



ttp consulting
transport planning specialists

**The Bedford Estates
Bloomsbury Limited**

50-51 Russell Square

Transport Statement

December 2023

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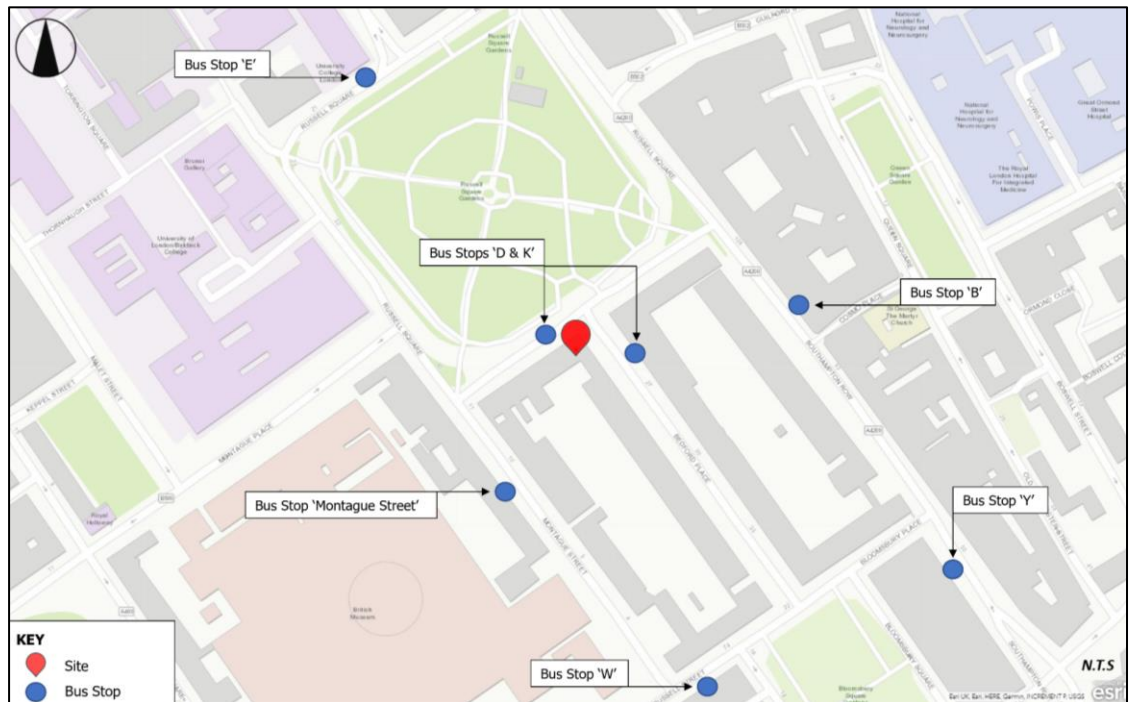
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to prepare this Transport Statement in relation to the development proposals for the building at 50-51 Russell Square, in the London Borough of Camden (LBC). A site location plan is provided at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.2 The site contains a 5-storey building providing approximately 1,890 sqm (GEA) of office floorspace including ancillary storage uses at basement level and a caretaker's unit situated at 5th floor level.
- 1.3 The development proposals are summarised as:
- New façade treatment to main building; enlarged roof extension, reopening of lightwell to front; demolition of two storey outrigger and replacement with three storey plus plant enclosure, single storey infill extension to existing car park, erection of full height stair core extension to rear and reconfiguration of entrance steps and ramp.*
- 1.4 This report considers the effect of development in transport terms including trip generation, parking, deliveries and servicing. The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 reviews relevant transport policies;
 - Section 4 sets out the development proposals and potential effects; and
 - Section 5 provides a summary and conclusion.

2 THE EXISTING CONDITION

Site and Surrounding Area

- 2.1 The site is bound by Russell Square to the north and Bedford Place to the east and contains a 5-storey office building. Access is located at the western extent of the Russell Square frontage via steps and a ramp that runs perpendicular to the primary facade. A car parking area is located to the rear of the building, part of which is located beneath a two storey outrigger that faces onto Bedford Place.
- 2.2 The car park has five marked parking bays and it is understood that these are not generally used. Access to the parking area is taken from Bedford Place, the location of parking beneath the outrigger means that vehicles higher than 2.2 metres cannot enter the site. A semi vertical cycle stand that provides capacity to park 6 bicycles is located within one of the car parking spaces. Refuse is also stored in this area and is collected by a vehicle stopping on street.
- 2.3 The building is located within a mixed-use area that contains residential, office and educational uses. The site has excellent access to local public transport facilities, with a number of underground stations such as Russell Square, Holborn, Tottenham Court Road and Goodge Street located within a 10-minute (800m) walking distance of the site. A number of bus stops are also located within the local vicinity.
- 2.4 The wider area contains a mix of residential, educational, hotels and commercial properties, including buildings such as the British Museum, a number of listed buildings associated with the University of London and School of Oriental and African Studies (SOAS) and Great Ormond Street Hospital.

Local Highway Network

- 2.5 The site is bound by Russell Square to the north, which is a single carriageway two-way road that surrounds the gardens in the centre of Russell Square. The section of Russell Square that passes the frontage of the site passes between Southampton Row to the east and Montague Street to the west. A bus stand is located on Russell Square directly outside the site frontage and parking is provided on the northern side of the road. The site is located within Camden Controlled Parking Zone (CA-E/D) where restrictions operate between 8:30am – 6:30pm from Monday to Saturday.
- 2.6 Bedford Place is a two-way single carriageway road that passes between Russell Square and Bloomsbury Square to the south. On the approach to Russell Square, there are double yellow lines on both sides of the carriageway. Moving further south, a single yellow line bounds the

eastern elevation of the site, which leads towards on street parking bays. The yellow lines prohibit parking but do not prevent loading from taking place.

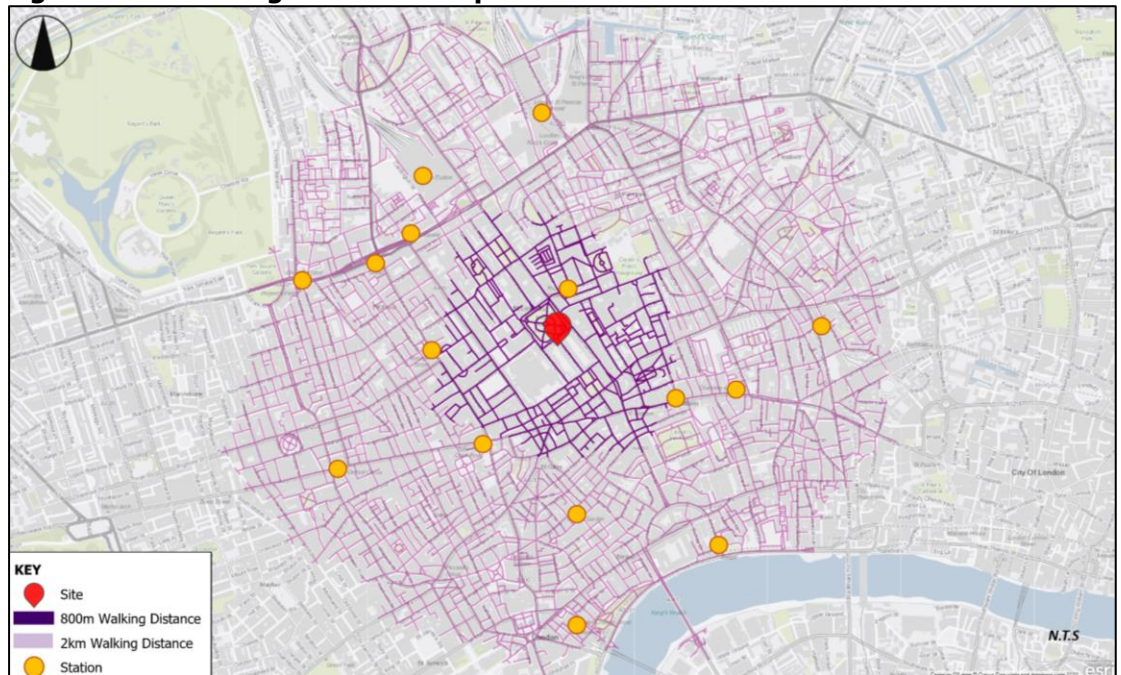
Accessibility

- 2.7 The building is in a highly accessible central London location. The following paragraphs summarise the building's accessibility by non-car modes.

