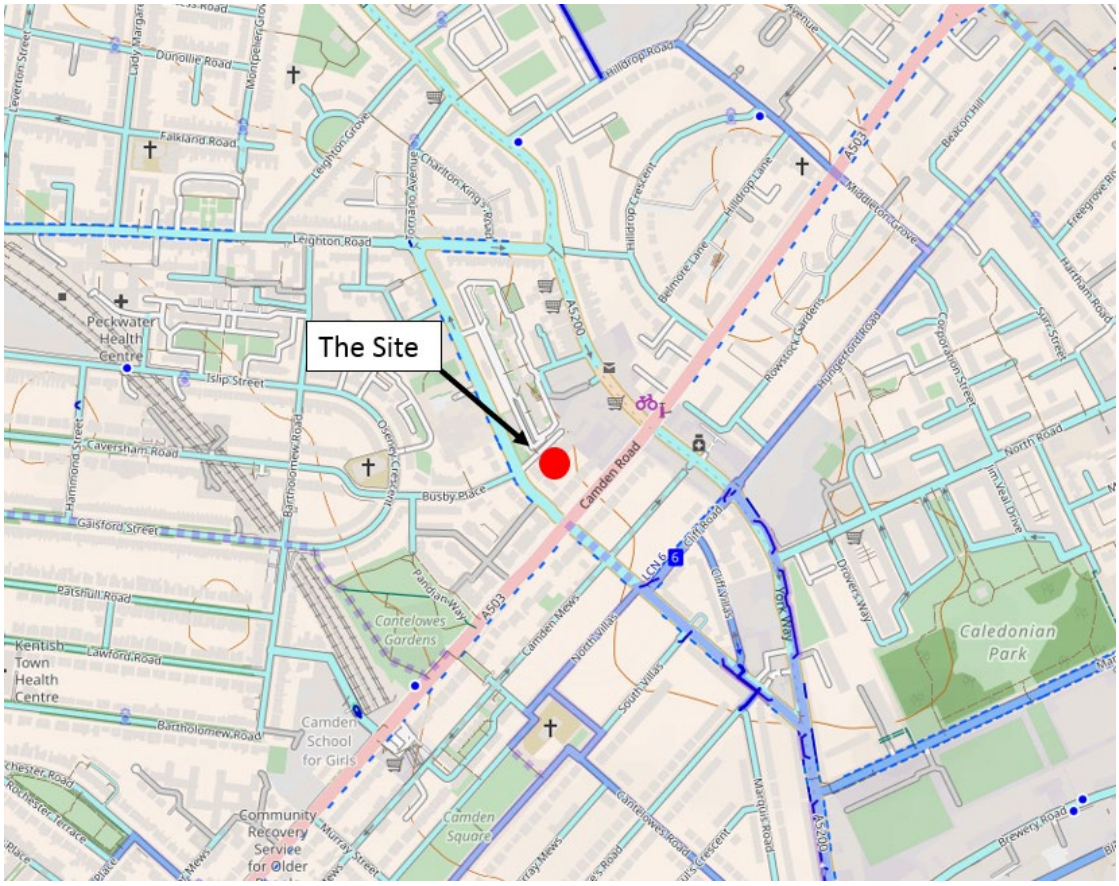


Figure 2.2: Cycleways (Open Cycle Map)

2.26. There is considered to be ample opportunity for cyclists to gain access to the wider cycle network by utilising the routes in the immediate vicinity of the site. The site is very well connected to facilities within the surrounding area.

Buses

2.27. TfL's recommended maximum walking distance to local bus stops is 640 metres (based on the PTAL methodology), or an approximate 8 minutes' walk based on 80 metres per minute.

2.28. The closest bus stop (Bus Stop U) is located adjacent on Torriano Avenue to the northwest of the site within a 130m (1 minute) walk from the centre of the site. This these stops comprise a shelter, seating, flagpole and timetable information This stop is served by routes 393 and 390.

