

## **TJAC SOUTHAMPTON ROW LLC**

### **Managed Student Residential Accommodation 150 Southampton Row, London**

Transport Assessment

## DOCUMENT SIGNATURE AND REVIEW SHEET

### Project Details

<b>Project Title:</b>	Managed Student Residential Accommodation, 150 Southampton Row, London		
<b>Project No.:</b>	1207-22	<b>Report No.:</b>	1207-22/TA/01A
<b>Client:</b>	TJAC Southampton Row LLC		

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# 1 INTRODUCTION

1.1 Transport Planning Associates (TPA) have been commissioned by TJAC Southampton Row LLC (TJAC) on behalf of Cambridge Education Group (CEG) to provide transport and highways advice in respect of the conversion of existing office space at 150 Southampton Row to residential student accommodation.

1.2 Outline Transport Assessment, Travel Plan and Student Management Plan documents were submitted, and comments received from Camden Council (Camden) in respect of these documents and the proposed development. A further meeting was held with Camden following review of revised documentation, comments from which have also been incorporated into this report. Comments received are contained in **Appendix A** for reference.

## Scope of Report

1.3 This report has been prepared in order to address the points raised by Camden, and present further information in regards of transportation and highways matters. This document has been produced with reference to the '*Guidance on Transport Assessment*' (2007) produced by the Department for Communities and Local Government (DCLG) and '*Transport Assessment Best Practice*' (2010) produced by Transport for London (TfL).

## Report Structure

1.4 The remainder of this report is structured as follows:

- Chapter 2 – Existing Conditions;
- Chapter 3 – National and Local Planning Policy;
- Chapter 4 – Proposed Development; and
- Chapter 5 – Summary and Conclusions

## 2 EXISTING CONDITIONS

- 2.1 The site, known as New Premier House, 150 Southampton Row, comprises four retail units at ground and lower ground floor levels, and areas fitted out for office use over floors 1-7. In terms of floor areas, the existing retail uses occupy approximately 1,087m<sup>2</sup> Gross Floor Area (GFA), while the total office space equates to 2,089m<sup>2</sup> GFA.
- 2.2 CATS College London is based at 43-45 Bloomsbury Square, a short walk from both Russell Square and Holborn underground stations. The site and college locations are shown on Figure 2.1.
- 2.3 New Premier House faces directly onto the A4200 Southampton Row, which heads south towards High Holborn and Kingsway, and north towards the A501 Euston Road. Southampton Row is a single carriageway road with a 30mph speed limit. There is limited on-street parking in the area, with parking restrictions in place along Southampton Row immediately adjacent to the site.
- 2.4 A bus lane begins adjacent to New Premier House and continues south along the A4200 towards The Strand, which operates during the AM and PM peaks.
- 2.5 The site is located in the Bloomsbury area, which comprises a mixture of residential, hotel, medical and education establishments, with a variety of retail units, bars and restaurants in the vicinity.

### Vehicle Access and Car Parking

- 2.6 There is no vehicular access to New Premier House, with servicing and deliveries for the retail units carried out from the carriageway along Southampton Row, outside of peak times. There is no car parking associated with the site. Limited on-street car parking is available further north along Southampton Row, and in Queen Square, while there are a number of private car parks associated with hotels and private residential parking in and around Bloomsbury.

### Pedestrian and Cycle Infrastructure

- 2.7 Access to the site for pedestrians is directly from Southampton Row, with wide footways extending in both directions, and on both sides of the carriageway. There are a number of pedestrian-only passages and footpaths in the vicinity of the site, particularly Cosmos Place to the south which links Southampton Row and Queen Square, and Russell Square and Bloomsbury Square to the north and south respectively.
- 2.8 A number of signal controlled crossing points exist in the vicinity of the site, allowing pedestrians to cross Southampton Row at a number of desire line points. Overall,

pedestrian provision is good, well lit, with wide footways and numerous controlled crossing points.