Walking

- 2.8 The site benefits from being within a short walking distance of a wide range of public transport services, local facilities and amenities. **Figure 2.1** shows an 800m (10-minute) and 2km (25-minute) walking distance surrounding the site. Within a 10 minute walk of the site, the local area contains retail and amenity areas as well as Russell Square and Holborn Underground stations and several bus stops. Within a 2km walk of the site a number of underground and rail stations are accessible including Tottenham Court Road, Charing Cross, Farringdon and Kings Cross St Pancras.

Figure 2.1 – Walking Isochrone Map



2.9 Footways are provided on both sides of Russell Square with tactile paving and dropped kerbs at crossing points providing step-free routes for pedestrians. The nearest signal-controlled crossings are located 60m west of the building at the junction of Montague Street with Russell Square. The crossings provide a route over Russell Square and Montague Street to facilitate convenient access to and from the British Museum.

2.10 **Table 2.1** shows distances between the site and local public transport services.

Table 2.1 – Approximate Distances to Local Public Transport Services			
Stop / Station	Location	Distance	Approximate Walking Time*
Bus Stops			
Russell Square (Stop D)	Russell Square	10m	< 1 minute
Bedford Place (Stop K)	Bedford Place	40m	< 1 minute
Montague Street	Montague Street	280m	3 – 4 minutes
Russell Square (Stop E)	Russell Square	310m	3 – 4 minutes
Southampton Row (Stop B)	Southampton Row	320m	4 minutes
Stations			
Russell Square	Bernard Street	400m	5 minutes
Holborn	High Holborn	650m	8 – 9 minutes
Goodge Street	Tottenham Court Road	850m	10 – 11 minutes
*Based on 80m per minute			

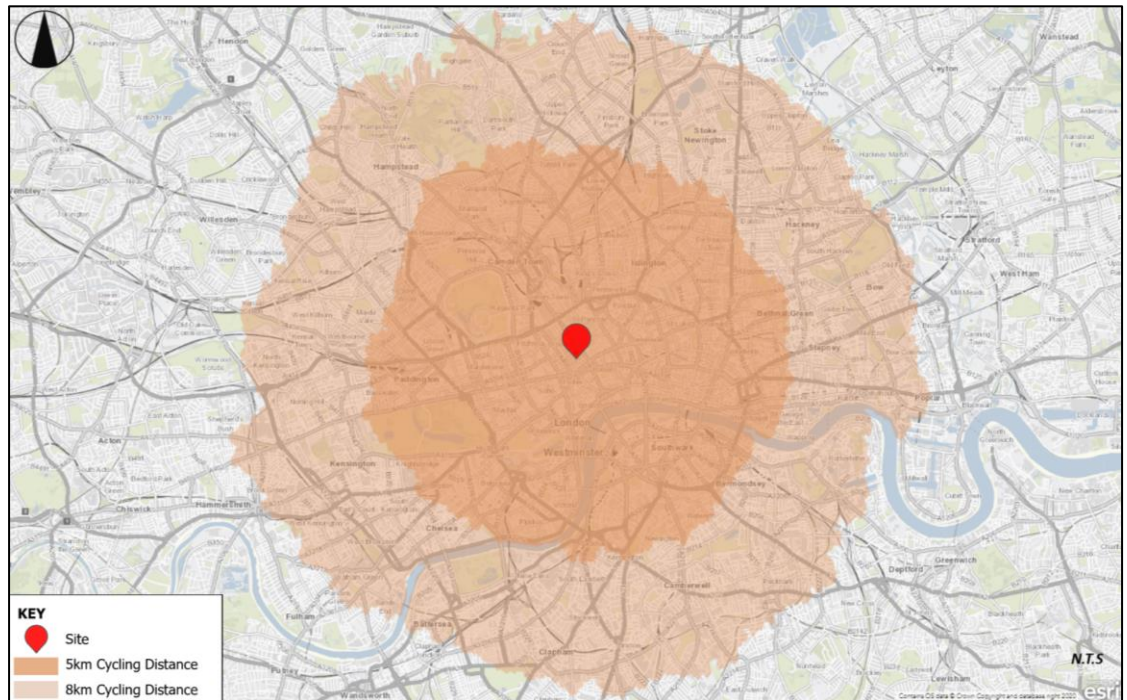
2.11 Local facilities and amenities including a bank, post office, convenience store and cafés are located a short walking distance from the site as shown in **Table 2.2**.

Table 2.2 – Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walking Time*
EATOO	Southampton Row	130m	1 – 2 minutes
Portland Food & Wine	Southampton Row	130m	1 – 2 minutes
Pizza Hut	Southampton Row	140m	1 – 2 minutes
Pharmacy	Russell Square	200m	2 – 3 minutes
Post Office	Southampton Row	330m	4 – 5 minutes
Tesco Express	Bernard Street	400m	5 minutes
The Gym Group	Coram Street	500m	6 – 7 minutes
Metro Bank	Southampton Row	600m	7 – 8 minutes
*Based on 80m per minute			

Cycling

2.12 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace. **Figure 2.2** shows a 5km and 8km cycling distance from the site. The map shows that within a 5km distance, the site can be reached from areas such as Holborn, Islington, Paddington, Camden Town and Westminster, whilst the site lies within an 8km cycle from areas such as Hampstead, Stoke Newington, Chelsea and Camberwell.

