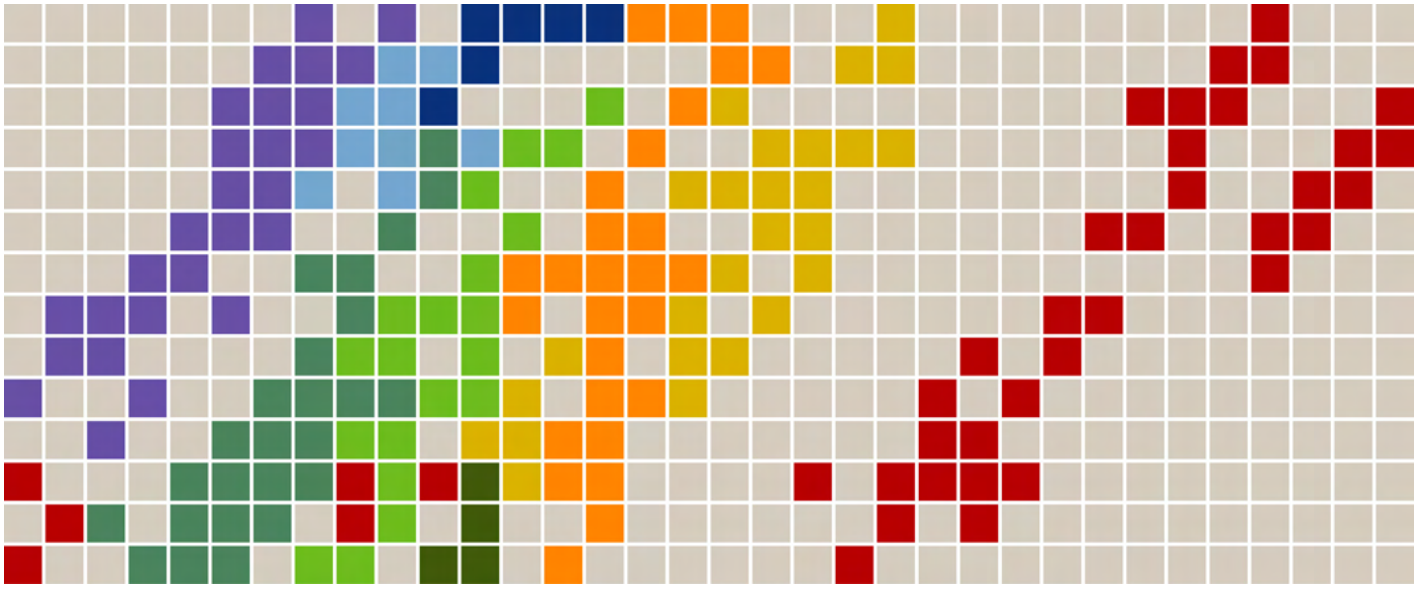


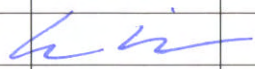
Holbrook House, WC1

Transport Statement

Holbrook House Unit Trust

7th June 2006

QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	Issue			
Date	7th June 2006			
Prepared by	Richard Collinson / Chris Tapp			
Signature				
Checked by	Ian Liddell			
Signature				
Authorised by	Ian Liddell			
Signature				
Project number	11140706			
File reference	Y:\Holbrook House - 14-706\TEXT\REPORTS\060707 Holbrook Transport Statement Final.doc			

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Contents

1 Introduction

1.1 INTRODUCTION

1.1.1 WSP Development and Transportation Ltd has been appointed to provide access, servicing and parking advice in respect of the proposed redevelopment of Holbrook House at Great Queen Street in the London Borough of Camden (LBC).

1.1.2 Pre-application consultations with LBC officers included discussions regarding servicing and refuse facilities, car parking and access proposals. These discussions were followed by the submission of a Scoping Study dated 24 May 2006 to confirm the proposed scope of work. It included the following points:

- service trip generation forecasts and servicing proposals, which will be tested using swept path analysis
- on-street servicing requirements
- refuse collection and storage
- on-site parking proposals for cycles, motorcycles and cars (including compliance with standards and layout design)
- headroom implications where the building soffit bridging across Newton Street is to be modified
- pedestrian desire lines, facilities and proposals
- proposals to change on-street parking provision

1.1.3 The proposals involve the refurbishment of the existing office building and a small increase of only approximately 750sqm to the existing 14,020sqm of gross floorspace. The number of car parking spaces is to be reduced by removing under-utilised on-site parking, and cycle parking is to be provided to meet the full UDP requirements. Further details of the proposals are included within the design statement.

1.1.4 This Transport Statement should be read in conjunction with the planning application drawings from John Robertson Architects.

2 Existing Conditions

2.1 THE EXISTING SITE

2.1.1 The site location is shown on Figure 1. The site has highway frontage to the north on Parker Street, is bisected at ground and first floor level by Newton Street and Great Queen Street to the south. The site is bounded to the west by properties fronting onto Parker Street and Great Queen Street. Details of the surrounding highway network are shown on Figure 2.

2.1.2 The existing building comprises some 14,020 sqm GEA of existing office space, plus two pub units (The George and The Hercules Pillars) at ground floor (although not part of the proposals).

