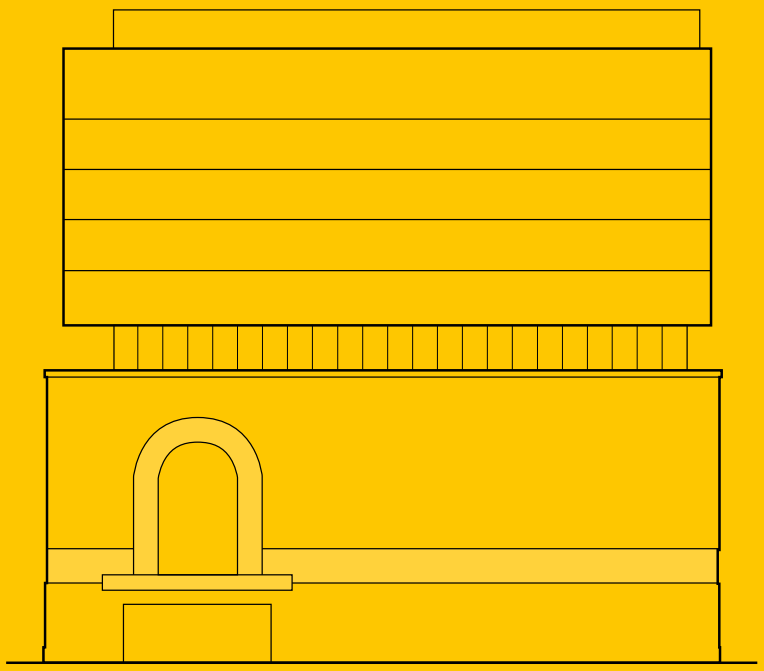


SAVILLE THEATRE

135 SHAFTESBURY AVENUE

'HEALTHY STREETS'
TRANSPORT ASSESSMENT

MOMENTUM TRANSPORT CONSULTANCY

DOCUMENT CONTROL ISSUE SHEET

Project & Document Details

Project Name	135-149 Shaftsbury Avenue
Project Number	M000998
Document Title	Healthy Streets Transport Assessment

Document History

Issue	Status	Reason for Issue	Issued to
1.0	Final	For Issue	London Borough of Camden

Issue Control

Issue	Date	Author	Contributors	Authorisation	
				Name	Signature
1.0	31/01/24	JB	EL	Roy McGowan	

TABLE OF CONTENTS

Tables

Figures

Appendices

Appendix A – Policy Review
Appendix B – TfL's Classification of Londoners
Appendix C – PTAL Report
Appendix D – Active Travel Zone Survey
Appendix E – Framework Delivery, Waste & Servicing PLan
Appendix F – Framework Travel Plan
Appendix G – Framework Construction Logistics PLan

1. INTRODUCTION

1.1 Proposed Development

1.1.1 This Healthy Streets Transport Assessment (TA) has been prepared by Momentum Transport Consultancy (Momentum) on behalf of YC Saville Theatre to support a planning application for the redevelopment of 135-149 Shaftesbury Avenue ('the Site').

1.1.2 The Proposed Development includes a restaurant by Incipio, a theatre that will host Cirque de Soleil, and a hotel by Citizen M.

1.1.3 The TA has been prepared to assess the predicted impacts of the Proposed Development on the transport network and to present all the transportation matters associated with the Proposed Development.

1.1.4 This TA assesses the predicted transport impacts of the Proposed Development and is structured as follows, in line with Transport for London (TfL) Healthy Streets guidance:

- Chapter 2: Transport Planning for People
- Chapter 3: Sites and Surroundings
- Chapter 4: Active Travel Zone
- Chapter 5: London-Wide Network
- Chapter 6: Construction
- Chapter 7: Outcome Statement

1.1.5 In addition, the following transport related documents are provided as Appendices:

- A Policy Review
- A Framework Delivery, Waste and Servicing Plan
- A Framework Travel Plan
- A Framework Construction Logistics Plan

1.2 Planning Context

1.2.1 To ensure the assessment is undertaken with appropriate consideration of national and local transport policy, transport policies relevant to the study area have been examined. Appendix A provides a detailed summary of the relevant policies that have been considered in the preparation of this TA. At a national level, the following policy, legislative and guidance documents have been considered:

- National Planning Policy Framework (2023)
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)
- Equality Act (2010)
- Waste Management Plan for England (2013)
- Decarbonising Transport: A Better, Greener Britain (2021)

1.2.2 At a regional level, the TA has been prepared in full consideration of the following documents:

- The London Plan (2021)
- Vision Zero Action Plan (2018)
- The Mayor's Transport Strategy (2018)
- The London Freight Plan (2007)

- Freight and Servicing Action Plan (March 2019)
- Guide to the Healthy Streets Indicators (2017)

1.2.3 The TA has also been prepared in full consideration of the following LB Camden guidance:

- Camden Local Plan (2017)
- Camden Planning Guidance: Transport (2021)
- Camden Transport Strategy (2019)

1.3 Site Context and Planning History

LOCATION

1.3.1 The Proposed Development is located in the southern part of the London Borough of Camden, in London's famous West End.

1.3.2 The Site is bounded Shaftesbury Avenue, Stacey Street, New Compton Street, and St Giles Passage.

1.3.3 The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b, the highest rating based on a scale of 1 to 6b, indicating an excellent level of accessibility to public transport. Public transport options include numerous bus routes, as well as three underground stations, Tottenham Court Road, Covent Garden, and Leicester Square. These transport hubs allow the Site to link to areas across the whole of London.

CONTEXT

1.3.4 The Site, first opened in 1931 as Saville Theatre and was a centre for theatre and music until its closure in 1969. The building is a grade II-listed theatre that is currently being used as an Odeon Cinema, the renovation to this current form took place in 2001.

1.3.5 With the important historical context of its previous use, the redevelopment of the Site into a space for entertainment again is one that suits the building as well as the culture of the surrounding area.

1.3.6 Alongside a theatre the proposals for the Site will also include a hotel run by Citizen M, and a restaurant run by Incipio. The mixed-use aspect of the building will encourage people to utilise the various amenities available.

EXISTING SITE USES

1.3.7 The Site is currently occupied by Odeon and has been since 2001. The Site includes four cinemas.

PRE-APPLICATION MEETINGS

1.3.8 Pre-application meetings have been held on the following dates with Transport for London and London Borough of Camden as part of the pre-application process:

- 16th November – Pre-application meeting with LBC focussed on servicing strategy, proposed cycle parking provision, trip generation and construction logistics.
- 21st November – Stage 1 GLA Pre-application meeting with GLA & TfL
- 27th November – Workshop with LBC Highways focussed on construction logistics.

2. TRANSPORT PLANNING FOR PEOPLE

2.1 Local Context

2.1.1 The Site is located within Holborn and Covent Garden Ward within the London Borough of Camden. It is bordered to the north-west by Bloomsbury ward; to the north by King's Cross ward; to the east is the London Borough of Islington; and to the south the City of London and City of Westminster.

2.1.2 The population of the ward in mid-2019 was 14,800 people ranking it in 4th by population size.

2.2 Types of Users

2.2.1 The Proposed Development would attract the following groups:

- Visitors of the theatre, restaurant, and hotel
- Staff and visitors of the proposed businesses

2.2.2 Due to the nature of the Site being a combination of restaurant, hotel, and theatre, there will be consistent use throughout the year.

2.3 Travel to the Development

2.3.1 The Site benefits from an excellent PTAL rating due to its connectivity to the rest of London. A large proportion of the visitors and staff of the Proposed Development will use the available public transport to access the Site.

2.3.2 It is anticipated that most of the trips to the Site would be made on foot or on public transport. Covent Garden, Tottenham Court Road and Leicester Square are the closest underground stations, all within a 5-minute walk from the Site.

2.3.3 As well as the access to underground stations, the Site has good access to national railway stations at Charing Cross, Euston, St Pancras International, and Kings Cross St Pancras. Apart from Charing Cross, which is a 10-minute walk, they are all around a 30-minute walk, and all have links to the nearby underground stations via the Northern line to Tottenham Court Road (Euston), or via the Piccadilly line to Leicester Square (St Pancras and Kings Cross).

2.3.4 There are numerous bus stops surrounding the Site including at Cambridge Circus, St Giles High Street and Tottenham Court Road. The stops around the Site serve a large number of routes that can connect visitors and staff across the whole of London.

2.3.5 The Proposed Development would provide 31 long-stay cycle parking spaces, this would encourage sustainable travel to the Site. London's cycleway network runs nearby to the Site on Endell Street, further encouraging active travel to the Site.

3. SITE AND SURROUNDING

3.1 Introduction

3.1.1 In order to appraise the Proposed Development's predicted impact, an appreciation of the existing situation has been established. This section of the TA describes the existing transport infrastructure, networks and services serving the Site by each transport mode, before introducing the Proposed Development.

3.1.2 The existing conditions presented here form part of an evidence-based review, based on the following:

- A desktop review of the study area and its surrounding transport network, including a review of accessibility for pedestrians and cyclists and public transport provision and provision for general traffic modes.
- Analysis of survey data: pedestrian surveys for a Thursday and Saturday.
- Active travel zone neighbourhood key routes including visits to the Site.

3.2 Pedestrian Facilities and Existing Pedestrian Flows

PEDESTRIAN FACILITIES

3.2.1 Planning guidance highlights emphasis being placed on the integration of land-use, transport, and planning decisions. In order to achieve good integration, developments should be encouraged in areas with good levels of accessibility to local facilities and employment, as well as public transport. This section of the report sets out the current situation with regard to the provision of pedestrian facilities and links.

3.2.2 The Site is bounded to the east by St Giles Passage, to the south by Shaftesbury Avenue, to the west by Stacey Road and to the north by New Compton Street.

3.2.3 Shaftesbury Avenue is the primary access point for pedestrians accessing the Site as the main doors into the building are located there.

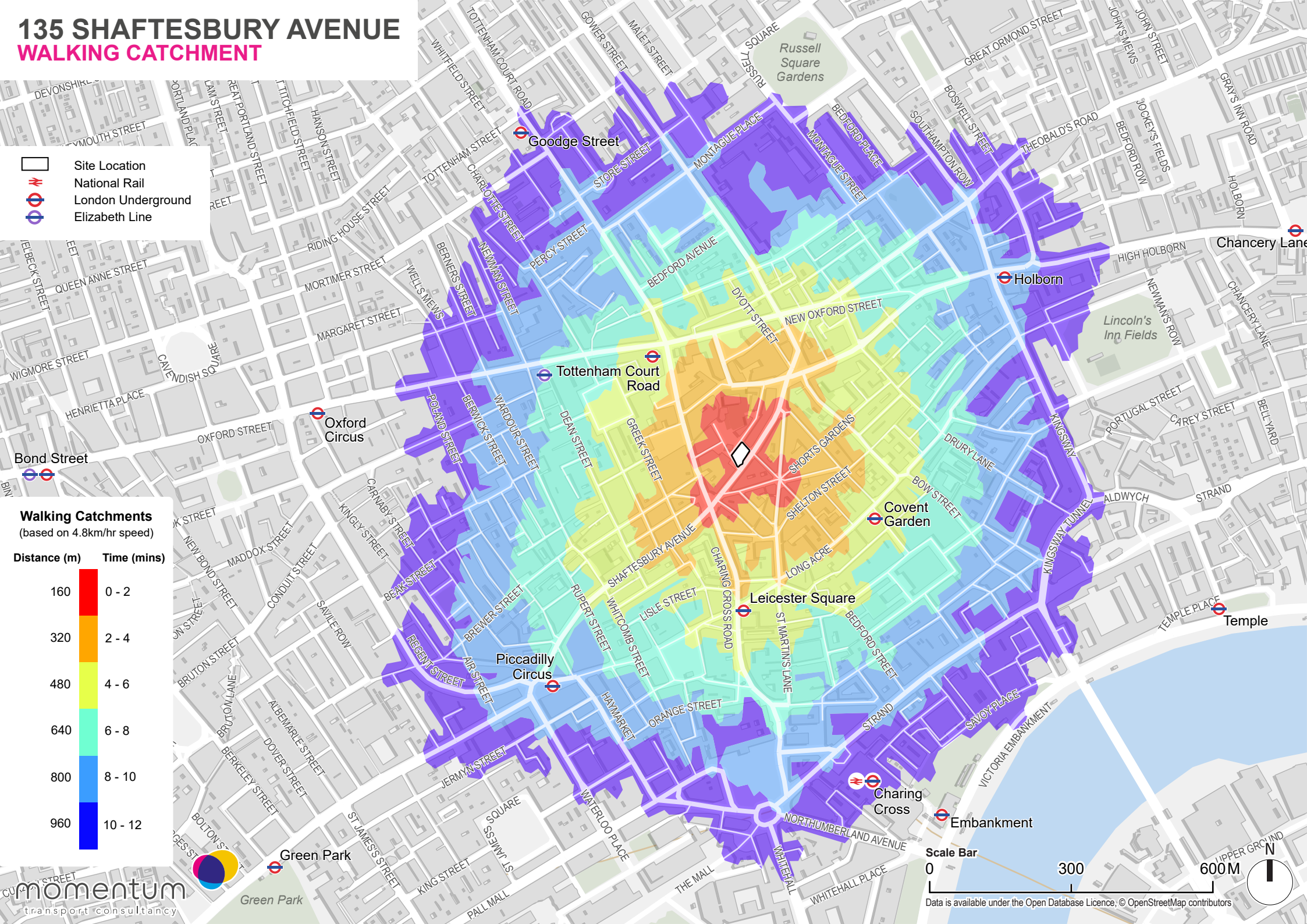
3.2.4 Along the Site frontage, Shaftesbury Avenue's northern footway has a continuous width of around 3.5m. A zebra crossing with a central island is in place outside the Site. Dropped kerbs with tactile paving are in place across the side streets around the Site, not only on Shaftesbury Avenue. This includes Stacey Street, St Giles Passage, and Mercer Street on the opposite side of the site.