Figure 2.2 – Cycling Isochrone Map

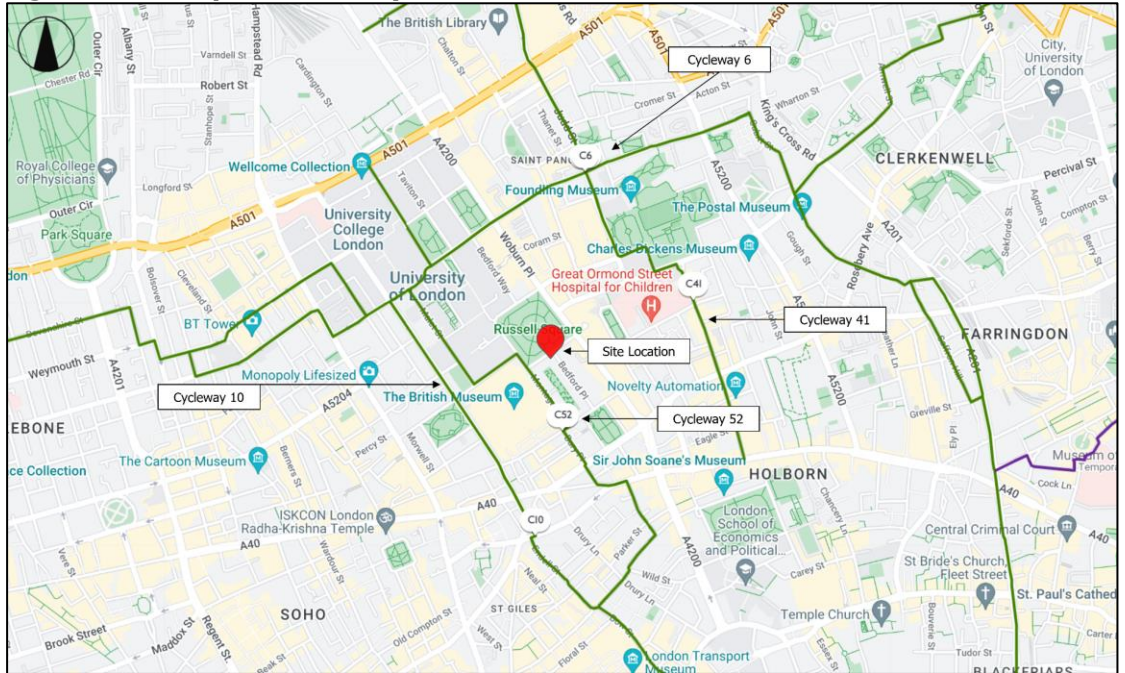


2.13 TfL's Journey Planner tool allows for cycle route planning dependent on the nature of the route, being fast, moderate or easy. The site can be reached from the following locations within various journey times:

- Farringdon (2.2km) – 5min / 8min / 11min
- Waterloo (2.6km – 7 min / 9min / 12min
- Paddington (4.8km)- 13min / 20min / 24min

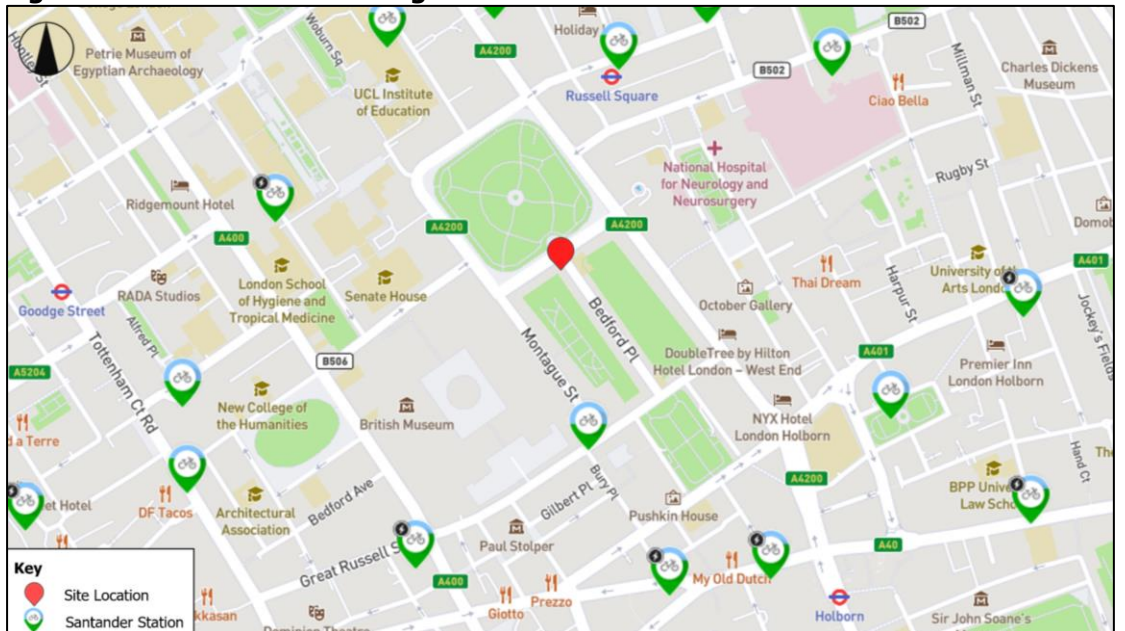
2.14 The site benefits from being located in close proximity to a number of Transport for London (TfL) cycle routes, which provide access toward a number of areas including Covent Garden and Waterloo. Approximately 70m west of the existing building, Cycleway 53 can be accessed from Montague Street via Russell Square and. A map of the TfL cycle network is shown at **Figure 2.3**.

Figure 2.3 – Map of the TfL Cycle Network



2.15 **Figure 2.4** shows the location of Santander docking stations in the vicinity of the site. Santander docking stations are a convenient and cost-effective alternative to owning a bike. The closest docking station to the building is located on Montague Street, 260m away.

Figure 2.4 – Santander Docking Station Locations

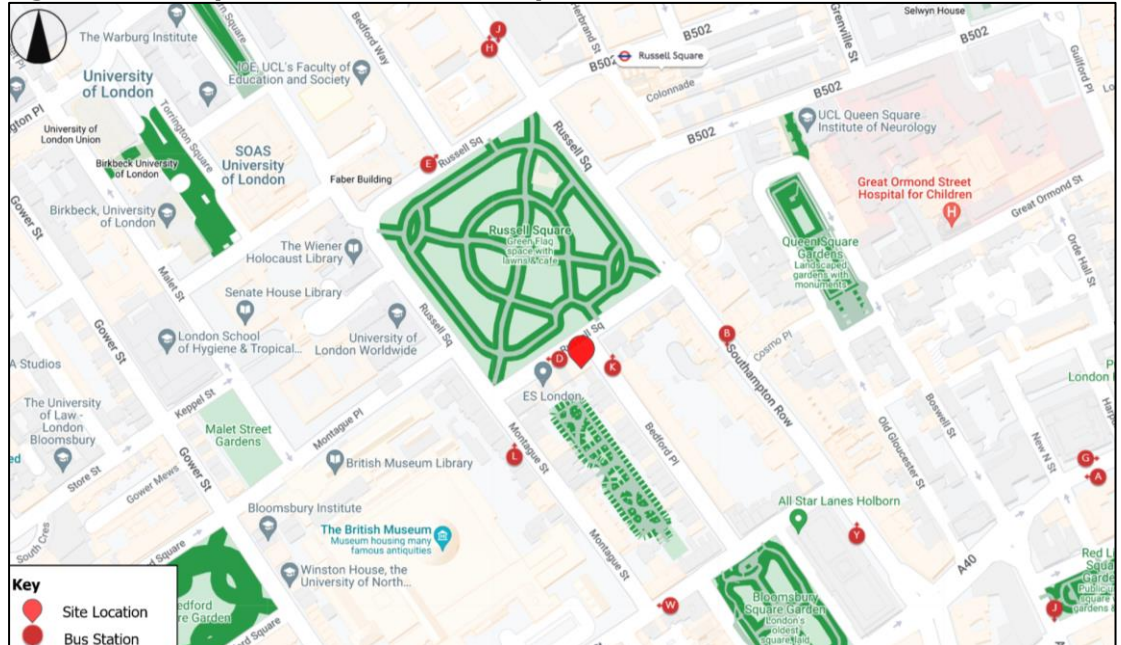


By Bus

2.16 The site is located in close proximity to a number of bus stops, as shown at **Figure 2.5**. The closest bus stop to the site 'Bedford Place' is served by bus route 14, which provides routes

towards Putney Station and Putney Heath. Further bus services are available at stops within a short walking distance of the site. The relevant TfL bus spider map is included at **Appendix A**.