2.29. Further bus stops are situated on Camden Road to the south and can be accessed via the footways on Torriano Avenue, and via the pedestrian crossing facilities incorporated into the Torriano Avenue/A503 traffic signal-controlled junction. These stops are located a circa 285m walking distance of the site and include bus shelters, seating, maps and timetable information. This stop is served by 5 routes (253, 29, N29, N279 and N253) which run with a combined frequency of 20 services per hour

2.30. The route and frequencies of the above bus services are summarised in **Table 2.1** overleaf.

Table 2.1: Bus Service Frequencies

		Weekdays	Saturday	Sunday	Night
Camden Road					
253	Euston – Hackney Central	7-11 mins	7-11 mins	9-11 mins	-
29	Trafalgar Square – Wood Green	4-9 mins	5-10 mins	6-10 mins	-
N29	Enfield – Trafalgar Square	-	-	-	10 mins
N279	Trafalgar Square – Waltham Cross	-	-	-	20 mins
N253	Aldgate East – Tottenham Court Road	-	-	-	30 mins
Torriano Avenue					
393	Chalk Farm - Clapton	10-13 mins	10-13 mins	15-17 mins	-
390	Archway Station - Victoria	10-13 mins	6-12 mins	8-12 mins	

2.31. Based on the above, there are bus stops available within a short walking distance of the site that have a relatively high frequency throughout the daytime on weekdays and provide frequent local connections to settlements in the immediate area and further afield, offering real opportunities for residents and visitors to travel by bus as a mode of travel.

Rail

2.32. Kentish Town is the nearest station, located approximately 880m to the west of the site, and within the 960 metres maximum walk distance stipulated by the PTAL calculation methodology.

2.33. This station provides access to Thameslink National Rail services operating between Luton, Sutton and Sevenoaks, also calling at St Pancras International to the south of the site and to Elephant & Castle, which both provide interchange to further National Rail services and to the London Overground and Underground network. Around 8 services per hour operation through the station in each direction.

2.34. Kentish Town station also provides direct access to Northern Line underground services between High Barnet and Mill Hill East stations to the north and Morden station to the south. Around 17 services per hour operate through the station.

2.35. Rail services available from Kentish Town station therefore provide access to a comprehensive range of frequent services, including mainline rail services and the underground network. Interchange is possible at St Pancras International station to link the site with easy access to Southeastern and Great Northern line services, plus access to the Hammersmith & City, Victoria, Circle and Metropolitan line underground services.

PTAL

2.36. The Public Transport Accessibility Level (PTAL) calculation provides a methodology to consider the accessibility of a site to public transport.

2.37. The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as rail services accessible from stations within a 960m walk distance.

2.38. Site specific PTAL maps are available from Transport for London's Web-based Connectivity Assessment Toolkit (WebCAT) for use by local planning authorities and Developers to aid strategic planning decisions. The PTAL rating ranges between 1a to 6b, with 1a denoting 'Very Poor' access to public transport and 6b being an 'Excellent' level of access.

2.39. According to the WebCAT output the site is located within a PTAL 3 grid square, but immediately to the west of this is a PTAL 5 grid square, suggesting the site is on the boundary of a PTAL 3/5 location. As a result, a site-specific analysis was undertaken as part of the previously submitted application. The site-specific analysis indicates that the site is a PTAL 5, which is classified as 'Very Good'.

Summary

2.40. The site is highly accessible by various modes of transport including on-foot, by bicycle and public transport. Hampshire Street is quiet in nature with low vehicular speeds (in a 20mph zone). There is good access to the London Cycle Network. The site has a high PTAL of 5, whilst the local pedestrian infrastructure provides the opportunity to access nearby bus stops and rail stations in traffic calmed

environment with a number of pedestrian crossings in the vicinity to assist pedestrian movements and encourage non-car access.

3. PROPSED DEVELOPMENT

3.1. The proposed redevelopment scheme seeks to convert the consented ground floor commercial space to provide 5 residential units. This will create a total of 21 residential units across the 4-storey building.

3.2. The development is set to provide the following mix of units:

- 4 x 1-bedroom flats; and
- 1 x 3-bedroom flats.

3.3. The site layout plan for the ground floor of the proposed development is provided at **Appendix A**.

Access

3.4. The 5 proposed flats are located at ground level with step free access from street level. Access to 4 of the dwellings will be achieved via new private entrances directly from Hampshire Street and 1 of the flat units will be accessible via the communal area.

