

WATERHOUSE SQUARE

TRANSPORT ASSESSMENT

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Velocity Transport Planning Ltd

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SWEPT PATH ANALYSIS

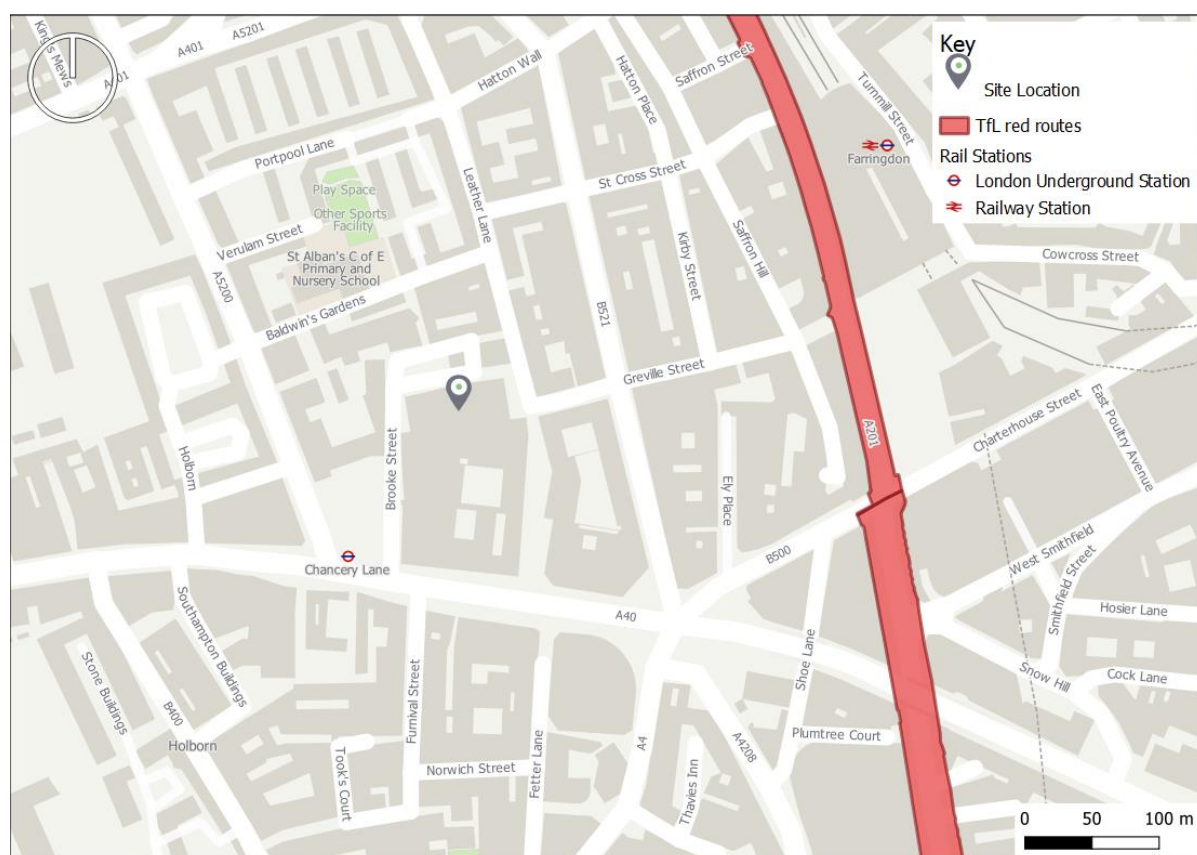


1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 This Transport Statement (TS) has been prepared by Velocity Transport Planning (VTP) on behalf of Prudential Assurance Company Limited (herein referred to as the 'Applicant') for redevelopment proposals of 2 Waterhouse Square (Building 2), located in Holborn in the London Borough of Camden (LBC). The proposed development comprises both refurbished and new build elements, which are intended to be developed into a mixture of office space and retail units.
- 1.1.2 The location of the site is shown in **Figure 1-1**. The Site is located to the north of Holborn (A40) bound by Brooke Street to the west, Leather Lane to the east, Beauchamp Street to the north and High Holborn to the South.

Figure 1-1: Site Location Plan (1:3000)



1.2 EXISTING SITE

- 1.2.1 The existing site is currently occupied by multiple tenants and consists of Class E land-use.
- 1.2.2 The Site forms part of the Grade II* listed 'Prudential Assurance Building, 142 Holborn Bars', as identified within the Historic England list description. The Site is also located within the Hatton Garden Conservation Area. The site makes a positive contribution to both conservation areas with the 19th century buildings fronting Holborn creating a strong visual relationship along Holborn streetscape.



- 1.2.3 In contrast to other parts of the former Prudential Assurance Building, the Site consists largely of a substantial, late 1980s to early 1990s office building. This was attached to the rear of the former Prudential building which was developed over the period between 1885 and 1932.
- 1.2.4 The Site has an excellent Public Transport Accessibility Level ('PTAL') with the highest rating of PTAL 6b. Chancery Lane underground station is located less than 100m to the west of the site at the junction with Gray's Inn Road. Farringdon underground and overground station is located within 500m of the Site, serving the Central, Circle, Hammersmith & City and Metropolitan line. There are also a number of nearby bus routes and networks that surround the site.
- 1.2.5 The existing Building 2 layout provides a total of 29,226 sqm (GIA) office floor area.

