



# The Honourable Society of Lincoln's Inn

Transport Statement Report

July 2015

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Lincoln's Inn  
London WC2A 3TL



# Issue and revision record

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## Information class: Standard

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# Executive Summary

Mott MacDonald have been commissioned by The Honourable Society of Lincoln's Inn (HSLI) to prepare a Transport Statement (TS) in support of a planning application for two new build extensions to the existing HSLI Great Hall and Library. The proposed development will consist of an East Terrace Education Suite with advocacy/seminar rooms and a lecture theatre, and a Library Extension with administration offices, archive storage and reading areas. Both buildings will be located adjacent to the existing Great Hall.

This TS has provided a detailed audit of the site accessibility by all modes of travel, and demonstrates that the site can be easily accessed on foot, by bicycle and by public transport including by bus, underground and rail. The high accessibility of the site by public transport modes is demonstrated by the PTAL level of 6a ("excellent").

Proposed revisions to on-site parking will provide 16no. cycle spaces (8no. Sheffield stands) for the use of Great Hall and Library staff, students and visitors located in close proximity to the building main entrances. Disabled access to the Great Hall and Library will be greatly improved by the provision of 2no. disabled parking bays adjacent to the main entrance to the proposed East Terrace Education Suite.

Based on information provided by HSLI, no increase in existing staff and student numbers will occur as a result of the proposed development. The proposed development is required to accommodate the relocation of existing HSLI staff and students from the existing facility at 33 Chancery Lane to improved facilities within the proposed Library Extension and East Terrace Education Suite.

The majority of the training courses and events provided by HSLI are currently and will continue to be held outside the normal working day (i.e. during evenings and weekends). Therefore it is considered that the proposed HSLI Great Hall and Library development will not have a material impact on the operation and capacity of the local transport networks within the assessment study area in the weekday AM and PM peak hours.



# 1 Introduction

## 1.1 Overview

The Honourable Society of Lincoln's Inn (HSLI) seek to refurbish and improve existing kitchen and catering facilities which are currently inadequate for the needs of the Inn. There is also a need to provide expansion space for the existing library alongside new advocacy training and educational facilities to enhance the function of the Inn. In providing these new facilities, the existing Under Treasurer's residence will need to be relocated to another part of the Inn.

To achieve the above proposals, planning and listed building consent are sought for five separate applications proposed at Lincoln's Inn:

- Application 1 – Old Hall Kitchen Refurbishment (submitted to LB Camden Ref: 2015/2413/P & 2015/2517/L);
- Application 2 – Great Hall Refurbishment Works (including Old Hall Temporary Kitchen Works);
- Application 3 – East Terrace Development (excavation to create a two storey basement containing a lecture theatre, advocacy rooms and study areas);
- Application 4 – Library Extension (including demolition of Under Treasurer's House); and
- Application 5 – 15 New Square (change of use from Office B1 to Residential C3).

This Transport Statement Report (TS) has been prepared by Mott MacDonald in support of the following two applications:

- Application 3 – East Terrace Development (excavation to create a two storey basement containing a lecture theatre, advocacy rooms and study areas); and
- Application 4 – Library Extension (including demolition of Under Treasurer's House).

## 1.2 Local Highway Authority Scoping

The scope of this TS has been discussed and agreed with LB Camden transport officers at a meeting on 3rd June 2015. This TS has been prepared in accordance with the methodologies proposed at the scoping meeting.

## 1.3 Report Structure

The remainder of the TS is structured as follows:

- Chapter 2 – Policy Review provides a brief review of the relevant national, regional and local transport policies;
- Chapter 3 – Baseline Conditions establishes the existing site accessibility by all modes of travel;
- Chapter 4 – Proposed Development provides information on the proposed development, access arrangements and parking provision;

- Chapter 5 – Trip Generation and Modal Split establishes the person trip generation, distribution and modal split of the proposed development and summarises predicted impacts and any proposed mitigation measures; and
- Chapter 6 – Summary and Conclusions summarises the findings of the TS.

## 2 Policy Review

### 2.1 Introduction

This TS has been prepared with reference to national, regional and local planning policies, and with regard to the Department for Transport (DfT) and Transport for London (TfL) Transport Assessment guidance. This section provides a brief review of the policies at the national, regional and local level which are relevant to the proposed development.

