

# Dartmouth Park Neighbourhood Forum

## First draft policies on Transport and Streets, Oct 2014

### BACKGROUND

#### Transport and streets in Dartmouth Park – in brief

Public transport accessibility in the area is good. Dartmouth Park residents have access to several 24 hour bus routes, serving Highgate Road and Tufnell Park station, tube services at Tufnell Park and Kentish Town on the Northern Line and the Gospel Oak Overground station, whose services are much improved over the last decade. Residents have told us they are happy with the level of public transport in the area.

Census data shows local people are reducing their use of cars and increasing their use of bicycles. Between 2001 and 2011, the proportion of households in the area with no car increased to more than half. The average number of cars per household in 2011 was 0.6 cars.

To get to work, local residents mainly use public transport, with 26% using the tube and 17% bus in 2011. The proportion of people using cars to get to work has fallen from 20% in 2001 to 13% in 2011, while the proportion cycling has more than doubled, from 6% to 13%. Around one in ten people walks to work and another ten per cent work at home.

Many of our residents are concerned about high levels of traffic in the area and want to reduce through traffic. We have three busy main roads running around the edges of Dartmouth Park, with 13,000 to 18,000 vehicles using them per day. On our residential streets, traffic is much lower, but we have one busy through route along Chetwynd Road, which is used by around 12,000 vehicles per day.

All our streets are now covered by a 20 mph speed limit but many residents have expressed concern about speeding vehicles, including cars, vans, lorries and motorbikes and scooters. Monitoring data from Camden shows that the average traffic speed during the day is 19 mph, with 41% of vehicles travelling over the speed limit. At night this increases slightly to an average of 20 mph with nearly half (47%) of all vehicles breaking the speed limit. There are a relatively small number of road casualties in the area, and incidents are concentrated on main roads and junctions. There are more cyclist casualties than any other group of road users, and the majority of pedestrian casualties are children under 15.

Residents are also concerned about levels of air pollution in the area. Modelled estimates of pollution levels show that the air on most of our streets is above legal limits for nitrogen dioxide pollution, and this is backed up by a community project to measure pollution in 2013. This showed all residential streets studied were above legal limits, and found very high levels of nitrogen dioxide at Tufnell Park Station and on Highgate Road. Nitrogen dioxide was measured at more than 25% above legal limits on Dartmouth Park Hill and Chetwynd Road.

Dartmouth Park is covered by the CA-U controlled parking zone, and there are around 1950 resident-only parking bays across the area. A street-by-street study shows that overall there are 74 permits issued for every 100 spaces (parking pressure of 74%), but the level of parking pressure varies widely. In some areas, parking spaces are more than 100% subscribed, but in others the pressure falls as

low as 41%. These areas roughly correspond with the areas of the lowest car ownership rates shown in detailed Census data.

We have four main local centres for shopping and socialising, which have a range of shops, cafes, restaurants and pubs. Some of the streets around these centres have wider pavements than others, and all suffer to different degrees from excess 'street clutter' including signs, telephone and communications boxes, bins, and bollards. Our consultation shows that improving the streets around our local centres is a high priority.

## ISSUES IDENTIFIED DURING CONSULTATION

During community consultation, local people were happy with the high level of public transport in the area but identified a range of transport and streets problems to be addressed:

High levels of traffic and congestion on main roads and some residential streets (especially on Chetwynd Road) during peak times. A strong desire to reduce through traffic.

A need for slower speeds, better enforcement of new 20mph limit.

Safer conditions for pedestrians, including new or better crossings around the shops on Swain's Lane and on Gordon House Road and Highgate Road.

A desire for fewer speed bumps and signs to control speeds.

Concern about high levels of pollution measured locally.

Better routes for cycling needed, especially to and from schools.

Safety concerns at junctions and at entrances to offices, schools and Hampstead Heath, and problems with motorbikes and scooters cutting through Lissenden Gardens.

A need for more bike parking for homes and businesses.

Pressures on car parking space on some streets.

Improved pedestrian access to Gospel Oak station.

**For more details, see the Appendix – Transport and Streets evidence base and consultation results.**

## AIMS OF OUR POLICIES

Our policies for transport focus on three key aims:

To make Dartmouth Park safer and more accessible for pedestrians of all ages and people with disabilities

To improve the local environment in Dartmouth Park for cycling for people of all ages and abilities

To reduce the effects of traffic on residents in Dartmouth Park, including noise, safety, health and air pollution

All of these aims can be worked towards through spatial and planning policies, although achieving them fully will also require project work and the help of our local transport authorities, the London Borough of Camden and Transport for London, and existing local organisations and residents.

Our policies include support for new developments helping to enhance and achieve these aims, and our projects include actions and ideas for infrastructure schemes

that can be carried out in co-operation with other organisations and groups and with the help of CIL or Section 106 contributions.