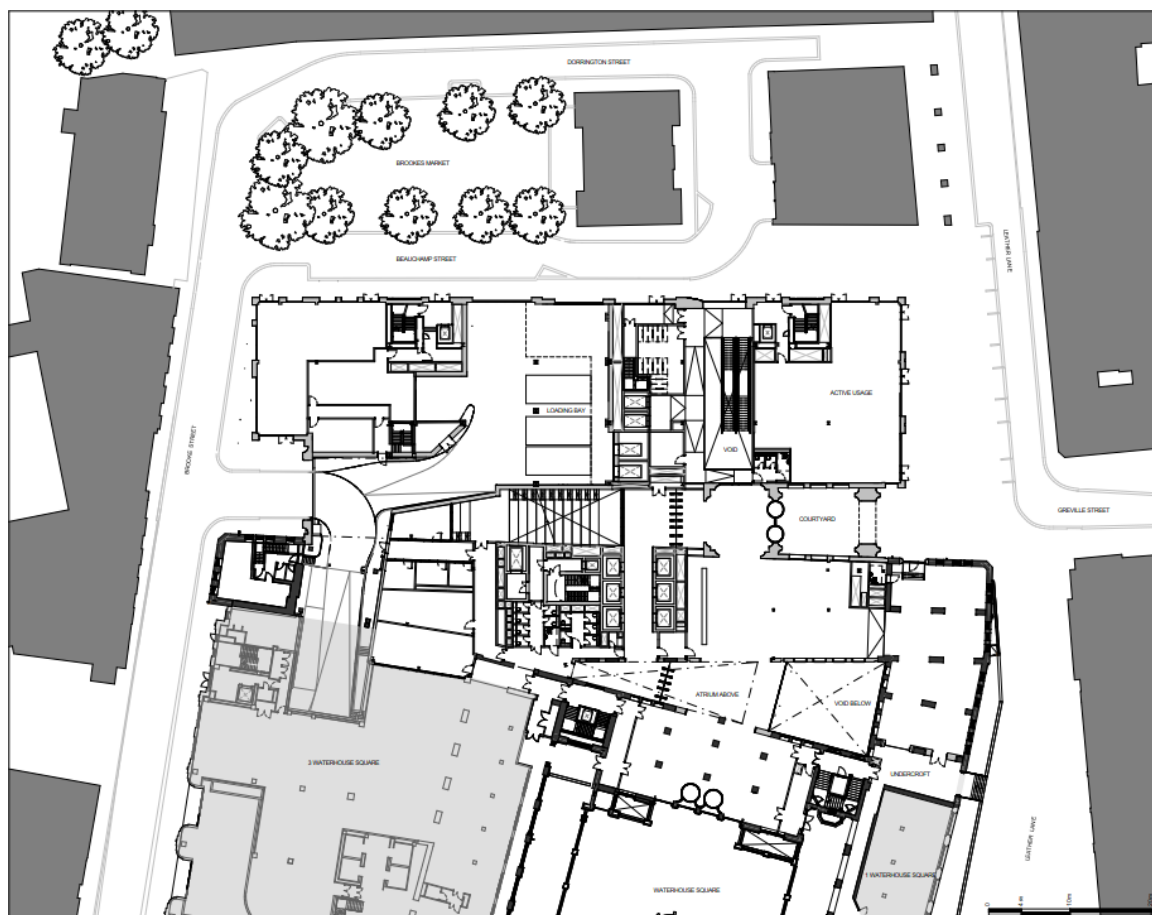
1.3 PROPOSED DEVELOPMENT

- 1.3.1 The proposed development is for an overall uplift in floor space of 627 sqm (GIA) to provide 29,853 sqm (GIA) of use Class E and commercial land-use.
- 1.3.2 The proposed development description is as follows:

"Refurbishment and extension of the existing building at 2 Waterhouse Square comprising the delivery of Class E (commercial) floorspace and a flexible commercial (Class E) and bar (sui generis) unit, external alterations, reconfiguration of entrances and servicing arrangements, new hard and soft landscaping, provision of cycle parking and other ancillary works."
- 1.3.3 **Figure 1-2** provides the ground floor plan of the proposed development, as contained within **APPENDIX A**.