Figure 2.5 – Map to Show Local Bus Stops



By Underground / Rail

- 2.17 Russell Square Underground Station is located 400m (a 5-minute walk) north of the building on Bernard Street. It is on the Piccadilly line, which provides access towards destinations such as Heathrow Terminals, South Ealing, Hammersmith, Kings Cross St Pancras and Cockfosters.
- 2.18 Holborn Underground Station is located 650m (8 – 9 minute walk) south of the building on High Holborn. The station provides access to the Central Line towards destinations including Oxford Circus, Ealing Broadway, Liverpool Street, Stratford and Epping.

Public Transport Accessibility Level (PTAL)

- 2.19 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating a high level of accessibility. The site has a PTAL level of 6b, demonstrating that it has an 'excellent' level of accessibility to public transport. The PTAL report is included at **Appendix B**.

Car Clubs

- 2.20 Car clubs can help offer an alternative method of travel whilst helping reduce car ownership. There are several Zipcar and Enterprise car club bays near the site, with the nearest Zipcar bay located approximately 280m north of the building on Herbrand Street. **Table 2.3** lists the locations of local car club parking bays.

Table 2.3 – Local Car Club Operators		
Operator	Location	Distance from Building
Zipcar	Herbrand Street	280m
	Coram Street	400m
	Goodge Street	490m
	Red Lion Square	540m
	Kenton Street	560m
	Bedford Square	580m
Enterprise	Brunswick Square	460m
	Marchmont Street	600m
	Lambs Conduit Street	740m

Method of Travel to Work

- 2.21 The 2011 Census has been referred to establish the method of the journey to work for the local workplace population. The 2011 census data has been referred to as COVID-19 restrictions may have resulted in travel patterns in 2021 not being representative of usual conditions. The data for the super output area – middle layer (Camden – 028) where the building is located is summarised in **Table 2.3**.

Table 2.3 – 2011 Method of Travel to Work (Camden 028)*		
Mode	Number	Percentage
Underground	25,364	37%
Rail	23,205	34%
Bus	7,820	11%
Taxi	170	0%
Motorcycle	832	1%
Car Driver	3,259	5%
Car Passenger	252	0%
Bicycle	3,745	6%
Walking	3,386	5%
Total	68,033	100%
*Longest mode of the journey		

- 2.22 The data shows that the majority of people working in the area travel to work using public transport, with 37% using the underground, 34% using the train and 11% using the bus, whilst active travel modes account for 11% of journeys to work in this area.

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was most recently updated in September 2023 and sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 3.3 Paragraph 111 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.4 Paragraph 112 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Regional Policy

London Plan

- 3.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 3.6 Good growth objective GG2 'Making the best use of land' sets out how the Mayor intends to create successful sustainable mixed-use places and outlines what those involved in planning and development must achieve, with point 'C' stating the following in regard to transport and developments:
- "Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling".*
- 3.7 Policy T1 'Strategic approach to transport', states that:
- A. *"Development Plans should support, and development proposals should facilitate:*
- 1) *The Delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.*
 - 2) *All developments should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport network and supporting infrastructure are mitigated."*
- 3.8 Table 10.2 of the London Plan summarises the minimum cycle standards for different land uses. The relevant minimum cycle parking standards are set out in **Table 3.1**.

Table 3.1 – Minimum Cycle Parking Standards (GEA)		
Use Class	Long-stay	Short-stay
Offices	1 space per 75 sqm	1 space per 500 sqm

- 3.9 Policy T6 'Car Parking' notes that;
- "Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no*

general parking but should still provide disabled persons parking in line with Part E of this policy."

- 3.10 In regard to disabled parking, Policy T6.5 'Non-residential disabled persons parking' advises that:

"Disabled persons parking should be provided in accordance with the levels set out in Table 10.6 ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay"

Local Policy

Camden Local Plan

- 3.1 The Local Plan was adopted by the Council on 3rd July 2017 and forms the basis for planning decisions and future development in the borough.

- 3.2 Chapter 10 provides details on the transport policy objectives for the borough including:

- Policy T1 - Prioritising walking, cycling and public transport;
- Policy T2 - Parking and car-free development;
- Policy T3 - Transport infrastructure; and
- Policy T4 - Sustainable movement of goods and materials.

- 3.3 With regard to cycle parking, Policy T1 states that developments should provide cycle parking *"in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and; provides accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Design Guidance on transport."*

- 3.4 Developments should also:
- "make provision for high quality changing facilities that promote cycle usage including changing rooms, showers, dryers and lockers".*

- 3.5 In regard to car parking, the document states that the Council will limit the availability of parking and require all new developments in the borough to be car-free, meaning that:
- "no car parking spaces are provided within the site other than those reserved for disabled people and businesses and services reliant on parking, where it is integral to their nature, operation and/or servicing requirements"*

4 DEVELOPMENT PROPOSAL AND EFFECT

Proposal Overview

- 4.1 The development proposals are summarised as:

"New façade treatment to main building; enlarged roof extension, reopening of lightwell to front; demolition of two storey outrigger and replacement with three storey plus plant enclosure, single storey infill extension to existing car park, erection of full height stair core extension to rear and reconfiguration of entrance steps and ramp."

- 4.2 The proposals result in the ground floor car park being replaced by office floor space and the development would therefore be car-free. The proposed development would provide a total of 2,338 sqm (GEA) of office floor space, representing an uplift of 448 sqm (GEA) compared to the existing building. Cycle parking will be provided in accordance with London Plan standards and waste storage included on site. The Architect's proposed layout plans are included at **Appendix C**.

Access

- 4.3 The main pedestrian access to the site from Russell Square will be moved to a more central position with steps and a ramp provided similar to the existing arrangement. The infill extension results in the removal of on site car parking and as such, the existing vehicle crossover on Bedford Place will be closed and reinstated as footway. It is envisaged that the scope of the highway works would be agreed by way of a Section 278 agreement.

Car Parking

- 4.4 The London Plan states that office developments in Inner London must be car-free, with the exception of disabled parking, which can be provided on or off street.
- 4.5 The site is within an area of excellent accessibility, as well as being in close proximity to accessible tube and railway stations with step-free buses operating in the area. The proposed development will be car-free, which is considered appropriate given that it is unlikely that anyone will have to rely on a private car to access the site.
- 4.6 The site is located within Camden's Green Badge Zone, where blue badge holders can only park if they hold a green badge. Green badges are available to blue badge holders that live, work or study within the Green Badge Zone. The green badge enables blue badge holders to park in the following locations:
- green badge bays (if time limit shown, also display clock disc with arrival time);

- shared use loading/blue badge parking bay (between 6.30pm to 8.30am daily and all day Sunday)
- paid for parking bays
- resident permit holders' bay.

4.7 As such, there is opportunity for blue badge holders to park in the vicinity of the site if necessary.

Cycle Parking

4.8 Cycle parking will be provided in accordance with standards set out in the London Plan, which require offices to provide 1 space per 75 sqm (long-stay) and 1 space per 500 sqm (short-stay). The proposal will provide 2,338 sqm (GEA) of office floor space, which therefore requires 32 long-stay and 5 short-stay cycle parking spaces.

4.9 The proposed development will provide a total of 32 long-stay cycle parking spaces and 5 short-stay cycle parking spaces; in accordance with London Plan cycle parking standards. Cycle parking has been designed to make the best use of the available space whilst working within the constraints of the existing building. The proposed development also provides shower and changing room facilities at basement level.

