

Technical note

Project 10 Jamestown Road, Camden
Note Addendum to Transport Statement
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Introduction

1.1

This Technical Note has been formulated as an addendum to the Transport Statement previously undertaken for the proposed mixed-use development at 10 Jamestown Road within the London Borough of Camden. This addendum has been undertaken to update the development-related trips and impact assessment undertaken within the earlier full report to reflect the changes in the proposed usage at the site.

2

Proposed Development

2.1

The table below, Table 1, shows the change in the proposed floor area at the site, when compared with the level which was previously assessed as part of the original Transport Statement study.

<i>Table 1: Summary of the change in proposed usages at the Jamestown Development</i>		
Land Use	Previous Proposed Usages (GEA)	NEW proposed Usages (GEA)
Residential Units	100.0	965
Office (B1)	2156.7	1543
Retail/Restaurant/Cafe	1260.1	1253
Total	3516.8	3761

2.2

The summary in Table 1 shows that the largest change would be the increase in the amount of residential space; this increase is accommodated by a parallel reduction in office floorspace. The amount of retail space to be provided within the scheme would be similar in the current scheme to the previous floorspace proposed.

2.3

In terms of the residential floorspace, the low level previously proposed was reflective of the provision of only two one-bedroom apartments. The residential breakdown for the new proposals is as follows:

- 3 x 1-bedroom apartments;
- 3 x 2-bedroom apartments; and;
- 3 x 3-bedroom apartments.

2.4 Due to the change in the floorspace allocated to the different usages, the trip assessment previously undertaken will be reviewed and potentially revised.

3 *Development Trip Assessment – Residential*

3.1 In the previous assessment undertaken, due to the low level of residential units which were to be provided and the fact that no trips would be undertaken by car due to the development being ‘car – free’, a trip rate analysis was not undertaken. Instead, a first principle approach was utilised and due to the low level of trips being generated, any residential trips were not included within the impact assessment.

3.2 However, due to a larger provision of residential units now being proposed, a full trip rate analysis for the residential section of the proposed development has been undertaken in order to identify the potential trips which could be generated by the residential units, to identify a change in trips from when previously considered.

3.3 A review of the TRAVL 8.11 database has been undertaken in order to identify any potential sites which could be used to reflect the proposed development at 10 Jamestown Road. The TRAVL database was analysed within the C3 ‘residential’ category based on the following criteria:

- a PTAL rating between 5 and 6;
- number of dwellings no greater than 30;
- survey undertaken no earlier than 2000;
- no greater than 2.5 bedrooms per unit.

3.4 Using these search criteria identified a total of one site; Green Dragon House in the London Borough of Camden. Further investigation into this site showed that it was the first car free residential development within the Borough. Therefore, it is considered that the site is reflective of the development and can be carried forward within this analysis. Full details of the selected site are given below:

- (a) Green Dragon House, Camden – surveyed 2008, PTAL 6, residential units 29, number of bedrooms 60, no car parking spaces.

3.5 The trip rates for all modes were extracted for the AM, INTER and PM peak hours, as well as the total daily trips. The residential development quantum was then applied and the trips then allocated to the modes by using the modal share data (for main mode), again extracted from the TRAVL database. The potential trips are summarised in Table 2, overleaf.

Table 2: Summary of potential trips associated with the proposed residential development at 10 Jamestown Road								
Mode of Travel	AM PEAK		INTER PEAK		PM PEAK		DAILY TRIPS	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Walk	1	3	2	1	1	1	17	18
Bus	0	2	1	1	1	1	10	10
Underground	0	2	1	0	0	0	9	9
Motorcycle	0	1	0	0	0	0	3	3
Pedal Cycle	0	1	0	0	0	0	3	3
TOTAL	1	9	4	2	2	2	42	43

3.6

The results in Table 2 show that the residential section of the development would not generate a significant number of trips in any of the peak hours, with no more than 10 movements in the AM peak, or over the course of the day. The results also show that no trips will be undertaken by car, which would be as expected with no car parking.

4

Development Trip Assessment – Office

4.1

The previous office-related trip assessment for the site was undertaken using the TRAVL 8.09 database. However, the database has since been updated, with the current version being 8.11. Due to this and the decrease in floor area for the office accommodation a fresh review of the TRAVL database has been completed in order to inform the office trips associated with the proposed development. The database has been investigated within the B1 ‘office’ category, based on the following criteria:

- a PTAL rating of between 5 and 6;
- a GFA no greater than 2000m²;
- no parking provision;
- no greater than 200 employees
- surveys undertaken on earlier than 2000.