3.5. The proposal is of a car free nature (as mentioned in previous application) therefore no off-street vehicular access is to the site is proposed. Given the site's excellent PTAL, the car-free nature of the proposals complies with the requirements set out in relevant LBC policy as well as those within the London Plan. Residents will be ineligible for applying for parking permits.

Cycle Parking

3.6. Table 10.2 of the London Plan stipulates the minimum cycle parking standards for developments. It advises that a minimum of 1 long-stay space per studio unit or 1 person 1 bedroom unit, 1.5 spaces per 2 person 1-bedroom unit and 2 long-stay spaces per all other dwellings. With respect to short-stay spaces, there should be a minimum of 2 spaces for developments between 5 to 40 dwellings. Considering this information, the proposed residential development should provide an additional 8 long-stay spaces and 2 short-stay spaces. This will be provided as part of the proposals.

Servicing Strategy

3.7. Refuse will be collected using the main residential point of access. The existing refuse collection arrangements will be utilised with service/delivery vehicles continuing to serve the site on-street as at present.

3.8. One refuse store is provided for refuse/recycling/food waste and is accessed at ground floor from the communal residential area as per the previously consented arrangement. A second dedicated bulky waste store is provided with areas for textiles and appliances. Both stores are private and secure.

3.9. Given the level of residential units proposed, it is unlikely that the development will generate an excessive increase in deliveries across the day. As a general rule, residential development attracts a delivery demand of circa 0.05 vehicles per dwelling per day i.e. approximately one delivery made by delivery vehicles every three weeks. This is equivalent to approximately less than 1 vehicle per day based on the proposals for the 5 additional dwellings. The servicing and deliveries will take place on street locally within permitted waiting restrictions.

4. TRIP GENERATION

4.1. The proposed redevelopment scheme seeks to convert the consented ground floor commercial space to provide 5 residential units.

4.2. A comparison has been made between the use of the previously consented commercial ground floor space and that of the proposed redevelopment, with a view to establish the overall net change in traffic conditions resulting from the proposals.

4.3. As part of the TS prepared by ACE submitted with planning application ref: 2017/2883/P, the peak hour and daily trip generation was estimated using suitable trip rates of comparable sites. The trip rates have been utilised below to understand the net change in trip rates and overall number of trips that are expected as a result of the change of use.

Consented Commercial Ground Floor Space (334sqm)

4.4. The previous consented scheme consisted of 16 residential units and 334m^2 of ground floor commercial space. As this application is seeking permission to change the use of the consented commercial space, there will be a focus on the trip rates that are expected to change.

4.5. **Table 4.1** overleaf sets out the person trip rates used in the TS prepared by ACE and the resultant forecast person weekday peak hour trip generation of the existing site (based on traditional network peak hours).

Table 4.1: Predicted Weekday Person Trip Generation of the Previously Consented Commercial Ground Floor Space (Source: Planning Application Ref: 2017/2883/P)

Period and Mode	Trip Rates (Per 100sqm)			Person Trip Attraction (334 sqm)		
	In	Out	Two-Way	In	Out	Two-Way
Weekday AM Peak Hour (08:00 – 09:00)						
Person Trip Generation	3.427	0.395	3.822	11	1	13
Weekday PM Peak Hour (17:00 – 18:00)						
Person Trip Generation	0.461	3.317	3.778	2	11	13
Daily (07:00 – 19:00)						
Person Trip Generation	17.04	16.47	33.52	57	55	112

Note: any discrepancies are a result of rounding.

4.6. As shown in **Table 4.1**, it was estimated that there would be 13 two-way person movements in the weekday AM peak hour and 13 two-way person movements in the weekday PM peak hour resulting from the previously consented commercial ground floor space.

Proposed Change of Use (Additional 5 Units)

4.7. The proposed scheme seeks to 5 additional units as part of redevelopment of ground floor space.

4.8. **Table 4.2** overleaf sets out the person trip rates used in the TS prepared by ACE and the resultant forecast person weekday peak hour trip generation of the proposed residential site (based on traditional network peak hours). The table overleaf utilises the original methodology contained within the TS prepared as part of the original application in order to provide a more robust and consistent assessment.