2.1.3 The existing site layout is shown on Figure 3. Vehicular access is taken from Parker Street to the underground service area and basement car parking, which is accessed by ramp. There are 36 underground parking spaces, which are now under-utilised since the advent of the congestion charge. The headroom at the access to the basement parking and service area is 2.5m, and larger vehicles currently service from the street.

2.1.4 Servicing for the Hercules Pillars Public House is carried out from a loading bay accessed off Parker Street. The George Public House is currently serviced directly from Parker Street.

2.1.5 There is additional off-street parking available to the rear of the site. The access is gated and taken from the east side of Newton Street. There are 9 car and 5 motorcycle parking spaces in the compound and a pedestrian access to the rear of the building.

2.1.6 Primary pedestrian access to the office reception area is taken from Great Queen Street.

2.1.7 The area surrounding the site comprises mainly office and retail uses with a number of restaurants and coffee shops.

2.1.8 The site is well located for public transport services; being within walking distance of a total of sixteen bus routes with stops within a 640m walk of the site. The nearest London Underground station to the site is Holborn, providing services on the Central and Piccadilly Lines. Covent Garden Station is also a short walk west from the site.

2.2 SURROUNDING ROAD NETWORK

2.2.1 Details of the surrounding highway network are shown on Figure 2. The site is located within Transport for London's (TfL) Congestion Charging Zone. The A4200 Kingsway is the nearest Red Route to the site and is located to the east.

2.2.2 Parker Street connects Drury Lane in the west to Kingsway in the east. It has a single westbound lane between Kingsway and Newton Street, and continues west of Newton Street as a two-way road. Between Newton Street and Drury Lane, Parker Street has single and double yellow line parking controls along its southern side. Along the northern side of the carriageway there are designated motorcycle, disabled and resident permit parking bays. There are loading bays at the junction of Parker Street with Kingsway and on Parker Street immediately north of the site.

2.2.3 Great Queen Street also connects Drury Lane with Kingsway. The junctions at either end are signalised, and both junctions have pedestrian crossing facilities. Great Queen Street has one lane in each direction. Immediately opposite The George public house are three taxi bays on the southern side of the carriageway. To the west there is traffic calming in the form of speed tables and the carriageway narrows. There are resident, disabled, pay and display, loading and motorcycle bays along both sides of the road between the junction of Newton Street and Drury Lane.

2.2.4 Newton Street passes beneath the building and connects Great Queen Street in the south to High Holborn in the north. It has a single lane in both directions between Great Queen Street and Parker Street, and then becomes a single northbound lane connecting to a left turn only signalised junction with High Holborn. There is a contraflow southbound cycle lane which runs from High Holborn to the junction with Parker Street.

2.2.5 Beneath the building on Newton Street there are three pay and display bays and a ten space motorcycle bay on the western side of the carriageway. There are an additional four pay and display parking bays, a disabled bay and a resident parking bay on the west side of Newton Street, north of the junction with Parker Street. Access to the rear parking area is taken from Newton Street through a simple priority junction.

2.3 PEDESTRIAN MOVEMENTS

2.3.1 The area has good pedestrian links with an established network of footways surrounding the site.

2.3.2 The footways along both sides of Great Queen Street, Newton Street and Parker Street (between Newton Street and Drury Lane) are wide and in good condition. Dropped kerbs are provided at all crossing points along the border of the site and the footways are well lit. The footway on the north side of Parker Street (between Kingsway and Newton Street) is also wide, however the south side is narrow.

2.3.3 Following on-site observations, Figure 4 shows the main pedestrian routes within the vicinity of the development. Holborn station and the nearby bus stops, and Covent Garden station form the principal destinations. The most direct and attractive route from the site to Holborn station is along Great Queen Street to cross Kingsway at Great Queen Street. This junction offers controlled pedestrian crossing facilities.

2.3.4 Pedestrians travelling to and from Covent Garden station will travel along Great Queen Street and then Long Acre, using the controlled pedestrian crossing facilities at the junction of Drury Lane with Great Queen Street.

2.3.5 Newton Street as it passes under Holbrook House, is currently dark with poor visibility therefore potential pedestrian safety and security issues exist resulting in a less desirable route to be utilised by pedestrians within the area.

2.3.6 The site affords good accessibility to a number of shopping and leisure facilities within an easy walking distance of the site.

2.4 PARKING

Car Parking

2.4.1 The pay and display bays on Newton Street are subject to charging between 0830 - 1830 Monday to Saturday, with a maximum stay of two hours (an additional one hour is allowed for blue badge holders) and no return within one hour.

2.4.2 Parker Street has resident parking along the northern side of the carriageway, with Drury Lane NCP car park located to the west.

2.4.3 Immediately outside The Hercules Pillars Public House are three disabled bays and two disabled bay for green Camden CPZ permits holders.

2.4.4 The remainder of Great Queen Street has a number of resident permit bays, business permit bays (restrictions between 0830 -1830 Monday to Saturday), and loading bays (restrictions 0830-1830 Monday to Saturday with 20 minutes waiting time).

Cycle Parking

2.4.5 Street racks are provided on Wild Street to the west of the site, Macklin Street and High Holborn to the north of the site and Kingsway to the east.

Motorcycle Parking

2.4.6 Within the vicinity of the site motorcycle parking is provided on Newton Street beneath the existing building and on Parker Street, Great Queen Street and Wild Street.