4.2

A total of nine sites were generated from the database; however, only two sites had a GFA from which the trip rates could be derived as employee numbers is the primary unit of measurement given and this is not known for the site. Further analysis of the two remaining sites was undertaken and both were considered relevant:

- MVA Transport Consultancy, Westminster – surveyed 2006, 509m² GFA, PTAL rating 6, no car parking;
- Reed Employment, Southwark – surveyed 2002, 390m² GFA, PTAL rating 6, no car parking.

4.3

The trip rates for each of the modes were extracted from the database and applied to the proposed office GFA for the 10 Jamestown Road development. The trips generated for the current scheme have been compared to those generated within the Transport Statement for the previous office allocation. The results are in Table 3.

Table 3: Comparison between revised and previous office development related trips															
Scenarios	Time Period	Car Driver		Car Pass		Motorcycle		Pedal Cycle		Taxi		Walk		Public Trans	
		arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep
Previous Trips	AM Peak	2	0	3	0	0	0	0	0	0	0	8	2	45	8
	Inter Peak	0	0	0	0	0	0	0	0	0	0	2	15	45	85
	PM Peak	0	1	0	3	0	0	0	8	0	0	2	15	12	82
	Daily	3	3	3	3	0	0	10	10	0	0	62	54	349	305
NEW Trips	AM Peak	0	0	0	0	0	0	2	2	0	0	5	3	28	15
	Inter Peak	0	0	0	0	0	0	0	0	0	0	7	13	39	73
	PM Peak	0	0	0	0	0	0	0	0	0	0	1	7	5	39
	Daily	2	2	2	2	0	0	8	8	0	0	49	46	276	261
Change in Trips	AM Peak	-2	0	-3	0	0	0	+2	+2	0	0	-3	+1	-17	+7
	Inter Peak	0	0	0	0	0	0	0	0	0	0	+5	+2	-6	-12
	PM Peak	0	-1	0	-3	0	0	0	-8	0	0	+1	-8	-7	-43
	Daily	-1	-1	-1	-1	0	0	-2	-2	0	0	-13	-8	-73	-44

4.4

The results in Table 3 show that there is likely to be a substantial decrease in the overall amount of trips generated by the office development over the course of the day as a result of the current scheme proposals; this is a direct relationship to the significant loss of office floorspace from the proposals. Any minor increases in particular movements reflective the updated methodology adopted.

4.5

During the AM peak there could be 17 fewer movements associated with the proposed office floorspace; in the PM peak the decrease could be as much as 69.

5

Development Trip Assessment – Retail

5.1

The revised proposals for the retail retain floorspace across the ground floor of the development; though there would be no preclusion to this being a single unit, as considered previously it is likely to be divided into 3 and 4 individual units; the build of the scheme would easily permit this.

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5.2 In regard to the trip exercise undertaken for the retail floorspace in the previous Transport Statement study, the proposed retail section of the development was considered to be potentially retail and/or restaurant units and the trip rate analysis was undertaken based on splitting the retail floor area equally between a small local supermarket, an internet café and a restaurant.

5.3 Due to the breakdown of retail units and the GFA being very similar to that previously indicated for the retail development, it is considered that the previous methodology used to derive the trips will be maintained; details of which can be found in section 5.4 of the Transport Statement. The new version of TRAVL was investigated in order to identify if any new sites were available; however none were added to the analysis.

5.4 Therefore, the marginally smaller retail GFA with the current proposals has been applied to the trip rates previously utilised, to derive the new trips. These are shown in Table 4, below, alongside the previous retail trips and the net changes.

Table 4: Comparison between revised and previous retail development related trips															
Scenarios	Time Period	Car Driver		Car Pass		Motorcycle		Pedal Cycle		Taxi		Walk		Public Trans	
		arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep
Previous Trips	AM Peak	5	5	4	5	0	0	1	0	0	0	3	4	19	24
	Inter Peak	6	6	8	6	0	0	0	0	0	0	6	5	34	25
	PM Peak	18	21	21	17	0	0	0	0	0	0	6	6	34	31
	Daily	148	143	157	147	2	2	5	5	9	9	65	66	370	373
NEW Trips	AM Peak	5	5	4	5	0	0	1	0	0	0	3	4	19	24
	Inter Peak	6	6	8	6	0	0	0	0	0	0	6	5	34	25
	PM Peak	18	20	21	17	0	0	0	0	0	0	6	6	34	31
	Daily	147	143	156	147	2	2	5	5	9	9	65	65	368	371
Change in Trips	AM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Inter Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM Peak	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Daily	-1	0	-1	0	0	0	0	0	0	0	0	-1	-2	-2

5.5 The results in the table show that the minimal reduction in retail floor area would have similarly no significant impact on the number of trips related to this section of the development, with no change in the number of trips in the peak periods and a slight decrease in the overall daily trips.