- 2.9 There are a number of Barclays Cycle Hire locations in the vicinity of the site, however there are no cycle lanes or other cycle parking facilities in the area. A local cycle route runs along Tavistock Street to the north of the site, towards Clerkenwell and Farringdon to the east, and Tottenham Court Road to the west. The majority of cyclists in the area use the main carriageway or bus lanes where appropriate.
- 2.10 A plan showing public transport and cycle hire locations in the vicinity of the site is provided as Figure 2.2

### **Public Transport Infrastructure**

- 2.11 The site is highly accessible by public transport, classified with a PTAL rating of 6b. PTAL values range from 1a-6b where 1a indicates extremely poor access to a location by public transport and 6b indicates excellent access by public transport. Access to regular Piccadilly line services via Russell Square underground station is located 250m walking distance to the north of the site, while both Piccadilly and Central line services are accessed via Holborn underground station, 500m to the south. Mainline overground rail services are accessed via Euston Station 1km to the north, with Kings Cross and St Pancras stations a further 400m away.
- 2.12 A number of bus services stop in the vicinity of the site, with 18 services accessible within an 8 minute walk of the site. Each stop has a number of regular services, with most services arriving at 5-10 minute intervals. The full PTAL output report for the site is located in **Appendix B**

### **CEG and CATS College**

- 2.13 CATS College currently operate in three areas; Cambridge, London and Canterbury. CATS London centre is located at 43-45 Bloomsbury Square, with existing student accommodation located on Caledonian Road, 5km from the college site in Bloomsbury Square. Students currently travel to college via the Piccadilly line from Caledonian Road to Russell Square.
- 2.14 CATS College offer a wide range of pre-university courses for students aged 16-19, across a broad range of subjects. The majority of students (~90%) come from overseas, and all students are privately funded.
- 2.15 Students arriving at CATS College at the start of term are required to arrive over a preceding weekend, and have been provided well in advance with specific details of transport and arrival times. Staff meet students at an appropriate point in their journey, for example Heathrow airport or St Pancras International station, and students are then escorted to their accommodation and settled in. The same procedure applies to students departing at the end of term. Students are not allowed to leave before term finishes. A copy of the current student pre-arrival pack is contained in **Appendix C**.

- 2.16 Students resident at all of CATS College's sites are provided with 3 meals a day at a central site, centrally located with teaching facilities. Some kitchen facilities are available at the existing accommodation, however these are rarely used for regular meals.
- 2.17 Daily timetables for students are rigorous, with students arriving at the college buildings for breakfast from 07:30 on weekdays. Classes run between 09:00 and 16:30, including a break for lunch, which is provided onsite, followed by the evening meal between 17:00 and 18:00. After 18:00, approximately 25% of students remain onsite to continue studying, 25% return to their accommodation, and the remainder undertake scheduled activities organised and supervised by the College. By 20:30 all students are back at their accommodation to undertake further individual study. "Lights out" is at 22:30 for all students.
- 2.18 At weekends the timetable is similarly defined; students are at the college buildings between 08:00 and 13:00 for lessons on Saturdays, including breakfast and lunch, with scheduled events between 13:00 and 18:00, followed by the evening meal at the college buildings. Further scheduled events take place until 21:30, when students return to the residence, and "lights out" at 22:30. Sundays are less rigorous, with brunch served between 10:00 and 14:00, and scheduled activities or time for domestic activities and further study between 12:00 and 17:00, followed by the evening meal between 17:00 and 18:00. Sunday evenings are set aside for further study either at the College or in the accommodation. Students are supervised at all times.
- 2.19 All deliveries, etc. for students are received at the college, as well as provision of additional study space and facilities outside of teaching hours. Students are expected to attend the College 6 days a week, with supervised activities arranged on the 7<sup>th</sup> day, as outlined above. Students are required to sign out if they wish to undertake other activities away from the college outside of study periods.

### 3 NATIONAL AND LOCAL PLANNING POLICY

- 3.1 This section of the Transport Statement considers the compatibility of the proposed development in the context of the National Planning Policy Framework as well as current local planning policy documents.

#### **National Planning Policy Framework**

- 3.2 The Government's National Planning Policy Framework (NPPF) was introduced on 27<sup>th</sup> March 2012. The NPPF replaces the suite of Planning Policy Statement and Guidance Notes and forms the basis of the Government's policy in order to inform local authorities and developers regarding future development.

- 3.3 The basis of transport policy within the NPPF is stated as;

***“Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.”*** (Paragraph 29)

- 3.4 When referring to the need for supporting information in relation to transport the NPPF states:

***“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:***

- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;***
- ***safe and suitable access to the site can be achieved for all people; and***
- ***improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”*** (Paragraph 32)

- 3.5 The NPPF outlines that local authorities should seek to provide infrastructure necessary to support sustainable economic growth, and with respect to planning decisions key considerations are ensuring that opportunities for travel by sustainable modes are taken up, safe and suitable access to the site can be achieved and that residual impacts can be undertaken in order to limit the significant impacts of development.