3.2.5 The cinema incorporates a set of emergency access doors which open out onto Stacey Road to the west of the Site. Stacey Street has footways on both sides of the carriageway which are around 1.2m wide however there are no pedestrian crossing facilities at its junction with New Compton Street to the rear of the building.

3.2.6 On the eastern side of the Site, St Giles Passage has footways on both sides of the carriageway which are around 1.2m wide. No formal crossing facilities are in place at its junction with New Compton Street.

3.2.7 The cinema includes several doors which open out onto New Compton Street to the rear of the site. The footway on the southern side of New Compton Street is around 2m wide and the footway on the northern side this is around 2.7m wide. Figure 3.1 shows a thematic 12-minute walking catchment from the Site.

135 SHAFTESBURY AVENUE
WALKING CATCHMENT



PEDESTRIAN FLOWS

3.2.8 Baseline pedestrian flows were obtained on Thursday7th and Saturday 9th December 2023 to determine the flows for both a weekday and the weekend.

3.2.9 Figure 3.2 to Figure 3.7 provide a summary of pedestrian volumes captured during the surveys for AM, lunch, and PM peak hours.

PEDESTRIAN COMFORT LEVEL ASSESSMENT

3.2.10 A Pedestrian Comfort Level (PCL) assessment has been undertaken to assess the existing comfort levels for pedestrians at different locations around the Site.

3.2.11 TfL's PCL assessment attempts to quantify the environment faced by pedestrians and is measured in pedestrians per metre of clear footway width per minute using the Fruin Level of Service (LoS) approach.

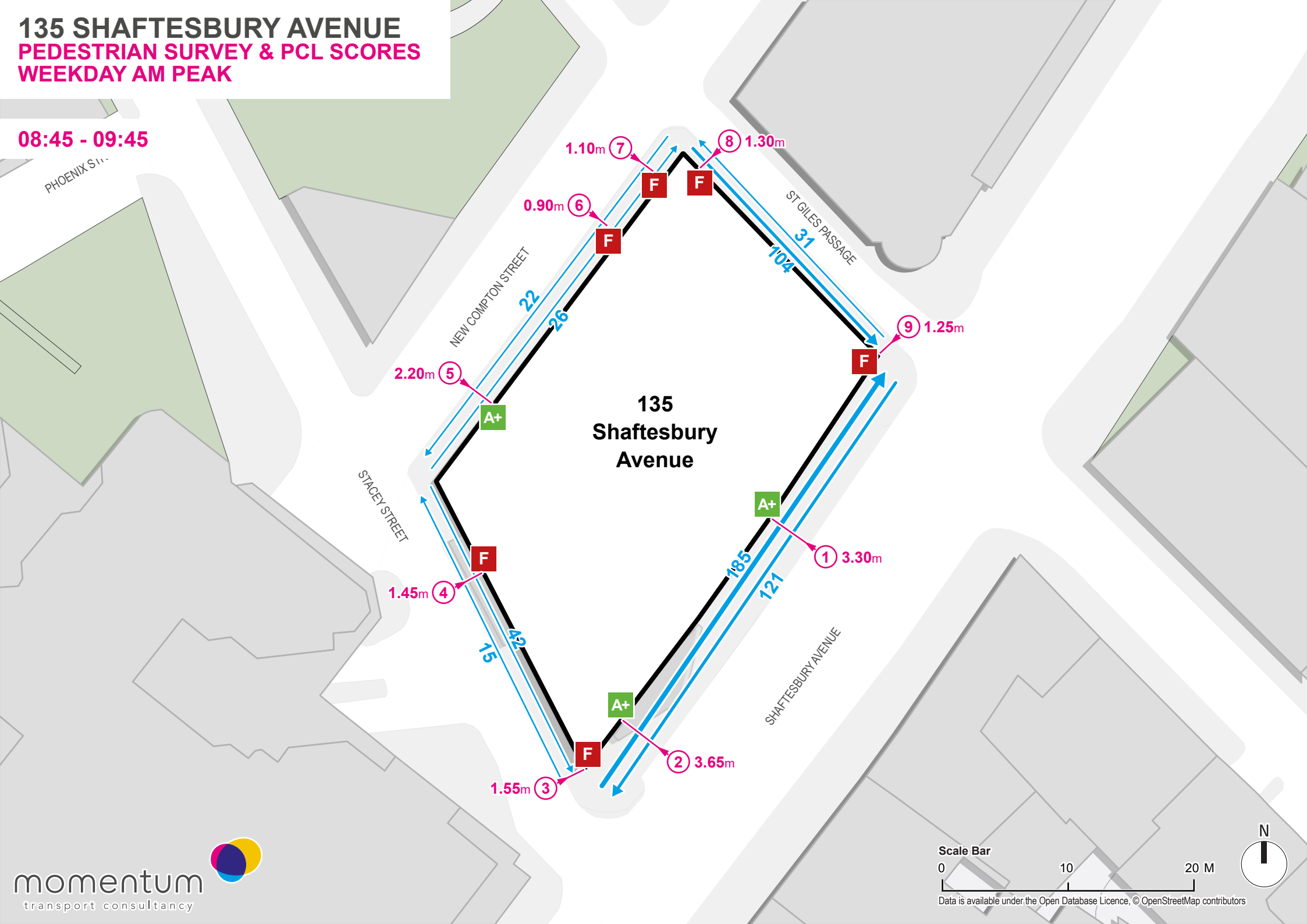
3.2.12 Targets are set for individual land-uses, with different levels of acceptability set accordingly. For a tourist attraction, a peak hour target of B- is considered acceptable and a score of C+ would be 'at risk'; below this level would be unacceptable.

3.2.13 Nine locations around the Site were identified as relevant to the PCL assessment, they are clearly illustrated in the figures that follow, along with the relevant clear footway widths.

3.2.14 Figure 3.2 to Figure 3.7 outline the existing footway widths and PCL scores for the Site.

135 SHAFTESBURY AVENUE
PEDESTRIAN SURVEY & PCL SCORES
WEEKDAY AM PEAK

08:45 - 09:45



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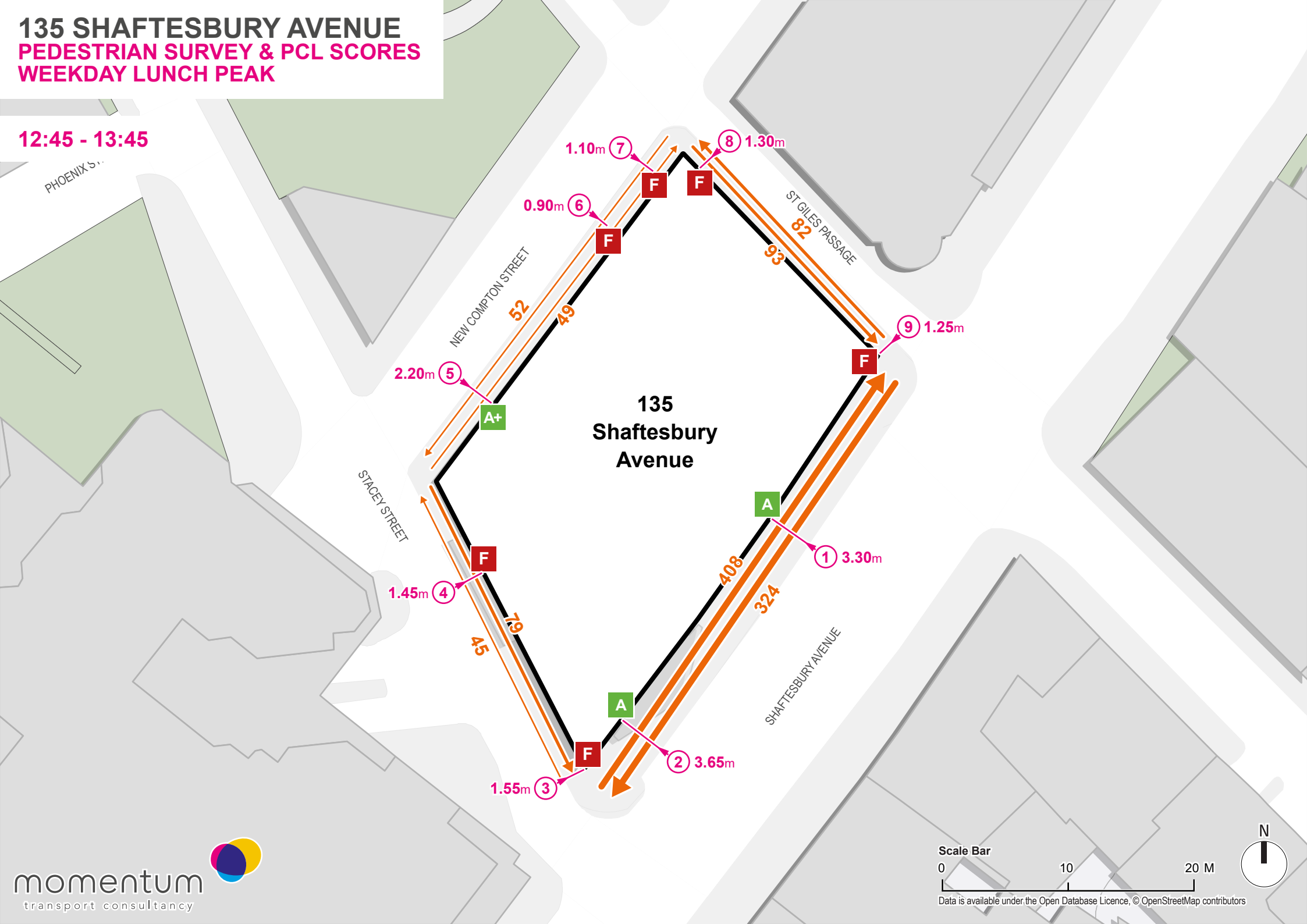
135 SHAFTESBURY AVENUE
PEDESTRIAN SURVEY & PCL SCORES
WEEKDAY LUNCH PEAK