Figure 1-2: Proposed Site Plan



2 BASELINE CONDITIONS

2.1 INTRODUCTION

2.1.1 This section outlines the baseline transport network and public transport network surrounding the site.

2.2 WALKING

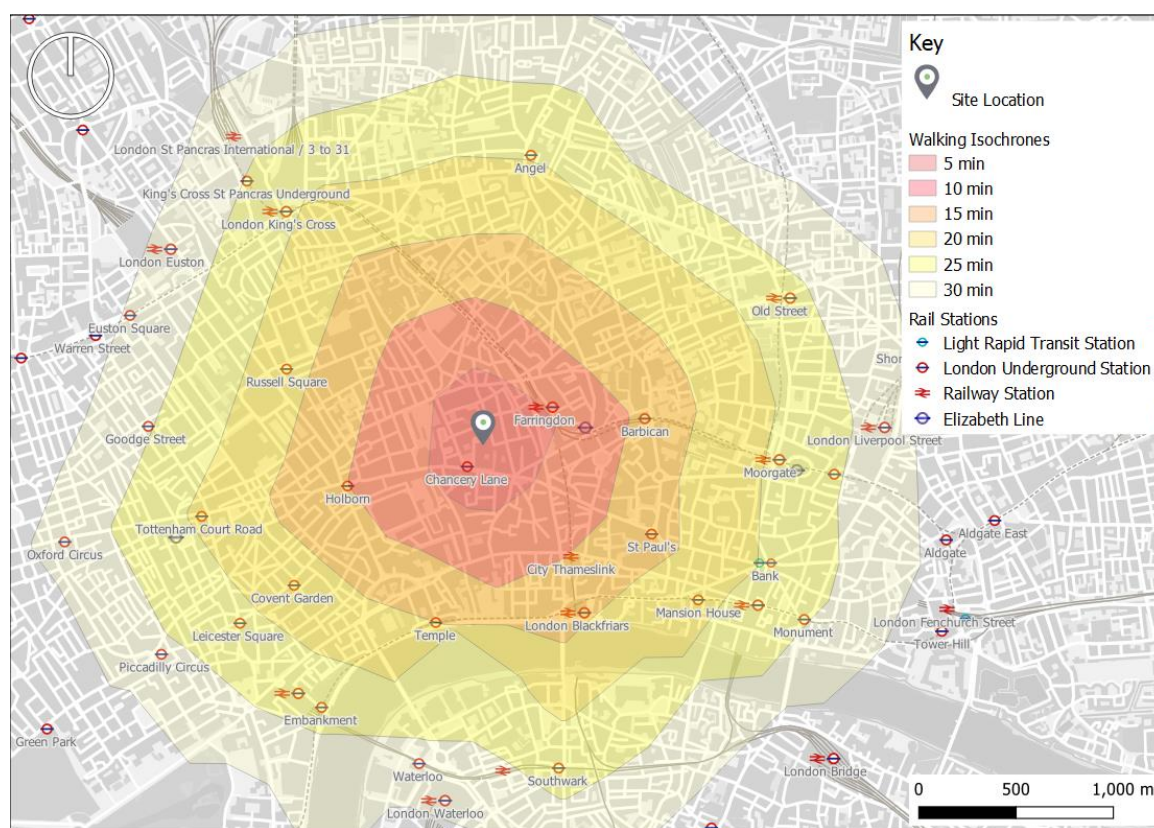
2.2.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short distance trips (within 1 mile / 1.6 km). Infrastructure that supports travel on foot is therefore of importance to promote sustainable and active travel as a viable alternative to short car trips.

2.2.2 The site is highly permeable and accessible to pedestrians from the north, east, South, and west. Waterhouse Square to the east of the site, which connects to Leather Lane at its northernmost end, is pedestrianised and does not allow for vehicle movements. Access is provided from here and to the South from A40 Holborn to the internal courtyard of the Holborn Bars building, also known as the Prudential Assurance Building.

2.2.3 A large open courtyard is provided at the northern boundary of the site, which forms the one-way system between Brooke Street and Dorrington Street. Brooke Street to the west of the site provides a route with pavements on both sides and has low levels of traffic, which allows for informal crossing.

2.2.4 A pedestrian isochrones plan is provided from Building 2 and shown in **Figure 2-1** at 5-minute increments up to 30 minutes.

Figure 2-1: Walking Isochrones



2.2.5 **Figure 2-1** shows that pedestrians are able to reach nearby Chancery Lane and Farringdon station within a 5-minute walk, Holborn, Barbican and City Thameslink within a 15-minute walk and destinations such as London Waterloo, Oxford Circus and Liverpool Street within a 30-minute walk.

2.2.6 The existing building is accessed from within the Courtyard of Waterhouse Square, as shown in **Figure 2-2**.

Figure 2-2: The existing building is accessed from within the Courtyard of Waterhouse Square