6 *Development Related Trips – Weekend*

6.1 As explained in the Transport Statement the trips generated by the retail section of the development could possibly be considerably higher on a weekend than on a weekday. Therefore, the trips for the retail development have been considered also for a weekend day. The associated trips have been derived by utilising the trip rates generated by the analysis undertaken within the Transport Statement, again given the minimal change in the floorspace given over to the retail floorspace proposed.

6.2 Table 5 shows the weekend retail-based trips based on the revised GFA; a comparison to the previous figures has been omitted as the weekday data showed there will be little more than a small reduction in the number of overall trips, thus it would be practical to accept that there would be no material change in weekend retail trips. As with the previous assessment, only an interpeak and PM peak hour was considered.

Table 5: Potential retail trips for the revised Jamestown Road development proposal – WEEKEND															
	Time Period	Car Driver		Car Pass		Motorcycle		Pedal Cycle		Taxi		Walk		Public Trans	
		arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep
NEW	Trips														
	Inter Peak	17	14	27	22	0	1	4	4	0	0	55	55	283	271
	PM Peak	20	19	37	28	0	0	1	3	0	0	62	61	267	296
	Daily	257	268	320	318	17	19	48	49	33	32	600	590	3399	3343

6.3 A comparison between those retail trips likely to be generated on a weekend and those on a weekday confirms that the retail development, and as a result of that the overall development, would be likely to have the greatest impact at the weekend.

6.4 In terms of the weekend-related trips for the other proposed uses at the site, it is considered that there would very few (if any) trips generated to and from the office and thus have not been considered as part of the weekend development impact. With regard to the residential units, it has been assumed that the level of trips at a weekend could be the same as on a weekday; this is due to no comparable residential sites being identified in the TRAVL database containing data for a weekend.

7 *Development Trip Assessment – Linked and Pass-by Trips*

7.1 As detailed within the Transport Statement a number of the retail trips would be linked to trips made to and from the other uses, not necessarily at the site but also in the wider local area, as well as being used by people making a journey in which the retail unit is not the ultimate destination (thus a pass-by trip). Therefore, based on a research report undertaken by TRICS, the retail trips associated with the development were reduced by 50%, as detailed within Section 5.5 of the Transport Statement.

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7.2

This same reduction has been applied to the revised trips at the site and these are shown in Table 6, below for the weekday trips, and Table 7 for a typical weekend.

Table 6: Retail Development trips for the revised development at Jamestown Road (with linked/pass-by trips considered)														
Time Period	Car Driver		Car Pass		Motorcycle		Pedal Cycle		Taxi		Walk		Public Trans	
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep
AM Peak	3	3	2	3	0	0	1	0	0	0	2	2	10	12
Inter Peak	3	3	4	3	0	0	0	0	0	0	3	3	17	13
PM Peak	9	10	11	9	0	0	0	0	0	0	3	3	17	16
Daily	74	72	78	74	1	1	3	3	5	5	33	33	184	186

Table 7: Retail Development trips for the revised development (with linked/pass-by trips considered) - WEEKEND														
Time Period	Car Driver		Car Pass		Motorcycle		Pedal Cycle		Taxi		Walk		Public Trans	
	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep
Inter Peak	9	7	14	11	0	1	2	2	0	0	28	28	142	136
PM Peak	10	10	19	14	0	0	1	2	0	0	31	31	134	148
Daily	129	134	160	159	9	10	24	25	17	16	300	295	1700	1672

8

Development Trip Assessment – Total Trips

8.1

Table 8, below, shows the total trips which could be generated by the revised development proposals at Jamestown Road, Camden, for a typical weekday; the table also shows the difference from the total trips generated for the previous proposal at the site. Table 9 shows the total development trips and changes for a weekend day.