3 Development Description

3.1 INTRODUCTION

3.1.1 The development involves an increase of approximately 750sqm GEA of office floorspace through the conversion of the rear parking area into a two storey office building, and an additional floor on the podium level of the existing building. The George and Hercules Pillars public houses are to be retained.

3.1.2 Public realm improvements are proposed as part of the development. These include off-site improvements to the pedestrian environment, lighting and traffic calming measures. These would take the form of raised pedestrian crossings at the junctions of Newton Street with Great Queen Street and at Parker Street.

3.1.3 In addition, public realm improvements are proposed to the forecourts, including landscaping and repaving, and to the entrance areas.

3.1.4 The development proposals include a new suspended ceiling to the Newton Street Underpass, following discussions with LBC it has been agreed that the 5 metre clearance would be satisfactory. The existing configuration allows for 5.175 metre clearance, with the proposed allowing for 5 metres.

3.1.5 It is an aspiration of the development proposal that the three pay and display bays beneath the existing building be removed, the motorcycle bays be relocated and that the environment be made more attractive to pedestrians with improved footway and carriageway surfacing. Negotiations into these matters will be undertaken with LBC following the planning application.

3.1.6 Of the existing 36 basement and 9 car parking spaces within the compound, only 5 spaces will be retained in the basement, one of which will be designed for disabled use. The reduction in the number of car parking spaces should be seen as a significant benefit in terms of policies for car restraint (T9 – impact of parking and T11 – alternative use of existing car parks). The reduction brings the on-site parking provision into line with LBC's Revised UDP Appendix 6 maximum standard of one space per 1,500sqm.

3.1.7 44 cycle parking spaces are proposed in the basement. The cycle parking is secure and sheltered from weather and staff shower\changing facilities are proposed next to the cycle parking.

3.1.8 The proposals include alterations to the main entrance and reception area which will allow level access from Great Queen Street so that the building complies with the Disability Discrimination Act requirements.

3.2 SERVICING

3.2.1 As the two public houses are to be retained with no changes affecting their use, it is has been agreed with LBC that the current on-street servicing arrangements will continue, unaltered.

3.2.2 The George Public House is currently served from its rear entrance which opens onto the rear car park. Vehicles currently stop on Parker Street and goods are trolleyed through the car park. As part of the redevelopment a small rear pedestrian alley is to be retained from Parker Street to the rear of The George; servicing will therefore be carried out in the same way as before.

3.2.3 The existing office refuse collection arrangements involve the collection vehicle stopping at the Parker Street kerbside, it has been agreed with the council that due to the minor increase in floor area the current servicing arrangement will remain unchanged. This arrangement would be unaffected by the refurbishment proposals.

3.2.4 The existing 2.5m headroom basement service area and on street servicing arrangement for the office is to be retained.

4 Track Analysis

4.1.1 Figure 5 shows vehicle dimensions, setting out the overall lengths and heights for a range of cars and vans.

4.1.2 It can be seen that the largest vehicle which can be accommodated is the 4.6T light van, shown in the bottom left hand position of Figure 5. This vehicle is 4.834m long and 1.98m high.

4.1.3 Appendix A contains the results of TRACK analyses for vehicles using the proposed basement parking and service area.

4.1.4 Figure 6 shows the movements of the 4.6T light van, demonstrating it can turn within the site, entering and exiting the site in a forward gear. The TRACK also shows this vehicle would have to reverse into the existing servicing area. Following the refurbishment there are no proposed changes to the service area and as such the existing arrangement shall remain.

5 Service Trip Generation

5.1 OFFICE SERVICING

5.1.1 Due to the current partial occupation of Holbrook House observed trip characteristics for other equivalent office buildings have been used to forecast the change in servicing trips for the increase in office floorspace.

5.1.2 A report compiled by JMP in 1992 'Business, goods and service vehicle trip generation at office developments' collated data from detailed surveys of 14 sites. The surveys conducted covered a full days servicing pattern at each site.

5.1.3 The results revealed that the office elements of the developments generated servicing trips at a rate of 0.28 servicing trips per 100m2 when the development included onsite catering facilities. This figure was adjusted to 0.22 servicing trips per 100m2 with catering facilities removed; this figure has been used for the Holbrook House proposal. Appendix B contains the report and calculations.

5.1.4 Based upon these figures, the daily office service trip generation has been calculated from the floor areas identified in section 3.1.

Table 5.1 Daily Office Servicing Trips

Use	Existing		Proposed	
	GEA sqm	Daily Trips	GEA sqm	Daily Trips
Total	**14,020**	**31**	**14,770**	**32**

5.1.5 Therefore, it is predicted that the existing fully occupied development would generate one additional service trip.

5.2 SERVICE VEHICLE TYPES

5.2.1 The report also provided information on delivery vehicle types. Based upon this information, Table 5.2 indicates the delivery vehicle breakdown.

Table 5.2 Service Vehicle Breakdown

Vehicle Type	% Deliveries
Cars\LGV	17%
LGV (3.5T gvw)	65%
MGV (3.5-7.5T gvw)	8%
HGV (7.5-17T gvw)	10%
SUM	100%

5.2.2 It can be seen that at least 82% of servicing is by vehicle sizes which can be accommodated within the service area at Holbrook House.