## APPROACH TO POLICIES

### Our street types

To help structure our policies, we have adapted the street typology used by Transport for London's Roads Task Force. We have no arterial roads in our area and our streets are towards the 'local significance' spectrum within this typology. All our streets will, in the future, continue to need to serve a mix of users while retaining the strong neighbourhood feel and local sense of place in Dartmouth Park.

#### Main local roads (RTF type = connectors)

Our main local roads are:

- Highgate Road
- Gordon House Road
- Dartmouth Park Hill

#### Residential streets and homes (RTF type = local roads )

Our residential streets are:

- Central Dartmouth Park 'ladder' streets between the railway and Swain's Lane
- Highgate New Town, including the Whittington Estate and the Brookfield Estate.

#### Our places and local centres (RTF type = town squares/streets)

Our places and local centres are:

- Swain's Lane shops and cafes
- York Rise shops and cafes
- Highgate Road shops at junction with Gordon House Road
- Junction of Raydon Street and Chester Road (next to the Library and the Chester Balmore development)

[Question: no policies in here about the heritage/design features of our streets (ref recent issues with granite sets on Woodsome/York Rise) – is this the right place to add these or do they appear in a separate section. Or are they covered separately by conservation area policies we should simply reference?]

## DRAFT POLICIES

Aim	Neighbourhood planning policies	Projects/places/CIL and Section 106 contribution asks
<p><b>To make Dartmouth Park safer and more accessible for pedestrians of all ages, and people with disabilities</b></p>	<p>Developments that create better conditions for pedestrians will be supported. Aspects of new developments that would enhance Dartmouth Park in this way include:</p> <p><b>Main roads:</b></p> <ul style="list-style-type: none"> <li>T1 Wider pavements with less street clutter</li> <li>T2 Developments with entrances and exits that continue the pavement rather than introduce new kerbs,</li> </ul>	<p>CIL to fund a project to encourage slower speeds through the design of junctions and streets.</p> <p>CIL and S106 to fund more safe crossing points on main roads, especially Highgate Road and Gordon House Road.</p> <p>CIL and S106 to fund more safe crossing points</p>

	<p>ensuring drivers give way to pedestrians</p> <p><b>Residential streets and homes:</b>  T3 Fewer driveway crossing points (this also supports policy T13)  T4 More natural surveillance and better lighting of footways  T5 Open space and pedestrian area design that helps encourage lower speeds, such as with planting and street trees</p> <p><b>Local centres:</b>  T6 Improved pedestrian areas and open space, with planting, street trees, better lighting and reduced street clutter  T7 Facilities off street for shops and homes so that rubbish and recycling is kept off pavements</p>	<p>at local centres, particularly at Swain's Lane shops.</p> <p>CIL to fund a project looking at the remodelling of Chetwynd Road and York Rise junction – extending into York Rise outside the shops to reduce speeds and make crossing safer.</p> <p>Options to explore in this project could include:  removing the traffic lights  a new roundabout  wider pavements  more planting and street trees  enhanced cycle parking  a 'shared space' feel with planting and flat kerbs</p>
<p><b>To improve the local environment in Dartmouth Park for cycling for people of all ages and abilities</b></p>	<p><b>Main roads:</b>  T8 Developments with well-designed entrances and exits that do not cause conflicts between cyclists and drivers will be supported.</p> <p><b>Residential streets and homes:</b>  T9 All new homes should provide secure cycle storage for residents [how much? Can we make case for more than Camden's requirement?]  T10 Where on-site cycle storage is not possible, developments should contribute towards secure street parking that is also made available to residents nearby in existing homes without cycle storage [Contribution to Camden bike hangars programme?]</p> <p><b>Places:</b>  T11 Developments and shops in and around our places should provide cycle parking facilities, which do not conflict with pedestrian movements or accessibility.</p>	<p>CIL to fund a project to create north-south and east-west defined safe, quiet cycle routes through the area and to look at how segregated safe space for cycling could be provided on streets and junctions.</p>
<p><b>To reduce the effects of</b></p>	<p>T12 To reduce traffic levels on all our</p>	<p>CIL and S106 to fund an</p>

