Transport Assessment

Prepared by Arup

Submitted on behalf of Lab Selkirk House Ltd

Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street, London, WC1A 1JR

June 2023

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Executive summary

This Transport Assessment (TA) has been prepared to assess any transport-related impacts of the proposed development at Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street, in the London Borough of Camden ('the Council').

The proposals comprise the redevelopment of the site into a mixed-use scheme, comprising office-led buildings with town centre retail units at ground floor level and 44 residential units. The proposed development will deliver significant public realm enhancements, greater pedestrian and cyclist priority, and improved connectivity compared with the existing site.

The site's Central London location means that it is well served by most essential amenities, including retail, green spaces and schools. The streets surrounding the site benefit from wide footways, and several pedestrian crossings with dropped kerbs and tactile paving are available in close proximity to the site.

The site is located in an area of excellent public transport accessibility. Three London Underground stations are located within a short walking distance of the site, and over 400 buses an hour in peak hours are also available. Elizabeth line services ('Crossrail') also operate in the area. Step-free access is available at one of the nearby London Underground stations.

The proposed development will provide long-stay cycle parking in accordance with the *London Plan* (2021) standards. A proportion of these spaces will be in the form of Sheffield stands to enable use by larger or adapted cycles. Short-stay cycle parking will be provided in the public realm of the site in the form of Sheffield stands. Given the highly accessible nature of the site by public transport, no car parking will be provided. The majority of servicing activity will take place on-site, away from the public highway, in accordance with the Council's *Local Plan* (2017).

The proposed development is forecast to result in slight increases in trips across all public transport modes in the AM and PM peak hours; however, in the context of existing and future services these increases are considered negligible.

Based on the assessment undertaken in this TA, it is considered that the proposed development is policy compliant and delivers improvements towards Transport for London's (TfL) Healthy Streets approach and accords with TfL's Vision Zero aims and Mayor's Transport Strategy.

1. Introduction

1.1 Background

This Transport Assessment (TA) has been prepared by Ove Arup & Partners Ltd. ('Arup') in support of the detailed planning application being submitted by Lab Selkirk House Ltd ('the Applicant') to the London Borough of Camden ('the Council') for the redevelopment of the land at Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street, London, WC1A 1JR ('the site').

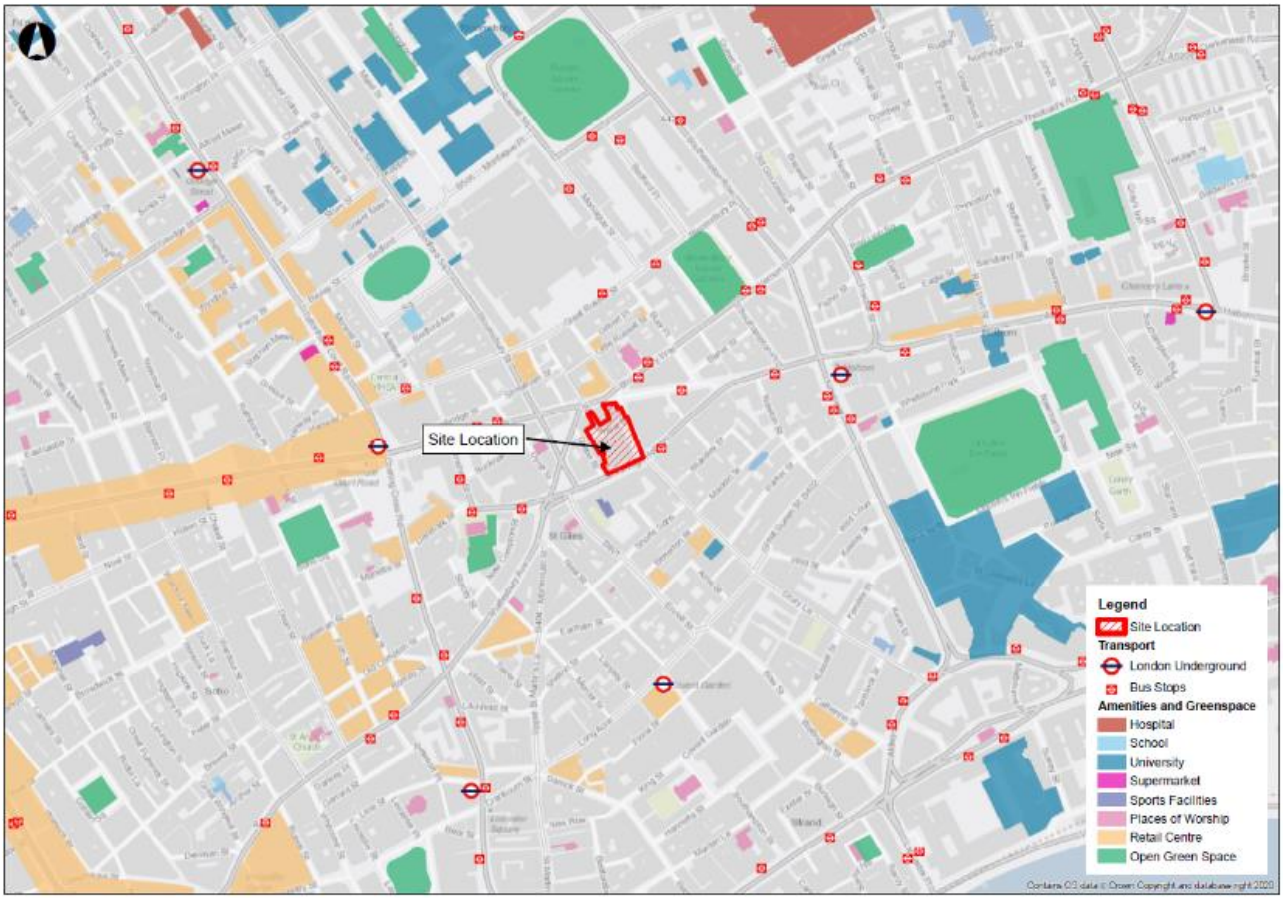
The proposed development provides the opportunity to regenerate this strategically important site through the demolition and refurbishment of the existing poor-quality buildings and replacement with a highly sustainable mixed-use development. The proposed development will deliver all the key master planning requirements and uses specified by the *Local Plan* (2017), the *Holborn Vision and Urban Strategy* (2019), and the *Draft Site Allocations Plan* (2020), providing the opportunity to deliver a wide range of planning and public benefits.

1.2 Site location

The site is located in Central London. To the north of the site is Russell Square, to the east is Holborn and Farringdon, to the south is Leicester Square and Covent Garden, and to the west is Oxford Street.

The site's Central London location means that it is well served by most essential amenities, including retail, green spaces and schools. It is also in an area of high public transport accessibility; Tottenham Court Road and Holborn stations are located within around a 400m walk of the site (approximately a five-minute walk), and the site is on a key bus corridor through Central London. The strategic site location, including local public transport facilities and surrounding amenities, is presented in **Figure 1**.

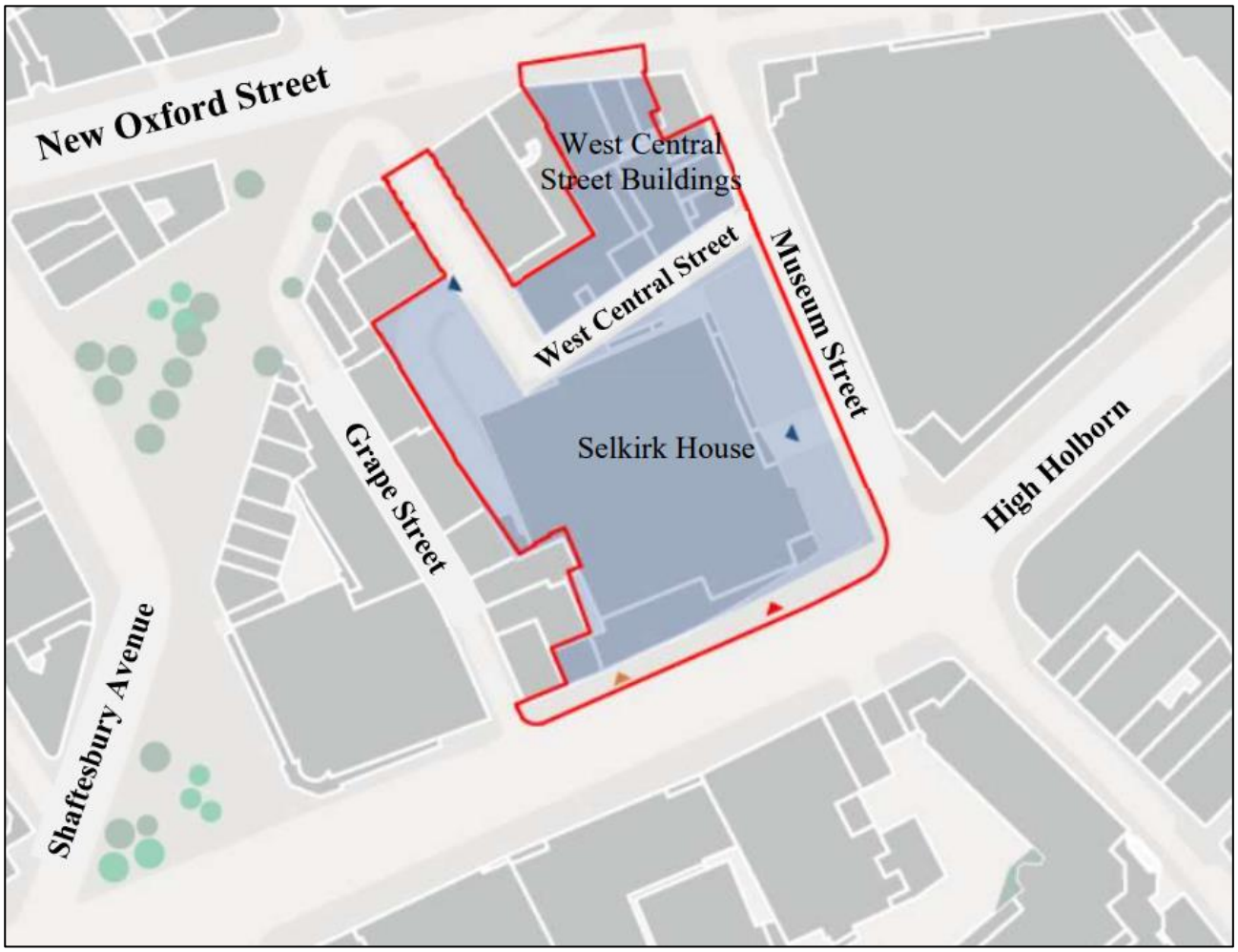
Figure 1: Strategic site location



1.3 Existing site

The site is bounded by High Holborn to the south, Museum Street to the east, New Oxford Street to the north, and the rear of the properties fronting Grape Street forming the western boundary. West Central Street dissects the site and separates out Selkirk House (to the south) from the West Central Street block (known as 'The West Central Street buildings' to the north). The layout of the existing site is shown in **Figure 2**.

Figure 2: Site layout plan



The site is occupied by a former Travelodge Hotel (which ceased operation in mid-2020), the Covent Garden APCOA multi-storey car park, and other buildings, including retail uses and the former 'The End' nightclub in the block north of West Central Street.

The two blocks making up the site can be described as follows:

- **Selkirk House** comprises a 17-storey building, which includes two basement levels, and a further partial basement level. Selkirk House is occupied by the former Travelodge hotel building and APCOA car park. The former Travelodge building provided overspill accommodation from the primary Travelodge hotel building on the opposite side of High Holborn, however, the hotel use at the site ceased all operation in mid-2020. At lower levels there is a publicly accessible APCOA car park (with 196 spaces) set across basement to second floor level.
- The **West Central Street buildings** are predominantly in retail use at ground floor level fronting New Oxford Street. The basement, first and second floors of No. 39 – 41 are in office use with the upper floors of 35 – 37 being in residential use. Nos 16a, 16b and 18 West Central Street were previously in use as a nightclub at basement level with offices above.

As illustrated further in **Chapter 3**, the existing site suffers from poor public realm and poor-quality footways on West Central Street. The APCOA car park creates a vehicle-dominated environment on West Central Street and Museum Street and is not considered to be an efficient use of land in this highly accessible location.

1.3.1 Planning history

2016 planning application

The north-east part of the site adjacent to West Central Street and Museum Street benefitted from a planning consent for a full planning application submitted in February 2016 (Camden planning reference: 2016/0477/P). The 2016 application comprised:

"Refurbishment and extension of the site to provide a mixed use scheme which includes 19 self-contained units (6 x 1 bed and 11 x 2 bed and 2 x 3 bed), flexible A1/A2/A3 uses and/or B1 and/or D1 at basement and ground floor levels and associated works."

Planning permission was granted at Committee by the Council in August 2016 but has not been implemented and has now elapsed. The new proposals seek to improve on that consent through an alternative approach which delivers an increased amount of housing (including affordable housing), enhanced public realm, and pedestrian connectivity improvements.

2021 planning application

This current application relates to a site covered by another application made in 2021 (ref. 2021/2954/P). It is the intention that this current application supersedes the previous application which will in turn fall away. This new planning application has been prepared in the context of the recent listing of 10-12 Museum Street and 35-37 New Oxford Street, both of which sit within the application boundary. As a result, a listed building application is being submitted alongside the planning application. Whilst the original application gave significant weight to the heritage interest of these now Grade II listed buildings, the applicant wanted the opportunity to properly consider the implications of the listings on the proposals in order to deliver a revised scheme which maximises the heritage benefits of the site.

This new planning application follows the listing of 10-12 Museum Street and 35-37 New Oxford Street in February 2023 which has necessitated design updates to the West Central Street block. The transport aspects of the scheme remain largely consistent with the original 2021 planning application, and the floor area remains largely similar across the entire site.

1.4 Proposed development

The detailed planning application seeks planning permission for the following:

Redevelopment of Selkirk House, 166 High Holborn and 1 Museum Street following the substantial demolition of the existing car park and former Travelodge Hotel to provide a mixed-use scheme, providing office, residential, and town centre uses at ground floor level. Works of part demolition and refurbishment to 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street to provide further town centre ground floor uses and residential floorspace, including affordable housing provision. Provision of new public realm including a new pedestrian route through the site to link West Central Street with High Holborn. Relocation of cycle hire docking stations on High Holborn (Phased Development).”

The proposed area schedule for the development is provided in **Table 1**.

Table 1: Area schedule

Land Use Class (Museum Street / Vine Lane / High Holborn Buildings)	Land Use Type (Museum Street / Vine Lane / High Holborn Buildings)	Areas / Units (Museum Street / Vine Lane / High Holborn Buildings)
E(g)(i)	Office (including plant and Back of House)	25,824 sqm (GEA) / 24,158sqm (GIA) / 15,707sqm (NIA)
Flexible E Class	Town centre uses (Retail / Café / Workspace)	1,027sqm (GEA) / 975sqm (GIA) / 903sqm (NIA)
C3	Residential	19 x 1 bed dwellings 3 x 2 bed dwellings 1 x 3 bed dwellings **Total 23 dwellings**
Land Use Class (West Central Street Building)	**Land Use Type (West Central Street Building)**	**Areas / Units (West Central Street Building)**
Flexible E Class	Town centre uses (Retail / Café / Workspace)	780sqm (GEA) / 692sqm (GIA) / 645sqm (NIA)
C3	Residential	10 x 1 bed dwellings 7 x 2 bed dwellings 2 x 3 bed dwellings 2 x 4/5 bed dwellings **Total 21 dwellings**

The ground floor layout of the proposed development is shown in **Figure 3**.

Figure 3: Proposed ground floor layout

1.4.1 Transport benefits

The proposed development will deliver a number of transport benefits, including:

- The creation of a new public pedestrian route through the site known as 'Vine Lane' which will link High Holborn with West Central Street;
- Extensive public realm and landscaping improvements throughout the site, including new active frontages;
- The removal of the current APCOA car park and replacement with a car-free development, prioritising active travel movements; and
- Over 400 long-stay cycle parking spaces and 30 publicly accessible short-stay / visitor cycle parking spaces will be provided. Showers and lockers will be provided alongside the long-stay cycle parking.

1.4.2 Policy compliance

The proposed development has been designed and assessed with reference to the relevant national, regional and local policy and planning guidance shown in **Table 2**.

Table 2: Reviewed transport planning policy and guidance documents

Policy Level	Document
National	National Planning Policy Framework (Ministry of Housing, Communities & Local Government, 2021)
	The Equality Act (Act of Parliament, 2010)
	Cycling and Walking Plan for England (Department for Transport, 2020)
Regional	The London Plan (GLA, 2021)
	A City for All Londoners (GLA, 2016)
	Healthy Streets for London (TfL, 2017)
	The Mayor's Transport Strategy (GLA, 2018)
	Cycling Action Plan (TfL, 2018)
	Vision Zero Action Plan (TfL, 2018)
	Walking Action Plan (TfL, 2018)
	London Cycle Design Standards – Version 2 (TfL, 2016)
Local	Camden Local Plan (Camden Council, 2017)
	Camden Planning Guidance, Transport – (Camden Council, 2021)
	Camden Transport Strategy (Camden Council, 2019)
	Camden Draft Holborn Vision and Urban Strategy (Camden Council, 2019)

The design and layout of the site will follow Transport for London's (TfL) Healthy Streets approach, which prioritises active and sustainable travel. A new north-south pedestrian route through the site ('Vine Lane') will increase the permeability of the site and improve its connections with the local area. This route will be direct, attractive and provide high quality public realm, which will help to create a place where people feel relaxed and safe and encourage use by people from all walks of life. The removal of the APCOA car park will also significantly increase the attractiveness of the site and enhance the local environment for walkers and cyclists.

The proposed development will be car-free, in accordance with the *London Plan* (2021) and the Council's *Local Plan* (2017). This will encourage employees, residents, and other users of the site to use the wide range of existing public transport services or high-quality walking and cycling networks that are available near to the site. Long-stay cycle parking will be provided in accordance with *London Plan* (2021) standards and designed in accordance with the *London Cycle Design Standards* guidance. In total, 429 long-stay cycle parking spaces will be provided.

The proposals also correspond with TfL's Vision Zero strategy. The car-free nature of the development will mean that vehicular movements to the site are limited. In accordance with TfL's Vision Zero strategy and the Council's *Local Plan* (2017) the majority of the servicing activity will take place on-site. The site is also designed in accordance with Vision Zero's 'safe streets' principles; wide pedestrian routes and improved soft and hard landscaping will both be provided.

The *Mayor's Transport Strategy* (2018) is supported by the proposed development through the provision of new jobs in a site with an excellent public transport accessibility level. Active travel modes are fostered by a high-quality cycle parking provision and associated on-site facilities for cyclists (showers and lockers).

The site is identified within the draft *Holborn Vision and Urban Strategy* (2019) as a 'Key Project' for potential redevelopment. The development proposals for the site accord with this document, which supports active frontages at ground level, increased residential population, and the creation of a new north-south route through the site.

1.5 Consultation

As part of the preparation of the TA for the 2021 planning application and the current planning application, Arup has consulted extensively with representatives of the Council in its capacity as local highway and planning authority, TfL in its capacity as the strategic transport authority for London, and the Greater London Authority (GLA) in its capacity as the strategic planning authority, with key meeting dates as follows:

- 3 September 2020 – Meeting with the Council;
- 9 September 2020 – Meeting with the GLA and TfL; and
- 22 January 2021 – Meeting with the Council and TfL to discuss public realm proposals.

More recently, a meeting was held with the Council's Transport Officer on 19 April 2023 to discuss the revised proposals relating to this planning application.

Following submission of the previous 2021 application, comments have been received from stakeholders including the GLA / TfL in the GLA's Stage 1 report (dated 20 September 2021) and the Council's transport officer. Positive discussions have been held with officers and the transport aspects of the development have largely been agreed. Where necessary, this report reflects comments received from stakeholders on the 2021 application.

1.6 Report purpose

This TA has been prepared in accordance with TfL's latest Healthy Streets TA guidance and follows pre-application discussions with the Council and TfL officers. It considers all aspects of movements by users of the site, servicing and delivery requirements, and movements associated with the demolition and construction phases.

The TA forms part of a suite of transport documents prepared for the planning application for the proposed development, which were agreed during scoping discussions with the Council and TfL. These include a Framework Travel Plan (FTP) and a Delivery and Servicing Management Plan (DSMP) which can be found in **Appendix A** and **Appendix B** respectively.

Transport information related to demolition and construction phases can be found in the Demolition Management Plan and Construction Management Plan that accompany the planning application.

1.7 Report structure

Following this introductory section, the TA contains the following chapters:

- **Chapter 2**: **Transport planning for people** – sets out who the development is for, how they will travel there and why;
- **Chapter 3**: **Site and surroundings** – sets out how people of all abilities will move around the site and its immediate surroundings. It covers access by all relevant modes of transport, servicing and parking, for both the existing and proposed situation;
- **Chapter 4**: **Active Travel Zone** – contains the assessment of how people will make key journeys within the ATZ to support a car-free lifestyle;
- **Chapter 5**: **London-wide network** – sets out the trip generation and impact assessment for the proposals; and
- **Chapter 6**: **Conclusion** – provides a summary table in accordance with TfL guidance.

2. Transport planning for people

In line with TfL guidance on the requirements for a Healthy Streets TA, this chapter set out details of who the proposed development will be for, how they will travel to and from it, and their purpose for travel.

2.1 Approach

A user centric approach has been taken to the redevelopment proposals, which primarily respond to the needs of prospective employees, residents, and visitors to the site. The redevelopment proposals promote and enhance active travel modes by creating a new layout which improves the permeability and connectivity of the site.

The proposals also focus on the promotion of public transport for long distance travel to and from the site. In line with these overarching aims the scheme has been designed to ensure travel by sustainable modes is pleasant and convenient.

2.2 Proposed development users and requirements

A summary of the user type assumptions and requirements by land use for the proposed development is provided in **Table 3**.

Table 3: Proposed development users and requirements

Land Use Type	User Type Assumptions	Requirements of User Types
Office	The main land use on site will be the office development. Employees' travel is expected to be mostly focused around the weekday AM and PM peak hours and be tidal in nature. The majority of employees are expected to travel by sustainable and active modes and make use of the proposed connectivity of the site and its high-quality surrounding walking and cycling environment. Some visitor journeys are also expected to be associated with the office use. As with employees, these are expected to use walking, cycling and public transport to travel to and from the site. These journeys are expected to occur throughout the day rather than being associated with peak hours.	Convenient direct routes should be provided for office employees and visitors particularly between public transport nodes. Routes should prioritise walking and cycling over other modes and provide adequate accessibility for a full range of user mobility requirements. Routes should connect to areas of cycle parking storage as well as surrounding local facilities and amenities.
Residential	Residential units will be provided in a range of unit sizes from one bedroom to five bedrooms, including a number of wheelchair accessible units. A range of future residents are therefore likely to live in the proposed development, including families, couples and single occupants. Future residents are therefore likely to include people of all ages from children to the elderly, people of all physical abilities from active individuals to those with mobility impairments and people of various economic statuses. It is likely that most residents will depart in the weekday AM peak period (07:00 to 10:00) for commuting, education and education-escort trips. The majority are likely to arrive back at the site in an elongated weekday PM peak period (16:00 to 19:00), which accounts for differences in work and education schedules, as well as additional leisure activities that may take place after work. At weekends, residents are likely to depart and arrive at the site throughout the day for a range of leisure activities. Modal choice is likely to vary depending on the trip purpose and location of the destination, however given the car-free nature of the development and excellent public transport connections, the majority of residents are expected to undertake journeys by walking, cycling or public transport.	Given the range of residential units provided, there will be a wide range of residents including those with mobility impairments and children. Routes to and from the residential buildings should therefore cater for this range of requirements, including being easy to cross, accessible to all, quiet, and feeling safe and relaxed. Primary links and public transport interchanges should be provided with pleasant, attractive and step-free routes, in order to promote walking, cycling and public transport use. This includes providing places to stop and attractive features to look at. Routes should seamlessly integrate the residential areas with other facilities and land uses on site, as well as providing connectivity to the wider local area and surrounding transport networks.

Land Use Type	User Type Assumptions	Requirements of User Types
Retail	The provision of local retail units is intended to meet the needs of residents and employees of the development and visitors from the local area. These units are expected to have a predominantly local catchment and are not expected to be major retail destinations in their own right. As such, visits to the retail units are predominantly expected to form part of pass-by / linked trips (e.g. trips by residents and employees on site and in the local area). These are therefore likely to be undertaken by sustainable modes of transport including walking, cycling and public transport. Employees of the retail stores are likely to mostly travel outside the AM and PM peak hours / prior to opening and post-closing times. The journey patterns for employees and visitors of the retail stores are likely to be the same both during the week and at weekends.	Given that visitor trips are likely to be predominantly linked or pass-by, the retail units should be located in prominent, attractive, and easy to access locations. Walking and cycling are likely to be the most popular and convenient methods of travel to the retail units by visitors, employees and residents of the site and surrounding area. High quality walking and cycling infrastructure should therefore support ease of navigation and access to the retail facilities. The retail units should also be easily accessible from public transport services.

3. Site and surroundings

This chapter sets out details of how people of all abilities move around the existing and proposed site and its surrounding area.

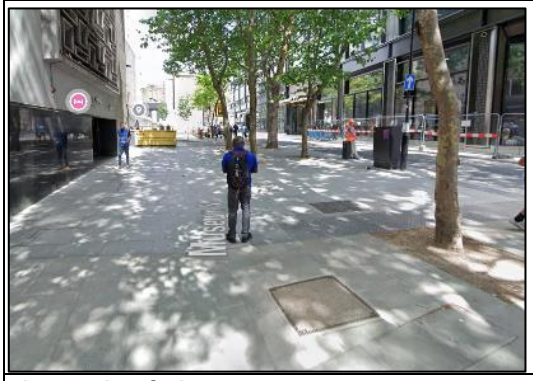
3.1 Walking and cycling access

The following section outlines the existing and proposed access arrangements for walking and cycling.

3.1.1 Existing walking access

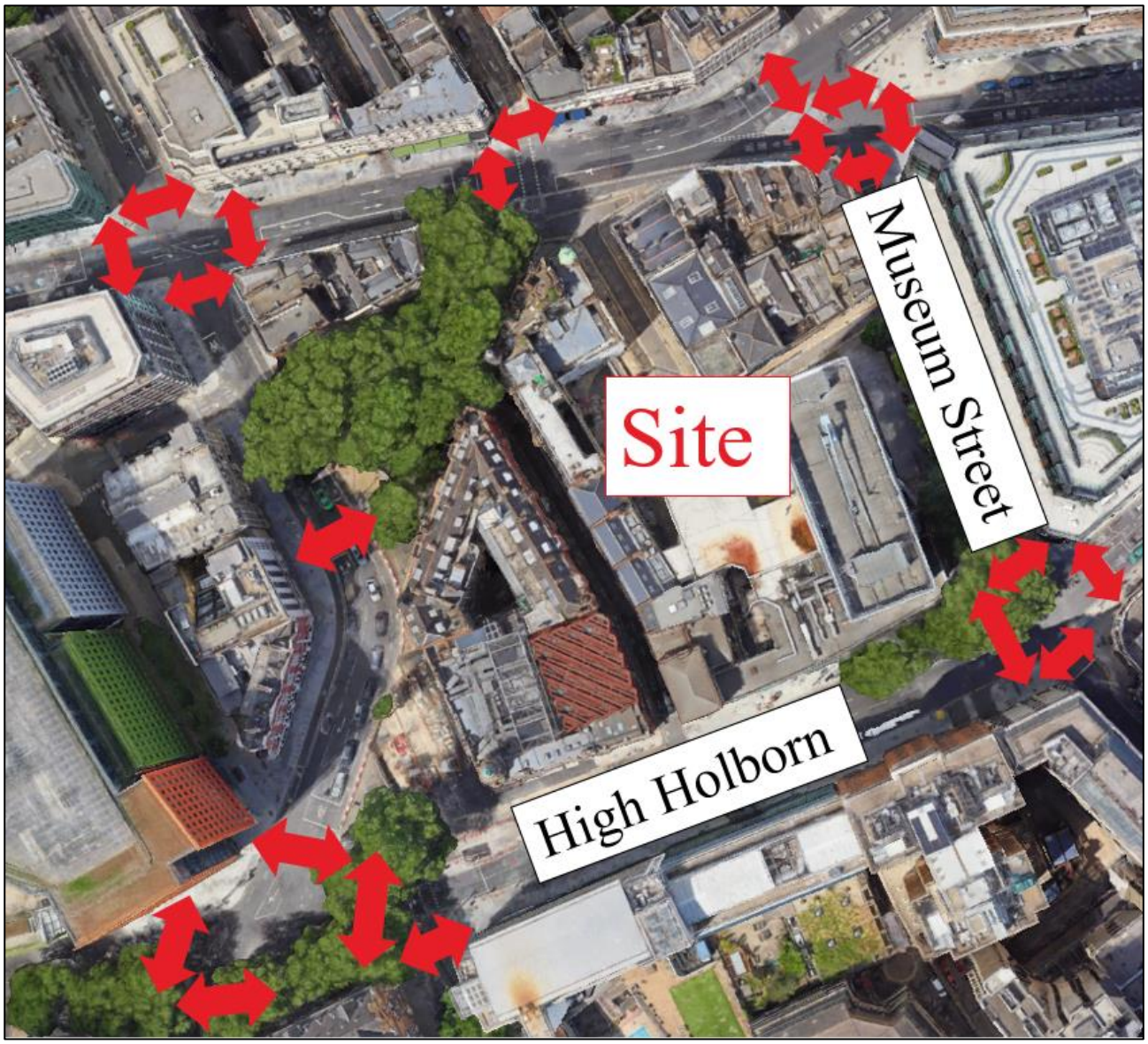
The site's Central London location means that it is easily accessible on foot, with the local walking network providing connections to public transport services and a wide range of commercial and retail attractions.

Pedestrian access into the existing site is available from Museum Street, West Central Street, High Holborn and New Oxford Street. The streets surrounding the site (Museum Street, High Holborn and New Oxford Street) benefit from wide footways, including a section of more than 5m in width on the southern section of Museum Street adjacent to the site (**Photograph 1**). The footway on High Holborn adjacent to the site is also wide (approximately 4.5m) and has recently been resurfaced (**Photograph 2**). The footway on West Central Street (**Photograph 3**) within the site varies in quality and length with some sections being narrow (approximately 1.2m wide).

Photograph 1: Museum Street footway	**Photograph 2: High Holborn footway**
	
Source: Google Streetview	Source: Google Streetview
Photograph 3: West Central Street footway	
	
Source: Google Streetview	

Signalised pedestrian crossings are available at key junctions close to the site, including on High Holborn and New Oxford Street at the corners with Museum Street. The locations of the nearby pedestrian crossing which help facilitate access to the site are shown in **Figure 4**. The crossings are provided with tactile paving and dropped kerbs, to enable use by people from all walks of life. The wider area, including Bloomsbury Way, New Oxford Street and High Holborn suffers from some poor legibility and severance of the pedestrian network, in part owing to wide carriageways and the one-way gyratory system.

Figure 4: Existing pedestrian crossings

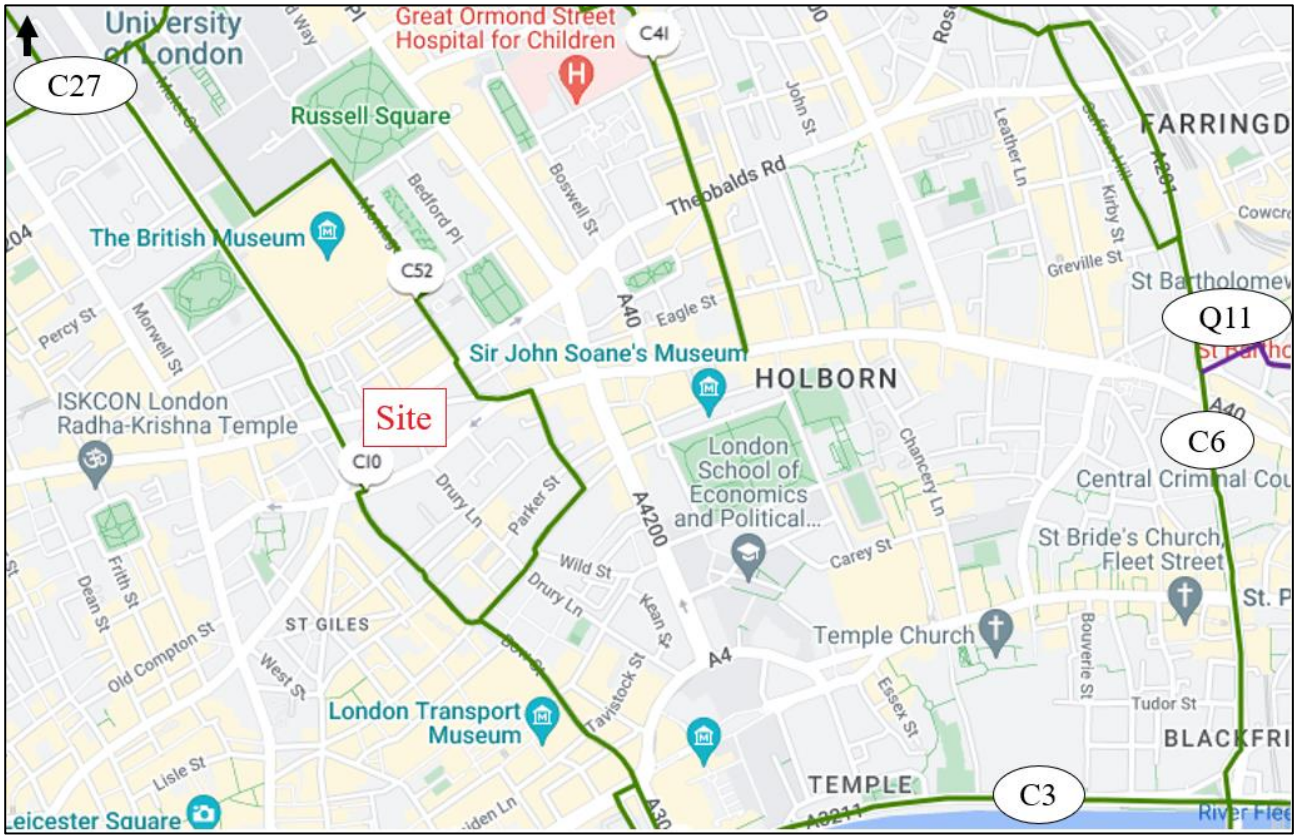


Source: Google Maps

3.1.2 Existing cycling access

The surrounding area is well served by cycling routes. These routes are shown in **Figure 5**.

Figure 5: Cycling network



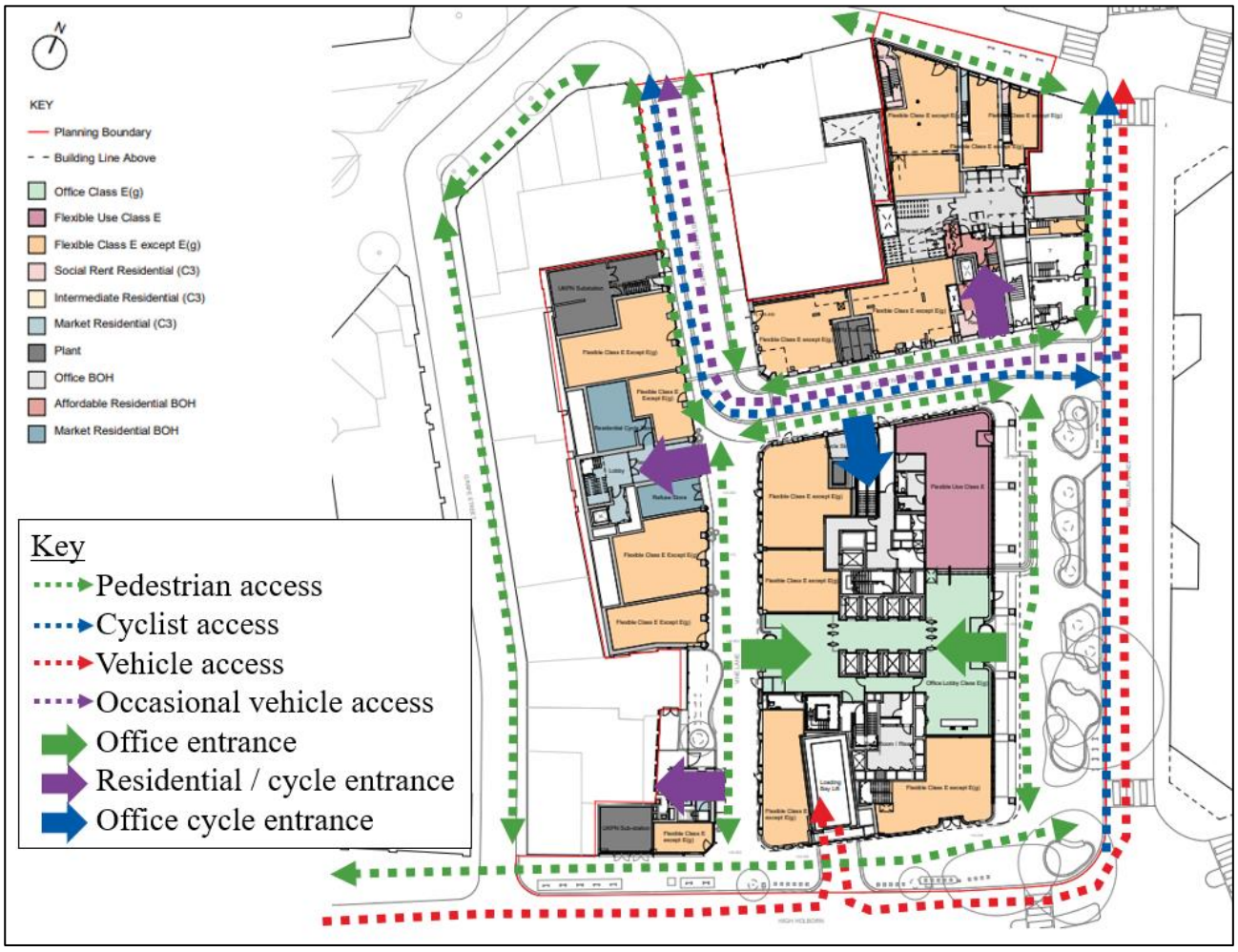
Cycleway 10 is located around 100m to the west of the site on Shaftsbury Avenue. This runs between Greenwich in south-east London towards Gower Street / Torrington Place in Camden. Cycleway 52, which runs between Waterloo Bridge and Russell Square is located approximately 250m east of the site on High Holborn. Both of these are signed cycle routes largely running on quieter / local roads. At Torrington Place, these routes connect with Cycleway 27, which runs west towards Paddington.

Cycleway (C3), an east-west route linking Barking to Lancaster Gate, is located approximately 1km to the south of the site on Victoria Embankment. Cycleway 6 (C6), a north-south route linking Kentish Town and Elephant & Castle, can be accessed on Farringdon Street, approximately 1.4km to the east of the site. Both of these have elements of segregated cycle lane provision on some busier roads within Central London. Quietway 11 can be accessed to the east of Cycleway 6 on West Smithfield, around 1.45km to the east of the site. This is a short east-west route between Farringdon Street and Finsbury. In Finsbury it connects with another TfL cycle route (Cycleway 11) which runs between Islington and the City of London.

3.1.3 Proposed walking and cycling access

The ground floor layout and access arrangements of the proposed development are shown in **Figure 6**. The ground floor will be predominantly made up of retail units, with elements of office floorspace in the Selkirk House portion of the site, as well as accesses to the residential dwellings. The ground floor retail uses will help activate the site frontages, which will be complemented by high quality public realm and ambitious landscaping and planting within the site.

Figure 6: Access and layout



The removal of the site's APCOA car park will reduce vehicular movements in the area and the servicing proposals (presented in **Section 3.6**) keep the majority of traffic away from West Central Street thereby allowing greater pedestrian and cyclist priority on the street.