5.2.3 Effective use of the service bay shall be achieved by adopting appropriate servicing and delivery management procedures.

5.3 SERVICE AREA CAPACITY

5.3.1 The surveys demonstrated that the average duration of stay for all types of service vehicle came to just under 10 minutes with 75% of all deliveries turning around in less than 10 minutes. Assuming that the average time loading/ unloading is 10 minutes, the service yard at Holbrook House would be able to accommodate a total of six visits per hour. The service vehicle traffic can therefore easily be accommodated by the servicing facilities, subject to the adoption of a Servicing Management Plan to ensure the efficiency of servicing operations.

5.3.2 With only one additional service trip the proposals will also have no material impact on the surrounding highway network.

6 Servicing and Refuse Management Proposals

6.1 SERVICING AND DELIVERIES

6.1.1 As is common with many large buildings in central London, it is proposed that a Servicing Management Plan will be employed to ensure that servicing trips will be well spread throughout the day, and that the service area will be used efficiently. All tenants will be expected to comply with this strategy.

6.1.2 The Servicing Management Plan will aim to:

- Avoid peaks in demand for servicing activity;
- Encourage fast turn-around of servicing vehicles, making best use of servicing bays;
- Increase building security; and
- Provide feedback/monitoring on the use of the service area.

6.1.3 These aims will be achieved by:

- **Delivery pre-booking** – deliveries could be allocated into 30-minute slots in order to spread the servicing profile throughout the working day and avoid congestion in the service area.
- **Monitoring** – service area activity will be regularly monitored to ensure that it is operating in an efficient way. This will include monitoring of vehicle types and liaison with suppliers to encourage the use of vehicle sizes up to and include 4.6T vans.

6.1.4 As part of the Servicing Management Plan for the building, the applicant will ensure the following:

- All tenants of the building will have access to the servicing facilities, and will be required to use them;
- Provision will be made for recycling through the provision of 1,100 litre containers (Eurobins); and
- The service area will be available for waste collection between 6AM and 3.30PM, Monday to Friday.

6.2 REFUSE STORAGE/COLLECTION

6.2.1 The proposals for refuse storage have been drawn up with reference to the LBC Waste Storage Requirements Guide. Calculations for the additional storage requirements are contained within Appendix C.

6.2.2 Refuse storage will be achieved through the provision of an additional Eurobin, equating to 5 1100 litre wheeled Eurobins and 5 360 litre recycle bins, a holding/ collection area that can accommodate them has been provided within the service area as shown on the plans produced by John Robertson Architects.

6.2.3 All refuse will be collected from the servicing area. The storage point will be located close to the service area access in order to minimise the time required for each refuse collection.

7 Assessment and Conclusions

7.1.1 This report presents an analysis of the servicing requirements associated with the redevelopment proposals for Holbrook House, WC1. The proposals include the provision of a small increase in office space, refurbishment to the existing building and public realm improvements.

7.1.2 The key conclusions with respect to transport are as follows:

- the proposals will reduce the number of car parking spaces, and will therefore reduce the car trip potential of the site;
- motorcycle parking will be provided in accordance with the LBC standards and cycle parking is being provided in excess of LBC standards;
- the service area will be unchanged and is sufficient to accommodate the range of vehicle sizes which can already access the site as determined by the 2.5m headroom;
- a Servicing Management Plan will be implemented to ensure the efficient use of the service area;
- the increase in servicing trips will be minor, at only one per day;
- this additional trip has been shown to be well within the service area capacity, and to have no adverse effects;
- contributions will be offered towards the implementation of off-site public realm improvements on the public highway.

Appendices and Figures

Y:\Holbrook House - 14-706\DRAWINGS\AUTOCAD\FIG-01_SITE LOCATION.dwg 08 Jun, 2006 - 11:29am