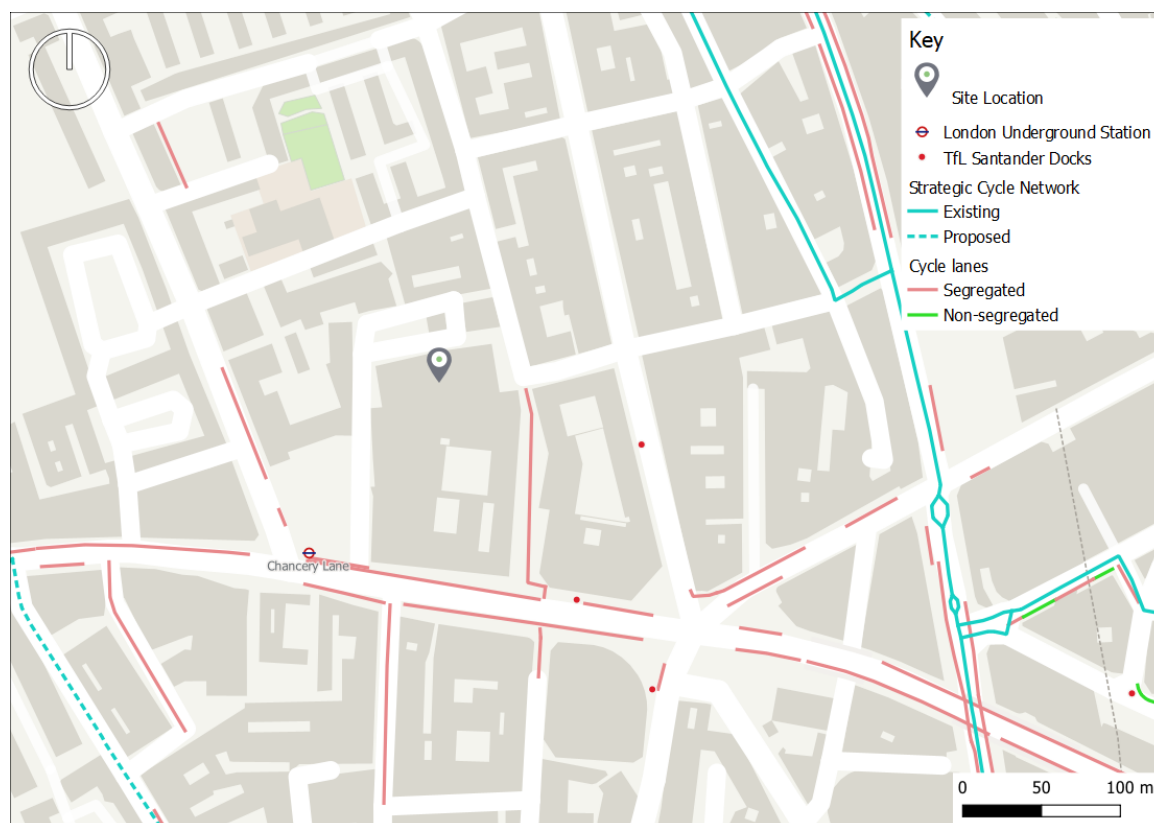
2.3 CYCLING

2.3.1 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length; however, many people will cycle longer distances.

2.3.2 The local cycle network is shown in **Figure 2-3** and indicates the site's close proximity to Cycleway 6 and Quietway 11 to the east and segregated cycle lanes along the A40 Holborn and the section of Waterhouse Square that links to Leather Lane.



