

**CHICHESTER HOUSE
278-282 HIGH HOLBORN**

Highways Statement

August 2007

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Project Code:	GMWCamden.1
Prepared by:	JOHN GILBY
Position:	Graduate Transport Planner
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**Chichester House
278-282 High Holborn**

Contents

1.0	Introduction
2.0	Existing Site Layout and Accessibility
3.0	Development Proposals
4.0	Policy Background
5.0	Multi-Modal Assessment
6.0	Summary and Conclusions

**Chichester House
278-282 High Holborn**

List of Figures

- Figure 1.1** Site in Relation to the Regional Highway Network
- Figure 1.2** Site in Relation to the Local Highway Network
- Figure 3.1** Medium Car Manoeuvring into Disabled Bay
- Figure 3.2** Service Vehicle Manoeuvring into Service Yard
- Drawing GWMCAMDEN.1/01**
Local Pedestrian Desire Lines and Accident Data

List of Appendices

- Appendix A** PTAL Assessment
- Appendix B** Office TRAVL Assessment
- Appendix C** Residential TRAVL Assessment
- Appendix D** Accident Statistics

1.0 INTRODUCTION

- 1.1** Mayer Brown has been commissioned by GMW Architects to prepare this Highways Statement for the proposed development at Chichester House, 278-282 High Holborn, London WC1.
- 1.2** The site in relation to the regional and local highway network is illustrated in Figures 1.1 and 1.2 respectively.
- 1.3** The existing building on the site is an 8 floor retail and office use building of approximately 5,733sqm NIA.
- 1.4** The proposals seek to re-develop the site into a 7 floor mixed office, retail and residential use building of approximately 6,476sqm NIA.
- 1.5** This report shows that the re-development of the site will be likely to generate less than 30 extra two-way trips per hour to the site. This is below the thresholds set in “Guidance on Transport Assessment” (published by the DfT in March 2007) for producing Transport Assessments. However we have produced this report to describe the operation of the proposed development.
- 1.6** This report examines the potential traffic attraction of the site’s existing and proposed uses.
- 1.7** The remainder of the report is divided into the following sections:
- Existing Site Layout and Accessibility
 - Development Proposals
 - Policy Background
 - Traffic Impact
 - Summary and Conclusions
- 1.8** This report demonstrates that:
- the site lies in an accessible location with good pedestrian and bus links and is within walking distance of the nearest tube station
 - the site has a PTAL of 6 which indicates a very high level of accessibility
 - the proposals comply with numerous national and local government policies
 - on-site parking will consist of 1 disabled space, in-line with sustainable transport policies
 - the new development will improve the existing situation regarding the development’s servicing and delivery arrangements

- 1.9** The proposals accord with sustainable transport policies and principles and should not be resisted on highways or transportation grounds.

2.0 EXISTING SITE LAYOUT AND ACCESSIBILITY

- 2.1** The proposed development site is located at 278-282 High Holborn, London WC1 approximately 1.85km north of Waterloo and 1.85km south of Kings Cross.
- 2.2** The site is currently occupied by an 8 floor building of approximately 5,733sqm NIA comprising 271sqm of retail use at ground level and 5,462sqm of office use above with associated parking at basement level.
- 2.3** The main vehicular access is directly off Whetstone Park. Whetstone Park is a very lightly trafficked single carriageway road that runs along the southern border of the site and leads to Kingsway road to the west via Gate Street and Remnant Street, and to Lincolns Inn Fields to the East.
- 2.4** The road layout surrounding the site is as follows:
- Kingsway can be accessed by Whetstone Park and runs north towards Holborn and is a major access route into the rest of London north of the river. To the south Kingsway runs towards Aldwych and gives access to routes leading over the river and out of London.
 - High Holborn runs along the northern boundary of the site and leads towards St Pauls to the east and Hyde Park to the west.
 - Lincolns Inn Fields road leads to several small back roads to the south and east of the site.
- 2.5** As the site is located in the centre of London there are numerous food shops, banks and other local amenities located within easy walking distance of the site. Lincolns Inn Fields Park is located 60m to the south of the site.
- 2.6** Servicing for the existing office use at Chichester House is conducted at the rear of the site along Whetstone Park. Service vehicles have to park along Whetstone Park to deliver goods to the site, blocking either the footway or carriageway.

Site Accessibility

Accessibility by Bus

- 2.7** The nearest bus stop to the site is Brownlow Street located approximately 90m northeast from the site, approximately one minute's walk away assuming an average walking speed of 80m/min, along High Holborn. There are another 12 bus stops located within easy walking distance, 640m, of the site.

2.8 The services from these bus stops have been summarised and are shown in the following table:

Service	Route	Weekday Peak Frequency		Weekend Peak Frequency	
		AM	PM	Sat	Sun
1	Canada Water-Rotherhithe Police Station-Surrey Quays Shopping Centre-Surrey Quays Station-Rotherhithe New Rd/Luxford St-Corbetts Lane/The Jolly Gdn-Roth. New Rd/Sth Brmndsy Stn.-Lynton Road / Galleywall Road-Anchor Street-Southwark Park Rd/St James Rd-Reverdy Road-Alscot Road-Spa Road-Grange Rd / Caledonian Market-Bricklayers Arms-Tower Bridge Rd/Bartholomew St-Rodney Place-Elephant & Castle Station-Elephant & Castle / London Rd-St.George's Circus-The Old Vic-Waterloo Station-Royal Festival Hall-Lancaster Place-Aldwych-Holborn Station-High Holborn-Drury Lane-Tottenham Court Road Station	8 per hour	8 per hour	9 per hour	5 per hour
8	Victoria Station-Grosvenor Gardens-Wilton Street / Chester Street-Hyde Park Corner Station-Old Park Lane / Hard Rock Café-Green Park Station-Berkeley Square-Bond Street Station-Oxford Circus E R X-Great Titchfield Street-Tottenham Court Road Station-Wardour Street / Oxford Street-Museum Street-Procter St / Red Lion Square-Brownlow Street-Chancery Lane Station-Holborn Circus / Fetter Lane (platform D)-Holborn Circus / Fetter Lane (platform K)-City Thameslink Station-St Paul's Station (platform ST)-St Paul's Station (platform SX)-Poultry / Bank Station-Bank Station-Old Broad Street-Bishopsgate / Wormwood St-Liverpool Street Station-Liverpool St / Primrose Street-Shoreditch / Great Eastern St-Bethnal Green Road /Shoreditch-Brick Lane / Bethnal Green Rd-Barnet Grove-Pollard Row-Wilmot Street-Bethnal Green Station-Burnham Street-Bonner Street-Smart Street-Grove Road / Roman Road-Medway Road / Roman Road-Ford Road-Old Ford Road-Parnell Road-Roman Road Market-Bow Church E G J K L	9 per hour	9 per hour	9 per hour	6 per hour
17	London Bridge Station (platform A)-London Bridge Station (platform M)-London Bridge/Monument-Cannon Street Station-New Change-St Paul's Cathedral-Ludgate Circus / Ludgate Hill-St Bride St / Farringdon St-Farringdon St / Stonecutter St-Charterhouse Street-Holborn Circus / Fetter Lane-High Holborn/Chancery Lane-Theobalds Road /Clerkenwell Rd-Gray's Inn Road / Theobalds Rd-Guilford Street-Eastman Dental Hospital-Acton Street / Sidmouth Street-King's Cross / Gray's Inn Road-Kings Cross Station-King's Cross / Wharfedale Road-Caledonian Road/Killick Street-Carnegie Street-Caledonian Rd / Copenhagen St-Story Street / Freeling Street-Caledonian Road & Barnsbury Station-H.M.Prison Pentonville-Caledonian Road Station-North Road / Hillmarton Road-Freegrove Road-Camden Road / HMP Holloway-Chambers Road-Holloway / Nags Head-Tufnell Park Road-Manor Gardens / Mercers Road-Wedmore Street-Upper Holloway Station-Elthorne Road-Archway Station-Archway Station / Macdonald Rd	8 per hour	8 per hour	7 per hour	4 per hour

19	Finsbury Park Station-Riversdale Road Blackstock Rd-The Chestnuts-Highbury Barn Tavern-Aberdeen Park-St Paul's Road /Highbury Grove-Highbury Corner-Highbury & Islington Station-Islington Town Hall-Islington, St. Marys Church-Islington Green-Angel Station-The Angel Centre-Sadlers Wells Theatre-Tysoe Street / London Archives-Mount Pleasant/Rosebery Avenue-Vine Hill-Grays Inn Road-Holborn Police Station-Holborn / Theobalds Road-High Holborn-Museum Street-Tottenham Court Rd/Centrepoint-Cambridge Circus / Denmark St-Chinatown / Dean Street-Trocadero / Haymarket-Piccadilly Circus-Old Bond Street /Royal Academy-Green Park Station Green Park / Constitution Hill-Hyde Park Corner Station-Knightsbridge Station-Pont Street-Sloane Square / Sloane Street-Sloane Square Station-Duke of York Square-Walpole Street-Markham Street-Chelsea Old Town Hall-Carlyle Square /King's College-Chelsea / Beaufort Street-Cheyne Walk-Battersea / Hester Road	10 per hour	10 per hour	7 per hour	6 per hour
25	Oxford Circus E R X-Brownlow Street-Chancery Lane Station-Holborn Circus / Fetter Lane (platform D)-Holborn Circus / Fetter Lane (platform K)-City Thameslink Station-St Paul's Station (platform ST)-St Paul's Station (platform SY)-Poultry / Bank Station-Bank Station-Bishopsgate / Cornhill-St.Mary Axe-St.Katharine Cree-Aldgate Station-Aldgate East Station-Fieldgate Street-New Road / Booth House-Royal London Hosp /Whitechapel-Cambridge Heath Road-Booth Memorial-Stepney Green / Mile End Road-Stepney Green Station-Ocean Estate-Queen Mary & Westfield College-Grand Union Canal-Mile End Station-St.Clements Hospital-Bow Road Station-Bow Church Station-Bow Church E G J K L-Bow Flyover-Marshgate Lane-Abbey Lane-Ward Road-Stratford Bus Station-Stratford Centre Broadway-The Old Dispensary-Water Lane-Ilford High Road / Hainault St	10 per hour	10 per hour	9 per hour	6 per hour
38	Newick Road-Linscott Road-Hackney Baths-Clapton Square-The Narroway/Hackney Central Mare Street / Graham Road-Penpoll Road-Greenwood Road-Queensbridge Road /Graham Road-Dalston Junction-Balls Pond Road / Burder Road-Southgate Road / Balls Pond Rd-Essex Road /Newington Green Rd-Essex Road / Marquess Road0Northchurch Road / Essex Road-Essex Road Station-Cross Street-Packington Street-Islington Green-Angel Station-The Angel Centre-Sadlers Wells Theatre-Tysoe Street / London Archives-Mount Pleasant/Rosebery Avenue-Vine Hill-Grays Inn Road-Holborn Police Station-Holborn / Theobalds Road-High Holborn-Tottenham Court Road Station-Museum Street-Tottenham Court Rd/Centrepoint-Cambridge Circus / Denmark St-Chinatown / Dean Street-Trocadero / Haymarket-Piccadilly Circus-Old Bond Street /Royal Academy-Green Park Station-Green Park / Constitution Hill-Hyde Park Corner Station-Wilton Street-Buckingham Palace-Victoria Bus Station	15 per hour	15 per hour	12 per hour	9 per hour