4.10 The majority of long-stay cycle parking (29 spaces) will be provided at basement level, as shown on the proposed layout plans included at **Appendix C**. Access will be provided via the external staircase leading off Bedford Place. This parking will be provided by way of semi vertical stands and two tier racks given that existing constraints within the building mean that other types of cycle parking cannot be accommodated. Garnett Architecture's Design and Access Statement contains images of the type of parking to be provided.

4.11 The remaining 8 cycle parking spaces will be provided within the curtilage of the development adjacent to Bedford Place toward the southern extent of the site. These spaces will be provided by way of Sheffield stands with two wide spaces provided to accommodate larger bikes such as cargo bikes or adapted cycles used by people with mobility difficulties. The site is in a conservation area and as such, it is not considered appropriate to cover these stands.

Trip Generation

Proposed Office Development

4.12 The existing building provides 1,890 sqm (GEA) of office floor space and the proposals would result in the provision of an additional 448 sqm (GEA) of office floor space. In order to establish the potential number of trips associated with the additional office floor space, a trip generation

assessment of the existing and extended building has been undertaken using the TRICS database. The trip rates are based upon comparable office development taking into account the characteristics of the site such as location and PTAL.

- 4.13 **Table 4.1** provides total person trip rates and trips during the typical morning peak hours (7am – 10am), evening peak hours (4pm – 7pm) and over the course of a day (7am – 7pm). The TRICS output report is provided at **Appendix D**.

Table 4.1 – Trip Rates & Resultant Person Trips						
Time	Trip Rates (per 100 sqm)		Total Person Trips (Existing)*		Total Person Trips (Proposed)**	
	In	Out	In	Out	In	Out
7am – 8am	0.845	0.108	16	2	20	3
8am – 9am	2.499	0.258	47	5	58	6
9am – 10am	1.969	0.353	37	7	46	8
Morning Period (7am – 10am)	5.313	0.719	100	14	124	17
4pm – 5pm	0.237	0.916	4	17	6	21
5pm – 6pm	0.154	2.254	3	43	4	53
6pm – 7pm	0.075	1.429	1	27	2	33
Evening Period (4pm – 7pm)	0.466	4.599	8	87	12	107
Total (7am – 7pm)	9.103	8.945	172	169	213	209
*Based on the existing 1,890 sqm (GEA) of office floorspace						
**Based on the proposed 2,338 sqm (GEA) of office floorspace						

- 4.14 **Table 4.1** shows that the proposed development is expected to generate an additional 12 person trips during the morning peak hour (8am – 9am) and an additional 11 person trips in the evening peak hour (5pm – 6pm).
- 4.15 To establish the mode of transport expected to be used by staff and visitors to the development, journey to work data from the 2011 Census, for those working in the local area, as summarised in **Table 2.4** has been applied to the total person trips. The Census mode relates to the longest part of the journey.
- 4.16 The modal split has been modified to reflect the car-free nature of the scheme i.e., there will be no car parking provided. The site is within a controlled parking zone where parking controls are in place Monday to Saturday, between 8:30am – 6:30pm. The car driver mode split has therefore been reduced from 5% to 1%. The remaining 4% has been reallocated to public transport and active travel modes and the modified modal split has then been applied to the total person trips. **Table 4.2** shows the estimated multi-modal trip generation summary for the additional office floor area during the morning peak (8am – 9am) and the evening peak (5pm – 6pm).

Table 4.2 – Predicted Multi-Modal Trip Generation*

Mode	Modified Mode Split	AM Peak		PM Peak	
		In	Out	In	Out
Underground / Overground	39%	4	1	1	4
Rail	35%	4	0	0	3
Bus	12%	1	0	0	1
Taxi	0%	0	0	0	0
Motorcycle	1%	0	0	0	0
Car Driver	1%	0	0	0	0
Car Passenger	0%	0	0	0	0
Bicycle	7%	1	0	0	1
Walking	5%	1	0	0	1
Total	100%	11	1	1	10
*Based on the proposed 448 sqm (GEA) uplift in office floorspace					

- 4.17 The proposed development is expected to result in an additional 10 trips by public transport in the busiest one-hour period. This level of increase is not expected to have a noticeable impact on the operation of the local transport network given the wide range of services operating in the area. It is proposed that the development will operate in accordance with a Travel Plan that has been drafted to accompany the planning application. The Travel Plan seeks to increase the proportion of trips to and from the site using active modes of transport.

Deliveries

- 4.18 Deliveries to the office would mainly comprise of post, stationery, food and drink and courier deliveries. Based on the TRICS database, offices typically generate 0.39 deliveries per 100 sqm of floor space. Therefore, based on the uplift of 448 sqm (GEA) of office floor space, the proposed development is expected to generate an additional 1 – 2 deliveries per day. Of these deliveries, the vast majority of deliveries would be carried out by Light Goods Vehicle (LGV 3.5t), many of which are already operating in the area, whilst deliveries by Heavy Goods Vehicles (HGV, over 3.5t) would be infrequent, such as waste collection vehicles.
- 4.19 All delivery and servicing activity would take place on-street, with yellow lines on Bedford Place providing opportunity for vehicles to stop. It is considered that vehicles delivering to the existing building would have stopped in the same location.
- 4.20 The development will operate in accordance with a Delivery and Servicing Plan that has been drafted to accompany the planning application. The Delivery and Servicing Plan seeks to reduce the level of delivery and servicing activity to a minimum and promote the use of sustainable delivery vehicles such as cargo bikes and electric delivery vehicles.

Waste

- 4.21 Refuse and recycling storage will be provided within a designated waste store located at basement level. Waste collections will be arranged and managed by a private waste collection company, with waste collection vehicles stopping on-street on Bedford Place to collect waste on a daily basis.

5 SUMMARY AND CONCLUSION

- 5.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the development proposals at 50-51 Russell Square in the London Borough of Camden (LBC). The development proposals comprise;

New façade treatment to main building; enlarged roof extension, reopening of lightwell to front; demolition of two storey outrigger and replacement with three storey plus plant enclosure, single storey infill extension to existing car park, erection of full height stair core extension to rear and reconfiguration of entrance steps and ramp.

- 5.2 The proposals result in the provision of an additional 448 sqm (GEA) of office floor space on site. In summary, it is considered that:

- The site is located in a highly accessible central London location as reflected by the PTAL rating of 6b, which represents an excellent level of accessibility by public transport;
- The development will have no on site car parking, which is considered appropriate in this location and in accordance with parking standards detailed in the London Plan;
- Cycle parking will be provided at a level that fully accords with the London Plan standards;
- Showers and changing facilities will be provided for staff use;
- Delivery and servicing activity will not be materially different to the existing situation with vehicles stopping on street; and
- A trip generation assessment has been undertaken and it is considered that the increase in trips as a result of the proposals will be low and would not have any effect on the operation of the local transport network;