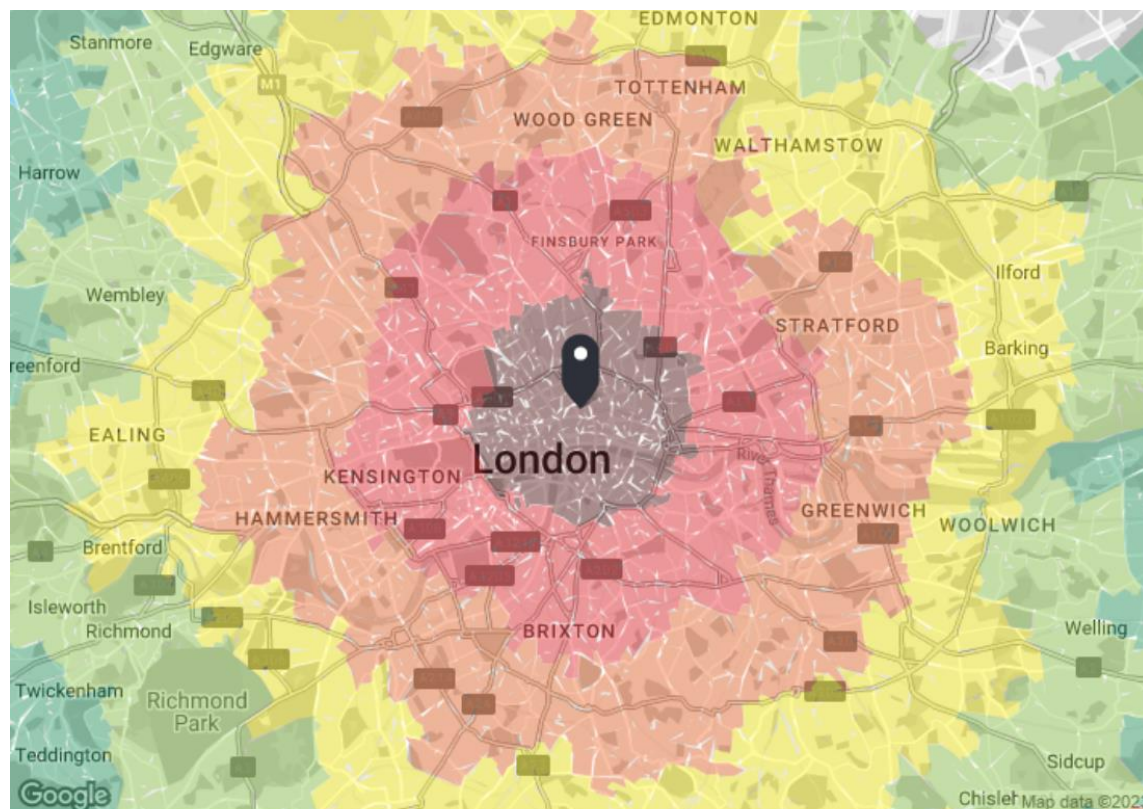
Figure 2-3: Local Cycle Network



- 2.3.3 Cyclists are able to access the site from Waterhouse Square to the north and Brooke Street to the west of the site. The existing delivery and servicing entrance from Brooke Street on the site's western boundary provides the route to on-site cycle parking.
- 2.3.4 A cycling isochrones plan, as per TfL Time Mapping (TIM), is provided in **Figure 2-4** and indicates that the City of London, London Bridge and Waterloo are accessible within <15-minute cycle. Other inner London areas such as Stratford, Brixton and Kensington are within a 15-30-minute cycle.



Figure 2-4: Cycling Isochrone Plan (TIM)



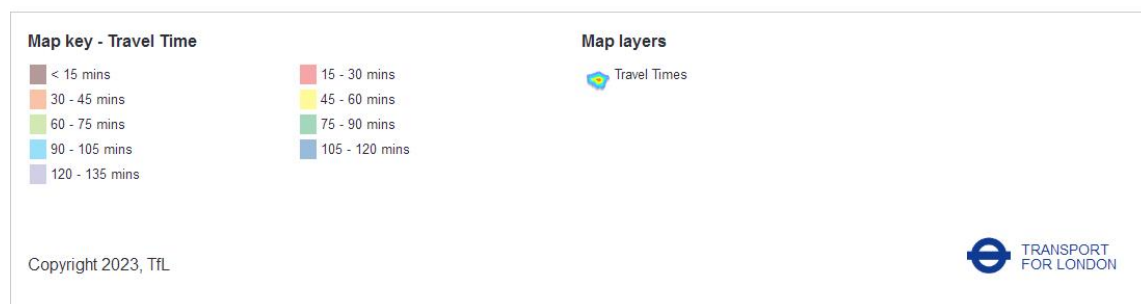
TIM output for Base Year

Scenario: Base Year Mode: Cycle only, Time of day: AM peak, Direction: From location

Cranley Buildings, Brooke's Market, London EC1N 7SY, UK

Easting: 531238, Northing: 181735

Code: NW/MAT001



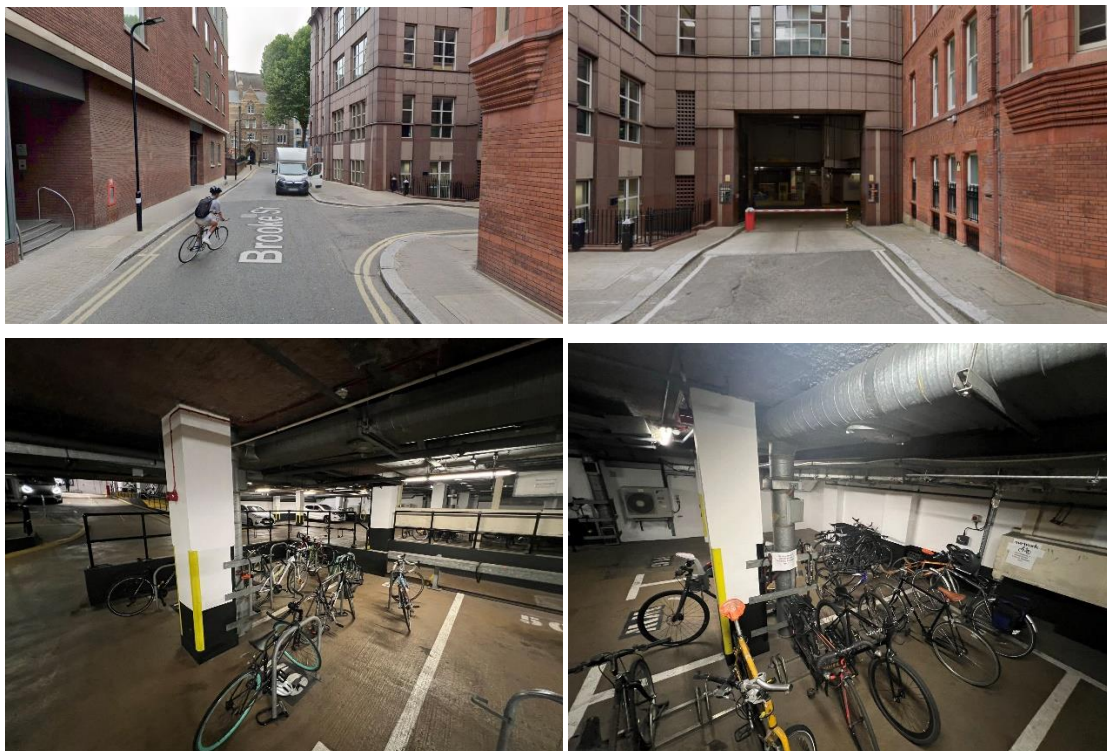
Source: Transport for London

2.3.5

Figure 2-5 shows the existing long-stay cycle parking, which is provided in converted spaces within the lower ground car park, accessed via the service yard ramp. The quality of cycle parking is poor, and there is no formal changing, drying, or locker areas for cyclists to use.