3.6 In order to assist in achieving this, developments should seek to accommodate efficient delivery of goods and supplies, give priority to non-car modes of transport, create layouts which minimise conflict between traffic and cyclists or pedestrians, incorporate facilities for ultra-low emission vehicles and consider the needs of disabled people. A Travel Plan will be a key tool in facilitating these elements when a development is considered to generate significant movements.

3.7 In all cases plans should:

***“Protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to***

- ***accommodate the efficient delivery of goods and supplies;***
- ***give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;***
- ***create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;***
- ***incorporate facilities for charging plug-in and other ultra-low emission vehicles; and***
- ***consider the needs of people with disabilities by all modes of transport.”***  
(Paragraph 35)

3.8 With regard to parking standards, the NPPF outlines how local authorities should, when setting car parking standards, take account of the accessibility, type mix and use of development, local car ownership and the need to reduce the use of high emission vehicles.

#### **Camden Core Strategy and Camden Planning Guidance 7, Transport**

3.9 The Camden Core Strategy (CCS) and Camden Planning Guidance (CPG) documents provide supporting information for the policies contained in the Local Development Framework (LDF). CPG 7 relates solely to transport matters relating to planning and development, and references TfL's 'Transport Assessment Best Practice' document.

3.10 CCS policy CS1 addresses distribution of growth throughout the borough, with promotion of

- a) a concentration of development in the growth areas of King's Cross, Euston, Tottenham Court Road, Holborn and West Hampstead Interchange;***

3.11 At the same time, Camden seek to promote efficient use of land and buildings by

- d) seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;***
- e) resisting development that makes inefficient use of Camden's limited land;***

- f) expecting development that will significantly increase the demand of travel to be located in growth areas and other highly accessible parts of the borough;**
- g) expecting high density development in Central London, town centres and other locations well served by public transport; and**
- h) expecting the provision of a mix of uses in suitable schemes, in particular in the most accessible parts of the borough**

3.12 The proposed development fulfils a number of these criteria, promoting high density redevelopment of an underused building, in an easily accessible location with good transport links.

3.13 CCS policy CS11, '*Promoting sustainable and efficient travel*' sets out four main aims:

- ***Improving strategic transport infrastructure to support growth;***
- ***Promoting sustainable travel;***
- ***Making private transport more sustainable; and***
- ***Promoting the sustainable movement of freight***

3.14 While the development proposal does not require additional transport infrastructure, the use of private transport or the movement of freight, the act of relocating students closer to their place of study results in a reduction in trips by methods other than walking and cycling, thereby resulting in a more sustainable development.

3.15 CPG7 outlines the information required to support a planning application of appropriate scale, with developments likely to have a significant impact in terms of additional person trips requiring the production of a Transport Assessment and Travel Plan, as well as addressing policy issues relating to servicing, access by all modes and the idea of a "car-free development".

3.16 As laid out in CPG7, a Transport Assessment and development Travel Plan have been produced in order to consider the impact of the development on the local highway network, and to ensure the promotion of sustainable and efficient travel, as per CCS policy CS11.

3.17 CPG7 also promotes the implementation of Delivery and Servicing Management Plans where proposals result in the generation of delivery and servicing vehicle movements which may impact on the operation of the local highway network or on residential amenity. The relevance of this to the proposed development will be addressed later in this report.

3.18 Chapter 5 of CPG7 presents Camden's requirements for car free developments in highly accessible sites, defined as having a PTAL rating of 4 or above. A car free development is defined as:

***A development which has no parking within the site and occupiers are not issued with on-street parking permits***

- 3.19 While vehicle parking standards do not apply, Camden have advised that cycle parking should be provided in line with TfL's guidance, at one space per 2 students, a total of 80 spaces. Chapter 9 of CPG7 shows acceptable arrangements of cycle stands, including Josta multi-tier stands, in order to achieve this level of provision.

## 4 PROPOSED DEVELOPMENT

### Development Proposal

- 4.1 The development proposal comprises conversion of 2,090m<sup>2</sup> existing office space at 150 Southampton Row to self-catering residential accommodation for 154 students aged 16-19, with associated study and communal space over 8 floors. The existing retail units at ground floor level will remain, with no operational changes.
- 4.2 This development is to provide more appropriate accommodation for students of CATS College than that currently provided, with students being relocated from the existing accommodation at Caledonian Road to the proposed site at Southampton Row following development completion.