45	Poynders Road / Kings Avenue-Rush Common-Lambeth Town Hall-Brixton Station-Gresham Rd /Brixton Police Stn-Western Road / Gresham Road-Brixton Station Rd/Moorland Rd-Shakespeare Road-Loughborough Junction Station-Pomfret Road-Lilford Rd / Coldharbour Lane-Caldecott Road-Valmar Road-Denmark Hill /Camberwell Green-Camberwell Green E F-Medlar Street-Wyndham Road / Camberwell Road-Bowyer Place-Camberwell Road / Albany Road-Westmoreland Road-East Street / Walworth Road-Larcom Street-Hampton Street-Elephant & Castle Station-Elephant & Castle / London Rd-St.Georges Cir Blackfrairs Rd-Pocock Street-The Cut-Stamford Street-Upper Ground-Blackfriars Station-St Bride St / Farringdon St-Farringdon St / Stonecutter St-Charterhouse Street-Holborn Circus / Fetter Lane-High Holborn/Chancery Lane-Theobalds Road /Clerkenwell Rd-Gray's Inn Road / Theobalds Rd-Guilford Street-Eastman Dental Hospital-Acton Street / Sidmouth Street-King's Cross / Gray's Inn Road-Kings Cross Station	7 per hour	7 per hour	7 per hour	4 per hour
46	Lancaster Gate Station-St.John's Wood Station-Apsley House-Boundary Road / Finchley Road-Swiss Cottage Station L M-College Crescent-Belsize Lane-St.Marys School-Lyndhurst Road / St Mary's Sch-Heath Street-Hampstead Station-Pilgrim's Lane-Royal Free Hospital / Pond St-South End Green-Cressy Road-Mansfield Road / Lisburne Road-St Dominic's Priory-Queens Crescent / Grafton Terr (platform KU)-Queens Crescent / Grafton Terr (platform KV)-Prince of Wales Rd / Malden Rd-Kentish Town West Station-Prince of Wales Road N-Kentish Town Rd /St Andrews Ch-Royal College Street-Camden Town / Camden Gardens-Camden Street-Oakleigh Square/Plender Street-Royal College St/Crowndale Rd-St.Pancras Hospital-Chenies Place-Goods Way / Pancras Road-King's Cross and St Pancras-King's Cross Station-Kings Cross Road-Acton Street-Eastman Dental Hospital-Guilford Street-Gray's Inn Road / Theobalds Rd-Theobalds Road /Clerkenwell Rd-High Holborn/Chancery Lane-Holborn Circus / Fetter Lane-St Andrew Street-Farringdon St / Stonecutter St	7 per hour	7 per hour	6 per hour	5 per hour
55	Lea Bridge Road / Bakers Arms-Lee Valley Ice Centre-Chatsworth Rd / Lea Bridge Rd-Wattisfield Road-Lea Bridge Road-Lea Bridge Roundabout E L M-Millfields Road-Linscott Road-Hackney Baths-Clapton Square-The Narroway/Hackney Central-Hackney Town Hall-St Thomas's Square-Well Street /London Fields Stn-King Edward's Road-St.Josephs Hospice-Victoria Park Road-Cambridge Heath Station-Pritchards Road-Queen Elizabeth Childrens Hosp-Queensbridge Road-Newling Estate-Columbia Road / Austin Street-Old Street Magistrates Court-Great Eastern Street-Old Street Station (platform L)-Old Street Station (platform G)-St Luke's Education Centre-Goswell Road/Aldersgate Street-Clerkenwell Rd / St John St-Clerkenwell Green-Hatton Garden-Rosebery Avenue/Clerkenwell Rd-Grays Inn Road-Holborn Police Station-Holborn / Theobalds Road-High Holborn-Museum Street-Tottenham Court Road Station (platform X)-Tottenham Court Road Station (platform YB)-Wardour Street / Oxford Street-Great Titchfield Street-Oxford Circus E R X	8 per hour	8 per hour	7 per hour	5 per hour

59	Streatham Hill/Telford Avenue-Streatham Hill/Christchurch Rd-Holmewood Road-New Park Road / Brixton Hill-Jebb Avenue/Brixton Prison-Blenheim Gardens/Brixton Hill-Rush Common-Lambeth Town Hall-Brixton Station-Brixton Police Station-Villa Road-Loughborough Rd / Brixton Road-Groveland Hillyard Street-Vassall Road / Brixton Road-Kennington Church/Oval Station-Kennington Park Post Office-Windmill Row-Kennington Lane-Fitzalan Street-Imperial War Museum-Lambeth North Station (platform G)-Lambeth North Station (platform P)-Baylis Road-Waterloo Station-Royal Festival Hall-Lancaster Place-Aldwych-Holborn Station-Theobalds Rd / Southampton Row-Russell Square-Woburn Place / Bedford Way-Tavistock Square-Upper Woburn Place/Euston Road-Euston Bus StationEuston Bus Station	9 per hour	9 per hour	8 per hour	5 per hour
68	West Norwood Station-Robson Road / Norwood Road-Lancaster Avenue / Norwood Rd-Tulse Hill Station-Thurlow Park Road / Norwood Rd-Deronda Road-Brockwell Park Gardens-Rosendale Road / Norwood Road-Herne Hill Station-Hollingbourne Road-Frankfurt Road-Herne Hill Road / Denmark Hill-Sunset Road-Blanchdowne-Champion Hill-King's College Hospital-Coldharbour Lane/Denmark Hill-Denmark Hill /Camberwell Green-Camberwell Green E F-Medlar Street-Wyndham Road / Camberwell Road-Bowyer Place-Camberwell Road / Albany Road-Westmoreland Road-East Street / Walworth Road-Larcom Street-Heygate Street-Elephant & Castle Station-Elephant & Castle / London Rd-St.George's Circus-The Old Vic-Waterloo Station-Royal Festival Hall-Aldwych-Holborn Station-Theobalds Rd / Southampton Row-Russell Square-Woburn Place / Bedford Way-Tavistock Square-Upper Woburn Place/Euston Road-Euston Bus Station-Euston Bus Station	8 per hour	8 per hour	7 per hour	5 per hour
91	Trafalgar Square-Trafalgar Square/Charing Cross-Southampton Street-Aldwych-Holborn Station-Theobalds Rd / Southampton Row-Russell Square-Woburn Place / Bedford Way-Tavistock Square-Upper Woburn Place/Euston Road-Euston Bus StationEuston Bus Station-British Library / St Pancras-St Pancras International Stn-Kings Cross Station-King's Cross / Wharfedale Road-Caledonian Road/Killick Street-Carnegie Street-Caledonian Rd / Copenhagen St-Story Street / Freeling Street-Caledonian Road & Barnsbury Station-H.M.Prison Pentonville-Caledonian Road Station-North Road / Hillmarton Road-Freegrove Road-Camden Road / HMP Holloway-Chambers Road-Holloway / Nags Head (platform B)-Holloway / Nags Head (platform H)-Hornsey Rd / Seven Sisters Rd-Tollington Park / Hornsey Road-Bavaria Road-Fairbridge Road-Hornsey Rise / Favourite-Hornsey Lane-Edison Road-Crouch End Broadway	8 per hour	8 per hour	7 per hour	6 per hour

98	Holborn / Red Lion Square-High Holborn-Museum Street-Tottenham Court Road Station (platform X)-Tottenham Court Road Station (platform YB)-Wardour Street / Oxford Street-Great Titchfield Street-Oxford Circus-Bond Street Station-Marble Arch Station (platform O)-Marble Arch Station (platform E)-George Street / Burwood Place-Edgware Road / Praed Street-Edgware Road Station-Church St Market / Edgware Rd-Orchardson Street-St Johns Wood Rd / Maida Vale-Hall Road / Maida Vale-Elgin Avenue/Maida Vale-Carlton Vale / Maida Vale-Kilburn Park Road-Kilburn High Road Station-Kilburn High Road / Quex Road-Priory Park Road-Kilburn High Rd/Willesden Lane-Kingsley Road / Willesden Lane-Plympton Avenue-Christchurch / Willesden Lane-Deerhurst Rd / Willesden Lane-Sidmouth Road-Willesden Lane / Walm Lane-Willesden Green Library-Villiers Road-Willesden Bus Garage (platform WZ)-Willesden Bus Garage (platform WU)	10 per hour	10 per hour	8 per hour	8 per hour
168	Dunton Road / Old Kent Road (platform EC)-Dunton Road / Old Kent Road (platform WN)-Old Kent Road / East Street-Bricklayers Arms-Tower Bridge Rd/Bartholomew St-Rodney Place-Elephant & Castle Station-Elephant & Castle / London Rd-St.George's Circus-The Old Vic-Waterloo Station-Royal Festival Hall-Lancaster Place-Aldwych-Holborn Station-Theobalds Rd / Southampton Row-Russell Square-Woburn Place / Bedford Way-Tavistock Square-Upper Woburn Place/Euston Road-Euston Bus StationEuston Bus Station-Aldenharn Street-Mornington Crescent Station-Camden High Street E J-Camden Town / Parkway-Camden Town Station-Chalk Farm Road / Harmond St-The Round House-Chalk Farm Station-Steeles Road-Upper Park Road-Belsize Park Station-Royal Free Hospital/Rosslyn HI-Royal Free Hospital / Pond St-South End Green	7 per hour	7 per hour	8 per hour	4 per hour
188	North Greenwich Station-Creepside-Rose Bruford College-Deptford High St Evelyn St-Grove Street-Deptford Fire Station-Deptford Park School-Bestwood Street-Bush Road (Rotherhithe)-Surrey Quays Station-Surrey Quays Shopping Centre-Surrey Quays Leisure Park-Canada Street-Canada Water-Neptune St / St Olaves Estate-Southwark Park-Drummond Road-Bermondsey Station-St James's Road / Jamaica Road-Abbey Street / Jamaica Road-Dockhead-Tanner Street-Druid Street-Abbey Street / Tower Bridge Rd-Grange Rd / Caledonian Market-Bricklayers Arms-Tower Bridge Rd/Bartholomew St-Rodney Place-Elephant & Castle Station-Elephant & Castle / London Rd-St.George's Circus-The Old Vic-Waterloo Station-Royal Festival Hall-Lancaster Place-Aldwych-Holborn Station-Theobalds Rd / Southampton Row-Russell Square (platform C)-Russell Square (platform E)	9 per hour	9 per hour	9 per hour	6 per hour

