

Technical Note

Transport Assessment Addendum

Cambridge Road Estate Regeneration

Project Number: 19157
Doc Number: TN08
Prepared for: Cambridge Road (RBK) LLP

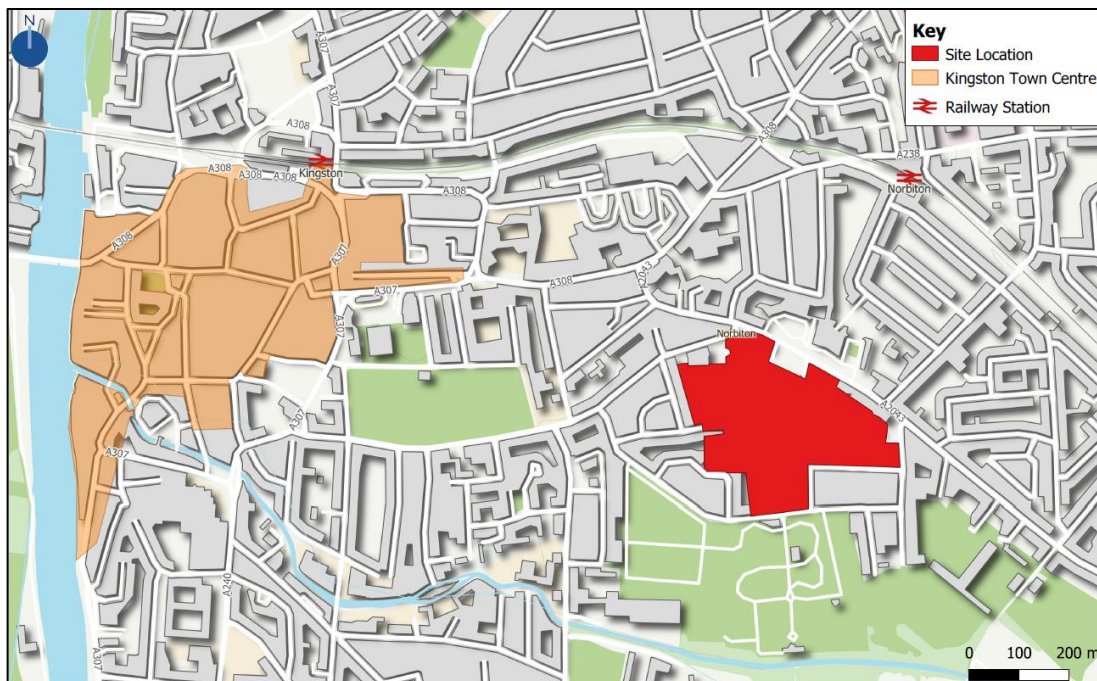
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A	1 st Draft	EJ	MHa	EJ	MHa	12/10/21
B	2 nd Draft	EJ	MHa	EJ	MHa	12/10/21

1. Introduction

- 1.1 Markides Associates (MA) has been instructed to prepare this Transport Assessment Addendum by Cambridge Road (RBK) LLP (hereafter referred to as the ‘the applicant’) in support of a hybrid planning application for the regeneration of the Cambridge Road Estate.
- 1.2 A planning application was submitted in support of the redevelopment of the Cambridge Road Estate in October 2020 (LPA Ref: 20/02942/FUL). This planning application was submitted alongside a Transport Assessment prepared by Markides Associates dated November 2020. The proposals for which planning permission was sought within this application include the demolition of the existing estate and its replacement with a mixed-use development of approximately 2170 dwellings, retail, office, community uses, and new public open spaces.
- 1.3 The applicant is proposing to substantially increase the affordable housing provision on the Site by introducing an additional 74 affordable homes and reducing the number of private homes by the same number.
- 1.4 This Transport Assessment Addendum (TAA) summarises changes to the development and impact on the highway and transport networks arising from the Proposed Amendments. This TAA should be read in conjunction with the October 2020 Transport Assessment (TA), (as well as the accompanying Travel Plan, Car Park Management Plan, Delivery and Service Plan and Construction Logistics Plan).
- 1.5 A site context plan is shown in **Figure 1.1** as an extract and is reproduced to scale at the end of this report.