<p><b>traffic on residents in Dartmouth Park, including noise, safety, health and air pollution</b></p>	<p>street types, new developments should not be designed to encourage more driving than is necessary, and should aim to encourage more sustainable travel.</p> <p>T13 Developments that remodel existing sites and remove on-site parking, driveways and pavement crossing points for vehicles will be strongly supported.</p> <p>T14 New residential developments should be car parking free (except for car club bays) and car-capped except for disabled residents in accessible homes. [Question - can we include this if it's only 'emerging policy' in Camden's draft changes to the Local Plan?]</p> <p>T15 Developments should contribute towards the development of the electric car charging network. In non-residential developments, electric charging points should be installed next to all customer/client car parking spaces.</p> <p>T16 Developments should contribute towards the provision of new car club parking bays and take steps to encourage new residents to join car clubs rather than own cars. This could include sponsorship of car club memberships for an initial period.</p>	<p>ongoing project to make better use of residential parking spaces in areas with low parking pressure. This could include creating new short-stay spaces near shops, converting spaces to cycle or motorbike parking, or removing spaces completely near junctions to widen pavements or create new green corners with grass and trees.</p> <p>CIL to fund a project to look at the possible benefits of new signage or a timed restriction on entry to our residential streets to reduce through traffic, modelled on provision in Gospel Oak.</p> <p>CIL to fund A project to consider the possible benefits of more filtering of our residential streets (blocking one end or the middle of streets to motor traffic) to maintain access for residents but reduce through traffic.</p> <p>S106 to fund new publicly accessible electric car charging points.</p> <p>CIL and S106 to fund a project to convert street parking spaces to cycle parking, green corners and new car club bays in areas where there is lower parking pressure.</p>
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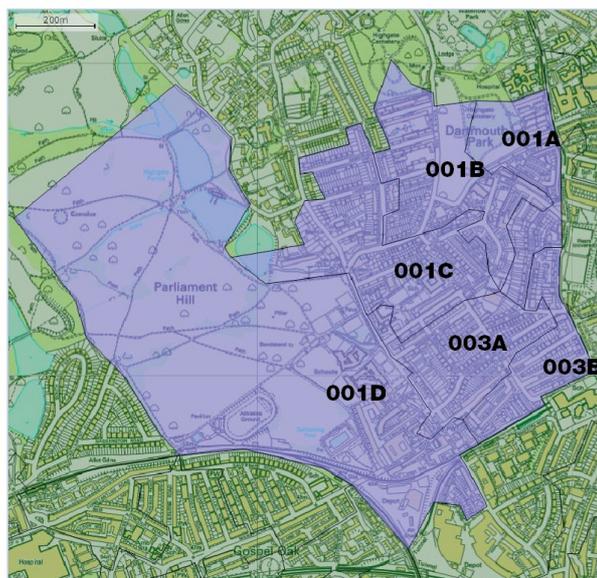
# APPENDIX – Transport and Streets evidence base and consultation results

## 1. EVIDENCE

### 1a. How our residents travel

#### Household transport in Dartmouth Park - Census data

Dartmouth Park Census data 2001 and 2011  
Lower Super Output Areas



#### Overall - total of all LSOAs

	2001	2011
<b>Car ownership:</b>		
No cars	49.6%	51.7%
1 car	39.7%	39.4%
2 or more cars	10.7%	8.9%

Average number of cars  
per household 2011: 0.60

	2001	2011
<b>Getting to work:</b>		
Car driver	18.5%	12.3%
Car passenger	1.1%	0.5%
Taxi	0.3%	0.5%
Train	5.2%	6.9%
Tube/tram	25.2%	26.2%
Bus/coach	17.7%	17.4%
Motorbike	1.9%	1.8%
Bicycle	6.4%	13.0%
Walk	11.1%	11.3%
Work at home	11.9%	9.7%

	2001	2011
<b>001C</b>		
<b>Car ownership:</b>		
No cars	32.2%	36.8%
1 car	44.5%	44.5%
2 cars	18.8%	15.1%
>2 cars	4.4%	3.6%
Total cars: xxxx		587
Cars/household: xxx		0.89
<b>Getting to work:</b>		
Car driver	25.2%	14.2%
Car passenger	0%	0.8%
Taxi	0.4%	0.4%
Train	5.5%	4.8%
Tube/tram	17.2%	23.7%
Bus/coach	16.9%	16.9%
Motorbike	1.8%	2.6%
Bicycle	6.5%	12.9%
Walk	7.3%	9.2%
Work at home	18.4%	14.1%

	2001	2011
<b>001B</b>		
<b>Car ownership:</b>		
No cars	61.2%	59.5%
1 car	34.2%	34.5%
2 cars	3.7%	5.3%
>2 cars	0.9%	0.7%
Total cars: xxxx		408
Cars/household: xxx		0.49
<b>Getting to work:</b>		
Car driver	15.8%	12.4%
Car passenger	1.6%	0.3%
Taxi	0%	0%
Train	3.4%	6.1%
Tube/tram	25.0%	24.7%
Bus/coach	24.6%	22.2%
Motorbike	2.1%	1.5%
Bicycle	6.3%	13.6%
Walk	11.3%	10.0%
Work at home	9.5%	8.7%