242	Tottenham Court Road Station-Brownlow Street-Chancery Lane Station-Holborn Circus / Fetter Lane (platform D)-Holborn Circus / Fetter Lane (platform K)-City Thameslink Station-St Paul's Station (platform ST)-St Paul's Station (platform SX)-Poultry / Bank Station-Bank Station-Old Broad Street-Bishopsgate / Wormwood St-Liverpool Street Station-Liverpool St / Primrose Street-Shoreditch / Great Eastern St-Shoreditch High Street/Bethnal-Rivington Street-Shoreditch Church/Hackney Road-Falkirk Street/Kingsland Road-Geffrye Museum / Pearson St-St.Leonards Hospital-Laburnum Street / Philipp St-Downham Road-Middleton Road / Kingsland Rd-Forest Road / Kingsland Road-Dalston Junction-Queensbridge Road /Graham Road-Greenwood Road-Royal Oak Road-Mare Street / Graham Road-Hackney Central Station-Hackney Downs Station-Hackney / Dalston Lane-Hackney Baths-Powerscroft Road / Almack Road-Powerscroft Road-Clapton Park / Millfields Road-Oswald Street-Mandeville Street-Daubeney Road-Homerton Hospital	9 per hour	9 per hour	9 per hour	6 per hour
243	Wood Green Station E-Egerton Road-Stamford Hill Broadway-Dunsmure Road-Lynmouth Road-Stoke Newington Station-Northwold Road-Stoke Newington / Rectory Road-Manse Road-Amhurst Road-Princess May Road-Shacklewell Lane-Sandringham Road-Dalston Kingsland-Dalston Junction-Forest Road / Kingsland Road-Middleton Road / Kingsland Rd-Downham Road-Laburnum Street-St.Leonards Hospital-Geffrye Museum-Falkirk Street/Kingsland Road-Shoreditch Church/Hackney Road-Old Street Magistrates Court-Great Eastern Street-Old Street Station (platform L)-Old Street Station (platform G)-St Luke's Education Centre-Goswell Road/Aldersgate Street-Clerkenwell Rd / St John St-Clerkenwell Green-Hatton Garden-Rosebery Avenue/Clerkenwell Rd-Grays Inn Road-Holborn Police Station-Holborn / Theobalds Road-Holborn Station-Aldwych-Aldwych/St.Mary Strand Church-Waterloo Bridge / South Bank-Waterloo Station	9 per hour	9 per hour	7 per hour	5 per hour
341	Lambeth North Station-High Holborn/Chancery Lane-Theobalds Road /Clerkenwell Rd-Rosebery Avenue / Vine Hill-Mount Pleasant/Rosebery Avenue-Tysoe Street / London Archives-Hardwick Street-Sadlers Wells Theatre-The Angel Centre-Angel Station-Islington Green-Packington Street-Cross Street-Essex Road Station-Northchurch Road / Essex Road-Ockendon Road-Balls Pond Rd Newington Green-Beresford Road-Newington Green / Albion Road-Leconfield Road-Petherton Road-Stoke Newington Church Street-Kings Crescent Estate K U-Brownswood Road / Green Lanes-Myddleton Avenue-Portland Rise/Gloucester Drive-Manor House Station (platform K)-Manor House Station (platform A)-Rowley Gardens-Hermitage Road (N4)-Harringay Green Lanes Station-Mattison Road-St Ann's Road / Green Lanes-Harringay Road / The Salisbury-Brampton Road /Warwick Gardens-Chestnuts Primary School-Abbotsford Avenue-Philip Lane-Summerhill Road-Mount Pleasant Rd/Philip Lane-Northumberland Park Tesco	6 per hour	6 per hour	5 per hour	5 per hour

521	Waterloo Station-Royal Festival Hall-Holborn Station-Procter St / Red Lion Square-Brownlow Street-Chancery Lane Station-Holborn Circus / Fetter Lane (platform D)-Holborn Circus / Fetter Lane (platform K)-City Thameslink Station-St Paul's Station-New Change / Cannon Street-Mansion House Station-Cannon Street Station-London Bridge/Monument-London Bridge Station A B C D	15 per hour	15 per hour	-	-
710	Cannon Lane / Altwood Road-Wooton Way Shops-Badminton Road-Bath Road / All Saints Avenue-St Marks Hospital-Pinkneys Road-Cherington Gate-Cranbrook Drive / Brompton Rd-Switchback Road South-Spencers Bridge-Aldebury Road-Norfolk Road-Magnet Leisure Centre-Maidenhead Bridge-The Dumb Bell Public House-Railway Station / Bath Road-Burnham Sainsbury's-Bath Road / Huntercombe Lane-Hammersmith Broadway Bus Stn-Hammersmith Road/Latyer Court-Kensington Olympia Station-Phillimore Gardens-Kensington / Royal Albert Hall-Knightsbridge Station-Green Park Station-Piccadilly Circus-Cambridge Circus / Denmark St-Tottenham Court Road Station-Museum Street-Procter St / Red Lion Square-Holborn Circus / Fetter Lane-St Paul's Station (platform ST)-St Paul's Station (platform SX)-Poultry / Bank Station-Bank Station-St.Mary Axe-St.Katharine Cree-Aldgate Station	0740 & 0815	-	-	-

Table 2.1: Bus Services Within Walking Distance of the Site

- 2.9** The above table shows that the site is accessible to a large number of frequent bus services throughout London including Victoria, Liverpool Street, Kings Cross, Euston and Waterloo stations. The site also has access to the N1, N8, N19, N35, N38, N41, N55, N68, N98, N171 and N207 night bus services.

Rail Accessibility

- 2.10** There are five tube stations located within 1km of the site; Holborn, Chancery Lane, Farringdon Street, Covent Garden and Temple. Holborn station is the closest at approximately 300m from the site.

- 2.11** The tube lines accessible from these stations are shown in the following table:

Line	Weekday Peak Frequency		Weekend Peak Frequency	
	AM	PM	Sat	Sun
Central	15	15	15	17
Piccadilly	20	20	17	17
Circle	8	7	7	8
Hammersmith & City	8	8	10	10
District	15	15	15	17
Metropolitan	13	11	6	6

Table 2.2: Tube Services (per hour) Accessible From Site

- 2.12** The above table shows that the site has access to a large number of tube services allowing access across London and to major overland rail termini including Liverpool St, Fenchurch St, Charing Cross, Victoria, Paddington and Kings Cross.

Public Transport Accessibility Level (PTAL) Assessment

- 2.13** A PTAL assessment of the site was carried out to measure the accessibility of the site by the public transport network, taking into account the walk access time and bus/tube service availability. PTAL results range from 1, a low level, to 6, a high level of accessibility. The results of the PTAL assessment of the site gave a PTAL level of 6, which indicates a very high level of accessibility. Details of the PTAL assessment are provided in Appendix A.

Accessibility by Cycle and Foot

- 2.14** All the footways surrounding the site are in good condition and well lit, allowing easy access to the local bus stops, shops, supermarkets and other local facilities from the site by foot. There are many pedestrian crossings over High Holborn and Kingsway roads allowing easy pedestrian access to and from the site.
- 2.15** Covered and secure cycle parking will be provided on the site. There are numerous cycle routes in the surrounding area. London Cycle Network routes run along Theobalds Road approximately 300m to the north of the site and the Strand approximately 500m to the south of the site. There are LCN Signed Routes to the west of the site and along sections of High Holborn and sections of the Strand to the south of the site. The roads along the southern border of the site have been classified as LCC Advisory Routes.

Accessibility Summary

- 2.16** The site has excellent accessibility by bus and tube with numerous services going to destinations all over London and to the main overland rail stations. The site is easily accessible by pedestrians with well lit accessible footways surrounding the site and pedestrian crossings over High Holborn and Kingsway roads. The cycle parking on site and the cycle routes in the area will encourage the use of bicycles to and from the site.
- 2.17** The site achieved an “excellent” PTAL rating of 6 – the site is therefore highly sustainable and ideally suited for a mixed residential, retail and office development such as this.

3.0 DEVELOPMENT PROPOSALS

3.1 The site is currently occupied by an 8 floor building of approximately 5,733sqm NIA comprising 271sqm of retail use and 5,462sqm of office use.

3.2 The development proposals include re-developing the site to provide a 7 floor building comprising 330sqm NIA of residential use (5 one-bed and 1 two-bed flats), 279sqm NIA of retail use and 5,867sqm NIA of office use.

3.3 This is a net increase of:

- 6 flats
- 8sqm retail NIA
- 405sqm office NIA

Parking Arrangements

3.4 No general car parking facilities will be provided on-site at the proposed development, in accordance with current local and national transport policies to promote the use of sustainable transport modes.

3.5 One disabled parking space will be provided on the site with access onto Whetstone Park on the southern border of the site.

3.6 Figure 3.1 shows that a car will be able to access the disabled parking bay on the site.

3.7 Cycle parking on-site will consist of 38 spaces in the basement of the building. There will be separate parking areas for residential and office users split between 32 for office use and 6 for residential use. This complies with the minimum standards set in the Camden UDP of 1 space per 250sqm above 500sqm of office space and 1 space per residential dwelling unit.

Deliveries

3.8 The retail unit on the ground floor of the development will receive its deliveries from vehicles parked along High Holborn as per the existing arrangement.

3.9 Office deliveries will be made via the site access off Whetstone Park. Figure 3.2 shows that a 7.5t Panel Van can reverse into the site access to unload/load and then exit back onto Whetstone Park. This will be a great improvement over the existing arrangement where vehicles have to park along Whetstone Park causing a potential blockage along the road.

Refuse Collection

- 3.10** Office refuse will be stored in a refuse store on the ground floor and residential refuse will be stored in a refuse store on the upper basement level of the development.
- 3.11** The retail units will have bag collections from the kerbside along High Holborn on a daily basis, as they do at present for the existing development.
- 3.12** Office and residential refuse will be moved from their refuse stores to refuse vehicles waiting outside the site access along Whetstone Park. The refuse vehicle will be able to gain access to within 25m of the refuse storage points as recommended in paragraph 6.8.9 of the “*Manual for Streets*” published by the DfT in 2007, as they do at present for the existing development. The waste storage on site will comply with the Camden Planning Guidance 2006 policies which states:

...Storage areas and collection points must be as close as possible, and preferably within 10m, of a place suitable for a collection vehicle to stop.

Waste and recyclables from residential and commercial components of a development must be stored separately.

- 3.13** The refuse collections described above maintain the status-quo of the existing refuse collection arrangements for the existing development.

Security

- 3.14** It is anticipated that the development site and its periphery will be under 24 hour surveillance utilising CCTV, which would also cover the area of Great Turnstile.

4.0 POLICY BACKGROUND

National Transport Policy - Planning Policy Statements/Guidance

PPS 3: Housing

- 4.1 Planning Policy Statement 3 replaces the previous policy and guidance in Planning Policy Guidance 3.
- 4.2 Planning Policy Statement 3 'Housing' identifies the need to reduce car dependency by facilitating more walking and cycling, by improving public transport and by planning for mixed uses.
- 4.3 PPS 3 also states that:

Matters to consider when assessing design quality include the extent to which the proposed development:

- Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly*
- Takes a design-led approach to the provision of car-parking space that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly.*

- 4.4 The development site has access to numerous bus and underground services and there are numerous shops and services located within reasonable walking distance of the site.