Table 4.2: Predicted Weekday Person Trip Generation for Proposed Additional 5 Residential Units (Source: Planning Application Ref: 2017/2883/P)

Period and Mode	Trip Rates (Per Flat)			Person Trip Attraction (5 flats)		
	In	Out	Two-Way	In	Out	Two-Way
Weekday AM Peak Hour (08:00 – 09:00)						
Person Trip Generation	0.153	0.559	0.712	1	3	4
Weekday PM Peak Hour (17:00 – 18:00)						
Person Trip Generation	0.477	0.153	0.630	2	1	3
Daily (07:00 – 19:00)						
Person Trip Generation	2.575	2.881	5.456	12	14	27

Note: any discrepancies are a result of rounding.

4.9. As shown in **Table 4.2**, it is predicted that there will be a maximum of 4 two-way person movements in the busiest peak hour (AM peak) and 27 two-way daily person movements resulting from the proposed 5 residential units.

Net Change

4.10. The impact level of trips associated with the previously consented commercial space and proposed change of use has been assessed at **Table 4.3** in order to understand the impacts of the redevelopment.

Table 4.3: Predicted Net Change in Weekday Person Trip Generation

Period and Mode	Trip Rates		
	In	Out	Two-Way
Weekday AM Peak Hour (08:00 – 09:00)			
Previous Consented Ground Floor Space	11	1	13
Proposed Change of Use (5 Resi Units)	1	3	4
Person Difference	**-10**	**-2**	**-9**
Weekday PM Peak Hour (17:00 – 18:00)			
Previous Consented Ground Floor Space	2	11	13
Proposed Change of Use (5 Resi Units)	2	1	3
Person Difference	**0**	**-10**	**-10**
Daily (07:00 – 19:00)			
Previous Consented Ground Floor Space	57	55	112
Proposed Change of Use (5 Resi Units)	12	14	27
Person Difference	**-45**	**-41**	**-85**

4.11. **Table 4.3** shows that the proposed redevelopment scheme is forecast to bring about a net reduction of 85 two-way trips over the daily operation of the site.

4.12. The proposals therefore result in a total reduction in trips in comparison to the previously consented scheme and thus would not have a severe impact on the highway network and highways safety. Therefore, it is considered that no further assessment should be required.

5. SUMMARY AND CONCLUSIONS

5.1. Ardent Consulting Engineers (ACE) has been appointed by Redtree (North London) Ltd to provide transport and highway advice on the proposed redevelopment of the site at 1 Hampshire Street, London, NW5 2TE.

5.2. The redevelopment scheme seeks to redevelop the previously consented ground floor commercial space to provide 5 residential units. The development is set to provide the following mix of units:

- 4 x 1-bedroom flats; and
- 1 x 3-bedroom flat.

5.3. The planning application for the proposed scheme is submitted to the London Borough of Camden (LBC). Transport for London (TfL) is the highway authority for the A503 (Camden Road) to the south which is a "red route" and forms part of the Transport for London Road Network (TLRN).

5.4. The development is of car-free nature with no car parking provided on site and residents ineligible to apply for a parking permit to park locally. Cycle parking spaces will be provided in line with standards.

5.5. The existing walking, cycling and public transport opportunities have been examined as part of this application as well as the previous application and it is concluded that the proposals would be well accommodated by the existing footway links, cycle routes and facilities as well as bus, National Rail and London Underground services.