Pedestrian access to the office buildings will be available on Museum Street, West Central Street and Vine Lane. Access to the residential entrance lobbies will be from New Oxford Street, West Central Street and Vine Lane. Step-free access will be available into all the buildings.

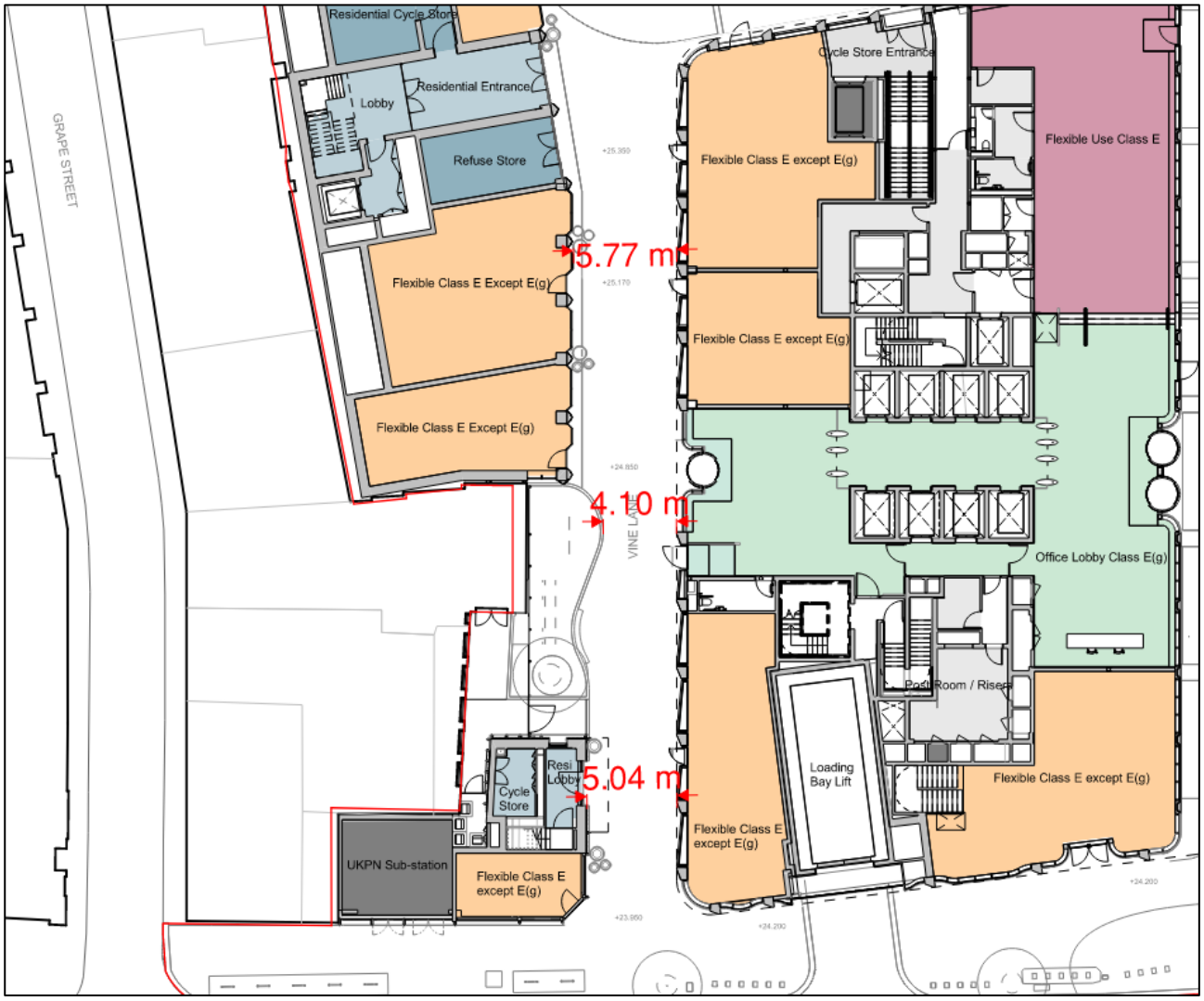
Cyclists will be able to access the long-stay office cycle parking for the Museum Street block via an entrance on West Central Street. Residential cycle parking will be directly accessible from residential lobbies on West Central Street, Museum Street and New Oxford Street. The residential cycle parking for the High Holborn block will be accessed externally.

Vine Lane

The proposals include a new north-south pedestrian-only route ('Vine Lane') through the site as a continuation of West Central Street. This will help improve the connectivity of the area by creating a new route between New Oxford Street and High Holborn. As shown in **Figure 7**, the total width of Vine Lane will generally be at least 5.0m, with some localised narrowing to around 4.1m in places.

An assessment has been undertaken in **Section 5.3.2** which demonstrates that the width of Vine Lane can comfortably accommodate 2,850 – 3,550 pedestrians per hour. This is significantly more than the total peak hour trips forecast to be generated by the proposed development, which indicates that the design of Vine Lane is suitable. As well as being able to accommodate a large number of pedestrians, Vine Lane will also take pressure off other busy alternative north-south streets in the local area, including Museum Street and Shaftsbury Avenue.

Figure 7: Vine Lane widths



Vine Lane will be a private route which is open to the public at all times, save for the ability to assert ownership rights. The Applicant will reserve the right in future to restrict access to Vine Lane at certain times through the use of gates, should the need arise to address security concerns or other similar safety issues.

3.1.4 Future walking and cycling improvements

3.1.4.1 West End Project

The development site is located adjacent to the West End Project. As of May 2023, work has been substantially completed to transform the areas around Tottenham Court Road, Gower Street, Bloomsbury Street, Princes Circus and St Giles, helping the area to continue to grow and flourish.

Major changes have already included Tottenham Court Road and Gower Street / Bloomsbury Street becoming two-way to traffic, reducing congestion and air pollution and speeding up bus routes. There are new safer provisions for cyclists as well as new and regenerated public and green spaces.

The project is providing safer, greener and more attractive streets for residents and visitors helping to attract, sustain and boost local businesses. This includes wider pavements with new high-quality materials, the removal of street clutter and new pedestrian crossings.

Monitoring of the West End Project was undertaken by AECOM (on behalf of Camden Council) in May 2022 to review the impact of the project, in particular in relation to traffic flows in the area. A comparison of traffic flows (March 2017 vs March 2022) on roads close to the site as stated in the Monitoring Report is summarised in **Table 4**. The Monitoring Report highlights reductions in traffic flows on roads throughout the area (including substantial reductions on Tottenham Court Road), and this is also reflected on three out of the four roads close to the site for which data is available.

Table 4: West End Project monitoring - changes in traffic flows (March 2017 vs March 2022)

Location	March 2017 count	March 2022 count	% change (March 2017 vs March 2022)
St Giles Street	24,719	3,990	-84%
High Holborn	33,531	29,094	-13%
Shaftsbury Avenue, north of Mercer Street	47,882	43,620	-9%
New Oxford Street	9,987	11,334	+13%

Source: West End Project Final Monitoring Report (2022)

3.1.4.2 Holborn Gateway Project

The site was expected to benefit from the Holborn Gateway project, which proposed to remove the local one-way gyratory system in order to improve conditions for walking, cycling and bus travel. The project is currently under review following failure to achieve funding.

3.2 Public transport

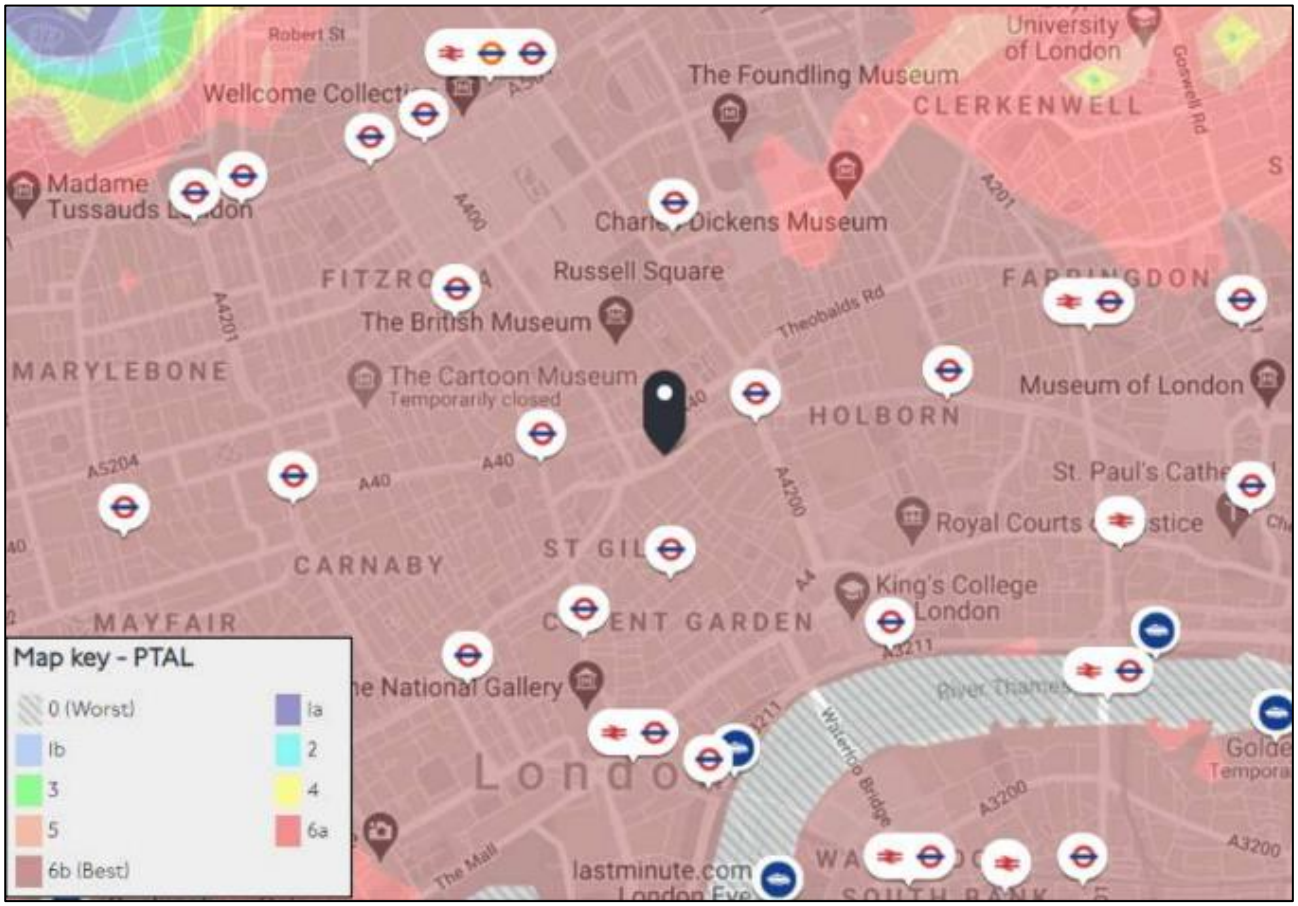
The following section sets out how people access the site by public transport services, as well as future proposed public transport improvements.

3.2.1 Public transport accessibility

The existing public transport accessibility of the site has been assessed using the Public Transport Accessibility Level (PTAL) methodology. The PTAL methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site. The current methodology is based on a walk speed of 4.8kph and considers rail stations within a 12-minute walk (960m) of a site and bus stops within an eight-minute walk (640m) of a site.

According to TfL's WebCAT website, the site has a Public Transport Accessibility Level (PTAL) of 6b, which indicates 'excellent' connectivity to the surrounding network and is the highest possible score on the PTAL scale. **Figure 8** shows the existing PTAL rating of the site.

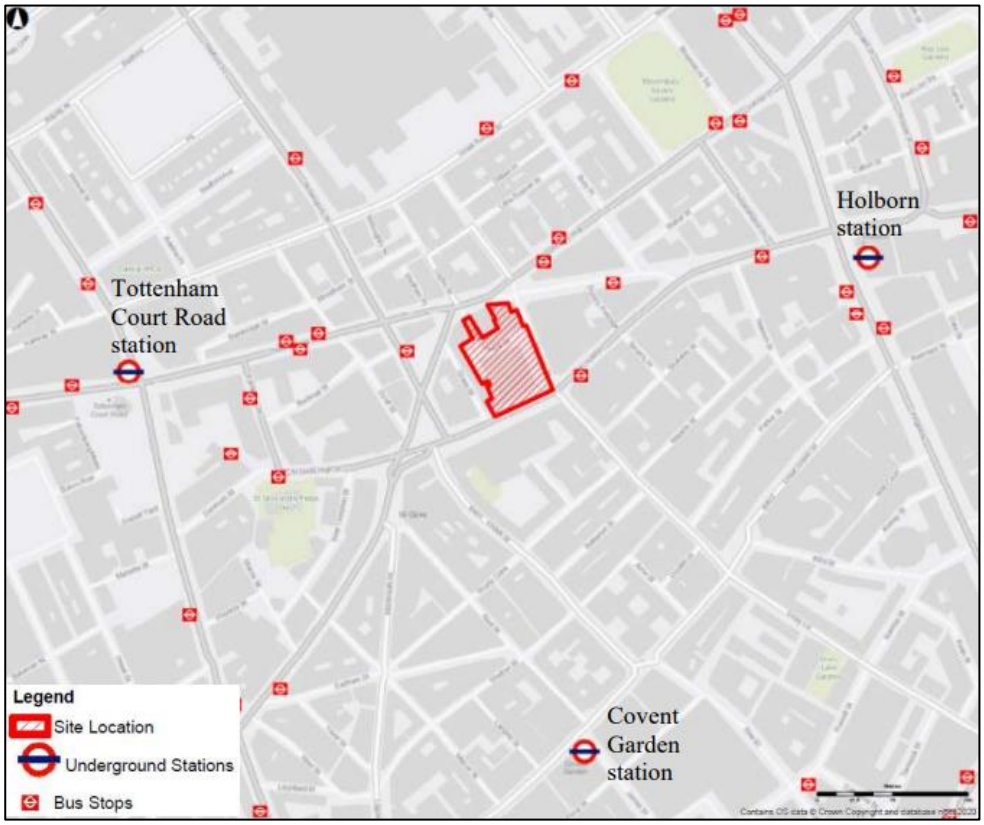
Figure 8: Existing PTAL rating



Source: WebCAT, online

The nearest London Underground stations and bus stops are shown in **Figure 9**.

Figure 9: Nearest London Underground stations and bus stops



The following sub-sections summarise details of the different modes of public transport that are available within close proximity to the site.

3.2.2 Buses

A total of 20 different bus routes can be accessed from within 640m of the site. **Table 5** shows the bus routes, average peak hour frequencies and approximate distances to the nearest bus stop of the local bus services. This shows that there are approximately 400 buses per hour within 640m of the site in both the AM and PM peak hours.

Table 5: Local bus services

Bus Stops	Route Number	Origin / Destination	Average peak hour frequency (Buses per Hour)
Museum Street Stops C / E, Drury Lane Stop S (200m)	1	New Oxford Street to Canada Water Bus station	5-7
		Canada Water Bus station to Tottenham Court Road	5-7
	8	Bow Church to New Oxford Street	6-10
		New Oxford Street to Bow Church	6-10
	19	Finsbury Park Interchange to Battersea Bridge	5-7
		Battersea Bridge to Finsbury Park Interchange	5-7
	38	Clapton Pond to Victoria Bus station	10-20
		Victoria Bus station to Clapton Pond	10-20
	55	Walthamstow Bus station to Oxford Circus station	7-12
		Oxford Circus station to Walthamstow Bus station	7-12
	98	Willesden Bus Garage to Red Lion Square	7-12
		Red Lion Square to Willesden Bus Garage	7-12
Tottenham Court Road station Stop C, Stephen Street Stop B (400m)	14	Putney Heath to Russell Square	5-7
		Russell Square to Putney Heath	5-7
	24	Grosvenor Road to Royal Free Hospital	5-7
		Royal Free Hospital to Grosvenor Road	5-7
	29	Wood Green to Charing Cross station	7-15
		Charing Cross station to Wood Green	7-15
	73	Oxford Circus station to Stoke Newington	7-15
		Stoke Newington to Oxford Circus station	7-15
	176	Penge Arms to Tottenham Court Road station	5-7
		Tottenham Court Road station to Penge Arms	5-7
	390	Archway station to Victoria Bus station	5-8
		Victoria Bus station to Archway station	5-8
	59	Telford Avenue to / from Euston Bus station	6-10

Bus Stops	Route Number	Origin / Destination	Average peak hour frequency (Buses per Hour)
Holborn station (Stops P / N) / Kingsway Holborn Station (Stop M) (500m)		Euston Bus station to Telford Avenue	6-10
	68	West Norwood to Euston Bus station	6-10
		Euston Bus station to West Norwood	6-10
	91	Crouch End to Trafalgar Square	6-7
		Trafalgar Square to Crouch End	6-7
	168	Royal Free Hospital to Dunton Road	6-10
		Dunton Road to Hampstead Heath	6-10
	188	North Greenwich station to Russell Square	5-10
		Russell Square to North Greenwich station	5-10
	243	Wood Green station to Waterloo station	6-8
		Waterloo station to Wood Green station	6-8
	521	Waterloo station to London Bridge station	10-15
		London Bridge station to Waterloo station	10-15
	X68	West Croydon Bus station to Russell Square	2-4 (evening peak only)
		Russell Square to West Croydon Bus station	2-4 (evening peak only)

Frequencies derived from WebCAT

3.2.3 London Underground

Three London Underground stations are located within a 960m walk of the site, which are:

- Tottenham Court Road (400m to the west) – Central and Northern lines;
- Holborn (400m to the east) – Central and Piccadilly lines; and
- Covent Garden (500m to the south) – Piccadilly line.

Step free access from street to platform level is available at Tottenham Court Road on the Central, Northern and Elizabeth lines.

A summary of the routes and peak hour service frequencies of the three London Underground lines available within 960m of the site is provided in **Table 6**. The shows that there are up to 150 trains per hour in the AM peak hour (08:00 to 09:00) and up to 152 trains per hour in the PM peak hour (17:00 to 18:00). A Night Tube service also operates on all three lines.

Table 6: London Underground services

London Underground line	Station	Route	AM peak (08:00 – 09:00) frequency (Trains per Hour)	PM peak (17:00 – 18:00) frequency (Trains per Hour)
Central	Tottenham Court Road / Holborn	Eastbound (Ealing Broadway / West Ruislip to Epping / Hainault)	27	30
		Westbound (Epping / Hainault to Ealing Broadway / West Ruislip)	32	27
Northern	Tottenham Court Road	Northbound (Kennington / Morden to High Barnet / Edgware)	21	23
		Southbound (High Barnet / Edgware to Kennington / Morden)	23	24
Piccadilly	Holborn / Covent Garden	Northbound (Heathrow Airport / Uxbridge to Cockfosters)	24	24
		Southbound (Cockfosters to Heathrow Airport / Uxbridge)	23	24
Total			**150**	**152**

Frequencies from TfL.gov.uk

3.2.4 The Elizabeth line

The Elizabeth line (also known as 'Crossrail') is a rail line that connects areas to the west and east of London via a new route running under Central London. The closest station is at Tottenham Court Road, approximately 400m to the west of the site. The Central section of the Elizabeth line opened in May 2022, with through running connectivity being established in November 2022. Since May 2023, the final upgrades to the line have been implemented, increasing the frequency to every 2.5 minutes (24 – 25 trains per hour) through the central section at peak times.

The Elizabeth line runs from Reading and Heathrow (to the west), towards Shenfield and Abbey Wood (to the east) via Canary Wharf, with full through running between the west and the east available without the need to change trains. A summary of the AM and PM peak hour services and frequencies is provided in **Table 7**.

Table 7: Elizabeth line services

Station	Route	AM peak (08:00 – 09:00) frequency (Trains per Hour)	PM peak (17:00 – 18:00) frequency (Trains per Hour)
Tottenham Court Road	Westbound towards Paddington, Heathrow Airport and Road	25	24
	Eastbound towards Shenfield and Abbey Wood	25	24
Total		**50**	**48**

Frequencies from TfL.gov.uk

3.2.5 National Rail

The closest National Rail station is Charing Cross, which is located approximately 1.2km to the south of the site. This provides access to 'Southeastern' services which run to a variety of destinations including Dover, Dartford, Gravesend and Sevenoaks. Three other stations are located within 2km of the site, which are:

- City Thameslink (1.6km) – Thameslink services;
- Farringdon (1.6km) – Thameslink services; and
- Euston (1.7km) – West Midlands Trains, Avanti West Coast, Caledonian Sleeper trains and London Overground services.

A summary of the peak hour services available at the National Rail stations is provided in **Table 8**.

Table 8: National Rail services

Station	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Charing Cross	23	21	44	19	20	39
City Thameslink*	20 (southbound)	20 (northbound)	40	20 (southbound)	18 (northbound)	38
Farringdon	20 (southbound)	20 (northbound)	40	20 (southbound)	18 (northbound)	38
Euston	24	21	45	20	24	44
Total	**87**	**82**	**169**	**79**	**80**	**159**

*Both served by the same Thameslink services

3.2.6 Future public transport improvements

3.2.6.1 Holborn station upgrade

TfL has previously had plans to make improvements at Holborn station, with the aim of the upgrade works making it easier for customers to enter, exit and movement around the station. The proposals would involve:

- A new second entrance and exit to the station on Procter Street;
- More escalators;
- Step-free access; and
- More space to change between trains.
- Doubling the size of the station.

The changes at the station would also support future plans to increase the number of trains on the Central and Piccadilly lines. The current status of the project is unknown and does not appear in TfL's latest Business Plan.

3.3 Vehicular access

The following section outlines the existing and proposed access arrangements for vehicles.

3.3.1 Existing vehicular access and local highway network

3.3.1.1 Existing vehicular access

The APCOA car park is accessed via a vehicle crossover on Museum Street, between the junctions with West Central Street and High Holborn. The car park has 196 spaces. The remainder of the existing site is car-free with no vehicular access available into any of the buildings.

A loading bay integrated with the public realm is available on Museum Street adjacent to the site, between the junctions with High Holborn and West Central Street (**Photograph 4**).

Photograph 4: Museum Street loading bay

Source: Google Streetview

3.3.1.2 Local highway network

The roads surrounding the site can be described as follows:

- **Museum Street** is a one-way two-lane road running south to north between High Holborn and New Oxford Street, which provides vehicular access to the APCOA car park.
- The **A40 New Oxford Street** has three lanes adjacent to the northern boundary of the site. Two general traffic lanes run eastbound towards Southampton Row and Theobald's Road. A westbound bus and cycle only lane runs towards Tottenham Court Road.
- The **A40 High Holborn** is a two-way three-lane road to the south of the site. This runs east to west between Kingsway and Charing Cross Road.
- **West Central Street** is a narrow one-way street that dissects the site. This connects Museum Street with New Oxford Street and has a right-angled bend in the middle.
- **Grape Street** is a narrow one-way street running north to south between Shaftesbury Avenue and High Holborn.

The Council is the highway authority for the majority of roads in the local area. Both New Oxford Street and High Holborn form part of the Strategic Road Network (SRN). The Council is the highway authority of the SRN, with TfL providing oversight responsibility for schemes or works that may have a detrimental impact on highway performance. The nearest section of the Transport for London Road Network (TLRN) is the A3211 Victoria Embankment, which is located approximately 2.3km south of the site.

3.3.1.3 Congestion Charge and Ultra Low Emission Zone

The site is located within the area covered by TfL's Congestion Charge. This is an area within Central London, which most vehicles have to pay a daily charge of £15.00 to enter. The Congestion Charge zone operates from 07:00 to 18:00 Monday to Friday and 12:00 to 18:00 on Saturday and Sundays. There is no charge between Christmas day and New Year's Day bank holiday (inclusive).

The site is also located within the area covered by TfL's Ultra Low Emission Zone (ULEZ). Vehicles that do not meet the emission standards are required to pay a charge of £12.50 (cars, motorcycles and Light Goods Vehicles under 3.5 tonnes) or £100 for heavier vehicles (Heavy Goods Vehicles over 3.5 tonnes and buses / coaches over 5 tonnes). The ULEZ operates 24 hours a day, seven days a week (except Christmas day). The ULEZ currently covers all areas within the North and South Circular Road. From August 2023, the ULEZ is proposed to expand to cover all London Boroughs.

3.3.2 Proposed vehicular access

Owing to the proposed car-free nature of the site, vehicular access will be limited to that associated with delivery and servicing activities and pick-up / drop-off movements. Further details of the access arrangements for delivery and servicing vehicles is provided in **Section 3.6**.

3.4 Cycle parking

3.4.1 Existing cycle hire docking stations

The nearest cycle hire docking station is located adjacent to the southern boundary of the site on High Holborn, which has 20 spaces. Other nearby docking stations are:

- Bury Place (200m north-east of the site) – 20 spaces;
- Earnshaw Street (280m west of the site) – 17 spaces; and
- Southampton Place (290m east of the site) – 20 spaces.

3.4.2 Proposed cycle parking

Relevant *London Plan* (2021) Policy T5 cycle parking standards are presented in **Table 9**. It has been agreed in pre-application discussions with the Council that the additional 20% of spaces (referenced in the Council's Transport Planning Guidance document) over and above *London Plan* (2021) standards will not be sought for this development, owing to the constraints of operating within an existing basement and to support pedestrian movement within the public realm.

Table 9: Relevant cycle parking standards – London Plan (2021)

Land Use	Long-Stay	Short-Stay
A1 Food Retail (above 100 sqm)	1 space per 175 sqm (GEA)	Area with higher cycle parking standards: First 750 sqm: 1 space per 20 sqm; thereafter 1 space per 150 sqm (GEA)
A1 Non-Food Retail (above 100 sqm)	First 1000 sqm: 1 space per 250 sqm; thereafter 1 space per 1000 sqm (GEA)	Area with higher cycle parking standards: First 1000 sqm: 1 space per 60 sqm; thereafter 1 space per 500 sqm (GEA)
A2-5 Financial / professional services; cafes & restaurants; driving establishments; takeaways (above 100 sqm)	1 space per 175 sqm (GEA)	Areas with higher cycle parking standards: 1 space per 20 sqm (GEA).
B1 Office	1 space per 75 sqm (GEA)	First 5,000 sqm 1 space per 500 sqm; thereafter 1 space per 5,000 sqm (GEA)
C3 Dwellings	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces; Thereafter: 1 space per 40 dwellings

Use Class E of the Use Classes Order 1987 (as amended) was introduced on 1 September 2020 and covers the former use classes of A1 (shops), A2 (financial and professional), A3 (restaurants and cafes), B1 (offices) as well as parts of D1 (non-residential institutions) and D2 (assembly and leisure), and puts them all into one new use class. At the time of writing guidance on how Use Class E should be applied to cycle parking standards has yet to be issued by Local Planning Authorities. As such the current standards (*London Plan* 2021) have been applied. For the Flexible E Class Use (retail and café / workspace) the most onerous standards for A class uses have been applied to maintain the flexibility of and likely land use that could come forward.

Long-stay cycle parking will be provided in accordance with *London Plan* (2021) Policy T5 standards for all proposed land uses. Owing to the aspiration to incorporate high quality public realm and the need to provide suitable pedestrian comfort levels / footway widths, a reduced quantity of short-stay cycle parking compared to *London Plan* (2021) Policy T5 standards will be provided. Further discussion of this is provided in **Section 3.4.4**.

The methodology for deriving the quantity of cycle parking spaces, as agreed with Council officers, is as follows:

- Long-stay spaces:
  - Long-stay cycle parking for the residential use (44 dwellings) will be provided in accordance with *London Plan* (2021) standards.
  - Long-stay cycle parking for the office use (25,824sqm GEA, as shown in **Table 1**) will be provided in accordance with *London Plan* (2021) standards.
  - *London Plan* (2021) cycle parking standards for A2-A5 Retail use will be applied to the total flexible use floor area shown in **Table 1** (1,807sqm GEA). This reflects the likely land use that will be provided.
- Short-stay spaces:
  - Short-stay cycle parking for the residential use (44 dwellings) to be provided in accordance with *London Plan* (2021) standards.
  - Short-stay cycle parking for the office use (25,824sqm GEA) to be provided in accordance with *London Plan* (2021) standards.
  - Considering the objective to create a new high-quality public realm and maintain footway widths, it has been agreed with Council officers that the short stay provision for the flexible E Class use is discounted by 50%. An alternative approach has been proposed to address the shortfall in short-stay cycle parking spaces involving a contribution to the Council to provide additional cycle parking stands. This is discussed in further detail below.

Based on the standards shown in **Table 9** and the methodology described above, the required cycle parking provision for the proposed development is presented in **Table 10** and **Table 11**. A total of 429 long-stay spaces is required by *London Plan* (2021) policy, and these will all be provided. A total of 65 short-stay spaces have been agreed with officers as being required, and at least 36 spaces will be provided (with a financial contribution being provided to address the shortfall in spaces).

Table 10: Cycle parking provision – Museum Street / Vine Lane / High Holborn Buildings

Land Use			Floorspace / Dwellings	London Plan Land Use Type for the Purposes of Cycle Parking Calculations	Long-Stay Spaces (required / provided)	Short-Stay Spaces (required)
E (Flexible)	Town centre uses (Retail / Café / Workspace)		1,027sqm (GEA)	A2-A5	6	26*
E(g)(i)	Business Offices		25,824sqm (GEA)	B1	345	15
C3	Dwellings	1 bed 2 person	19	C3	28	2
		2+ bed	4		8	
Total					**387**	**43**

*Reduced by 50% compared with *London Plan* (2021) standards, to take account of planning flexibility and public realm objectives

Table 11: Cycle parking provision - West Central Street

Land Use			Floorspace / Dwellings	London Plan Land Use Type for the Purposes of Cycle Parking Calculations	Long-Stay Spaces	Short-Stay Spaces
E (Flexible)	Town centre uses (Retail / Café / Workspace)		780sqm (GEA)	A2 – A5	5	20*
C3	Dwellings	1 bed 2 person	10	C3	15	2
		2+ bed	11		22	
Total					**42**	**22**

*Reduced by 50% compared with *London Plan* (2021) standards to take account of planning flexibility and public realm objectives

3.4.2.1 Museum Street office long-stay cycle parking

Cycle parking for the Museum Street office block will be provided in the basement of the Museum Street building (level 1). A total of 345 spaces will be provided, in line with *London Plan* (2021) standards. These will be accessed via a dedicated lift and stairs with a wheeling ramp, which are located on West Central Street.

Long-stay cycle parking spaces will be made up of the following:

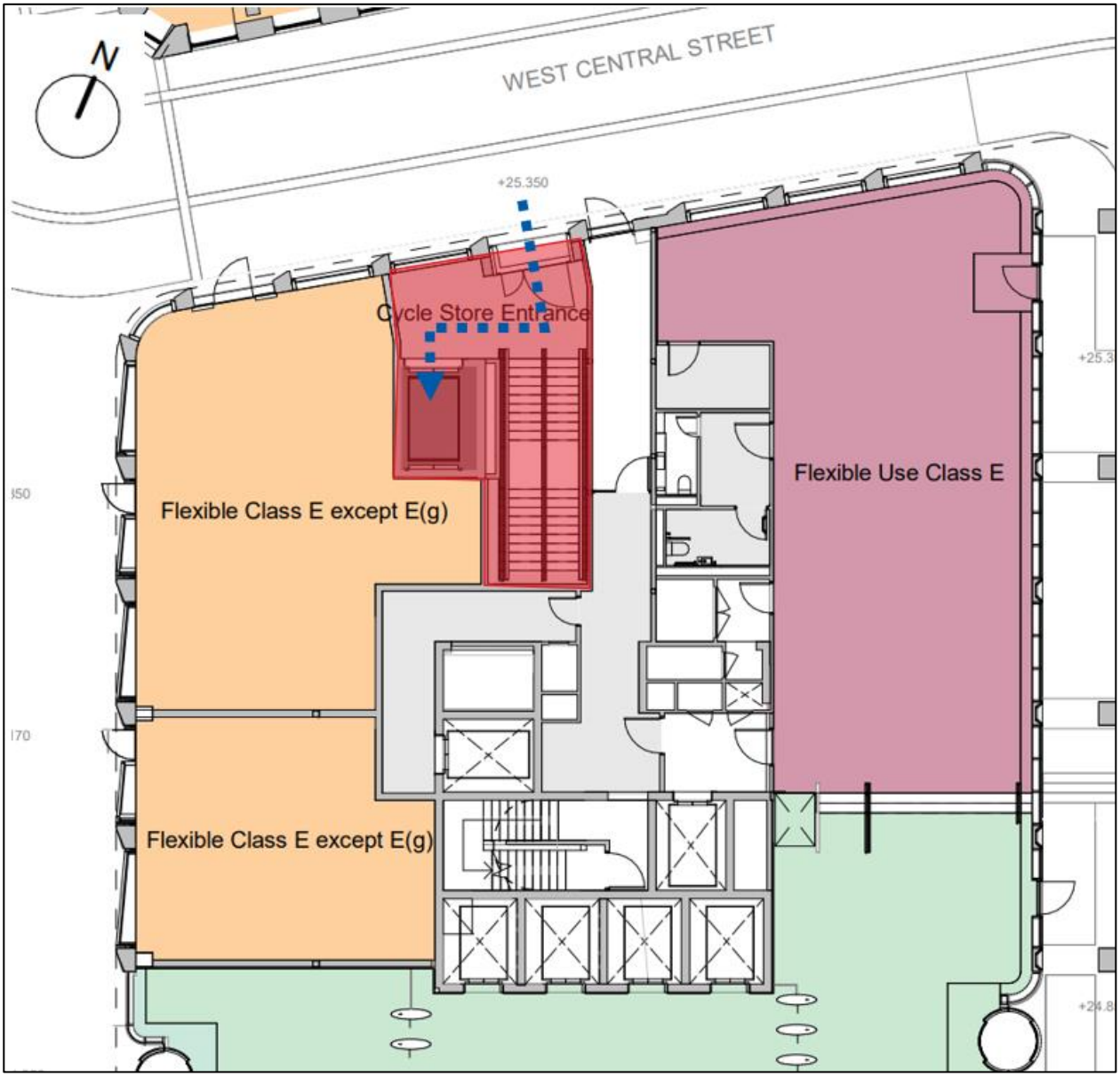
- In accordance with *London Cycle Design Standards* guidance, 56 spaces (around 16%) will be in the form of Camden or Sheffield stands to ensure that there is provision for disabled cyclists / alternative cycle configurations. This includes 20 spaces appropriate for larger cycles (around 6%).
- A total of 21 spaces (around 6%) will be in the form of semi-vertical stands (incorporated due to height constraints associated with the existing basement).
- A total of 32 spaces (around 10%) will be in the form of folding bike lockers. This is in accordance with the *London Plan* 2021 Policy T5 which permits office developments in the Central Activities Zone to provide up to 10% of long-stay spaces as folding bike lockers.
- The remaining 236 spaces (around 68%) will be in the form of two-tier racks.

The proposals comply with *London Plan* (2021) standards in terms of the quantity of spaces, and are therefore considered appropriate. The proposals provide 21 spaces (around 6%) in the form of semi-vertical stands, which are incorporated due to height constraints associated with the existing basement. This represents a reduced proportion compared to the original submission (which had 17% semi-vertical stand provision), in response to officer comments.

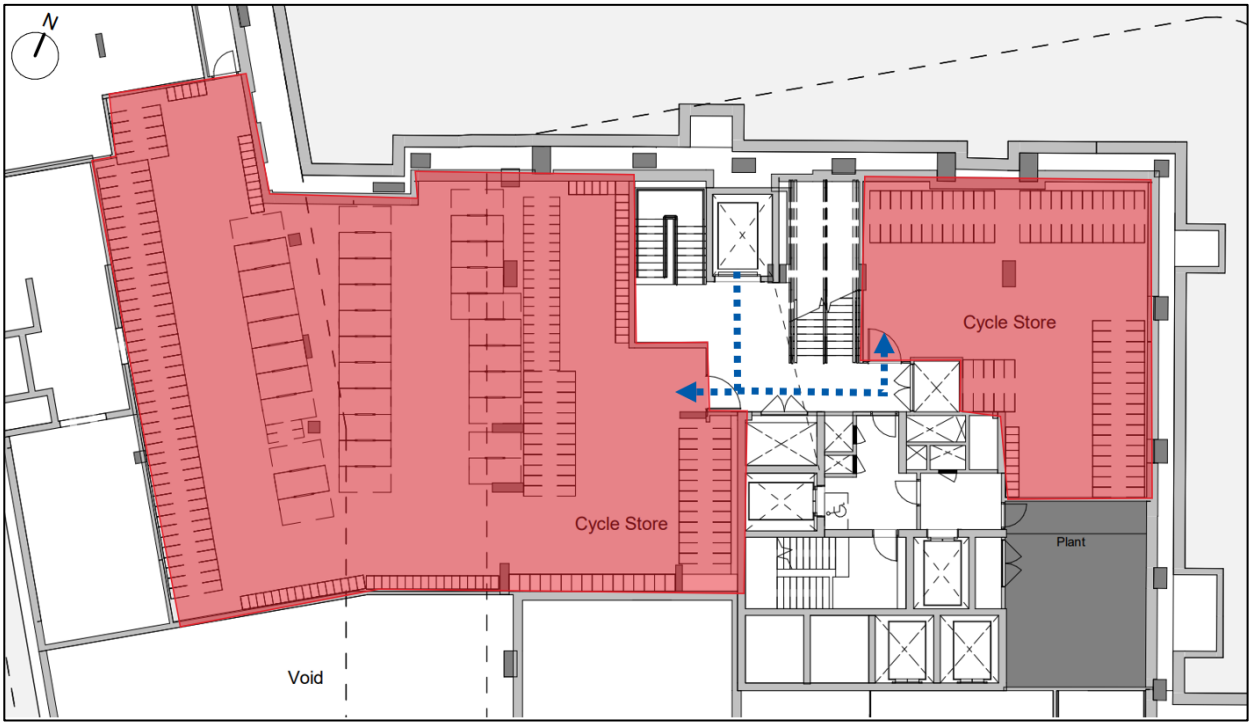
Showers and locker facilities will also be provided in the basement (level 2), which can be accessed via lifts from basement level 1. Lockers will be provided in line with the provision of cycle parking at a ratio of 1:1. Showers will be provided based on a building occupancy of 1:100 people (equating to 21 showers). It may be possible to increase the number of showers by adjusting the disabled toilets within the core to include a shower. This would result in the provision of one additional shower per floor. This will be reviewed during the detailed design process.

The cycle parking arrangements are shown in **Figure 10**.