PPG 13

- 4.5 Government Planning Policy Guidance in relation to transport is contained in PPG 13, 2001 entitled 'Transport'. The key transport aims of PPG 13 are to:
- Locate development in locations that offer a realistic choice of access by non-car modes.*
 - Encourage alternative means of travel which have less environmental impact.*
 - Reduce reliance on the private car.*
 - Reduce the growth in length and number of motorised journeys.*
- 4.6 The development proposals meet these key objectives by providing a mixed office, retail and residential development which has access to numerous and frequent bus and tube services, allowing access throughout London.

4.7 PPG 13 also states at paragraph 21 that:

Local authorities should seek to make maximum use of the most accessible sites, such as those in town centres and others which are, or will be, close to major transport interchanges. These opportunities may be scarce. They should be pro-active in promoting intensive development in these areas and on such sites.

4.8 The development site is located in an area that meets every requirement of the above policy, being located in a city centre with good access to public transport and major transport interchanges.

4.9 Under the heading 'Managing Travel Demand' PPG 13 at paragraph 48 requires Local Authorities to promote more sustainable travel choices, by:

Ensuring that interchange points are well related to travel generating uses, and that the design, layout and access arrangements of surrounding development and interchanges are safe and convenient so as to maximise the walking and cycling catchment population for public transport services.

4.10 Again, the development site meets all of the above requirements by having good accessibility by cycle or on foot as described earlier in the report.

4.11 With regard to parking, paragraph 49 states:

The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Car parking also takes up a large amount of space in development, is costly to business and reduces densities. Reducing the amount of parking in new development (and in expansion and change of use in existing development is essential, as part of a package of planning and transport measures, to promote more sustainable transport choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.

4.12 The proposed development will limit car parking to 1 disabled space and 38 cycle parking spaces will be provided on-site, promoting the use of sustainable modes of transport to and from the site.

The London Plan - Spatial Development Strategy for Greater London

- 4.13** The London Plan was published in February 2004 as an integrated social, economic and environmental framework for the future development of London, looking forward 15-20 years. This provides the London wide context within which individual boroughs must set their local planning policies.

- 4.14** Under the heading 'Housing policies' Paragraph 3.6 states:

In line with the concept of a sustainable and compact city, future residential development needs to be located so as to be within easy access of jobs, schools and public transport. The provision of new housing should also help support economic growth and offer a range of choices for new households.

- 4.15** The residential units on the proposed development will be within easy access of job, schools, public transport and other local amenities in the surrounding area.

- 4.16** Paragraph 4B.16 reads:

Limiting car parking and promoting integration with surrounding public transport and pedestrian networks should help ensure that the layout of sites is designed primarily for the needs of pedestrians, not cars. The growth in journeys created by new development should be accommodated as far as possible within the public transport network.

- 4.17** The proposed development has limited car parking ensuring its layout is designed primarily for the needs of pedestrians. The large public transport network accessible from the site should have no difficulty accommodating the journeys to and from the site.

London Borough of Camden – Unitary Development Plan

- 4.18** The London Borough of Camden's Unitary Development Plan was adopted in June 2006 and sets out Camden's aims and priorities for the use of land in the Borough.

- 4.19** Under the heading "Sustainable transport development" paragraph 5.7 states:

The Council requires development to provide for travel by walking, cycling and public transport as these are the most sustainable ways to travel in terms of their environmental impacts. In this way, the Council can also ensure that people who do not have access to a car can visit new developments.

- 4.20** The proposed development has excellent accessibility by cycle and on foot.

4.21 Under the heading "Parking" paragraph 5.49 states:

The Council aims to reduce the use of the private car, and has therefore promoted the development of car free housing. Car free housing is housing with no parking spaces on-street or on the site other than for people with disabilities. Car free housing can encourage people to consider car-free lifestyles and, in association with other initiatives, contribute to traffic reduction.

4.22 The proposed development will only provide one disabled car parking space on the site. This will encourage the use of non-car modes of transport to and from the site.

5.0 MULTI-MODAL ASSESSMENT

- 5.1 No. 278-282 High Holborn is currently occupied by a mix of office and retail uses. The proposals seek to redevelop 278-282 High Holborn to provide a mix of residential, retail and office.
- 5.2 The current retail use on the site occupies 271sqm NIA and the current office use on the site occupies 5,462sqm NIA.
- 5.3 The proposed layout of the site is as follows:

Use	Net Internal Area	Net Increase Over Existing NIA
Commercial	5,867sqm	405sqm
Retail	279sqm	8sqm
Residential	330sqm	330sqm
TOTAL	6,476sqm	743sqm

Table 5.1: Proposed Uses at Chichester House

- 5.4 The development proposals involve a reduction in parking from 22 parking spaces to 1 disabled space. This is in line with current sustainable transport policies.
- Nett Increase in Office Use Trips**
- 5.5 In order to consider how the proposed increase in floorspace will affect trips to the office use of Chichester House, it is first necessary to establish a realistic level of additional staff attending the site on a typical day.
- 5.6 In 2001, English Partnerships undertook a study of employment densities for a range of use classes.
- 5.7 The research identified that a B1(a) development would be likely to result in an employment density of 1 employee per 19-22sqm, depending on whether a Head Office or general office.
- 5.8 This assessment therefore utilises an average of the range 1:19-22sqm, being 1 employee per 20.5sqm.
- 5.9 Therefore the increase in commercial use of 405sqm would allow an extra 20 people to be accommodated, assuming a density of 1 person per 20.5sqm.
- 5.10 It is generally accepted that there will be circa 10% of staff on holiday, sick or away from the office on any typical day.

5.11 Therefore, on a typical day, the proposals would result in a total of 18 additional employees arriving at the site. To put this level of staff into context, it would equate to one additional office worker arriving at the site every 3 minutes 20 seconds in the peak hour.

5.12 As a further guide, the TRAVL database was interrogated for office sites which had limited on-site parking (less than 5 spaces) to identify the modal split of staff travelling to the site.

5.13 The TRAVL Dataset is contained in Appendix B and summarised in the Table below:

Mode	Percent	Number of Employees
Walk	18.33	3
Rail	43.34	8
Underground	22.09	4
Bus	6.71	1
M/C	0.52	0
Car Driver	2.57	1
Cycle	4.96	1
Taxi	0.78	0
Car Passenger	0.70	0
TOTAL	100.00	18

Table 5.2: Transport Mode % and the Additional Number of Office Employees Utilising Each Mode to Travel to the Site

5.14 The above table shows that an increase of 18 staff using the commercial floorspace of Chichester House would clearly not have an impact on the surrounding transport network, due to the fact that 18 is a very small increase and only 1 of those 18 would be a car driver. The 17 non-car employees would utilise the excellent existing public transport network surrounding the site, and the 1 car-user would have to change from car use to utilise either the bus or rail network to get to the site.

Total Office Use Trips

- 5.15** Following a meeting with the Highways Development Control Officer, the trips generated by the total office use on the site were requested to be included in this report.
- 5.16** The total trips generated by the office use on the site have been assessed in the same way as the net trips generated by the office use on the site, using the same ratio of 1 staff per 20.5sqm of floorspace.
- 5.17** Therefore, for the proposed 5,867sqm of office floorspace the English Partnerships 2001 study suggests 286 staff will be employed on the site.
- 5.18** It is generally accepted that there will be circa 10% of staff on holiday, sick or away from the office on any typical day.
- 5.19** Therefore, on a typical day, the office use at Chichester House would result in a total of 258 employees arriving at the site. To put this level of staff into context, it would equate to one office worker arriving at the site every 14 seconds in the peak hour.
- 5.20** Using the same modal splits as in Table 5.2, the table below shows the modal splits of the estimated 258 staff that will use the office sections of Chichester House:

Mode	Percent	Number of Employees
Walk	18.33	47
Rail	43.34	112
Underground	22.09	57
Bus	6.71	17
M/C	0.52	1
Car Driver	2.57	7
Cycle	4.96	13
Taxi	0.78	2
Car Passenger	0.70	2
TOTAL	100.00	258

Table 5.3: Transport Mode % and the Total Number of Office Employees Utilising Each Mode to Travel to the Site

- 5.21** The 7 car drivers shown in the above table would have to change their travel patterns and use public transport to reach the site.
- 5.22** Using the same assessment method used above, it can be assumed that the existing 5,462sqm of office use at Chichester House could accommodate 240 staff.

- 5.23** Therefore it can be seen that the new office development would only create an additional 18 employees (or an extra 7.5% of the potential existing workforce); therefore the majority of the trips to the site would be existing trips.

Retail Use Trips

- 5.24** The proposed small increase of 8sqm over the existing retail NIA at Chichester House would clearly have no significant effect on the number of people attracted to the retail section of the development.
- 5.25** It can be assumed that the majority of the trips to the retail use at Chichester House would be pass-by trips by people walking along High Holborn.

Residential Use Trips

- 5.26** In order to establish the increase in daily trips due the proposed residential use at Chichester House, and to identify the modal split of these trips, the TRAVL database was interrogated for residential sites in London which had no on-site parking.
- 5.27** The TRAVL Dataset produced two sites which broadly matched the proposed development in terms of location and accessibility, the dataset is contained in Appendix C and summarised in the Table below (*in the last two columns car driver/passenger trips rates and percentages have been applied pro rata to the other modes to show complete no car use trip rates and percentages*):

Mode	Trip Rate	Percent	Trip Rate (No Car Use)	Percent (No Car Use)
Bus	1.19	34%	1.34	38%
Walk/PT	1.12	33%	1.26	37%
Underground	0.44	13%	0.50	15%
Car Driver	0.34	10%	-	-
Rail	0.20	6%	0.23	7%
Pedal Cycle	0.10	3%	0.11	3%
Car Passenger	0.05	1%	-	-
Total	3.44	100%	3.44	100%

Table 5.4: Residential Trip Rate and Modal Split

- 5.28** The above table indicates that the proposed residential development at Chichester House will have a trip rate of 3.44. As there are six dwellings planned for the site, the residential development would attract 21 trips daily, split over the following modes:

Mode	Trip Rate	Percent	Daily Trips
Bus	1.34	38%	8
Walk/PT	1.26	37%	7
Underground	0.50	15%	3
Rail	0.23	7%	2
Pedal Cycle	0.11	3%	1
Total	3.44	100%	21

Table 5.5: Modal Splits for the Proposed Residential Development

- 5.29** The increase of 21 trips to the site daily would be unlikely to have a significant effect on the public transport system in the area. Indeed, the increase of 21 trips split over a 10 hour working day that would equal an extra 2.1 trips per hour which could be easily catered for by the excellent public transport network in the area.

Deliveries

- 5.30** The existing and proposed office uses at Chichester House will be serviced via Whetstone Park located on the southern border of the site.
- 5.31** The TRAVL database has been interrogated to determine delivery movements for similar office developments in inner London. The total gross floor area at these four sites was 48,787sqm, and the total delivery movements are summarised in Table 5.6:

Pedal Cycle	Motor Cycle	Car	Transit Van Type	2 Axles, < 7.5 tonnes
4	41	56	47	7

Table 5.6: Number and Type of Service Vehicle Movements (TRAVL Database) for 48,787sqm

- 5.32** To assess the service vehicle traffic likely to be generated by the existing development and the proposed office uses at Chichester House, the above figures have been applied pro rata to the existing development's and the proposed re-development's office gross floor areas and the total likely servicing vehicle requirements are shown in Tables 5.7 and 5.8.