12:45 - 13:45



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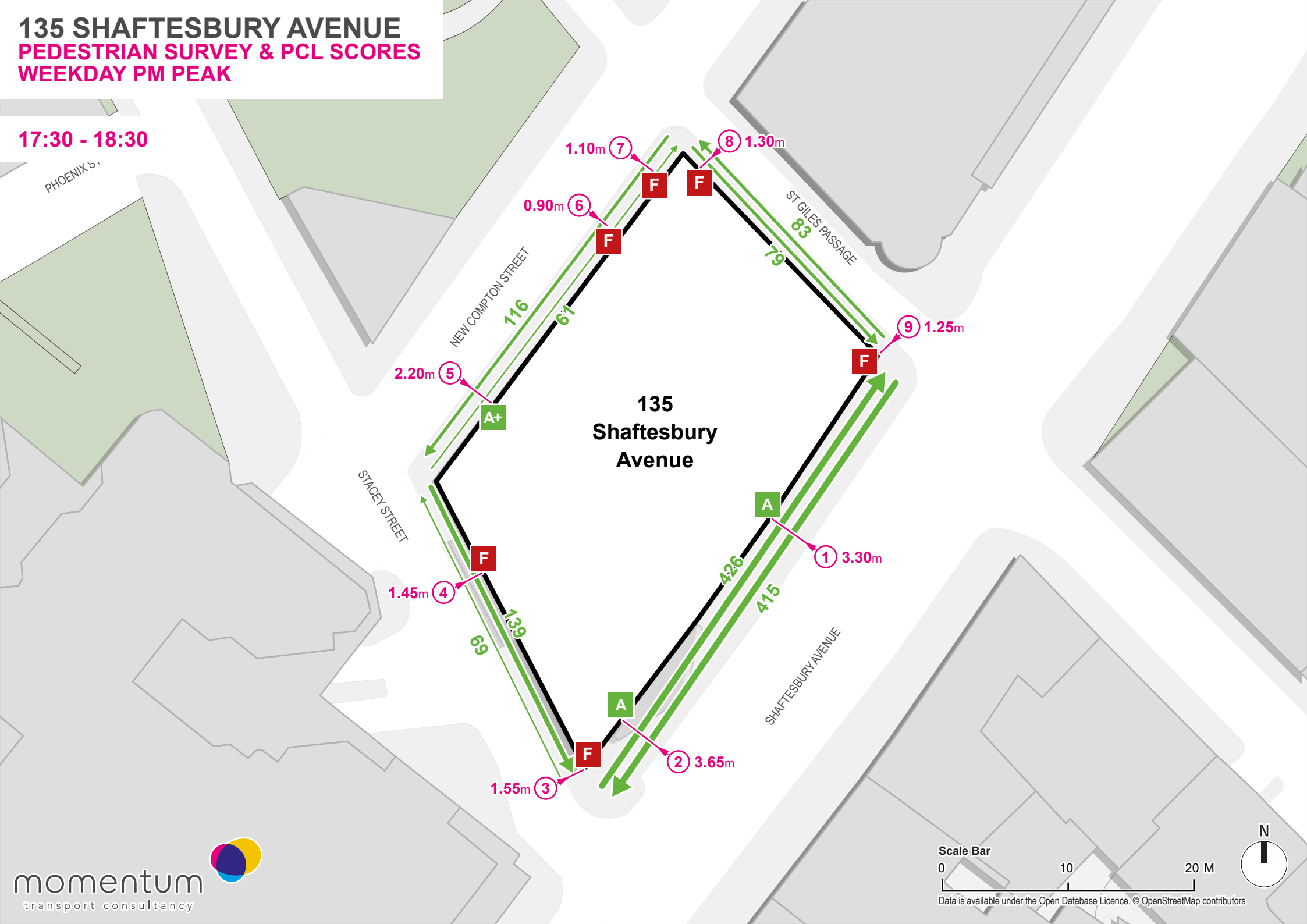
135 SHAFTESBURY AVENUE
PEDESTRIAN SURVEY & PCL SCORES
WEEKDAY PM PEAK

17:30 - 18:30



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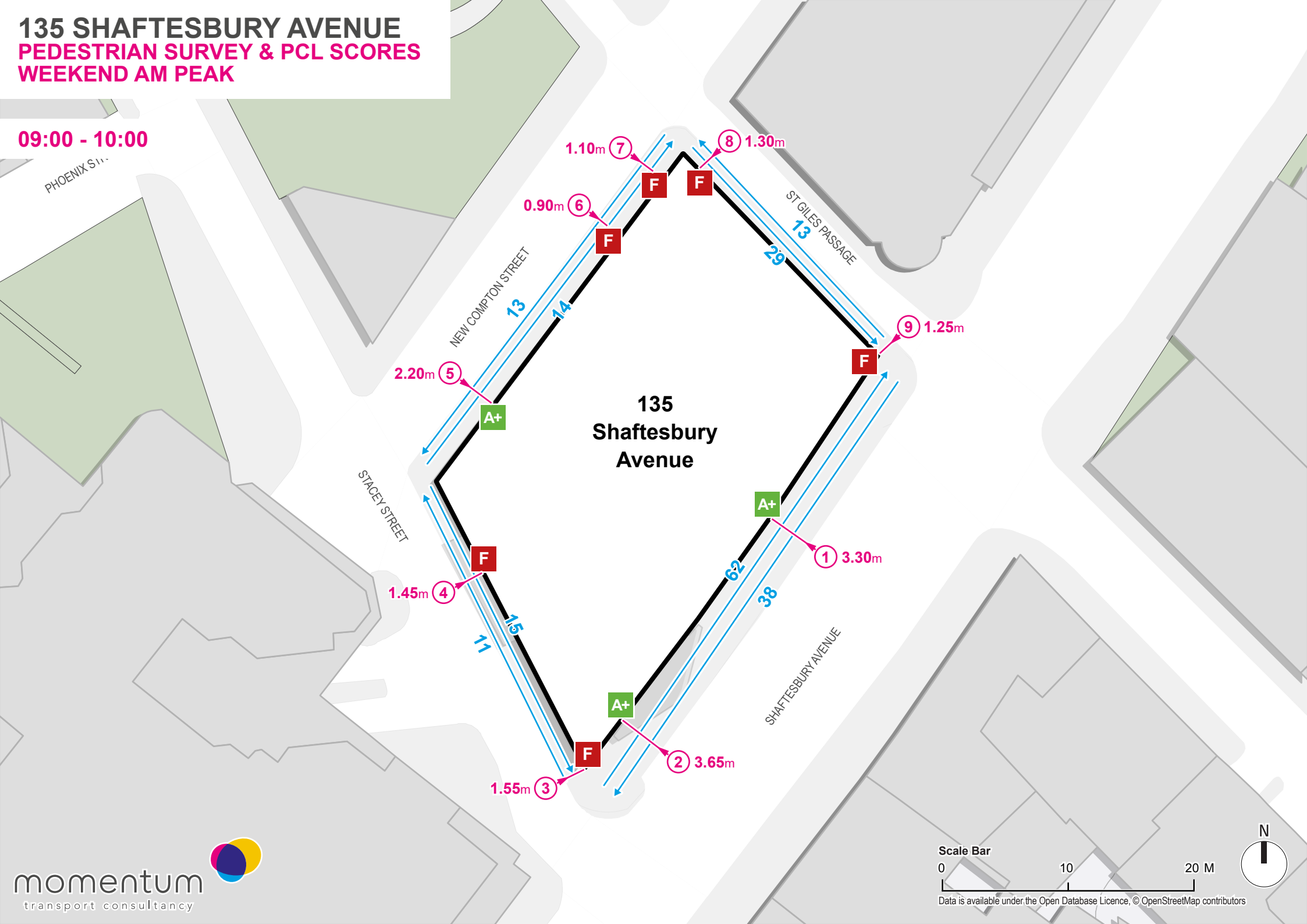
135 SHAFTESBURY AVENUE
PEDESTRIAN SURVEY & PCL SCORES
WEEKEND AM PEAK

09:00 - 10:00



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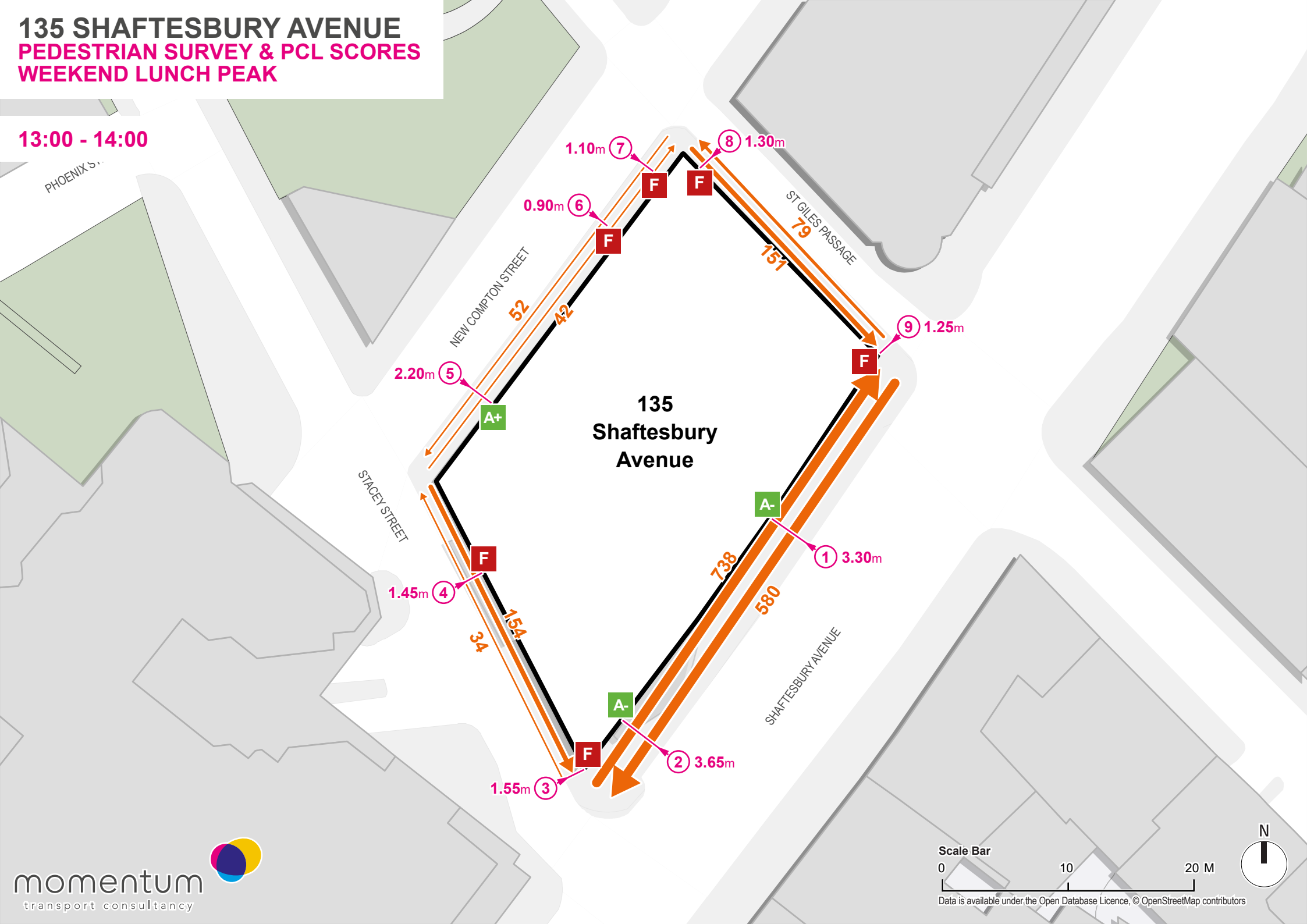
135 SHAFTESBURY AVENUE
PEDESTRIAN SURVEY & PCL SCORES
WEEKEND LUNCH PEAK