### 2.2 National Planning Policy

#### 2.2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) was introduced in March 2012 to provide high level national policy guidance, including transport planning policy. The principal transport-related requirements of NPPF are described briefly below.

NPPF paragraphs 29, 32, 34 and 38 highlight the importance of maximising the opportunities for sustainable travel and providing safe and suitable access for all people. This TS includes details on how safe and appropriate access to the proposed development by all modes of travel will be achieved to encourage travel by sustainable modes. The TS will also demonstrate that the proposed development is highly accessible on foot, by bicycle and by public transport.

Paragraph 32 of the NPPF states that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.” The TS will provide a robust impact assessment of the proposed development on all modes of travel.

#### 2.2.2 The London Plan (Further Alterations to the London Plan, March 2015)

The London Plan is the overall strategic plan for London and includes the plan for the transport infrastructure supporting the development of the capital to 2031. The London Plan policies guide decisions made on planning applications by borough councils and the Mayor. Chapter 6 of the London Plan (as modified by Further Alterations to the London Plan, March 2015) sets out the strategic transport policies for London. The policies of particular significance to this TS are outlined below.

Policy 6.1 “Strategic Approach” sets out the main aims of the London Plan for the integration of development and transport. The main themes of the Strategic Approach include:

- Encouraging patterns of development that reduce the need to travel, especially by car;
- Improve the capacity and accessibility of public transport, walking and cycling modes;
- Supporting development that generates high levels of trips at locations with high levels of public transport accessibility and capacity;
- Supporting measures to encourage shifts to sustainable modes; and
- Encouraging walking by improving the urban realm.

Policy 6.2 “Providing Public Transport Capacity” highlights the need to improve the integration, reliability, quality, accessibility, frequency and attractiveness of public transport. This TS will demonstrate that the proposed development is well located to make use of existing public transport services in close proximity to the proposed development site.

Policy 6.7 “Better Streets and Surface Transport” highlights the need to improve London streets and the quality and accessibility of bus services. This TS will demonstrate that the users of the proposed development will have excellent access to existing bus services.

Policy 6.9 “Cycling” and 6.10 “Walking” highlights the need to provide secure cycle parking and safe, convenient and direct walking and cycle routes. This TS will demonstrate that site will be well integrated with the surrounding area to encourage travel by bicycle and on foot.

Policy 6.13 “Parking” provides maximum car parking and minimum cycle parking standards for London. The TS will present the proposed car and cycle parking provision to support the proposed development taking into account the development location and accessibility by non-car modes.

This TS will demonstrate that the proposed development is located in an appropriate location to encourage travel by public transport, walking and cycling. Sustainable travel will also be actively encouraged through the implementation of a Travel Plan.

### **2.2.3 The Mayor’s Transport Strategy (2010)**

The Mayor’s Transport Strategy sets out the transport vision for London and how this will be delivered over the next 20 years. Policies that are relevant to the proposed development include:

- Policy 9: ensuring that high trip generating developments are located in areas of high public transport accessibility, development layouts maximise access by walking, cycling and public transport; and
- Policy 11: seek to reduce the need to travel, encourage the use of more sustainable, less congesting modes of transport (public transport, cycling and walking), set appropriate parking standards, and through investment in the promotion of smarter travel initiatives aim to increase public transport, walking and cycling mode share.

This TS will demonstrate that the proposed development will be consistent with the transport policies set out in the Mayor’s Transport Strategy and that the proposed development is located in an area of high sustainable transport accessibility.

## **2.3 Local Planning Policy**

### **2.3.1 Core Strategy**

Camden Local Plan Core Strategy was adopted in November 2010. It sets out the key strategic transport issues within Camden. The relevant strategic objective contained in the Core Strategy is:

**Policy CS11 – Promoting Sustainable and Efficient Travel.** Policy CS11 promotes a range of sustainable transport measures and the delivery of additional infrastructure to support growth and relieve existing pressures on the transport system.

This TS shows that the proposed Great Hall and Library development is consistent with the requirements of the Core Strategy and will include enhancements that will promote travel by sustainable modes.