Pedal Cycle	Motor Cycle	Car	Transit Van Type	2 Axles, < 7.5 tonnes
0	5	6	5	1

Table 5.7: Number and Type of Service Vehicle Movements (TRAVL Database) for the Existing Office use GFA of 5,462sqm

Pedal Cycle	Motor Cycle	Car	Transit Van Type	2 Axles, < 7.5 tonnes
0	5	7	6	1

Table 5.8: Number and Type of Service Vehicle Movements (TRAVL Database) for the Proposed Office Use GFA of 5,867sqm

- 5.33** To assess the change in service vehicle traffic likely to be generated by the proposed redevelopment of Chichester House, the net difference between the proposed development and the existing development is shown in Table 5.9:

Pedal Cycle	Motor Cycle	Car	Transit Van Type	2 Axles, < 7.5 tonnes
0	0	1	1	0

Table 5.9: Number and Type of Service Vehicle Movements (TRAVL Database) for 405sqm Over the Existing Office GFA

- 5.34** The assessment has shown that the service vehicle movements to the site will only increase by one Transit and car type van per day, but that generally the amount of service vehicles using the access off Whetstone Park will be unchanged by the development.
- 5.35** It can be seen from Table 5.8 that the majority of service vehicles are likely to be motor cycles, cars and transit vans with a small number of 7.5 tonne box vans.
- 5.36** The total number of deliveries per day for the proposed development is approximately 19 (see Table 5.8) which is equivalent to 1.9 deliveries per hour (over a ten hour working day). It is likely that the majority of these vehicles will be courier type deliveries and will only stop for a short time.
- 5.37** The proposed development will be the subject of a separate Servicing Management Plan which has been submitted in draft alongside the application.

- 5.38** It has been shown in Figure 3.2 that the access into Chichester House from Whetstone Park can accommodate a 7.5t Panel Van, consequently, there will be sufficient room should two motorcycles or cars arrived at the same time. The above table shows that deliveries from 7.5 tonne box vans will be very infrequent and it is therefore highly unlikely that two would arrive at the same time.

Pedestrian Desire Lines and Accident Analysis

- 5.39** While there is a very limited level of additional trips to the site which will arise from the development proposals, the Council's Highways Officer requested that consideration be given to the likely desire lines of those additional pedestrians and how the accident history of the surrounding area may relate to those additional movements.
- 5.40** Given the site's location, it is reasonable to assume that the majority of work related movements will be to and from the local bus, rail and underground infrastructure with the focus on travel in the immediate vicinity being on bus and underground. In addition, it is likely that there will be a reasonable level of demand from the site to Lincolns Inn Field during the lunch time period, especially in the hotter months.
- 5.41** Drawing GWMCAMDEN.1/01 attached hereto illustrates desire lines associated with these destinations, highlighting controlled crossing points.
- 5.42** It must be borne in mind that, when considering the site's extant permission, the proposals will introduce a very limited increase in the number of people using these routes.
- 5.43** Accident statistics have been obtained from London Borough Camden for the preceding 3 years for the immediate vicinity. The full statistics are contained in Appendix D and discussed in the text below.
- 5.44** These accidents are also illustrated on Drawing GWMCAMDEN.1/01.
- 5.45** Of the 14 recorded accidents, five included pedestrians. One of these four accidents involved a vehicle mounting the pavement and two involved pedestrians crossing the road not at a designated pedestrian crossing location – although they were very close to a controlled crossing.
- 5.46** Two accidents involved pedestrians on a controlled crossing. It should be noted that given the observed footfall in this area, a total of 2 accidents at the crossing over the 3 year period is not a significant number. Both of these accidents occurred during periods of darkness.

-
- 5.47** The statistics provided are not detailed enough to identify any particular cause for these two accidents.
- 5.48** While the development proposals may result in additional use of this crossing, any increase will be negligible in terms of the daily fluctuations which may be observed at this crossing and therefore will not contribute to any material increase in accident occurrence in this location.
- 5.49** It is concluded that, when considering the net increase in trips to the site, the proposals will be unlikely to materially affect accident patterns in the area.

6.0 SUMMARY AND CONCLUSIONS

6.1 Mayer Brown has been commissioned by GMW Architects to prepare this Highways Statement for the proposed development at Chichester House, 278-282 High Holborn, London WC1.

6.2 The existing development on the site is a mix of retail and office uses.

6.3 The existing building on the site is an 8 floor retail and office use building of approximately 5,733sqm NIA.

6.4 The proposals seek to re-develop the site into a 7 floor mixed office, retail and residential use building of approximately 6,476sqm NIA.

6.5 There are net increases over the existing development of:

- 6 flats
- 8sqm retail NIA
- 405sqm office NIA

6.6 This report examines the potential traffic attraction of the site's existing and proposed uses.

6.7 This report demonstrates that:

- the site lies in an accessible location with good pedestrian and bus links and is within walking distance of the nearest tube station
- the site has a PTAL of 6 which indicates a very high level of accessibility
- the proposals comply with numerous national and local government policies
- on-site parking will consist of 1 disabled space, in-line with sustainable transport policies
- the development will result in a minor increase in trips to the site, which could be easily accommodated by the local public transport network
- the new development will improve the existing situation regarding the developments servicing and delivery arrangements
- the proposals will not be likely to materially increase accident rates in the area

6.8 It is therefore concluded that this development should not be resisted on highways or transportation grounds.



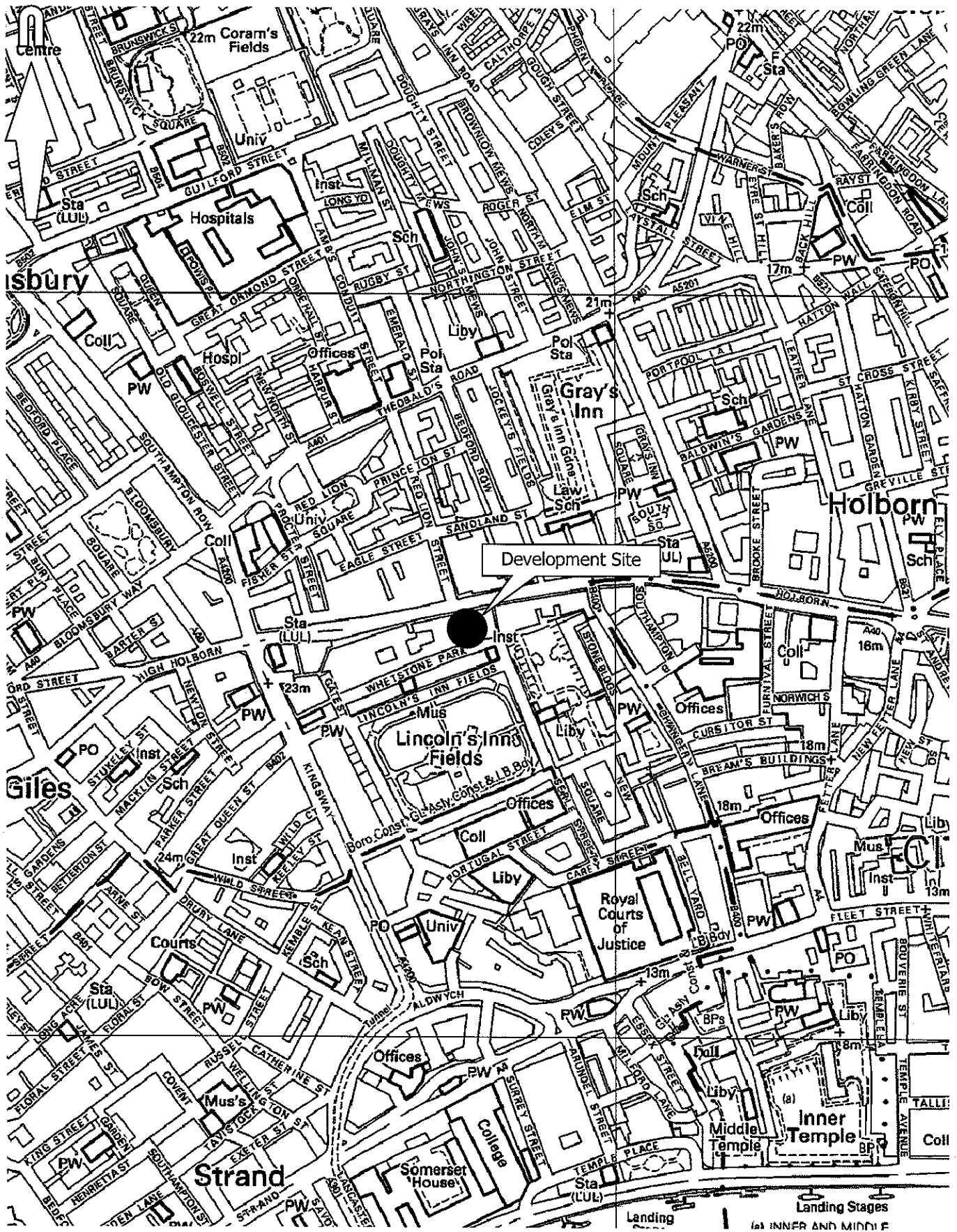
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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