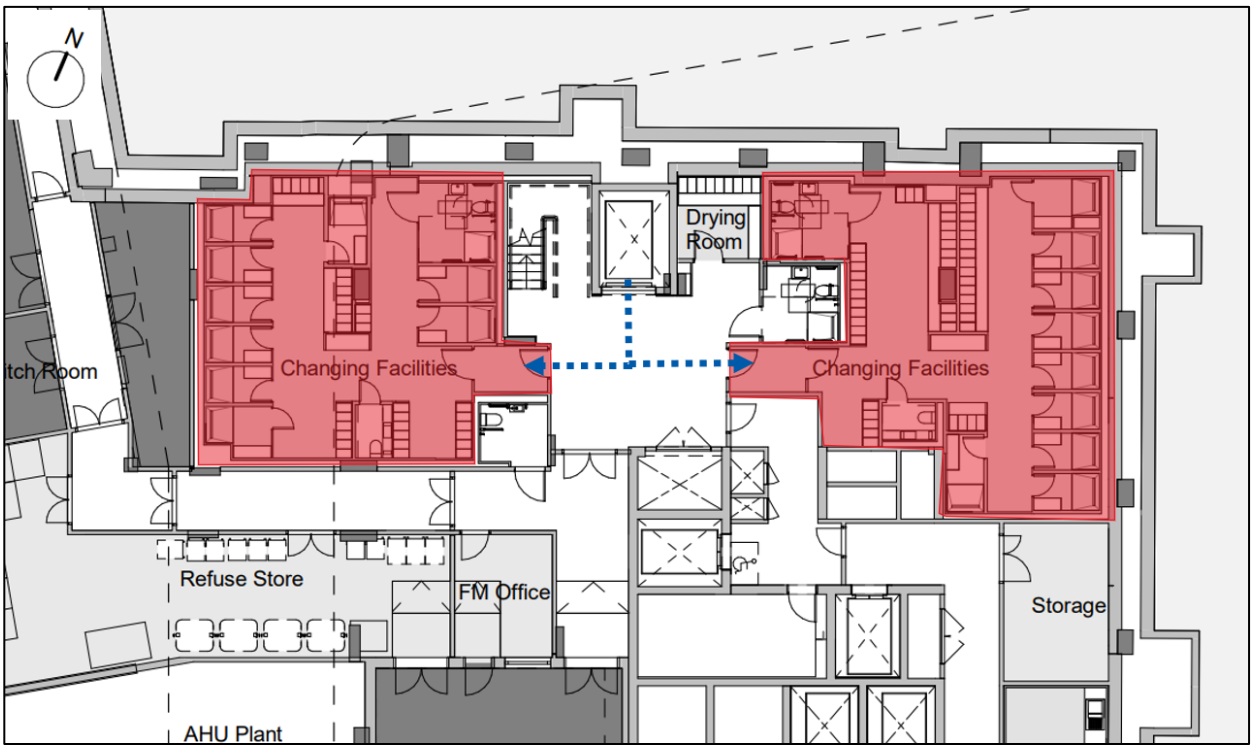
Figure 10: Museum Street office cycle parking access



Access to cycle store entrance and lift at ground floor level on West Central Street



Access from lift to cycle stores at Basement Level 1



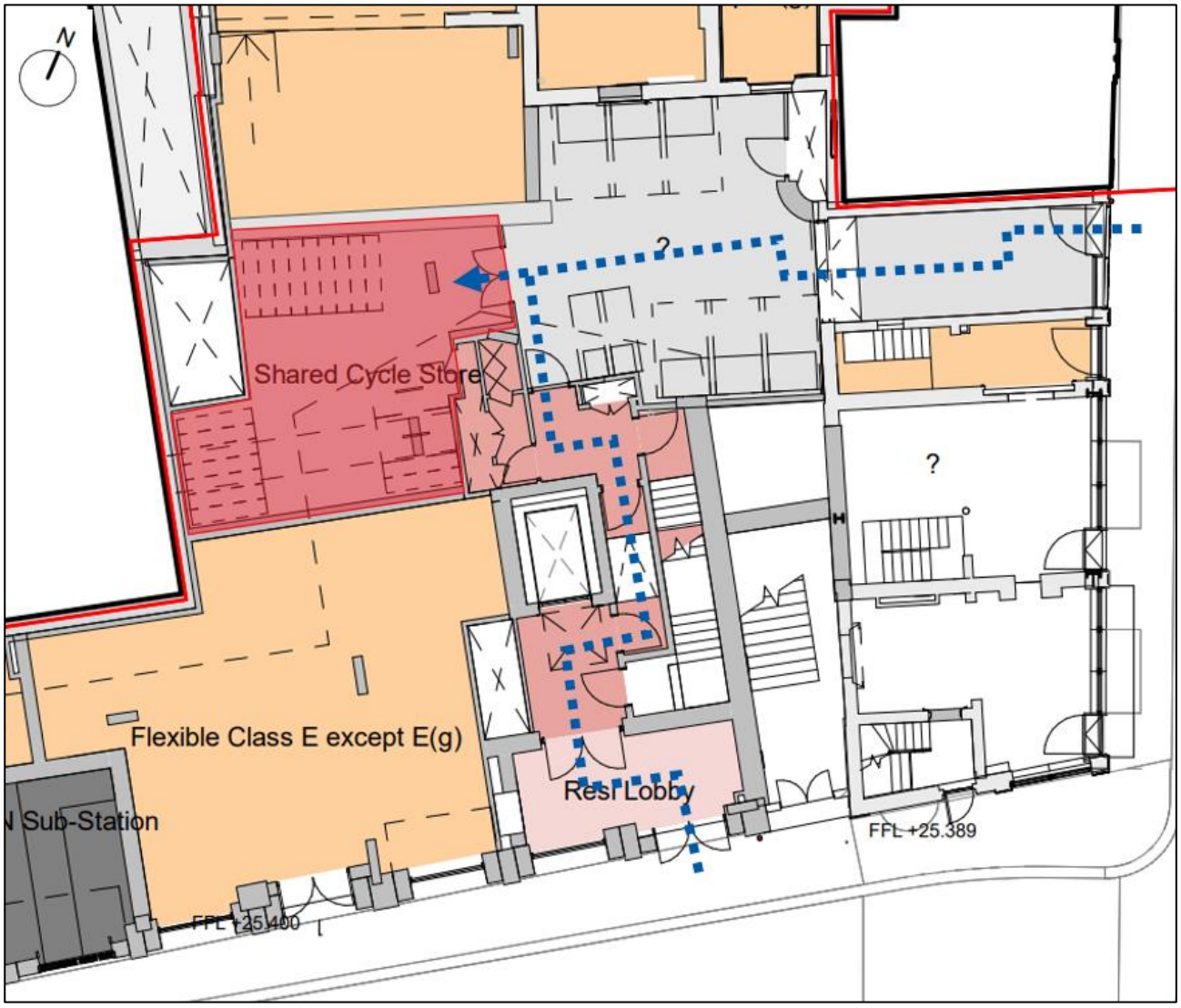
Access to changing facilities and lockers at Basement Level 2

3.4.2.2 West Central Street residential long-stay cycle parking

Resident cycle parking for the West Central Street block will be provided at ground floor level. A single store will be provided containing a mixture of two-tier racks and Sheffield stands, with 37 spaces provided in total (in line with *London Plan* (2021) standards). Four Sheffield stand spaces will be available, equating to 11% of the total number of spaces in the store. Access to the cycle store will be provided via the residential entrance lobby located on West Central Street or via a Back of House route from Museum Street.

The cycle parking arrangements are shown in **Figure 11**.

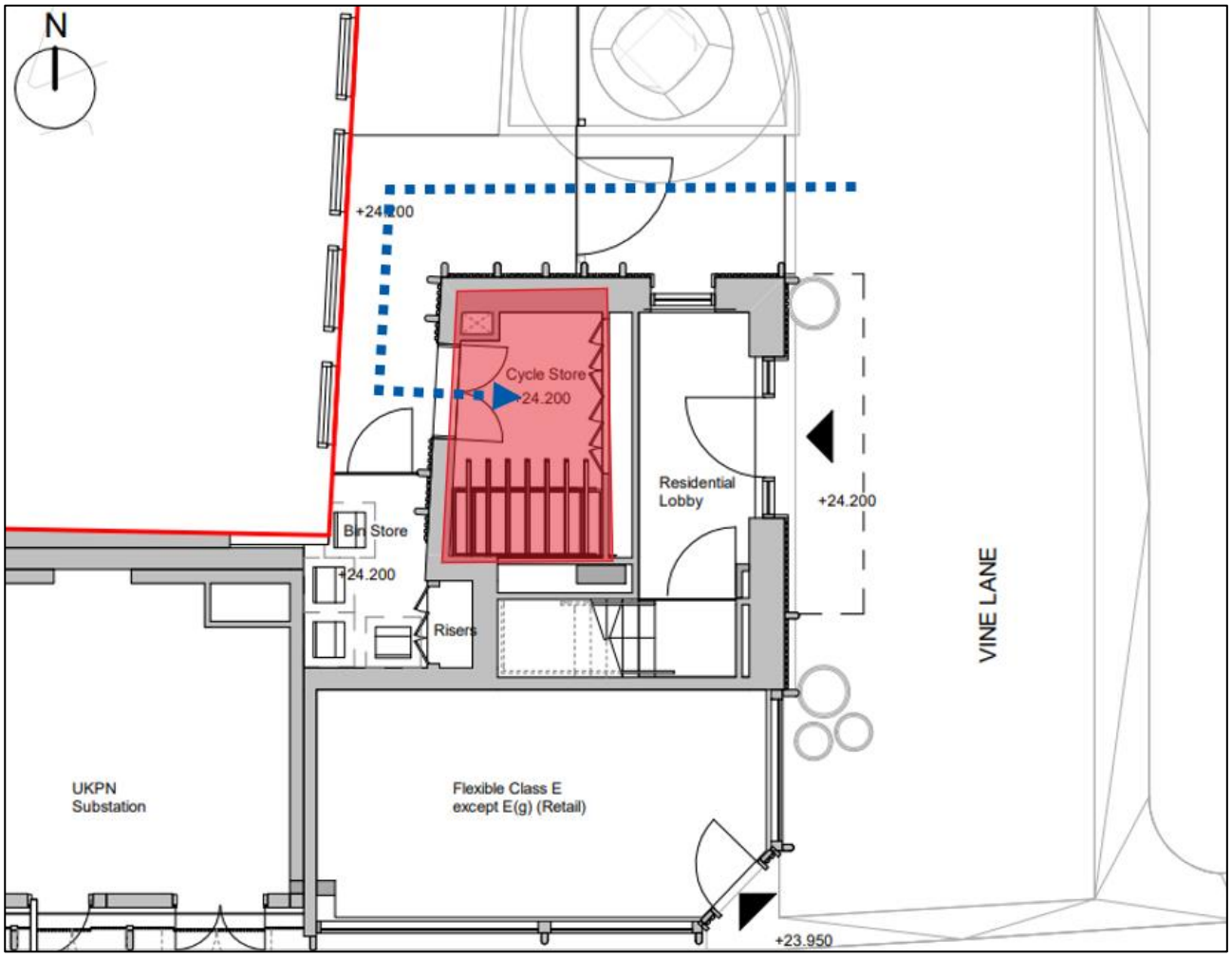
Figure 11: West Central Street residential cycle parking



3.4.2.3 High Holborn residential long-stay cycle parking

Cycle parking within the High Holborn block will be provided in a dedicated cycle store with a separate access from the main building. A total of four two-tier racks (eight spaces) are proposed in accordance with *London Plan* (2021) standards. The proposals are shown in **Figure 12**.

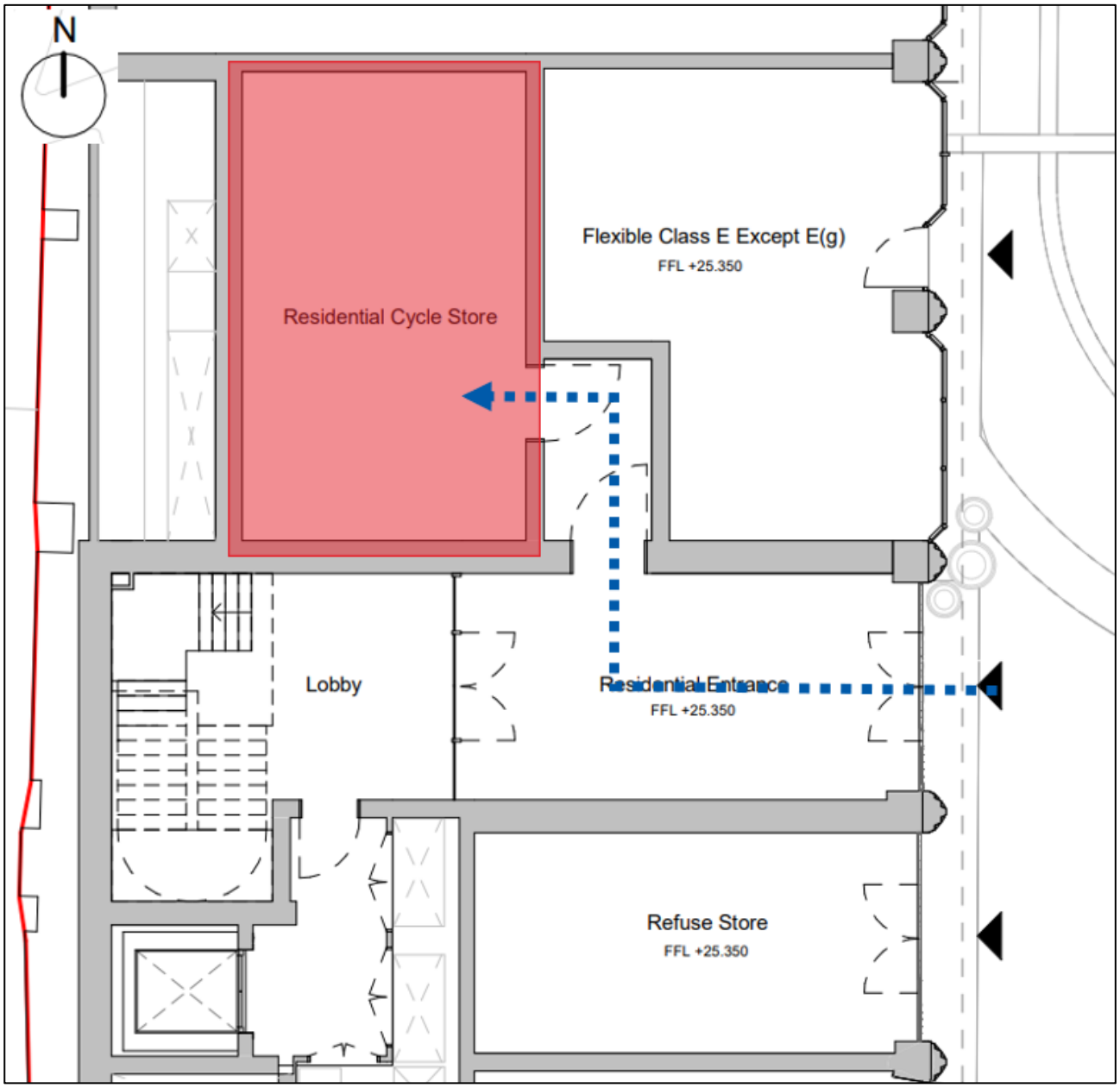
Figure 12: High Holborn block residential cycle parking



3.4.2.4 Vine Lane residential block – long-stay cycle parking

Cycle parking within the Vine Lane block will be provided in a dedicated cycle store with an access from the main residential lobby. A total of 14 two-tier racks (28 spaces) and three accessible spaces are proposed in accordance with London Plan standards. The cycle store and access arrangements are shown in **Figure 13**.

Figure 13: Vine Lane block residential cycle parking



3.4.3 Retail units long-stay cycle parking

Long-stay cycle parking for each of the retail units across the various blocks on-site will be provided in the demise of each unit.

3.4.4 Short-stay cycle parking

As noted in **Table 10** and **Table 11**, a total of 65 short-stay cycle parking spaces would be required for the proposed development using the methodology that has been agreed with Council officers.

It is the intention to maximise the provision of short-stay cycle parking whilst ensuring the provision of a high-quality public realm and appropriate pedestrian comfort levels / walking connectivity through the site for all pedestrians. The current proposals accommodate seven Sheffield or Camden stands (14 spaces) on High Holborn, seven Sheffield or Camden stands (14 spaces) on Museum Street, and four Sheffield or Camden stands (eight spaces) on New Oxford Street as shown in **Figure 14**. This equates to 36 spaces, or 55% of the provision that has been agreed with Council officers.

Figure 14: Short-stay cycle parking locations

A balance has been struck between providing short-stay cycle parking spaces as close as possible to *London Plan* (2021) standards whilst also maintaining a high quality and inclusive public realm. Options have been explored to provide short-stay cycle parking on West Central Street through the centre of the site. However during pre-application discussions, the Council officers expressed their wish to maximise the footway width along West Central Street to provide inclusive access for all pedestrians. The footway where cycle parking was considered is generally 2.6m – 2.7m. The provision of cycles would narrow the footway to under 2.0m, which was considered to be too narrow.

In order to address the shortfall of 29 short-stay cycle parking spaces (15 stands), the applicant is willing to agree the payment of a contribution to Camden Council which could be used to provide off-site short-stay cycle parking spaces in the local area. It is understood that this has been agreed on other schemes in Camden. This is in line with *London Plan* (2021) Policy T5D which notes that a commuted sum towards the provision of additional short-stay cycle parking is acceptable where it is not possible to provide suitable short-stay cycle parking off the public highway. Based on conversations that have been held with the Council it is understand that a contribution of £255 per stand would be suitable. This would equate to a contribution of £3,825 (based on the shortfall of 15 stands).

3.5 Car parking

3.5.1 Existing on-street car parking

The site is within the Council's Controlled Parking Zone (CPZ) CA-C, in which pay & display bays are subject to the following controlled hours:

- Monday to Saturday: 08:30 – 18:30.

Resident parking bays with the CPZ are controlled 24 hours a day.

A summary of the local on-street pay & display, residential and disabled parking bays that are available in close proximity to the site is provided in **Table 12**.

Table 12: On-street parking bays summary

Location	Distance	Number of spaces
Pay & display		
Little Russell Street	100m to the north	10
Residential		
Coptic Street	45m to the north	2
Little Russell Street	100m to the north	1
Disabled		
Coptic Street	50m and 110m to the north	2
Drury Lane	120m to the south	1
Parker Street	250m to the south	1

3.5.2 Existing off-street car parking

The publicly accessible Covent Garden APCOA multi-storey car park is located within the site, accessed from Museum Street. The car park has 196 spaces and is open Monday – Sunday 24/7. Tariffs apply depending on the length of stay, with the shortest available being one hour (£5.00) up to 24 hours (£28.00) or an entire month (£149.00).

There are several other publicly accessible off-street car parks within walking distance of the proposed development, including:

- Covent Garden Intelli-Park car park on Parker Street – 330 spaces (including six disabled spaces) approximately 250m south of the site;
- Off-street car park on Shelton Street – 42 spaces approximately 350m south-west of the site; and
- London Bloomsbury Square NCP car park on Bloomsbury Square – 450 spaces (including five disabled spaces) approximately 400m north of the site.

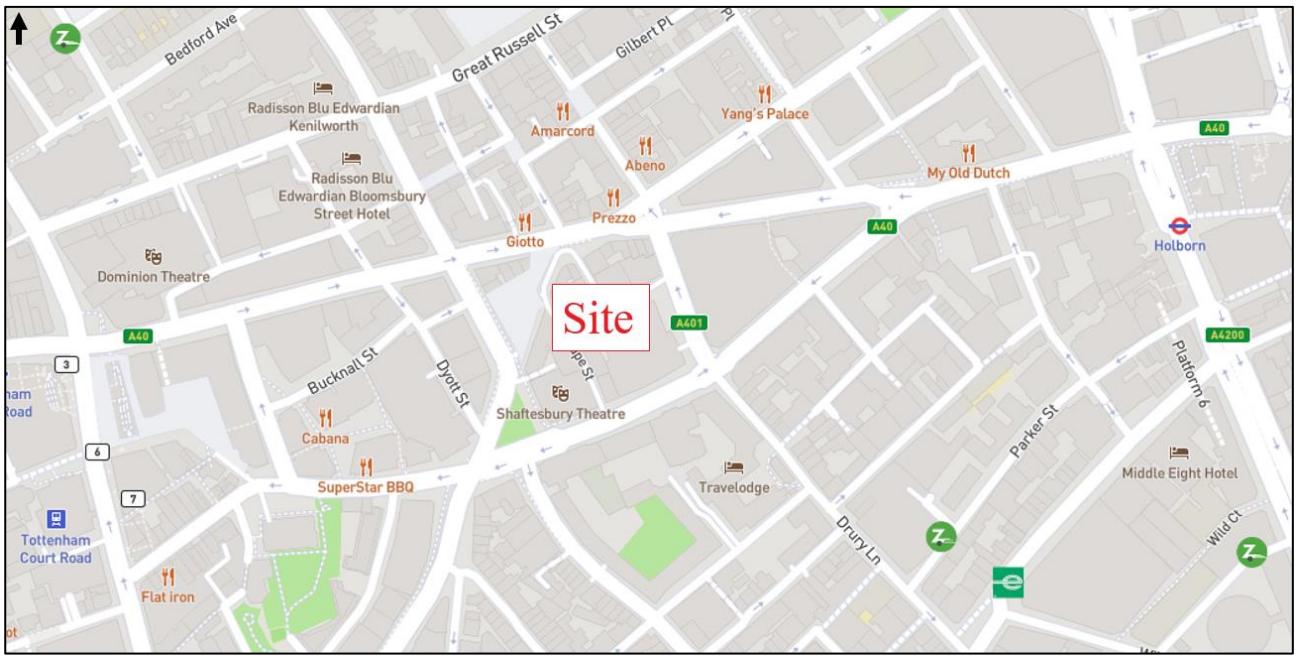
3.5.3 Existing car clubs

There is a number of car clubs operating in the vicinity of the site. Some have been allocated a fixed car club bay (i.e. Zipcar and Enterprise Car Club) while some operate on a 'flexible' approach and do not have a fixed location. The current car clubs within the vicinity of the site include:

- Zipcar – Parker Street (240m south of the site), two vehicles;
- Enterprise – Great Queen Street (350m south of the site), one vehicle;
- Zipcar – Keeley Street (500m south-east of the site), two vehicles; and
- Zipcar – Bedford Square (650m north-west of the site), one vehicle.

The locations of the car clubs are shown in **Figure 15**.

Figure 15: Existing car clubs



Source: Shared Cars

3.5.4 Proposed car parking

In accordance with the *London Plan* (2021) Policy T6 and Camden *Local Plan* (2017) Policy T2, the development is proposed to be car-free. The proposed development will include the removal of the existing APCOA car park, which will reduce the car dominance of the site and result in a more effective use of land in this highly accessible location, in accordance with *London Plan* (2021) Policies T1 and T2.

No disabled car parking is proposed, owing to the constraints of the public realm and highly accessible nature of the site by public transport. As noted in **Section 3.5.1**, there is an on-street disabled parking bay available within 50m of the site, and an additional three available with 250m of the site. In addition, step-free access is available at Tottenham Court Road station.

3.6 Servicing and waste management

This section provides a summary of the delivery and servicing strategy and waste management strategy for the proposed development. Full details of the proposals are provided in the Delivery and Servicing Management Plan, which can be found in **Appendix B** at the rear of the report.

3.6.1 Proposed servicing strategy

3.6.1.1 Servicing trip generation

The estimated number of delivery vehicles generated as a result of the proposed development has been calculated based on survey information from similar developments in London. These surveys are updated on a frequent basis to ensure that the data remains current and reflects up-to-date servicing trends. The resulting trip rates include couriers that arrive by motorcycle but exclude cycle couriers who would typically not use loading bays. This provides a reasonable worst-case forecast which does not take into account future changes or trends in delivery and servicing activities such as increased use of cargo bikes.

The generation tool applies a delivery and servicing vehicle trip rate for each of the proposed building uses to the relevant gross internal area (GIA) for that building use. The servicing trip generation rates used to determine the daily number of delivery trips for the proposed development are shown below:

- 0.52 vehicles per 100sqm GIA per day for non-food retail tenants;
- 1.80 vehicles per 100sqm GIA per day for food retail (restaurants / cafes);
- 0.20 vehicles per 100sqm GIA per day for office uses; and
- 0.07 vehicles per 100sqm GIA per day for residential deliveries.

The anticipated number of daily and peak hour delivery and servicing trips for the proposed development is shown in **Table 13**. It has been used that the ground floor flexible uses are split 50/50 between food and non-food retail.

It is forecast that there will be 70 daily delivery and servicing trips to the site, including nine in the AM peak hour (08:00 to 09:00) and seven in the PM peak hour (17:00 to 18:00).

Table 13: Estimated delivery and servicing trips

Building	Use Class	GIA (m^2)	Average Daily Trip Rate per 100 m^2 GIA	Number of Daily Deliveries	AM peak hour (08:00 – 09:00)	PM peak hour (17:00 – 18:00)
Museum Street	Office	22,650	0.18	41	5	5
	Retail (non-food)	317	0.52	2		
	Retail (food)	317	1.80	6		

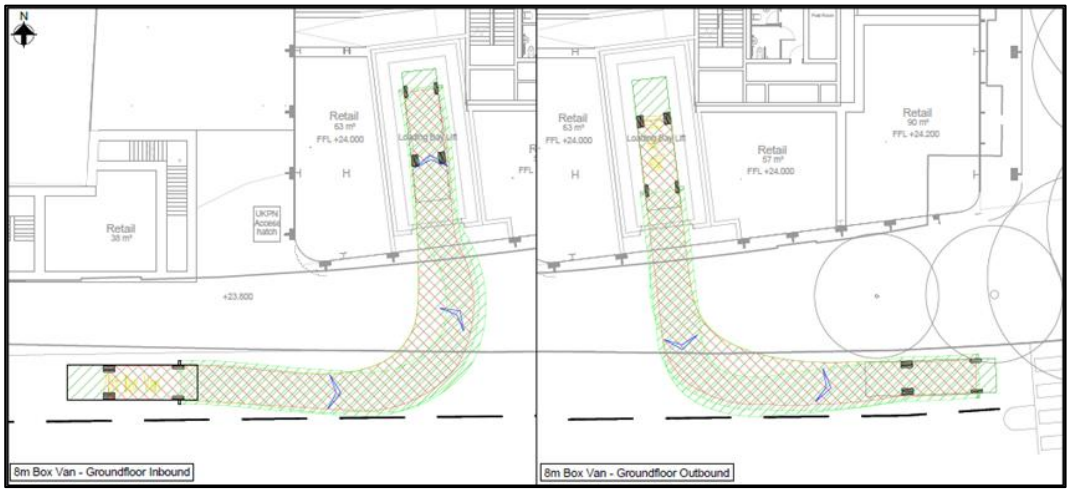
Building	Use Class	GIA (m^2)	Average Daily Trip Rate per 100 m^2 GIA	Number of Daily Deliveries	AM peak hour (08:00 – 09:00)	PM peak hour (17:00 – 18:00)
	Subtotal	23,284	-	49		
Vine Lane	Retail (non-food)	160	0.52	1	1	1
	Retail (food)	160	1.80	3		
	Residential	1,579	0.07	2		
	Subtotal	1,899	-	6		
High Holborn	Retail (non-food)	12	0.52	1	1	0
	Retail (food)	12	1.80	1		
	Residential	426	0.07	1		
	Subtotal	450	-	3		
West Central Street	Retail (non-food)	346	0.52	2	2	1
	Retail (food)	346	1.80	8		
	Residential	1,987	0.07	2		
	Subtotal	3,052	-	12		
Total		**28,312**		**70**	**9**	**7**

3.6.1.2 Museum Street and Vine Lane

In accordance with the Council's policy that recommends off-street servicing for larger developments, a dedicated servicing yard will be provided in the basement of the Museum Street block, accessed via a lift from High Holborn. This will be used by the retail and office tenants in the Museum Street block and the retail and office tenants in the Vine Lane block.

Vehicles will be able to enter and exit the servicing lift in forward gear. At the service lift exit, the building will incorporate a 1.5m to 2m visibility splay on either side of the access to enable a service vehicle driver to see when it is safe to egress the lift. Two 8m loading bays, with 3m offloading areas, will be provided at basement level to accommodate the forecast demand (based on current floor areas) of five servicing trips in the peak hour. The proposed access arrangements are shown in **Figure 16**.

Figure 16: High Holborn servicing access



Access to the vehicle lift will be carefully managed to ensure pedestrian safety and prevent vehicles queuing on the footway or highway to access the lift. A number of measures will be in place, including a booking-in system and a minimum of two site operatives to manage access. Further details of the management arrangements are provided in the Delivery and Servicing Management Plan, which can be found in **Appendix B** at the rear of the report.

In the event of the lift breaking down, an alternative, temporary servicing arrangement will be available, involving the use of the existing loading bay on Museum Street and on-street servicing on West Central Street close to the scheme's goods lift.

3.6.1.3 High Holborn and West Central Street

The other buildings (High Holborn and West Central Street) are forecast to generate a low number of daily servicing trips. Servicing for this part of the site is proposed to take place from the existing loading bay on Museum Street and a newly proposed loading bay on Grape Street as part of the West End Project. The arrangements are shown in **Figure 17**.

Figure 17: High Holborn and West Central Street servicing arrangements

3.6.2 Proposed waste management strategy

The waste management strategy has been based on several key assumptions:

- Waste from the commercial uses in West Central Street block will be stored within and collected directly from the retail units;
- Waste from the commercial unit in the High Holborn block will be stored within and collected directly from the retail unit;
- Waste from the commercial units (offices and retail) in the Museum Street and Vine Street block will be stored in and collected from a central commercial waste store;
- One employee per 8m^2 NIA of office floor space (80% occupancy), with one employee working five days a week, generating 50 litres of waste;
- Commercial waste rooms have been sized for two days of waste storage – collections to be undertaken daily;
- Commercial waste collections will be undertaken by a nominated waste contractor using a waste collection vehicle up to 8 metres in length;

The following splits have been applied:

- Retail (A1): 12% residual and 88% recyclable (27% paper, 40% cardboard, 13% plastic, 0% aluminium, 3% glass and 5% organic);
- Retail (A3): 60% residual and 40% recyclable (5% cardboard, 3% plastic, 3% aluminium, 5% glass and 24% organic); and
- Office (B1): 20% residual and 80% recyclable (65% paper, 7% cardboard, 6% plastic and 2% aluminium).
- Cardboard, paper and plastics will be processed using a baler producing 300kg bales. One 300kg bale can be stored on a 1,000mm x 1,200mm pallet;
- Pre-baled cardboard will be stored in 660 litre eurobins;
- Glass waste and aluminium will be stored in 360 litre eurobins; and
- Food waste will be stored in 240 litre eurobins.

3.6.2.1 Commercial waste generation and storage

The waste generation and storage requirements for the Museum Street and West Central Street developments are shown in **Table 14**.

Table 14: Two day commercial waste generation and storage – Museum Street and Vine Lane

Waste type	Compacted waste (m^3)	Waste container	Number required
-	-	Baler / Compactor	1
-	-	Wheelie bin compactor	1
Residual	4.03	1,100 litre bin	4
Paper	15.80	300kg bale	6
Cardboard	1.34	300kg bale	2
Plastic	1.05	300kg bale	1
Aluminium	1.08	360 litre bin	3
Glass	0.23	360 litre bin	1
Food waste	0.98	240 litre bin	5
Total	**24.51**	-	**22**

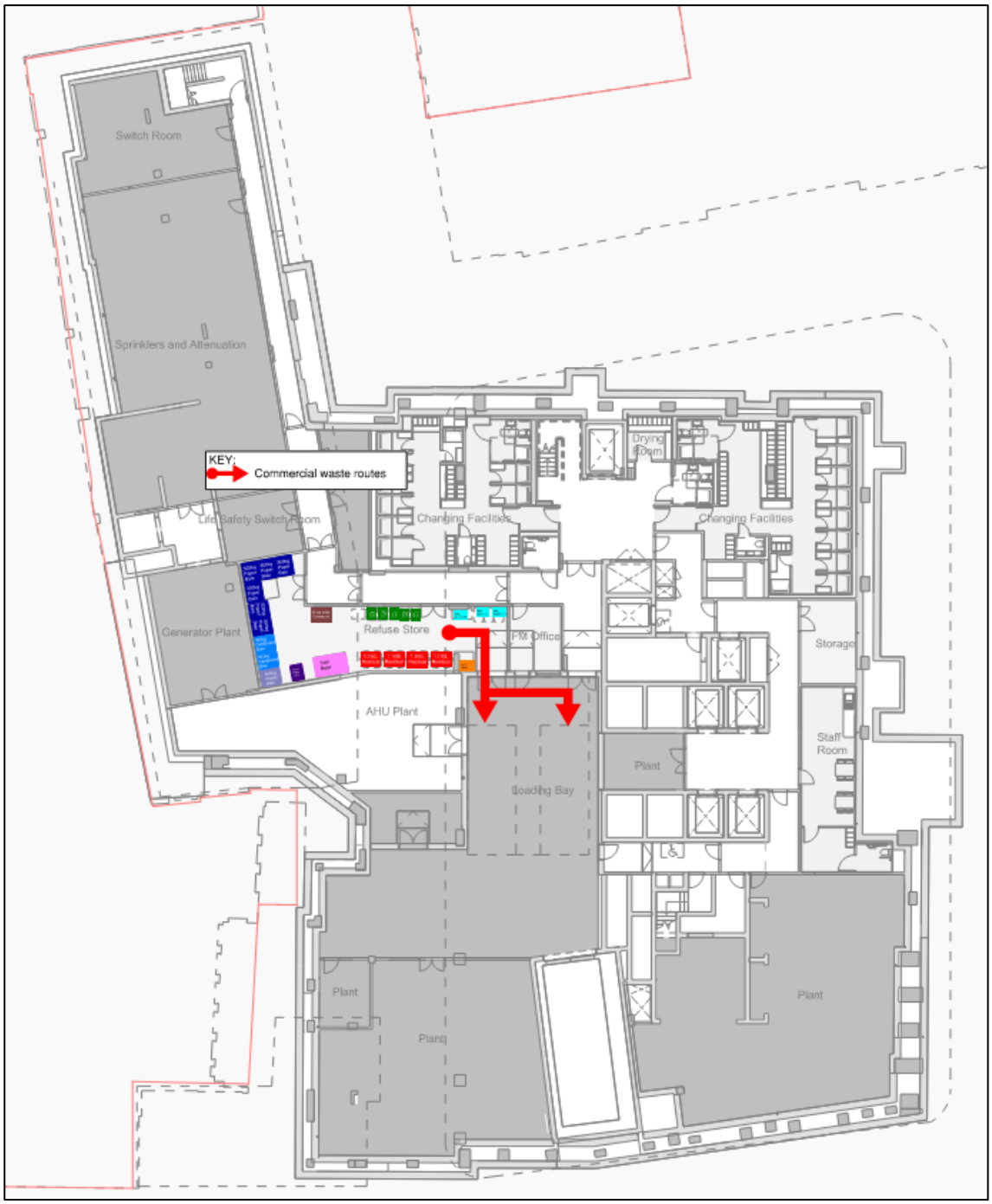
A waste store sized at 50.70m^2 has been provided to hold the following:

- 1 No. Twin cardboard baler;
- 1 No. Wheelie Bin compactor;
- 1 No. Hand pallet truck;
- 4 No. 1,100 litre Eurobins for residual waste;
- 6 No. 300kg bale for paper waste;
- 2 No. 300kg bale for cardboard waste;
- 1 No, 300kg bale for plastic waste;
- 3 No. 360 litre Eurobins for aluminium;
- 1 No. 360 litre Eurobins for glass; and
- 5 No. 240 litre Eurobins for organic (food) waste.

Museum Street and Vine Street

The waste store will be provided at basement level. When the waste collection vehicle arrives, the bins or pallets can be moved from the waste store to the loading bays, as shown in **Figure 18**.

Figure 18: Museum Street and Vine Street waste collection procedure



High Holborn

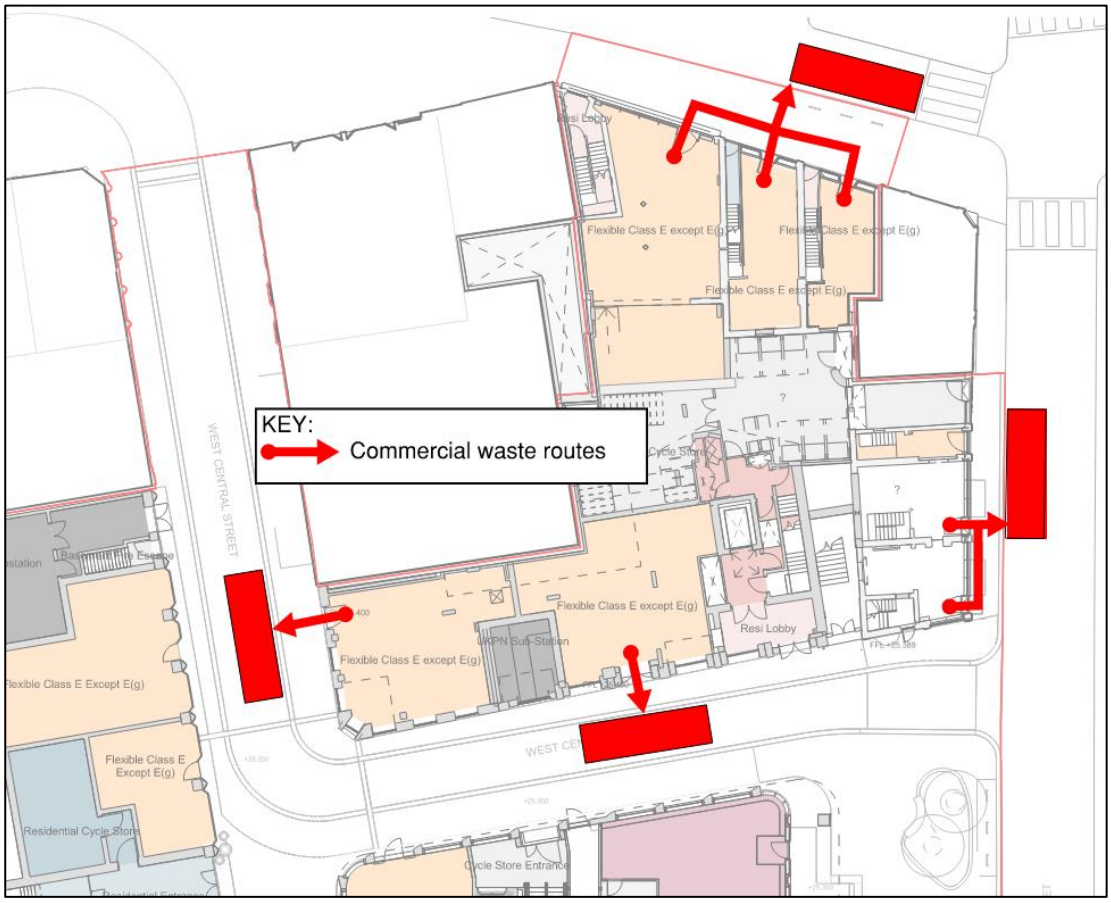
This waste will be stored within the unit and taken in bins or bags to the kerb outside once a day immediately prior to collection. This procedure and the potential vehicle stopping location on the highway is shown in **Figure 19**.

Figure 19: High Holborn commercial Waste collection procedure

West Central Street

This waste will be stored within the units and taken in bins or bags to the kerb outside once a day immediately prior to collection. This procedure and potential vehicle stopping locations on the highway are shown in **Figure 20**. Due to the narrowness of West Central Street, an 8-metre-long waste collection vehicle will be used for these collections.

Figure 20: West Central Street commercial waste collection procedure



3.6.2.2 Residential Waste Storage

Residential waste has been calculated by applying the generation rates from the Council:

- Recycling – 140 litres of storage space per dwelling;
- Refuse – 120 litres of storage space per dwelling; and
- Food Waste – 23 litres of storage space per dwelling.