### Accessibility by Non-Car Modes

- 4.3 The development will be “car free”, and as such no vehicle access has been proposed, and no parking facilities provided. Cycle parking will be provided for 80 cycles, which equates to approximately 2 spaces for every 3 students, in the lower ground floor area. Access to this parking is via the rear access to the property, and as such fulfils the requirements for access to cycle parking to be step free. Internal access is also provided via the main lift. The layout and accessibility of cycle parking on the lower ground floor is presented in **Appendix D**.
- 4.4 While the full complement of cycle spaces will be provided, it has been observed that existing CATS College accommodation in London sees similar levels of cycle parking being largely unused, with students preferring to walk or travel by public transport.
- 4.5 Pedestrian provision will remain as that of the existing site, with the main access on Southampton Row. Students will access the college building on foot, over a variety of routes along Southampton Row and Bloomsbury Square. The most likely of these routes are shown in Figure 4.1
- 4.6 The level of public transport accessible in the vicinity of the site is good, with a PTAL rating of 6b compared to the existing site at Caledonian Road which has a PTAL rating of 6a. Access to National Rail services is significantly improved, as well as a greater choice of London Underground routes providing wider access across London.
- 4.7 The majority of trips by students and staff will be between the residential accommodation and the college buildings. Students arriving and departing at the beginning and end of terms will be advised prior to arrival of the most appropriate modes of travel to the site, with emphasis on the “car-free” element of the development. As such, and considering the proximity of Russell Square and Holborn underground stations, all students will be advised to arrive by public transport. This is a reasonable assertion, as the majority of students

(90%) are travelling to the College from outside the UK to London airports, all of which are well connected to Camden, and particularly the King's Cross area by public transport links.

### **Deliveries and Servicing**

- 4.8 The operational arrangements of the proposed site remain much as the existing arrangements – engineers servicing the HVAC and Lift facilities will arrive on foot, as is common practice within central London and other areas of limited parking; housekeeping deliveries will be made to the front of the building from the kerbside by light goods vehicles, or via the rear access route from Queen Square, much as occurs with the existing food retail and office premises. No large postal deliveries are expected to arrive at the site, with all student post being delivered to the college for collection by students, and small postal items relating to the site delivered on foot.
- 4.9 Students are provided with bed linen and towels at the beginning of the year; laundry facilities are provided within the building, and students are responsible for their own washing. There are therefore no deliveries associated with laundry or linens.
- 4.10 Waste and recycling collections will be carried out weekly from the kerb by Camden Council as per the existing arrangement. A Servicing Management Plan is presented in **Appendix E**, and can be secured via a Section 106 agreement.

### **Construction Management**

- 4.11 In accordance with Camden Policy Guidance document 6 (CPG6), a Construction Management Plan is contained in **Appendix F**. This document addresses the overall impact of the construction programme on the site and areas in the immediate vicinity, as well as loading, unloading and waste management arrangements.

### **Trip Generation**

- 4.12 In order to consider the likely impact of the proposed development over that of the existing development, a review of the TRAVL database has been carried out for appropriate comparison sites for both the existing office use and proposed student accommodation. The TRAVL outputs are contained in **Appendix G**.
- 4.13 For the existing 2,090m<sup>2</sup> GFA office use, average trip rates by mode for AM and PM peak hours as well as daily trip rates have been extracted from TRAVL, and are summarised in Table 4.1 below.

Table 4.1 Existing Office Use – TRAVL Trip Data Summary

		AM Peak 08:00-09:00		PM Peak 17:00-18:00		Daily	
		Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Car Driver	Trip Rate*	0.052	0.003	0.000	0.080	0.622	0.704
	No. Trips	1	0	0	2	13	15
Car Passenger	Trip Rate*	0.003	0.000	0.000	0.003	0.037	0.017
	No. Trips	0	0	0	0	1	0
Motorcycle	Trip Rate*	0.056	0.000	0.000	0.038	0.136	0.091
	No. Trips	1	0	0	1	3	2
Pedal Cycle	Trip Rate*	0.031	0.000	0.000	0.14	0.103	0.063
	No. Trips	1	0	0	0	2	1
Taxi	Trip Rate*	0.003	0.000	0.000	0.003	0.079	0.052
	No. Trips	0	0	0	0	2	1
Walk/Public Transport	Trip Rate*	2.152	0.084	0.314	1.730	9.611	9.657
	No. Trips	45	2	7	36	201	202
TOTAL TRIPS		48	2	7	39	222	221

\*Trip Rates per 100m<sup>2</sup> GFA

- 4.14 As can be seen in the above table, the majority of trips for the existing use are expected to be on foot or via public transport, with minimal car trips. It should be noted that the sites available within TRAVL for this use have an element of car parking available, however the existing site has no associated car parking.
- 4.15 It should also be noted that a large number of movements are also seen to occur in the middle of the day, however peak periods have been chosen in relation to likely network peaks as the worst case.
- 4.16 To assess the predicted trips associated with the proposed development, a similar assessment has been carried out for student accommodation in TRAVL. It is acknowledged that student accommodation sites in TRAVL refer to university accommodation, and does not necessarily compare with the arrangements in place at CATS College, however for the purposes of this assessment it is considered a best approximation. The average peak and daily trips are presented in Table 4.2.