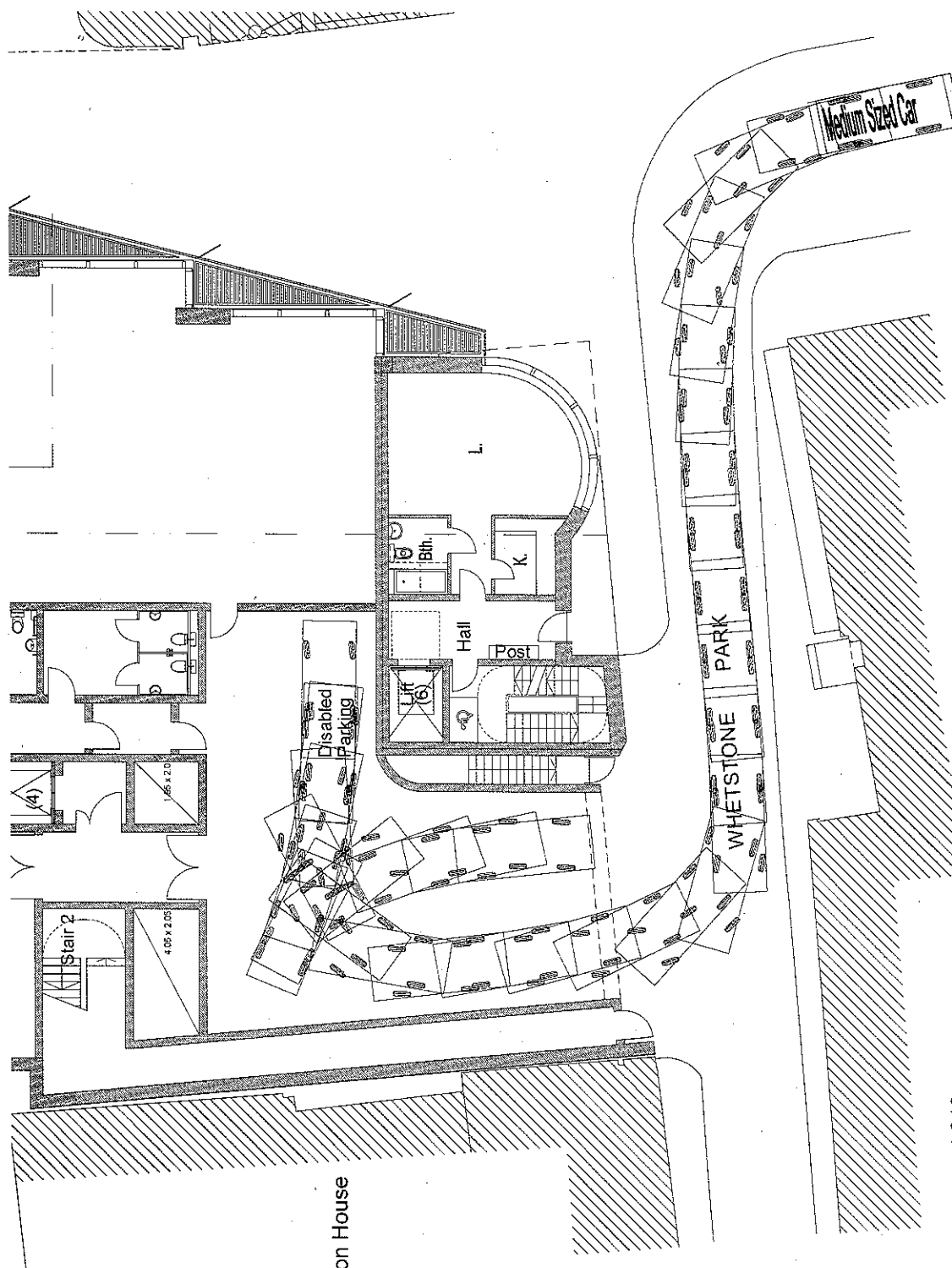
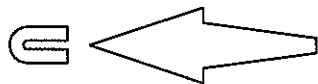
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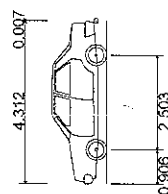
Site in Relation to the Local Highway Network

Scale : NTS

Figure 1.2



Princeton House



- Medium Sized Car
- Overall Length
- Overall Width
- Overall Body Height
- Min Body Ground Clearance
- Max Track Width
- Lock to Lock Time
- Kerb to Kerb Turning Radius

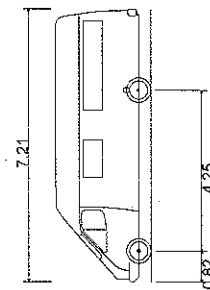
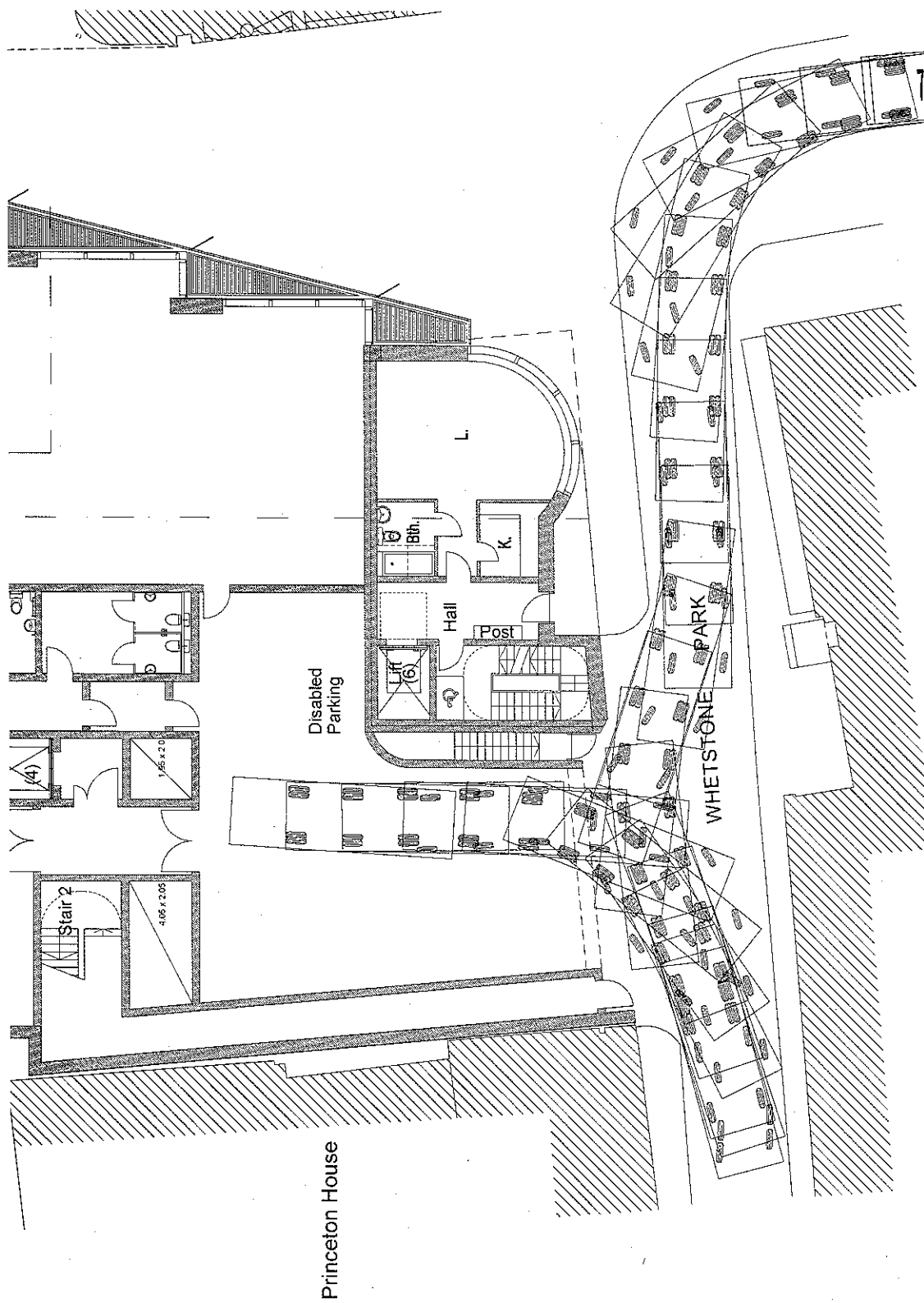
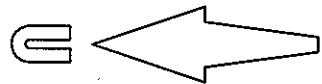
4.319m
1.686m
1.466m
0.228m
1.591m
4.00 sec
5.042m



Medium Car Maneuvering into Disabled Bay

Scale 1:200

Figure 3.1



7.5t Panel Van
 Overall Length 7.21m
 Overall Width 2.25m
 Overall Height 2.54m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to Lock Time 4.00 sec
 Kerb to Kerb Turning Radius 7.400m

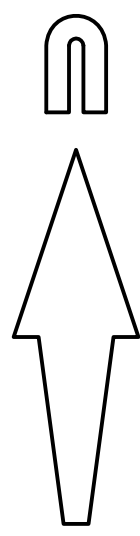
7.210m
 2.192m
 2.544m
 0.316m
 1.865m
 4.00 sec
 7.400m





sm3
 mayer brown

Service Vehicle Maneuvering into Service Yard

Scale 1:200

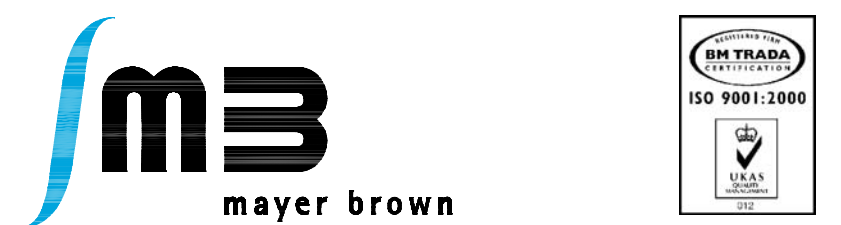
Figure 3.2



- | | |
|---|--------------------------------------|
|  | UNDERGROUND STATION |
|  | BUS STOP(S) |
|  | LOCATION OF ACCIDENT(S) |
|  | CONTROLLED PEDESTRIAN CROSSING POINT |

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rev.	amendment	checked	date
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Mayer Brown Limited Lion House
Oriental Road Woking Surrey GU22 8AP
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
HINES LTD

project

CHICHESTER HOUSE
HIGH HOLBORN

scale	1:500@A1	drawn by	MDP	checked by	AP
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date	JULY 2007	cad file	MASTER.DWG
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title

PEDESTRIAN DESIRE LINES AND
ACCIDENT LOCATIONS

drawing number	rev.
GMWCAMDEN.1/01	

APPENDIX A
PTAL Assessment

Chcichester House

Site Name:

Assessor Name: John Gilby

PTAL Calculator (Manual)

Parameters	
Walk Speed (metres/min)	80
Rail reliability (mins)	0.75
Peak hour services	

Station	Route	Distance (metres)	Frequency (v/h)	Weight	Walk Time (mins)	Service Wait Time (SWT) (mins)	Access Time (mins)	Equivalent Doorstep Frequency (EDF)	Accessibility Index
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[illegible]

Site Name:

Chichester House

Project Code:

GWMCAMDEN

Date:

24/07/2007

Assessor Name:

John Gilby

Total Site Accessibility Index = 42.90

Site PTAL Level = 6

PTAL	Range of Index
1 (Low)	0 - 5
2	5.01 - 10
3	10.01 - 15
4	15.01 - 20
5	20.01 - 25
6 (High)	25.01 +

APPENDIX B
Office TRAVL Assessment

	Baltic Exchange		Bed Zed		Highbury House		M&S		Reed Employment		Usborne		Average	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Walk/PT	137	48.07%	28	40.00%	16	10.96%	210	10.98%		0.00%		0.00%	Walk/PT	18.33%
Rail	86	30.18%	27	38.57%	36	24.66%	704	36.80%	7	87.50%	36	42.35%	Rail	43.34%
Underground	49	17.19%		0.00%	51	34.93%	511	26.71%	1	12.50%	35	41.18%	Underground	22.09%
Bus	6	2.11%		0.00%	24	16.44%	280	14.64%		0.00%	6	7.06%	Bus	6.71%
M/C	5	1.75%		0.00%	2	1.37%		0.00%		0.00%		0.00%	M/C	0.52%
Car Driver	2	0.70%		0.00%	10	6.85%	128	6.69%		0.00%	1	1.18%	Car Driver	2.57%
cycle		0.00%	15	21.43%		0.00%	24	1.25%		0.00%	6	7.06%	cycle	4.96%
taxi		0.00%		0.00%	5	3.42%	24	1.25%		0.00%		0.00%	taxi	0.78%
car passenger		0.00%		0.00%	2	1.37%	32	1.67%		0.00%	1	1.18%	car passenger	0.70%
TOTAL	285	1	70	1	146	1	1913	1	8	1	85	1		1