Table 8: Total Development trips for the new development proposals at Jamestown Road, with changes from previous proposals															
Scenarios	Time Period	Car Driver		Car Pass		Motorcycle		Pedal Cycle		Taxi		Walk		Public Trans	
		arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep
TOTAL TRIPS	AM Peak	3	3	2	3	0	1	3	3	0	0	8	8	38	31
	Inter Peak	3	3	4	3	0	0	0	0	0	0	12	17	41	87
	PM Peak	9	10	11	9	0	0	0	0	0	0	5	11	24	56
	Daily	76	74	80	76	4	4	14	14	5	5	99	97	479	466
Change from previous	AM Peak	-2	0	-1	-2	-2	+1	+3	+3	0	0	-2	-4	-17	+21
	Inter Peak	-1	+1	0	-1	0	0	0	0	0	0	-1	0	-22	-12
	PM Peak	-1	-2	-1	-3	0	0	0	-8	0	0	0	-6	-5	-43
	Daily	+3	-6	+5	-6	+3	+3	+2	+2	+2	+1	+6	+8	-46	-35

8.2 The total trip profile for a typical weekday shows that generally there would be reductions in trips to and from the development site over the course of the day, with around 60 fewer trips than with the previous scheme; during the AM peak there would be little change when compared with the previous proposals with fewer than 2 trips, but during the PM peak there would be 37 fewer trips with the revised scheme.

8.3 Some of the increases by direction and by mode reflect that residential trips had not previously been included and also that a revised profile has been selected for the office use due to the reduction in floor area. However, overall there would be a reduction in trips during both the peak hours and over the course of the day.

Table9: Total Development trips for the new development proposals, with changes from previous proposals - WEEKEND															
Scenarios	Time Period	Car Driver		Car Pass		Motorcycle		Pedal Cycle		Taxi		Walk		Public Trans	
		arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep	arr	dep
TOTAL TRIPS	Inter Peak	9	7	14	11	0	1	2	2	0	0	30	29	144	137
	PM Peak	10	10	19	14	0	0	1	2	0	0	32	32	135	149
	Daily	129	134	160	159	12	13	27	28	17	16	317	313	1719	1691
CHANGE	Inter Peak	0	-1	0	0	0	0	0	0	0	0	+4	+4	0	-2
	PM Peak	0	0	0	0	0	0	0	0	0	0	+7	+5	-5	-3
	Daily	0	-1	-1	-1	+3	+3	+2	+3	0	0	+15	+16	+11	+13

8.4 The results in Table 9 present the total trips on a typical weekend for the revised development, as well as the changes from the weekend trips calculated for the previous scheme. As with the weekday data there are both increases and decreases by direction and by mode, which reflects the slight reduction in retail floorspace and the addition of the residential trips which had been discounted previously.

8.5 Overall, there would be a slight increase in trips over the course of the day, with an additional 30 arrivals and an additional 33 departures, though during any of the single peak hours the change in trips would be no more than 5 additional movements. However, significantly car-based would not be increased with the current scheme.

8.6 As such, a comparison of Tables 8 and 9 continues to confirm that the development would have a greater impact on the transport network over the course of a weekend day; therefore the impact of the updated scheme will be reassessed for that period. This reflects the assessment which was undertaken within the Transport Statement.

9 *Impact Assessment - Public Transport*

9.1 The impact on the public transport network has been assessed, firstly, by allocating the trips to the different available modes in the area based on the split identified within the census data for the Camden ward. The full methodology details can be found within Section 6.3 of the Transport Statement. Table 10 summarises the new public transport development trips allocated by mode as a result of the proposed development.

Table 10: Summary of public transport passenger distribution				
Public Trans Mode	Midday Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Overground	13	12	12	14
Underground	42	40	39	43
Buses	89	85	84	92
Total	144	137	135	149

9.2 In order to understand the difference in the peak hour impacts of the revised development schedule to those impacts of the previous proposals, the public transport trips generated within the Transport Statement have been compared to those generated in the table above. The resultant change in trip numbers is summarised in Table 11 below.

Table 11: Change in public transport trips from previous development				
Public Trans Mode	Midday Peak Hour		PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Overground	0	-1	0	0
Underground	0	0	0	0
Buses	0	0	0	-1
Total	0	-1	0	-1

9.3 The results in Table 11 show that even though at a weekend the overall number of trips could increase as a result of the revised development schedule, the public transport impacts in the two weekend peak hours would result in a loss of one trip in each. Therefore, it can be concluded that there would be no difference in impact on the public transport network over and above that outlined for the previous development within the Transport Statement (Section 6.3).

10***Impact Assessment – Pedestrians*****10.1**

The impact on the pedestrian network has been assessed by allocating the development pedestrian flows to the network based on the assumed distribution as discussed in Section 6.4 of the Transport Statement. This same methodology has been applied to the revised pedestrian trips and the results are summarised in Table 12.

