



NEW CITY COURT

Transport Assessment - Addendum

TPP

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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) were appointed by GPE (St Thomas Street) Ltd (GPE) to prepare a Transport Assessment (TA) in relation to the proposed redevelopment at New City Court, 4-26 St Thomas Street, London, SE1 9RS (the site) within the London Borough of Southwark (LBS). This addendum responds to a number of minor alterations to the original scheme. In addition an updated Travel Plan and Delivery, Servicing and Waste management plan have been submitted.

1.2 Amendments to the Development Proposals

1.2.1 It is proposed to amend the Proposed Development to incorporate a series of improvements to the detailed design and energy strategy.

1.2.2 The proposed amendments include the following:

- Improvements to the detailed design of the southern elevation, including provision of integrated photovoltaic panels and balconies, enhancing the operational energy strategy and urban greening factor;
- Reconfiguration of basement levels to facilitate the relocation of the Keats House façade, improve building management facilities and respond to UKPN comments;
- Improvements to Building Management facilities to enhance access and security measures;
- Development of façade to allow for safety egress from the BMU and overall maintenance of the building envelope;
- Introduction of additional security measures, including bollards, along the base of the building at St Thomas Street and King's Head Yard.

1.2.3 The above alterations have resulted in a minor reduction in building area. This results in the previous assessment being more robust as it assumes a slightly greater number of workers within the building. The impact of the reduction in floor area is discussed below.

1.3 Proposed land uses

1.3.1 The proposal is to redevelop and extend the existing site, to provide the following:

- Delivery of a highly sustainable 26-storey building (plus mezzanine and two basement levels), providing 44,141 sqm (GIA) of high-quality office floorspace (Class E);
- Introduction of 328 sqm (GIA) of flexible office/retail floorspace (Class E) at ground floor level of proposed office building, activating the proposed public realm;
- Provision of 4,908 sqm (GIA) of affordable workspace (Class E) within the Georgian terrace buildings, Keats House and levels 1 and 2 of the proposed office building, representing 10% of the overall office provision;
- Delivery of publicly accessible rooftop garden with high-quality landscaping and a complementary café and restaurant providing 421 sqm (GIA) food/drink floorspace (Class E);

2 TRIP GENERATION AND MODE SHARE

2.1 Proposed class E office trip generation

TRICS assessment

- 2.1.1 If the previously suggested trip rates are applied to the new reduced GIAs for the class E use proposed as office space (49,049m² GIA) the AM and PM peak hour trip generation is shown in Table 2.1.

Table 2.1- Person trip rates and trips for B1 Office based on TRICS

	AM Peak (08:30 – 09:30)			PM Peak (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Person Trip Rates per 100m ² GIA	1.465	0.073	1.538	0.182	1.646	1.828
Person Trips per 49,049m ² GIA	719	36	754	89	807	897

- 2.1.2 The TRICS assessment indicates that the number of person trips to the proposed development could be in the region of 754 two-way trips in the AM peak and 897 trips in the PM peak. Note that this is a reduction of circa 4-5 trips during each peak hour, compared to the original assessment.
- 2.1.3 However, compared to the expected occupancy levels of the proposed development, these figures appear low. Therefore, as a check, a first principles assessment was therefore undertaken.

First principles trip assessment

- 2.1.4 As a result of the amendments there has been a reduction of circa 280 sqm GIA of office /affordable workspace. Once converted into Net Internal Area (NIA), and assuming an occupation density of 1 employee per 8m² NIA this would result in around 30 less potential employees. This is a reduction of less than 0.7%.
- 2.1.5 Once the trip generation has been assessed, based on the original assumptions (85% of employees would be in the office on any given day taking account of absenteeism/ working from home etc. and of those in the office 45% would arrive during the morning peak hour) there would be an expected reduction of 12 person trips within the peak hour. This reduction is minimal and is within the

expected daily fluctuations. On this basis the original assessment is still representative and can be used.

- 2.1.6 The trip generation exercise, and modal split assessment therefore remains unchanged.

2.2 Net change in trips: Class E office use

The net change in trips, taken from the Transport Assessment is replicated below.

Table 2.2 – Net change in trips: office use

Mode		AM Peak (08:30-09:30)			PM Peak (17:00-18:00)		
		In	Out	Total	In	Out	Total
Sustainable	Underground	350	21	371	35	318	352
	Underground having used train as main mode	156	9	166	16	142	157
	Train	601	36	637	60	545	605
	Bus	127	8	134	13	115	128
	Bicycle	69	4	74	7	63	70
	On foot	63	4	67	6	58	64
Other Modes	Car	-5	0	-5	0	-5	-5
	Taxi (Persons)	2	0	3	0	2	2
	Motorcycle	19	1	20	2	17	19
	Passenger in a car	5	0	5	0	4	5
	Other	4	0	4	0	3	4
Total		1391	83	1475	139	1262	1401

- 2.2.1 It can be seen that the proposed office development is expected to result in an additional 1,475 two-way trips in the AM peak and 1,401 two-way trips in the PM peak hour. It is also noted that a small reduction is expected in car trips given the removal of general car parking as part of the proposed development which will only provide 2 disabled bays.

3 IMPACT ON THE PROPOSED DEVELOPMENT

3.1 Car parking

- 3.1.1 The development remains car-free with the exception of two accessible parking bays within the service area for the use of blue badge holders.

3.2 Cycle parking

The proposed development will continue to provide a total of 1,103 long stay cycle parking spaces comprising a mixture of Sheffield stands (including a dedicated accessible cycle storage area) two tier racks and some folding bike lockers.

In addition 219 short stay spaces are provided, 149 within the basement and a further 70 (including four accessible spaces) within the public realm / at street level.

The shower and locker provision remains unchanged, with 79 showers and 515 lockers.

3.3 Waste storage and collection arrangement

- 3.3.1 The waste storage provision and collection arrangement remains unchanged albeit that there is a requirement for fewer bins.

3.4 Servicing

- 3.4.1 The proposed arrangement is for servicing remains unchanged following the slight reduction in floor area.

4 SUMMARY

- 4.1.1 As indicated above the minor reduction in floor area associated with the proposed alterations has a negligible impact on the original assessment and conclusions of the Transport Assessment.
- 4.1.2 In light of this, the original findings of the Transport Assessment represent a robust scenario and can continue to be relied upon.