Table 4.2 Proposed Student Accommodation – TRAVL Trip Data Summary

		AM Peak 08:00-09:00		PM Peak 17:00-18:00		Daily	
		Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Car Driver	Trip Rate*	0.005	0.000	0.001	0.002	0.059	0.046
	No. Trips	1	0	0	0	9	7
Car Passenger	Trip Rate*	0.007	0.000	0.002	0.000	0.029	0.034
	No. Trips	1	0	0	0	4	5
Motorcycle	Trip Rate*	0.001	0.000	0.000	0.000	0.002	0.001
	No. Trips	0	0	0	0	0	0
Pedal Cycle	Trip Rate*	0.000	0.002	0.006	0.001	0.030	0.023
	No. Trips	0	0	1	0	5	4
Taxi	Trip Rate*	0.001	0.001	0.000	0.000	0.001	0.001
	No. Trips	0	0	0	0	0	0
Walk/Public Transport	Trip Rate*	0.025	0.245	0.229	0.152	2.336	2.491
	No. Trips	4	38	36	23	360	384
TOTAL TRIPS		6	38	37	23	378	400

\*Trip Rates per bed

- 4.17 Comparing the existing and proposed trips derived from the TRAVL data, the proposed development shows a likely increase in trips with the proposed development, with the number of total daily trips more than twice that seen in the existing case. By comparison, the AM peak period trips remain approximately equal, with a 14 trip increase seen in the PM peak. The majority of movements in both cases falls under the walk/public transport category, which is as expected for the proposed development, as the main trips will be between the site and CATS College buildings.
- 4.18 As mentioned above, the sites available in TRAVL refer to university student accommodation, which logically would result in higher trip rates than that expected at the proposed development. As outlined in Chapter 2, students at CATS College are at the college buildings from 8am to 6pm for all meals, and are required to attend lessons 6 days of the week, as opposed to attending lectures, seminars etc at a number of locations and times.
- 4.19 Looking at the likely modal split for the proposed development, it is noted that the volume of cycle trips is low, comprising only 1% of the total daily trips. This supports the observation by CATS College that a very small volume of cycle parking is used by students.
- 4.20 Referring to the existing operations of the College and the pedestrian routes shown in Figure 4.1, the majority of these trips already exist on the local network, as students are presently travelling between Russell Square station and the college buildings on Bloomsbury Square; these trips are therefore not new to the network, and the impact of the development on the local facilities can be considered negligible.

- 4.21 As the College timetable will continue to operate as in the existing case, student trips to and from the College will remain as such. Outside of study times, students currently undertake scheduled activities organised by the College, and these would continue with students resident at Southampton Row. It is therefore considered that there will be no new trips associated with students leisure time, with existing leisure trips being undertaken on foot or by public transport.
- 4.22 Considering the timetables outlined in Chapter 2, each student will make one trip to and from the college buildings on any given weekday, with possibly two trips each way occurring on Sundays. Any student movements associated with the scheduled activities arranged by the College will also remain as existing, and do not therefore represent new trips.
- 4.23 Overall the volume of trips associated with the proposed development are largely a redistribution of existing trips, and as such represent a negligible impact on the local highway and transportation networks.

### **Promoting Sustainable Travel**

- 4.24 As mentioned earlier in this section, the development will be “car free”, commitment to which can be secured by way of a Section 106 agreement. Furthermore, relocation of students from their existing accommodation at Caledonian Road will enable students to walk to the college buildings, thereby reducing the distance and variety of modes of travel.
- 4.25 Students are encouraged to arrive at their accommodation by public transport as far as possible, as shown in the pre-arrival pack [**Appendix C**], and this relocation will further encourage this, with arrivals from London airports connecting by National Rail and Piccadilly line services. This will allow students to arrive at Russell Square or Holborn underground stations and be met by staff within easy walking distance of the proposed site.
- 4.26 Travel information is provided for students at the college buildings, and parking for 80 cycles will be provided at the site. The locations of London Cycle Hire sites will also be advertised to students, to encourage use of these if required. It is noted that CATS College students are not observed to make good use of cycle facilities, with the pressures of cycling in central London being particularly high for students who are not used to the highway network and traffic levels. Therefore the use of either private bicycles or local cycle hire facilities is predicted to be very low.
- 4.27 Furthermore, as students are fully supervised at all times, and undertake either study-related activities or other scheduled activities organised by the college when not involved in classes, there is limited scope for students to travel by bicycle, particularly given the proximity of the proposed accommodation to the college buildings.
- 4.28 A framework Travel Plan has been submitted alongside this report, which further addresses the promotion of sustainable travel, and the methods of attaining this.