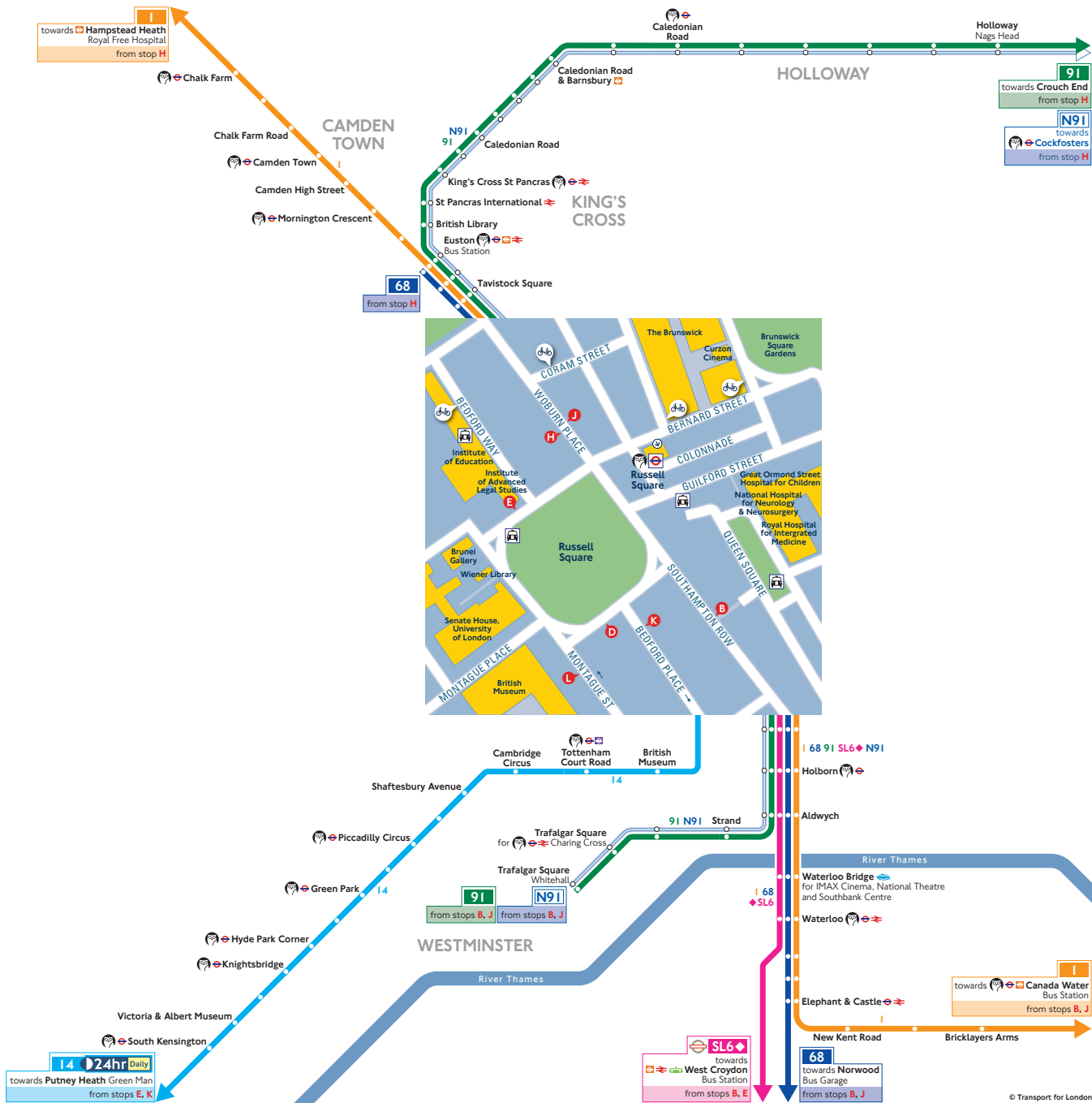
- 5.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF at Paragraph 111, which states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A

(TfL Bus Spider Map)

Buses from Russell Square



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Superloop express bus route
	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Connections with London Cable Car
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
	Express service (towards Russell Square morning weekday peak only, towards West Croydon evening weekday peak only)

SUPERLOOP

Superloop is a proposed network of express bus routes, that would help improve connections and journey times between key outer London town centres and transport hubs. For more information visit tfl.gov.uk/superloop

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Appendix B

(PTAL Report)

WebCAT PTAL Report

Site Details

Grid Cell: 87370

Easting: 530145

Northing: 181852

Report Date: 15/12/2023

Scenario: Base Year

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

National Rail Reliability Factor: 0.75

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)
SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	BLOOMSBURY SQUARE	8	486.25	10	6.08
2.71	0.5	1.35			5
Bus	BLOOMSBURY SQUARE	242	486.25	6.5	6.08
2.36	0.5	1.18			6.62
Bus	BLOOMSBURY SQUARE	38	486.25	10	6.08
2.71	0.5	1.35			5
Bus	BLOOMSBURY SQUARE	1	486.25	8	6.08
2.54	0.5	1.27			5.75
Bus	BLOOMSBURY SQUARE	19	486.25	8	6.08
2.54	0.5	1.27			5.75
Bus	BLOOMSBURY SQUARE	171	486.25	7.5	6.08
2.48	0.5	1.24			6
Bus	BLOOMSBURY SQUARE	55	486.25	10	6.08
2.71	0.5	1.35			5
Bus	HIGH HOLBORN NEWTON ST	25	576.8	8	7.21
2.31	0.5	1.16			5.75
Bus	HYG & TROP MEDICINE SCHL	10	565.03	4.5	7.06
15.73	1.91	0.5	0.95		8.67
Bus	HYG & TROP MEDICINE SCHL	24	565.03	10	7.06
12.06	2.49	0.5	1.24		5
Bus	HYG & TROP MEDICINE SCHL	134	565.03	12	7.06
11.56	2.59	0.5	1.3		4.5
Bus	HYG & TROP MEDICINE SCHL	390	565.03	8	7.06
					5.75