13:00 - 14:00



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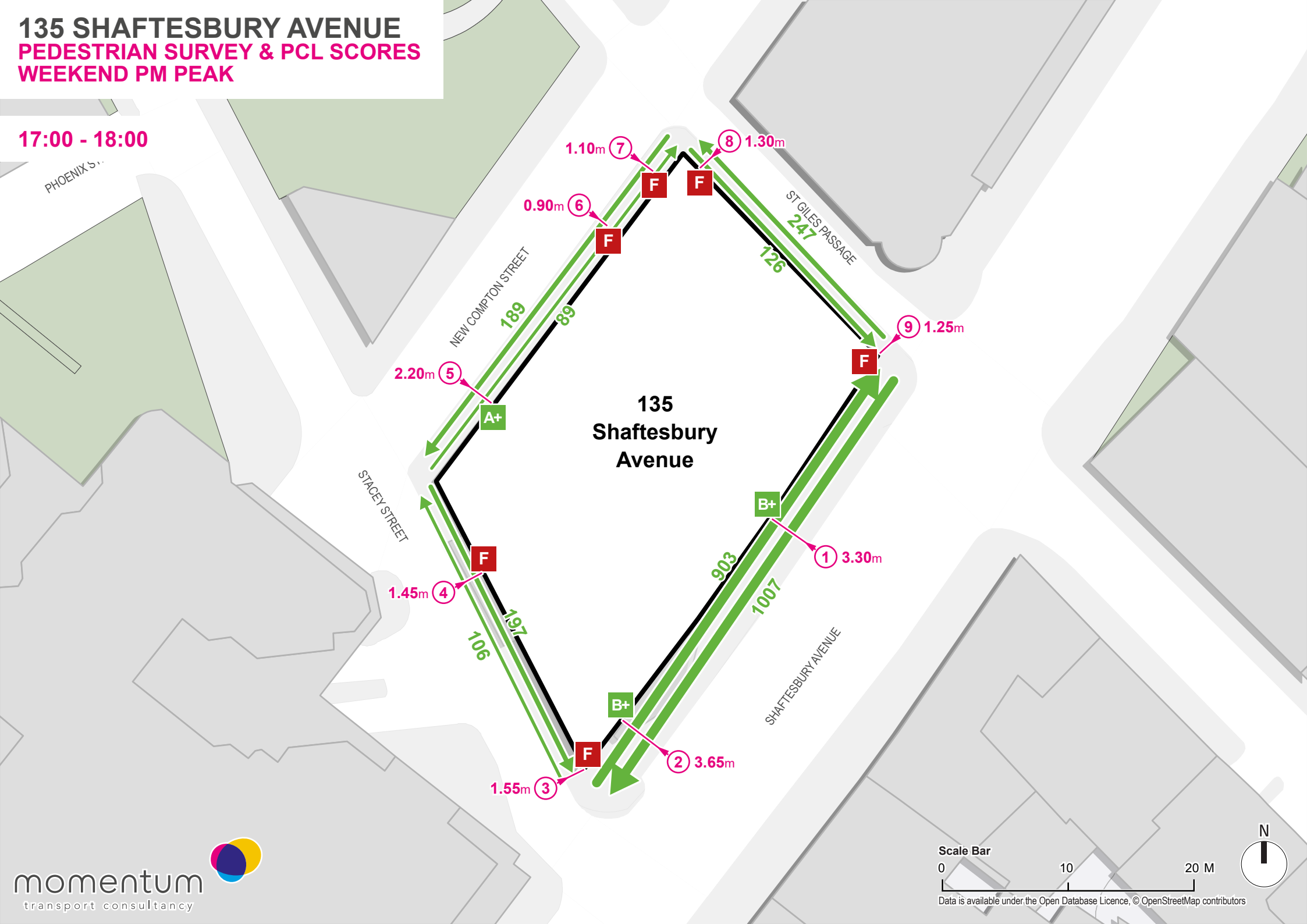
135 SHAFTESBURY AVENUE
PEDESTRIAN SURVEY & PCL SCORES
WEEKEND PM PEAK

17:00 - 18:00



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3.2.15 The busiest footway around the Site is Shaftesbury Avenue, where the footway widths are widest, with a maximum width of 3.65 metres.

3.2.16 Stacey Street, St Giles Passage and New Compton Street provide narrower footways. Existing street trees on New Compton Street reduce the available footway width for pedestrians. Despite lower pedestrian flows on Stacey Street, New Compton Street and St Giles Passage, the PCL level remains at F at many locations due to the limited clear footway widths. Only at the southern end of New Compton Street, where the footpath width reaches 2.20 metres, does the PCL level rise beyond F.

3.2.17 A PCL assessment has also been undertaken for the Proposed Development and can be found in Section 5 of this Transport Assessment.

3.2.18 The proposals are not expected to result in significant changes in the volume of pedestrian movements that are generated by the Site, in particular along the Shaftesbury Avenue frontage that accommodates the main flow into the building for shows. Consequently, the net impact on footways is expected to be minimal, as discussed in further sections of this report.

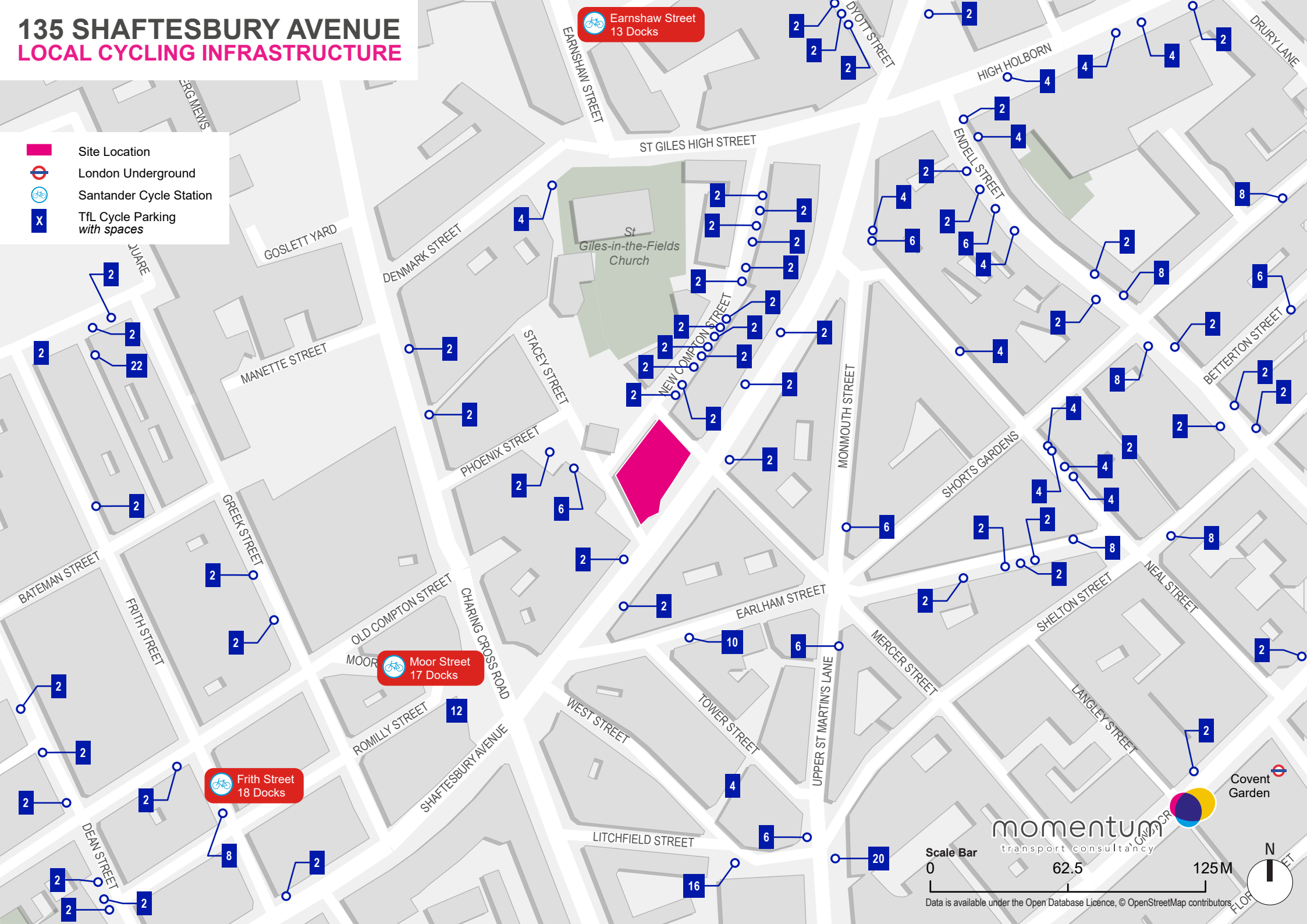
3.3 Cycle Facilities & Network

3.3.1 The nearest formal on-street cycle parking facilities to the Site are at the following locations:

- 1 stand, close the junction with Mercer Street
- 5 stands, on the southern side of the road, close to the Neal Street junction
- 5 stands, on the southern side of the road, at a point just west of the junction with A40
- 5 stands, west of the junction with Charing Cross Road
- Stands all the way along New Compton Street northeast of St Giles Passage

3.3.2 The locations of these on-street cycle parking facilities are shown in Figure 3.8.

135 SHAFTESBURY AVENUE
LOCAL CYCLING INFRASTRUCTURE



3.3.3 The Site is 200 metres from the nearest cycleway on Endell Street. The cycleways are an effective way to connect different areas of London safely via bicycle.

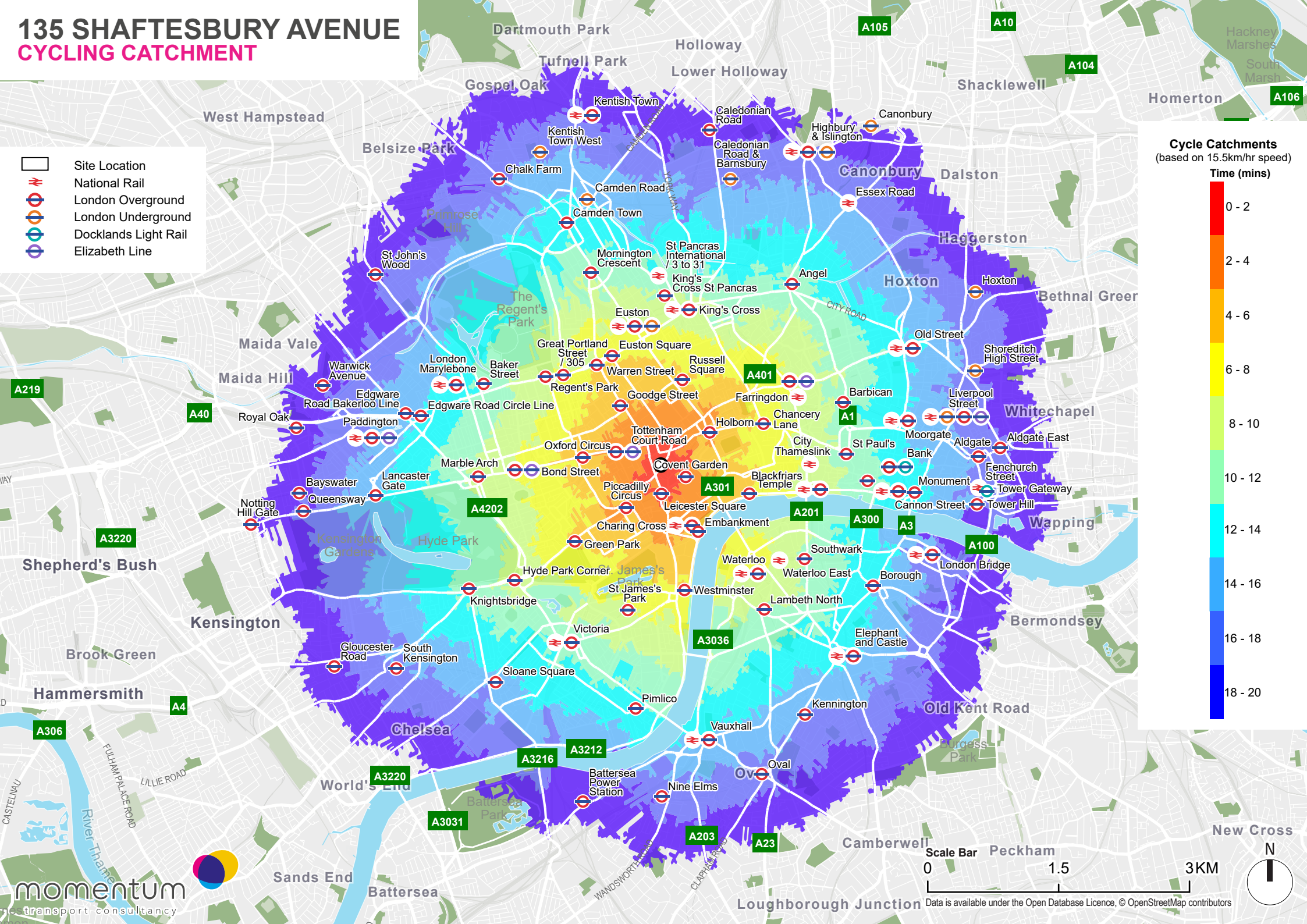
3.3.4 A number of Santander docking stations are located close to the site. The locations of these in relation to the site are shown in Figure 3.8.