	2001	2011
<b>001A</b>		
<b>Car ownership:</b>		
No cars	60.6%	61.2%
1 car	32.1%	33.0%
2 cars	6.1%	4.6%
>2 cars	1.0%	1.1%
Total cars: xxxx		286
Cars/household: xxx		0.46
<b>Getting to work:</b>		
Car driver	15.2%	13.9%
Car passenger	1.6%	0.6%
Taxi	0.5%	0.5%
Train	3.7%	7.0%
Tube/tram	34.3%	27.2%
Bus/coach	19.0%	20.3%
Motorbike	2.1%	0.8%
Bicycle	6.3%	12.1%
Walk	11.7%	11.4%
Work at home	5.7%	5.8%

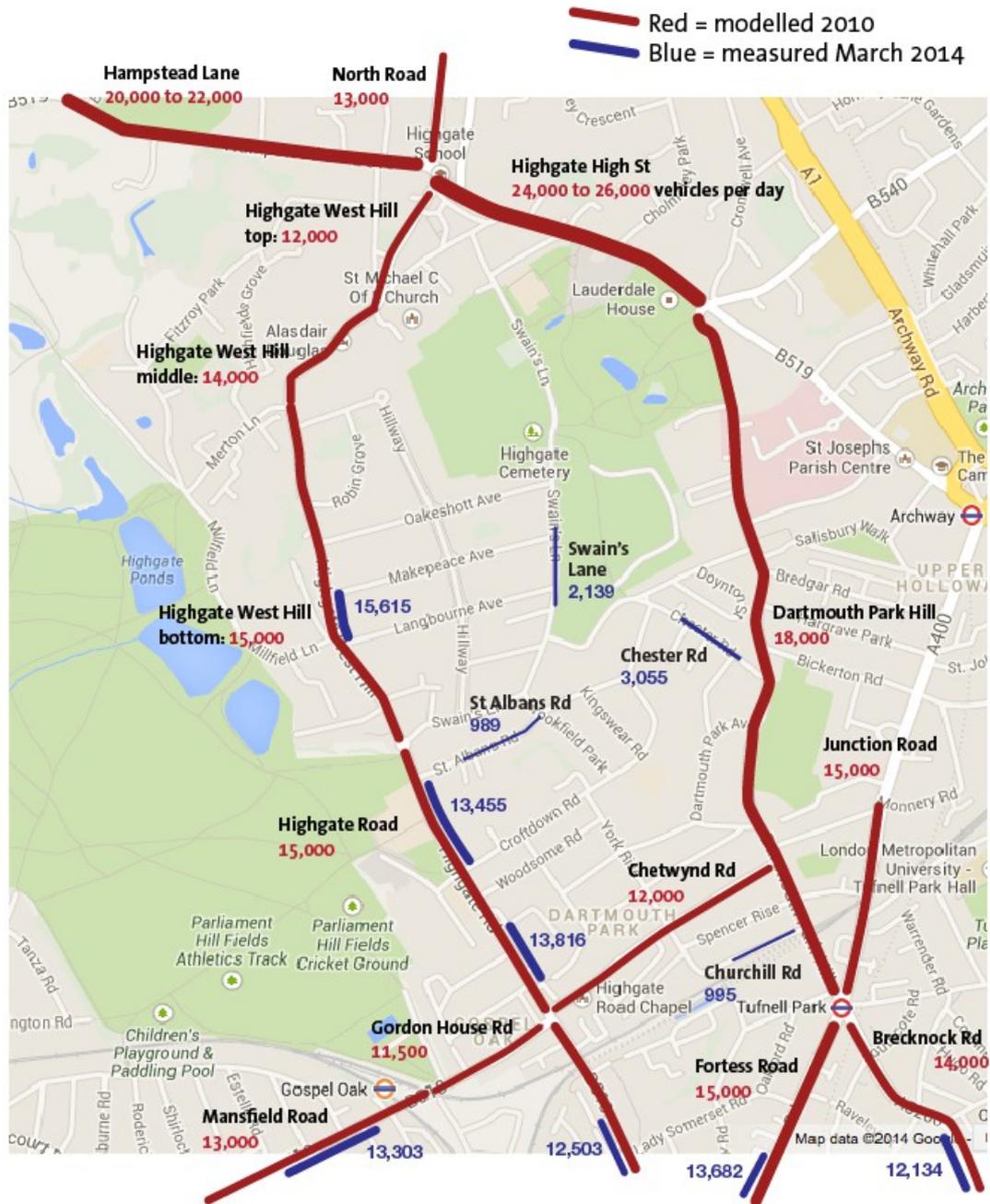
	2001	2011
<b>001D</b>		
<b>Car ownership:</b>		
No cars	53.4%	60.6%
1 car	38.9%	36.1%
2 cars	6.7%	3.0%
>2 cars	1.1%	0.3%
Total cars: xxxx		301
Cars/household: xxx		0.43
<b>Getting to work:</b>		
Car driver	15.2%	10.3%
Car passenger	0.7%	0.5%
Taxi	0.4%	0.5%
Train	6.9%	9.2%
Tube/tram	24.1%	25.6%
Bus/coach	18.2%	18.6%
Motorbike	1.8%	1.8%
Bicycle	6.2%	10.7%
Walk	15.9%	15.6%
Work at home	9.4%	7.0%