TRAVL - Mode by Journey Purpose

Address	Baltic Exchange 38 St Mary Axe City of London EC3A 8BH	Business	Various
		Class	B1 - Office
		Location	Central
		Employees	150
SurveyCode	409	PTAL	6
Survey Date	08/02/2005	Parking Total:	0

Employer's Business - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	68	0.45	93 %
Rail	2	0.01	3 %
Underground	2	0.01	3 %
Bus	1	0.01	1 %
Total	73	0.49	100 %

Journey to Work - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	197	1.31	69 %
Underground	41	0.27	14 %
Rail	29	0.19	10 %
Bus	15	0.10	5 %
Motor Cycle	3	0.02	1 %
Total	285	1.90	100 %

Journey to Work - Main Mode

Mode	Trips	Rate	Percent
Walk/PT	137	0.91	48 %
Rail	86	0.57	30 %
Underground	49	0.33	17 %
Bus	6	0.04	2 %
Motor Cycle	5	0.03	2 %
Car Driver	2	0.01	1 %
Total	285	1.90	100 %

Personal Business (Staff) - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	99	0.66	93 %
Underground	4	0.03	4 %
Rail	2	0.01	2 %
Bus	1	0.01	1 %
Total	106	0.71	100 %

Visitors - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	54	0.36	56 %
Underground	17	0.11	18 %
Car Driver	7	0.05	7 %
Bus	6	0.04	6 %
Car Passenger	6	0.04	6 %
Taxi	5	0.03	5 %
Rail	2	0.01	2 %
Total	97	0.65	100 %

TRAVL - Mode by Journey Purpose

Address	Bed Zed Helios Road Wallington SM6 7BZ	Business Class	Residential/Office Development B1 - Office
SurveyCode	406	Location	Outer
Survey Date	09/03/2005	Employees	36
		PTAL	3
		Parking Total:	0

Journey to Work - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	46	1.28	66 %
Pedal Cycle	17	0.47	24 %
Rail	4	0.11	6 %
Underground	3	0.08	4 %
Total	70	1.94	100 %

Journey to Work - Main Mode

Mode	Trips	Rate	Percent
Walk/PT	28	0.78	40 %
Rail	27	0.75	39 %
Pedal Cycle	15	0.42	21 %
Total	70	1.94	100 %

TRAVL - Mode by Journey Purpose

Address	Marks and Spencer Headquarters N. Wharf Rd, Paddington Basin Paddington W2	Business	Retail Headquarters
		Class	B1 - Office
		Location	Central
		Employees	1,800
SurveyCode	410	PTAL	5
Survey Date	10/02/2005	Parking Total:	0

Employer's Business - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	53	0.03	40 %
Underground	26	0.01	20 %
Taxi	17	0.01	13 %
Bus	14	0.01	11 %
Car Driver	13	0.01	10 %
Rail	7	0.00	5 %
Car Passenger	3	0.00	2 %
Total	133	0.07	100 %

Journey to Work - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	826	0.46	43 %
Underground	428	0.24	22 %
Bus	322	0.18	17 %
Rail	182	0.10	10 %
Car Driver	66	0.04	3 %
Pedal Cycle	39	0.02	2 %
Taxi	33	0.02	2 %
Car Passenger	17	0.01	1 %
Total	1,913	1.06	100 %

Journey to Work - Main Mode

Mode	Trips	Rate	Percent
Rail	704	0.39	37 %
Underground	511	0.28	27 %
Bus	280	0.16	15 %
Walk/PT	210	0.12	11 %
Car Driver	128	0.07	7 %
Car Passenger	32	0.02	2 %
Taxi	24	0.01	1 %
Pedal Cycle	24	0.01	1 %
Total	1,913	1.06	100 %

Personal Business (Staff) - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	475	0.26	86 %
Underground	26	0.01	5 %
Bus	20	0.01	4 %
Car Driver	19	0.01	3 %
Car Passenger	6	0.00	1 %
Rail	4	0.00	1 %
Taxi	2	0.00	0 %
Total	552	0.31	100 %

TRAVL - Mode by Journey Purpose

Address	Reed Employment 19 Borough High Street London Bridge SE1 9SE	Business	Employment Agency
		Class	B1 - Office
		Location	Central
		Employees	13
SurveyCode	372	PTAL	6
Survey Date	05/09/2002	Parking Total:	0

Employer's Business - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	4	0.31	100 %
Total	4	0.31	100 %

Journey to Work - Final Mode

Mode	Trips	Rate	Percent
Rail	6	0.46	75 %
Underground	1	0.08	13 %
Walk/PT	1	0.08	13 %
Total	8	0.62	100 %

Journey to Work - Main Mode

Mode	Trips	Rate	Percent
Rail	7	0.54	88 %
Underground	1	0.08	13 %
Total	8	0.62	100 %

Personal Business (Staff) - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	16	1.23	100 %
Total	16	1.23	100 %

Visitors - Final Mode

Mode	Trips	Rate	Percent
Bus	20	1.54	32 %
Walk/PT	18	1.38	29 %
Underground	13	1.00	21 %
Rail	10	0.77	16 %
Pedal Cycle	1	0.08	2 %
Total	62	4.77	100 %

Visitors - Main Mode

Mode	Trips	Rate	Percent
Bus	21	1.62	34 %
Walk/PT	18	1.38	29 %
Underground	12	0.92	19 %
Rail	10	0.77	16 %
Pedal Cycle	1	0.08	2 %
Total	62	4.77	100 %

TRAVL - Mode by Journey Purpose

Address	Usborne Publishing 83-85 Saffron Hill Clerkenwell EC1N 8RT	Business	Publishing Company Offices
		Class	B1 - Office
		Location	Central
		Employees	100
SurveyCode	138	PTAL	4
Survey Date	15/05/1996	Parking Total:	0

Employer's Business - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	5	0.05	83 %
Underground	1	0.01	17 %
Total	6	0.06	100 %

Journey to Work - Final Mode

Mode	Trips	Rate	Percent
Underground	29	0.29	34 %
Walk/PT	22	0.22	26 %
Rail	16	0.16	19 %
Bus	9	0.09	11 %
Pedal Cycle	6	0.06	7 %
Car Passenger	2	0.02	2 %
Car Driver	1	0.01	1 %
Total	85	0.85	100 %

Journey to Work - Main Mode

Mode	Trips	Rate	Percent
Rail	36	0.36	42 %
Underground	35	0.35	41 %
Bus	6	0.06	7 %
Pedal Cycle	6	0.06	7 %
Car Driver	1	0.01	1 %
Car Passenger	1	0.01	1 %
Total	85	0.85	100 %

Personal Business (Staff) - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	87	0.87	96 %
Bus	4	0.04	4 %
Total	91	0.91	100 %

Visitors - Final Mode

Mode	Trips	Rate	Percent
Underground	7	0.07	88 %
Car Driver	1	0.01	13 %
Total	8	0.08	100 %

Visitors - Main Mode

Mode	Trips	Rate	Percent
Underground	7	0.07	88 %
Car Driver	1	0.01	13 %
Total	8	0.08	100 %

TRAVL - Mode by Journey Purpose

Address	Highbury House Communications 1 - 3 Highbury Station Road Highbury N1 1SE	Business	Publishing business
		Class	B1 - Office
		Location	Inner
		Employees	160
SurveyCode	324	PTAL	6
Survey Date	23/04/2001	Parking Total:	4

Employer's Business - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	12	0.08	86 %
Underground	2	0.01	14 %
Total	14	0.09	100 %

Journey to Work - Final Mode

Mode	Trips	Rate	Percent
Underground	68	0.43	47 %
Rail	27	0.17	18 %
Bus	22	0.14	15 %
Walk/PT	16	0.10	11 %
Car Driver	7	0.04	5 %
Car Passenger	2	0.01	1 %
Taxi	2	0.01	1 %
Motor Cycle	2	0.01	1 %
Total	146	0.91	100 %

Journey to Work - Main Mode

Mode	Trips	Rate	Percent
Underground	51	0.32	35 %
Rail	36	0.23	25 %
Bus	24	0.15	16 %
Walk/PT	16	0.10	11 %
Car Driver	10	0.06	7 %
Taxi	5	0.03	3 %
Motor Cycle	2	0.01	1 %
Car Passenger	2	0.01	1 %
Total	146	0.91	100 %

Personal Business (Staff) - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	72	0.45	97 %
Bus	2	0.01	3 %
Total	74	0.46	100 %

Visitors - Final Mode

Mode	Trips	Rate	Percent
Walk/PT	3	0.02	43 %
Bus	2	0.01	29 %
Car Driver	2	0.01	29 %
Total	7	0.04	100 %

APPENDIX C
Residential TRAVL Assessment

TRAVL - Daily Trip Rate by Mode

Surveys in Selection

Address Albion Wharf (Affordable)
6 Hester Road,
Battersea
SW11 4AL

SurveyCode 417

Survey Date 19/04/2005

Business Residential Development

Class C3 - Residential

Location Central

No of Dwellings 45

PTAL 6

Parking Total 0

Address Coverley Close
off Hanbury Street
Whitechapel
E1 5HY

SurveyCode 242

Survey Date 11/03/1998

Business Residential

Class C3 - Residential

Location Inner

No of Dwellings 14

PTAL 3

Parking Total 0

TRAVL - Daily Trip Rate by Mode

Final Mode

Mode	ModeTrips	Trip Rate	Percent
Walk/PT	139	2.36	70 %
Bus	26	0.44	13 %
Car Driver	20	0.34	10 %
Rail	6	0.10	3 %
Pedal Cycle	6	0.10	3 %
Car Passenger	3	0.05	2 %
Total	200	3.39	100.00

Main Mode

Mode	Mode Trips	Trip Rate	Percent
Bus	70	1.19	34 %
Walk/PT	66	1.12	33 %
Underground	26	0.44	13 %
Car Driver	20	0.34	10 %
Rail	12	0.20	6 %
Pedal Cycle	6	0.10	3 %
Car Passenger	3	0.05	1 %
Total	203	3.44	100.00

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination
3. For sites with employee trips, note that the final mode count is higher compared to main mode count as final mode count includes trips made during the day i.e. lunch and business trips.