3.3.5 The Santander docks presented below are all in the Soho area of London, to the west of the Site (which is labelled in pink). The docks are on Moor Street (200 metres from the Site), Frith Street (300 metres), Wardour Street (500 metres), Broadwick Street (750 metres), and Soho Square (550 metres).

3.3.6 Moor Street has 17 docks, Frith Street has 17 docks, Wardour Street has 15 docks, Broadwick Street has 18 docks, and Soho Square has 56 docks.

3.3.7 The areas that can be accessed within a 20-minute cycle time from the Site are shown in Figure 3.9. Cyclists can travel a significant distance and reach a wide range of destinations in 20 minutes from the Site, exemplifying how central the Site is.

135 SHAFTESBURY AVENUE
CYCLING CATCHMENT



3.4 Public Transport Accessibility

3.4.1 The Public Transport Accessibility Level (PTAL) is a measure of a site's accessibility to the public transport network, by considering the walk time and the availability of public transport services.

3.4.2 PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to rail and Underground stations.

3.4.3 TfL's WebCAT Planning Tool has been used to determine the PTAL for the site. The results show that the site has a PTAL of 6b, the highest level achievable. The full PTAL report can be found in Appendix C.

3.5 London Buses

3.5.1 The nearest bus stops to the Site are located on Charing Cross Road and can be accessed on foot within two minutes. Additional stops are located on the A40 to the north of the site and can be reached within a three-minute walk. The bus services that use these stops have high frequencies and provide connections to a wide range of destinations across London.

3.5.2 There is excellent bus connectivity from the Site to destinations all over the city. There are a large number of bus services per hour from a number of locations near to the Site, as Table 3.1 shows below.

Table 3.1: Local Bus Services

Stop	Distance from site (metres)	Bus Route	Frequency (approx. vph)
Cambridge Circus (Stop D)	130m	14	6
Cambridge Circus (Stop D)	130m	19	6
Cambridge Circus (Stop D)	130m	24	6
Cambridge Circus (Stop D)	130m	29	10
Cambridge Circus (Stop D)	130m	38	12
Cambridge Circus (Stop D)	130m	176	8
Cambridge Circus (Stop D)	130m	N5	2 (night only)
Cambridge Circus (Stop D)	130m	N19	2 (night only)
Cambridge Circus (Stop D)	130m	N20	2 (night only)

Stop	Distance from site (metres)	Bus Route	Frequency (approx. vph)
Cambridge Circus (Stop D)	130m	N29	2 (night only)
Cambridge Circus (Stop D)	130m	N38	2 (night only)
Cambridge Circus (Stop D)	130m	N41	2 (night only)
Cambridge Circus (Stop D)	130m	N279	2 (night only)
Denmark Street (Stop A)	220m	14	6
Denmark Street (Stop A)	220m	19	6
Denmark Street (Stop A)	220m	24	6
Denmark Street (Stop A)	220m	29	10
Denmark Street (Stop A)	220m	38	12
Denmark Street (Stop A)	220m	176	8
Denmark Street (Stop A)	220m	N5	2 (night only)
Denmark Street (Stop A)	220m	N19	2 (night only)
Denmark Street (Stop A)	220m	N20	2 (night only)
Denmark Street (Stop A)	220m	N29	2 (night only)
Denmark Street (Stop A)	220m	N38	2 (night only)
Denmark Street (Stop A)	220m	N41	2 (night only)
Denmark Street (Stop A)	220m	N279	2 (night only)
St Giles High Street	250m	8	10
St Giles High Street	250m	N68	Final stop
St Giles High Street	250m	N242	Final stop
St Giles High Street	250m	N253	Final stop

Stop	Distance from site (metres)	Bus Route	Frequency (approx. vph)
Tottenham Court Road Station (Stop S)	250m	14	6
Tottenham Court Road Station (Stop S)	250m	176	6

3.6 National Rail, Elizabeth Line & London Underground

3.6.1 The Site is equidistant between the underground stations at Tottenham Court Road, Leicester Square and Covent Garden. The stations are between 300m and 400m from the Site and so can be accessed within a five-minute walk. The stations serve the Piccadilly line (Covent Garden & Leicester Square), the Northern line (Leicester Square & Tottenham Court Road), the Central line (Tottenham Court Road), and the Elizabeth line (Tottenham Court Road).

3.6.2 The nearest station for national rail services is Charing Cross station. This station is 900m from the site and so can be accessed on foot in ten minutes.

3.6.3 Tottenham Court Road Station, with the recent introduction of the Elizabeth Line, has had a renovation that has delivered a large benefit, improving access and egress even in the busiest times.

3.6.4 Table 3.2 outlines the number and frequency of services that are in close proximity to the Site, detailing the distance away from the Site, the type of service and the number of services.

Table 3.2: National Rail, Elizabeth Line & Underground Services

Station	Distance from Site (metres)	Operator	Direction	AM Weekday Peak Hour Frequency	PM Weekday Peak Hour Frequency
Covent Garden	400m	London Underground	Eastbound (Piccadilly)	18	18
Covent Garden	400m	London Underground	Westbound (Piccadilly)	25	25
Leicester Square	300m	London Underground	Northbound (Northern)	23	23
Leicester Square	300m	London Underground	Southbound (Northern)	20	20
Leicester Square	300m	London Underground	Eastbound (Piccadilly)	18	18
Leicester Square	300m	London Underground	Westbound (Piccadilly)	25	25
Tottenham Court Road	450m	London Underground	Eastbound (Central)	25	25
Tottenham Court Road	450m	London Underground	Westbound (Central)	27	27
Tottenham Court Road	450m	London Underground	Northbound (Northern)	23	23

Station	Distance from Site (metres)	Operator	Direction	AM Weekday Peak Hour Frequency	PM Weekday Peak Hour Frequency
Tottenham Court Road	450m	London Underground	Southbound (Northern)	20	20
Tottenham Court Road	450m	London Underground	Eastbound (Elizabeth Line)	25	25
Tottenham Court Road	450m	London Underground	Westbound (Elizabeth Line)	24	24
Holborn	750m	London Underground	Eastbound (Piccadilly)	18	18
Holborn	750m	London Underground	Westbound (Piccadilly)	25	25
Holborn	750m	London Underground	Eastbound (Central)	25	25
Holborn	750m	London Underground	Westbound (Central)	27	27
Charing Cross	850m	London Underground	Northbound (Northern)	23	23
Charing Cross	850m	London Underground	Southbound (Northern)	20	20
Charing Cross	850m	London Underground	Northbound (Bakerloo)	20	20
Charing Cross	850m	London Underground	Southbound (Bakerloo)	20	20
Charing Cross	850m	Southeastern	Various locations south eastbound	16	20

3.7 Cars and other Private Vehicles

3.7.1 The Cinema does not offer any off-street parking. Some on-street parking is available on Shaftesbury Avenue to the east of the Site, though this is restricted to stays of two hours between the hours of 08:30 and 18:30 and users are required to pay to park.

3.7.2 The NCP Covent Garden multi-storey car park is located off Drury Lane and can be accessed from the Site on foot within ten minutes.

3.7.3 Motorcycle parking is in place on New Compton Street to the rear of the Site and also on the section immediately east St Giles Passage.

3.7.4 Around the Site there is a mixture of resident-only parking bays and paid-for parking bays. The majority of the bays around the Site are resident-only bays and cannot be used by visitors to the Site.

3.7.5 Along New Compton Street there are 11 paid-for parking spaces.

3.8 Taxis

3.8.1 There are no formal taxi drop-off areas adjacent to the Site on Shaftesbury Avenue or in the streets adjacent to the site.

3.8.2 A TfL appointed taxi rank is located adjacent to Dominion Theatre on Tottenham Court Road and can be accessed on foot in five minutes.

3.9 Mode Share

3.9.1 The census dataset 'WP703EW - Method of travel to work' has been used to establish the existing mode share.

3.9.2 Whilst this data set is based on data that specifically relates to commuting, the travel patterns of people commuting to this area site likely to be broadly similar to people travelling area for leisure purposes.

3.9.3 The existing mode share has been amended to reflect the opening of the Elizabeth Line and to reflect the fact that no private car nor motorcycle trips are generated by the existing development, as no parking is provided. These trips have been proportionally redistributed across the other modes.

3.9.4 The existing mode share is summarised in Table 3.3.

Table 3.3: Existing Mode Share

Mode	Percentage
Underground/Overground	40%
Elizabeth Line	15%
Train	5%
Bus, minibus, or coach	14%
Taxi	6%
Motorcycle, scooter or moped	0%
Driving a car or van	0%
Passenger in a car or van	1%
Bicycle	8%
On foot	13%
Total	**100%**

3.9.5 The census data shows that a very high proportion access the area using sustainable transport modes such as public transport, cycling or walking. This owes largely to the fact that the area has the highest PTAL level, meaning it is well connected.

3.10 Trip Generation

3.10.1 A multi-modal trip generation for the cinema has been forecast using a first principles approach.

3.10.2 The number of seats in each of the four existing cinema screens has been provided by the existing Site occupier and this has led to a maximum on-site capacity of 739 being established. The typical number of screenings per day for each screen has assumed to be three to ensure a robust assessment and to also reflect typical operating conditions on-site. It has been assumed that each screening would operate at 75% capacity.

3.10.3 The proposed arrival and departure profile has been informed by the arrival and departure profile associated with the TRICs site 'CN-07-A-01'.

Table 3.4: Daily Trip Generation by Hour

Time Range	Arrivals	Departures	Two-way
06:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	0	0
11:00-12:00	0	0	0
12:00-13:00	0	0	0
13:00-14:00	26	13	39
14:00-15:00	5	5	11
15:00-16:00	66	26	92
16:00-17:00	79	29	108
17:00-18:00	87	76	163
18:00-19:00	282	182	463
19:00-20:00	74	34	108
20:00-21:00	208	287	495
21:00-22:00	287	103	389
22:00-23:00	0	16	16
23:00-00:00	0	342	342
Total	**1,113**	**1,113**	**2,226**

3.10.4 Table 3.4 shows that the cinema is likely to generate 2,226 trips per day.

3.10.5 The daily trips shown in Table 3.4 have been assigned to the different transport modes using the modal split data in Table 3.3. The resulting trips by mode, in terms of daily trips and for the typical network peak hours (08:00 – 09:00 and 17:00 – 18:00) are shown in Table 3.5.

Table 3.5: Trip Generation By Mode – Existing Development

Time Range	Daily		AM Peak (08:00-09:00)		PM Peak (17:00 – 18:00)	
	Arrival Trips	Departure Trips	Arrival Trips	Departure Trips	Arrival Trips	Departure Trips
Underground, metro, light rail, tram	442	442	0	0	114	114
Elizabeth Line	166	166	0	0	43	43
Train	51	51	0	0	13	13
Bus, minibus, or coach	156	156	0	0	40	40
Taxi	61	61	0	0	16	16
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	8	8	0	0	2	2
Bicycle	84	84	0	0	22	22
On foot	145	145	0	0	37	37
Total	**1113**	**1113**	**0**	**0**	**287**	**287**

3.11 Existing Servicing and Waste Management

DELIVERY AND SERVICING TRIPS

3.11.1 Deliveries to the existing development at the Site occur with vehicles loading from Stacey Street.

3.11.2 Loading activity is permitted on-street on Stacey Street between the junction of the Stacey Street and New Compton and the blipped kerbs located along Stacey Street.

3.11.3 Blipped kerbs restricting servicing along the southern section of Stacey Street and Shaftesbury Avenue operate between Monday to Friday 08:30 – 18:30

3.11.4 The delivery and servicing associated with the existing Site are set out in Table 3.6.

Table 3.6: Existing Servicing Trips

Land Use	Daily Servicing Trips	Peak Hour Trips
Cinema (D2)	4	1

WASTE MANAGEMENT

3.11.5 The existing waste is collected from Stacey Street. Waste is collected by a private contractor's numerous times across a week.

3.12 Summary

3.12.1 The Site is located within central London and therefore has excellent connectivity to a range of sustainable travel modes. It is surrounded by a pedestrian network which is very high quality

and by bus and underground services which are very regular. This is reflected by the site having a PTAL score of 6b which is the highest possible score. Around 94% of people currently access the Site by sustainable travel modes.

3.12.2 Car travel to the Site is very limited, again due to its position in central London. This is not an issue for the majority of users due to the excellent accessibility to the Site via various methods of public transport.