### **2.3.2 Camden Development Policies (2010-2025)**

The London Borough of Camden has adopted a set of Development Policies which form part of the Council's Local Development Framework (LDF), and were adopted in November 2010. In order to deliver Core Strategy aims, Camden Development Policies include six policies on transport, covering:

- **The transport implications of development (DP16):** development must address the need for movements to/from/within the site, additional transport capacity off-site and safe pick-up and drop-off areas for taxis, buses and private cars;
- **Walking, cycling and public transport (DP17):** development must make suitable provision for pedestrians, cyclists and public transport users;
- **Parking standards and limiting the availability of car parking (DP18):** development must comply with the Council's parking standards and development within Central London is expected to be car-free;
- **Managing the impact of parking (DP19):** new parking provision must not have negative impacts on safety, harmful visual impact or existing parking provision;
- **The movement of goods (DP20):** development is expected to minimise the need to move good and materials by road during construction and operation and minimise disruption caused by this movement; and
- **Development connecting to the highway network (DP21):** development is expected to ensure that the roads used to access the site are appropriate.

This development will be consistent with the Camden Development Policies: the total number of car parking spaces will be reduced and provision for cyclists, public transport users and the disabled will be enhanced. This TS demonstrates that the changes to movements resulting from the development have been assessed and taken into consideration in the development design.



## 3 Baseline Conditions

### 3.1 Introduction

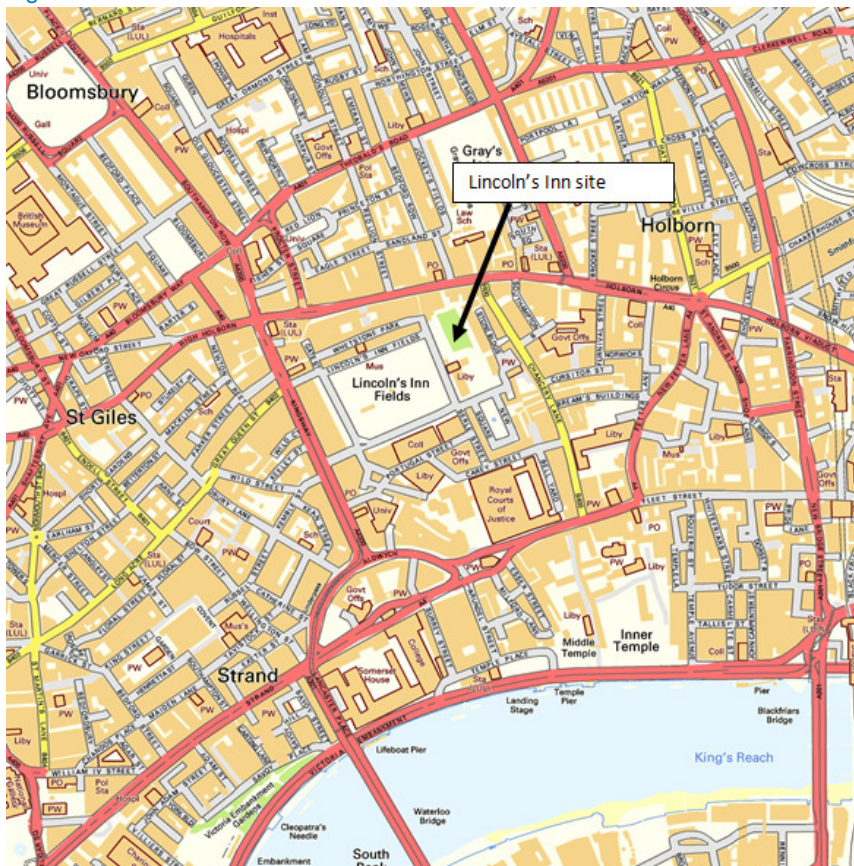
This section of the TS provides a summary of the land uses and site accessibility by all modes of travel.

### 3.2 Existing Site Conditions

#### 3.2.1 Location

HSLI is a society of lawyers and one of the four Inns of Court which have played a fundamental role in preparing students for Call to the Bar and their progress to professional competence as barristers for many centuries. The main entrance to the HSLI precincts (open 24 hours a day) is at the southeast corner of Lincoln's Inn Fields at the junction with Serle Street and Newmans Row, however there are also several pedestrian entrances (open Monday – Friday 0700 – 1900 hours) from Chancery Lane and Carey Street. Figure 3.1 below shows the location of HSLI.