Table 12: Summary of pedestrian impact of the proposed development												
TIME	Camden High Street South				Camden High Street North				Jamestown Road			
	Eastern		Western		Eastern		Western		Northern		Southern	
	N/B	S/B	N/B	S/B	N/B	S/B	N/B	S/B	E/B	W/B	E/B	W/B
Midday												
12:30	16	15	16	15	8	7	8	7	16	15	33	32
12:45	17	16	17	16	8	8	8	8	16	15	34	32
13:00	17	16	17	16	8	7	8	7	16	15	33	32
13:15	17	16	17	16	8	8	9	8	17	15	34	32
Totals	67	63	67	63	32	30	33	30	65	60	134	128
PM Peak												
16:00	15	16	15	16	9	9	10	9	18	19	30	32
16:15	15	16	15	16	10	9	10	9	19	20	31	32
16:30	15	16	15	16	10	10	10	9	19	20	30	32
16:45	16	16	16	16	10	10	10	10	19	20	31	32
Totals	61	64	61	64	39	38	40	37	75	79	122	128

10.2

Again, a comparison has been made between the newly generated pedestrian flows and those within the Transport Statement. Table 13 shows the results.

Table 13: Change in development related pedestrian movements												
TIME	Camden High Street South				Camden High Street North				Jamestown Road			
	Eastern		Western		Eastern		Western		Northern		Southern	
	N/B	S/B	N/B	S/B	N/B	S/B	N/B	S/B	E/B	W/B	E/B	W/B
Midday												
12:30	+1	0	+1	0	+1	0	+1	0	+1	0	+2	+1
12:45	+1	0	+1	0	0	0	0	0	+1	0	+3	+1
13:00	+2	+1	+2	+1	+1	0	+1	0	+1	0	+2	+1
13:15	+1	0	+1	0	0	0	+1	0	+2	0	+2	+1
Totals	+5	+1	+5	+1	+2	0	+3	0	+5	0	+10	+4
PM Peak												
16:00	0	-1	-1	0	0	0	+1	0	-1	-1	-1	0
16:15	-1	0	-1	0	0	0	0	+1	-1	0	-1	0
16:30	-1	0	-1	0	0	-1	0	+1	-1	0	-1	0
16:45	0	0	0	0	0	0	0	0	0	0	-2	+1
Totals	-2	-4	-3	0	0	-1	+1	+2	-3	-1	-5	+1

10.3

The results in Table 13 show that the revised development could have a marginally increased impact on the local pedestrian network when compared to the impacts of the previous development during the midday peak period, with an additional 36 pedestrian movements, but that during the late afternoon peak there would be a decrease in pedestrian movements of 15 when compared to the previous scheme.

10.4

The largest single change along a single footway stretch over an hour period is the addition of 14 pedestrian movements over an hour period which equates to an additional 0.23 pedestrians per minute. Due to the low number of additional movements (or no change at all) over the fifteen minute periods, it can be concluded that the revised development would have a little or no impact over and above the previous mixed-use development proposed for the site.

11 Summary & Conclusion

- 11.1** This Technical Note has been prepared as an addendum to the Transport Statement undertaken for the 10 Jamestown Road development to assess any development trip changes and then changes in the transport impacts as a result of the proposed change in the development mix and sizes at the site.
- 11.2** The proposals have been modified to allocate more space to the residential use which is countered by the loss of office floor space. The retail floor area and constituent unit numbers reflect the previous proposals, with only a very slight decrease in floor area.
- 11.3** In terms of residential trips, a trip rate analysis was undertaken and all trips counted as new due to the minimal residential trips not being included in the previous assessment. The office trip analysis methodology has been revised to reflect the change in floor use; the new trips show a decrease in the overall number of trips in line with the decrease in floor area.
- 11.4** Due to the similar nature of the retail section of the development, the methodology utilised in the Transport Statement has been retained. The results show that there would be no change in the number of trips in the peak hours, with only a slight decrease in trips over the course of the day. The retail development was assessed for a weekend as this was when the retail development is likely to have the biggest impact. All the retail trips were reduced by 50% to accommodate linked and pass-by trips.
- 11.5** The total trips allocated for a weekend day show that there would be a slight increase in trips, which can be explained by the addition of the residential trips to the weekend network. In terms of a typical weekday, the overall trips would reduce from the number which was generated by the previous development proposals.
- 11.6** In terms of impact on the local travel networks, there would be very little change in the number of public transport and pedestrian trips allocated to the transport network. Therefore, the revised development would have little or no impact on the operation of the pedestrian network surrounding the site over and above the previous proposals and similarly in terms of the impact upon the public transport operations.
- 11.7** Based on the findings as detailed above, it can be concluded that the change in characteristics of the Jamestown Road development would not have any significant impacts on the transport network over and above the impacts determined for the previous development proposals, thus there should be no material grounds in terms of highways and transportation issues to not support the current scheme proposals.