West Central Street

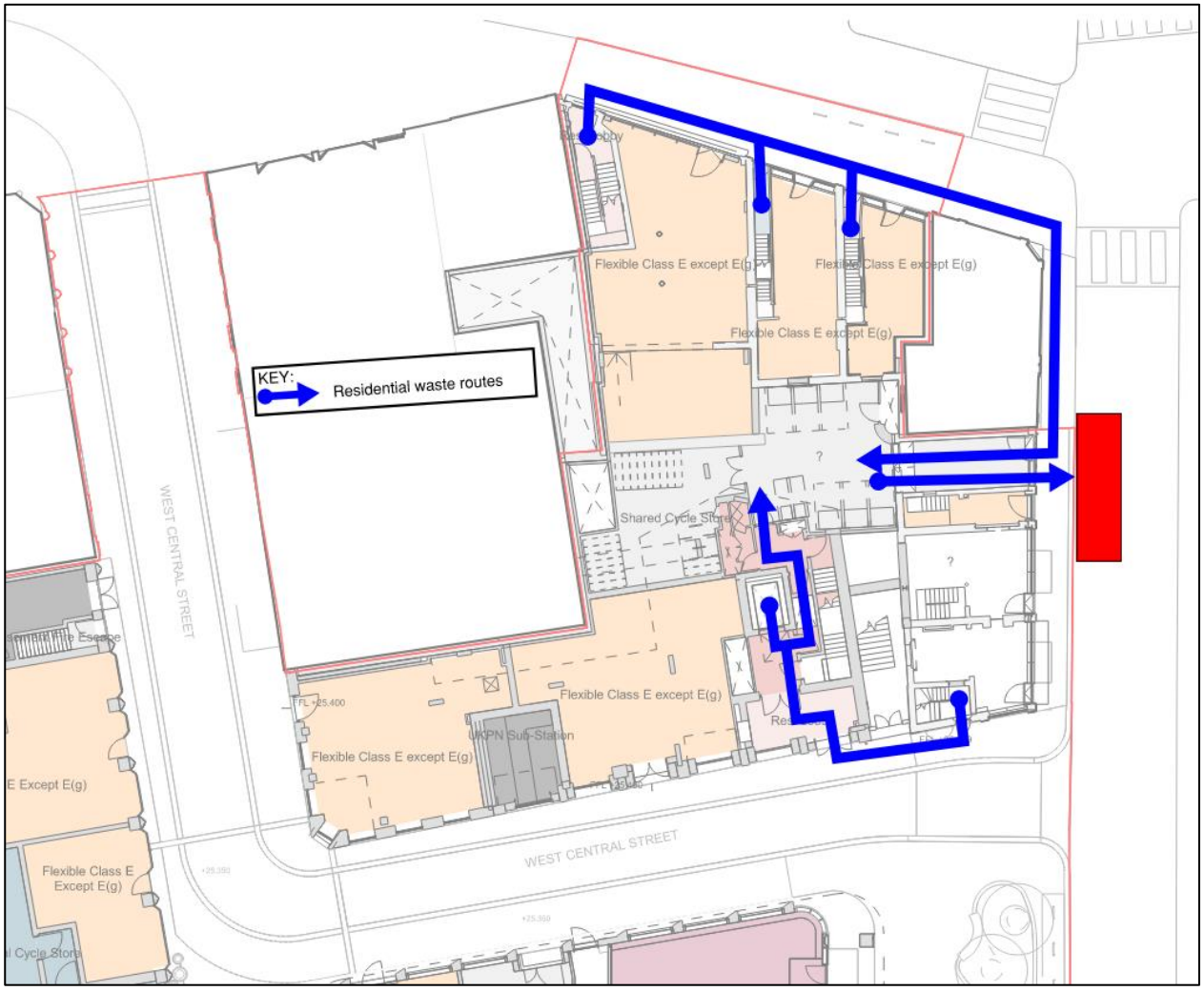
The amount of waste generated and number of estimated bins for the West Central Street residential waste is shown in **Table 15**.

Table 15: West Central Street residential waste storage requirements

Waste type	Waste (m^3)	Waste storage (rounded)	
		Container	Number
Recycling	2,940	1,100 litre Eurobins	3
Refuse	2,520	1,100 litre Eurobins	3
Food waste	483	240 litre Eurobins	3
Total	**5,943**	**-**	**9**

Waste will be brought to the bin store by residents using their lift. Council operatives will collect the bins directly from the store and transfer them to the collection vehicle. This process is shown in **Figure 21**.

Figure 21: West Central Street residential affordable units waste collection



Vine Lane

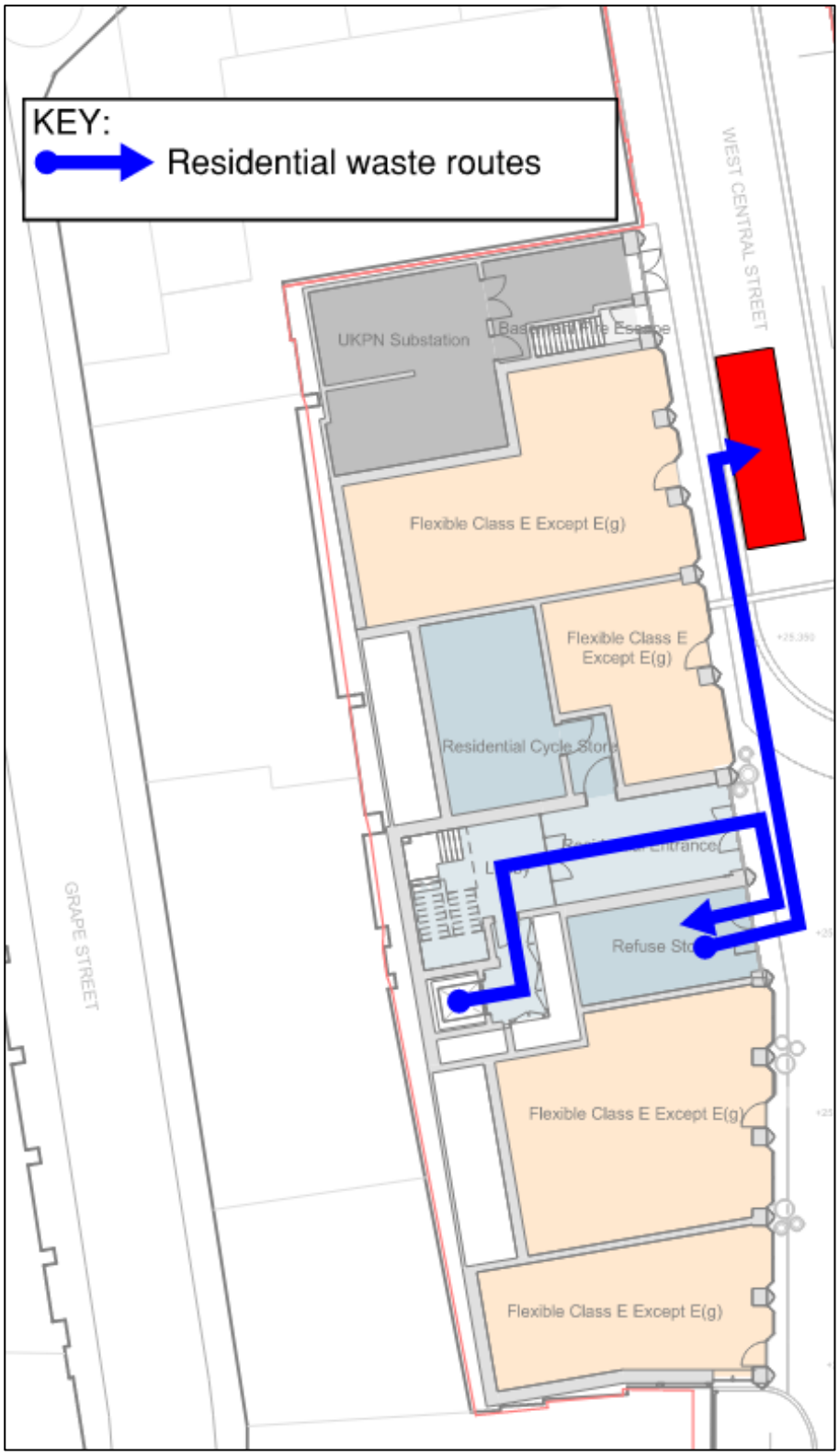
The estimated weekly waste volume for Vine Lane dwellings is presented in **Table 16**.

Table 16: Vine Lane housing estimated residential waste storage requirements

Waste type	Waste (m^3)	Waste storage (rounded)	
		Container	Number
Recycling	2,660	1,100 litre Eurobins	3
Refuse	2,280	1,100 litre Eurobins	3
Food waste	437	240 litre Eurobins	2
Total	**5,377**	**-**	**8**

Waste will be brough to the bin store by residents using their lift. Council operatives will collect the bins directly from the store and transfer them to the collection vehicle. This process is shown in **Figure 22**.

Figure 22: Vine Lane residential waste collection



High Holborn

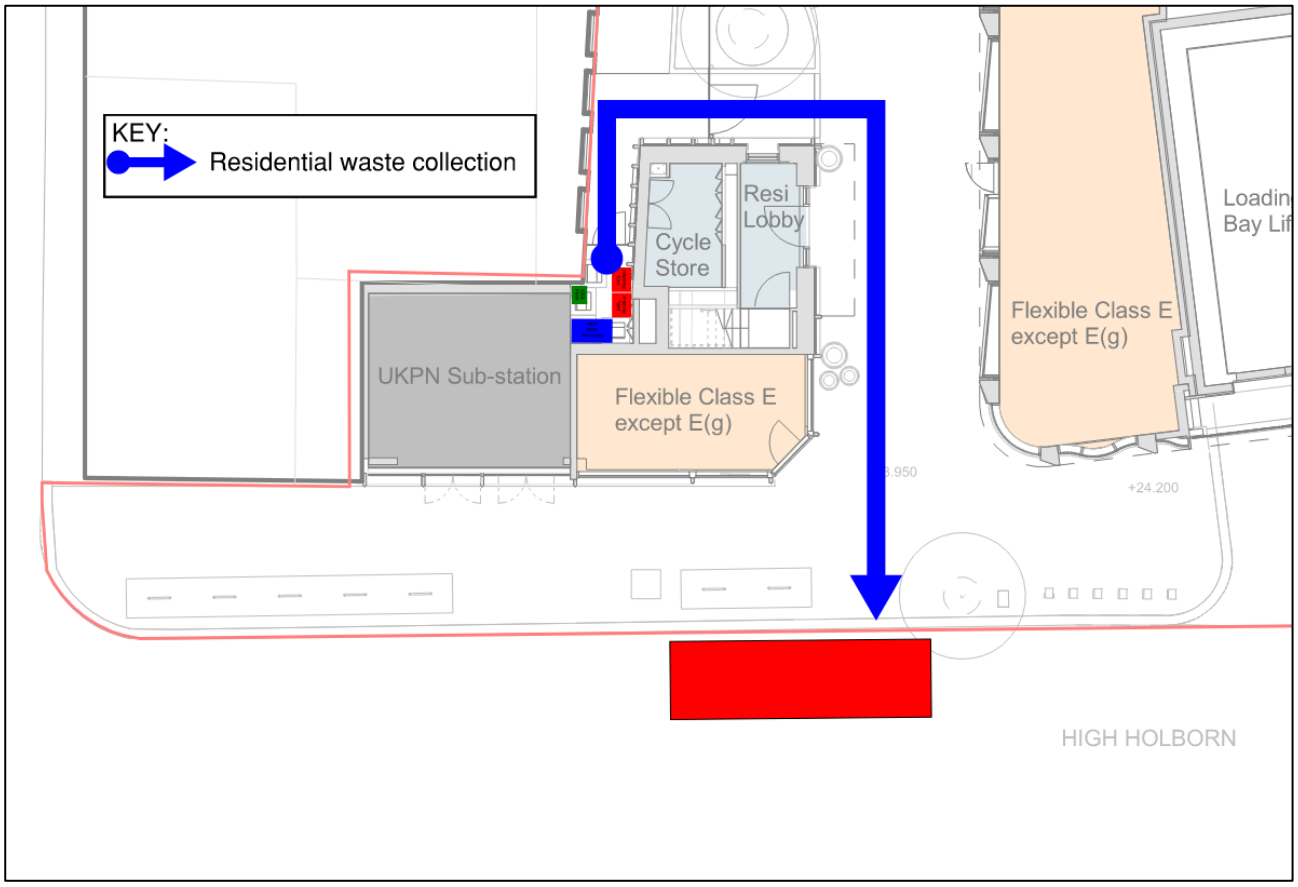
The estimated weekly waste volume for High Holborn dwellings is presented in **Table 17**.

Table 17: High Holborn housing estimated residential waste storage requirements

Waste type	Waste (m^3)	Waste storage (rounded)	
		Container	Number
Recycling	560	660 litre Eurobins	1
Refuse	480	240 litre Eurobins	2
Food waste	92	120 litre Eurobins	1
Total	**1,132**	**-**	**4**

Council operatives will collect the bins directly from the store and transfer them to the collection vehicle which will stop on the highway to carry out this collection. This process is shown in **Figure 23**.

Figure 23: High Holborn residential waste collection



3.7 Cycle hire docking station relocation

As part of the proposals to create a new service yard access on High Holborn, the relocation of some of the cycle hire stands adjacent to the site is required to facilitate access to the proposed vehicle service yard lift.

Various options have been reviewed with reference to TfL's *Developer Guidance for Santander Cycles* document (2015). It is considered that the most appropriate option is to relocate five stands slightly eastwards of their current position on High Holborn whilst maintaining the existing cycle hire station, as shown in **Appendix C**. Other options explored included docking points in a 'double row' or 'angled' arrangements and on other sections of the footway on High Holborn, however these alternative options were considered less suitable. The principle of the redistribution of cycles has been discussed and agreed in principle with TfL during pre-application meetings.

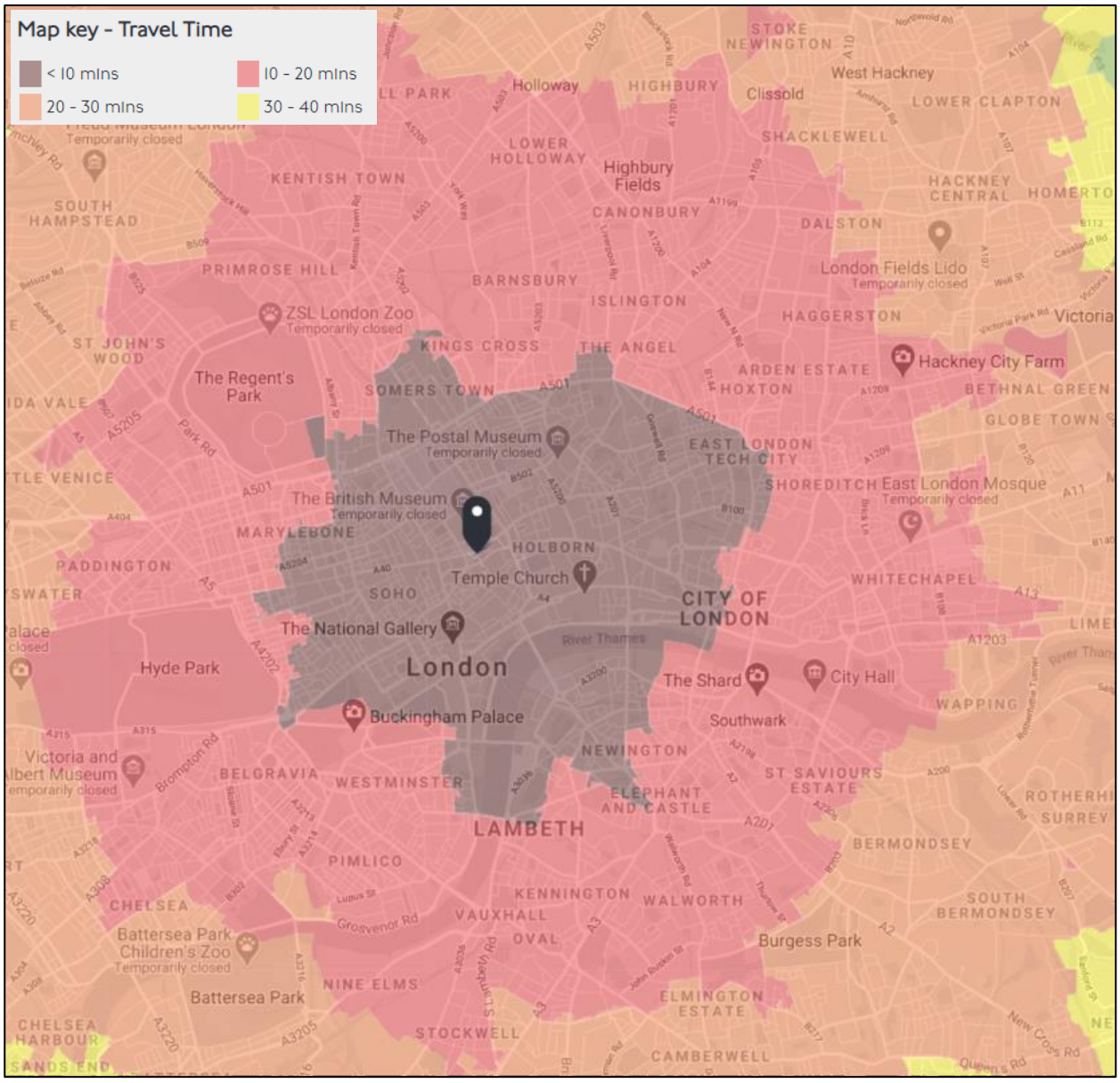
4. Active Travel Zone

The Active Travel Zone (ATZ) assessment is an important component of the Healthy Streets approach. Its purpose is to appraise the important active travel routes to and from the site, to nearby public transport interchanges and key destinations, and identify where gaps or shortcomings exist. This is particularly important for car-free development such as this scheme, as there needs to be consideration of movement beyond the site for people of all abilities by walking and cycling. The proposed development is also expected to attract visitors from the local community within walking and cycling distance.

The ATZ is defined as a 20-minute cycle distance from a site, representing a comfortable and realistic time people might be willing to travel without the use of a motor vehicle. **Figure 24** presents the 20-minute cycling extent from the site.

In accordance with the ATZ guidance, this ATZ outlines a series of observations along the identified Active Travel Route (identified in subsequent section) and, where relevant, recommendations as to how conditions for active travel can be improved, and on which routes these improvements could best be focused. It should be noted that any recommendation identified are opportunities for the local authority to review and consider. They are not specifically linked to the proposed development.

Figure 24: 20-minute cycle distance from site



Source: WebCAT Time mapping

4.1 Key active travel routes

In line with the categories set out in the TfL guidance, the most relevant key destinations and those that are most likely to be accessed using active transport modes from the site are identified in **Table 18**.

Table 18: Key destinations

Categories	Key Destinations
Public transport stops	New Oxford Street High Holborn Stop R, Museum Street Stop C & E, Drury Lane Stop S, New Oxford Street Stop Z
Public transport stations	Tottenham Court Road Underground station, Holborn Underground station, Farringdon Underground and National Rail station, City Thameslink National Rail Station
London's current and future London-wide strategic cycle network	Cycleway 3, Cycleway 6, Quietway 1, Quietway 2
Town centres / Retail facilities	Oxford Street, Regent Street, Covent Garden, Euston station surroundings, Leicester Square station surroundings, Fleet Street
Parks	Russell Square, Bedford Square Garden, Brunswick Square Gardens, Hyde Park
Schools / colleges	King's College London, University College London, St Joseph's Primary School, St Clement Danes C of E Primary School
Hospitals / doctors	Great Ormond Street Hospital, St Bartholomew's Hospital
Places of worship	St George's Church, Bloomsbury Central Baptist Church, St Giles in the Fields, St Patrick's Catholic Church

Based on the key destinations identified, six key routes have been identified to capture the key destinations that are most likely to attract active travel trips by the users of the site for the ATZ assessment (see **Figure 25** and **Table 19**). The six key routes identified have been chosen to reflect the likely choices of amenities and attractors to those using the site.

Figure 25: Key active travel routes and attractors

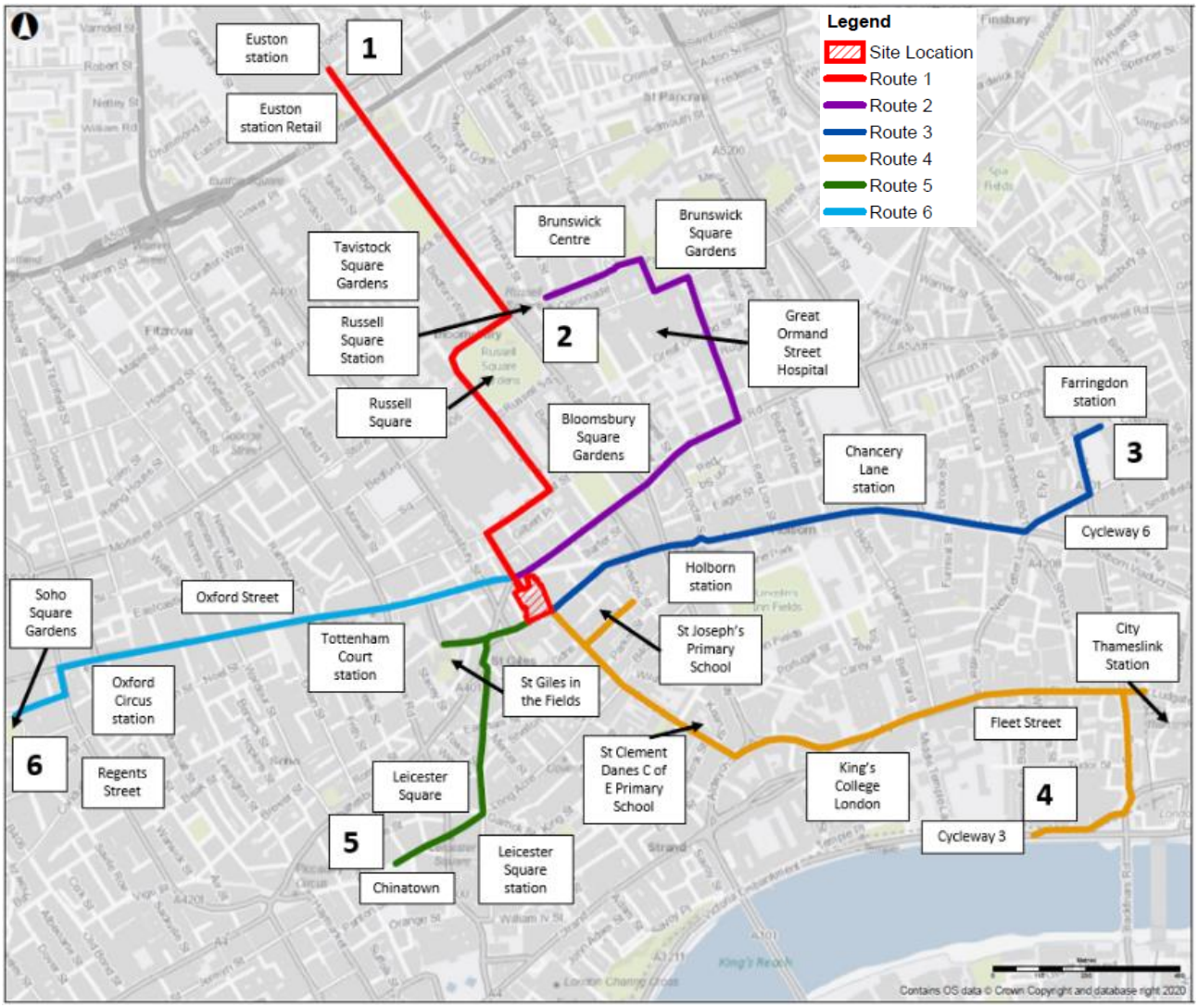


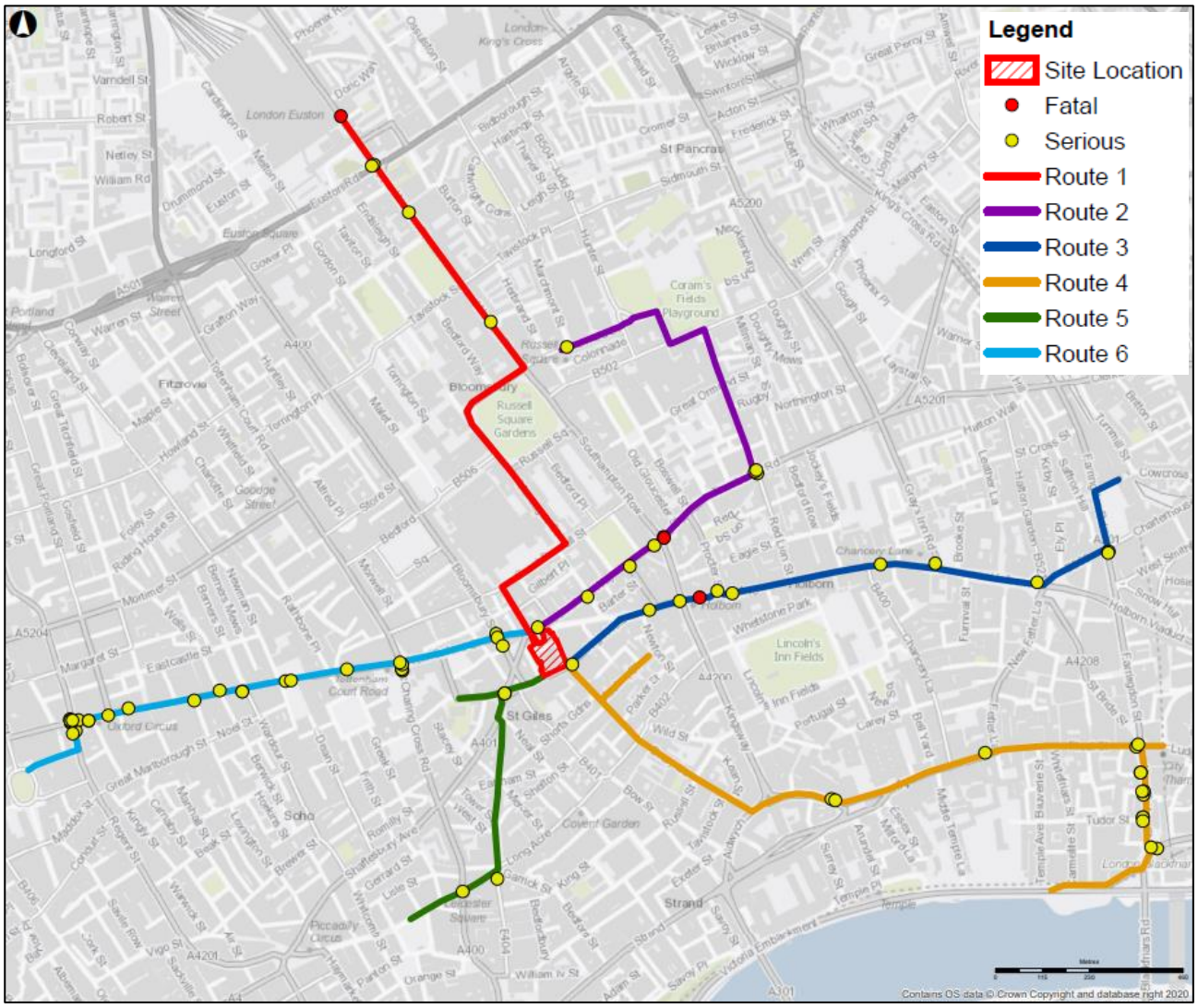
Table 19: Key active travel routes and key destinations

Routes	Directions	Key Destinations
1	North towards Euston station	British Museum, Russell Square, Tavistock Square Gardens, Euston station surrounding retail, Euston station
2	North-east towards Russell Square station	St George's Church, Bloomsbury Square Gardens, Coram Field, Brunswick Square Gardens, Brunswick Centre, Great Ormond Street Hospital Russell Square station
3	East towards Farringdon station	Holborn station, Chancery Lane station, Cycleway 6, Farringdon station
4	South-east towards City Thameslink station	St Joseph's Primary School, St Clement Danes C of E Primary School, King's College London, Fleet Street, City Thameslink station, Cycleway 3
5	South-west towards Chinatown	St Giles in the Fields, Leicester Square, Leicester Square station, Chinatown
6	West towards Soho Square Gardens	Tottenham Court Road station, Oxford Street, Oxford Circus station, Regents Street, Soho Square Gardens

4.2 Collision data analysis

Collision data for the latest three-year period (up to November 2022) has been provided by TfL. In accordance with TfL guidance, clusters of collisions (two or more serious collisions or one fatal collision) have been identified. The key active travel routes with collision data are shown on **Figure 26** and the clusters of collisions are discussed below this.

Figure 26: Key active travel routes with collision data



Route 1

The junction of Upper Woburn Place / Euston Road / Eversholt Street:

- Two serious collisions occurred in this location, one involving a pedestrian and one involving a cyclist. Neither of the collisions appear to be a result of highway design or layout issues. The serious collision involving the pedestrian occurred at night in wet weather conditions, which led to difficulties for a vehicle braking on wet roads.

Eversholt Street, to the east of Euston Station:

- One fatal collision occurred in this location, involving a standing passenger on a bus. No details are available of how the collision occurred or the causation factors. The location of the collision is close to Euston Bus Station where there are numerous daily bus services and no known or related issues have occurred in this location.

Route 2

The junction of Vernon Place / Southampton Row / Theobalds Row:

- One serious collision and one fatal collision occurred at this junction.
    - The serious collision involved a cyclist and appears to be as a result of a poor / defective road surface, resulting in a loss of control. Poor road surfaces have been identified as issues on some of the ATZ routes discussed below, although not specifically at this location.

      The fatal collision involved a cyclist involved in a collision with an articulated vehicle turning left in August 2021. Since 2021, improvements have been made at the junction by Camden Council, with the intention of improving cyclist safety[1]. The improvements include new segregated cycle lanes, bus lane improvements and improved traffic lights for cyclists.

The junction of Theobalds Row / Lamb's Conduit Street:

- Three serious collisions occurred in this location, one involving a motorcycle rider and two involving cyclists. The collisions do not appear to be as a result of highway design or layout issues, however it is noted that all three collisions occurred when it was dark. Improved lighting could be considered in this location to assist with visibility.

Route 3

High Holborn, between the junctions with Southampton Row and Procter Street:

- One fatal collision occurred involving a cyclist and a goods vehicle (>7.5t), in March 2022. At the time of the collision the road was reported as being wet. Since the collision, Camden Council has approved a range of cycling, pedestrian, road safety changes and public realm improvements in the area, which began being implemented in March 2023[2]. The improvements include new segregated cycle lanes on High Holborn, and improved cycle facilities at the High Holborn / Procter Street junction and the High Holborn / Southampton Row junction.

The junction of Farrington Street / Charterhouse Street:

- Three serious collisions occurred, all involving collisions between pedestrians and cyclists. None of these appear to be as a result of highway design or layout issues, and it is noted that segregated cycle lanes exist in both directions on Farrington Street and formal signalised pedestrians crossings existing on all four arms of the Farrington Street / Charterhouse junction. Two of the collisions occurred when it was dark and one involved a pedestrian being obscured by a parked / stationary vehicle. The junction may therefore benefit from improved lighting and greater enforcement of any illegal parking.

Route 4

Aldwych, close to the junction with the Strand:

- Two serious collisions occurred, one involving a pedestrian being hit by a taxi and one involving a cyclist being hit by a car. It is noted that the collision involving a pedestrian occurred when it was dark and raining. Neither of the collisions appear to be as a result of highway design or layout issues, however this stretch of Aldwych is car dominated, with two lanes of traffic in each direction. Measures to reduce car dominance could be considered in this location.

[1] https://news.camden.gov.uk/permanent-safety-changes-made-at-southampton-row-theobalds-road-junction/

[2] https://news.camden.gov.uk/high-holborn-healthy-streets-scheme-approved-by-cabinet-following-public-consultation/

The junction of Fleet Street / New Bridge Street:

- Two serious collisions occurred in this location, both involving cyclists being hit by cars. Cycleway 6 runs along New Bridge Street, providing segregated cycle lanes in both directions. It therefore experiences higher than average cycle flows. The collisions do not appear to be as a result of highway design or layout issues, although it is noted that one collision occurred when it was dark and one collision occurred when it was wet. Consideration could be given to improved lighting or road surface improvements.

New Bridge Street and the junction of New Bridge Street / Queen Victoria Street:

- Eight serious collisions occurred in this location, all involving pedestrians or cyclists. As noted above, Cycleway 6 runs along New Bridge Street, providing segregated cycle lanes in both directions. It therefore experiences higher than average cycle flows. TfL's Cycling Action Plan notes the benefits of segregated cycle lanes, and how the provision of segregated cycle lanes often leads to increased levels of cycling compared with non-segregated streets. None of the collisions appear to be as a result of related highway design or layout issues. Consideration could be given to better differentiating between cycle lanes and pedestrian crossings (e.g. through paint or increased signage), to avoid unnecessary collisions between pedestrians and cyclists.

Route 5

No clusters of collisions occurred on this route.

Route 6

The junction of New Oxford Street / Bloomsbury Street:

- Three serious collisions occurred in this location, one involved a pedestrian, one involving a cyclist and one involving a motorcyclist. No common causal factors appear evident, and the junction appears to include suitable facilities for pedestrians and cyclists, including pedestrian crossings on all four arms, advisory cycle lanes and advanced stop boxes for cyclists.

Junction of Oxford Street / Tottenham Court Road:

- Four serious collisions occurred in this location, two involving pedestrians and two involving cyclists. Details of how two of the collisions occurred are unknown. The junction appears to provide suitable facilities for pedestrians and cyclists, including pedestrian crossings on all four arms and advanced stop boxes for cyclists. The junction experiences very high footfall owing to the location next to the entrance to Tottenham Court Road Station.

Tottenham Court Road, to the east of the junction with Newman Street / Great Chapel Street:

- Two serious collisions occurred in this location, both involving cyclists. One of these appears to be as a result of stationary / parked vehicles obscuring visibility and one of these occurred when the weather was wet. Consideration could be given to greater enforcement for illegally parked vehicles or improving visibility at legal parking / loading locations, and improved road surfacing could be considered to reduce slippery conditions in wet weather.

The junction of Oxford Street / Regent Street:

- Seven serious collisions occurred in this location, three involving pedestrians, three involving cyclists and one involving passengers on a bus.
    - The incident involving the bus was as a result of sharp braking. The road at the time was dry. This location forms a bus corridor, and no other related incidents involving buses seem to have occurred.
    - The six collisions involving pedestrians and cyclists do not appear to be as a result of any related highway design or layout issues. The area in questions experiences very high footfall, however suitable facilities appear to be in place including pedestrians crossings on all four arms of the junction as well as diagonal crossings, and advisory cycle lanes. The Local Authority, Westminster City Council, has long term plans for improvements to Oxford Street[3]. These improvements aim to provide high-quality public realm and improve pedestrian comfort and safety on Oxford Street.

Summary

The collision data shows a greater number of collisions on the strategic roads within the study area (Oxford Street, New Oxford Street, High Holborn and New Bridge Street) relative to the local roads. This reflects the greater level of movements, by all modes, on these streets. The data does not show a pattern of collisions which would indicate any issues with the existing design or layout of roads within the study area. It is noted that parts of the study have had recent walking and cycling improvements introduced on them or are proposed to have future walking and cycling improvements implemented as part of the Council's draft *Holborn Vision and Urban Strategy* (2019).

In accordance with TfL ATZ guidance, ideas to help improve safety for active travel users and reduce vehicle dominance where there have been clusters of collisions are discussed in the relevant active travel routes below.

[3] https://www.westminster.gov.uk/news/update-plans-oxford-street

4.3 Route 1

The route to Euston station runs north from the site along Museum Street, Great Russell Street, Montague Street, Russell Square and A4200 / Woburn Place / Eversholt Street. Photographs, observations and recommendations of this route are included in **Table 20**.

Table 20: Photographs, observations and recommendations of route 1

Photograph 5: Woburn Place / Russell Square	Photograph 6: Woburn Place / Tavistock Place
	
Observations: There are advance stop lines for cyclists although there are no further facilities available for cyclists (e.g. right turn markings or marked cycle lanes). **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *Easy to cross* **Recommendations**: Although there are advanced stop lines for cyclists, consideration should be given to providing cycle lanes along Woburn Place to protect cyclists from the high volume of traffic.	**Observations:** There are cycle facilities with segregated cycle lanes along Tavistock Place (as part of the Council's Torrington to Tavistock cycle route). **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *People feel relaxed* **Recommendations:** None proposed.

Photograph 7: Upper Woburn Place / Euston Road

Observations:

Upper Woburn Place / Euston Road are heavily dominated by vehicles. The crossing at the junction is staggered twice, with no cycle lanes or advanced stop lanes for cyclists. With the area being dominated by vehicle traffic, this makes for an unpleasant walking and cycling environment.

Healthy Streets Indicators:

People choose to walk, cycle and use public transport

Pedestrians from all walks of life

Recommendations:

There is a high pedestrian footfall in this area given the nature of it being near a University and Euston station. Consideration should be given to providing a less complicated crossing to at least one staggered crossing, as the pedestrian islands appear too small to handle large volumes of pedestrians.

Vision Zero Recommendations:

It is noted that there was a cluster of collisions at the Euston Road / Upper Woburn Place / Eversholt Street junction. This is a vehicle dominated junction, although given its proximity to Euston Station is also experiences very high pedestrian footfall and cyclist flows. Temporary measures to improve facilities during the Covid-19 pandemic were in place on Euston Road, including the removal of a traffic lane and provision of a temporary cycle lane. These measures have now been withdrawn, however consideration of implementing permanent improvements (as part of a wider Euston Road corridor study) could be considered in this location.

4.4 Route 2

The route to Russell Square station runs north-west from the site along New Oxford Street, Bloomsbury Way, Lamb's Conduit Street, Guildford Place, Guildford Street and Brunswick Square / Bernard Street. Photographs, observations and recommendations of this route are included in **Table 21**.

Table 21: Photographs, observations and recommendations of route 2

<table>
<tr><th>Photograph 8: New Oxford Street / Museum Street</th><th>Photograph 9: Vernon Place / Southampton Row / Theobalds Row</th></tr>
<tr><td> 
</td><td>  </td></tr>
<tr><td>Observations:

There is a wider and newly paved footway at the crossing between Museum Street and New Oxford Street to aid pedestrians in crossing on New Oxford Street.

Healthy Streets Indicators:

People choose to walk, cycle and use public transport

Easy to cross

Recommendations:

None proposed.</td><td>Observations:

The area is dominated by vehicles and public transport on all arms of the junction. There are dropped kerbs and signalised crossings for pedestrians, along with pedestrian guardrails at most crossings to prevent incidents. Since 2021, improvements have been made at the junction to improve cyclist safety, specifically segregated cycle lanes, bus lane improvements and improved traffic lights for cyclists.

Healthy Streets Indicators:

People choose to walk, cycle and use public transport

Pedestrians from all walks of life

Recommendations:

Whilst improvements have been made at the junction, it is still vehicle dominated therefore further measures to improve pedestrian and cyclist facilities and safety could be beneficial.</td></tr>
<tr><td colspan="2">Vision Zero Recommendations:

It was noted that there was a cluster of collisions at the Theobalds Row / Lamb's Conduit Street junction. No issues with the highway design or layout have been identified at this junction, however it is noted that the serious collisions occurred at night time in the dark. Improved lighting could be considered in this location. Furthermore, the Council has recently installed improvements at nearby junctions (in particular Vernon Place / Southampton Row / Theobalds Road) to aid cyclist safety. Further improvements along Theobalds Row (which is well used by cyclists) could be considered, including at the Lamb's Conduit Street junction.</td></tr>
</table>

4.5 Route 3

The route to Farringdon station runs east from the site along the A40 / High Holborn, Charterhouse Street, A201 / Farringdon Road and Cowcross Street. Photographs, observations and recommendations of this route are included in **Table 22**.

Table 22: Photographs, observations and recommendations of route 3

Photograph 10: High Holborn / Newton Street	Photograph 11: High Holborn / Proctor Street
	
Observations: The footways appear to be in a good condition with dropped kerbs to facilitate crossing for people from all walks of life. There is cycling infrastructure in the form of segregated cycle lanes and Quietway 1 cuts through this junction. **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *Easy to cross* **Recommendations:** Cycle lane markings stop suddenly at the end of the segregated cycle lane (as shown in the left of the photo). Markings could be extended across the road, to make other road users (particularly drivers) aware of cyclists making the right turn from High Holborn into Newton Street.	**Observations:** This area is dominated by vehicles. There are also high pedestrian flows given the proximity to Holborn Station. There appears to be reduced visibility for pedestrians at the crossing owing to the presence of columns. **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *Pedestrians from all walks of life* **Recommendations**: Consideration should be given to warn pedestrians to look right at the crossing given the reduced visibility owing to the column.