## 5 SUMMARY AND CONCLUSIONS

- 5.1 TPA have been commissioned by TJAC for CEG to provide transport and highways advice in respect of a proposal to convert 2,090m<sup>2</sup> existing office space at 150 Southampton Row to student accommodation for 154 students affiliated to CATS College. A Transport Assessment was previously submitted to Camden in association with this application, and this report has been produced with reference to comments received.
- 5.2 CATS College provides tuition for students aged 16-19 at pre-university level, with a large number of overseas students. Students are required to attend lessons 6 days a week, with all meals provided within the college buildings, and a large proportion of time away from the College set aside for further study. In general, students do not undertake a vast range of activities outside of the college environment, nor leave the College between lessons.
- 5.3 Students arrive and depart their accommodation via public transport, often transferring directly from the airport. Staff meet students at appropriate points on their arrival, and accompany them to their accommodation, also via public transport. The location of the proposed development allows for students to arrive from a variety of locations, with London Underground and National Rail services providing easy access to London airport services. As a car-free development, the use of vehicles to arrive or depart the accommodation will be prohibited.
- 5.4 The site is well located for non-car accessibility, with a PTAL rating of 6b. There are a number of London Underground and National Rail stations within 1km, with Russell Square and Holborn underground stations within 600m. There are a number of bus stops in close proximity to the site, with 18 different services accessible within an 8 minute walk.
- 5.5 Cycle facilities are less obvious, with no cycle-only lanes or cycle parking within the immediate vicinity of the site. There are a number of London Cycle Hire sites located near the site, and cyclists are permitted to use bus lanes within Camden.
- 5.6 The proposed development will provide self-catering accommodation for 154 students of CATS College, which is located at 43-45 Bloomsbury Square, approximately 500m walk from the proposed development. Currently, student accommodation is located on Caledonian Road, and students are required to travel on the Piccadilly line to Russell Square to the college buildings, and so the proposals represent a decrease in underground trips, while also representing no significant change in pedestrian trips in the vicinity of the proposed development.
- 5.7 Within the basement area, provision has been made for 80 cycle parking spaces, with step-free access via the rear of the building. The development itself is to be “car free”, a commitment which can be secured by a Section 106 agreement. It is observed that CATS College students are not known to make good use of cycle facilities, and with the proximity of the proposed accommodation to the college buildings, it is considered highly unlikely that students will make use of local cycle facilities on a regular basis. A framework Travel Plan

document is also submitted alongside this report, which presents further details of these arrangements, and can also be secured by way of a Section 106 agreement.