	2001	2011
<b>003A</b>		
<b>Car ownership:</b>		
No cars	36.7%	38.1%
1 car	45.4%	47.8%
2 cars	14.6%	12.1%
>2 cars	3.3%	1.8%
Total cars: xxxx		461
Cars/household: xxx		0.78
<b>Getting to work:</b>		
Car driver	21.4%	11.4%
Car passenger	2.5%	0.6%
Taxi	0%	0.6%
Train	5.2%	7.7%
Tube/tram	24.0%	25.1%
Bus/coach	12.3%	14.2%
Motorbike	1.7%	1.9%
Bicycle	7.6%	15.1%
Walk	8.4%	11.6%
Work at home	17.0%	11.2%

	2001	2011
<b>003B</b>		
<b>Car ownership:</b>		
No cars	48.4%	50.4%
1 car	42.9%	42.7%
2 cars	6.6%	6.5%
>2 cars	2.1%	0.5%
Total cars: xxxx		380
Cars/household: xxx		0.57
<b>Getting to work:</b>		
Car driver	18.3%	11.8%
Car passenger	0.4%	0.3%
Taxi	0.8%	1.3%
Train	5.8%	6.6%
Tube/tram	28.7%	31.4%
Bus/coach	15.2%	12.7%
Motorbike	2.1%	2.0%
Bicycle	5.7%	13.4%
Walk	11.6%	9.9%
Work at home	10.5%	10.3%

1b. Traffic levels

### Average daily traffic flows around Dartmouth Park



Red lines show average daily traffic flow (all vehicles, including both directions) for major roads in and around Highgate Ward as modelled in 2010. Data provided by Transport for London to the Clean Air in London campaign in June 2013. Blue lines show day + night weekday traffic counts in March 2014, including both directions. Data supplied by Camden Council.

1c. Traffic speeds – day and night

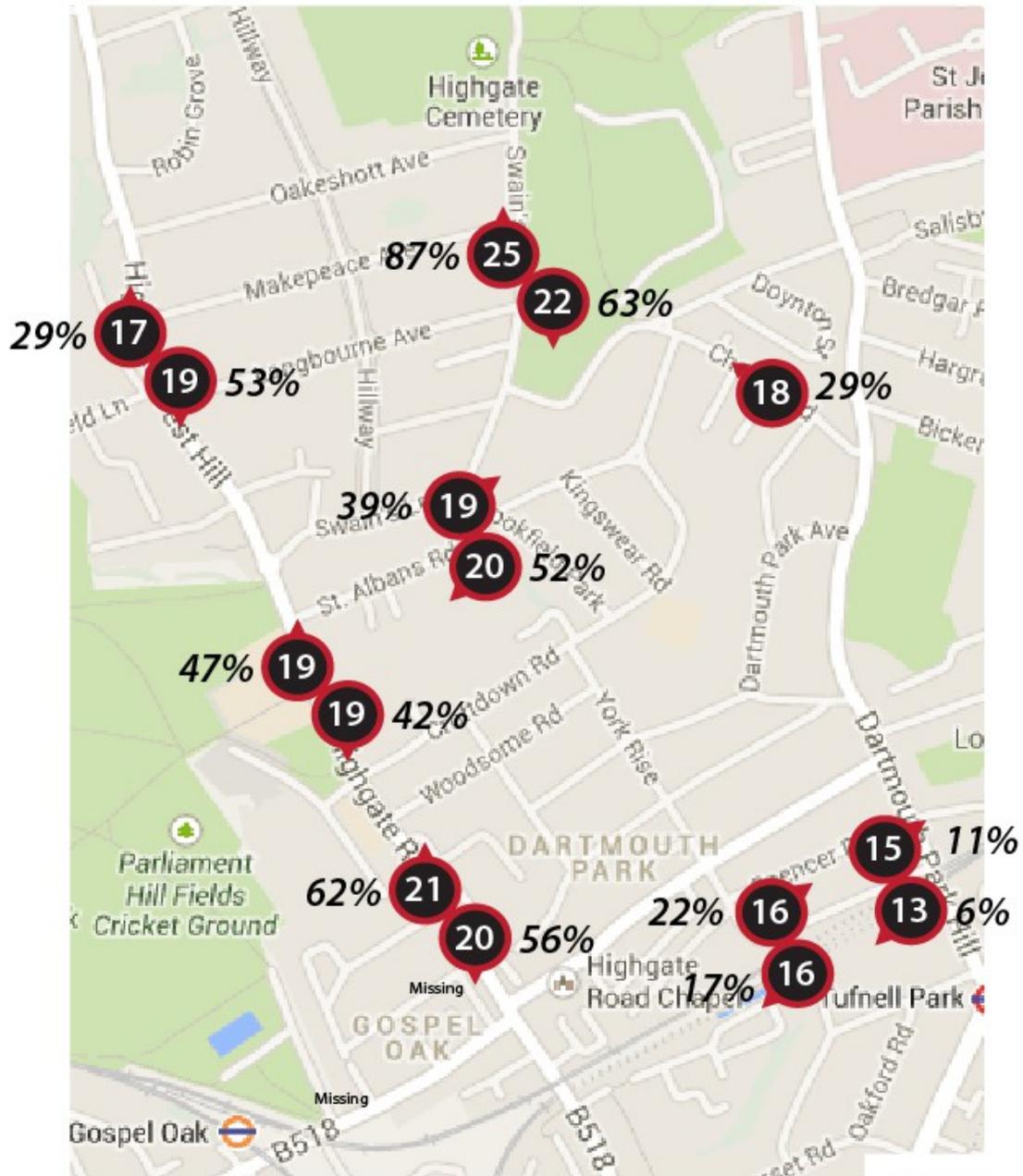
### Traffic speeds around Dartmouth Park (1)

