

# Transport Statement

Project Title:	EDF Site, Stanley Road, South Harrow
MVA Project Number:	C35143
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Reviewer:	David Hampton
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## 1 Introduction

- 1.1 MVA Consultancy have been appointed by ZED Homes to prepare a Transport Statement to accompany a planning application for the above site. The application is for 12No. 2 bed residential units.
- 1.2 This statement provides information on:
- Access arrangements and car parking;
  - Pedestrian access;
  - Emergency vehicle access;
  - Trip Generation; and
  - Cumulative impact with adjacent development at Biro House.
- 1.3 A planning application has recently been approved for the adjacent site at Biro House, comprising 180 residential units and 560 sq m B1 office space. A Transport Assessment has been prepared for that development, and is used as a reference source for this statement.

## 2 Access Arrangements & Car Parking

- 2.1 Access to the site is from Stanley Road through the Biro site. The access road is approximately 4.8m in width. Within the Biro site, 2 buildings are constructed across the access road, with a headroom in excess of 5.6m. This is sufficient to allow access by refuse vehicles and removal vans.
- 2.2 The road through the Biro Site and that within the EDF is to be constructed as a shared surface, encouraging low speed traffic and giving pedestrians greater priority.
- 2.3 Car parking is provided at one space per dwelling, in accordance with the maximum standards for London Borough of Harrow outlined in their adopted UDP. Using this maximum standard as a design guide is in compliance with PPG3 and PPG13. Application of the maximum standard will equate to a total of 12 spaces for the development.

## **Transport Statement**

### **3 Emergency Vehicle Access**

- 3.1 Emergency vehicles would be expected to access the site via the main vehicular entrance on Stanley Road, through the Biro Site. AutoTrack software has been used to ensure that a fire tender would be able to access and egress the EDF site successfully. The headroom of 5.6m under the Biro Site residential blocks will not represent an obstacle to emergency vehicle access.
- 3.2 The local road junctions of Stanley Road/ Sherwood Road and Stanley Road/ A312 Northolt Road are also capable of carrying such vehicles.

### **4 Pedestrian Access**

- 4.1 Pedestrian access to the site is available in three locations. Pedestrians may use the main vehicular access to the site adjacent to Biro House from Stanley Road. As stated, the access road is shared surface throughout. There is a gradient of 1:12 as the carriageway passes underneath the northern Biro site building. This may make this route less attractive for wheelchair users, who generally prefer gradients at 1:20 or less.
- 4.2 An alternative level access to the south west of the EDF site is a pedestrian only footpath. This route is at grade and suitable for wheelchair access, and links the EDF site to the office developments as part of Biro House.
- 4.3 A third pedestrian access to the site to the west of the main vehicular access passes underneath 3 buildings of the Biro House development.

### **5 Trip Generation**

- 5.1 The Transport Assessment for the adjacent Biro House site makes use of the TRAVL database in order to identify likely arrival and departure trip rates. The Biro House TA cites the example of a site in Sutton, comprising of one and two bedroom flats. The Sutton site also features a similar Public Transport Accessibility Level (PTAL) to the EDF site, so can be considered a robust comparison.
- 5.2 An indicative modal split has been determined using 2001 Census data contained within the TA. Tables 2.1 and 2.2 show the likely peak hour residential travel demand, by mode for the EDF site.

## Transport Statement

**Table 5.1 AM Peak Hour Travel Demand**

Mode of Travel	AM Peak Trip Rates		AM Peak Travel Generation		
	Arrivals	Departs	Arrivals	Departs	2-way
Car Driver	0.12	0.25	2	3	<b>5</b>
London Underground	0.05	0.10	1	2	<b>3</b>
Bus or Coach	0.03	0.06	1	1	<b>2</b>
Foot	0.02	0.03	1	1	<b>2</b>
Train	0.01	0.03	1	1	<b>2</b>
Car Passenger	0.00	0.02	0	1	<b>1</b>
Cycle	0.00	0.01	0	1	<b>1</b>
Motorcycle	0.00	0.00	0	0	<b>0</b>
Taxi	0.00	0.00	0	0	<b>0</b>
Other	0.00	0.00	0	0	<b>0</b>
<b>Total</b>			<b>6</b>	<b>10</b>	<b>16</b>

