

SUPPLEMENTARY NOTE – JANUARY 2014 AGAR GROVE TRANSPORT ASSESSMENT



This supplementary note is submitted as part of the current planning application for the regeneration of the Agar Grove Estate within the London Borough of Camden. A detailed 'Transport Assessment' has been provided as part of the planning application to consider the transport implications of the proposals. This note provides further commentary on the potential trip generation and servicing requirements arising from the proposed business (Class B1 use) and community facilities (Class D1 use) within the application proposals.

This note should be read in conjunction with the submitted TA as it presents additional analysis.

Office Trip Generation

455sqm (GIA) dedicated Class B1 business space is proposed within the Agar Grove development located within the lower floors of Block B. In addition, the application proposes an area of 242sqm (GIA) within the ground floor of the refurbished Lulworth Tower where a flexible A1 / D1 / B1 use is being sought.

Similar office sites were selected from TRAVL based on the size, PTAL and location within inner and central London boroughs. These sites are presented in Table 1.

Name	Address	Postcode	PTAL	GFA (sqm)
Adshel Centre	55 Philbeach Gardens	SW5 9DW	6	498
Highbury House Communications	1 - 3 Highbury Station Road	N1 1SE	6	1,000
MVA Transport Consultancy	1 Berners Street	W1T 3LA	6	509
Putney Wharf (Shared Offices)	Courtyard, 1 Putney High St	SW15 1SZ	6	1,021
Reed Employment	19 Borough High Street	SE1 9SE	6	390

The trip rates for morning and evening peak hours and for total daily are presented in Table 2.

Trip Rates (per 100 sqm GFA)	In	Out	Total
AM Peak Hour	3.3	0.4	3.7
PM Peak Hour	0.3	4.4	4.7
Total Daily	20.1	20.1	40.2

TRAVL mode splits were used to assess the trip generation by mode. As the proposed office development will have no car parking allocated to it, the TRAVL mode splits were modified to realistically represent the office trip generation. Table 3 presents the trip generation by mode for the morning peak hour, evening peak hour and for total daily.

Modes	TRAVL	Modified	AM Peak Hour	PM Peak Hour	Total Daily
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Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
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	Mode Splits	Mode Splits	In	Out	Total	In	Out	Total	In	Out	Total
All Car Drivers	5%	0%	0	0	0	0	0	0	0	0	0
Bus	11%	13%	3	0	3	0	4	4	19	19	38
Car Passenger	1%	0%	0	0	0	0	0	0	0	0	0
Motor Cycle	1%	1%	0	0	0	0	0	0	1	1	3
Pedal Cycle	1%	1%	0	0	0	0	0	0	1	1	3
Rail	8%	9%	2	0	2	0	3	3	13	13	27
Taxi	0%	0%	0	0	0	0	0	0	1	1	1
Underground	16%	19%	5	1	6	0	6	6	29	29	57
Walk	57%	57%	14	1	16	1	19	20	86	85	171
Total	100%	100%	25	3	27	2	33	35	150	150	300

As can be seen in Table 3, the proposed offices will lead to three additional passengers on the bus network in the morning peak hour and four additional passengers on the evening peak hour. This level of increase on the bus network is considered negligible.

The proposed office will lead to an increase of eight additional passengers during the morning peak hour and nine additional passengers during the evening peak hours in the Underground network and the National Rail network. This level of increase on the Underground network and the National Rail network is considered negligible.

As part of the office fit-out it is anticipated that cycle parking and changing facilities will be provided in accordance with the relevant policy standards taking into account the operational requirements of the tenants. In addition, future occupiers of the business space will be prohibited from applying for on-street parking permits as part of the site-wide 'car-free agreement', whilst a Green Travel Plan will be developed to ensure that opportunities for sustainable travel are maximised.

Community Space Trip Generation

As part of the redevelopment a new 455sqm (GIA) (Class D1) community space will be provided within the lower levels of Block B. The space is designed as a flexible facility which will serve the needs of the existing and new residents within the Agar Grove estate as well as contributing towards the provision of community infrastructure within the local neighbourhood.

The final programme of activities for the community space has not yet been determined as the facility falls within a later development phase and the final use and management of the space will need to be the subject of further consultation with the community and other stakeholders. However, it is anticipated that the space will be operated as a 'local' facility serving residents of the estate and the immediate neighbourhood such that the vast majority of trips will be made by walking and cycling.

Given the nature of the proposed community facility, majority of the trips will be generated through the residential units within the proposed development or the neighbouring community. These trips will be pedestrian and cycle trips as the facility serves the catchment within walking distance of the site. No parking or drop-off facilities are proposed for the community facilities and therefore it is assumed that no vehicular trips will be generated by the proposed development.