Figure 1.1 Site Context Plan



Report Structure

1.6 This report is structured as follows:

- **Section 2** – provides an update on the Development proposals
- **Section 3** – provides an update on the ATZ assessment, Pedestrian Level of Comfort and the Healthy Streets Assessment.
- **Chapter 4** – provides an update on the London Wide Network – regarding trip generation and characteristics of the development and design solutions.
- **Chapter 5** – provides an update on Phase 1 of the masterplan.
- **Chapter 6** – provides an update on the Need for Mitigation.
- **Chapter 7** – concludes.

2. The Proposed Development

Description of Development

1.1.1 The development description of the planning application has been amended and is as follows:

“20/02942/FUL | Part detailed / part outline planning permission for a mixed use development, including demolition of existing buildings and erection of up to 2,170 residential units (Use Class C3), 290sqm of flexible office floorspace (Use Class E), 1,395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), 1,250sqm community floorspace (Use Class F2), new publicly accessible open space and associated access, servicing, landscaping and works, including stopping up of all public highway including

Somerset Road, Wimpole Close, Eureka Road. St. Peters Road, Burritt Road, Stapleford Close, Willingham Way, Chesterton Terrace, Excelsior Close, Washington Road, Somerset Road and Franklin Close, various footpaths, parking courts and other areas of highway. Detailed permission for Phase 1 for erection of 452 residential units (Use Class C3), 1,250sqm community floorspace (Use Class F2), 290sqm of flexible office floorspace (Use Class E), 395sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis), new publicly accessible open space and associated access, servicing, parking, landscaping works including tree removal, refuse/recycling and bicycle storage, energy centre and works. Outline permission for 1718 residential units (Use class C3), 1000 sqm of flexible retail/commercial floorspace (Use Class E/Sui Generis) (with scale, layout, appearance, and landscaping reserved) is sought for the remainder of the development (parameter plans are included). This application is accompanied by an Environmental Statement.”

Proposed Amendments

- 2.1 The Proposed Amendments result primarily in amendments to the Accommodation Schedule, and specifically the distribution of Affordable and Private residential units across Phase 1 (the detailed element of the application) and the Masterplan (the outline elements of the application). Table 1.1 provides a comparison of the existing and proposed Accommodation Schedule that is the subject of this TAA.

Changes to the Accommodation Schedule

- 2.2 The following changes to the development at CRE are outlined in **Table 2.1**.

Table 2.1 Revised Residential Accommodation

Accommodation Type	2020 TA Assessment		TA Addendum		Difference	
	Phase 1	Masterplan	Phase 1	Masterplan	Phase 1	Masterplan
Affordable Units	180	867 (40%)	165	941 (43%)	-15	74
Private Units	272	1303 (60%)	287	1229 (57%)	15	-74
Total	452	2170	452	2170	0	0

- 2.3 As shown in Table 1.1, the overall number of dwellings within both Phase 1 and the Masterplan remains consistent with the details submitted as part of the original planning application. However, the mix of accommodation has changed with an increase of 73 Affordable residential units within Phase 1 and a corresponding reduction in the number of Private units within Phase 1. The balance between Affordable and Private units as a result of this change is therefore made up in the wider Masterplan.

- 2.4 The majority of the development proposals remain as per the existing planning application which is assessed in detail within the Dec 2020 TA (and accompanying documents). Specifically in relation to transport, the following matters remain unchanged:

- Phasing of the development.

- Proposed pedestrian, cycle and vehicular accesses.
- Car and cycle parking (including car club spaces).
- Bus infrastructure (including recent changes agreed with TfL and RBK).
- Phase 1 access, and car & cycle parking.