Photograph 12: Holborn / Charterhouse Street / Hatton Garden

Observations:

There are wide, clear footways which appear to be in good condition with dropped kerbs to allow for pedestrians of all abilities to cross. There is cycle infrastructure in the form of Cycleway 6 cutting through the junction, with advanced stop lines for cyclists.

Healthy Streets Indicators:

People choose to walk, cycle and use public transport

People feel safe

People feel relaxed

Pedestrians from all walks of life

Easy to cross

Recommendations:

None proposed.

Vision Zero Recommendations:

There was also a cluster of collisions close to the High Holborn / Proctor Street junction. As noted, consideration should be given to provide warning to pedestrians to look right in the form of road markings or signage which would help improve the safety at this junction, in line with Vision Zero. Notwithstanding this, it is noted that this area is recognised in the draft Holborn Vision and Urban Strategy (2019) as an important area to improve facilities for pedestrians and cyclists. The additional proposed entrance to Holborn Station on Procter Street would help take the pressure off surrounding footways; widened footways and a reduction of footway clutter are also proposed, in line with Healthy Streets and Vision Zero.

4.6 Route 4

The route to City Thameslink station and Cycleway 3 runs south east from the site along Drury Lane, Aldwych / Fleet Street, New Bridge Street / Victoria Embankment. Photographs, observations and recommendations of this route are included in **Table 23**.

Table 23: Photographs, observations and recommendations of route 4

Photograph 13: Drury Lane / Kemble Street	Photograph 14: New Bridge Street / Fleet Street / Ludgate Hill
	
Observations: The road surface appears to be in a poor condition and markings on it are not clear – this could cause confusion for drivers and create safety issues for cyclists. **Healthy Streets Indicators**: *People choose to walk, cycle and use public transport* *People feel safe* **Recommendations:** Ensure that carriageways and markings are well maintained.	**Observations:** There is cycle infrastructure in the form of Cycleway 6 on A201 / New Bridge Street. There are also advanced stop lines and segregated cycle lanes on both directions of Fleet Street. **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *Pedestrians from all walks of life* **Recommendations:** None proposed.

Photograph 15: New Bridge Street / Tudor Street

Observations:

There are bi-directional segregated cycle lanes in the form of Cycleway 6 on New Bridge Street and a one-way cycle lane in the eastbound direction onto Tudor Street. Tudor Street also has one-way vehicle traffic travelling eastbound onto New Bridge Street which crosses the segregated cycle lanes.

Healthy Streets Indicators:

People choose to walk, cycle and use public transport

Pedestrians from all walks of life

Recommendations:

Consideration should be given to improving the pedestrian environment, especially for those boarding and disembarking the bus who will have to cross Cycleway 6 to reach the footpath.

Vision Zero Recommendations:

It was noted that there was a cluster of collisions on New Bridge Street. This road experiences high levels of movement by all modes, in particular cycling owing to Cycleway 6, and it was noted that the majority of the collisions involved cyclists. Although Cycleway 6 provides segregated cycle lanes, there are several junctions on New Bridge Street where it is not clear whether cyclists, pedestrians or vehicles have priority which may cause confusion for people who do not regularly use this route. Clearer signage and markings could be provided along here so that pedestrians, cyclists and vehicles are more aware of each other.

4.7 Route 5

The route to Chinatown runs south west from the site along High Holborn, Shaftesbury Avenue, Monmouth Street, Upper St. Martin's Lane and Cranbourn Street. Photographs, observations and recommendations of this route are included in **Table 24**.

Table 24: Photographs, observations and recommendations of route 5

Photograph 16: St Martin's Lane / Great Newport Street / Long Acre	Photograph 17: Charing Cross Road / Cranbourn Street
	
Observations: This area has a very high footfall given its central location and being a popular location for tourists and shoppers. The footway at the crossing appears to be wide and has recently been resurfaced. Tactile paving and dropped kerbs are provided for people from all walks of life. However, footways on other surrounding roads appear to be narrower and potentially not as suitable for high pedestrian flows. **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *Pedestrians from all walks of life* *Easy to cross* **Recommendations**: Ensure that appropriate footway widths are provided to reflect high footfall in this location.	**Observations**: There is very high pedestrian footfall in this area, given the number of public transport routes and the nature of the area being appealing to shoppers and tourists. **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *Pedestrians from all walks of life* *Shade and shelter* *Places to stop and rest* **Recommendations**: The area could benefit from facilities for people who want places to stop and rest or to find shade and shelter.

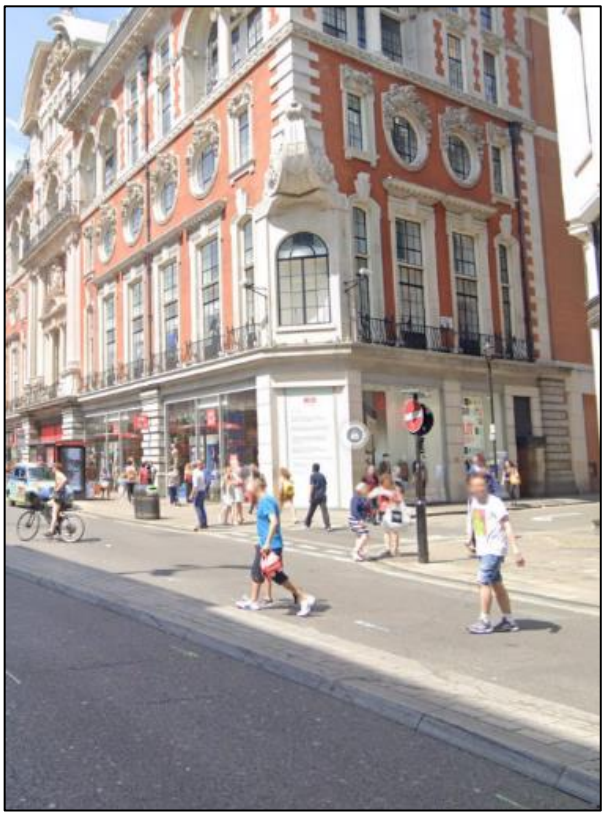
4.8 Route 6

The route to Oxford Circus / Mayfair runs west from the site along New Oxford Street / Oxford Street, Regent Street, Hanover Street and Brook Street. Photographs, observations and recommendations of this route are included in **Table 25**.

Table 25: Photographs, observations and recommendations of route 6

Photograph 18: New Oxford Street / Tottenham Court Road / Charing Cross Road	Photograph 19: Oxford Street / Newham Street
	
Observations: Footways appear to be wide and dropped kerbs / tactile paving is provided at the signalised crossing. Diagonal crossings have recently been introduced at the junction to assist with the high footfall it experiences given the location next to Tottenham Court Road Station. **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *Pedestrians from all walks of life* *Easy to cross* **Recommendations:** None proposed.	**Observations:** The area experiences high pedestrian footfall, however wide footways and wide crossings are provided to assist with this, including with dropped kerbs and tactile paving. Newham Street has an advanced stop line for cyclists. **Healthy Streets Indicators:** *People choose to walk, cycle and use public transport* *People feel safe* *Pedestrians from all walks of life* **Recommendations:** None proposed.

Photograph 20: Oxford Street / Winsley Street



Observations:

There is a very high pedestrian footfall given the nature of this area as a shopping and tourist destination. The images show pedestrians crossing in between vehicles on the main road.

Healthy Streets Indicators:

People choose to walk, cycle and use public transport

People feel safe

Pedestrians from all walks of life

Recommendations:

Consideration should be given to the provision of a formal crossing point on Oxford Street located between the junction of Regent Street and Wells Street in order to meet pedestrian desire lines.

Vision Zero Recommendations:

It was noted that there was a cluster of accidents at various locations on this route. The route experiences high levels of movements by all modes, particularly pedestrians. As observed in **Photograph 20**, pedestrians appear to cross the road informally in between vehicles and cyclists. New formal pedestrian crossing points or improving existing pedestrian crossing points could help to reduce this and improve the safety of pedestrians and other road users.

5. London-wide network

5.1 Introduction and methodology

As set out in **Chapter 1**, the existing site used to comprise a Travelodge Hotel and elements of retail, office, night club and residential uses. The Travelodge Hotel, night club and some of the retail units are now vacant, although their buildings remain in place. An APCOA car park is still located on-site, which has 196 spaces.

For a robust assessment, it has been assumed that no existing trips are generated by the current site due to the large range of public transport trips in the local area, however it would be reasonable to assume that there could be some trips associated with the existing site. In particular, the existing APCOA car park attracts car trips throughout the day. As noted earlier, the proposed development will be car-free and will therefore generate a minimal number of vehicle trips (associated with delivery and servicing and taxi trips only). The proposed development will therefore give rise to a reduction in car trips compared to the existing site. For robustness this has not been quantified, however this is considered to be positive and accord with the key transport principles of the *London Plan* (2021), *Mayor's Transport Strategy* (2019) and Camden *Local Plan* (2017).

The forecast trip attraction of the proposed development and the assessment of its impact on the surrounding public transport, active travel and highway network are set out in the sections below.

5.2 Forecast trip generation

5.2.1 Office

The industry TRICS database has initially been reviewed to derive trip rates, however this is lacking in comparably sized office developments in Central London that have been surveyed in the last five years. TA first principles methodology to forecast office trips has therefore been used.

To calculate the peak hour person trips generated by the proposed office use, the following first principles methodology has been adopted:

- Each office employee occupies 10.9sqm NIA (based on the 2014 GLA London Office Policy Report);
- 85% of staff attend each day (to account for those on annual leave, sick leave and those working away from the office);
- 55% of staff travel in both the AM and PM peak hours;
- A further 2% of staff travel in the opposite direction in the peak hours to account for differing working patterns; and
- Visitors have a trip rate of 0.3 people per 100 sqm. Visitors are assumed to arrive in the AM peak hour and depart in the PM peak hour.

This assumption that 55% of staff travel in the AM and PM peak hours is set out in a 2010 document produced by TfL ('*TA Best Practice Guide*') and is a widely used industry assumption. The use of the 55% factor in the PM peak hour is considered to be particularly robust, as PM departures are generally more dispersed than AM arrivals. Furthermore, TfL's latest *Travel in London* report (15) states that a noticeable change in travel patterns following the Covid-19 pandemic is more dispersed travel during the morning and evening, with more people travelling earlier or later than travelling in a single peak hour. In this context, the use of the 55% figure is considered to be appropriate and robust.

Applying to the above methodology to the maximum Net Internal Area of the office use shown in **Table 1** (15,707sqm) results in the total person trips shown in **Table 26**.

Table 26: Office total person trips

Trips	AM peak hour (08:00 – 09:00)			PM peak hour (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Staff	674	24	698	24	674	698
Visitors	47	0	47	0	47	47
Total	**721**	**24**	**745**	**24**	**721**	**745**

The mode split of the proposed office use has been informed by 2011 Census 'method of travel to work by workday population' data for the middle layer super output area that the site is located in (Camden 028). The existing 2011 Census mode splits are shown in **Table 27**. It is noted that 2021 Census data for method of travel to work by workday population is not available at the time of writing.

Table 27: 2011 Census travel to work mode splits

Mode	Census mode split
Underground, metro, light rail or tram	37%
National Rail	34%
Bus, minibus or coach	11%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	5%
Passenger in a car or van	0%
Bicycle	6%
On foot	5%
Total	**100%**

Note that figures may not sum due to rounding

To account for the site-specific characteristics of the proposed development, the following adjustments have been made:

- Owing to the car-free nature of the proposed development, the 'driving a car or van' mode split has been reduced to 0%, with the original trips reallocated proportionally across the public transport modes.
- TfL's TA guidance suggests that, as the latest census data is now old, adjustments may need to be made to reflect current travel patterns (e.g. increased cycle trips). According to TfL's *Travel in London* Report (13), since 2015 cycling trips have increased by around 9%. This figure includes Outer London, in which cycling has increased more slowly than in Central London where the site is located. To account for the increase in cycling since 2011, the 'bicycle' mode split has been doubled (from 5.5% to 11%), with proportional reductions to the public transport modes. The proposed development is located in close proximity to several cycling routes (as described in **Section 3.1.2**) and will provide 345 long-stay cycle parking spaces for office employees of the site, along with supporting facilities. The increase in cycling mode split is therefore considered reasonable and achievable as a baseline cycling mode split for the proposed development.
- The proposed development is assumed to be fully occupied after the opening of the Elizabeth line and consequently the proposed mode split includes an allowance for employees using that line (11%). This figure has been agreed previously by TfL on other TAs near to Elizabeth line stations (100 Liverpool

Street – 2014 and 2015, 2-3 Finsbury Avenue – 2016, 1 Finsbury Avenue – 2017, 135 Bishopsgate – 2017, 1-2 Broadgate – 2018). The 11% mode split has been derived from TfL's future year Railplan model for 2031. The London Underground and National Rail mode splits were adjusted down proportionally in order to gain the 11% Elizabeth line mode split.

The modified mode splits are shown in **Table 28**.

Table 28: Modified travel to work mode split

Mode	Census mode split
Underground, metro, light rail or tram	31%
National Rail	29%
Elizabeth line	11%
Bus, minibus or coach	11%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	0%
Passenger in a car or van	0%
Bicycle	11%
On foot	5%
Total	**100%**

Note that figures may not sum due to rounding

Applying the modified mode splits (**Table 28**) to the total person trips (**Table 26**) results in the total trips per mode for the office use shown in **Table 29**.

Table 29: Total office person trips by mode

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	224	8	232	8	224	232
National Rail	210	7	217	7	210	217
Elizabeth line	80	3	83	3	80	83
Bus, minibus or coach	80	3	83	3	80	83
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	8	0	8	0	8	8
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Bicycle	80	3	83	3	80	83
On foot	37	1	38	1	37	38
Total	**719**	**24**	**743**	**24**	**719**	**743**

Note that figures may not sum due to rounding

5.2.2 Residential

Trip rates for the residential dwellings have been derived from the TRICS database. It is noted that the TRICS database contains very limited data on comparable 'affordable' flats / houses (in terms of similar location, number of dwellings and low parking ratio); therefore, it is appropriate to use the 'Flats Privately Owned' sub land use category. The following criteria have been used:

- **Land Use and Category**: 03 Residential; C Flats Privately Owned
- **Regions**: Greater London
- **Type**: Multi Modal
- **Number of Dwellings**: 6 to 100
- **Survey Days**: Weekdays
- **Survey Date Range**: 01/01/2015 – Present
- **PTAL**: 6a or 6b

The use of the above criteria returns the sites shown in **Table 30**.

Table 30: TRICS residential (flats privately owned) sites

TRICS reference	Location	Borough	Units	Parking spaces	PTAL
IS-03-C-05	Lever Street, Finsbury	Islington	15	0	6a
IS-03-C-06	Caledonian Road, Holloway	Islington	14	0	6a
SK-03-C-02	Lamb Walk, Bermondsey	Southwark	29	2	6b

The peak hour total person trip rates from the above sites are presented in **Table 31**.

Table 31: Residential dwellings total person trip rates (per dwelling)

Time period	In	Out	Total
AM peak (08:00 – 09:00)	0.069	0.500	0.569
PM peak (17:00 – 18:00)	0.293	0.086	0.379

Applying the total person trip rates (**Table 31**) to the proposed number of residential dwellings (44) results in the total person trips for the residential dwellings shown in **Table 32**.

Table 32: Residential dwellings total person trips

Time period	In	Out	Total
AM peak (08:00 – 09:00)	3	22	25
PM peak (17:00 – 18:00)	13	4	17

Note that figures may not sum due to rounding

The mode split of the proposed residential use has been informed by 2011 Census 'method of travel to work' data for the middle layer super output area that the site is located in (Camden 028). As with the office use, the 'driving a car or van' mode split has been reduced to 0% to reflect the car-free nature of the site, the bicycle mode split has been doubled to reflect increased levels of cycling since 2011, and an Elizabeth line mode split of 11% has been used given that the proposed development is assumed to be fully occupied after the opening of the Elizabeth line. The original and modified mode splits are shown in **Table 33**.

The use of 2021 Census data for the residential mode split has been considered, however this shows that 55% of respondents were working from home at the time, compared to just 5% for the 2011 Census. The number of respondents is also lower at around 2,800, compared to around 6,700 for the 2011 Census. This high level of working from home and lower response rate may mean the 2021 Census data provides a less reasonable reflection of travel patterns. The use of the older 2011 Census data combined with the modifications described above is considered appropriate.

Table 33: Residential mode splits – 2011 Census and modified

Mode	2011 Census mode split	Modified mode split
Underground, metro, light rail or tram	21%	13%
National Rail	8%	5%
Elizabeth line	-	11%
Bus, minibus or coach	15%	15%
Taxi	1%	1%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	5%	0%
Passenger in a car or van	0%	0%
Bicycle	4%	8%
On foot	45%	45%
Total	**100%**	**100%**

Note that figures may not sum due to rounding

Applying the modified mode splits (**Table 33**) to the total person trips (**Table 32**) results in the total trips per mode for the residential dwellings shown in **Table 34**.

Table 34: Total residential person trips by mode

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	0	3	3	2	1	2
National Rail	0	1	1	1	0	1
Elizabeth line	0	2	2	2	0	2
Bus, minibus or coach	0	3	3	2	1	3
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	0	2	2	1	0	1
On foot	1	10	11	6	2	8
Total	**3**	**22**	**25**	**13**	**4**	**17**

Note that figures may not sum due to rounding

5.2.3 Retail

The retail use on site will predominantly be small units, which are likely to be in the form of cafés, restaurants or bars. It is envisaged that these will primarily be used by employees and residents of the proposed development or by visitors to the area.

The proposed retail units are not considered likely to be major trip attractors in their own right and it is assumed that the majority customer trips to the retail units will be pass-by or linked (i.e. undertaken by residents / employees of the proposed development or by people already travelling on the network). Nevertheless for robustness, the trips that might be generated by the proposed retail use have been assessed. Given that a large number of trips are expected to be linked to the proposed development, the retail use is anticipated to have a high walking mode split.

The industry standard TRICS was initially reviewed for surveys of comparable sites, however it lacks surveys of small-scale retail uses in central London. Instead, TAs of other similar developments in Camden have been reviewed. Trip rates and mode splits for the retail uses from the O2 Centre Masterplan TA (Camden planning reference: 2022/0528/P), which was granted resolution to approve in March 2023, have been used for the assessment. The O2 Centre Masterplan is also in Camden, also benefits from a high PTAL rating, is also a mixed use development and is also proposed to have similar Town Centre type relatively small-scale retail uses.

The peak hour total person trip rates for the retail uses from the O2 Centre Masterplan TA is shown in **Table 35**.

Table 35: Retail total person trip rates (per 100sqm)

Time period	In	Out	Total
AM peak (08:00 – 09:00)	2.610	2.357	5.146
PM peak (17:00 – 18:00)	6.366	8.781	15.146

Applying the total person trip rates (**Table 35**) to the proposed retail floor area (1,667sqm) results in the total person trips for the retail uses shown in **Table 36**.

Table 36: Retail total person trips

Time period	In	Out	Total
AM peak (08:00 – 09:00)	44	42	86
PM peak (17:00 – 18:00)	106	146	252

Note that figures may not sum due to rounding

The original retail mode splits used in the O2 Centre Masterplan TA are shown in **Table 37**. The O2 Centre Masterplan site is not near to an Elizabeth line station, therefore it does not have a mode split for the Elizabeth line. As with the other land uses described above, an 11% Elizabeth line mode shift has been applied. This has been obtained by proportionally reducing the other public transport mode splits. The modified mode split is also shown in **Table 37**, which has been used for the purposes of the assessment.

Table 37: Retail mode splits – O2 Centre Masterplan and modified

Mode	Original mode split (O2 Centre Masterplan TA)	Modified mode split
Underground, metro, light rail or tram	8%	5%
National Rail	3%	2%
Elizabeth line	N/A	11%
Bus, minibus or coach	22%	15%
Taxi	0%	0%
Motorcycle, scooter or moped	0%	0%
Driving a car or van	0%	0%
Passenger in a car or van	0%	0%
Bicycle	11%	11%
On foot	56%	56%
Total	**100%**	**100%**

Note that figures may not sum due to rounding

Applying the modified mode splits (**Table 37**) to the total person trips (**Table 36**) results in the total trips per mode for the retail uses shown in **Table 38**.

Table 38: Total retail person trips by mode

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	2	2	4	6	8	14
National Rail	1	1	2	2	3	5
Elizabeth line	5	5	10	12	16	28
Bus, minibus or coach	6	6	12	16	21	37
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0
Bicycle	5	5	10	12	16	28
On foot	24	24	48	59	82	141
Total	**44**	**42**	**86**	**106**	**146**	**252**

Note that figures may not sum due to rounding

5.2.4 Total trip generation

Combining the total office trips by mode (**Table 29**), the total residential trips by mode (**Table 34**) and the total retail trips by mode (**Table 38**) results in the total forecast trip generation for the proposed development shown in **Table 39**. This indicates that there will be a forecast total of 856 two-way trips in the AM peak hour (08:00 to 09:00) and 1,014 two-way trips in the PM peak hour (17:00 to 18:00).

Table 39: Total trip generation by mode

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:00 – 18:00)		
	In	Out	Total	In	Out	Total
Underground, metro, light rail or tram	228	13	241	15	233	248
National Rail	207	9	216	10	209	219
Elizabeth line	84	10	94	16	96	112
Bus, minibus or coach	89	12	101	20	104	124
Taxi	2	0	2	0	2	2
Motorcycle, scooter or moped	9	0	9	0	9	9
Driving a car or van	0	0	0	0	0	0
Passenger in a car or van	3	0	3	0	3	3
Bicycle	84	9	93	15	96	111
On foot	62	35	97	16	96	112
Total	**767**	**89**	**856**	**144**	**871**	**1,014**

Note that figures may not sum due to rounding

5.3 Impact assessment

This section sets out the impact of the proposed development on local public transport services, the local active travel network and the local highway network.

5.3.1 Impact on public transport

The following sub-sections set out the impact on surrounding National Rail, London Underground, Elizabeth line and bus services. The impact assessment focuses on the AM peak hour arrivals and PM peak hour departures, which would have the greatest impact on the surrounding public transport network.

National Rail services

The forecast trip generation provided in **Table 39** indicates that there would be a total of 207 National Rail arrivals in the AM peak hour and 209 National Rail departures in the PM peak hour.

As indicated in **Section 3.2.5**, four National Rail stations are located within 2km of the site. For the National Rail impact assessment, the AM peak hour rail arrivals and PM peak hour rail departures have been split evenly across the four nearest stations. This is a robust assessment, as in reality National Rail passengers would be likely to use a wider range of National Rail stations than the four nearest ones to the site. As shown in **Table 40**, based on the number of train arrivals / departures at these four stations, there would be an increase in approximately 2.2 to 2.9 passengers per National Rail train at these stations. This is considered to be a negligible increase in patronage that will easily be accommodated within existing capacities.

Table 40: National Rail impact assessment

Mode	AM peak hour (08:00 – 09:00)			PM peak hour (17:00 – 18:00)		
	Additional arrivals	Train arrivals	Passengers per train	Additional departures	Train departures	Passengers per train
Charing Cross	52	23	2.3	52	20	2.6
City Thameslink	52	20	2.6	52	18	2.9
Farringdon	52	20	2.6	52	18	2.9
Euston	52	24	2.2	52	24	2.2
Total	**207**	**87**	**-**	**209**	**80**	**-**

Note that figures may not sum due to rounding

Due to the distance from National Rail stations to the site, rail trips are expected to be linked to other modes, as rail passengers will use London Underground services, Elizabeth line services, bus services, cycling or walking to access the proposed development. As a robust assessment, the National Rail passengers from the four nearest stations, as detailed in **Table 40**, have been distributed across each of these modes to reach the site. The stations can be accessed in the following ways:

- Charing Cross and Euston can be accessed by London Underground services (the Northern line), bus services, cycling and walking;
- City Thameslink can be accessed by bus services, cycling and walking; and
- Farringdon can be accessed by the Elizabeth line, bus services, cycling and walking.

The proportion of passengers using London Underground services, Elizabeth line services, bus services, cycling and walking to access the site from the National Rail stations has been based on the proportions for each of the modes outlined in **Table 28** (i.e. London Underground the highest, walking the lowest). The distribution of National Rail trips to reach the site from the four nearest stations is provided in **Table 41**.

Table 41: Distribution of National Rail trips to reach the site

Station	AM peak (08:00 – 09:00)					PM peak (17:00 – 18:00)				
	LU	EL	Bus	Cycle	Walk	LU	EL	Bus	Cycle	Walk
Charing Cross	28	-	10	10	4	28	-	10	10	4
City Thameslink	-	-	22	21	9	-	-	22	21	9
Farringdon	-	15	15	15	7	-	15	15	15	7
Euston	28	-	10	10	4	28	-	10	10	4
Total	**56**	**15**	**57**	**56**	**24**	**56**	**15**	**57**	**56**	**24**

Note that figures may not sum due to rounding

London Underground

The forecast trip generation provided in **Table 39** indicates that there would be a total of 228 London Underground arrivals in the AM peak hour and 233 London Underground departures in the PM peak hour. Including the additional rail passengers travelling from Charing Cross and Euston (as described above) there would be a total of 284 London Underground arrivals in the AM peak hour and 289 London Underground departures in the PM peak hour.

It is assumed that London Underground passengers use the closest three stations to the site, as described in **Section 3.2.3**. High frequency London Underground services operate from all three stations, and therefore the forecast number of London Underground trips has been split proportionally amongst the three stations based on the frequencies of services available at them. It is noted that the Central line stops at both Holborn and Tottenham Court Road, and the Piccadilly line stops at both Holborn and Covent Garden. In order to avoid double counting, it is assumed that passengers will alight at the first station that they get to; for example passengers on the eastbound Central line will alight at Tottenham Court Road rather than continuing to Holborn, and passengers on the westbound Central line will alight at Holborn rather than continuing to Tottenham Court Road. The additional 56 rail passengers travelling from Euston and Charing Cross stations have been allocated to the Northern line (28 southbound and 28 northbound respectively).

The AM peak hour London Underground services impact assessment is shown in **Table 42**.

Table 42: AM peak hour London Underground services impact assessment

Station	Line	Direction	Arrivals (08:00 – 09:00)			
			Frequency (Trains Per Hour)	Percentage	Additional trips	Additional trips per train
Tottenham Court Road	Central	Eastbound	27	18%	41	1.5
		Westbound	-	-	-	-
	Northern	Northbound	21	14%	32+28	2.9
		Southbound	23	15%	35+28	2.7
Holborn	Central	Eastbound	-	-	-	-
		Westbound	32	21%	49	1.5
	Piccadilly	Northbound	-	-	-	-
		Southbound	23	15%	35	1.5
Covent Garden	Piccadilly	Northbound	24	16%	37	1.5
		Southbound	-	-	-	-
Total			**150**	**100%**	**284**	**-**

Note that figures may not sum due to rounding

Based on the information provided in **Table 42**, there would be an increase in approximately 1.5 passengers per London Underground train on the Central and Piccadilly lines in the AM peak hour. On the Northern line with the additional National Rail passengers, there would be an additional 2.7 to 2.9 passengers per London Underground train.

The AM peak hour train planning capacities of the different London Underground lines servicing the nearby stations is presented in **Table 43**, based on TfL rolling stock information.

Table 43: AM peak hour London Underground hour line capacities

Line	Direction	Maximum train capacity*	Frequency	Total capacity (08:00 – 09:00)
Central	Eastbound	1,047	27	28,269
	Westbound	1,047	32	33,504
Northern	Northbound	752	21	15,792
	Southbound	752	23	17,296
Piccadilly	Northbound	798	24	19,152
	Southbound	798	23	18,354

*Maximum observed capacity

To provide an assessment of line capacities, TfL's NUMBAT data for 2019 has been interrogated to obtain information on existing link loads. Link loading data shows the number of passengers travelling along a link between two stations. The use of 2019 data is considered appropriate and robust, as this provides a reasonable baseline public transport demand prior to the Covid-19 pandemic. The use of more recent available data for 2021 would reflect the reductions in public transport demand during that year owing to the Covid-19 pandemic and associated travel restrictions.

The relevant existing AM peak hour link loads and resulting ratio of demand to capacity, as well as the 'with development' link loads and resulting ratio of demand to capacity is presented in **Table 44**.

Table 44: AM peak hour London Underground line capacity assessment

Line	Direction	Capacity	Baseline (08:00 – 09:00)		With Development (08:00 – 09:00)		Additional trips % of existing capacity
			Link load	Ratio of demand to capacity (%)	Link load	Ratio of demand to capacity (%)	
Central	Eastbound (Oxford Circus to Tottenham Court Road)	28,269	17,164	61%	17,205	61%	0.14%
	Westbound (Chancery Lane to Holborn)	33,504	18,050	54%	18,099	54%	0.15%
Northern	Northbound (Leicester Square to Tottenham Court Road)	15,792	8,750	54%	8,630	55%	0.38%
	Southbound (Goodge Street to Tottenham Court Road)	17,296	10,418	60%	10,481	61%	0.37%
Piccadilly	Northbound (Leicester Square to Covent Garden)	19,152	6,235	33%	6,272	33%	0.19%
	Southbound (Russell Square to Holborn)	18,354	12,094	66%	12,129	66%	0.19%

The analysis provided in **Table 44** indicates that all the London Underground lines will continue to operate at a similar level of capacity with the proposed development. The additional trips resulting from the proposed development account for less than 1% of the total capacity on each line. Whilst it is acknowledged that a degree of loading variation may be expected, it is nevertheless considered that the increase in London Underground passengers would be negligible in the context of existing loads and capacities.

The same methodology to assess the impact on London Underground services in the PM peak hour has been employed. As with the AM peak hour, in order to avoid double counting it is assumed that passengers will enter at the station in the direction of travel in which they are travelling – for example westbound Central line passengers will walk west from the site to Tottenham Court Road to board the Central line, whilst eastbound Central line passengers will walk east from the site to Holborn to board to the eastbound Central line.

The PM peak hour London Underground services impact assessment is shown in **Table 45**.

Table 45: PM peak hour London Underground services impact assessment

Station	Line	Direction	Arrivals (08:00 – 09:00)			
			Frequency (Trains Per Hour)	Percentage	Additional trips	Additional trips per train
Tottenham Court Road	Central	Eastbound	-	-	-	-
		Westbound	27	18%	41	1.5
	Northern	Northbound	23	15%	35+28	2.7
		Southbound	24	16%	37+28	2.7
Holborn	Central	Eastbound	30	20%	46	1.5
		Westbound	-	-	-	-
	Piccadilly	Northbound	24	16%	37	1.5
		Southbound	-	-	-	-
Covent Garden	Piccadilly	Northbound	-	-	-	-
		Southbound	24	16%	37	1.5
Total			**152**	**100%**	**289**	**-**

Note that figures may not sum due to rounding

Based on the information provided in **Table 45**, there would be an increase in approximately 1.5 passengers per London Underground train on the Central and Piccadilly line in the PM peak hour. On the Northern line with the additional National Rail passengers, there would be an additional 2.7 passengers per London underground train.

The PM peak hour train planning capacities of the different London Underground lines servicing the nearby stations is presented in **Table 46**, based on TfL rolling stock information.

Table 46: PM peak hour London Underground hour line capacities

Line	Direction	Maximum train capacity*	Frequency	Total capacity (08:00 – 09:00)
Central	Eastbound	1,047	30	31,410
	Westbound	1,047	27	28,269
Northern	Northbound	752	23	17,296
	Southbound	752	24	18,048
Piccadilly	Northbound	798	24	19,152
	Southbound	798	24	19,152

*Maximum observed capacity

To provide an assessment of line capacities, TfL's latest NUMBAT data (2019) has been interrogated to obtain information on existing link loads. The relevant existing PM peak hour link loads and resulting ratio of demand to capacity, as well as the 'with development' link loads and resulting ratio of demand to capacity is presented in **Table 47**.

Table 47: PM peak hour London Underground line capacity assessment

Line	Direction	Capacity	Baseline (08:00 – 09:00)		With Development (08:00 – 09:00)		Additional trips % of existing capacity
			Link load	Ratio of demand to capacity (%)	Link load	Ratio of demand to capacity (%)	
Central	Eastbound (Holborn to Chancery Lane)	31,410	21,096	67%	21,142	67%	0.14%
	Westbound (Tottenham Court Road to Oxford Circus)	28,269	17,219	61%	17,260	61%	0.15%
Northern	Northbound (Tottenham Court Road to Goodge Street)	17,296	9,445	55%	9,508	55%	0.36%
	Southbound (Tottenham Court Road to Leicester Square)	18,048	10,131	56%	10,196	56%	0.36%
Piccadilly	Northbound (Holborn to Russell Square)	19,152	10,335	54%	10,372	54%	0.19%
	Southbound (Covent Garden to Leicester Square)	19,152	8,000	42%	8,037	42%	0.19%

The analysis provided in **Table 47** indicates that all the London Underground lines will continue to operate at a similar level of capacity with the proposed development. The additional trips resulting from the proposed development account for less than 1% of the total capacity on each line. Whilst it is acknowledged that a degree of loading variation may be expected, it is nevertheless considered that the increase in London Underground passengers on services would be negligible in the context of existing loads and capacities.

Elizabeth line

The forecast trip generation provided in **Table 39** indicates that there would be 84 Elizabeth line arrivals in the AM peak hour. Including the additional rail passengers travelling from Farringdon, there would be a total of 99 Elizabeth line arrivals in the AM peak hour. It is assumed that all Elizabeth line passengers use Tottenham Court Road, which is the nearest Elizabeth line station to the site.

The Elizabeth line operates at a frequency of 25 trains per hour in each direction in the AM peak hour through the Central section. Elizabeth line passengers have been split 50/50 between the eastbound and westbound direction. The additional 15 rail passengers travelling from Farringdon station have been allocated to the westbound direction. The AM peak hour Elizabeth line impact assessment is shown in **Table 48**.

Table 48: AM peak hour Elizabeth line impact assessment

Station	Line	Direction	Arrivals (08:00 – 09:00)			
			Frequency (Trains Per Hour)	Percentage	Additional trips	Additional trips per train
Tottenham Court Road	Elizabeth	Eastbound	25	50%	42	1.7
		Westbound	25	50%	42+15	2.3
Total			**50**	**100%**	**99**	**-**

Note that figures may not sum due to rounding

Based on the information provided in **Table 48**, there would be between 1.7 to 2.3 passengers per Elizabeth line train resulting from the proposed development. Each Elizabeth line train has a capacity of approximately 1,500 passengers; an additional 2.3 passengers per train is equivalent to significantly less than 1% of a train's capacity. Whilst it is acknowledged that a degree of loading variation may be expected, it is considered that the likely effect on Elizabeth line travel would be negligible.

The same methodology to assess the impact on Elizabeth line services in the PM peak hour has been employed. The impact assessment is shown in **Table 49**.

Table 49: PM peak hour Elizabeth line impact assessment

Station	Line	Direction	Arrivals (08:00 – 09:00)			
			Frequency (Trains Per Hour)	Percentage	Additional trips	Additional trips per train
Tottenham Court Road	Elizabeth	Eastbound	24	50%	48+15	2.6
		Westbound	24	50%	48	2.0
Total			**48**	**100%**	**111**	**-**

Note that figures may not sum due to rounding

Based on the information provided in **Table 49**, there would be between 2.0 to 2.6 passengers per Elizabeth line train resulting from the proposed development. Each Elizabeth line train has a capacity of approximately 1,500 passengers; an additional 2.6 passengers per train is equivalent to significantly less than 1% of a train's capacity. Whilst it is acknowledged that a degree of loading variation may be expected, it is nevertheless considered that the likely effect on Elizabeth line travel would be negligible.

Station impact

In order to provide an assessment of the impact on the surrounding stations, TfL's station entry and exit counts have been interrogated to provide an indication of existing footfall at each of the three stations. Details of the forecast additional passengers, existing passengers, and percentage changes at each station in the AM peak hour is provided in **Table 50**. The increase in the number of passengers at each of the three stations would be negligible in the context of existing footfall at the stations.

Table 50: AM peak hour station impact assessment

Station	Existing number of AM peak hour passengers (Exits)	Forecast additional passengers	Total number of AM peak hour passengers with proposed development (Exits)	% Change
Tottenham Court Road	8,201	263	8,461	3.1%
Holborn	9,927	84	10,011	0.8%
Covent Garden	1,681	37	1,718	2.2%

Details of the forecast additional passengers, existing passengers, and percentage changes at each station in the PM peak hour is provided in **Table 51**. The increase in the number of passengers at each of the three stations would be negligible in the context of existing footfall at the stations.

Table 51: PM peak hour station impact assessment

Station	Existing number of AM peak hour passengers (Exits)	Forecast additional passengers	Total number of AM peak hour passengers with proposed development (Exits)	% Change
Tottenham Court Road	9,630	280	9,894	2.8%
Holborn	7,908	83	7,989	1.0%
Covent Garden	2,548	37	2,584	1.4%

Based on the assessment provided in this section, it is not expected that the proposed development will cause capacity concerns for London Underground or Elizabeth line services or stations.

Buses

The forecast trip generation provided in **Table 39** indicates that there would be a total of 89 bus arrivals in the AM peak hour and 104 bus departures in the PM peak hour. Including the additional 57 passengers travelling from the nearest National Rail stations (as described above) there would be a total of 146 bus arrivals in the AM peak hour and 161 bus departures in the PM peak hour.

As noted in **Section 3.2.2**, there are 20 bus services and over 400 buses per hour within 640m of the site. The forecast number of bus trips have been allocated proportionally to all the bus services within 640m of the site based on their frequencies. For a robust assessment, the buses which start their journeys in close proximity to the site (for example on New Oxford Street or Oxford Circus) have been excluded from the assessment as it is considered unlikely that passengers would board these for the short journey to the site.

In addition to the bus trips, the 57 rail-related trips from each of the stations (as described above) have been allocated proportionally to the following services based on their frequencies:

- Charing Cross (10 trips) – 29 and 176 services.
- City Thameslink (22 trips) – 8 and 521 services.
- Farringdon (15 trips) – 8, 55 and 243 services.
- Euston (10 trips) – 59, 68, 73, 91, 168 and 390 services.

The AM peak hour bus impact assessment is shown in **Table 52**.

Table 52: AM peak hour bus impact assessment

Route number	Origin / Destination	Frequency (Buses Per Hour)	Additional trips	Additional trips per bus
1	Canada Water Bus station to Tottenham Court Road	8	2	0.3
8	Bow Church to New Oxford Street	8	13	1.3
19	Finsbury Park Interchange to Battersea Bridge	10	2	0.3
	Battersea Bridge to Finsbury Park Interchange	8	2	0.3
38	Clapton Pond to Victoria Bus station	8	3	0.3
	Victoria Bus station to Clapton Pond	10	3	0.3
55	Walthamstow Bus station to Oxford Circus station	10	7	0.7
98	Willesden Bus Garage to Red Lion Square	10	2	0.3
14	Putney Heath to Russell Square	9	3	0.3
24	Grosvenor Road to Royal Free Hospital	13	3	0.3
	Royal Free Hospital to Grosvenor Road	10	3	0.3
29	Wood Green to Charing Cross station	10	4	0.3
	Charing Cross station to Wood Green	15	10	0.7
73	Stoke Newington to Oxford Circus station	15	8	0.4
176	Penge Arms to Tottenham Court Road station	18	6	0.7
390	Archway station to Victoria Bus station	8.5	3	0.4
	Victoria Bus station to Archway station	10	2	0.3
59	Telford Avenue to / from Euston Bus station	10	3	0.3

Route number	Origin / Destination	Frequency (Buses Per Hour)	Additional trips	Additional trips per bus
	Euston Bus station to Telford Avenue	10	4	0.4
68	West Norwood to Euston Bus station	10	2	0.3
	Euston Bus station to West Norwood	9	4	0.4
91	Crouch End to Trafalgar Square	9	4	0.4
	Trafalgar Square to Crouch End	9	2	0.3
168	Royal Free Hospital to Dunton Road	9	4	0.4
	Dunton Road to Hampstead Heath	9	2	0.3
188	North Greenwich station to Russell Square	8	2	0.3
243	Wood Green station to Waterloo station	11	8	0.7
	Waterloo station to Wood Green station	11	3	0.3
521	Waterloo station to London Bridge station	27	7	0.3
	London Bridge station to Waterloo station	27	23	0.9
X68	West Croydon Bus station to Russell Square	4	1	0.3

Note that figures may not sum due to rounding

The impact assessment shown in **Table 52** indicates that the majority of bus services will experience significantly less than one additional passenger per bus service. The bus services which provide access from National Rail stations experience up to 1.3 additional passengers per bus service. The increase in the number of passengers per bus service in the AM peak hour is considered negligible and will easily be accommodated within the capacities of the exiting bus network.

