

Information Note

Project Title:	Transport Statement for Offices in Harrow, EDF Site
MVA Project Number:	C3518800
Subject:	Transport Statement
Note Number	1 Version 2
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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 an office development of approximately 430 sqm of B1 office on Roxeth Green Lane, South Harrow.



Fig 1 Location of Offices in Harrow

Source: www.multimap.com

- 1.2 This statement provides information on:

- Access Arrangements and car parking;
- Emergency Vehicle access;
- Pedestrian and Cycle access;
- Public Transport access;

- Trip Generation; and
- Impact on local road network and cumulative impacts of adjacent Biro House and EDF sites.

- 1.3 A planning application has recently been approved for the adjacent site at Biro House, comprising 180 residential units, 560 sqm of office space and 11 railway arches for retail, commercial and leisure uses (approx 510 sqm), with associated car parking and amenity space. A Transport Assessment has been prepared for that development, and is used as a reference for this statement.
- 1.4 A further Transport Statement has been produced by MVA Consultancy for an adjacent application on Stanley Road. This application is for the development of 12 2 bed residential units. This development has also been used for as a reference source in this statement. Traffic from both of these developments will use Stanley Road.

2 Access Arrangements and Car Parking

- 2.1 The site is currently vacant with the previous use as an MOT centre / garage. Access to the garage was via Roxeth Green Lane and this access will be retained for the future use of the proposed development. The width of this access road is approximately 6 metres, which is adequate for 2-way traffic movements to and from the site. This access road is proposed to pass in front of the office building, leading to a small parking area.
- 2.2 Provision is made for seven car parking spaces related to the development located in the undercroft of the building. The plans also show a further five spaces to the east of the building in accordance with the Biro House Planning Consent.
- 2.3 London Borough of Harrow includes car parking standards within its Unitary Development Plan. The parking standards for B1 Business and Light Industry indicate that a maximum of one space per 200 sqm net site area is permissible. With the development area around the building being 489.92m² then the standards would indicate that 3 spaces for the office would be permissible.
- 2.4 As part of the Biro House development, approval has been given to additional parking for the redevelopment of the railway arches. These arches are scheduled to be developed for a variety of retail, business or community uses, however for the purposes of expected trip generation the assumption has been made that it will be for B1 Office use.
- 2.5 The plans originally indicated that 11 units under the railway arches would be developed, with 17 car parking spaces associated with them, accessed from Roxeth Green Avenue. However, the development of the office building will remove 12 spaces, leaving 5 spaces accessed from Roxeth Green Avenue, in addition to those under the new office building.
- 2.6 Five spaces are also available from Stanley Road, to serve the arches. These are unaffected by the current development, although there is potential to adjust the landscaping in this area to provide an additional two spaces.
- 2.7 The arches development was originally allocated 22 spaces. With the adjustments set out above, the arches have 14 spaces, net of the three spaces serving the office block in the

undercroft. This is a net loss of 8 spaces, but provision remains in excess of the current parking standards.

- 2.8 With the variety of uses proposed, it may well be the case that the railway arch units attract a higher number of trips during off peak periods, rather than defined peak hours. The surplus spaces provide flexibility for the mix of uses proposed. It is not expected that there will be a significant impact on Roxeth Green Lane, as is noted later in Section 6.

3 Emergency Vehicle Access

- 3.1 Emergency vehicles would be able to access the site through the vehicular access via Roxeth Green Lane. It would be difficult for a fire tender to turn within the confines of the site, however it should be relatively straightforward for the tender to enter the site and reverse out onto Roxeth Green Lane. It would also be possible for a fire tender to service the rear of the office building by using the entrance to the electricity substation. There is also a suitable turning area via this access.

4 Pedestrian Access and Cycle Provision

- 4.1 Pedestrian access to the site is via the vehicular access from Roxeth Green Lane. This access is well linked to other desirable pedestrian routes, in particular a route to South Harrow station. This route follows the south eastern side of the railway viaduct, and is a wide, well lit pedestrian throughfare. It is also possible for pedestrians to enter via Stanley Road.



Photo 1 : Pedestrian Route to South Harrow Station

- 4.2 The direct walking route to South Harrow station takes approximately 10 minutes. The northern section of this route runs through South Harrow market, which is an enclosed shopping area.
- 4.3 Roxeth Green Lane is pedestrian friendly, with moderate traffic levels due to its residential nature. Footways are wide and also feature dedicated cycle lanes. Close to the site access, underneath the railway viaduct, there is a pelican crossing which will allow easy access to the site from the northern side of Roxeth Green Lane.
- 4.4 The cycle lanes along Roxeth Green Avenue are clearly marked off road and run in two directions along the north western side of the street. The gradient of Roxeth Green Lane is flat and is therefore attractive to cyclists.
- 4.5 Incorporated within the finalised design should be provision for at least two secure ‘Sheffield’ style cycle stands. These should be located in a place with good visibility to improve security further. This would help to encourage cycling to work for staff.