2.5 As shown above, given that the overwhelming majority of transport related development parameters remain unchanged, the Proposed Amendments are not considered to result in a material impact upon the conclusions of the month 2020 TA. The remainder of this TAA seeks to clearly demonstrate this conclusion.

3. London Wide Network

Existing Trip Generation

3.1 The existing trip generation methodology remains the same as set out in Chapter 6.2 of the October 2020 TA.

Proposed Masterplan Site Trip Generation

3.2 The trip generation assessment for the site has been updated to reflect the new accommodation schedule as outline in **Table 2.1**. The October 2020 TA trip assessment was based upon trip rates from the TRICS database using both affordable and private housing. Because the scheme now offers an increased level of affordable housing it is necessary to update the trip generation to reflect the Proposed Amendments. As a result the trip generation methodology and principles used in the October 2020 TA have been applied to the residential element of the trip generation forecasts to fully understand the impact of the proposals. .

3.3 **Table 3.1** shows the updated vehicular and person trips for the masterplan site.

Table 3.1 Proposed Vehicular and Total Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Dec 2020 Vehicular and Person Trips									
Total Vehicle Trips	36	105	141	80	49	128	544	592	1137
Total People Trips	187	929	1117	674	424	1098	4932	5409	10341
Revised Vehicular and Person Trips									
Total Vehicle Trips	37	110	147	80	50	130	560	610	1170
Total People Trips	193	946	1140	683	430	1113	4994	5456	10451
Difference in Vehicular and Person Trips									
Total Vehicle Trips	1	5	6	1	1	2	15	18	33
Total People Trips	6	17	23	7	5	11	54	43	97

3.4 The table above shows that the revised accommodation mix will result in approximately 6 additional vehicles in the AM peak, and 2 in the PM peak and 33 across the day. With regard to the revised accommodation schedule will result in Total People trips, increasing by 23 trips in the AM peak, and 11 in the PM peak and 97 across the day.

Net Impact of Development

Change Between 2020 TA and Revised Scheme

3.5 When compared against the October 2020 TA, the revised scheme does result in a minor increase in in trips as summarised in **Table 3.2**.

Table 3.2 Change in Trips between 2020 TA and Revised Scheme

Mode	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground, metro,	0	1	1	0	0	1	2	1	3
Train	1	4	5	2	1	3	12	8	20
Bus, minibus, or coach	1	2	3	1	1	2	8	5	13
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	1	0	1
Driving a car or van	1	5	6	1	1	2	15	18	33
Passenger in a car or	0	0	0	0	0	0	1	0	1
Bicycle	0	1	1	0	0	1	3	2	5
On foot	1	4	5	2	1	3	12	8	20
Total	6	17	23	7	5	11	54	43	97

3.6 As shown in **Table 3.2**, the Proposed Amendments are forecast to result in an additional 23 trips in the AM peak, 11 trips in the PM peak and 97 across the day.

3.7 The table above shows that the revised scheme will result in 6 additional vehicular trips in the AM peak, 2 in the PM peak and 33 across the day.

Revised Net Impact

3.8 The net impact of the amended masterplan development by all modes, effectively the difference between the existing trips currently at the site offset against the proposed development incorporating the Proposed Amendments is summarised below in **Table 3.3**.

Table 3.3 Revised Net Change in Trips (+/-)

Mode	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground, metro,	6	28	34	23	15	39	161	179	339
Train	34	168	202	138	90	231	961	1068	2029
Bus, minibus, or coach	21	103	125	85	56	143	593	658	1251
Taxi	0	1	2	1	1	2	7	8	16
Motorcycle	2	10	13	9	6	14	60	66	126
Driving a car or van	11	-13	-2	0	4	-4	-174	-161	-335
Passenger in a car or	2	8	10	7	4	11	46	51	97
Bicycle	9	42	51	35	23	58	243	270	512
On foot	33	162	195	134	87	224	930	1033	1963
Total	118	510	628	432	286	718	2826	3171	5998

- 3.9 As shown in **Table 3.3**, the proposed development is forecast to result in an increase in approximately 628 trips in the AM peak and 718 trips in the PM peak and 5998 across the day. The majority of additional trips are forecast on public transport modes. This is a result of the improved PTAL rating and the agreed parking ratio of 0.4 spaces per dwelling.
- 3.10 The net impact of all vehicular traffic between the existing estate and the proposed development is summarised in **Table 3.4**.