3.12.3 Pedestrian flows were surveyed, and PCL assessments were carried out at various points around the Site. For the surveyed period, the busiest time was the weekend PM peak hour between 17:00 and 18:00. In this period the primary street at the front of the Site, Shaftesbury Avenue, had a PCL level of B+.

3.12.4 Cycle facilities around the Site have been detailed, including the nearby cycle parking facilities, Santander bike hubs and the relevant cycleways close to the Site.

3.12.5 Existing servicing and waste arrangements were described and the existing trip generation for the Site has been established showing the impact of the existing development on the local highway network.

3.13 Development Proposals

3.13.1 Full planning permission is sought for:

Part demolition, restoration and refurbishment of the existing Grade II listed building, roof extension, and excavation of basement space, to provide a theatre (Sui Generis) at lower levels; restaurant / bar and office space (Class E(b) / Class E(g) / Sui Generis) at ground floor level; and hotel (Class C1) at upper levels; provision of ancillary cycle parking, servicing and rooftop plant, and other associated works.

3.13.2 Table 3.7 outlines the proposed land uses and floor areas for the Proposed Development. For the purpose of this Transport Assessment and relevant appendices, these floor areas have been used to determine cycle parking requirements, waste storage requirements, delivering and servicing, and trip generation for the Proposed Development.

Table 3.7: Area Schedule

Land Use	NIA (m^2)	GIA (m^2)	GEA (m^2)
Hotel (C1)	6,119	7,649	8,801
Theatre (Sui Generis)	1,965	2,456	2,826
Restaurant (E(b)/(g)	408	434	500
Total:	**8,492**	**10,539**	**12,127**

3.14 Access Strategy

PEDESTRIAN ACCESS

3.14.1 This section of the TA describes the pedestrian access to the Proposed Development.

3.14.2 Access to the proposed theatre and associated restaurant would be provided from an enhanced entrance point on Shaftesbury Avenue, in the south-west corner of the Site.

3.14.3 Pedestrian entrance to the proposed hotel would be provided from Stacey Street. This pedestrian access point would provide step-free access to two dedicated lifts which would enable access to the hotel reception.

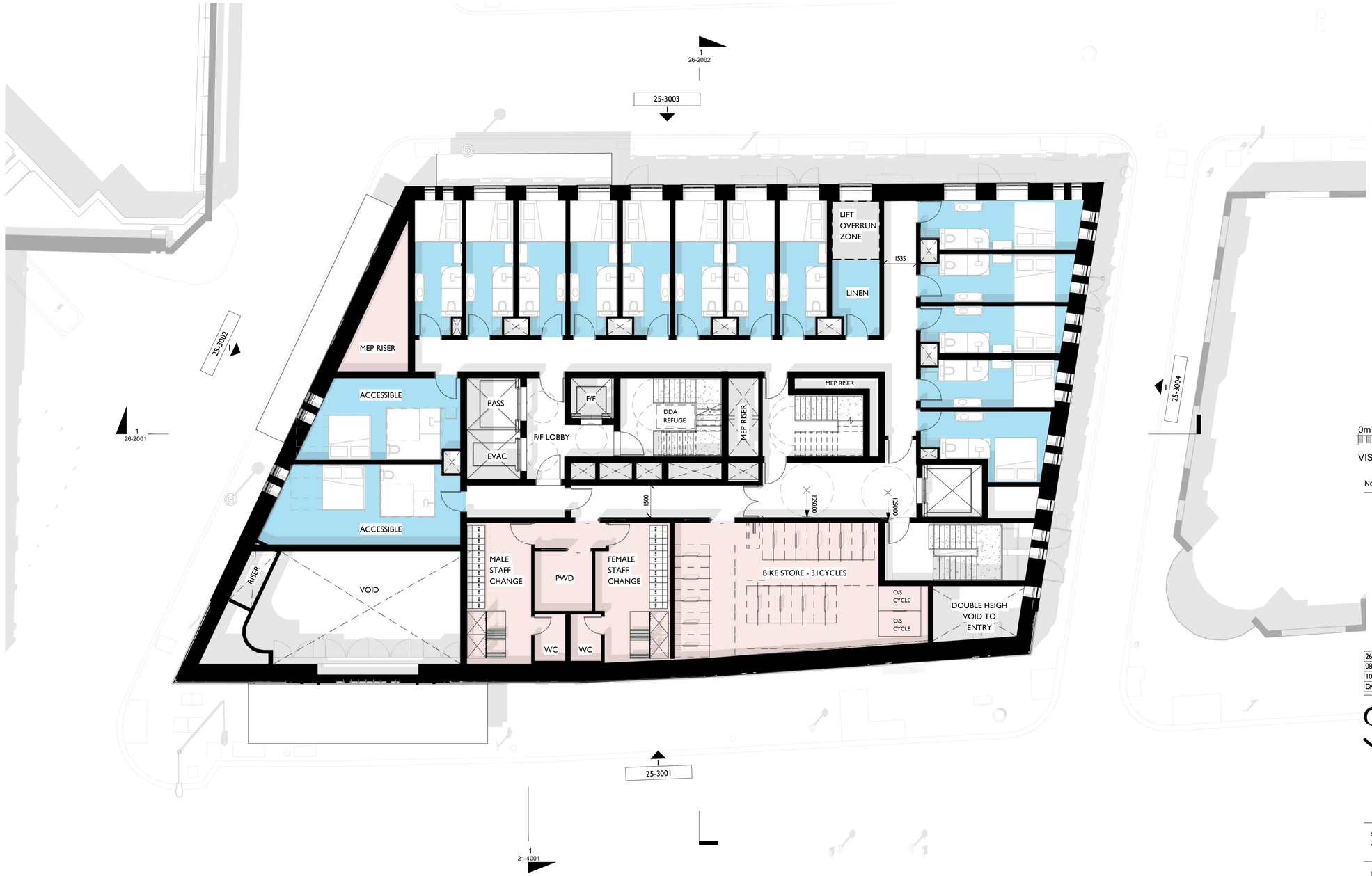
3.14.4 A further pedestrian access point would be provided along St Giles Passage to enable artists and those working at the proposed theatre to access the Back of House facilities. A staff entrance point would also be provided on New Compton Street.

3.14.5 All access points would be step-free to ensure accessible access for all Site users.

CYCLE ACCESS

3.14.6 Cycle access to the proposed long stay cycle parking spaces would be provided from Stacey Street.

3.14.7 The proposed long stay cycle store would be accessed via a lift providing step-free access to the cycle store on the proposed 1st floor. The proposed access to the long stay cycle store is shown in Figure 3.10.



- ALL LAYOUTS SUBJECT TO ADDITIONAL INPUT FROM CDS, CITIZEN M AND WIDER CONSULTANT TEAM
- STRUCTURAL ZONE REQUIREMENTS TO BE ADVISED BY PF
- BASEMENT ZONES BASED ON INFORMATION PROVIDED BY KIER DATED 02.03.2022
- THEATRE LAYOUTS TO BE CONFIRMED WITH CDS
- ALL HOTEL AND ROOM LAYOUTS TBC BY CITIZEN M

GENERAL NOTES

CONTRACTOR TO IMMEDIATELY ADVISE THE CONTRACT ADMINISTRATOR & ARCHITECT OF ANY DISCREPANCIES BETWEEN THE EXISTING SURVEY DRAWINGS AND THE SITE SITUATION IF FOUND TO DIFFER. SHOULD A DISCREPANCY BE IDENTIFIED, THE CONTRACTOR IS TO REQUEST VERIFICATION FROM THE CONTRACT ADMINISTRATOR BY WAY OF INSTRUCTION PRIOR TO PROCEEDING WITH THE ASSOCIATED WORK OR ORDERING OF MATERIALS.

WHERE THERE IS A PERCEIVED DISCREPANCY BETWEEN THE ARCHITECTS / M & E / STRUCTURAL ENG. DRAWINGS, SPECIFICATIONS AND SCHEDULES, THOSE OF THE ARCHITECT ARE TO TAKE PRECEDENCE. THE CONTRACTOR IS TO SEEK CLARIFICATION FROM THE CONTRACT ADMINISTRATOR PRIOR TO UNDERTAKING THE WORKS OR ASSOCIATED WORKS

THE CONTRACTOR IS RESPONSIBLE FOR CHECKING DIMENSIONS. ANY DISCREPANCY TO BE VERIFIED WITH THE ARCHITECTS BEFORE PROCEEDING WITH ANY WORKS.

DO NOT SCALE DRAWINGS.

FIGURED DIMENSIONS TO BE WORKED IN ALL CASES. ALL DIMS ARE IN mm UNLESS OTHERWISE STATED.

ALL SUPPLIED TIMBER AND TIMBER BASED PRODUCTS SHALL CARRY THE FOREST STEWARDSHIP COUNCIL'S (FSC) TRADEMARK OR OTHER LABEL FROM AN EQUIVALENT INTERNATIONALLY RECOGNISED, GLOBALLY APPLICABLE, INDEPENDENT CERTIFICATION SYSTEM FOR GOOD FOREST MANAGEMENT, ACCEPTABLE TO THE ARCHITECT. CHAIN OF CUSTODY DOCUMENTATION IS TO BE PROVIDED PRIOR TO ANY WORKS PROCEEDING AND IS TO BE AVAILABLE FOR INSPECTION ON REQUEST BY THE ARCHITECT (WHERE INDEPENDENTLY CERTIFIED TIMBER STOCKS ARE NOT AVAILABLE, TIMBER AND WOOD PRODUCTS MAY BE SOURCED FROM SUPPLIERS THAT HAVE ADOPTED A FORMAL ENVIRONMENTAL PURCHASING POLICY, AND CAN PROVIDE CREDIBLE EVIDENCE OF A COMMITMENT TO THAT POLICY).

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, STRUCTURAL ENGINEER'S, M&E ENGINEER'S AND OTHER CONTRACT DOCUMENTS.

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

Notes legends or Key plans to be added above here

26.01.24	P0.03	DF	FINAL ISSUE TO CONSULTANTS
08.01.24	P0.02	DF	Issued for Information
10.11.23	P0.01	DF	Issued for Information
DATE	REV	BY	DESCRIPTION

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W www.spparcstudio.com

Client
YC Saville Theatre Limited

Job Title
2111 - Shaftesbury Avenue

Drawing Title
Proposed Level 01 Floor Plan

Drawing Number & Revision
2111-SPP-ST-01-DR-A-20-1005

Scale	Date Amended	Amended By	Revision
As indicated	26.01.24	DF	P0.03
Checked	Date Created	Drawn By	SUITABILITY
AD	Oct 23	EG	S2

3.15 Cycle Parking

3.15.1 Cycle Parking would be provided in line with the requirements of Camden Planning Guidance: Transport (2021) and would exceed the requirements of the London Plan (2021) as LBC requires a 20% increase in cycle parking provision when compared to the London Plan (2021).

3.15.2 As the proposed restaurant would be linked to the operation of the theatre, all trips generated by the restaurant would be linked to the theatre. Therefore, the proposed restaurant GEA has been incorporated into the theatre GEA for the purpose of cycle parking calculations.

3.15.3 This approach was discussed and agreed in principle with LBC during the pre-application process.

3.15.4 Table 3.8 presents the long stay and cycle parking requirements of the Proposed Development.

Table 3.8: Cycle Parking Requirements

Land Use	Requirement		London Plan Requirements		Proposed Provision	
	Long Stay	Short Stay	Short Stay	Long Stay	Short Stay	Long Stay
C1 Hotel	One long stay space per 20 bedrooms	One short stay space per 50 bedrooms	4	10	6	13
D2 Theatre	One long stay space per eight FTE staff	One short stay space per 30 seats	12	15	14	18
Total			**16**	**25**	**20**	**31**

LONG STAY CYCLE PARKING

3.15.5 Long stay cycle parking would be provided on the 1st Floor. two parking spaces would be provided for larger cycles whilst 29 spaces would be provided as Sheffield stands in line with the requirements of the London Cycle Design Standards (2014).

3.15.6 The proposed access routes to the cycle store are shown in Figure 3.10.

SHORT STAY CYCLE PARKING

3.15.7 Short stay cycle parking would be provided in line with the requirements of LBC on available footways and public realm surrounding the Site including on Stacey Street to the north of the Proposed Development.