Photo 2 – Pelican Crossing on Roxeth Green Lane

5 Public Transport Access

- 5.1 The site is well served by public transport. Less than 10 minutes walk from the site on the pedestrian route described above is South Harrow Underground station. This lies on the Uxbridge branch of the Piccadilly Line, providing a frequent service into central London.
- 5.2 There are a number of Bus Services that stop at South Harrow station, and other points on Northolt Road, to the west of the site. These are services 140 (to Harrow Weald and Heathrow Airport), 114 (Mill Hill and Ruislip), H10 (Harrow), 258 (Watford Junction), 487 (Harlesden) and 398 (Westway Cross and Ruislip).
- 5.3 Additionally, three services run past the south of the site on Rayners Lane. These are the H12 (to Stanmore), H10, 114 and 398. All of these services would serve stops within 10 minutes walk from the site.

6 Trip Generation

- 6.1 In order to evaluate the likely trip generation arising from the office development, use has been made of the TRAVL database. This database allows a comparison of the average car arrivals and departures in the AM and PM peak hours across eight similar sites in London.
- 6.2 Tables 6.1 and 6.2 show the likely peak hour residential travel demand, by mode.

Table 6.1 AM Peak Hour (08:00-09:00) Travel Demand

Mode of Travel	AM Peak Trip Rates (per 100 sqm)		AM Peak Site Travel Generation		
	Arrivals	Departs	Arrivals	Departs	2-way
Car (All)	0.89	0.09	5	1	6
Walk or Public Transport	1.77	0.20	11	2	13
Total	2.66	0.29	16	3	19

Table 6.2 PM Peak Hour (17:00-18:00) Travel Demand

Mode of Travel	PM Peak Trip Rates (per 100 sqm)		PM Peak Site Travel Generation		
	Arrivals	Departs	Arrivals	Departs	2-way
Car (All)	0.10	0.91	1	6	7
Walk or Public Transport	0.22	3.33	2	20	22
Total	0.32	4.24	3	26	29

- 6.3 The site travel generation numbers contained in the Tables above are likely to represent a 'worst-case' scenario. The numbers are based on a gross floor area of 600 sqm of B1 office space. In this assessment, factors such as likely employee numbers or available car parking provision have not been considered, gross floor area is the only comparative factor used. Parking standards suggest that only three spaces will be provided in association with the development, so it may be expected that three vehicles is the maximum peak period trip generation.

- 6.4 In addition to this is the traffic generated by the railway arch units. This is expected to be up to seven vehicles in the AM peak. Due to the location of the five spaces near the Stanley Road access, it is to be expected that five vehicles would access via Stanley Road, with the remaining two vehicles accessing via Roxeth Green Lane. The same trends would be expected to occur in the PM peak.
- 6.5 Automatic traffic count data on Roxeth Green Lane for 5 days commencing Monday 14th November 2005 has been obtained from London Borough of Harrow to identify the volumes of traffic passing the site access. The maximum, minimum and average volumes for flows in the AM and PM peak periods are shown in Table 6.3.

Table 6.3 Peak Hour Traffic Volumes, Roxeth Green Avenue

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Northbound	Southbound	Total	Northbound	Southbound	Total
Max Flow	488	266	754	332	456	788
Min Flow	368	219	587	240	313	553
Avg Flow	419	240	659	302	405	707

- 6.6 Taking the average weekday flow, it is apparent that the likely car trips generated by the office development would be extremely low. In both the AM and PM peaks, this is likely to equate to less than 1% of the 2 way traffic flow on Roxeth Green Lane.

7 Impact on Local Road Network

- 7.1 With the estimated development flows likely to account for less than 1% of the average two way flow on Roxeth Green Lane, there would appear to be little pressure applied on the local road network and critical junctions. One such junction is that of the Roxeth Green Lane / Eastcote Avenue / Rayners Lane staggered priority junction. This junction has been observed in the AM peak, and was seen to operate satisfactorily.
- 7.2 Any possible improvements to this junction would need to be considered by the local Highway Authority as part of a wider review of the junction’s performance, as the level of traffic arising from the development is insufficient to require improvements.

8 Conclusion

- 8.1 Having considered the parking and access issues at this site, we have concluded that the proposed development has minimal impact on the surrounding road network. The site is well connected to the public transport network, and has good quality walking and cycling provision adjacent. Additional traffic generated by the development is approximately equivalent to 2% of existing traffic levels of Roxeth Green Avenue, below the threshold at which transport improvements are considered necessary.

- 8.2 In addition, parking provision at the site, in combination with other recently approved developments on adjacent sites, is adequate to accommodate commuter and visitor requirements.

- 8.3 We consider that there are no outstanding transport issues associated with this site.