The same methodology to assess the impact on bus services in the PM peak hour has been employed. Similar to the AM peak hour, for a robust assessment the bus services which terminate in the vicinity of the site have been discounted from the assessment as it is considered unlikely that passengers would board these services for a short journey from the site. The PM peak hour bus impact assessment is shown in **Table 53**.

Table 53: PM peak hour bus impact assessment

Route number	Origin / Destination	Frequency (Buses Per Hour)	Additional trips	Additional trips per bus
1	New Oxford Street to Canada Water Bus station	8	2	0.3
8	New Oxford Street to Bow Church	10	14	1.4
19	Finsbury Park Interchange to Battersea Bridge	8	2	0.3
	Battersea Bridge to Finsbury Park Interchange	8	2	0.3
38	Clapton Pond to Victoria Bus station	10	3	0.3
	Victoria Bus station to Clapton Pond	10	3	0.3
55	Oxford Circus station to Walthamstow Bus station	10	8	0.8
98	Red Lion Square to Willesden Bus Garage	9	3	0.3
14	Russell Square to Putney Heath	3	4	0.3

Route number	Origin / Destination	Frequency (Buses Per Hour)	Additional trips	Additional trips per bus
24	Grosvenor Road to Royal Free Hospital	10	3	0.3
	Royal Free Hospital to Grosvenor Road	10	3	0.3
29	Wood Green to Charing Cross station	15	11	0.7
	Charing Cross station to Wood Green	15	5	0.3
73	Oxford Circus station to Stoke Newington	18	8	0.5
176	Tottenham Court Road station to Penge Arms	8.5	6	0.7
390	Archway station to Victoria Bus station	8	2	0.3
	Victoria Bus station to Archway station	8	4	0.5
59	Telford Avenue to / from Euston Bus station	10	5	0.5
	Euston Bus station to Telford Avenue	10	3	0.3
68	West Norwood to Euston Bus station	9	4	0.5
	Euston Bus station to West Norwood	9	3	0.3
91	Crouch End to Trafalgar Square	9	3	0.3
	Trafalgar Square to Crouch End	9	4	0.5
168	Royal Free Hospital to Dunton Road	9	3	0.3
	Dunton Road to Hampstead Heath	9	4	0.5
188	Russell Square to North Greenwich station	8	2	0.3
243	Wood Green station to Waterloo station	11	3	0.3
	Waterloo station to Wood Green station	11	9	0.8
521	Waterloo station to London Bridge station	27	24	0.9
	London Bridge station to Waterloo station	27	8	0.3
X68	Russell Square to West Croydon Bus station	4	1	0.3

Note that figures may not sum due to rounding

The impact assessment shown in **Table 53** indicates that the majority of bus services will experience significantly less than one additional passenger per bus service. The bus services that provide access to National Rail stations experience up to 1.4 additional passengers per bus service. The increase in the number of passengers per bus service in the PM peak hour is considered negligible and will easily be accommodated within the capacities of the exiting bus network.

5.3.2 Impact on active travel

The forecast trip generation provided in **Table 39** indicates that there would be a total of 97 walking trips in the AM peak hour (62 arrivals and 35 departures) and 186 walking trips in the PM peak hour (66 arrivals and 120 departures). Including bus, underground, Elizabeth line and the re-distributed National Rail trips, there would be 692 walking trips in the AM peak hour and 833 walking trips in the PM peak hour. These trips will be distributed across the local walking network and are not considered likely to significantly impact the high-quality local walking network in the area, as described in **Section 3.1.1**. Notwithstanding this, it is noted that the proposed development will deliver improvements to the local walking network through the provision of a new north-south route and improved pedestrian priority on West Central Street. Additional improvements to the local walking network are also coming forward as part of adjacent developments and as set out in the Council's draft *Holborn Vision and Urban Strategy* (2019). As assessment of the future capacity of Vine Lane to accommodate pedestrian trips is provided below, however no further assessment of the local walking network is considered necessary.

The forecast trip generation provided in **Table 39** indicates that there would be a total of 93 cycling trips in the AM peak hour (84 arrivals and nine departures) and 111 cycling trips in the PM peak hour (15 arrivals and 96 departures). Including the re-distributed National Rail trips, there would be 149 cycling arrivals in the AM peak hour and 167 cycling departures in the PM peak hour. This cycling demand would be comfortably accommodated by the proposed long-stay cycle parking provision. As described in **Section 3.1.2**, the site is located in close proximity to high quality local and strategic cycle routes which provide access to destinations across London. The additional cycling traffic generated by the proposed development would not have any significant impact on the capacity of the local cycling network in the AM or PM peak hours.

Vine Lane pedestrian comfort

Vine Lane is a new north-south walking route which will connect New Oxford Street with High Holborn. This will improve the permeability of the site, enhance connectivity in the area for pedestrians, and take pressure off existing north-south footways between New Oxford Street and High Holborn, in particular Museum Street, Grape Street and Shaftesbury Avenue.

As Vine Lane does not yet exist, it is not possible to obtain or accurately predict pedestrians trips that will use it. An assessment has therefore been undertaken on the number of pedestrian trips that could be accommodated on Vine Lane, using TfL's Pedestrian Comfort Level (PCL) assessment tool. PCLs classify the level of comfort based on the level of crowding a pedestrian would experience on a street. A score is given to each link, with an 'A' classification being the most comfortable and an 'E' being the most uncomfortable. A score of 'B+' or higher is generally accepted as a comfortable pedestrian environment, although scores of 'C' are considered acceptable in some locations which have higher footfall (for example transport interchanges).

Vine Lane will largely be around 5.0m wide, with localised narrowing to around 4.1m halfway along. An assessment has been undertaken using these average and minimum widths, which is presented in **Table 54**. Based on these total widths, Vine Lane could accommodate 2,850 – 3,550 pedestrians per hour at a PCL score of 'B+'. As highlighted above, the proposed development is forecast to generate a total of 692 walking trips in the AM peak hour and 833 walking trips in the PM peak hour. Taking the higher of these two figures, the proposed development would only account for 24% - 29% of the total hourly pedestrians that could be accommodated on Vine Lane whilst maintaining a PCL score of 'B+'. In reality, not all trips associated with the proposed development would use Vine Lane, therefore the percentage would be lower than this. However this assessment demonstrates that the design of Vine Lane is suitable to accommodate high pedestrian footfalls, even when accounting for the proposed development.

Table 54: Vine Lane pedestrian assessment

Type	Total width	Pedestrians per hour that can be accommodated at a PCL of B+	Proposed development trips (PM peak hour)	Proposed development trips as % of pedestrians that can be accommodated at PCL of B+
Average	5.0	3,550	833	24%
Minimum	4.1	2,850	833	29%

5.3.3 Impact on highway network

Owing to the car-free nature of the proposed, development, the development is not forecast to generate any car trips in the AM or PM peak hour, as shown in **Table 39**. A total of three 'passenger in a car or van' and two taxi trips are forecast in both peak hours, which would be associated with pick-up or drop-off movements. Additionally, a total of seven delivery and servicing vehicles are forecast in the AM peak hour and four in the PM peak hour. The proposed development will therefore have a negligible impact on the surrounding highway network. Compared to the existing use of the site as an APCOA car park, there will be a reduction in vehicular trips associated with the site.

5.4 Mitigation measures

The trip generation assessment included within this chapter has indicated that there will be a total of 856 AM peak hour two-way trips and 1,014 PM peak hour two-way trips generated by the proposed development. The impact on all local public transport services, active travel modes and the highway network has been shown to be negligible in the context of the existing networks. Recent changes to local transport networks, including the introduction of Elizabeth line services at Tottenham Court Road, along with future changes, will significantly increase the amount of public transport capacity available in the local area.

At this stage no further mitigation over and above that embedded within the proposed development is considered to be required. The new layout of the site along with new access points will improve the permeability of the area and provide improved connections with the surrounding walking, cycling and public transport networks. The removal of the APCOA car park will allow improved pedestrian and cyclist priority on West Central Street and result in a reduction of vehicle trips to the site.

The proposed development will also provide high quality cycle parking facilities designed in accordance with the *London Cycle Design Standards*, and with long-stay spaces provided at a quantity in line with *London Plan* (2021) standards.

A Framework Travel Plan (FTP) has been provided as part of the planning application, which is included in **Appendix A**. The FTP sets out a range of measures and initiatives aimed at encouraging the use of active and sustainable travel for users of the proposed development.

A Delivery and Servicing Management Plan (DSMP) has also been provided as part of the planning application, which is included in **Appendix B**. This provides the framework for managing the delivery and servicing vehicles associated with the proposed development, ensuring that these activities are undertaken in a sustainable, efficient and safe way.

6. Conclusion

The proposals comprise the redevelopment of the site into a mixed-use scheme, comprising office-led buildings with town centre retail units at ground floor level and 44 residential units. The proposed development will deliver significant public realm enhancements, greater pedestrian and cyclist priority, and improved connectivity compared with the existing site.

In accordance with TfL's Healthy Streets TA Guidance, a summary table is provided (**Table 55**) which sets out the key transport impacts and issues, and proposed solutions and mechanisms for the proposed development.

The proposed development is in keeping with the TfL Healthy Streets agenda, will significantly improve the walking and cycling environment in and around the site (in accordance with *London Plan* (2021) Policy T2), will provide new publicly accessible visitor cycle parking and will provide high quality long-stay cycle parking facilities (in accordance with *London Plan* (2021) Policy T5 standards).

The *NPPF* (2021) paragraph 111 states that developments should only be refused on highway grounds if there would be an unacceptable impact on highway safety or if the residual cumulative impacts on the road network would be severe. No unacceptable impacts have been highlighted in this TA and the development is considered to be policy compliant; it therefore should be supported by the Council and TfL.

Table 55: Summary

Item	Key transport impacts / issues	Solutions / mechanisms
Site and surroundings	The site is highly accessible by public transport. Cycleway 6 and Cycleway 3 are all located within close proximity of the site, as are a number of cycle routes on quieter / local roads.	Improvements form part of the scheme design, including significant enhancements to pedestrian permeability and connectivity as a result of the proposed public realm improvements. High quality cycle parking facilities will be provided. The quantity of long-stay spaces meets the *London Plan* (2021) standards.
Active Travel Zone (ATZ)	There is a number of key destinations within a 20-minutes cycle ride of the site, including stations, schools and tourist destinations. The identified routes highlight how well connected the site is to the public transport network.	The public realm proposals will enhance the local pedestrian and cycling network. New pedestrian and cycling access points will be created which will meet pedestrian desire lines to key destinations and reduce pedestrian flows on surrounding roads.
Trip generation and impact	Increases in trips across all modes occur in the AM and PM peak hours as a result of the proposed development. The impact on the local public transport, active travel and highway networks has been shown to be negligible in the context of existing and future services.	Mitigation is embedded within the design of the scheme. An improved site layout, new access point, high quality cycle parking facilities, improved pedestrian / cyclist priority and the car-free nature of the development will encourage active, sustainable travel. A Framework Travel Plan has been provided as part of the planning application, which sets out a range of measures and initiatives aimed at encouraging further use of active travel for users of the proposed development.

Appendix A

Framework Travel Plan

Framework Travel Plan

Prepared by Arup

Submitted on behalf of Lab Selkirk House Ltd

Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street, London, WC1A 1JR

June 2023

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1. Introduction

1.1 Background

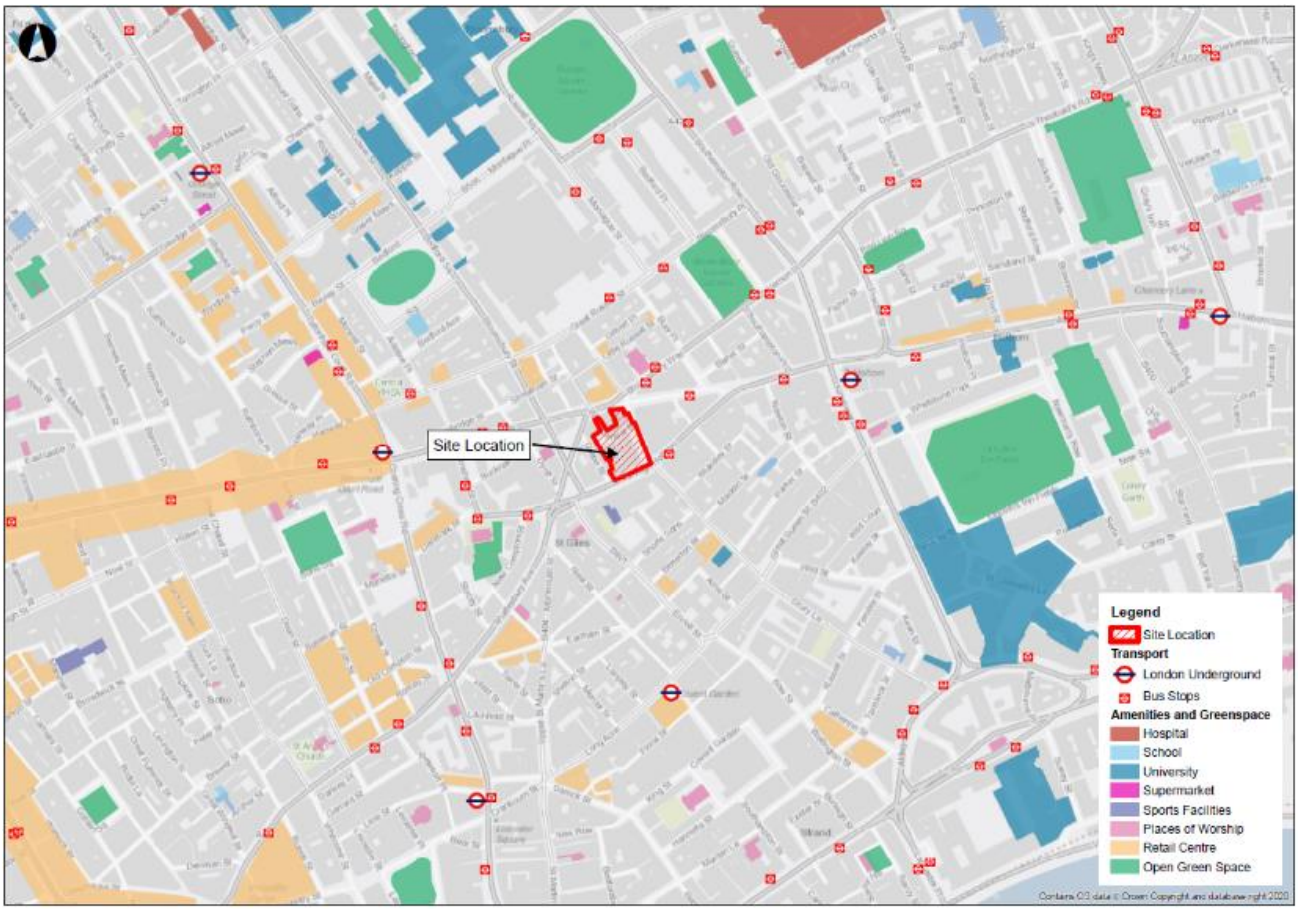
This Framework Travel Plan (FTP) has been prepared by Ove Arup & Partners Ltd. ('Arup') in support of the detailed planning application being submitted by Lab Selkirk House Ltd ('the Applicant') to the London Borough of Camden ('the Council') for the redevelopment of the land at Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street, London, WC1A 1JR ('the site').

1.2 Site location

The site is located in Central London. To the north of the site is Russell Square, to the east is Holborn and Farringdon, to the south is Leicester Square and Covent Garden, and to the west is Oxford Street.

The site's Central London location means that it is well served by most essential amenities, including retail, green spaces and schools. It is also in an area of high public transport accessibility; Tottenham Court Road and Holborn stations are located within around a 400m walk of the site (approximately a five minute walk), and the site is on a key bus corridor through Central London. The strategic site location, including local public transport facilities and surrounding amenities, is presented in **Figure 1**.

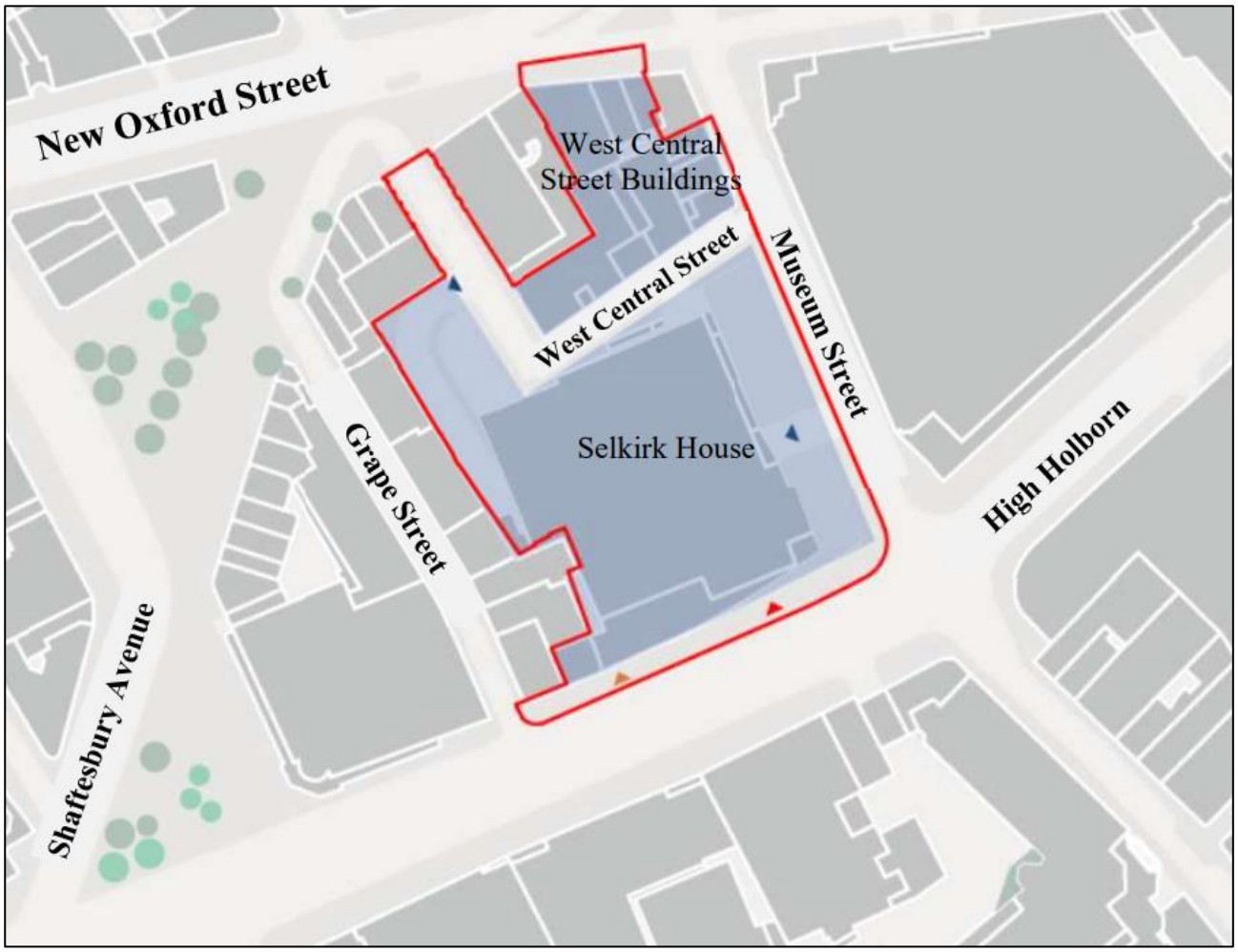
Figure 1: Strategic site location



1.3 Existing site

The site is bounded by High Holborn to the south, Museum Street to the east, New Oxford Street to the north, and the rear of the properties fronting Grape Street forming the western boundary. West Central Street dissects the site and separates out Selkirk House (to the south) from the West Central Street block (known as 'The West Central Street buildings' to the north). The layout of the existing site is shown in **Figure 2**.

Figure 2: Site layout plan



1.4 Proposed development

The detailed planning application seek planning permission for the following:

Redevelopment of Selkirk House, 166 High Holborn and 1 Museum Street following the substantial demolition of the existing car park and former Travelodge Hotel to provide a mixed-use scheme, providing office, residential, and town centre uses at ground floor level. Works of part demolition and refurbishment to 10-12 Museum Street, 35-41 New Oxford Street, and 16A-18 West Central Street to provide further town centre ground floor uses and residential floorspace, including affordable housing provision. Provision of new public realm including a new pedestrian route through the site to link West Central Street with High Holborn. Relocation of cycle hire docking stations on High Holborn (Phased Development).”

The proposed area schedule for the development is provided in **Table 1**.

Table 1: Area schedule

Land Use Class (Museum Street / Vine Lane / High Holborn Buildings)	Land Use Type (Museum Street / Vine Lane / High Holborn Buildings)	Areas / Units (Museum Street / Vine Lane / High Holborn Buildings)
E(g)(i)	Office (including plant and Back of House)	25,824 sqm (GEA) / 24,158sqm (GIA) / 15,707sqm (NIA)
Flexible E Class	Town centre uses (Retail / Café / Workspace)	1,027sqm (GEA) / 975sqm (GIA) / 903sqmm (NIA)
C3	Residential	19 x 1 bed dwellings 3 x 2 bed dwellings 1 x 3 bed dwellings **Total 23 dwellings**
Land Use Class (West Central Street Building)	**Land Use Type (West Central Street Building)**	**Areas / Units (West Central Street Building)**
Flexible E Class	Town centre uses (Retail / Café / Workspace)	780sqm (GEA) / 692sqm (GIA) / 645sqm (NIA)
C3	Residential	10 x 1 bed dwellings 7 x 2 dwellings bed 2 x 3 dwellings bed 2 x 4/5 dwellings bed **Total 21 dwellings**

The ground floor layout of the proposed development is shown in **Figure 3**.

Figure 3: Proposed ground floor layout

1.5 Travel Plan approach

This FTP has been produced in accordance with Transport for London (TfL's) latest Travel Plan Guidance. This FTP covers the planning phase of the development and covers the proposed office and residential uses on site and will help form the Full Travel Plan which will be prepared by the management of the land uses prior to occupation. By nature, trips to retail uses are harder to control as they are undertaken by customers / visitors who may only visit the site on an occasional basis; however given the highly accessible nature of the site and type of retail uses proposed the majority of trips are expected to be by active travel with the remainder by public transport.

The FTP should be read in conjunction with the Transport Assessment (TA) for the proposed development, produced by Arup. Once construction has been completed and the site is occupied, responsibility for the Travel Plan will be held by the developer and the appointed Travel Plan Coordinator.

1.6 Contacts

The current information regarding the overall responsibility for the Travel Plan is set out below:

- **Organisation Name:**

Lab Selkirk House Ltd.

- **Organisation Address:**

Labs Dockray Place, 1-7 Dockray Place, London, NW1 8QH.

- **Local Planning Authority:**

London Borough of Camden.

- **Address of Development:**

Selkirk House, 166 High Holborn and 1 Museum Street, 10-12 Museum Street, 35-41 New Oxford Street and 16A-18 West Central Street, London, WC1A 1JR.

- **Travel Plan prepared by:**

Arup, 8 Fitzroy Street, London, W1T 4BJ.

- **Responsibility:**

Until appointment of the Travel Plan Co-ordinator, this Travel Plan will be the responsibility of a named individual at Lab Selkirk House Ltd.

1.7 Report structure

Following this introductory section, the TA contains the following chapters:

- **Chapter 2**: **Aims and objectives** – sets out the overarching aims and objectives of the Travel Plan.
- **Chapter 3**: **Baseline conditions** – provides a description of the surrounding local transport networks.
- **Chapter 4**: **Proposed development** – provides a summary of the development proposals, including access arrangements and cycle parking.
- **Chapter 5**: **Preliminary targets** – sets out the baseline and future year target mode splits.
- **Chapter 6**: **Measures** – sets out the proposed Travel Plan measures.
- **Chapter 7**: **Management of the Travel Plan** – outlines how the Travel Plan will be managed in future.
- **Chapter 8**: **Monitoring and review** – sets out the future monitoring and reviewing arrangements for the Travel Plan.
- **Chapter 9**: **Action Plan** – outlines the proposed indicative set of actions that will be undertaken to deliver the Travel Plan targets.

2. Aims and objectives

2.1 Overarching aims

The Travel Plan will focus on encouraging staff, residents and visitors of the proposed development to travel to and from the site by sustainable transport modes. The overarching aims of the Travel Plan for the proposed development are as follows:

- To encourage travel by active modes such as walking and cycling by highlighting the accessibility and availability of these modes;
- To encourage public transport use by promoting this mode as an alternative to cars;
- To reduce the number of single occupancy car trips by promoting alternative travel modes to cars; and
- To promote healthy lifestyles and active travel.

2.2 Objectives

The objectives of the Travel Plan are:

- Encouraging travel by walking and cycling;
- Encouraging use of public transport as an alternative to car trips;
- Minimising single occupancy private motor vehicle trips; and
- Facilitating the opportunity to achieve a healthy lifestyle for all those using the site.

This Travel Plan outlines several measures to help achieve the Travel Plan objectives of encouraging sustainable transport use. The measures are outlined in **Chapter 6**.

3. Baseline conditions

3.1 Walking access

The site's Central London location means that it is easily accessible on foot, with the local walking network providing connections to public transport services and a wide range of commercial and retail attractions.

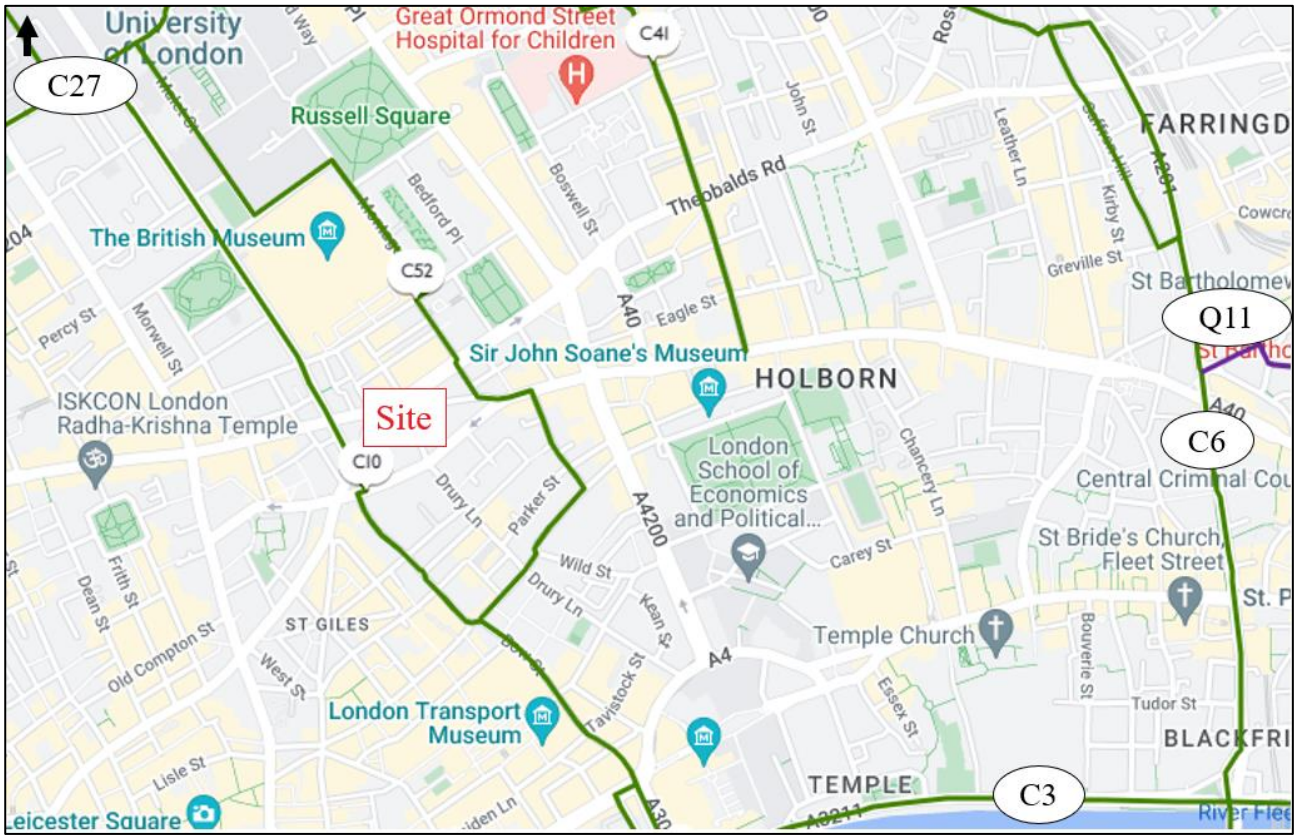
Pedestrian access into the existing site is available from Museum Street, West Central Street, High Holborn and New Oxford Street. The streets surrounding the site (Museum Street, High Holborn and New Oxford Street) benefit from wide footways, including a section of more than 5m in width on the southern section of Museum Street adjacent to the site. The footway on High Holborn adjacent to the site is also wide (approximately 4.5m) and has recently been resurfaced. The footway on West Central Street within the site varies in quality and length with some sections being narrow (approximately 1.2m wide).

Signalised pedestrian crossings are available on High Holborn and New Oxford Street at the corners with Museum Street. These are both provided with dropped kerbs and tactile paving. The wider area, including Bloomsbury Way, New Oxford Street and High Holborn suffers from some poor legibility and severance of the pedestrian network, in part owing to wide carriageways and the one-way gyratory system.

3.2 Cycling access

The surrounding area is well served by cycling routes. These routes are shown in **Figure 4**.

Figure 4: Cycling network



Source: TfL

Cycleway 10 is located around 100m to the west of the site on Shaftsbury Avenue. This runs between Greenwich in south-east London towards Gower Street / Torrington Place in Camden. Cycleway 52, which runs between Waterloo Bridge and Russell Square is located approximately 250m east of the site on High Holborn. Both of these are signed cycle routes largely running on quieter / local roads. At Torrington Place, these routes connect with Cycleway 27, which runs west towards Paddington.

Cycleway (C3), an east-west route linking Barking to Lancaster Gate, is located approximately 1km to the south of the site on Victoria Embankment. Cycleway 6 (C6), a north-south route linking Kentish Town and Elephant & Castle, can be accessed on Farringdon Street, approximately 1.4km to the east of the site. Both of these have elements of segregated cycle lane provision on some busier roads within Central London. Quietway 11 can be accessed to the east of Cycleway 6 on West Smithfield, around 1.45km to the east of the site. This is a short east-west route between Farringdon Street and Finsbury. In Finsbury it connects with another TfL cycle route (Cycleway 11) which runs between Islington and the City of London.

3.3 Local amenities

A wide range of amenities are available within 500m of the site. These are shown in **Figure 5** and are listed in **Table 2.**

Figure 5: Amenities within 500m of the site

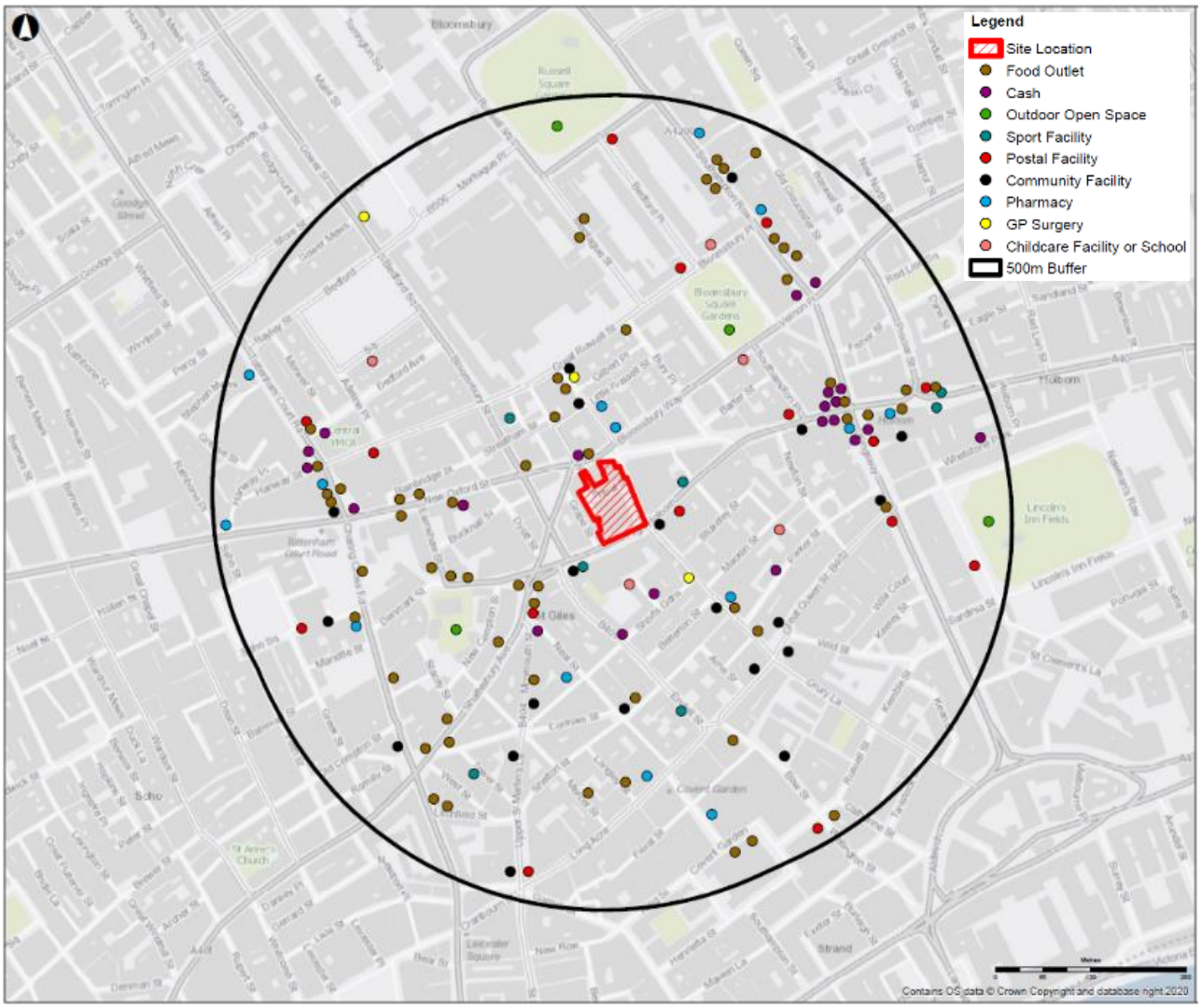


Table 2: Amenities within 500m of the site

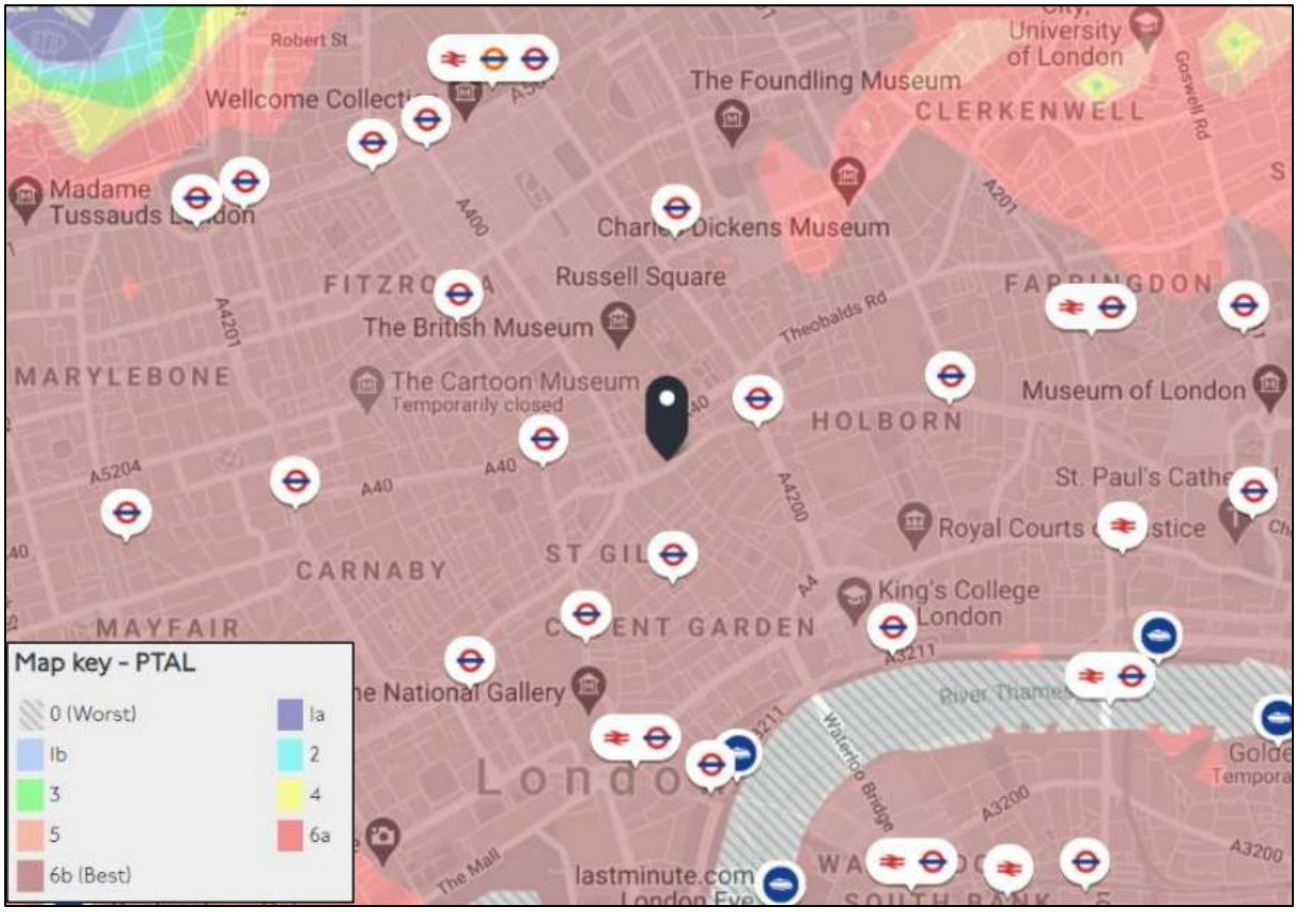
Amenity	Number within 500m of site
Appropriate food outlet	59
Access to cash	3
Access to an outdoor open space (public or private, suitably sized an accessible to building users)	20
Access to a recreation or leisure facility for fitness of sports	7
Publicly available postal facility	16
Community facility	20
Over the counter services associated with a pharmacy	14
Public sector GP surgery or general medical centre	3
Childcare facility or school	5

3.4 Public transport

3.4.1 Public transport accessibility

According to TfL's WebCAT website, the site has a Public Transport Accessibility Level (PTAL) of 6b, which indicates 'excellent' connectivity to the surrounding network and is the highest possible score on the PTAL scale. **Figure 6** shows the existing PTAL rating of the site.