Figure 2-5: Existing Cycle Facilities



2.3.6 There is no short-stay cycle parking provided.

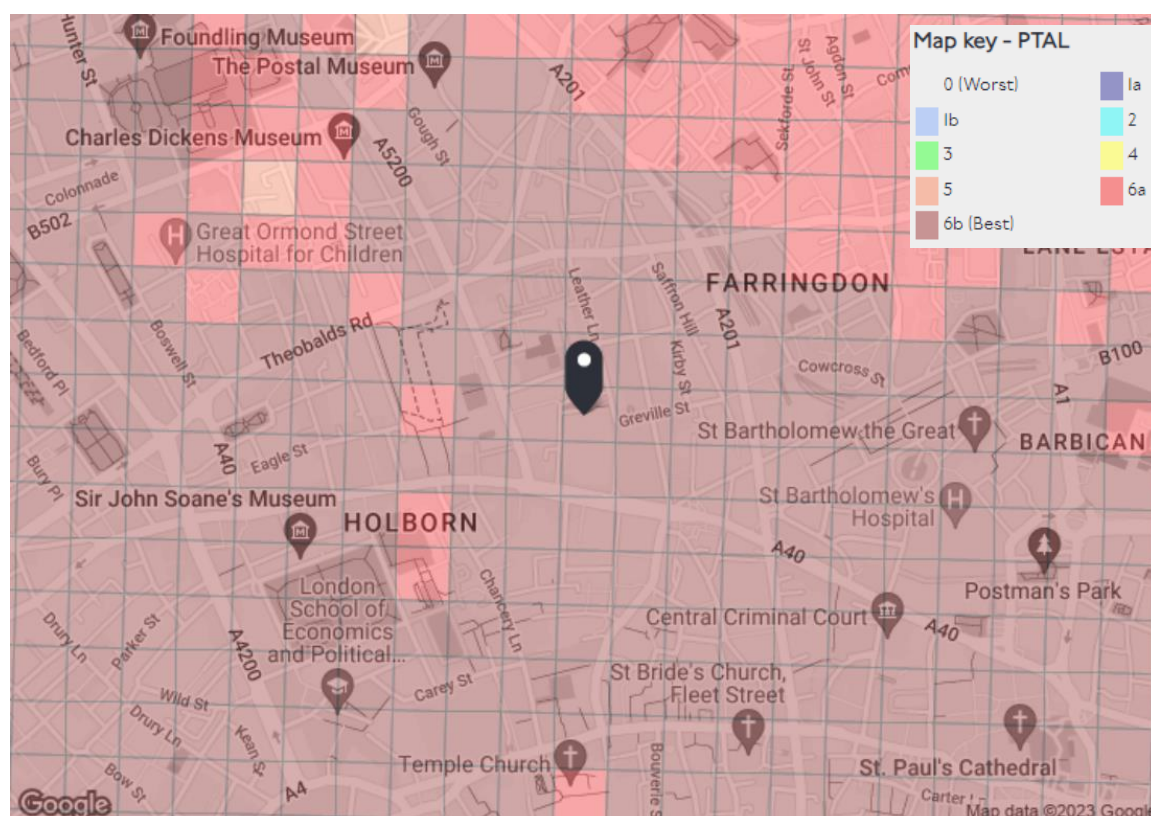
2.4 PUBLIC TRANSPORT NETWORK

PUBLIC TRANSPORT ACCESSIBILITY LEVEL

- 2.4.1 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.
- 2.4.2 TfL's online WebCAT tool shows that the site lies within a PTAL between 6b, indicating the highest level of public transport accessibility. The WebCAT PTAL output is summarised in **Figure 2-6**.



Figure 2-6: Site PTAL Rating



Source: Transport for London

BUS NETWORK

- 2.4.3 The closest bus stops to the site, Holborn Circus/Fetter Lane, are located on A40 Holborn adjacent to the site's southern boundary. The stops are served by bus routes 8, 17, 25, 45, 46, 242, 341, and 521.

LONDON UNDERGROUND

- 2.4.4 The closest Underground station to the site is Chancery Lane, which is located approximately 200m (2-minute walk) from Building 2, on A40 Holborn. The station is served by the Central Line.
- 2.4.5 Farringdon station is located 450m (6-minute walk) to the east of the site and is served by the Circle Line, Hammersmith & City Line, and Metropolitan Lines.
- 2.4.6 Holborn station is located 850m (11-minute walk) to the west of the site and is served by the Central Line and Piccadilly Line.

RAIL

- 2.4.7 Farringdon station also provides Elizabeth Line services and Thameslink services, providing access to destinations such as Sevenoaks, Paddington, St Albans City, Shenfield, Heathrow, Abbey Wood, Horsham, Bedford, Maidenhead, Orpington, Brighton, Cambridge, Kentish Town, East Grinstead, and Sutton.



2.5 VEHICULAR ACCESS

- 2.5.1 Vehicular access to the site can be made from Brooke Street to the west of the site via A40 Holborn. A servicing vehicle access is located on the western boundary of Building 2. A one-way loop system is also provided at the northern boundary of the site from Brooke Street via Dorrington Street and Brooke's Market.
- 2.5.2 Emergency vehicles are able to access Dorrington Street to the east by dropping bollards located on the pedestrianised route connecting Dorrington Street to Leather Lane.