Monitored by Camden Council March 2014

WEEKDAY DAYTIME (7am to 6.45pm)

**19** 41%

Average traffic speed (direction)    % of vehicles over 20mph



Results from traffic speed monitoring carried out continuously through March 2014 by Camden Council.

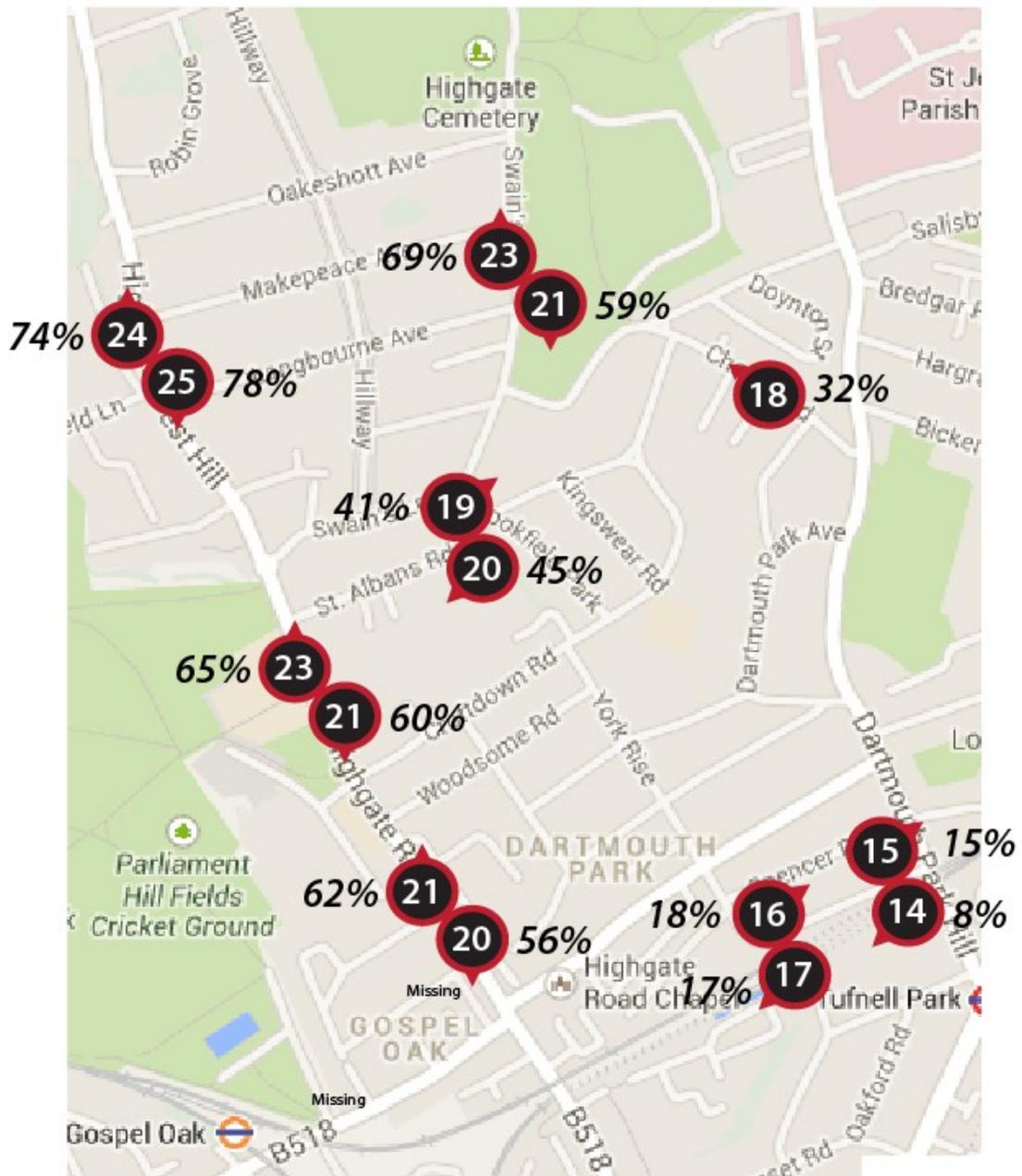
## Traffic speeds around Dartmouth Park (2)

