Transport
VIII. Transport

Indicator
Thinking about your daily routine, what mode of transport (Public Transport, Private Car, Walking, Cycling) would you prefer to use

Finding
Local residents and people employed in the area selected 446 choices (counting for 340 after the weighting process) among the different modes of transport they prefer to use; ‘public transport’ is the most mentioned option, with 37.2% of the answers, while ‘walking’ and ‘cycling’ make up 32.5% and 16.8%, respectively.

Moreover, 112 respondents highlighted a preferred mode of transport; the proportions are quite similar to the previous ones, with ‘walking’, ‘public transport’ and ‘cycling’ that make up 38.4%, 31.3% and 23.2%, respectively.

Theoretical assumption
This indicator sheds light on local residents’ and workers’ reliance on different means of transport and to inform about potential transport improvements to undertake within the neighbourhood.

Source
Street Survey, hard-copy and online questionnaires (September 2015); residents, business owners and workers (weighted) responses.
**VIII. Transport**

**Indicator**
Car or vans availability

**Finding**
The analysed data shows that car ownership is not widespread in Camley Street neighbourhood, since more than 68% of households don’t own any car or van; the same data shows that Camden and London have smaller proportions of household without any car or van (61.1% and 41.6% respectively).

**Theoretical assumption**
Car ownership highlights the available transport options in an area; this also has a strict correlation with the general economic conditions of households (meaning that more affluent households are more likely to have more cars).

It’s worth noting that the low level of car-ownership in Camley Street, particularly in comparison with London, could be related to the neighbourhood’s central location and to the existence of several public transport options available nearby (although Camley Street Neighbourhood is not directly accessible through public transport).

**Source**
Car or van availability (*Census 2011, LSOA, LA, Region*).
VIII. Transport

Indicator
Walking times from core residential areas to local centres

Finding
The area analysis shows that Camley Street benefits from good access to local centres such as Camden Town, Kings Cross and Mornington Crescent and that these are all within a 10min walking distance and provide numerous commercial amenities.

There are a few small scale local amenities located within neighbourhood such as the Garden Centre Cafe, the Co-Op supermarket, the Constitution public house, Belsize Primary School and the St Pancras Cruising Club.

There is only one small local park (open space) located within the boundary which is the Elm Village Open Space.

Theoretical Assumption
This mapping layer gives an indication to the current accessibility to shops and local amenities within walking distance of the residential areas of Camley Street. This layer will indicate whether there are deficiencies in the provision of shops and services.

Source
OS Base Mapping, Observational Study.
VIII. Transport

Key
- Neighbourhood Boundary
- Transport Nodes
- 15min catchment
- Shopping Parades
- Shopping Complexes
**VIII. Transport**

**Indicator**
Accessibility as determined by public transport reach

**Methodology**
Public Transport Accessibility Levels (PTALS) are a detailed and accurate measure of the accessibility at particular locations to the public transport network, taking into account (walking times) and service availability. This provides a way of measuring the density of the public transport network at locations within Greater London.

Walk times are calculated from specified locations to all public transport access points: bus stops, rail stations, light rail stations, underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then produced for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail, etc) are then added to give a single value. The PTAL is categorized in 6 levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub-divided into 2 sub-levels to provide greater clarity.

The measure therefore reflects:
- Walking time from the key location to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points - i.e. average waiting time.

It does not consider:
- The speed or utility of accessible services;
- Crowding, including the ability to board services; or
- Ease of interchange

**Finding**
The PTAL reading for 2012 indicates that the majority of Camley Street suffers from extremely poor access to public transport. These deficiencies fall within the PTAL reading of Very Poor to Poor and lie mainly within the core residential areas of the neighbourhood.

**Theoretical Assumption**
This mapping layer will give an indication to the access to public transport in relation to residential areas and to and from social, cultural, and leisure facilities highlighting where pedestrian accessibility to public transport is lacking.
VIII. Transport

Key

PTALs

- 6b
- 6a
- 5
- 4
- 3
- 2
- 1b
- 1a

- National Rail Stations
- LU/DLR Stations
- Tramlink Stops
VIII. Transport

Social Life

Indicator
Local Transport Typologies, Routes & Connectivity to Wider London

Finding
The area analysis shows that although Camley Street suffers from extremely poor accessibility levels to public transport this is in stark contrast to areas that surround the neighbourhood and that Camley Street is in fact surrounded by a very advantageous transport network.

Camley Street's enclosed spatial arrangement means that the neighbourhood is currently cut-off from a rich network of transport links.

Theoretical Assumption
This mapping layer gives an indication as to the typology of the closest transport links available and an indication to their connectivity to wider areas.

Source
OS Base Mapping, Observational Study.
VIII. Transport
VIII. Transport

Indicator
Do you have any comments you’d like to make about transport?

Finding
66 people responded to this open question and, on the right, you can see the outcomes of a keyword analysis.

As the key word analysis suggests, there is a call for a bus service on St. Pancras Way, providing a connection to Kings Cross and central London. Some have suggested the 46 bus could be diverted down the street, with access to Camley Street from there. While some people cherish the tranquillity they associate with not having strong transport links, other people find the area isolated. The lack of public transport within the first 500 metres of people’s homes is particularly felt by the less mobile.

There is a debate about the merits of opening up Camley Street to through traffic. Some people feel this would threaten the sense of tranquillity and create a rat run; others suggest it would do something to combat anti-social activity (as a result of more ‘eyes on the street’) and the increased volume of traffic could be managed through calming measures.

Cycling is also a key topic; improved infrastructure is called for, such as covered parking, cycle lanes and a cycle hire docking station.

Theoretical assumption
This indicator sheds light on local residents’ opinions about transport-related issues, such as provision of public transport, cycling infrastructure and reliance on cars; this will be useful to inform the future policy proposals for the Camley Street and Elm Village area.

Source
Street Survey, hard-copy and online questionnaires (September 2015); residents responses.