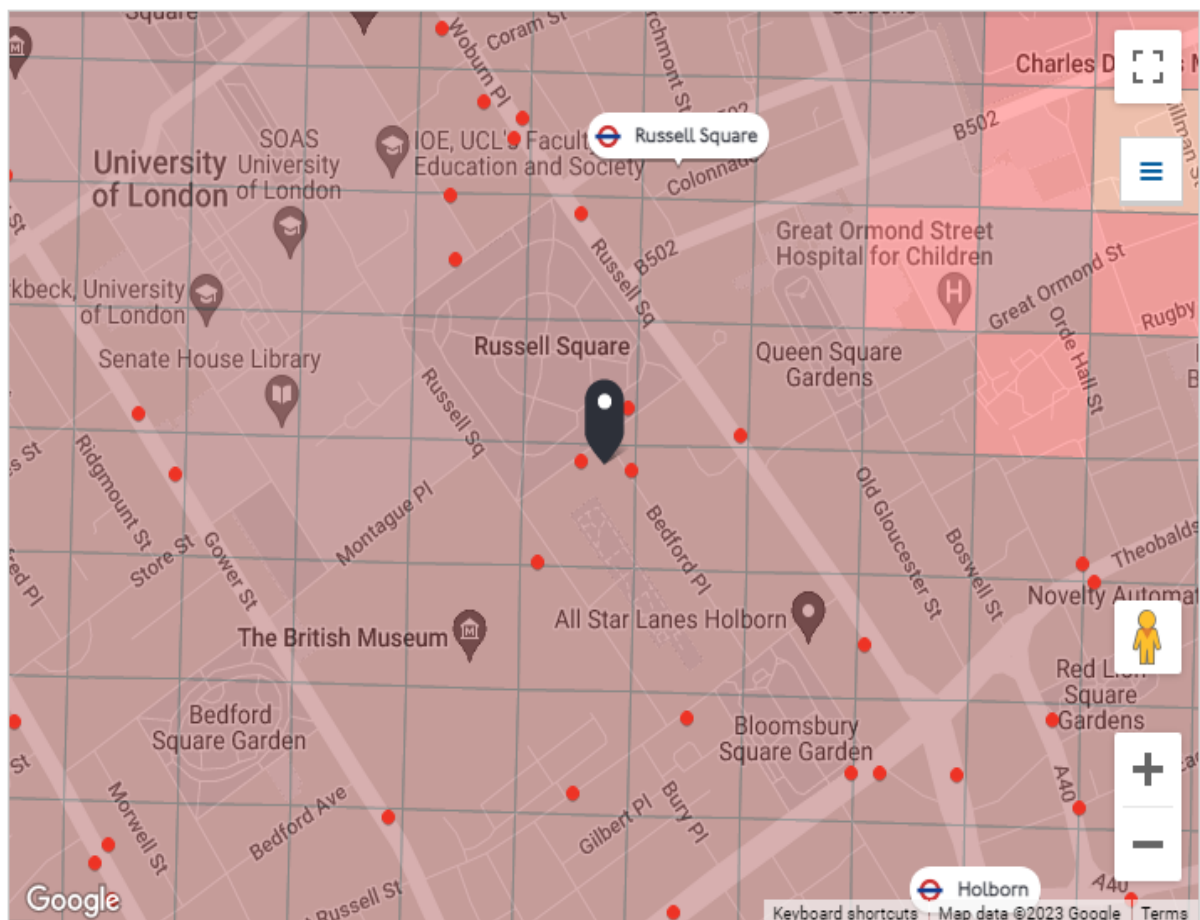
12.81	2.34	0.5	1.17					
Bus	HYG & TROP MEDICINE SCHL	73	565.03	18	7.06	3.67		
10.73	2.8	0.5	1.4					
Bus	HYG & TROP MEDICINE SCHL	29	565.03	15	7.06	4		
11.06	2.71	0.5	1.36					
Bus	HYG & TROP MEDICINE SCHL	14	565.03	13	7.06	4.31		
11.37	2.64	0.5	1.32					
Bus	RUSSELL SQUARE STH SIDE 98	76.16	9	0.95	5.33	6.29		
4.77	1	4.77						
Bus	RUSSELL SQUARE STH SIDE X68	76.16	4	0.95	9.5	10.45		
2.87	0.5	1.44						
Bus	RUSSELL SQUARE STH SIDE 188	76.16	8	0.95	5.75	6.7		
4.48	0.5	2.24						
Bus	SOUTHAMPTON RW RUSSELL S	59	238.93	10	2.99	5		
7.99	3.76	0.5	1.88					
Bus	SOUTHAMPTON RW RUSSELL S	91	238.93	9	2.99	5.33		
8.32	3.61	0.5	1.8					
Bus	SOUTHAMPTON RW RUSSELL S	68	238.93	9	2.99	5.33		
8.32	3.61	0.5	1.8					
Bus	SOUTHAMPTON RW RUSSELL S	168	238.93	9	2.99	5.33		
8.32	3.61	0.5	1.8					
LUL	Tottenham Court Road 'Hainault-Nacton		885.15	1.33	11.06			
23.31	34.37	0.87	0.5	0.44				
LUL	Goodge Street 'Morden-Edgware		846.66	4.67	10.58	7.17		
17.76	1.69	0.5	0.84					
LUL	Goodge Street 'HighBarnet-Morden		846.66	0.33	10.58	91.66		
102.24	0.29	0.5	0.15					
LUL	Goodge Street 'Kennington-Edgware		846.66	14.67	10.58	2.79		
13.38	2.24	0.5	1.12					
LUL	Goodge Street 'HighBarnet-Kenningt		846.66	5.33	10.58	6.38		
16.96	1.77	0.5	0.88					
LUL	Goodge Street 'MillHill-Morden		846.66	1.67	10.58	18.71		
29.3	1.02	0.5	0.51					
LUL	Goodge Street 'MillHillE-Kenningt		846.66	1.67	10.58	18.71		
29.3	1.02	0.5	0.51					
LUL	Russel Square 'Cockfosters-LHRT4LT		413.85	4.67	5.17	7.17		
12.35	2.43	0.5	1.21					
LUL	Russel Square 'RayLane-Cockfosters		413.85	3.67	5.17	8.92		
14.1	2.13	0.5	1.06					
LUL	Russel Square 'LHRT4LT-ArnosGrove		413.85	4.67	5.17	7.17		
12.35	2.43	0.5	1.21					
LUL	Russel Square 'ArnosGrove-RayLane		413.85	0.33	5.17	91.66		
96.83	0.31	0.5	0.15					
LUL	Russel Square 'ArnosGrove-Nthfields'		413.85	3	5.17	10.75		
15.92	1.88	0.5	0.94					
LUL	Russel Square 'Oakwood-RayLane		413.85	0.33	5.17	91.66		
96.83	0.31	0.5	0.15					
LUL	Russel Square 'Nthfields-Cockfoster'		413.85	1	5.17	30.75		
35.92	0.84	0.5	0.42					
LUL	Russel Square 'LHRT5-Cockfosters		413.85	6	5.17	5.75		

[illegible]

0.5	0.8						
LUL	Holborn	'RuislipGdns-NP-Hain '	718.37	0.67	8.98	45.53	54.51
0.55	0.5	0.28					
LUL	Holborn	'Hainault-WhiteCity '	718.37	1.67	8.98	18.71	27.69
1.08	0.5	0.54					
LUL	Holborn	'Hainault-NP-Northolt'	718.37	1	8.98	30.75	39.73
0.76	0.5	0.38					
LUL	Holborn	'GrangeHill-WD-Eal '	718.37	1	8.98	30.75	39.73
0.76	0.5	0.38					
LUL	Holborn	'GrangeHill-Wdfd-Whit'	718.37	0.67	8.98	45.53	54.51
0.55	0.5	0.28					
LUL	Holborn	'GrangeHill-Wdfd-WRsp'	718.37	0.67	8.98	45.53	54.51
0.55	0.5	0.28					
LUL	Holborn	'Uxbridge-Cockfosters'	718.37	3.67	8.98	8.92	17.9
1.68	0.5	0.84					

Total Grid Cell AI: 59.14

PTAL: 6b



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

6b

Appendix C

(Proposed Layout Plans)

GENERAL NOTES

All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings. Sizes of and dimensions to any structural and MEPH services elements are indicative only. See relevant consultant's drawings for actual sizes and dimensions. This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information. All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details. Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the immediate attention of the Architect. All work must be carried out in accordance with the Building Regulations and to the satisfaction of the Local Authority. DO NOT SCALE FROM THIS DRAWING

DRAWING NOTES

- Key
- Existing Building
 - Existing Neighbour Building
 - Earth / Subsoil
 - Proposed Elements
 - Site Boundary

Smoke Outlet Note:

Combined proposed area including Lift-out/ Knock-out panels and actuator controlled door leafs totals 9.86m2 (3.01% GIA Total Floor Area).