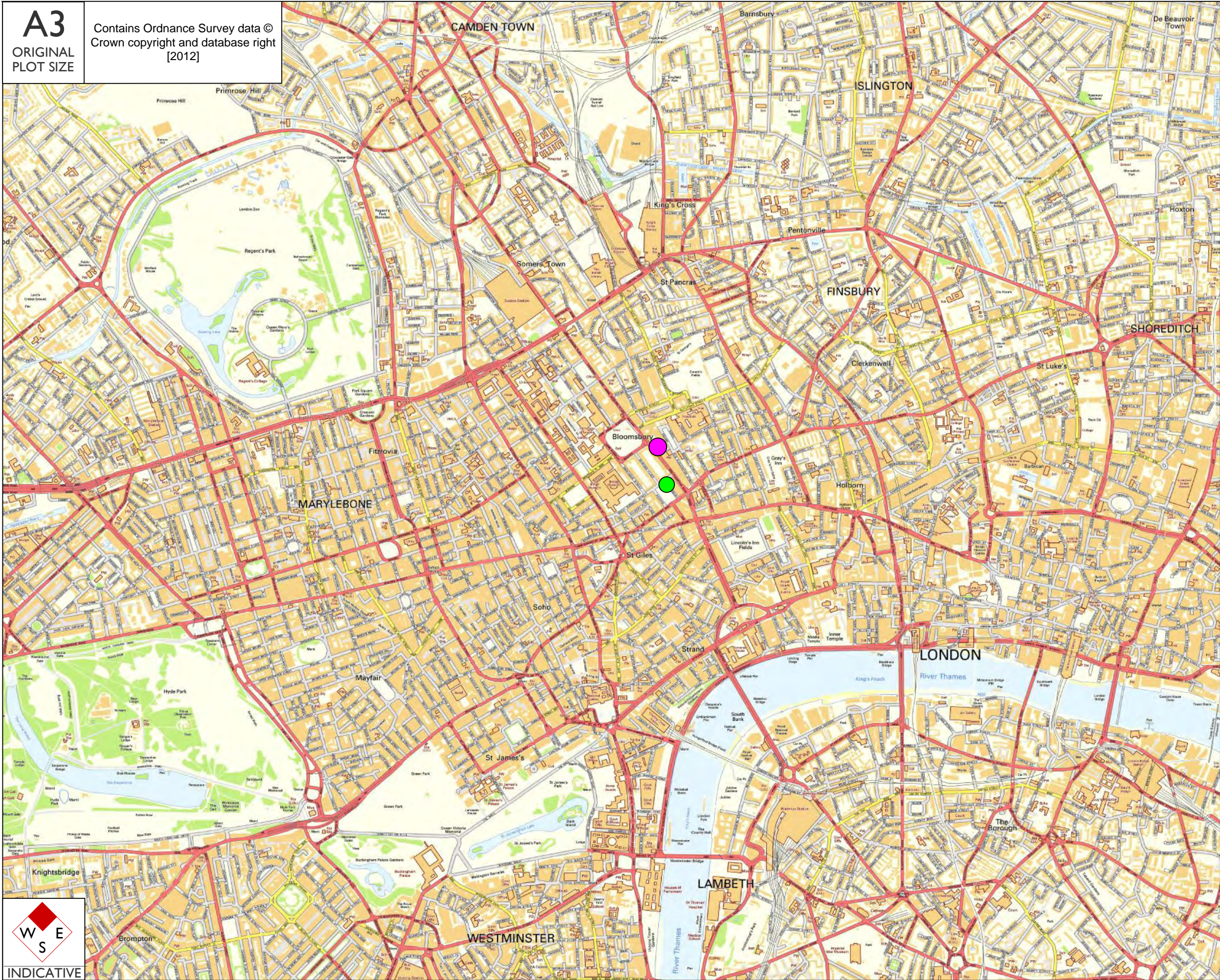
- 5.8 Review of trip data obtained from the TRAVL database for the existing and proposed uses, shows an overall increase in pedestrian trips to the proposed site as a result of the development. It is noted that these trips already exist in the local area between Russell Square station and CATS College, and as such this is not an increase in trips, rather a slight redistribution of existing trips within the network. It can therefore be considered that there is no impact on the local highway network.
- 5.9 Camden raised issues regarding servicing of the proposed development; overall it is considered that there are no additional servicing requirements over and above the current arrangements for the existing site. A Servicing Management Plan has been presented, and can be secured by way of Section 106 agreement, to be agreed with Camden prior to occupation. Similar, a Construction Management Plan has been revised in line with comments from Camden, and is also presented, to be secured by way of Section 106 agreement.
- 5.10 Overall, it is considered that the development does not result in a severe impact on the local network due to the relocation of existing accommodation facilities. The development is therefore considered acceptable in transportation terms.

# FIGURES

A3

ORIGINAL PLOT SIZE

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NOTES

Approximate Site Location

CATS College Location

Rev	Date	Details	Drawn by	Checked by

Bristol

Cambridge

Cardiff

London

Welwyn Garden City

tpa

Transport Planning Associates

Sheraton House

Castle Park

Cambridge

CB3 0AX

0122 3370 135

www.tpa.uk.com

ZVI Construction Company LLC

150 Southampton Row

London

Site Location Plan

STATUS:

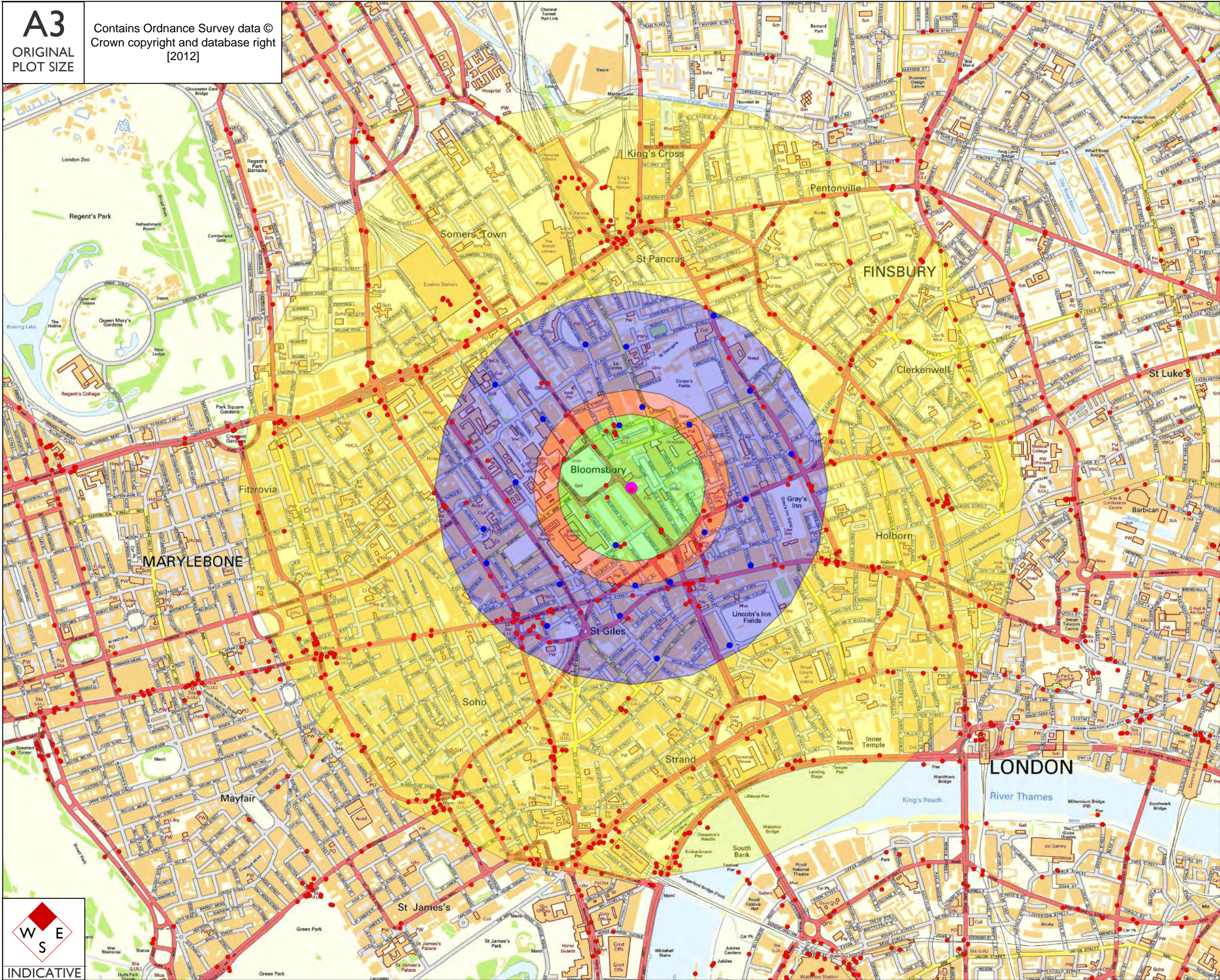
INFORMATION

SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	ELR	JH	JH
JOB NO:	DRAWING NO:	DATE:	
1207-22	Figure 2.1	July 2012	

A3

ORIGINAL  
PLOT SIZE

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[2012]



W  
S  
E

INDICATIVE

- NOTES
- Approximate Site Location
- Public Transport Stops
- Barclays Cycle Hire Stations
- 300m Walking/Cycling Distance
- 400m Walking/Cycling Distance
- 800m Walking/Cycling Distance
- 1600m Walking/Cycling Distance

Rev	Date	Details	Drawn by	Checked by

Bristol  
Cambridge  
Cardiff  
London  
Welwyn Garden City

tpa

Transport Planning Associates

Sheraton House  
Castle Park  
Cambridge  
CB3 0AX  
0122 3370 135  
www.tpa.uk.com

ZVI Construction Company LLC

150 Southampton Row  
London

Non-Car Accessibility Plan

STATUS:			
INFORMATION			
SCALE:	PREPARED BY:	CHECKED BY:	APPROVED BY:
NTS	ELR	JH	JH
JOB NO:	DRAWING NO:	DATE:	
1207-22	Figure 2.2	July 2012	