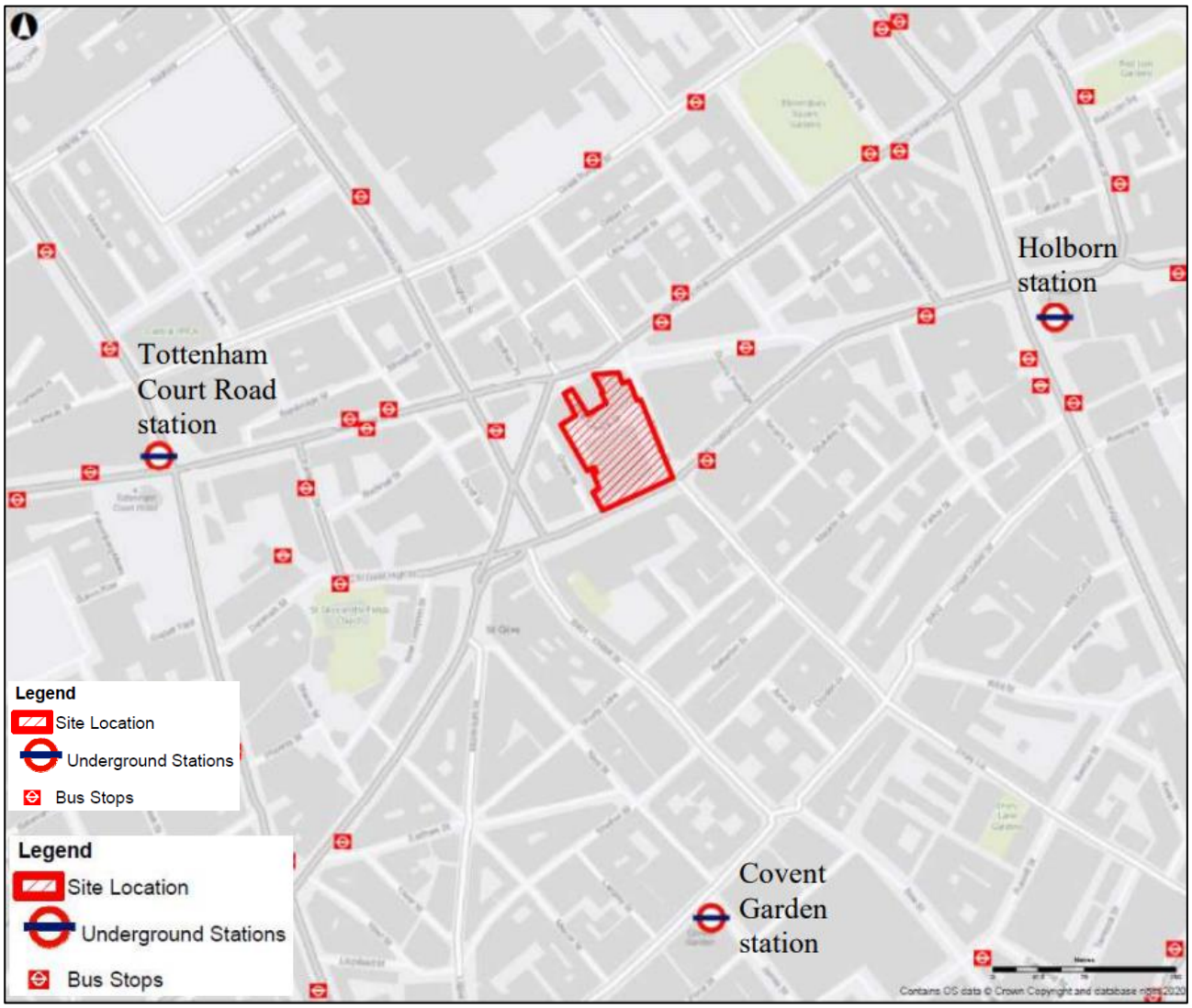
Figure 6: Existing PTAL rating



Source: WebCAT, online

The nearest London Underground stations and bus stops are shown in **Figure 7**.

Figure 7: Nearest London Underground stations and bus stops



The following sub-sections summarise details of the different modes of public transport that are available within close proximity to the site.

3.4.2 Buses

A total of 20 different bus routes can be accessed from within 640m of the site. **Table 3** shows the bus routes, average peak hour frequencies and approximate distances to the nearest bus stop of the local bus services. This shows that there approximately 400 buses per hour within 640m of the site in both the AM and PM peak hours.

Table 3: Local bus services

Bus Stops	Route Number	Origin / Destination	Average peak hour frequency (Buses per Hour)
Museum Street Stops C / E, Drury Lane Stop S (200m)	1	New Oxford Street to Canada Water Bus station	5-7
		Canada Water Bus station to Tottenham Court Road	5-7
	8	Bow Church to New Oxford Street	6-10
		New Oxford Street to Bow Church	6-10
	19	Finsbury Park Interchange to Battersea Bridge	5-7
		Battersea Bridge to Finsbury Park Interchange	5-7
	38	Clapton Pond to Victoria Bus station	10-20
		Victoria Bus station to Clapton Pond	10-20
	55	Walthamstow Bus station to Oxford Circus station	7-12
		Oxford Circus station to Walthamstow Bus station	7-12
	98	Willesden Bus Garage to Red Lion Square	7-12
		Red Lion Square to Willesden Bus Garage	7-12
Tottenham Court Road station Stop C, Stephen Street Stop B (400m)	14	Putney Heath to Russell Square	5-7
		Russell Square to Putney Heath	5-7
	24	Grosvenor Road to Royal Free Hospital	5-7
		Royal Free Hospital to Grosvenor Road	5-7
	29	Wood Green to Charing Cross station	7-15
		Charing Cross station to Wood Green	7-15
	73	Oxford Circus station to Stoke Newington	7-15
		Stoke Newington to Oxford Circus station	7-15
	176	Penge Arms to Tottenham Court Road station	5-7
		Tottenham Court Road station to Penge Arms	5-7
	390	Archway station to Victoria Bus station	5-8
		Victoria Bus station to Archway station	5-8
Holborn station (Stops P / N) / Kingsway Holborn	59	Telford Avenue to / from Euston Bus station	6-10
		Euston Bus station to Telford Avenue	6-10
	68	West Norwood to Euston Bus station	6-10

Bus Stops	Route Number	Origin / Destination	Average peak hour frequency (Buses per Hour)
Station (Stop M) (500m)		Euston Bus station to West Norwood	6-10
	91	Crouch End to Trafalgar Square	6-7
		Trafalgar Square to Crouch End	6-7
	168	Royal Free Hospital to Dunton Road	6-10
		Dunton Road to Hampstead Heath	6-10
	188	North Greenwich station to Russell Square	5-10
		Russell Square to North Greenwich station	5-10
	243	Wood Green station to Waterloo station	6-8
		Waterloo station to Wood Green station	6-8
	521	Waterloo station to London Bridge station	10-15
		London Bridge station to Waterloo station	10-15
	X68	West Croydon Bus station to Russell Square	2-4 (evening peak only)
		Russell Square to West Croydon Bus station	2-4 (evening peak only)

*Frequencies derived from WebCAT

3.4.3 London Underground

Three London Underground stations are located within a 960m walk of the site, which are:

- Tottenham Court Road (400m to the west) – Central and Northern lines;
- Holborn (400m to the east) – Central and Piccadilly lines; and
- Covent Garden (500m to the south) – Piccadilly line.

Step free access from street to platform level is available at Tottenham Court Road on the Central line, and step free access from street to train is available at Tottenham Court Road on the Northern line.

A summary of the routes and peak hour service frequencies of the three London Underground lines available within 960m of the site is provided in **Table 4**. The shows that there are up to 150 trains per hour in the AM peak hour (08:00 to 09:00) and up to 152 trains per hour in the PM peak hour (17:00 to 18:00). A Night Tube service also operates on all three lines.

Table 4: London Underground services

London Underground line	Station	Route	AM peak (08:00 – 09:00) frequency (Trains per Hour)	PM peak (17:00 – 18:00) frequency (Trains per Hour)
Central	Tottenham Court Road / Holborn	Eastbound (Ealing Broadway / West Ruislip to Epping / Hainault)	27	30
		Westbound (Epping / Hainault to Ealing Broadway / West Ruislip)	32	27
Northern	Tottenham Court Road	Northbound (Kennington / Morden to High Barnet / Edgware)	21	23
		Southbound (High Barnet / Edgware to Kennington / Morden)	23	24
Piccadilly	Holborn / Covent Garden	Northbound (Heathrow Airport / Uxbridge to Cockfosters)	24	24
		Southbound (Cockfosters to Heathrow Airport / Uxbridge)	23	24
Total			**150**	**152**

3.4.4 The Elizabeth line

The Elizabeth line (also known as 'Crossrail') is a rail line that connects areas to the west and east of London via a new route running under Central London. The closest station is at Tottenham Court Road, approximately 400m to the west of the site. The Central section of the Elizabeth line opened in May 2022, with through running connectivity being established in November 2022. Since May 2023, the final upgrades to the line have been implemented, increasing the frequency to every 2.5 minutes (24 – 25 trains per hour) through the central section at peak times.

The Elizabeth line runs from Reading and Heathrow (to the west), towards Shenfield and Abbey Wood (to the east) via Canary Wharf, with full through running between the west and the east available without the need to change trains. A summary of the AM and PM peak hour services and frequencies is provided in **Table 5**.

Table 5: Elizabeth line services

Station	Route	AM peak (08:00 – 09:00) frequency (Trains per Hour)	PM peak (17:00 – 18:00) frequency (Trains per Hour)
Tottenham Court Road	Westbound towards Paddington, Heathrow Airport and Road	25	24
	Eastbound towards Shenfield and Abbey Wood	25	24
Total		**50**	**48**

Frequencies from TfL.gov.uk

3.4.5 National Rail

The closest National Rail station is Charing Cross, which is located approximately 1.2km to the south of the site. This provides access to 'Southeastern' services which run to a variety of destinations including Dover, Dartford, Gravesend and Sevenoaks. Three other stations are located within 2km of the site, which are:

- City Thameslink (1.6km) – Thameslink services;
- Farringdon (1.6km) – Thameslink services; and
- Euston (1.7km) – West Midlands Trains, Avanti West Coast, Caledonian Sleeper trains and London Overground services.

A summary of the peak hour services available at the National Rail stations is provided in **Table 6**.

Table 6: National Rail services

Station	AM peak (08:00 – 09:00)			PM peak (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Charing Cross	23	21	44	19	20	39
City Thameslink*	20 (southbound)	20 (northbound)	40	20 (southbound)	18 (northbound)	38
Farringdon	20 (southbound)	20 (northbound)	40	20 (southbound)	18 (northbound)	38
Euston	24	21	45	20	24	44
Total	**87**	**82**	**169**	**79**	**80**	**159**

*Both served by the same Thameslink services

3.5 Cycle parking

3.5.1 Cycle hire

The nearest cycle hire docking station is located adjacent to the southern boundary of the site on High Holborn, which has 20 spaces. Other nearby docking stations are:

- Bury Place (200m north-east of the site) – 20 spaces;
- Earnshaw Street (280m west of the site) – 17 spaces; and
- Southampton Place (290m east of the site) – 20 spaces.

3.6 Vehicular access

3.6.1 Local highway network

The roads surrounding the site can be described as follows:

- **Museum Street** is a one-way two-lane road running south to north between High Holborn and New Oxford Street, which provides vehicular access to the site's APCOA car park.
- The **A40 New Oxford Street** has three lanes adjacent to the northern boundary of the site. Two general traffic lanes run eastbound towards Southampton Row and Theobald's Road. A westbound bus and cycle only lane runs towards Tottenham Court Road.
- The **A40 High Holborn** is a two-way three-lane road to the south of the site. This runs east to west between Kingsway and Charing Cross Road.
- **West Central Street** is a narrow one-way street that dissects the site. This connects Museum Street with New Oxford Street and has a right-angled bend in the middle.
- **Grape Street** is a narrow one-way street running north to south between Shaftesbury Avenue and High Holborn.

The Council is the highway authority for the majority of roads in the local area. Both New Oxford Street and High Holborn form part of the Strategic Road Network (SRN). The Council is the highway authority of the SRN, with TfL providing oversight responsibility for schemes or works that may have a detrimental impact on highway performance. The nearest section of the Transport for London Road Network (TLRN) is the A3211 Victoria Embankment, which is located approximately 2.3km south of the site.

3.6.2 Congestion Charge and Ultra Low Emission Zone

The site is located within the area covered by TfL's Congestion Charge. This is an area within Central London, which most vehicles have to pay a daily charge of £15.00 to enter. The Congestion Charge zone operates from 07:00 to 18:00 Monday to Friday and 12:00 to 18:00 on Saturday and Sundays. There is no charge between Christmas day and New Year's Day bank holiday (inclusive).

The site is also located within the area covered by TfL's Ultra Low Emission Zone (ULEZ). Vehicles that do not meet the emission standards are required to pay a charge of £12.50 (cars, motorcycles and Light Goods Vehicles under 3.5 tonnes) or £100 for heavier vehicles (Heavy Goods Vehicles over 3.5 tonnes and buses / coaches over 5 tonnes). The ULEZ operates 24 hours a day, seven days a week (except Christmas day). The ULEZ currently covers all areas within the North and South Circular Road. From August 2023, the ULEZ is proposed to expand to cover all London Boroughs.

3.7 Car parking

3.7.1 On-street car parking

The site is within the Council's Controlled Parking Zone (CPZ) CA-C, in which pay & display bays are subject to the following controlled hours:

- Monday to Saturday: 08:30 – 18:30.

Resident parking bays with the CPZ are controlled 24 hours.

A summary of the local on-street pay & display, residential and disabled parking bays that are available in close proximity to the site is provided in **Table 7**.

Table 7: On-street parking bays summary

Location	Distance	Number of spaces
Pay & display		
Little Russell Street	100m to the north	2
Residential		
Coptic Street	45m to the north	2
Little Russell Street	100m to the north	1
Disabled		
Coptic Street	50m and 110m to the north	2
Drury Lane	120m to the south	1
Parker Street	250m to the south	1

3.7.2 Off-street car parking

The publicly accessible Covent Garden APCOA multi-storey car park (196 spaces) is located within the site, accessed from Museum Street. This will be removed as part of the proposed development.

There are several other publicly accessible off-street car parks within walking distance of the proposed development, including:

- Covent Garden Intelli-Park car park on Parker Street – 330 spaces (including six disabled spaces) approximately 250m south of the site;
- Off-street car park on Shelton Street – 42 spaces approximately 350m south-west of the site; and
- London Bloomsbury Square NCP car park on Bloomsbury Square – 450 spaces (including five disabled spaces) approximately 400m north of the site.

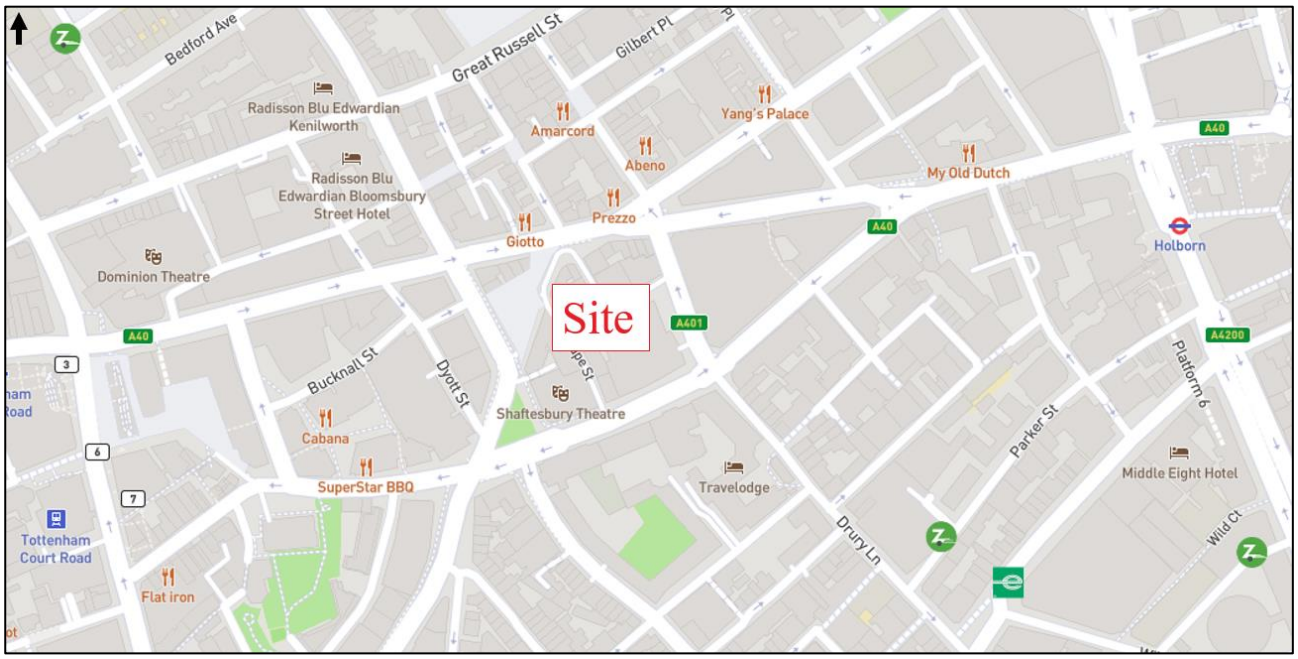
3.7.3 Car clubs

There is a number of car clubs operating in the vicinity of the site. Some have been allocated a fixed car club bay (i.e. Zipcar and Enterprise Car Club) while some operate on a 'flexible' approach and do not have a fixed location. The current car clubs within the vicinity of the site include:

- Zipcar – Parker Street (240m south of the site), two vehicles;
- Enterprise – Great Queen Street (350m south of the site), one vehicle;
- Zipcar – Keeley Street (500m south-east of the site), two vehicles; and
- Zipcar – Bedford Square (650m north-west of the site), one vehicle.

The locations of the car clubs are shown in **Figure 8**.

Figure 8: Existing car clubs



Source: Shared Cars

3.8 Future transport improvements

3.8.1 West End Project

The development site is located adjacent to the West End Project. As of May 2023, work has been substantially completed to transform the areas around Tottenham Court Road, Gower Street, Bloomsbury Street, Princes Circus and St Giles, helping the area to continue to grow and flourish.

Major changes have already included Tottenham Court Road and Gower Street / Bloomsbury Street becoming two-way to traffic, reducing congestion and air pollution and speeding up bus routes. There are new safer provisions for cyclists as well as new and regenerated public and green spaces.

The project is providing safer, greener and more attractive streets for residents and visitors helping to attract, sustain and boost local businesses. This includes wider pavements with new high-quality materials, the removal of street clutter and new pedestrian crossings.

3.8.2 Holborn Gateway Project

The site was expected to benefit from the Holborn Gateway project, which proposed to remove the local one-way gyratory system in order to improve conditions for walking, cycling and bus travel. The project is currently under review following failure to achieve funding.

3.8.3 Post Building

Adjacent to the site on the other side of Museum Street is the Post Building, a former Royal Mail sorting office which has been redeveloped as high-quality office space. As part of the proposals for the Post Building, street improvements along Museum Street have been progressed including new footways and a raised table to improve access between the Post Building and the Museum Street site.

The Section 106 agreement for the Post Building also includes financial commitments to improve the junctions at either end of Museum Street adjacent to the two buildings. It should be noted that Museum Street is expected to accommodate a larger number of vehicles than its present low flows, as a result of the West End project arrangements; these flows are expected to be accommodated safely by the road network. Earlier draft proposals for the Holborn Gateway project involved closing the northern end of Museum Street, which would see all vehicles removed from Museum Street, save for site access.

3.8.4 Holborn station upgrade

TfL has previously had plans to make improvements at Holborn station, with the aim of the upgrade works making it easier for customers to enter, exit and movement around the station. The proposals would involve:

- A new second entrance and exit to the station on Procter Street;
- More escalators;
- Step-free access; and
- More space to change between trains.

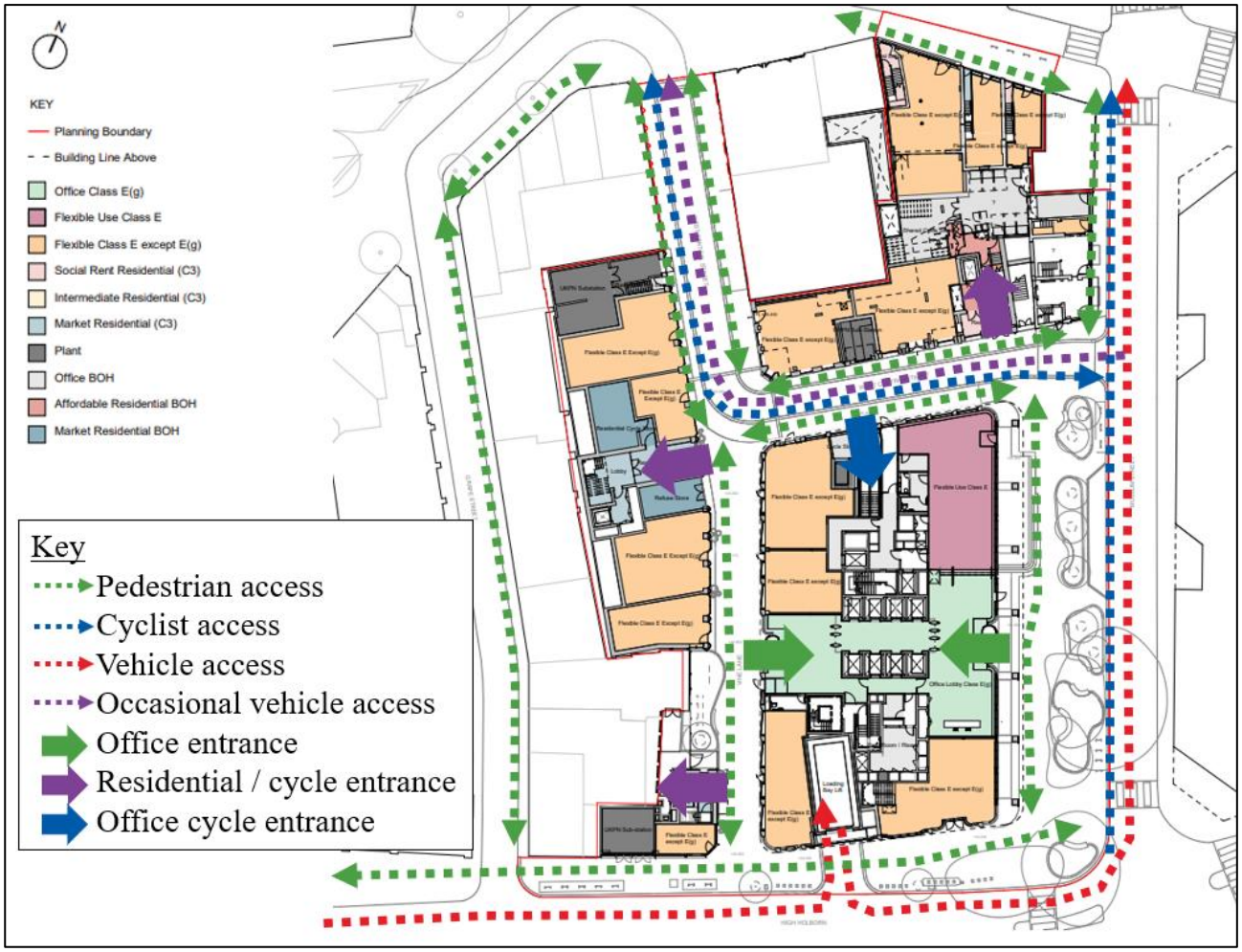
The changes at the station would also support future plans to increase the number of trains on the Central and Piccadilly lines. The current status of the project is unknown and does not appear in TfL's latest Business Plan.

4. Proposed development

4.1 Pedestrian and cyclist access

The ground floor layout and access arrangements of the proposed development are shown in **Figure 9**. The ground floor will be predominantly made up of retail units, with elements of office floorspace in the Selkirk House portion of the site, as well as accesses to the residential dwellings. The ground floor retail uses will help activate the site frontages, which will be complemented by high quality public realm and ambitious landscaping and planting within the site.

Figure 9: Access and layout



The proposals include a new north-south pedestrian-only route ('Vine Lane') through the site as a continuation of West Central Street. This will help improve the connectivity of the area by creating a new route between New Oxford Street and High Holborn. The removal of the site's APCOA car park will reduce vehicular movements in the area and the servicing proposals keep the majority of traffic away from West Central Street thereby allowing greater pedestrian and cyclist priority on the street.

Pedestrian access to the office buildings will be available on Museum Street, West Central Street and Vine Lane. Access to the residential entrance lobbies will be from New Oxford Street, West Central Street and Vine Lane. Step-free access will be available into all the buildings.

Cyclists will be able to access the long-stay office cycle parking via an entrance on West Central Street. Residential cycle parking will be directly accessible from residential lobbies on West Central Street, Museum Street and New Oxford Street. The residential cycle parking for the High Holborn block will be accessed externally.

4.2 Cycle parking

Long-stay cycle parking will be provided in accordance with *London Plan* (2021) Policy T5 standards for all proposed land uses. Owing to the aspiration to incorporate high quality public realm and the need to provide suitable pedestrian comfort levels / footway widths, a reduced quantity of short-stay cycle parking compared to *London Plan* (2021) Policy T5 standards will be provided.

The required provision of cycle parking for the site is shown in **Table 8** and **Table 9**. A total of 429 long-stay spaces is required by *London Plan* (2021) policy, and these will all be provided. A total of 65 short-stay spaces have been agreed with officers as being required, and at least 36 spaces will be provided (with a financial contribution being provided to address the shortfall in spaces).

Table 8: Cycle parking provision - Museum Street / Vine Lane / High Holborn Buildings

Land Use			Floorspace / Dwellings	London Plan Land Use Type for the Purposes of Cycle Parking Calculations	Long-Stay Spaces (require / provided)	Short-Stay Spaces (required)
E (Flexible)	Town centre uses (Retail / Café / Workspace)		1,027sqm (GEA)	A2-A5	6	26*
E(g)(i)	Business Offices		25,824sqm (GEA)	B1	345	15
C3	Dwellings	1 bed 2 person	19	C3	28	2
		2+ bed	4		8	
Total					**387**	**43**

*Reduced by 50% compared with *London Plan* (2021) standards to take account of planning flexibility and public realm objectives

Table 9: Cycle parking provision - West Central Street

Land Use			Floorspace / Dwellings	London Plan Land Use Type for the Purposes of Cycle Parking Calculations	Long-Stay Spaces (required / provided)	Short-Stay Spaces (required)
E (Flexible)	Town centre uses (Retail / Café / Workspace)		780sqm (GEA)	A2 – A5	4	20*
C3	Dwellings	1 bed 2 person	10	C3	15	2
		2+ bed	11		22	
Total					**42**	**22**

*Reduced by 50% compared with *London Plan* (2021) standards to take account of planning flexibility and public realm objectives

4.2.1 Museum Street office long-stay cycle parking

Cycle parking for the Museum Street and Vine Lane office block will be provided in the basement of the Museum Street building (level 1). A total of 375 spaces will be provided. These will be accessed via a dedicated lift and stairs with a wheeling ramp, which are located on West Central Street.

Long-stay cycle parking spaces will be made up of the following:

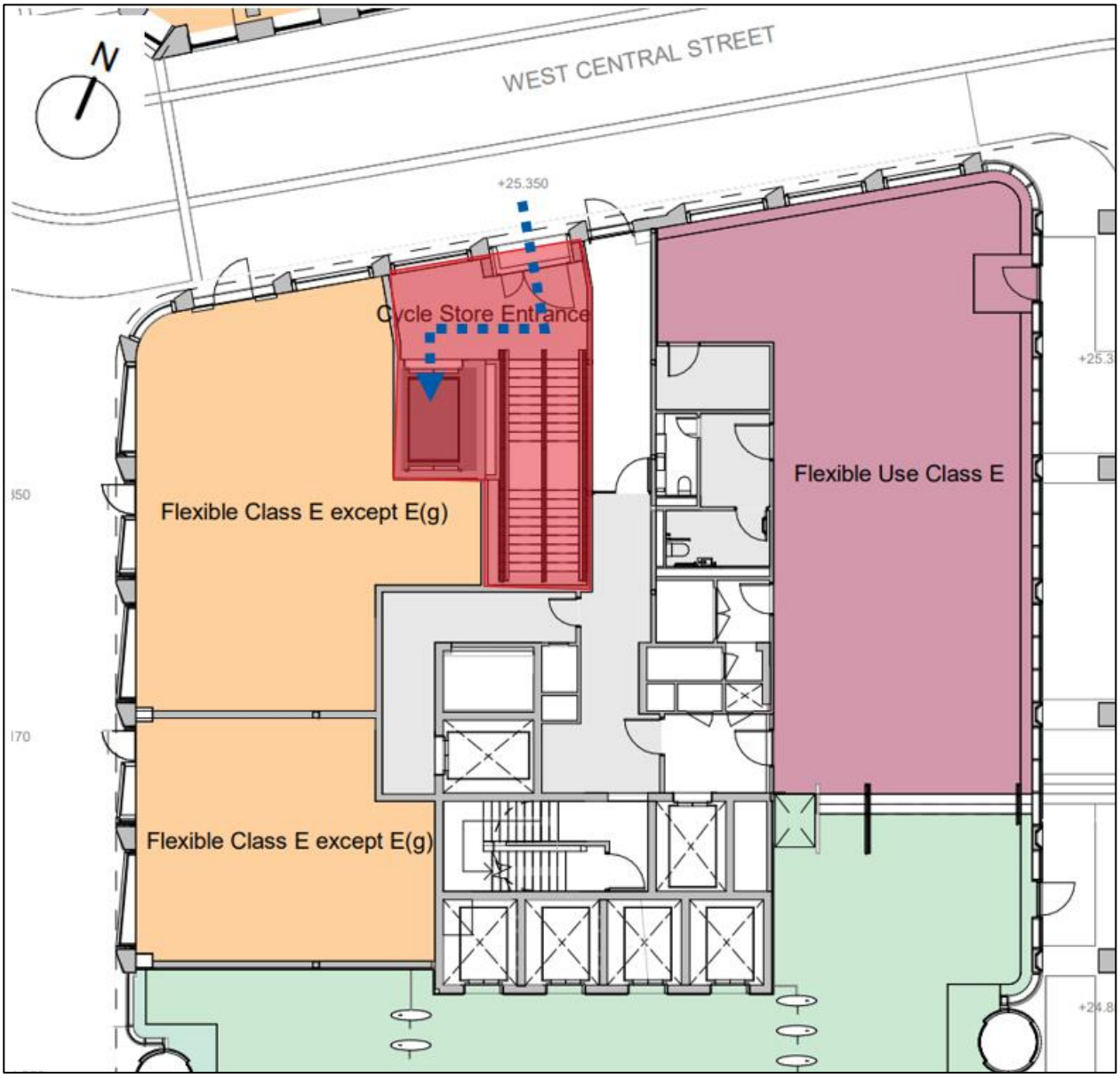
- In accordance with London Cycle Design Standards guidance, 56 spaces (around 16%) will be in the form of Camden or Sheffield stands to ensure that there is provision for disabled cyclists / alternative cycle configurations. This includes 20 spaces appropriate for larger cycles (around 6%).
- A total of 21 spaces (around 6%) will be in the form of semi-vertical stands (incorporated due to height constraints associated with existing basement).

- A total of 32 spaces (around 10%) will be in the form of folding bike lockers. This is in accordance with the *London Plan* 2021 Policy T5 which permits office developments in the Central Activities Zone to provide up to 10% of long-stay spaces as folding bike lockers.
- The remaining 236 spaces (around 68%) will be in the form of two-tier racks.

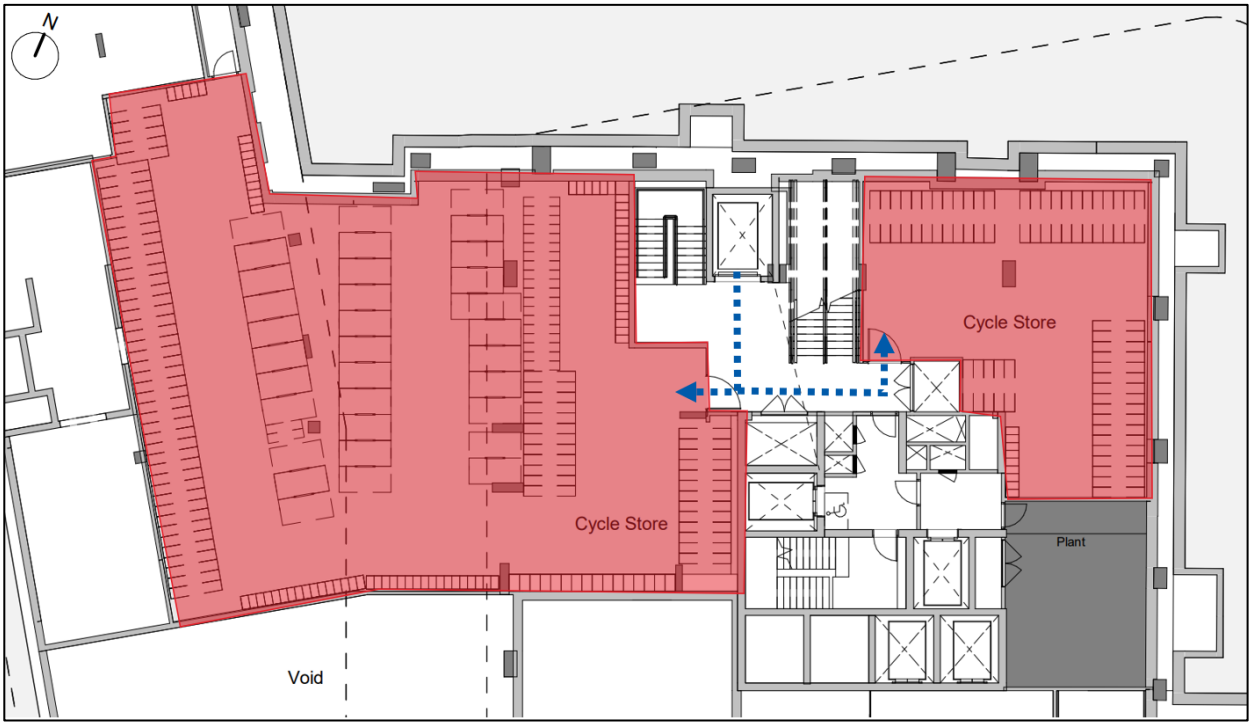
Showers and locker facilities will also be provided in the basement (level 2), which can be accessed via lifts from basement level 1. Lockers will be provided in line with the provision of cycle parking at a ratio of 1:1. Showers will be provided based on a building occupancy of 1:100 people.

The cycle parking arrangements are shown in **Figure 10**.

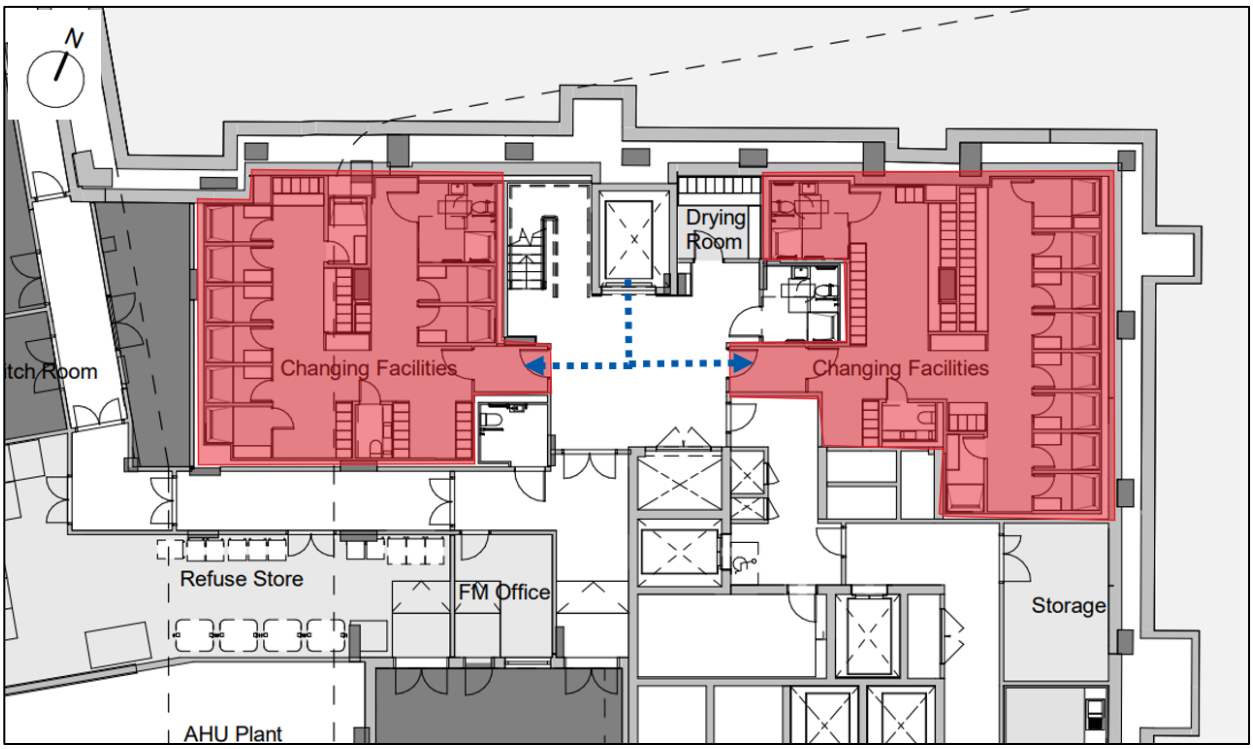
Figure 10: Museum Street office cycle parking access



Access to cycle store entrance and lift at ground floor level on West Central Street



Access from lift to cycle stores at Basement Level 1



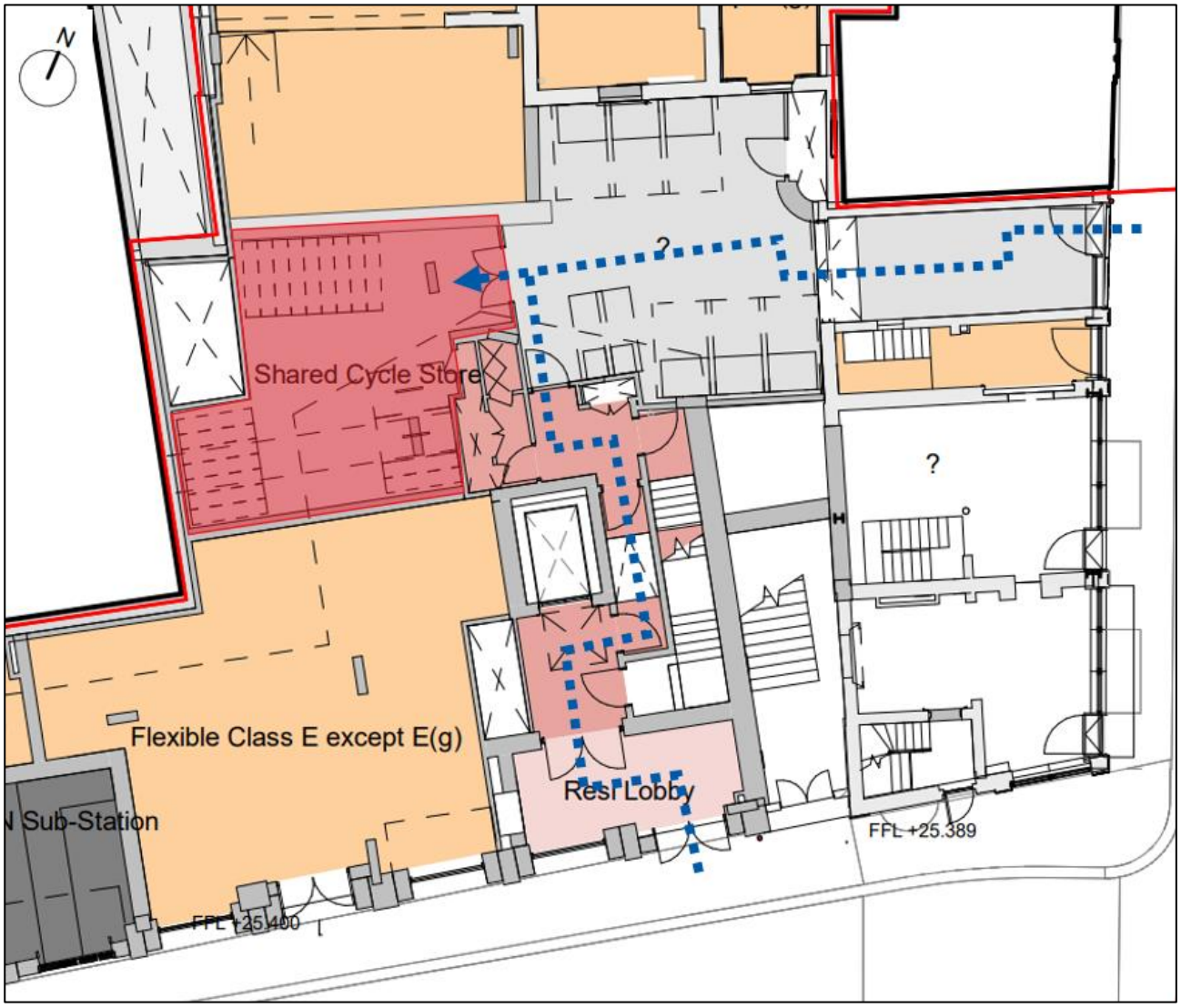
Access to changing facilities and lockers at Basement Level 2

4.2.2 West Central Street residential long-stay cycle parking

Resident cycle parking for the West Central Street block will be provided at ground floor level. A single store will be provided containing a mixture of two-tier racks and Sheffield stands, with 37 spaces provided in total (in line with *London Plan* (2021) standards). Four Sheffield stand spaces will be available, equating to 11% of the total number of spaces in the store. Access to the cycle store will be provided via the residential entrance lobby located on West Central Street or via a Back of House route from Museum Street.