Table 3.4 Net Change in Site Wide Vehicular Traffic

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Dec 2020 Net Change in Site Wide Vehicular Traffic									
Existing	92	128	220	109	103	212	1547	1577	3124
Dec 2020	36	105	141	80	49	128	544	592	1137
Net Difference	-56	-23	-79	-30	-54	-84	-1003	-985	-1988
Revised Net Change in Site Wide Vehicular Traffic									
Existing	92	128	220	109	103	212	1547	1577	3124
Amended Scheme	37	110	147	80	50	130	560	610	1170
Net Difference	-55	-17	-73	-29	-53	-82	-988	-967	-1954
Difference between Dec 2020 and Revised Scheme	1	5	6	1	1	2	15	18	33

- 3.11 The table above shows that the Proposed Amendments will result in a small number of additional trips, compared to those assessed in the 2020 TA, however the overall impact of the scheme will remain unchanged with a significant reduction of vehicle trips forecast in both peak periods and across the day.
- 3.12 Comparatively, the Proposed Amendments will result in a small increase of 6 additional trips across the local highway network in the AM Peak and 2 in the PM peak. This is a result of the increase in Affordable units proposed as part of the Proposed Amendments, with these units forecast to have a higher trip rate and slightly different mode share from that assessed of Private units.
- 3.13 Whilst the Proposed Amendments are forecast to result in a small increase in trips, the overall net change in vehicle trips is beneficial with a significant reduction in vehicle trips in all periods. The impact of the Proposed Amendments is therefore considered to be negligible and the conclusions of the highway assessment within the TA remain valid and robust.

Other Land Uses

- 3.14 The non-residential land uses outlined in the 2020 TA have not changed.

Servicing Trips

- 3.15 The residential and non-residential delivery and servicing trips have not changed from that outlined in the 2020 TA. The change in accommodation mix does not alter the delivery and servicing strategy as outlined in the 2020 TA and accompanying Delivery and Servicing Plan.

Design Solutions

- 3.16 The design solutions outlined in Chapter 6.7 of the 2020 TA remain unchanged across all modes of Transport reflecting the relatively minor increases in trips across modes as a result of the Proposed Amendments.

Walking and Cycling Impact

- 3.17 The Proposed Amendments result in an increase of 5 pedestrian trips in the AM peak and 3 pedestrian trips in the PM peak whilst there is forecast to be an increase of 1 cyclist trip in the AM peak and 5 cyclist trips in the PM peak. Increases of this magnitude are not considered to be of any significance and should be considered as a negligible change. As a result, the conclusions of the walking and cycling assessments within the 2020 TA are considered to remain valid and robust.

Bus Network Impact

- 3.18 The Proposed Amendments result in an increase of 3 bus trips in the AM peak and 2 bus trips in the PM peak. A forecast increase of this level is not considered to be of any significance, therefore the conclusions of the bus assessments within the 2020 TA are considered to remain valid and robust.

London Underground Impact

- 3.19 The Proposed Amendments are forecast to result in one additional London Underground trip in both the AM and PM peaks. The addition of one additional trip in each peak period is not considered to be of any material significance to the operation of the high-capacity London Underground network. As a result, the impact of the Proposed Amendments upon the London Underground network is forecast to be negligible.

National Rail Network

- 3.20 The Proposed Amendments result in a 5 additional rail trips in the AM peak and 3 additional rail trips in the PM peak. A forecast increase of this level is not considered to be of any significance, therefore the conclusions of the bus assessments within the 2020 TA are considered to remain valid and robust.