Figure 3.1: Site Location



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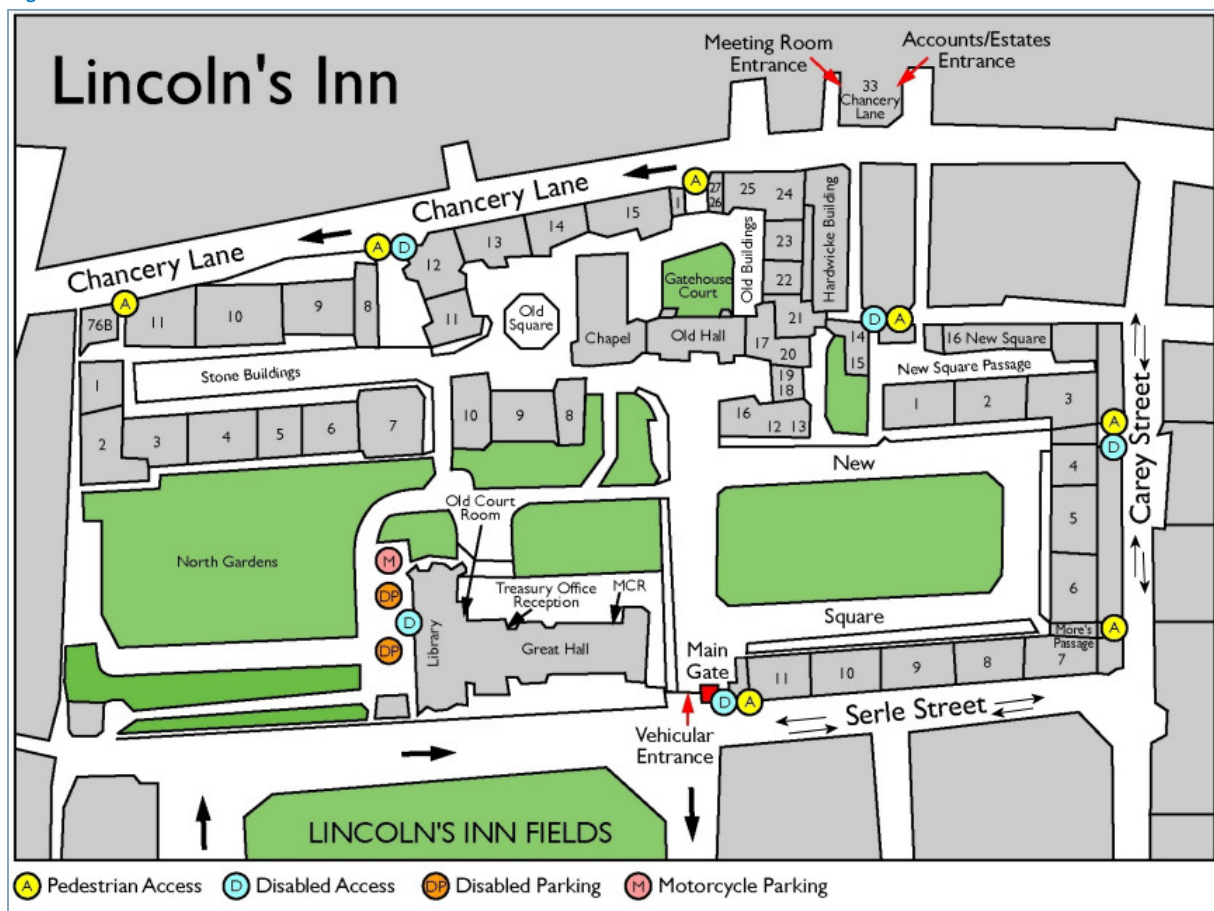
### 3.2.2 Land Use

The HSLI estate is divided between the Inn's collegiate buildings and four main groups of chambers buildings, which provide the primary income-generating area of the Inn. The collegiate buildings comprise the Great Hall complex, including the Library, Old Hall and Chapel. The four groups of chambers buildings are the Old Buildings, New Square, Stone Buildings and Old Square. Together these buildings contain commercial accommodation, occupied principally by barristers and solicitors, together with 65 residential flats.

### 3.2.3 Pedestrian Accessibility

In addition to the main pedestrian and vehicular entrance from Serle Street, the HSLI precincts have a total of 3no. pedestrian entrances from Chancery Lane and a further 3no. from Carey Street (see Figure 3.2 below).