3.15.8 Further engagement would take place with LBC to determine the most appropriate location for the provision of the required short stay cycle parking provision.

3.16 Highway Works

3.16.1 To enable servicing to take place on New Compton Street, it is proposed to re-purpose the existing residential permit parking location along the Site's frontage to a shared use bay.

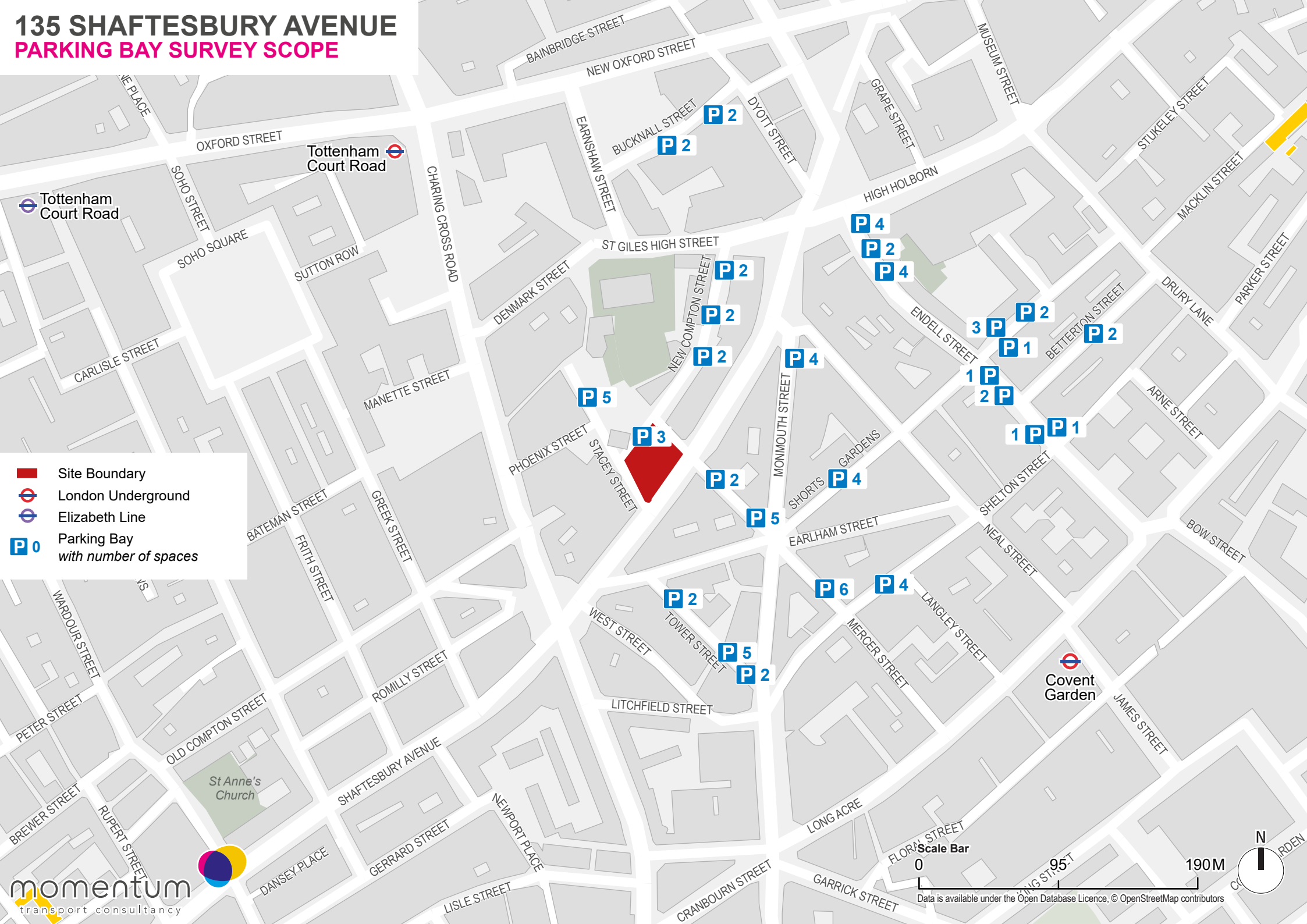
3.16.2 The existing residential permit parking bay permits parking for permit holders CA-C at all times and is 16.3m in length enabling three vehicles to park at any time.

3.16.3 It is proposed that between the hours of 08:00 – 20:00 the bay would be utilised as a loading bay whilst overnight between the hours of 20:00 – 08:00, the bay would accommodate residential parking for permit holders CA-C.

3.16.4 Using a parking beat survey undertaken on Thursday 30th November and Saturday 2nd December, the number of vehicles parked were highlighted and used to determine whether the bay could be repurposed between the hours of 08:00 – 20:00.

3.16.5 The extent of the parking beat survey is shown in Figure 3.11 whilst Figure 3.12 provides a more detailed summary of the existing on-site parking on New Compton Street.

135 SHAFTESBURY AVENUE
PARKING BAY SURVEY SCOPE



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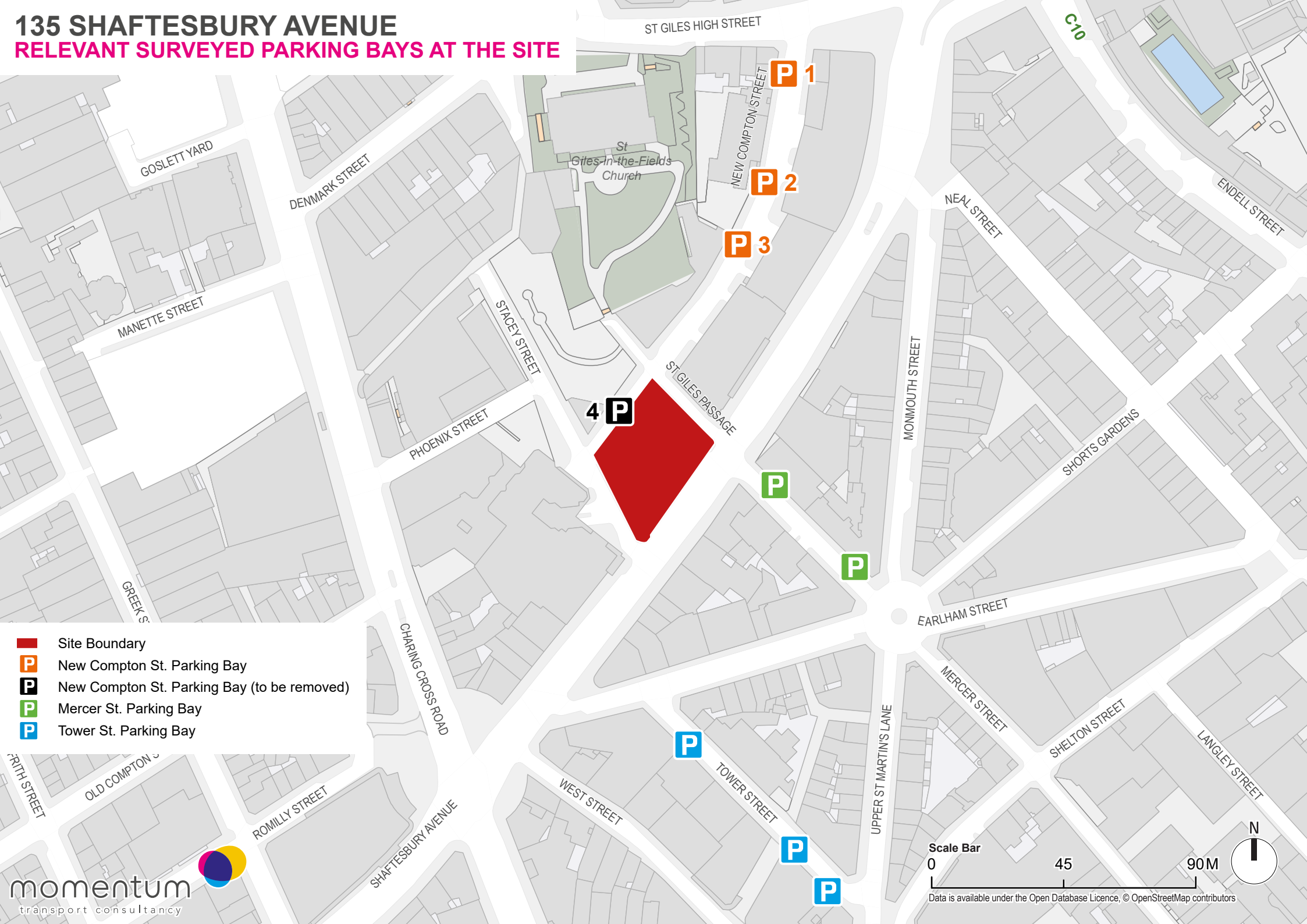
135 SHAFTESBURY AVENUE

RELEVANT SURVEYED PARKING BAYS AT THE SITE



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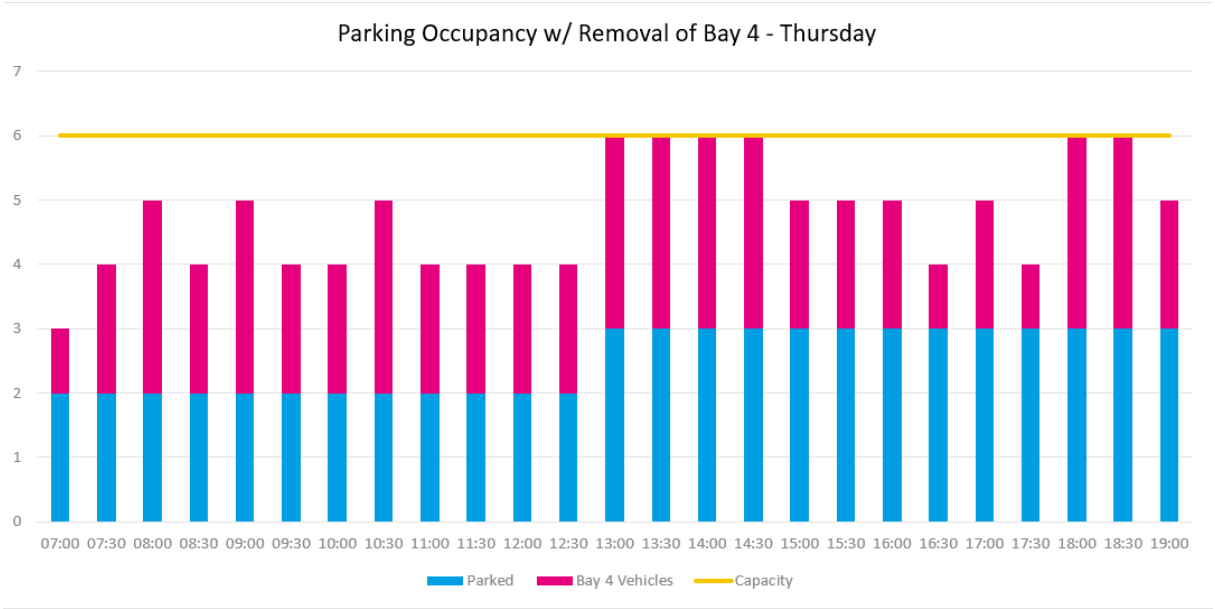
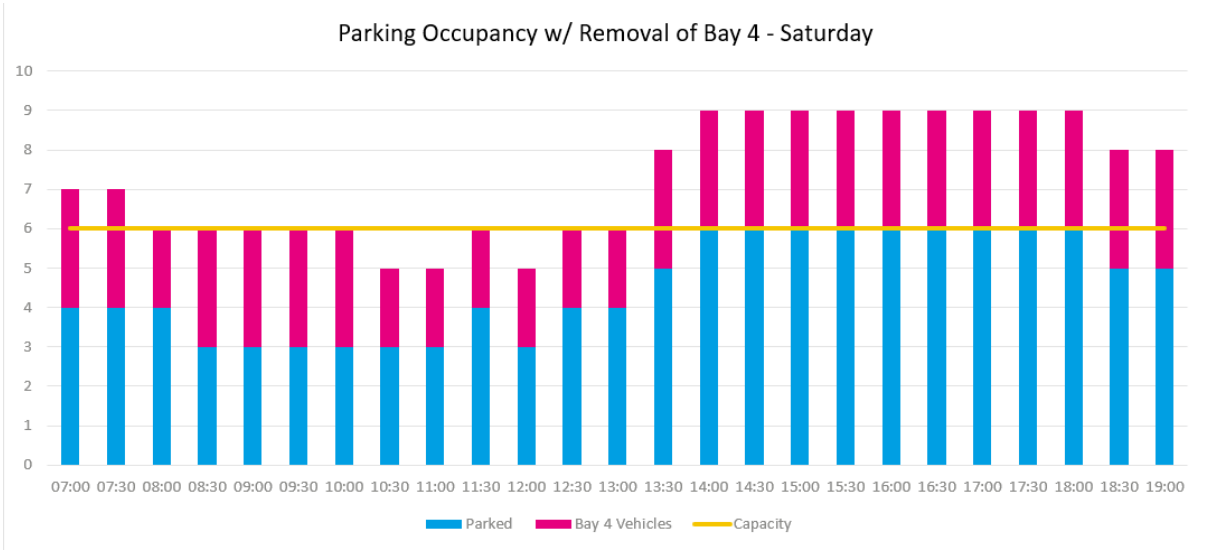
3.16.6 Figure 3.13 below shows the demand for residential parking bays on New Compton Street on a weekday. The capacity shown in Figure 3.13 accounts for the removal of the existing residential parking (Bay 4) along the Site's frontage.