2.6 PARKING

CYCLE PARKING

- 2.6.1 The last tenants for Building 2 were provided with car parking space allocation within the lease agreement, not cycle storage space. However, two car parking spaces were converted to 30 long-stay cycle parking spaces and 0 short-stay spaces.
- 2.6.2 The site is located to the east within close proximity of a Santander cycle hire station on A40 Holborn and Hatton Garden. A further Santander cycle hire station is located to the north on Hatton Wall.

CAR PARKING

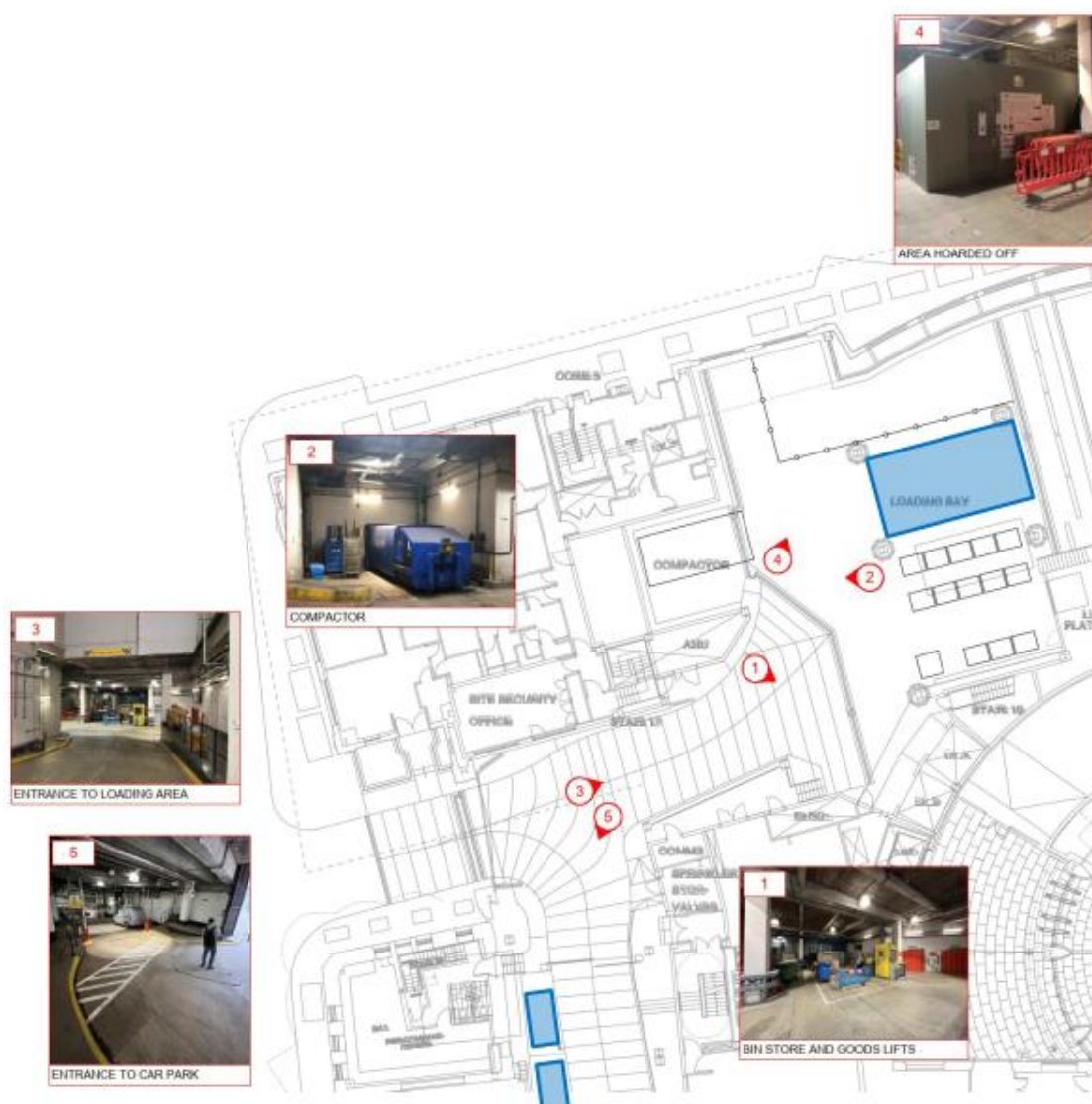
- 2.6.3 The existing Building 2 provided 11 car parking spaces located on-site.

2.7 DELIVERIES AND SERVICING

- 2.7.1 Delivery and servicing vehicles will access the site from Brooke Street. An annotated overview of the existing loading area, located at lower ground level, is provided in **Figure 2-7**.



Figure 2-7: Existing Loading Area



3 PROPOSED DEVELOPMENT

3.1 INTRODUCTION

3.1.1 This section sets out the development proposals for the site.

3.2 DEVELOPMENT PROPOSAL OVERVIEW

3.2.1 As outlined previously, the proposed development is for an uplift in floor space to provide 29,853 sqm (GIA) of Class E use and commercial space.