The cycle parking arrangements are shown in **Figure 11**.

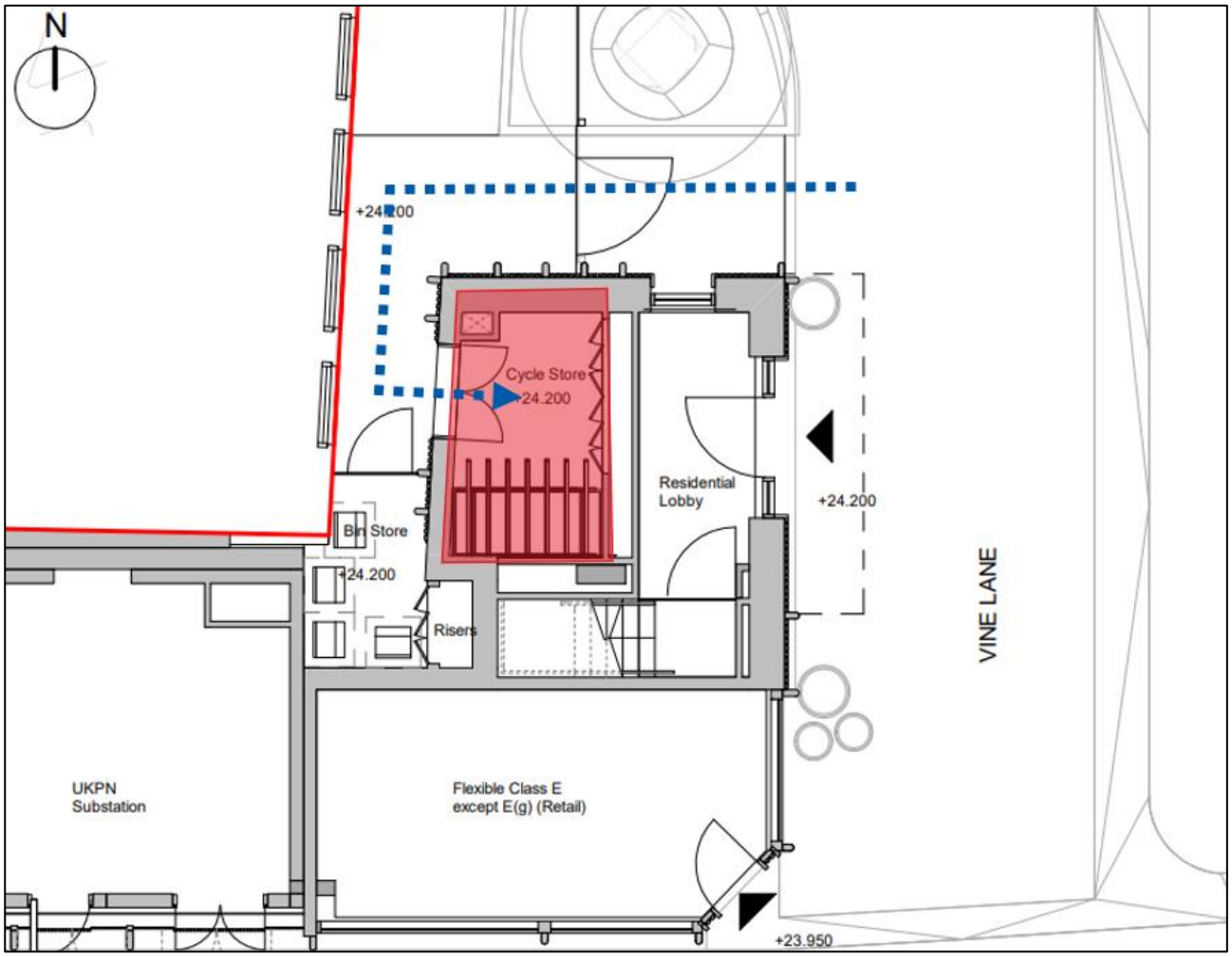
Figure 11: West Central Street residential cycle parking



4.2.3 High Holborn residential long-stay cycle parking

Cycle parking within the High Holborn block will be provided in a dedicated cycle store with a separate access from the main building. A total of four two-tier racks (eight spaces) will be provided. The proposals are shown in **Figure 12**.

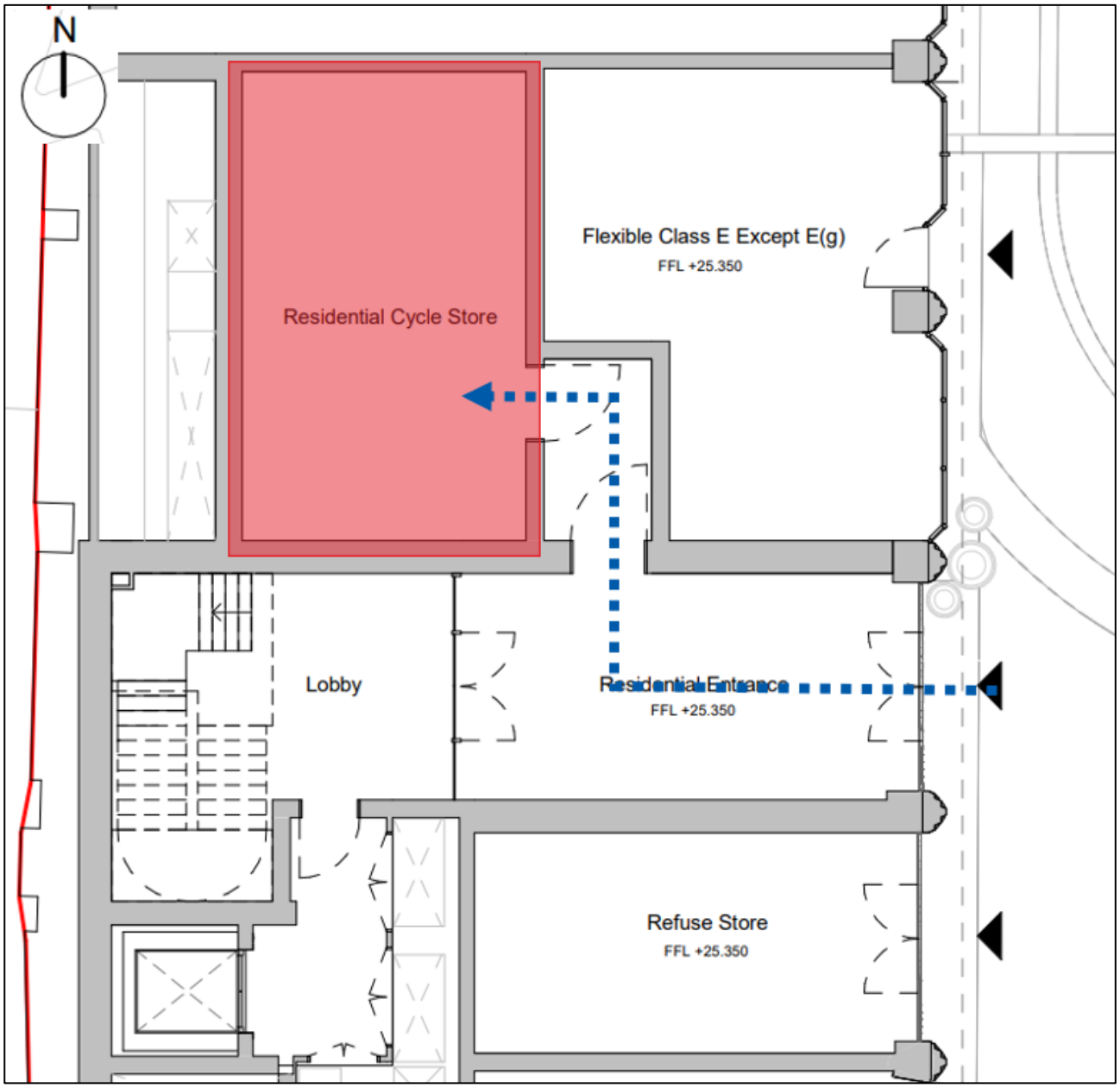
Figure 12: High Holborn block residential cycle parking



4.2.3.1 Vine Lane residential block – long-stay cycle parking

Cycle parking within the Vine block will be provided in a dedicated cycle store with an access from the main residential lobby. A total of 14 two-tier racks (28 spaces) and three accessible spaces are proposed in accordance with London Plan standards.

Figure 13: Vine Lane block residential cycle parking



4.2.4 Retail units long-stay cycle parking

Long-stay cycle parking for retail units across the various blocks on-site will be provided in the demise of each unit.

4.2.5 Short-stay cycle parking

As noted in **Table 8** and **Table 9**, a total of 65 short-stay cycle parking spaces would be required for the proposed development using the methodology that has been agreed with Council officers.

It is the intention to maximise the provision of short-stay cycle parking whilst ensuring the provision of a high-quality public realm and appropriate pedestrian comfort levels / walking connectivity through the site for all pedestrians. The current proposals accommodate seven Sheffield or Camden stands (14 spaces) on High Holborn, seven Sheffield or Camden stands (14 spaces) on Museum Street, and four Sheffield or Camden stands (eight spaces) on New Oxford Street as shown in **Figure 14**. This equates to 36 spaces, or 43% of the provision that has been agreed with Council officers.

Figure 14: Short-stay cycle parking locations

4.3 Car parking

The development will be car-free, with no general or disabled car parking provided. As noted in **Section 3.6.1**, four publicly accessible on-street disabled parking bays are available within approximately 250m of the site and a further 11 disabled parking spaces are available in off-street public car parks within approximately 450m of the site. In addition, step-free access is available at Tottenham Court Road station.

4.4 Inclusive access

A number of measures are in place as part of the proposed development, and are provided in the surrounding area, to ensure that the needs of a wide range of people including those with sensory, cognitive and mobility impairments, and those in wheelchairs, are met. The measures include the following:

- The approaches to entrances will be level and free from obstructions;
- Lifts will be available to access the long-stay cycle parking spaces at basement level;
- A proportion of the long-stay cycle parking spaces (around 16%) associated with the office use will be in the form of Sheffield stands to ensure that there is provision for disabled cyclists / alternative cycle configurations. This includes 20 spaces appropriate for larger cycles (around 6%);
- The short-stay cycle parking in the public realm will be in the form of Sheffield / Camden stands to ensure it is all accessible by disabled cyclists / alternative cycle configurations;
- There is a publicly accessible on-street disabled parking spaces within 50m of the site, and a further three within 250m of the site;
- Step-free access is available at Tottenham Court Road station, which is approximately 400m to the west of the site; and
- The crossings in the vicinity of the site are provided with dropped kerbs and tactile paving.

5. Preliminary targets

5.1 Introduction

For the Travel Plan to succeed, several targets have been set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Timed (SMART) ensuring that wherever possible targets for modal spilt can be achieved.

Monitoring of the Travel Plan will be undertaken throughout its duration and, if necessary, changes to the implementation of the Travel Plan or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.

A set of preliminary targets has been developed using the mode splits outlined in the TA. As the Travel Plan is an evolving document these initial targets will be continually reviewed and revised in agreement with the reviewing authorities should it be evident that the set targets are not wholly relevant to the site.

5.2 Targets

The Travel Plan has an overarching strategy to increase the number of walking and cycling trips where possible and to promote the use of public transport over private motorised vehicles. The proposed development includes the provision of high-quality public realm and new cycle parking facilities, which are designed to support these targets. This is represented in the targets as shown in **Table 10** (office use) and **Table 11** (residential use). The baseline mode splits are the same as the mode splits presented within the TA.

It is important to note that the initial target mode shares presented within this FTP are subject to change, as these figures are based upon the current best estimate of mode split for the development. After one year of occupation of the site, an initial travel survey will be undertaken which will inform the mode split to identify a confirmed baseline. Once this data has been obtained, future year targets are then able to be amended (if necessary) in line with the proportions presented.

If by the end of a year the data collected indicates that mode shifts are not following the aspired patterns, the Travel Plan Coordinator will assess which measures have been effective and which ineffective. They will then make further decisions with regards to which measures to maintain and which to replace with alternatives. Likewise, if it appears that targets are not sufficiently challenging, or indeed too challenging, the Travel Plan Coordinator will revise these in consultation with the Council.

Table 10: Office mode split future year targets

Mode	Baseline (from TA)	1 year	3 years	5 years
Underground, metro, light rail or tram	31%	30%	29%	28%
Train	29%	29%	29%	29%
Elizabeth line	11%	10%	9%	8%
Bus, minibus or coach	11%	10%	9%	10%
Taxi	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	0%	0%	0%	0%
Passenger in a car or van	0%	0%	0%	0%
Bicycle	11%	13%	15%	17%
On foot	5%	7%	8%	9%
Total	**100%**	**100%**	**100%**	**100%**

Note that figures may not sum due to rounding

Table 11: Residential mode split future year targets

Mode	Baseline (from TA)	1 year	3 years	5 years
Underground, metro, light rail or tram	13%	11%	10%	9%
Train	5%	5%	5%	5%
Elizabeth line	11%	10%	9%	8%
Bus, minibus or coach	15%	15%	14%	13%
Taxi	1%	1%	1%	1%
Motorcycle, scooter or moped	1%	1%	1%	1%
Driving a car or van	0%	0%	0%	0%
Passenger in a car or van	0%	0%	0%	0%
Bicycle	8%	9%	12%	14%
On foot	45%	46%	48%	49%
Total	**100%**	**100%**	**100%**	**100%**

Note that figures may not sum due to rounding

6. Measures

6.1 Common design measures to encourage sustainable travel

When designing the proposed development, consideration has been given to incorporating several initiatives within the development that will help to influence the travel behaviours of future staff, residents and visitors to the site.

6.1.1 Pedestrian access

As outlined in **Section 3.1**, the site is in an area with a comprehensive network of footways and crossings, which will support measures to promote walking. The proposals include the creation of a new north-south walking route through the site ('Vine Lane') and improved pedestrian and cyclist priority on West Central Street, both of which will enhance the pedestrian environment in the local area.

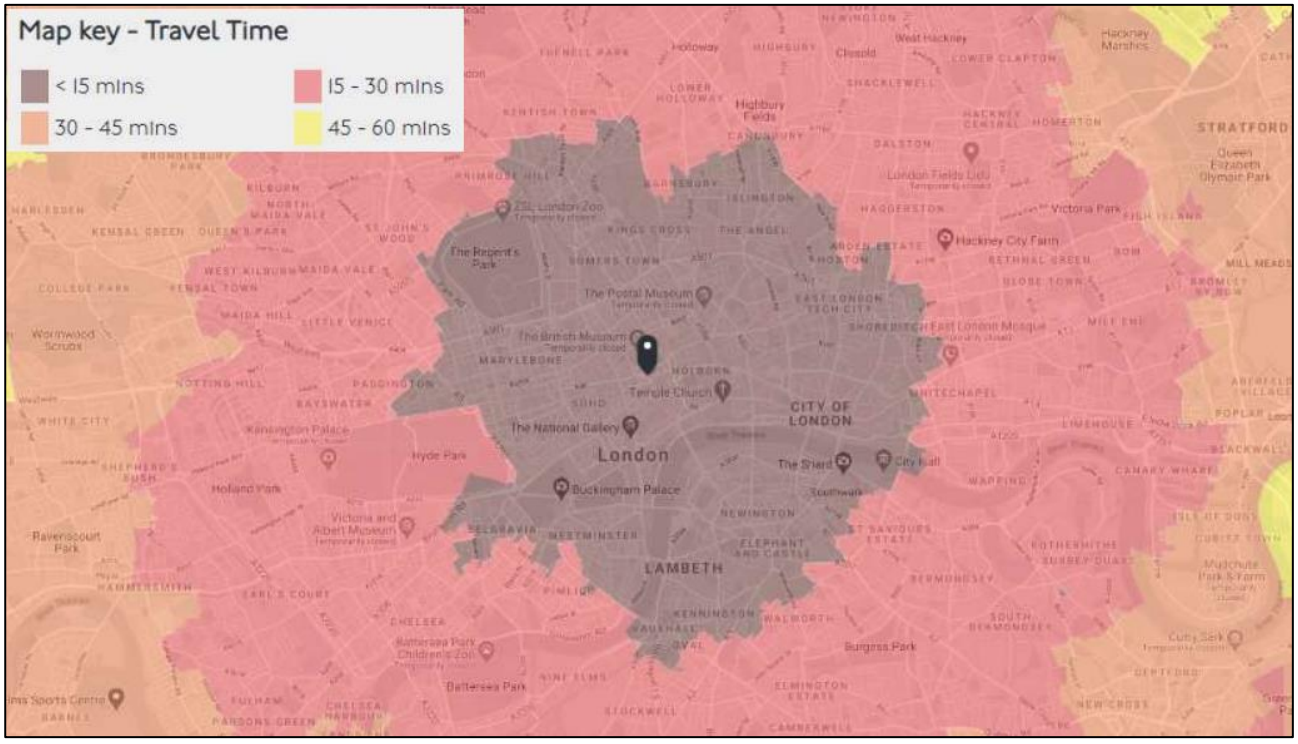
6.1.2 Cycling access

As outlined in **Section 3.2**, the site is very well connected to the strategic cycling network, including C3, C6 and other TfL cycle routes on quieter / local roads. The proposals include the following measures to improve cycle access to and from the site:

- Access to 345 long-stay cycle parking spaces for employees of the site;
- Access to 73 long-stay cycle parking spaces for residents of the site;
- Access to 11 long stay cycle parking spaces allocated to the flexible retail uses floorspace component;
- Provision of showers, lockers and changing facilities for use of employees of the site; and
- Access to at least 36 visitor cycle parking spaces.

According to TfL's WebCAT Time Mapping (TIM) tool, much of Inner London, and some areas of Outer London, is accessible within a 30-minute cycle ride of the site. Cycling will be encouraged as an attractive mode of travel for staff, residents and visitors within this catchment. The WebCAT TIM area is shown in **Figure 15**.

Figure 15: Cycle isochrone



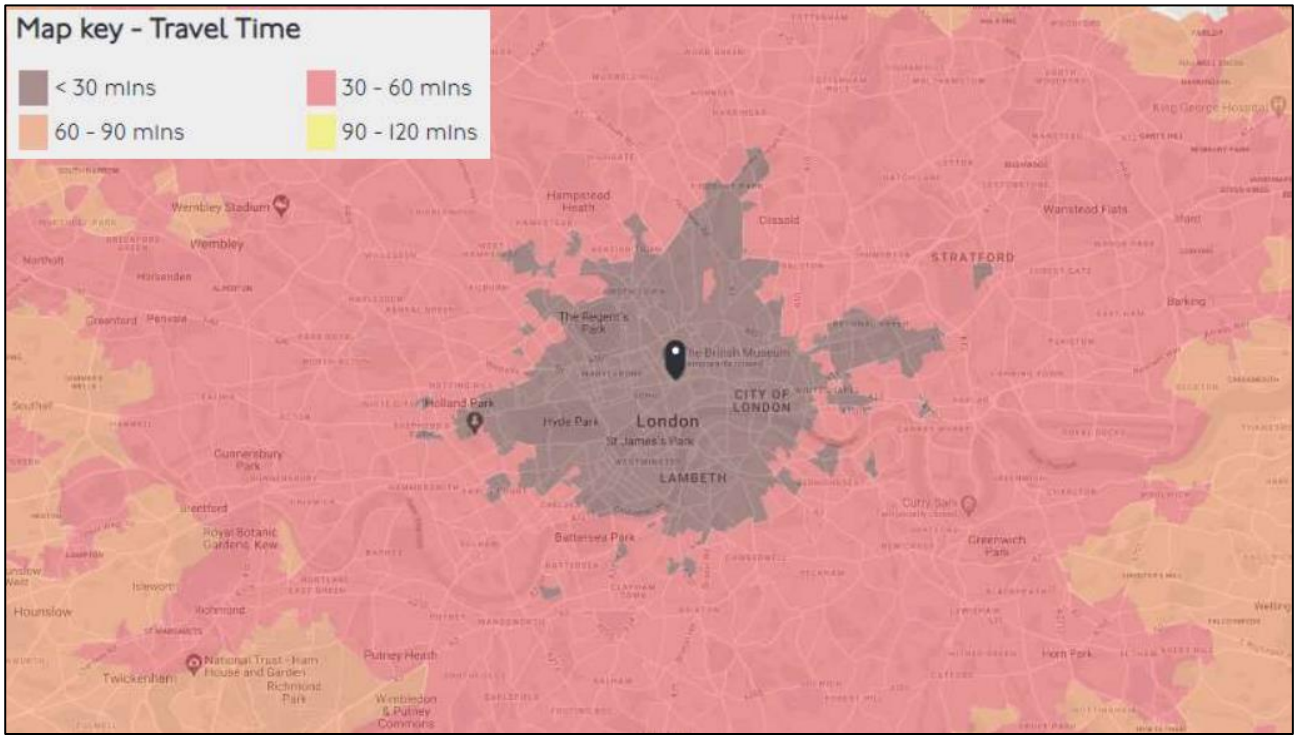
Source: WebCAT, online

6.1.3 Public transport access

Numerous high-frequency public transport services are accessible within a short walk of the site. This includes London Underground, National Rail, Elizabeth Line and bus services. These facilitate access to destinations across London and the wider area.

According to TfL's WebCAT TIM tool, much of London is accessible within a 60-minute public transport journey of the site. Public transport will be encouraged as an attractive mode of travel for staff, residents and visitors within this catchment. The WebCAT TIM area is shown in **Figure 16**.

Figure 16: Public transport isochrone



Source: WebCAT, online

6.1.4 Vehicular access

The proposed development will be car-free due to the site's Central London location and the excellent availability of public transport services within close proximity. The limitations on car parking on-site will encourage users to travel by more sustainable modes readily accessible from the site.

6.2 Office Travel Plan initiatives

The following measures will be investigated to encourage the use of alternative means of transport and could be promoted by the future management of the office use.

6.2.1 Notice boards

Notice boards in prominent, communal and accessible areas for staff such as kitchens and staff rooms could provide additional transport information and contact details.

6.2.2 Website and staff induction

The office occupiers of the development will be encouraged to keep their website(s) updated with relevant additional transport information for employees. This could include route options to reach the site by sustainable modes of transport. The website could also highlight the lack of parking on-site and in the surrounding neighbourhood to discourage use of this mode of transport.

Employee Welcome Packs could also be distributed upon occupation of the office land uses. The packs would include information on transport facilities such as:

- Public transport maps, routes, timetables and fares;

- Information about apps containing relevant public transport maps, routes, timetables and fares;
- Information on London Cycle Hire schemes; and
- Information on the health benefits associated with using active and / or sustainable transport modes.

6.2.3 Flexible working practices

The occupiers of the office elements of the development will be encouraged to reduce peak hour travel demands through the introduction of flexible working schemes and periodic working from home where appropriate.

6.2.4 Measures to facilitate walking

The occupiers of the office elements of the development will be encouraged to consider the following initiatives to further encourage walking amongst employees and visitors:

- Provide a map showing walking routes and indicating distances and times to the most common destinations nearby;
- Have a pool of umbrellas available;
- Make personal alarms available to employees who may have concerns with issues of personal safety; and
- Raise and promote awareness of the health benefits of walking through promotional material and events such as National Walking Month.

6.2.5 Measures to facilitate cycling

The occupiers of the office elements of the development will be encouraged to investigate the following initiatives to encourage employees to cycle to work:

- Interest free cycle loans to enable staff to purchase cycles and spread the payments out over a period of time. This could be in the form of participation in the government's Cycle to Work scheme, administered through a private sector provider;
- Negotiation of discounts with local cycle shops for staff purchases and maintenance;
- Payment of a cycle mileage allowance for employees using their own bicycles for business trips;
- Organise cycle training for employees, either through the council or an appropriate private sector provider; and
- Setting up a Bicycle User Group (BUG); these enable cycle users to meet to discuss problems and issues that may arise and offer staff that may not be confident enough cycle on their own to join a 'Buddy Scheme'.

6.2.6 Measures to facilitate public transport use

The site benefits from excellent public transport connections and therefore employees should be made aware of the services available to them. To do this the occupiers of the office elements of the development could:

- Provide relevant public transport information on their website;
- Provide up-to-date public transport information, timetables and maps as part of the employee induction process; and
- Provide interest free season ticket loans to enable staff to spread costs of ticket payments over time and to encourage the use of public transport to get to the site.

6.3 Residential Travel Plan initiatives

The following measures will be investigated to encourage the use of alternative means of transport and could be promoted by the future management company of the residential dwellings.

6.3.1 Notice boards and website

Notice boards displaying up-to-date public transport information could be located within the residential elements of the development. These would be accessible to all residents and would provide timetables, frequencies, maps and fares. Information on mini-cabs and private hire vehicles could also be provided here.

A link to TfL's website would also be provided to enable residents to obtain real time service updates, allowing access to the journey planner and residents could be encouraged to use smart phone applications.

6.3.2 Welcome Pack

The Welcome Pack would be the initial means of awareness. It would be given to the new residential occupants and would contain information regarding local public transport routes and timetables, cycle, walking routes, car sharing information and any discounts and concessions. It would also contain web addresses to travel websites such as the TfL journey planner and smart phone applications.

The contents of the pack will develop as the needs and the requirements of the residents become more understood.

6.3.3 Promotion of health and environmental benefits of active travel

The physical and mental health benefits of walking and cycling could be promoted through the Welcome Packs and the website. The positive impact on the environment of a reduction in the number vehicles on the local and wider highway network would also be promoted.

6.3.4 Measures to facilitate cycling

6.3.4.1 Information

Information about cycle routes, cycle training, the cycle hire routes and other cycling topics could be shared with residents via a number of communication channels such as Welcome Packs, noticeboards and the intranet site for the development. Cycle events such as Ride London, Sustrans Cycle to Work Day and National Car Free Day would also be promoted.

6.3.4.2 Safety training

The Travel Plan Co-ordinator would liaise with the Council to provide free cycle training to residents. Further information is available on the Council's website: https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses

6.3.4.3 Bicycle maintenance

The management company could liaise directly with local bicycle shops to arrange for a 'bike doctor' service to take place at regular intervals for residents.

6.3.5 Measures to facilitate walking

6.3.5.1 Walking school bus

Once the site has been occupied, the management company would carry out an annual review of how viable it would be to provide a site-based organised walking school bus to local schools. This would involve a group of children living within the development walking to school together, led by a parent or number of parents.

7. Management of the Travel Plan

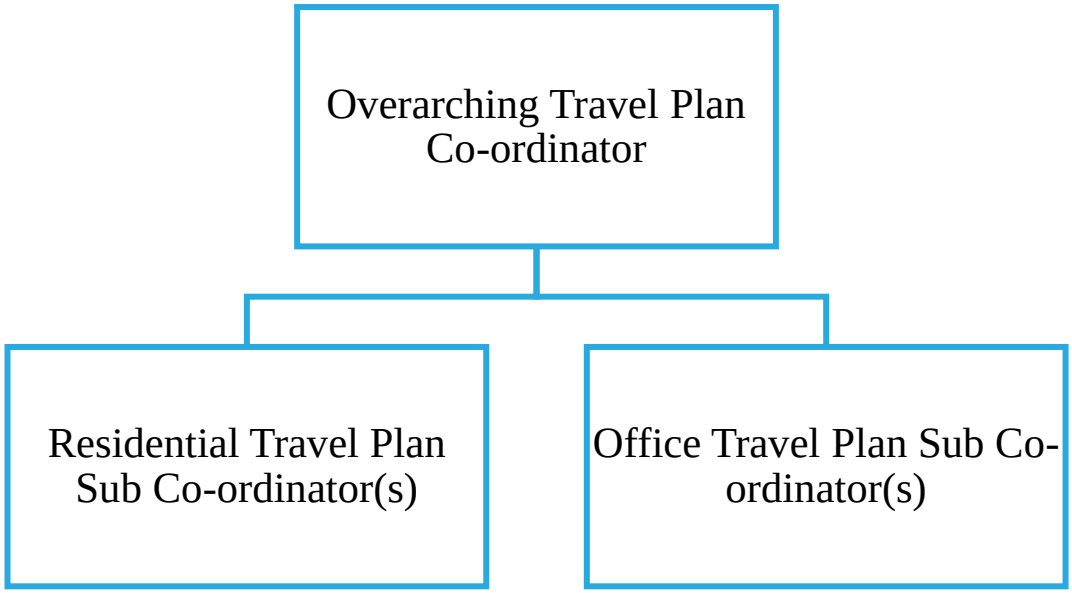
7.1 Introduction

To maximise the chances of the Travel Plan's success, it is important to have a clear implementation strategy, identifying roles and responsibilities to maintain the momentum of the Travel Plan.

7.2 Travel Plan Co-ordinators

Prior to the occupation of the proposed development, a Travel Plan Co-ordinator will be appointed to oversee the implementation and monitoring of the Travel Plan. Due to the scale of the development for the differing land uses there will also be Travel Plan Sub Co-ordinators for the residential and commercial land uses. The development's Travel Plan Co-ordinator structure is summarised in **Figure 17**.

Figure 17: Indicative Travel Plan Co-ordinator structure



The Travel Plan Co-ordinator / Sub Co-ordinators will have responsibility for:

- Establishing and co-ordinating a Travel Plan Steering Group with meetings as required;
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives;
- Developing and disseminating appropriate marketing information / materials;
- Overseeing implementation of Travel Plan measures in a timely manner;
- Liaising with any appropriate groups/organisations (e.g. the Council's Travel Plan Officer) to ensure co-ordinated working;
- Undertaking appropriate monitoring of the Travel Plan, including any appropriate review and revisions;
- Monitoring and reviewing progress and identifying targets for taking the Travel Plan forward;
- Ensuring that the work of the Travel Plan is co-ordinated with other activities of the proposed development; and
- Ensuring that there is sufficient time to spend on the Travel Plan and to perform all their duties.

Both the Travel Plan Co-ordinator / Sub Co-ordinators and Travel Plan Steering Group will play an important role in liaising and collaborating with any other local Travel Plan Co-ordinator and Steering Groups.

8. Monitoring and review

8.1 Introduction

Travel Plans are continuously evolving documents, which require regular monitoring and reviewing to provide continuous improvements to achieve the targets and objectives the document sets out. Regular monitoring and reviewing will help to assess progress towards achieving the aforementioned targets and objectives and if necessary allow the Travel Plan to be refined and adapted.

8.2 Monitoring

Within a year of the proposed development being occupied a Travel Plan monitoring survey will be undertaken, to assess if the Travel Plan aims are being achieved and whether any modifications will need to be made to achieve these objectives. The surveys will be analysed against several indicators to establish how well the Travel Plan measures are achieving their aims.

Monitoring of the Travel Plan will be based upon feedback forms which will have been distributed to employees in their Welcome Packs. This will allow for site-specific travel characteristics to be reconfirmed, to which the targets set can be reviewed and adjusted accordingly.

The Travel Plan will be monitored after one, three and five years. The monitoring will be the responsibility of the Travel Plan Coordinator. Based on published TfL guidance the monitoring will include the following elements as a minimum:

- Multi-modal counts of all trips undertaken to and from the site;
- Full site audit;
- Parking counts (for cycles onsite); and
- Uptake of travel planning measures.

Based on the relevant thresholds set out by TfL, the Travel Plan will be monitored using TRICS. The monitoring exercise will be carried out by an independent field company at year's one, three and five following occupation.

8.3 Reporting

The Travel Plan Co-ordinator will prepare a full monitoring report which will be issued to the Council and any relevant stakeholders. This report will contain all survey data as well as any measures which have been implemented.

Most importantly the report will compare the surveyed mode shares against the original targets set. The purpose of this is so that if the targets have not been met then the report will outline measures to resolve this.

Employees will receive summarised versions of the Travel Plan and any other interested parties will be able to access the document.

8.4 Securing the Travel Plan

It is anticipated that details of the Travel Plan implementation, monitoring and review will be secured through the Section 106 Agreement associated with the proposed development.

Consequently, the proposed measures to be brought forward as part of the Travel Plan will be agreed with the Council and funded through the Section 106 Agreement. Costs of the Travel Plan measures will be subject to detailed discussions and agreement with the Council and are anticipated to cover implementation, providing a Travel Plan Co-ordinator and monitoring activities.

The applicant is also committed to promoting collaborative working with other organisations to meet sustainable travel objectives.

9. Action Plan

The programme for the development and implementation of the Travel Plan will be dependent on clear communications with employees and residents, and a thorough understanding of travel issues relevant to the proposed development. It is highly dependent on the ability of the Travel Plan Co-ordinator to liaise efficiently with all parties concerned. An indicative Action Plan is shown in **Table 12**.

Table 12: Indicative Action Plan for the implementation of the Travel Plan

Theme	Objectives	Measure	Action/Status	Responsibility	Timing	Monitoring progress towards target	Cost
Travel Plan Management	To encourage travel by sustainable transport modes	Overarching Travel Plan Co-ordinator	To be appointed	Developer	Prior to occupation	Successful implementation of Travel Plan	Moderate
		Travel Plan Sub Co-ordinators	To be appointed	Developer	Prior to occupation	Successful implementation of Travel Plan	Moderate
		Detailed funding mechanisms	Identify costs of individual measures and secure approval	Travel Plan Co-ordinator / Sub Co-ordinators	Upon appointment	Successful implementation of Travel Plan	Moderate
		Travel Plan Steering Group	Set up a Travel Plan Steering Group	Travel Plan Co-ordinator / Sub Co-ordinators	Within three months of appointment	Successful implementation of Travel Plan	Low
		Initial baseline travel surveys	Undertake the surveys and analyse their results	Travel Plan Co-ordinator / Sub Co-ordinators	Within one year of first occupation	Successful implementation of Travel Plan	Moderate
		Revised modal split targets	Revise modal split targets based on the results of the initial baseline travel surveys	Travel Plan Co-ordinator / Sub Co-ordinators	Upon completion of the initial travel surveys	Successful implementation of Travel Plan	Low
		Subsequent travel surveys	Undertake the subsequent travel surveys and analyse their results	Travel Plan Co-ordinator / Sub Co-ordinators	Three and five years after first occupation	Successful implementation of Travel Plan	Moderate
		Monitoring reports	Produce monitoring reports following travel surveys in years three and five	Travel Plan Co-ordinator / Sub Co-ordinators	Upon completion of the travel surveys or any snapshot surveys	Successful implementation of Travel Plan	Moderate
		Update of Travel Plan	Update the Travel Plan to reflect the results of the travel surveys, revised measures, updated action plans and remedial measures	Travel Plan Co-ordinator / Sub Co-ordinators / Travel Plan Steering Group	Within six months of completion of the travel surveys	Successful implementation of Travel Plan	Moderate
Promotion / Marketing	To raise awareness of sustainable transport modes	Resident / Staff Welcome Packs	Design and distribute the Resident Welcome Packs	Travel Plan Co-ordinator / Sub Co-ordinator	Prior to occupation and ongoing	Successful implementation of Travel Plan	Low
		Staff Travel Plan Induction	Organise induction sessions	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Successful implementation of Travel Plan	Low
		Resident / Staff Notice boards	Set up notice boards displaying travel and community information to residents and staff in each building atrium	Travel Plan Co-ordinator / Sub Co-ordinator	Prior to occupation and ongoing	Successful implementation of Travel Plan	Low
		Website / intranet information	Design and maintain a web page for the Travel Plan if the operational development has a website and / or on the occupiers' intranet or websites	Travel Plan Co-ordinator / Sub Co-ordinator	Within one month of first occupation and ongoing	Successful implementation of Travel Plan	Low
Walking	To encourage travel by walking and increase mode share	Promotion of walking resources (websites, tools and events)	Promote walking resources within Resident Welcome Packs, on notice boards and online	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Issuing of Personal Alarms	Make personal alarms available to staff	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Provision of umbrellas	Make umbrellas available to staff	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Walking School Bus	Organise a Walking School Bus if feasible	Travel Plan Co-ordinator / Sub Co-ordinator	Within three months of appointment	Progress towards mode share target	Low
Cycling	To encourage travel by cycling and increase mode share	Promotion of cycling resources (websites, tools and events)	Promote walking resources within Resident Welcome Packs, on notice boards and online	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		On-site cycle parking	Install before first occupation	Developer or Occupier	Prior to occupation	Progress towards mode share target	Moderate
		Cycle training and skills courses run by the Council and TfL	Promote attendance by providing marketing information to residents and staff	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Moderate

Theme	Objectives	Measure	Action/Status	Responsibility	Timing	Monitoring progress towards target	Cost
		Cycling events (Bike Week, Cycle to Work Day, Let's Ride, etc)	Promote / organise participation and provide marketing information to residents and staff	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Moderate
		Local cycling guides and journey planners	Promote / distribute	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Cycle security, marking and registration schemes with the Metropolitan Police	Promote use by making residents and staff aware of local schemes through noticeboards or email	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Cycling safety training courses	Promote / facilitate attendance by making residents and staff aware of local schemes through noticeboards or email and help to arrange events	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Showers and Changing Facilities	Provide shows and changing facilities	Developer or Occupier	Prior to occupation	Progress towards mode share target	Moderate
Public Transport	To encourage travel by public transport and increase mode share resources	Journey planners including mobile phone apps	Promote use by providing marketing information to residents	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Illegal touting and dangers of using unbooked minicabs, especially at night	Raise awareness, e.g. through TfL's Safer Travel at Night campaign	Travel Plan Co-ordinator / Sub Co-ordinators	Ongoing	Progress towards mode share target	Low
		Timetables, bus spider maps and information on night services	Promote use by providing marketing information to residents	Travel Plan Co-ordinator / Sub Co-ordinator	Ongoing	Progress towards mode share target	Low
		Season Ticket Loans	Encourage employers to provide season ticket loans	Travel Plan Co-ordinator / Sub Co-ordinator or employer	Within one year of occupation and ongoing	Progress towards mode share target	Moderate
Reducing the need to travel	To encourage reduced travel	Flexible working practices	Encourage employers to implement flexible working practices	Travel Plan Co-ordinator / Sub Co-Co-ordinator or employer	Within one year of occupation and ongoing	Progress towards reducing the overall need to travel	Low