Figure 3.13: New Compton Street Parking Demand (Weekday)



3.16.7 Figure 3.14 below shows the demand on the residential parking bays on a weekend. The capacity shown in Figure 3.14 accounts for the removal of the existing residential parking (Bay 4) along the Site's frontage.

Figure 3.14: New Compton Street Parking Demand (Weekend)



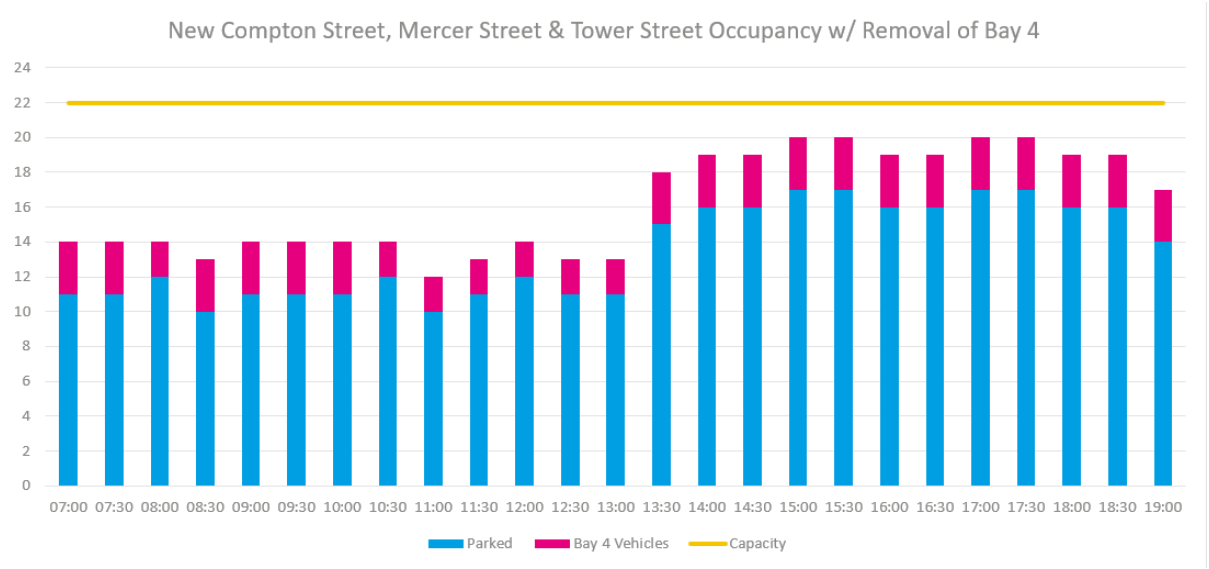
3.16.8 As shown in Figure 3.13, parking demand peaks between 13:00 and 14:30 on a weekday and does not exceed the remaining capacity for residential permit parking bays on New Compton Street.

3.16.9 Over the weekend survey, as shown in Figure 3.14, parking demand peaked from 14:00 until 17:30. When accounting for the removal of Bay 4 (the residential parking bay located along the Site's northern frontage) the capacity (six spaces) of the remaining residential parking permit bays on New Compton Street is exceeded at a number of different times on a weekend.

3.16.10 To understand if the parking demand from New Compton Street can be accommodated elsewhere within the parking permit zone CA-C, the capacity of the other residential parking bays in the permit zone have been reviewed.

3.16.11 To ensure that the parking demand from New Compton Street can be located as close to the Site as possible, a review of residential parking bays along Mercer Street and Tower Street, both under a two-minute walk from the Site, has been undertaken. The impact of the addition of these bays in the available capacity is illustrated in Figure 3.15 below.

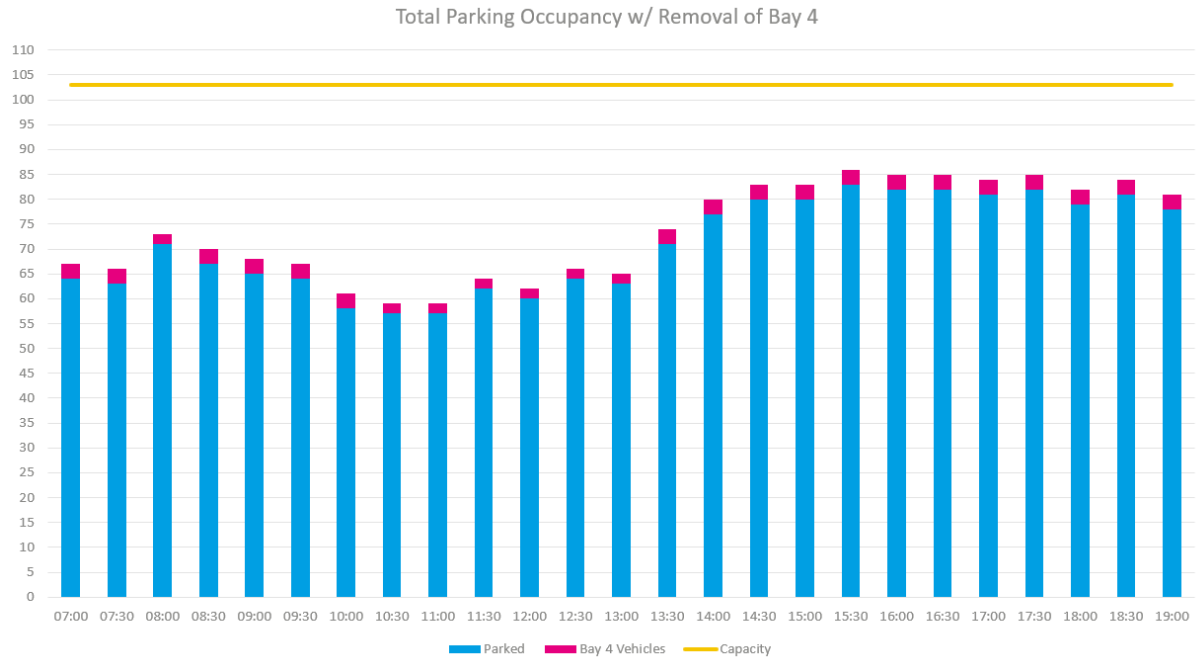
Figure 3.15: New Compton Street, Mercer Street & Tower Street Parking Demand (Weekend)



3.16.12 As shown by Figure 3.15, when accounting for the demand on Mercer Street, Tower Street, and New Compton Street, the demand from Bay 4 can be reallocated across these locations and the parking capacity would not be exceeded.

3.16.13 Furthermore, in the event of all nearby residential parking bays being at capacity, a review of the capacity of all remaining residential parking bays in permit zone CA-C demonstrates there is capacity to accommodate the demand from Bay 4. Figure 3.16 below illustrates the total occupancy of the surveyed bays in the area around the Site.

Figure 3.16: Total Parking Occupancy with Removal of Bay 4 (Weekend)



3.17 Oversailing

3.17.1 The proposed oversailing along footways surrounding the Site is shown in Figure 3.17 and discussed in detail below.

3.17.2 For all proposed oversailing, an Approvement in Principle would be required for all structural elements prior to construction. A Section 177 application would be required for oversailing of any highways / footways.

NOTES

1. Existing site arrangement are indicative and based on Topograpical survey provided by Yoo Capital on 24/02/2022, and architectural drawing received from SPPARC, 2111-SPP-ST-0G-DR-A-20-1004, dated 26/01/2024.
2. Existing road markings are indicative and based on observations from Google Streetview.
3. Do not scale from this drawing, work to figured dimensions only.
4. Dimensions in metres unless stated otherwise.
5. Highway boundary extents are based on received information, and should be treated as indicative only.

KEY

Site location

Area of oversailing beyond highway boundary line = 63m²

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	30/01/24	First Issue	PCG	JT	EL

momentum transport consultancy

CLIENT: yoo capital

JOB TITLE: SHAFTESBURY AVENUE ODEON

DRAWING TITLE: SHAFTESBURY AVENUE ODEON OVERSAILING

STATUS: FOR INFORMATION

DRAWING NO:	REV:	SCALE AT A3:
M000998-2-1-DR-002	A	1:250

3.18 Deliveries and Servicing

3.18.1 Full details of the delivery and servicing trip calculations and strategy for the Proposed Development can be found within the Framework Delivery, Waste and Servicing Plan in Appendix E.

3.18.2 It is proposed that servicing would be accommodated within an on-street loading bay located on New Compton Street along the Site's northern frontage.

3.18.3 Forecast delivery and servicing trips for the Proposed Development have been established with input from the future Site occupiers. On the busiest day, a maximum of 22 servicing vehicles is forecast. 79 servicing vehicles are expected on a weekly basis.

3.18.4 All servicing activity would be accommodated between the hours of 08:00 – 20:00 in line with LBC requirements.

3.18.5 A booking schedule would be implemented to ensure that the arrival of servicing vehicles is spread across the day.

3.18.6 Further detail on the proposed servicing strategy and management measures is set out in the Framework Delivery, Waste and Servicing Plan in Appendix E.

3.19 Waste Management

3.19.1 Full details of the waste storage and waste management strategies can be found within the Framework Delivery, Waste and Servicing Plan in Appendix E.

3.19.2 All waste storage would be located at ground floor and waste would be collected from New Compton Street.

3.19.3 Further details of the waste management strategy can be found in the Framework Delivery, Waste and Servicing Plan in Appendix E.

3.20 Travel Plan

3.20.1 This Framework Travel Plan (FTP) has been produced in support of this planning application and will help to encourage sustainable trips and travel choices to / from the development. The FTP is contained within Appendix F.

4. ACTIVE TRAVEL ZONE

4.1 Active Travel Opportunities

4.1.1 As outlined in Chapter 3, the Site benefits from active travel opportunities for all people travelling to and from the Site, in particular:

- **People on foot**: There is good footway provision for pedestrians in the vicinity of the Site. Shaftesbury Avenue has wide footways and connectivity to major hubs. The area around the Site can be busy with pedestrians especially in evenings and over the weekend.
- **People cycling**: The Site would provide short and long stay cycle parking encouraging visitors and workers to cycle to and from the Site. The Site has access to Cycleway 10 which connects to other major hubs across London.
- **People travelling by London Bus**: People travelling to and from the Site benefit from several bus stops in close proximity, including at Cambridge Circus and along St Giles High Street, among other locations near to the Site.
- **People travelling by London Underground and rail services**: There are a number of underground and rail services around the Site, notably at Covent Garden, Leicester Square, Holborn, Tottenham Court Road and Charing Cross, which is also the nearest national rail station.
- **Accessibility for people travelling by public transport**: The Site has an overall PTAL level of 6b, representing an excellent level for public transport accessibility.

4.2 Active Travel Zone

4.2.1 Figure 4.1 illustrates the 20-minute cycle active travel zone (ATZ) surrounding the Site, based on TfL's WebCAT tool. This map identifies all the potential key destinations in the ATZ, including bus stops, London Underground and rail stations, as well as the existing strategic cycle network. Key land uses, including hospitals, schools and green spaces are shown within the ATZ in relation to the Proposed Development.