Car Parking Impact

- 3.21 The change in accommodation mix does not change the proposed level of car parking or the strategy or the accompanying Car Park Management Strategy.

Highway Network Impact

- 3.22 The amended housing mix does not change the distribution of movements across the site. However, **Table 3.5** shows the updated net impact at each of the sites accesses.

Table 3.5 Amended Net Impact at each Site Access

Access Location	AM Peak			PM Peak			24Hr		
	In	Out	Total	In	Out	Total	In	Out	Total
Somerset Road	-36	-26	-62	-22	-33	-54	-472	-477	-948
St Peters Rd	1	22	23	14	7	21	16	7	23
K2 Access	8	23	30	17	10	27	116	127	243
Burritt Road	-19	-21	-40	-21	-23	-44	-382	-364	-747
Vincent Road	-8	-23	-31	-15	-13	-28	-195	-234	-430
Willingham Way	-9	-25	-34	-22	-15	-37	-249	-249	-498
Cambridge Grove Road	-2	4	2	-1	0	-2	-53	-14	-67
Rowlls Rd	1	3	4	2	1	4	16	18	34
Bonner Hill Road	2	6	8	4	3	7	30	33	63
Total	-62	-36	-98	-45	-62	-107	-1173	-1154	-2327

- 3.23 The maximum difference between the table shown above and Table 6.14 in the October 2020 TA is St Peters Road which shows an increase of 2 vehicular movements from 21 to 23.
- 3.24 An increase of 2 vehicles on any link is not considered to be of any significant and would have a negligible impact on the highway network. The Cambridge Road / St Peters Street junction or the new K2 access onto Cambridge Road. The original modelling of the Cambridge Road / St Peters Street and K2 Site Access / Cambridge Road junctions, where the two additional trips are forecast, were shown to have an RFC's below 0.15 on all arms with no queuing expected in 2033.
- 3.25 As a result, the impact of the Proposed Amendments upon the highway network is forecast to be negligible.

Summary

- 3.26 The minor changes proposed to the Accommodation Schedule do not result in a significant impact on active or sustainable modes of transport. The impact of vehicular trips remains positive resulting in less traffic than that which currently accesses the site because of the unrestricted parking.

4. Impact on Phase 1

4.1 Phase 1 of the application also includes an amended housing mix. The updated proposed trips have been compared to the existing 129 dwellings. **Table 4.1** shows the updated net change in trips as a result of the development proposals as well as the original net change figures.

Table 4.1 Phase 1 Amended Net Change in Trips (+/-)

Mode	Original TA			Revised Scheme		
	In	Out	Total	In	Out	Total
Underground	8	8	77	8	9	77
Train	47	51	459	46	51	461
Bus	29	31	283	28	31	284
Taxi	0	0	4	0	0	4
Car Passenger	3	3	28	3	3	29
Motorcycle	8	11	58	5	6	-4
Car Driver	2	2	22	2	2	22
Bicycle	12	13	116	12	13	116
Walking	45	49	444	44	49	446
Total	154	170	1493	148	165	1435

4.2 As shown in the table above, the proposed development is forecast to result in an increase in approximately 148 trips in the AM peak (down from 154) and 165 trips in the PM peak (down from 170) and 1435 across the day (down from 1493).

4.3 The majority of additional trips are forecast on public transport modes. The minor changes in active and sustainable modes of travel outlined above are not considered to be significant due to the extremely high accessibility of public transport within close proximity to the site across which these trips are forecast to be distributed.

4.4 The table above indicates that Phase 1 will result in a very small increase in vehicular trips to and from the site. The level is negligible and well within daily fluctuations in traffic levels, as a result no junction modelling has been undertaken.

Impact Of Phase 1 on the Highway and Transport Networks

4.5 The revised scheme results in some minor changes in trip generation across all modes. The conclusions within Chapter 6.10 of the original TA regarding the impact of the development across the different modes of transport have not changes as a result of the changes to the mix in accommodation.