0 1 2 3 4 5

L03	08/12/2023	PLANNING	BR	MB
L01	06/12/2023	PLANNING	BR	
D01	01/12/2023	STAGE 3 EXTERIOR	BR	
Rev	Issue Date	Revision Notes	Drawn	Checked

Garnett Architecture

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London, SE1 0LH
+44 (0)20 7404 7677
www.garnett.studio

PROJECT 50-51 Russell Square

CLIENT The Bedford Estates Bloomsbury Limited

DRAWING Plans As Proposed
Basement & Ground Floor Plan

STATUS **PLANNING**

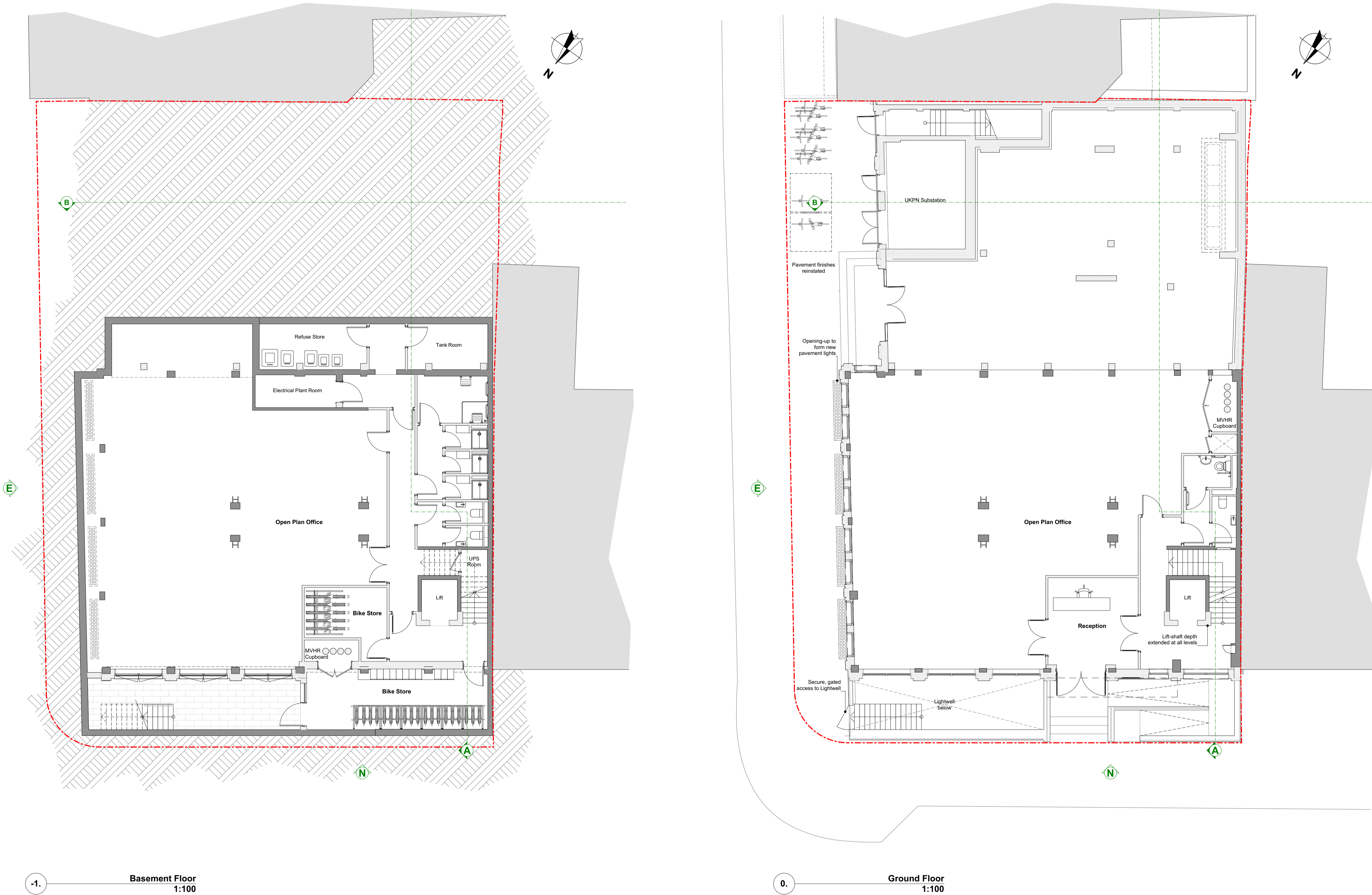
REFERENCE Project No. Originator Zone Location Type Role Drawing Revision Code No.

0937 - GAR - XX - ZZ - DR - A - 0150 - L03

PROJECT NUMBER	DRAWING NUMBER	REVISION
0937	0150	L03

DATE 18/12/2023 SCALE @ A1 1:100

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Appendix D

(TRICS Output Files)

Calculation Reference: AUDIT-752101-231211-1235

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	2 days
	HM HAMMERSMITH AND FULHAM	1 days
	LB LAMBETH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2036 to 26639 (units: sqm)
 Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/06/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 1 days
 Tuesday 2 days
 Wednesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone 3
 High Street 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	4 days
-----------------	--------

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6a Excellent	1 days
6b (High) Excellent	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
2	CN-02-A-04 CHARTERHOUSE STREET FARRINGDON	OFFICE	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	20129 sqm	
	Survey date: TUESDAY	28/06/22	Survey Type: MANUAL
3	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL
4	LB-02-A-02 STREATHAM HIGH ROAD STREATHAM	MUSIC COMPANY	LAMBETH
	Town Centre High Street Total Gross floor area:	3054 sqm	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 24.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	12965	0.033	4	12965	0.015	4	12965	0.048
08:00 - 09:00	4	12965	0.094	4	12965	0.039	4	12965	0.133
09:00 - 10:00	4	12965	0.048	4	12965	0.019	4	12965	0.067
10:00 - 11:00	4	12965	0.031	4	12965	0.029	4	12965	0.060
11:00 - 12:00	4	12965	0.031	4	12965	0.035	4	12965	0.066
12:00 - 13:00	4	12965	0.027	4	12965	0.023	4	12965	0.050
13:00 - 14:00	4	12965	0.021	4	12965	0.015	4	12965	0.036
14:00 - 15:00	4	12965	0.010	4	12965	0.021	4	12965	0.031
15:00 - 16:00	4	12965	0.015	4	12965	0.033	4	12965	0.048
16:00 - 17:00	4	12965	0.027	4	12965	0.039	4	12965	0.066
17:00 - 18:00	4	12965	0.013	4	12965	0.058	4	12965	0.071
18:00 - 19:00	4	12965	0.019	4	12965	0.044	4	12965	0.063
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.379			0.380			0.759

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2036 - 26639 (units: sqm)
Survey date range:	01/01/15 - 28/06/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 24.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	12965	0.845	4	12965	0.108	4	12965	0.953
08:00 - 09:00	4	12965	2.499	4	12965	0.258	4	12965	2.757
09:00 - 10:00	4	12965	1.969	4	12965	0.353	4	12965	2.322
10:00 - 11:00	4	12965	0.841	4	12965	0.565	4	12965	1.406
11:00 - 12:00	4	12965	0.530	4	12965	0.463	4	12965	0.993
12:00 - 13:00	4	12965	0.580	4	12965	0.862	4	12965	1.442
13:00 - 14:00	4	12965	0.769	4	12965	0.744	4	12965	1.513
14:00 - 15:00	4	12965	0.361	4	12965	0.391	4	12965	0.752
15:00 - 16:00	4	12965	0.243	4	12965	0.602	4	12965	0.845
16:00 - 17:00	4	12965	0.237	4	12965	0.916	4	12965	1.153
17:00 - 18:00	4	12965	0.154	4	12965	2.254	4	12965	2.408
18:00 - 19:00	4	12965	0.075	4	12965	1.429	4	12965	1.504
19:00 - 20:00	1	20129	0.000	1	20129	0.139	1	20129	0.139
20:00 - 21:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.103			9.109			18.212

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.