Figure 3.2: Pedestrian Access to HSLI



Source: The Honourable Society of Lincoln's Inn ([www.lincolnsinn.org.uk](http://www.lincolnsinn.org.uk))

Figures 3.3 and 3.4 below show the main pedestrian entrances to the HSLI precincts from Serle Street and Chancery Lane.

Figure 3.3: Main Pedestrian and Vehicular Entrance at junction with Serle Street/Newmans Row



Source: Mott MacDonald

Figure 3.4: Main Pedestrian Entrance from Chancery Lane



Source: Mott MacDonald

The pedestrian entrances connect to a network of pedestrian footways within the HSLI precincts which are surfaced with paving slabs and vary from approximately 2.0m to 4.0m in width. Figures 3.5 and 3.6 below provide examples of existing footways within the HSLI precincts.

Figure 3.5: Existing Footway to South of Great Hall



Source: Mott MacDonald

Figure 3.6: Existing Pedestrian Footway to North of New Square



Source: Mott MacDonald

The pedestrian footways provided on Chancery Lane, Serle Street and Newmans Row are surfaced with paving slabs and vary from approximately 2.0m to 3.0m in width (see Figures 3.7 and 3.8 below).



Figure 3.7: Existing Footways on Newmans Row



Source: Mott MacDonald

Figure 3.8: Existing Footways on Chancery Lane



Source: Mott MacDonald

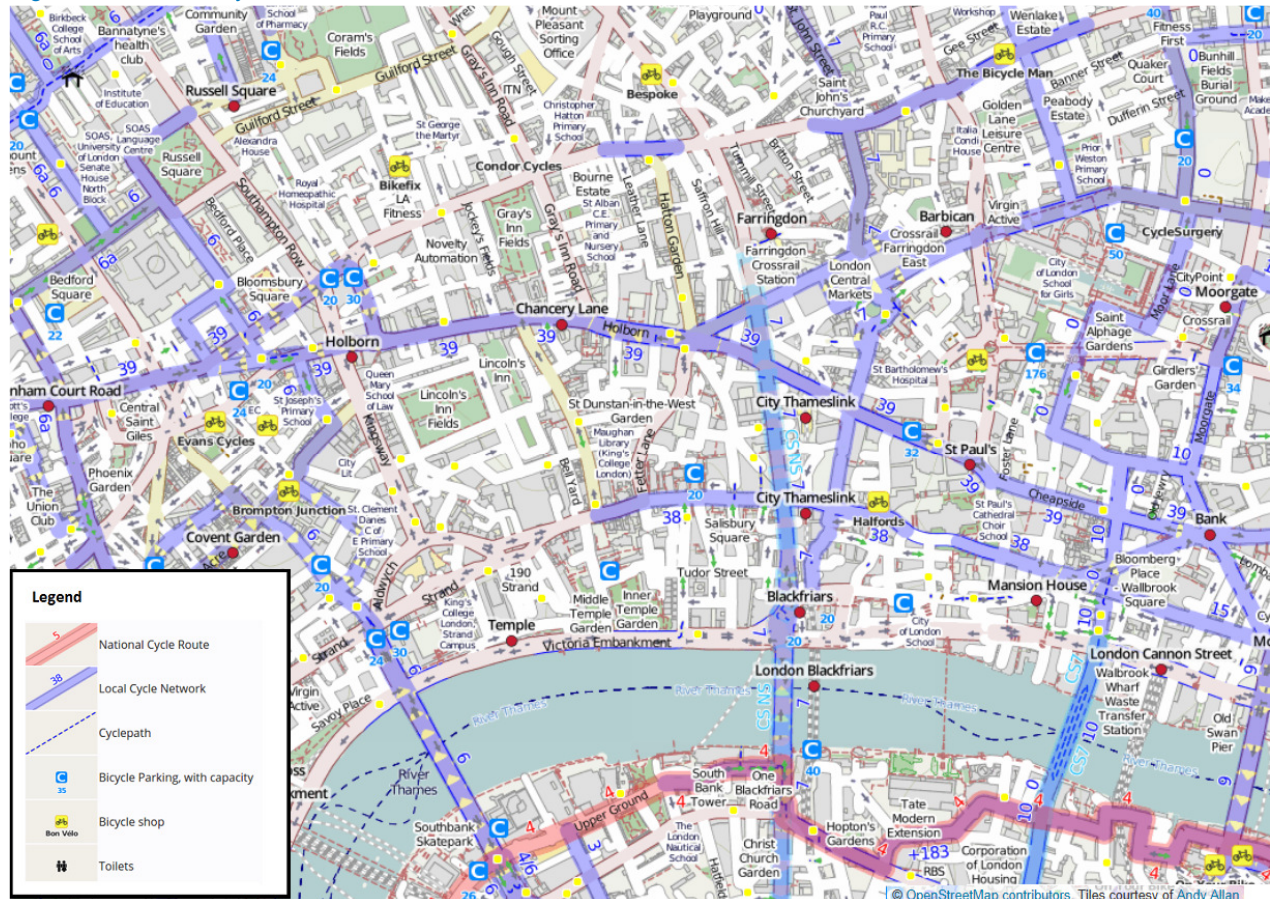
### 3.2.4 Cycle Accessibility

#### 3.2.4.1 Local Cycle Routes

The existing site is afforded good cycle accessibility to and from the surrounding area. A plan showing the local cycle routes is included in **Appendix B**, which shows that there are southbound contraflow cycle lanes on Chancery Lane.

There are a number of recommended cycle routes within the vicinity of the site. High Holborn is a recommended local cycle route with bus lanes on significant lengths of the route offering safe routes for cycling to Lincoln's Inn from either the west or east. There are also local cycle routes across Waterloo and Blackfriars bridges that provide cycle access to the HSLI precinct leading from National Cycle Route 4 to the south. Quieter roads through Bloomsbury offer connections to the north and major rail termini at Euston, St Pancras and Kings Cross. A map of the local cycle routes is presented in Figure 3.9.