5. Active Travel Zone Assessment, Pedestrian Level of Comfort and Healthy Streets Assessment

Active Travel Zone Assessment

- 5.1 The change in residential housing mix, and the subsequent minor change to trip generation characteristics (detailed in Section 4) is not considered to require a change to the Active Travel Zone (ATZ) or alter its conclusions as outlined in Chapter 5 of the original TA.

Pedestrian Level of Comfort

- 5.2 Given the amended housing mix results in only a minor change of trips across all modes it is not considered necessary or appropriate to update the Pedestrian Level of Comfort assessment as this was based overly robust in the first instance (being based upon the total site wide level of pedestrians and not the number associated with each block). The results in the original TA are therefore considered to remain appropriate and valid.

Healthy Street Assessment

- 5.3 As above given the very minor changes to trip generation resulting from the amended housing mix, the Healthy Street Assessment undertaken within the original TA is considered to remain appropriate and valid. The proposals (as based upon the illustrative masterplan) would result in significant improvements based upon the healthy streets indicators, and the Proposed Amendments will not jeopardise the delivery of these improvements in any way.

6. Need for Mitigation

- 6.1 The proposed development provides a high-quality mixed-use development, with a greatly improved public realm offering for the existing and future residents of the Cambridge Road Estate and Norbiton. The proposed development maximises the pedestrian and cycle permeability for residents, staff and visitors.
- 6.2 The proposed mitigation measures agreed to date with RBK remain valid and appropriate, with the Proposed Amendments as assessed in this document not considered to be of a change of significant magnitude which would require any additional mitigation.

7. Conclusions

- 7.1 This TAA has been prepared to provide an assessment of the impacts of proposed amendments to the Accommodation Schedule of the Cambridge Road Estate planning application (LPA Ref: 20/02942/FUL). This document considered the impacts of the Proposed Amendments upon the highway and transport networks with reference to the month 2020 TA that was submitted as part of the original planning application for the site.

- 7.2 The Proposed Amendments do not result in any significant change to the trip generation characteristics of the site, and the changes are considered to be negligible within the context of the wider proposals.
- 7.3 The application continues to meet with the Mayor's strategic objectives of Healthy Streets, Vision Zero and those set in the Mayor's Transport Strategy.
- 7.4 The masterplan continues to deliver a significant improvement in the sites accessibility with improved connectivity to a range of sustainable transport modes that can be accessed through a high-quality walking and cycling network. The proposals include a number of significant enhancements to the pedestrian and cycling environment within the immediate vicinity of the site, including links into the proposed Go Cycle Scheme on Cambridge Road. The proposals are therefore considered to have a positive impact on the local walking and cycling networks and remain unchanged within the context of the Proposed Amendments.
- 7.5 The revised Accommodation Schedule continues to result in a net reduction of vehicle trips to / from the site. This is due to the proposals removing the existing free parking available to all uses. The Proposed Amendments do not result in any significant changes to the redistribution of traffic as outlined in the original TA and the impact of the proposals are therefore considered to be negligible with the assessments provided in the original TA remaining valid and robust.
- 7.6 This TAA read in conjunction with the original TA outlines how the proposed redevelopment of Cambridge Road Estate will not result in any material impact to the public transport and road networks within the vicinity of the site, subject to the mitigation measures proposed which are largely delivered through the delivery of high quality streetscape and public space design.
- 7.7 The significant improvements to the walking and cycling networks within the immediate vicinity of the site are considered to result in a positive impact to both new and existing users of the site whilst the proposals do not forecast any impact on the highway network. Accordingly, the development proposals are considered to be acceptable, compliant with policy and result in an overall positive impact to the transport networks within its vicinity.
- 7.8 In summary, the Proposed Amendments result in a small increase in trips from those assessed in the October 2020 TA. However, these increases are considered to be negligible across all modes, with the impact on the highway remaining positive with a significant reduction in vehicle trips still forecast. As a result, the assessments and conclusions within the October 2020 TA are considered to remain appropriate, valid and robust.