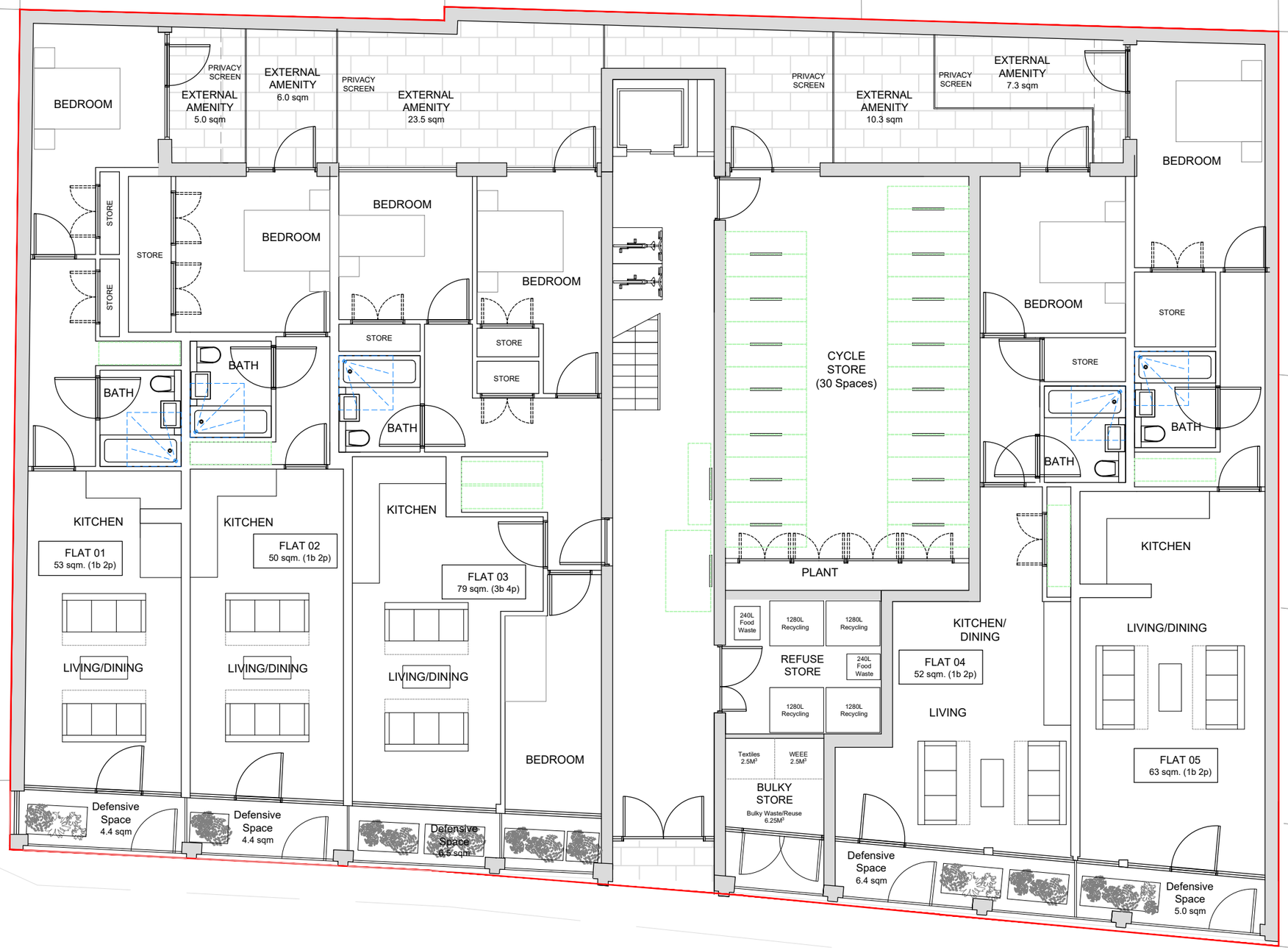
5.6. A site specific PTAL analysis indicates the site is in an area of 'Very Good' access to public transport being in a PTAL 5. It is therefore suitably located to benefit from a comprehensive offering of public transport services, whilst the site's location is well situated for access by cycle and on foot.

5.7. It is predicted that the proposed redevelopment of the scheme is forecast to bring about a net decrease of 85 two-way trips over the daily operation of the site. The proposals would therefore not result in a severe impact on the local highway network in terms of capacity and highways safety. The surrounding public transport facilities

will also be able to suitably accommodate the likely level of increased demand for bus, London Underground and rail travel.

Appendix A

Site Layout Plan



SITE BOUNDARY

Cycle Parking

DRAFT

REV	AMENDMENTS	DATE

PROJECT
1 Hampshire Street
NW5 2TE

CLIENT
Redtree (North London) Ltd

DRAWING
Proposed Ground Floor Plan

SCALE	DATE	CHECKED
1:100 @ A3	AUG 2022	MS

STATUS
PLANNING

DRAWING No.	REVISION
2003_PL_100	A

Mark Smith Architects Limited

PROPOSED GROUND FLOOR PLAN

SCALE 1:100

0 1 2 3 4 5M
1:100

N