APPENDIX D
Accident Statistics

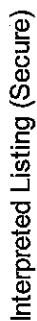


Date: 11 JUL 2007 16:24 Interpreted Listing (Secure)

Page: 1 of 5

High Holborn - Acc stats 36 months to Feb 07

CT1 CAMDEN LINK 25-27 (HIGH HOLBORN)									
36 MTS TO FEB-2007 SORTED EAST-WEST									
1	0104EO00743	FRI 28/05/04 20:10	LIGHT NFL FLAGGED AT HIGH HOLBORN 25M W JW RED LION STREET	02 LINK 25-27	530750 / 181570				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M			
CASUALTY 001 (001) (28 Yrs - M ****)			SLIGHT	DRIVER/RIDER		E TO W			
VEHICLE 001 (002) PEDAL CYCLE (28 Yrs - M ****)					GOING AHEAD OTHER	O/S HIT FIRST			
VEHICLE 002 (001) M/C 125-500CC (41 Yrs - M ****)					OVERTAKE MOVE VEH O/S	E TO W			
						N/S HIT FIRST			
2	0105EO0628	TUE 21/06/05 12:00	LIGHT HIGH HOLBORN JW HOLBORN PLACE	02 LINK 25-27	530700 / 181560				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONTI NO XING FACILITY IN 50M			
CASUALTY 001 (001) (22 Yrs - F ****)			SLIGHT	PASSENGER	STANDING ON PSV	W TO E JNY PART OF WORK			
VEHICLE 001 (000) BUS/COACH (40 Yrs - M ****)					SLOWING OR STOPPING	DID NOT IMPACT			
VEHICLE 002 (000) CAR (? Yrs - U ****)					SLOWING OR STOPPING	W TO E			
						DID NOT IMPACT			
3	0104EO01340	MON 13/09/04 13:34	LIGHT 91 HIGH HOLBORN 40M W JW HOLBORN PLACE	02 LINK 25-27	530670 / 181550				
POLICE - AT SCENE ROAD-WET			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M			
CASUALTY 001 (001) (31 Yrs - F ****)			SLIGHT	PEDESTRIAN	ON FOOTPATH - VERGE	STANDING			
VEHICLE 001 (000) GDS => 7.5T (37 Yrs - M ****)					U-TURNING	W TO W			
						N/S HIT FIRST			
						DAMAGE NONE			
						HIT RD SIGN/ATS			
4	0105EO00042	WED 12/01/05 12:04	LIGHT NFL HIGH HOLBORN 73M E JW PROCTER STREET	02 LINK 25-27	530670 / 181550				
POLICE - AT SCENE ROAD-DRY			WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M			
CASUALTY 001 (001) (26 Yrs - M ****)			SERIOUS	DRIVER/RIDER		E TO W			
VEHICLE 001 (002) M/C > 500CC (26 Yrs - M ****)					OVERTAKE MOVE VEH O/S	N/S HIT FIRST			
VEHICLE 002 (001) GDS =< 3.5T (41 Yrs - M ****)					OVERTAKE MOVE VEH O/S	E TO W			
						O/S HIT FIRST			



Page: 2 of 5

High Holborn - Acc stats 36 months to Feb 07

CT1 CAMDEN LINK 25-27 (HIGH HOLBORN)		36 MTS TO FEB-2007 SORTED EAST-WEST	
5	0104E001204 WFD 18/08/04 21:50	DARK	254 HIGH HOLBORN 50M W J/W HOLBORN PLACE
02	LINK 25-27	530680	/ 181550

5	0104EO01204	WED 18/08/04 21:50	DARK	254 HIGH HOLBORN 50M W J/W HOLBORN PLACE
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POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M

CASUALTY	001	(001)	(68 Yrs - M ****)	SLIGHT PEDESTRIAN	CROSSING ROAD (NOT ON XNG)

VEHICLE	001	0000	CAR	(43 Yrs - M ****)
VEHICLE	001	0000	CAR	(43 Yrs - M ****)

FRONT HIT FIRST
DAMAGE NONE

End of Accidents for CT1 CAMDEN LINK 25-27 (HIGH HOLBORN)

close to
Crossing



Date: 11 JUL 2007 16:24 Interpreted Listing (Secure)

Page: 3 of 5

High Holborn - Acc stats 36 months to Feb 07

CT2 CAMDEN LINK 25-827 (HIGH HOLBORN)									
36 MTS TO FEB-2007 SORTED EAST-WEST									
1	0104EO01553	TUE 26/10/04 15:43	LIGHT	42-49 HIGH HOLBORN 30M W J/W CHANCERY LANE	02 LINK 25-827	530930 / 181600			
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
CASUALTY	001 (001)	(42 Yrs - F ****)	SLIGHT	PEDESTRIAN	N BOUND FROM DRIVERS N/SIDE				
VEHICLE	001 (000)	TAXI	(63 Yrs - M ****)	CROSSING ROAD (NOT ON XING) REVERSING	W TO E				
					BACK HIT FIRST				DAMAGE NONE
2	0106TA00049	WED 08/02/06 17:22	DARK	NFL HIGH HOLBORN 30M W OF J/W CHANCERY LANE	02 LINK 25-827	530930 / 181600			
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
CASUALTY	001 (002)	(29 Yrs - F ****)	SLIGHT	PASSENGER	FRONT SEAT				
VEHICLE	001 (002)	GDS 3.5-7.5T	(33 Yrs - M ****)	MOVING OFF	W TO E				
					O/S HIT FIRST				JNY PART OF WORK
VEHICLE	002 (001)	CAR	(27 Yrs - M ****)	OVERTAKE STAT VEH O/S	W TO E				
					N/S HIT FIRST				
3	0104EO01559	SAT 30/10/04 03:30	DARK	303 HIGH HOLBORN 35M W J/W CHANCERY LANE	02 LINK 25-827	530920 / 181600			
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	NO XING FACILITY IN 50M				
CASUALTY	001 (001)	(36 Yrs - M ****)	SLIGHT	PEDESTRIAN	N BOUND FROM DRIVERS N/SIDE				
VEHICLE	001 (000)	CAR	(? Yrs - U ****)	CROSSING ROAD (NOT ON XING) GOING AHEAD OTHER	E TO W				
					FRONT HIT FIRST				
4	0104EO00378	THU 18/03/04 15:20	LIGHT	51 HIGH HOLBORN J/W BROWNLOW STREET	02 LINK 25-827	530890 / 181600			
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONTI NO XING FACILITY IN 50M				
CASUALTY	001 (002)	(23 Yrs - M ****)	SLIGHT	DRIVER/RIDER	U-TURNING				
VEHICLE	001 (002)	GDS =< 3.5T	(57 Yrs - M ****)		E TO E				
					O/S HIT FIRST				DAMAGE OFFSIDE
VEHICLE	002 (001)	M/C 50-125CC	(23 Yrs - M ****)	GOING AHEAD OTHER	E TO W				
					FRONT HIT FIRST				DAMAGE FRONT
									JCT CLEARED
									JCT CLEARED



Date: 11 JUL 2007 16:24 Interpreted Listing (Secure)

Page: 4 of 5

High Holborn - Acc stats 36 months to Feb 07

CT2 CAMDEN LINK 25-827 (HIGH HOLBORN)										36 MTS TO FEB-2007 SORTED EAST-WEST	
5	0104EO01571	FRI 29/10/04 19:20	DARK	NFL FLAGGED AT HIGH HOLBORN 40M E J/W RED LION STREET						02 LINK 25-827	530820 / 181590
POLICE	- OVER COUN ROAD-WET		WEATHER-FINE	SINGLE CWY	NO JUN IN 20M				PELICAN OR SIMILAR		
CASUALTY	001 (001) (35 Yrs - M ****)		SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	S BOUND	FROM DRIVERS N/SIDE				
VEHICLE	001 (000) TAXI		(47 Yrs - M ****)	GOING AHEAD OTHER	W TO E	FRONT HIT FIRST	DAMAGE NONE				
6	0104EO01659	TUE 16/11/04 16:10	DARK	HIGH HOLBORN 43M E OF J/W RED LION STREET						02 LINK 25-827	530810 / 181580
POLICE	- OVER COUN ROAD-DRY		WEATHER-FINE	SINGLE CWY	NO JUN IN 20M				PELICAN OR SIMILAR		
CASUALTY	001 (001) (19 Yrs - F ****)		SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	S BOUND	FROM DRIVERS O/SIDE				
VEHICLE	001 (000) M/C 125-500CC		(? Yrs - M ****)	GOING AHEAD OTHER	E TO W	FRONT HIT FIRST	DAMAGE NONE				

End of Accidents for CT2 CAMDEN LINK 25-827 (HIGH HOLBORN)



Date: 11 JUL 2007 16:24 Interpreted Listing (Secure)

Page: 5 of 5

High Holborn - Acc stats 36 months to Feb 07

CT3 CAMDEN NODE 25 (HIGH HOLBORN/RED LION STREET)									
36 MTS TO FEB-2007 SORTED EAST-WEST									
1	0104EO00998	THU 08/07/04 08:15	LIGHT HIGH HOLBORN / RED LION STREET.					02	NODE 25
POLICE - AT SCENE ROAD-WET				RAINING	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONTI PELICAN OR SIMILAR	530780 / 181570	
CASUALTY 001 (001) (22 Yrs - M ****)				SERIOUS DRIVER/RIDER					
VEHICLE 001 (002) PEDAL CYCLE (22 Yrs - M ****)						TURNING RIGHT	N TO W	ENTERING MAIN RD	
							FRONT HIT FIRST	DAMAGE FRONT	NEARSIDE
VEHICLE 002 (001) GDS =< 3.5T				(? Yrs - U ****)		GOING AHEAD OTHER	E TO W	JCT MID	
							O/S HIT FIRST		
2	0105EO00156	SUN 30/01/05 02:10	DARK HIGH HOLBORN/RED LION STREET					02	NODE 25
POLICE - AT SCENE ROAD-DRY				WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONTI NO XING FACILITY IN 50M	530770 / 181570	
CASUALTY 001 (001) (20 Yrs - M ****)				SLIGHT PASSENGER		SEATED ON PSV			
VEHICLE 001 (002) BUS/COACH (50 Yrs - M ****)						GOING AHEAD OTHER	E TO W	JNY PART OF WORK	JCT MID
							FRONT HIT FIRST		
VEHICLE 002 (001) BUS/COACH (50 Yrs - M ****)						GOING AHEAD OTHER	E TO W	JNY PART OF WORK	JCT MID
							BACK HIT FIRST		
3	0108EO40624	TUE 20/06/06 10:00	LIGHT HIGH HOLBORN J/W RED LION STREET					02	NODE 25
POLICE - AT SCENE ROAD-DRY				WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVE WAY/UNCONTI PELICAN OR SIMILAR	530770 / 181570	
CASUALTY 001 (002) (26 Yrs - F ****)				SLIGHT DRIVER/RIDER					
VEHICLE 001 (002) GDS =< 3.5T				(25 Yrs - M ****)		TURNING RIGHT	E TO N	JCT MID	
							O/S HIT FIRST		
VEHICLE 002 (001) M/C <= 50CC				(26 Yrs - F ****)		OVERTAKE MOVE VEH O/S	E TO W	JCT MID	
							N/S HIT FIRST		

End of Accidents for CT3 CAMDEN NODE 25 (HIGH HOLBORN/RED LION STREET)

End of Report



High Holborn - Acc stats 36 months to Feb 07

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
CT1 CAMDEN LINK 25-27 (HIGH HOLBORN)	36 MTS TO FEB-2007	5
CT2 CAMDEN LINK 25-827 (HIGH HOLBORN)	36 MTS TO FEB-2007	6
CT3 CAMDEN NODE 25 (HIGH HOLBORN/RED LION STREET)	36 MTS TO FEB-2007	3

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