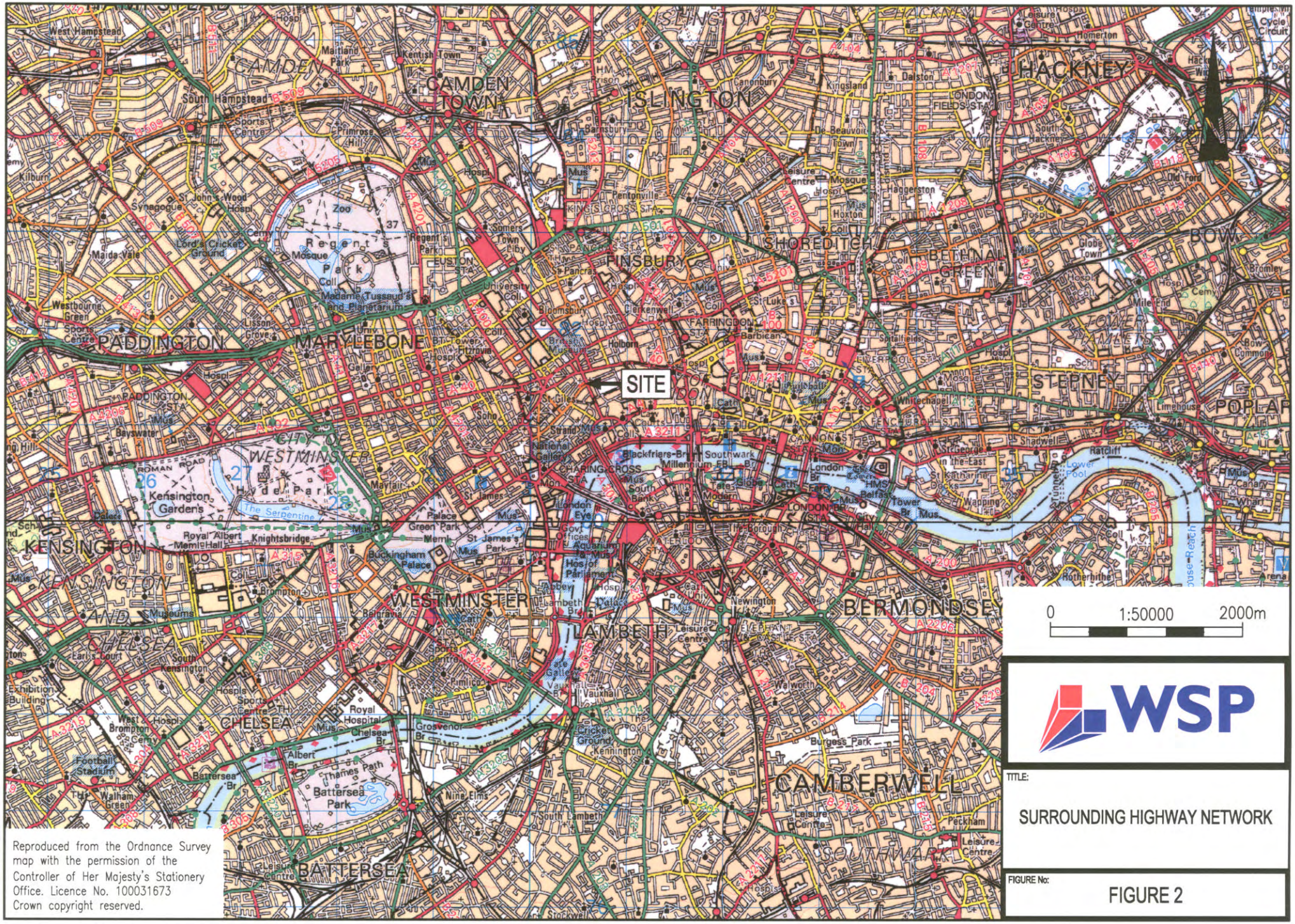
WSP

TITLE:

SITE LOCATION

FIGURE No:

FIGURE 1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2000m
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TITLE:
SURROUNDING HIGHWAY NETWORK
FIGURE No:
FIGURE 2
Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence No. 100031673 Crown copyright reserved.
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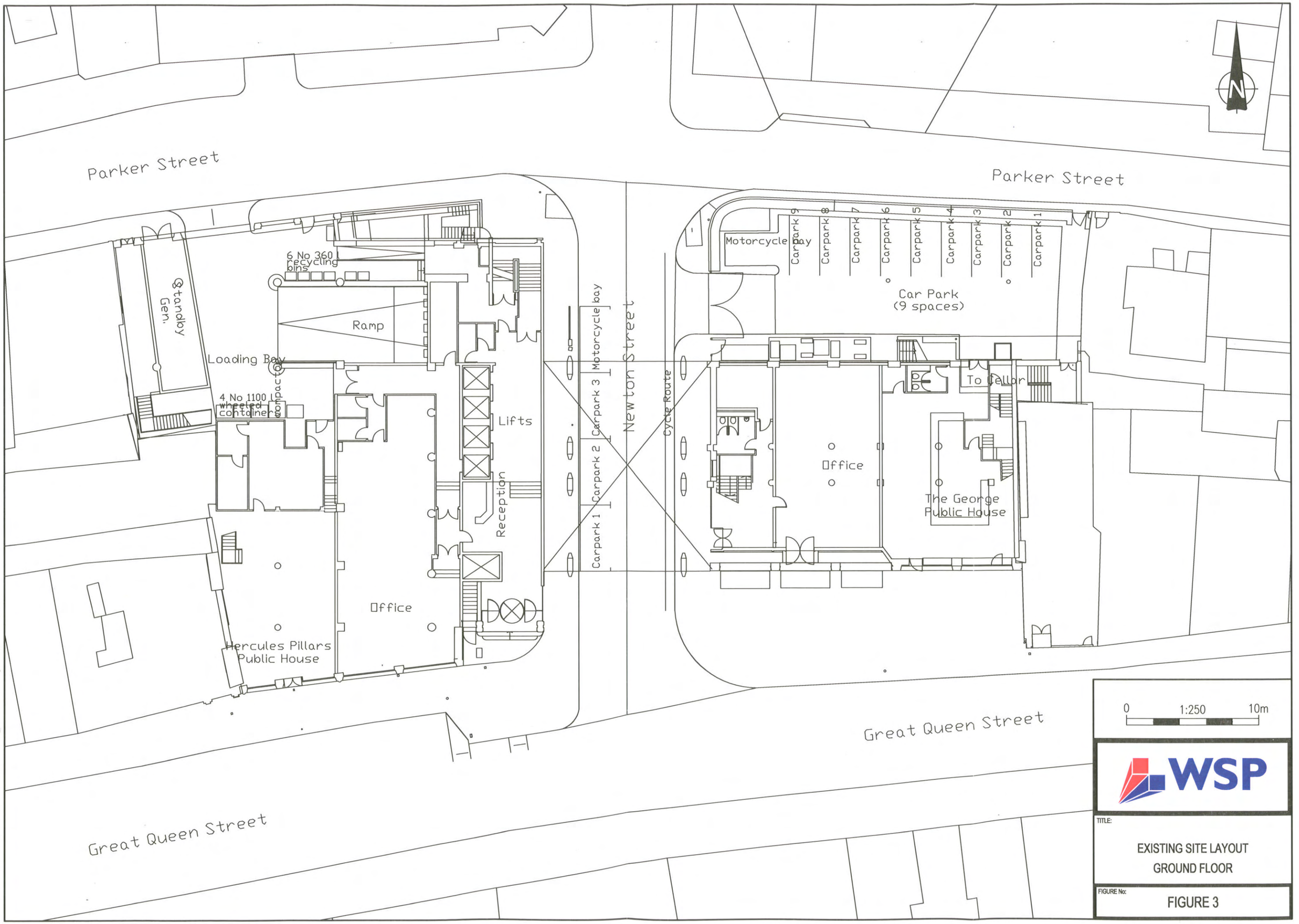