Monitored by Camden Council March 2014

WEEKDAY NIGHT (7pm to 6.45am)

**20** 47%

Average traffic speed (direction) % of vehicles over 20mph



Results from traffic speed monitoring carried out continuously through March 2014 by Camden Council.

### 1d. Road casualties

Total incidents: 57    Vehicles involved: 103  
 Fatal incidents: 0    Serious injuries: 6    Slight injuries: 51

Casualties	Total	Age 0-15	Age 16-24	Age 25-59	Age 60+
Vehicle driver/passenger	18	2	0	12	4
Pedestrian	11	6	1	3	1
Cyclist	20	0	1	19	0
Motorbike/moped	11	0	3	8	0

### Road traffic collisions - 3 years to May 2013

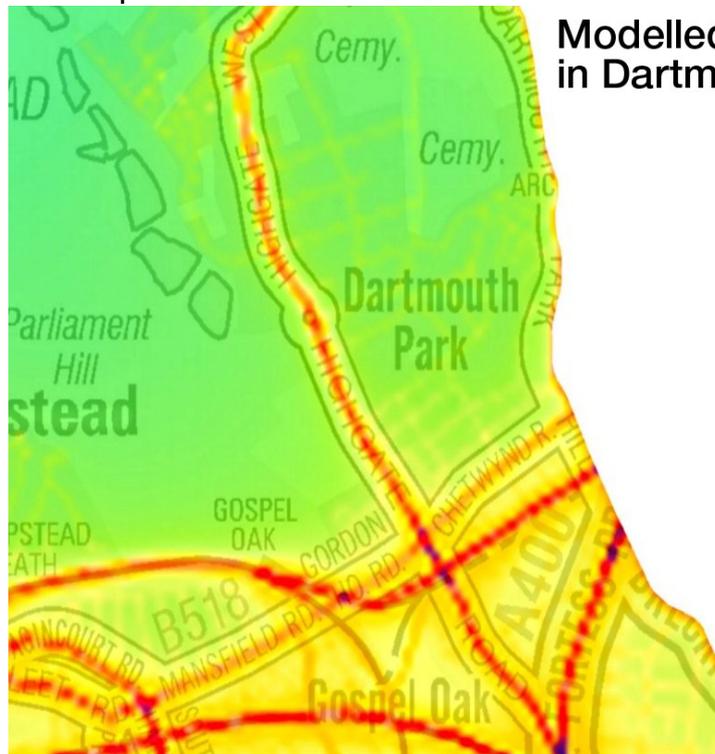
All RTCs:

Involving cyclists:

Involving pedestrians:

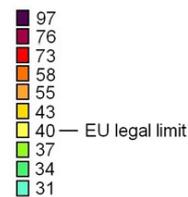


### 1e. Air pollution – modelled and measured



### Modelled Air Pollution Levels in Dartmouth Park

NO2 Annual Mean (ug/m3) 2010  
 Source: LAEI 2010





## 1f. Parking pressure in Dartmouth Park

Green = below average

Orange = above average

Parking pressure in Controlled Parking Zone CA-U (Highgate) - Dartmouth Park streets only		Permits issued/renewed to date 8/10/14	Scaled up to match 2013 total	
Street	No. of street parking spaces available to resident permit holders	No of resident permits	No of residents permits per year	Local resident parking ratio
BALMORE STREET	34	20	22.4	66%
BELGATE MEWS	11		0.0	0%
BERTRAM STREET	26	15	16.8	65%
BOSCASTLE ROAD	64	33	37.0	58%
BRAMSHILL GARDENS	36	32	35.9	100%
BROOKFIELD PARK	62	32	35.9	58%
CHESTER ROAD	70	44	49.4	71%
FOOTPATH FROM 53 CHESTER ROAD TO CROFTDOWN ROAD	2		0.0	0%
CHETWYND ROAD	151	108	121.2	82%
Church Walk		1	1.1	
College Lane		1	1.1	
CHURCHILL ROAD	34	13	14.6	43%
CROFTDOWN ROAD	185	104	116.7	63%
DARTMOUTH PARK AVENUE	84	45	50.5	60%
DARTMOUTH PARK HILL	19	45	50.5	266%
DARTMOUTH PARK ROAD	141	102	114.5	81%
DOYNTON STREET	44	16	18.0	41%
GLENHURST AVENUE	57	26	29.2	89%
Gordon House Road		19	21.3	
GROVE TERRACE	35	30	33.7	96%
HIGHGATE ROAD	45	19	21.3	47%
KINGSWEAR ROAD	27	10	11.2	42%
LAURIER ROAD	107	69	77.4	72%
LISSENDEN GARDENS	122	107	120.1	98%
MORTIMER TERRACE	3		0.0	0%
RAYDON STREET	76	4	4.5	69%
Retcar Place		2	2.2	
Sandstone Place		18	20.2	
Stoneleigh Terrace		13	14.6	
Lulot Gardens		10	11.2	
SPENCER RISE	81	63	70.7	87%
ST. ALBAN'S ROAD	91	49	55.0	78%
St Albans Villas		12	13.5	
Coutts Crescent		2	2.2	
SWAIN'S LANE	79	23	25.8	67%
Holly Village		5	5.6	
St Anne's Close		1	1.1	
St Michael's Terrace		1	1.1	
Holly Lodge Estate - Camden permits		17	19.1	
TWISDEN ROAD	73	54	60.6	83%
WESLEYAN PLACE	9		0.0	0%
WINSCOMBE STREET	26	16	18.0	69%
WOODSOME ROAD	93	69	77.4	83%
YORK RISE	69	45	50.5	73%
<b>Total</b>	<b>1956</b>	<b>1295</b>	<b>1453.3</b>	<b>74%</b>

## 2. CONSULTATION RESULTS

### A. Levels of traffic, congestion and air pollution

High levels of traffic and congestion on main roads and some residential streets, especially on Chetwynd Rd, during peak times. A strong desire to reduce through traffic.

A desire for fewer speed bumps and signs to control speeds. "Cars travel too fast down Chetwynd Road. Speed bumps don't work".

A need for slower speeds, better enforcement of new 20mph limits  
Concern about high levels of pollution measured locally  
"Reduction of traffic on Chetwynd Road – would be good to address. Could be closed at certain times of the day to divide traffic between Chetwynd Road and other roads? CCTV? As in Gospel Oak".

### B. Cycling:

Better routes for cycling needed, within the area and through the area, especially to and from schools. "It's important that cycle tracks are continuous and don't come to sudden stops or changes". "There should be more cycle routes across Hampstead Heath". "There should be dedicated cycling routes on wider roads". "Improving space for cycling on Gordon House Road so children can cycle to school".

A need for more bike racks for homes and businesses. "Like cycling but nowhere to place bikes". "Boris Bikes should be introduced to the area".

### C. Parking

Pressure for car parking space on some streets.

Parking on narrow roads contributes to congestion and corresponding air pollution.

"There is a lot of parking congestion and not enough spaces. Chester Balmore will make this worse. Area under the estate should become car parking. The reason it isn't is because it wasn't maintained"

"Lissenden Mansions and Parliament Hill Mansions are both high density with limited parking spaces – particularly on sunny days when people go to the Heath".

"Poor parking for families. Had to park car remotely".

A need for more secure motorbike parking

### D. Conditions for pedestrians

Safer conditions for pedestrians including new or better crossings around the shops on Swain's Lane and on Gordon House Road and Highgate Road.

"Improving pedestrian experience on Gordon House Road in general – especially during peak times". "Pedestrian crossings in Swains Lane needs improving".

Safety concerns at junctions and at entrances to offices, schools and Hampstead Heath, and problems with motorbikes and scooters cutting through Lissenden Gardens. "There are safety issues with the Hampstead Heath Lido entrance". "Should be pedestrianised Lido access to protect against the service road".

Improved pedestrian access to Gospel Oak station. "Alleyway at Gospel Oak station under arches is a bit restricted – should be two entrances."

“Keep traffic lights on Chetwynd – child safety is best with lights. Zebra crossing/other options will not work as cars exceed 20 mph anyway”.

“On Chetwynd Road I agree to remove the traffic lights and replace crossings with a shared space area”.