

Site: 14 Bedford Row, Holborn
Prepared by: PdeJ
Approved by: PdeJ
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1.0 Introduction

- 1.1 This Technical Note (TN) has been prepared on behalf of True North Management Limited to set out supplementary transport information to support a planning application to refurbish and existing office building to be used for a 65-bed apart-hotel (LBC ref: 2024/1810/P which was submitted in May 2024. The application is for the following proposal:

Change of use from Office (Use Class E) to Apart-Hotel (Use Class C1), partial demolition of link structure, introduction of terrace, rooftop plant and other associated physical works.

- 1.2 This technical note responds to comments provided by London Borough of Camden Highways relating to trip generation and modal split analysis.

2.0 Trip Generation and Modal Split

- 2.1 The LBC response review requests additional information on daily trip demands and associated modal split analysis. The summary tables provided in the TS included trips by mode for the AM and PM peaks where the trip demands will be most intense, and the wider network tends to busier. Tables 5.4 – 5.5 of the TS have been updated to include daily trips demands by mode for both the existing use and the proposed use. The net change in demand by each mode is presented in Table 5.6.

- 2.2 The analysis has presented a net change in demands since 14 Bedford Row is in existing lawful office use. The LBC response suggests that the application should present the proposed development trips as 'all new' and the existing trip demands should not be considered. This approach may be appropriate if the building had been demolished and could not physically be re-occupied for the lawful use, but this is not the case for 14 Bedford Row.

Mode Share (update to include daily demands)

- 2.3 The trip analysis tables presented in the TS have been updated as outlined above with the details provided in Tables 5.4 and 5.6.

Mode	Mode Share Percentage	Office Trips					
		AM Peak		PM Peak		Daily	
		In	Out	In	Out	In	Out
Underground, metro, light rail, tram	24%	8	0	0	7	55	55
Train	42%	14	2	1	12	96	96
Bus, minibus	8%	2	0	0	2	18	18
Taxi	1%	0	0	0	0	2	2
Motorcycle, moped or scooter	2%	1	0	0	1	5	5
Driving a car or van	7%	2	0	0	2	16	16
Passenger in a car or van	0%	0	0	0	0	0	0
Bicycle	8%	3	0	0	3	18	18
On Foot	8%	3	0	0	3	18	18
Total	100%	33	2	1	30	228	229

Table 5.4 (update from TS) – Mode Share Office Space - updated

Mode	Mode Share Percentage	Apart-Hotel Trips					
		AM Peak		PM Peak		Daily	
		In	Out	In	Out	In	Out
Underground, metro, light rail, tram	26%	3	4	4	4	49	44
Train	3%	0	1	1	0	7	7
Bus, minibus	29%	3	6	6	4	66	66
Taxi	8%	1	1	1	1	18	18
Motorcycle, moped or scooter	3%	0	1	1	0	7	7
Driving/Car Passenger	0%	0	0	0	0	0	0
Bicycle	3%	0	0	1	0	0	0
On Foot	28%	3	5	5	3	0	0
Total	100%	10	18	19	12	187	171

Table 5.5 (update from TS) – Mode Share Proposed apart-hotel - updated

Mode	Predicted change in trips								
	AM Peak			PM Peak			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground, metro, light rail, tram	-5	+3	-2	+3	-4	-1	-6	-11	-17
Train	-14	-1	-15	-1	0	-1	-89	-89	-178
Bus, minibus	+1	+5	+6	+5	+1	+6	+48	+48	+96
Taxi	+1	+1	+2	+1	+1	+2	+16	+16	+32
Motorcycle, moped or scooter	-1	+1	0	+1	-1	0	+2	+2	+5
Driving/Car Passenger	-2	0	-2	0	-2	-2	-16	-16	-32
Bicycle	-3	0	-3	+1	-3	-2	-11	-11	-23
On Foot	0	+5	+5	+5	0	+5	+46	+46	+92
Total	-23	+14	-9	+16	-19	-3	-41	-58	-99

Table 5.6 (update from TS) – Predicted change in trips - updated

- 2.4 The change in mode share between the existing use and the proposed use will create an increase in bus, taxi and pedestrian trips and a reduction in all other modes of transport. The greatest increases are in bus trips (+96 two-way trips per day) and pedestrian trips (+92 two-way trips per day). In broad terms and assuming a 15-hour day for an apart hotel, this will amount to an additional 7 bus trips each hour and 6 pedestrian trips per hour over the day. These increases are considered to be insignificant and will not impact on the operation of the local network.