3.2.2 The proposed development ground floor plan is shown in **Figure 3-1**, and the lower ground floor in **Figure 3-2**.

Figure 3-1: Proposed Development Ground Floor Plan - Access

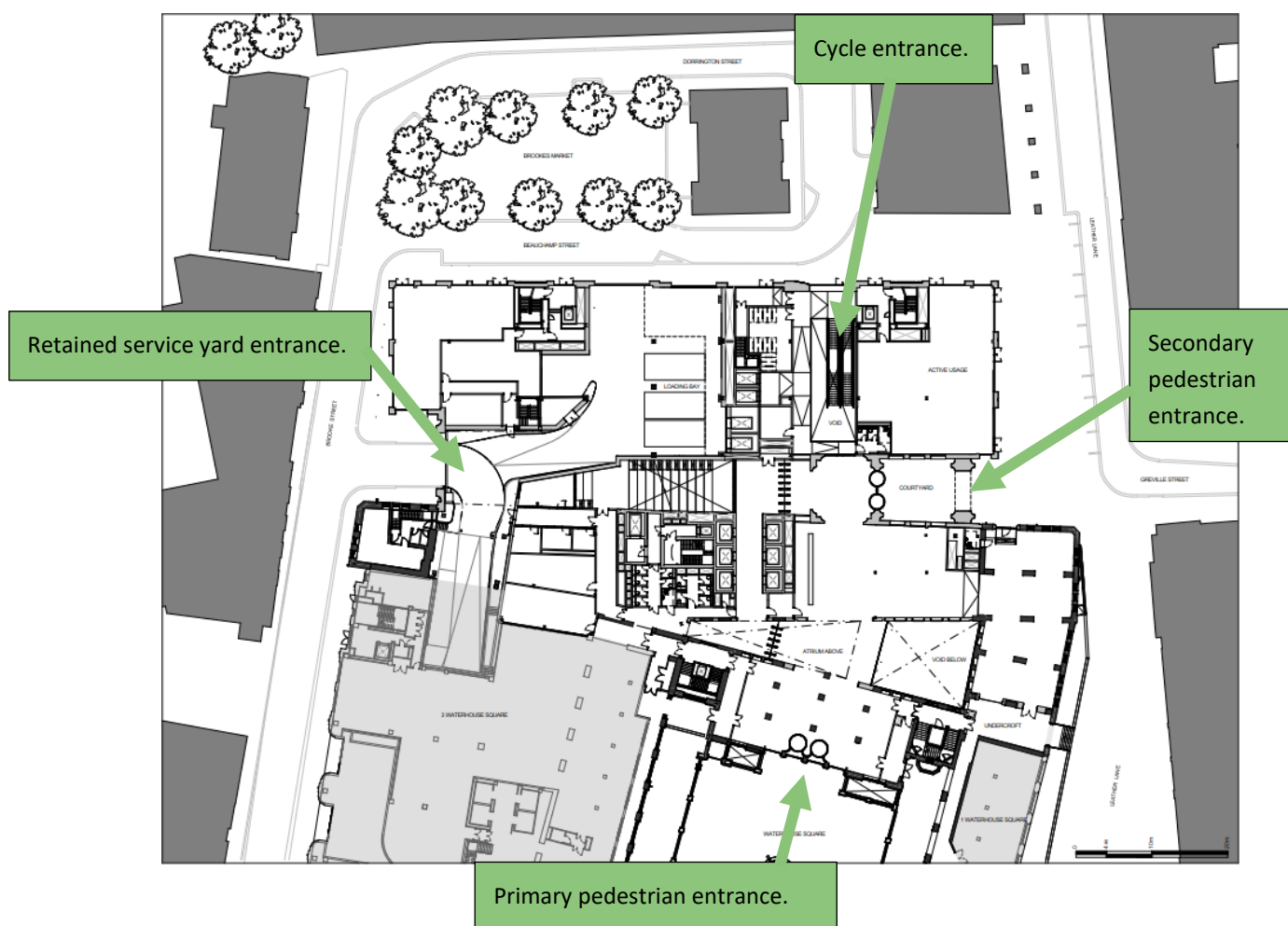


Figure 3-2: Proposed Development Lower Ground Floor Plan – Cycle Parking



3.3 PROPOSED ACCESS ARRANGEMENTS

WALKING AND CYCLING

- 3.3.1 The main pedestrian accesses are proposed from within the courtyard of Waterhouse Square (as existing), and a new entrance is proposed directly onto Hatton Gardens.
- 3.3.2 Cyclists would access the building from new access on Beauchamp Street (Where emergency exits are currently located). Cyclists would then access the cycle parking located on the lower ground floor by using the cycle lifts or the shallow stairs with wheeling ramps (two sets of stairs, four sets of ramps).

VEHICULAR ACCESS

- 3.3.3 The vehicular access arrangements would remain the same as per the existing scenario, with vehicles accessing the site from Brooke Street. The service yard will be reconfigured to provide three loading bays, reverting to the original capacity of the service yard from its current single operational bay.