## Transport Statement

**Table 5.2 PM Peak Hour Travel Demand**

Mode of Travel	PM Peak Trip Rates		PM Peak Travel Generation		
	Arrivals	Departs	Arrivals	Departs	2-way
Car Driver	0.16	0.07	2	1	3
London Underground	0.07	0.03	1	1	2
Bus or Coach	0.04	0.02	1	1	2
Foot	0.02	0.01	1	1	2
Train	0.02	0.01	1	1	2
Car Passenger	0.01	0.00	1	0	1
Cycle	0.00	0.00	0	0	0
Motorcycle	0.00	0.00	0	0	0
Taxi	0.00	0.00	0	0	0
Other	0.00	0.00	0	0	0
<b>Total</b>			<b>7</b>	<b>5</b>	<b>12</b>

5.2.1 The likely number of peak hour trips generated by the site is likely to be extremely modest, with a maximum of 5 and 3 car trips generated in AM and PM Peaks respectively. In the case of the numbers provided in tables above, numbers have been rounded up using a spreadsheet so are therefore likely to be slightly less than stated.

## 6 Cumulative Impact with Biro House Scheme

- 6.1 Taken in isolation, the development of the EDF site is unlikely to have a major impact on the local road network. Consideration has been given to its cumulative impact with the adjacent development at Biro House.
- 6.2 The TA for Biro House has allocated development traffic onto Stanley Road, Sherwood Road and the A312 Northolt Road in proportion with 2004 observed flows on the Stanley Road/ Sherwood Road and Stanley Road/ A312 Northolt Road junctions.
- 6.3 Table 4.1 shows the gross development traffic for Biro House, the EDF site, and the cumulative totals for the whole site.

## Transport Statement

**Table 6.1 Gross Development Traffic: Biro House and EDF Site**

	AM Peak Hour			PM Peak Hour		
	Biro House	EDF Site	Total	Biro House	EDF Site	Total
Arrivals	73	2	<b>75</b>	59	3	<b>62</b>
Departures	84	4	<b>88</b>	60	1	<b>61</b>
2 Way	157	6	<b>163</b>	119	4	<b>123</b>

- 6.3.1 Table 4.1 shows that the proportion of total development traffic attributable to the EDF site is minimal, accounting for about 4% of the total AM Peak development traffic and approximately 3% of the PM development traffic.
- 6.3.2 The additional development traffic has been assigned to the road network in the same proportions identified in the Biro House TA. The junctions of Sherwood Road/ Stanley Road and Stanley Road/ A312 Northolt Road have been evaluated using PICADY, a programme which calculates the ratio of flow to capacity (RFC) for priority junctions.
- 6.3.3 Analysing the performance of Sherwood Road/ Stanley Road junction with the new development traffic from Biro House, the highest RFC is recorded on the turning movement from Sherwood Road to Stanley Road. This is calculated at 0.64 (or 64%) in the AM peak and 0.27 (27%) in the PM peak.
- 6.3.4 Given that the increase in development traffic arising from the EDF site is calculated at a maximum of 4%, it is reasonable to conclude that the total RFC following full development is unlikely to exceed 70%, well within both practical (85% RFC) and theoretical (100% RFC) capacity.
- 6.3.5 The Stanley Road/ A312 Northolt Road junction sees a maximum RFC of 0.59 (or 58%) when analysing the Biro House development traffic. This is on the right turn movement from Stanley Road to A312 Northolt Road in the AM peak. In the PM peak, the left turn from Stanley Road to A312 Northolt Road is a maximum RFC of 0.20 (20%).
- 6.3.6 The increase in gross development traffic attributable to the EDF site is calculated at approximately 3%, so it can be concluded that the total RFC following full development is unlikely to exceed 65%, well within practical and theoretical junction capacity.

## 7 Conclusion

- 7.1 From the analysis presented here, we have shown that the proposed development has a negligible impact on the local road network. The development has been designed to be accessible by all modes, and is consistent with current parking standards.
- 7.2 We have concluded that the development can proceed with no adverse transport impacts.