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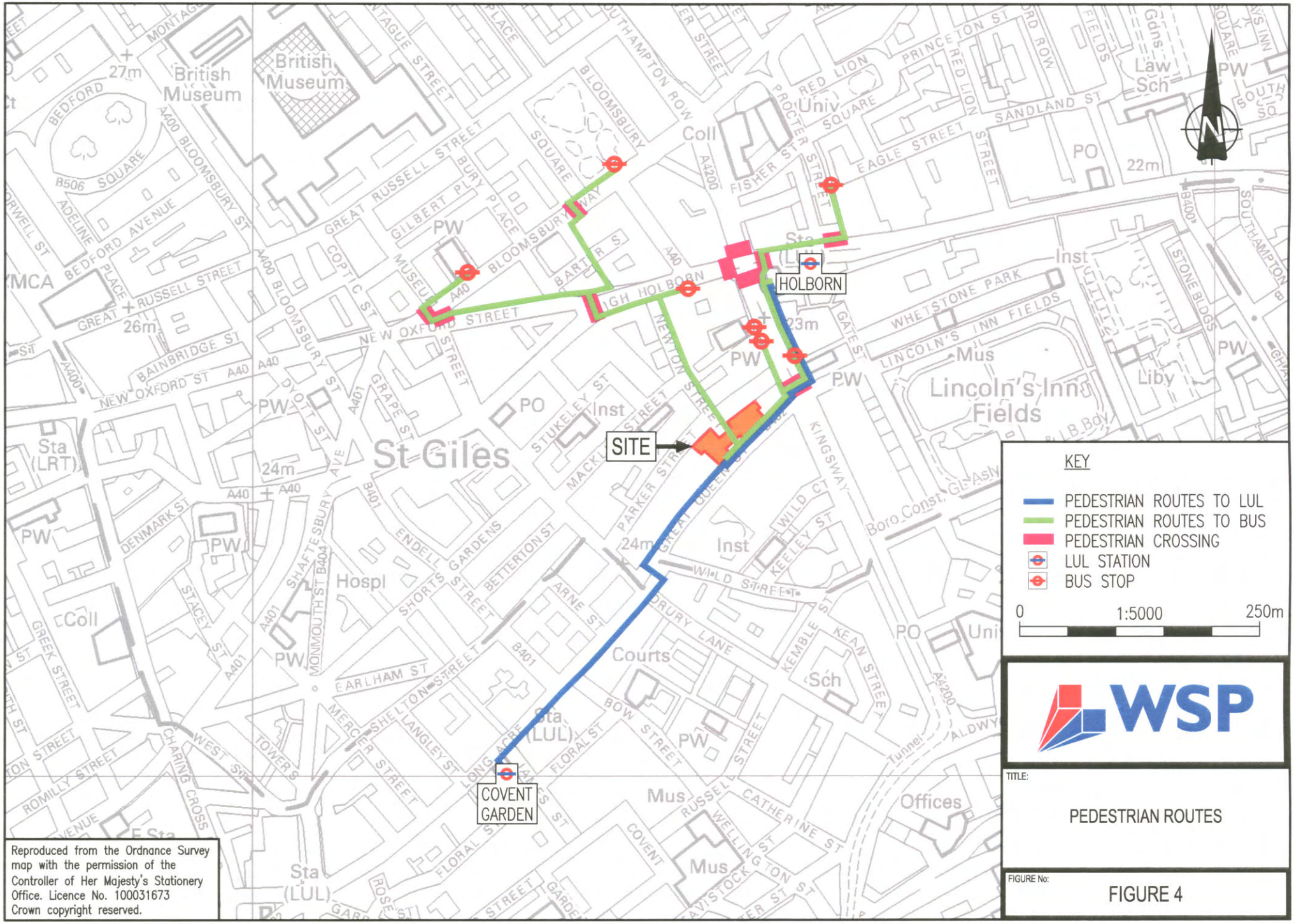
TITLE:

EXISTING SITE LAYOUT
GROUND FLOOR

FIGURE No:

FIGURE 3



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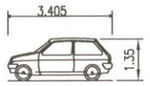
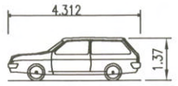
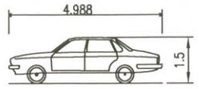


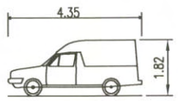
Small Car
Overall Height 1.35m



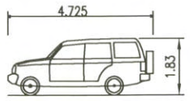
Medium Sized Car
Overall Height 1.37m



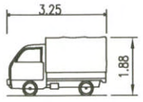
Large Car
Overall Height 1.50m



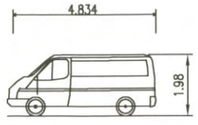
Car Derived Van
Overall Height 1.82m



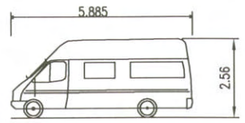
4 Wheel Drive Car
Overall Height 1.83m



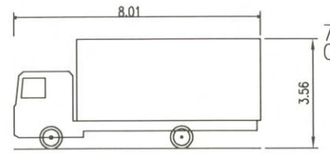
1.4t Micro Van
Overall Height 1.88m



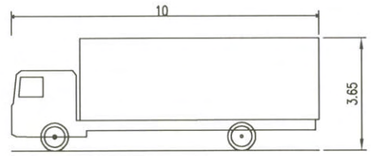
4.6t Light Van
Overall Height 1.98m



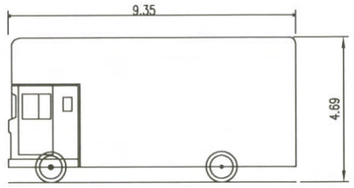
4.6t Light Van
Overall Height 2.56



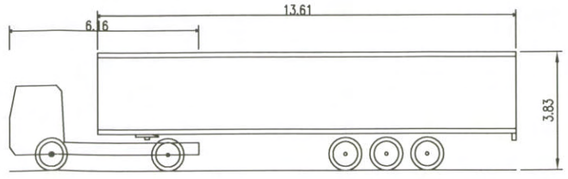
7.5t Box Van
Overall Height 3.56m



FTA Design HG Rigid Vehicle (1998)
Overall Height 3.65m



Removals Van
Overall Height 4.69m



FTA Design Articulated Vehicle (1998)
Overall Height 3.83m

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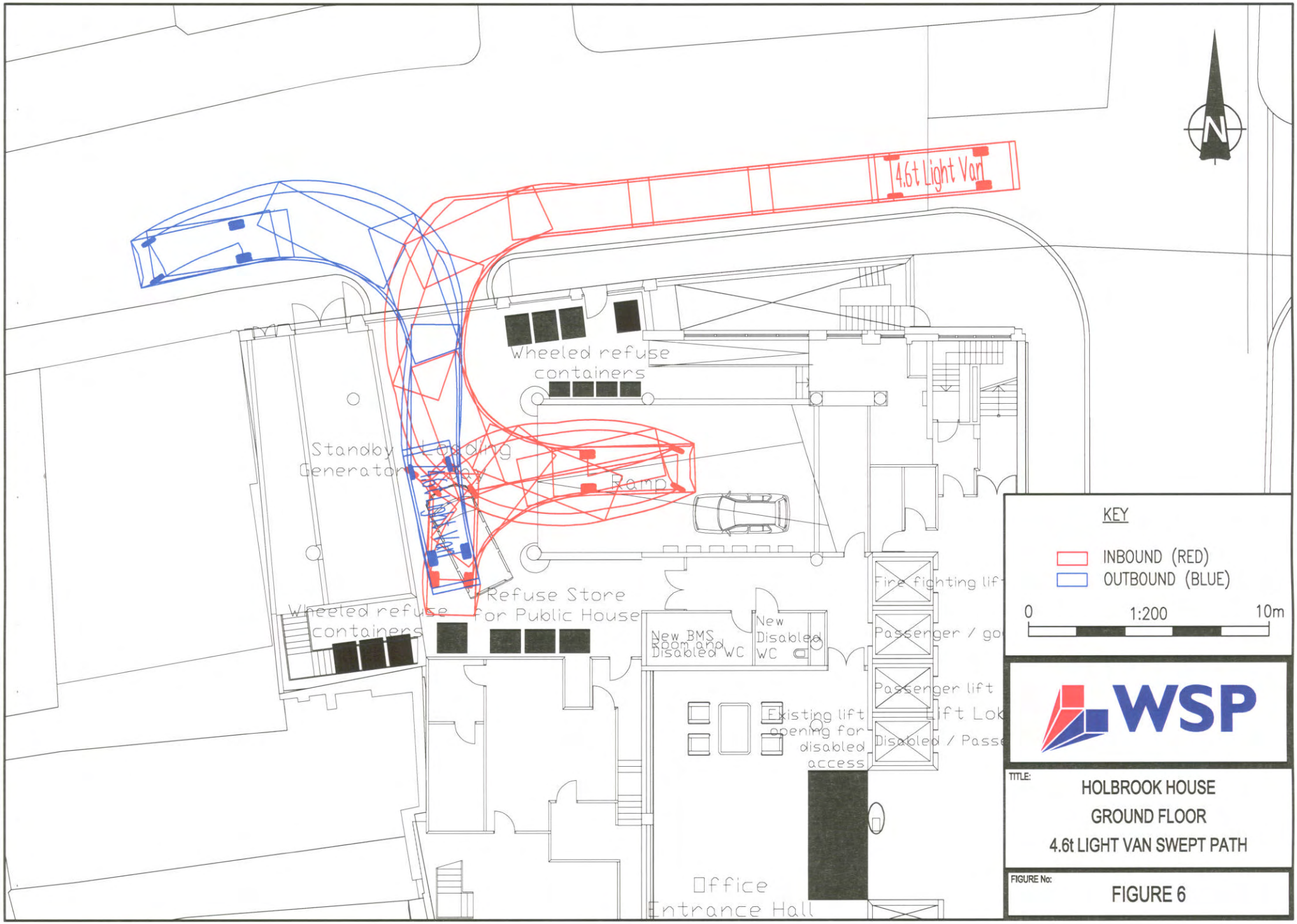
TITLE:

VEHICLE DIMENSIONS

FIGURE No:

FIGURE 5



Y:\Holbrook House - 14-706\DRAWINGS\AUTOCAD\FIG-06_GROUNDFLOOR TRACKING2.dwg 06 Jul, 2006 - 9:37am

Appendix A Service Trip Generation

OFFICE EXISTING SERVICING TRIP RATES

DAILY TRIP RATES AND No. VEHICLES FOR STANDARD OFFICES

SERVICE VEHICLES

	OFFICE	
FLOOR AREAS	14020	
TRIP RATE	0.22	
VEHS/DAY	31	

	SERVICE VEHICLE ARRIVALS %			SERVICE VEHICLE ARRIVALS (VEH)			TOTAL	BY VEHICLE TYPE	
HOUR START	OFFICE			OFFICE			GOODS	HGV	LGV
00:00				0			0	0	0
01:00				0			0	0	0
02:00				0			0	0	0
03:00				0			0	0	0
04:00				0			0	0	0
05:00				0			0	0	0
06:00				0			0	0	0
07:00				0			0	0	0
08:00	7.0%			2			2	0	2
09:00	14.0%			4			4	0	4
10:00	17.0%			5			5	0	5
11:00	15.0%			5			5	0	5
12:00	9.0%			3			3	0	3
13:00	5.0%			2			2	0	2
14:00	11.0%			3			3	0	3
15:00	9.0%			3			3	0	3
16:00	10.0%			3			3	0	3
17:00	3.0%			1			1	0	1
18:00				0			0	0	0
19:00				0			0	0	0
20:00				0			0	0	0
21:00				0			0	0	0
22:00				0			0	0	0
23:00				0			0	0	0
00:00				0			0	0	0
TOTALS				31			31	0	31

POISSON ASSESSMENT OF SERVICE BAY REQUIREMENTS

Maximum Number of Service Vehicles per hour 5

OFFICE FUTURE SERVICING TRIP RATES

OFFICE BLOCK F

DAILY TRIP RATES AND No. VEHICLES FOR STANDARD OFFICES

SERVICE VEHICLES

	OFFICE	
FLOOR AREAS	14770	
TRIP RATE	0.22	
VEHS/DAY	32	

	SERVICE VEHICLE ARRIVALS %			SERVICE VEHICLE ARRIVALS (VEH)			TOTAL	BY VEHICLE TYPE	
HOUR START	OFFICE			OFFICE			GOODS	HGV	LGV
00:00				0			0	0	0
01:00				0			0	0	0
02:00				0			0	0	0
03:00				0			0	0	0
04:00				0			0	0	0
05:00				0			0	0	0
06:00				0			0	0	0
07:00				0			0	0	0
08:00	7.0%			2			2	0	2
09:00	14.0%			4			4	0	4
10:00	17.0%			5			5	0	5
11:00	15.0%			5			5	0	5
12:00	9.0%			3			3	0	3
13:00	5.0%			2			2	0	2
14:00	11.0%			4			4	0	4
15:00	9.0%			3			3	0	3
16:00	10.0%			3			3	0	3
17:00	3.0%			1			1	0	1
18:00				0			0	0	0
19:00				0			0	0	0
20:00				0			0	0	0
21:00				0			0	0	0
22:00				0			0	0	0
23:00				0			0	0	0
00:00				0			0	0	0
TOTALS				32			32	0	32

POISSON ASSESSMENT OF SERVICE BAY REQUIREMENTS

Maximum Number of Service Vehicles per hour 5

Appendix B Waste Storage Calculations

Existing Provision

	Number	Capacity	Total Capacity
EuroBins	4	1100	4400
Recycle White	4	360	1440
Recycle Colour	2	360	720
		Total	6560

Compacter allows for 1/3 storage space
1/3 to be dedicated to recycling

280-465 m^2 floorspace requires 1000 Litres

Total Floorspace		Total Requirement	With Compacter
750	Max	2678.6	892.9
	Min	1612.9	537.6

Proposed Provision

	Number	Capacity	Total Capacity
EuroBins	5	1100	5500
Recycle White	4	360	1440
Recycle Colour	2	360	720
		Total	7660