Figure 3.9: Local Cycle Routes



Source: OpenStreetMap

The roads surrounding the HSLI site are relatively lightly trafficked streets whose principal function is to provide access to institutions and facilities that are located in the local area. These streets are mostly one-way and have narrow widths and short straight alignments that serve to reduce traffic speeds. The surrounding street therefore offer safe routes for cyclists to reach the HSLI site from the local cycle network. Although it is a busier street, Chancery Lane has a contraflow southbound cycle lane that provides a cycling link from High Holborn local cycle route to the HSLI precincts, with a reduced local speed limit of 20mph offering increased safety for cyclists.

### 3.2.4.2 Existing Cycle Parking

Formal cycle parking is provided within the existing HSLI precincts in two separate locations. In total 6 uncovered Sheffield stands (12 spaces) are provided to the west side of Old Square (Figure 3.10) and 6 stands (12 spaces) are provided in the southeast corner of New Square (Figure 3.11). During the site visit it was noted that additional cycle parking takes place in informal locations (e.g. the pedestrian railings



within the Stone Buildings area of the HSLI site). From on-site observations, this existing cycle parking provision is well used; however the existing stands are not well-located for convenient access to the Great Hall and Library.

Figure 3.10: Cycle Parking in Old Square



Source: Mott MacDonald

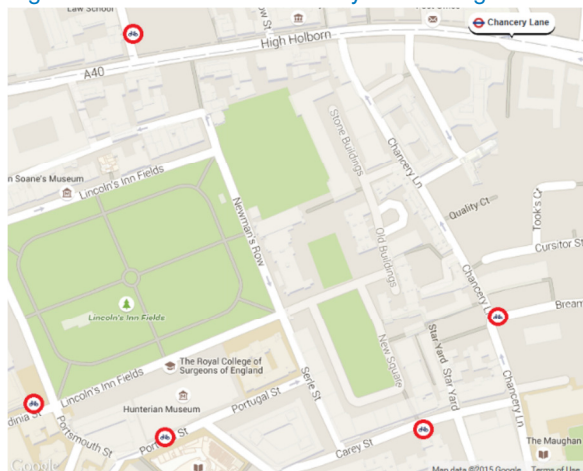
Figure 3.11: Cycle Parking in New Square



Source: Mott MacDonald

In addition, there are a number of Santander Cycle docking stations within the local area (Figure 3.12) that offer the opportunity for visitors to the HSLI site to cycle without requiring their own bicycle. This particularly increases the attractiveness of cycling from overland rail stations. Docking stations on Carey Street and Chancery Lane are each located in close proximity to a pedestrian access into the HSLI precincts (Figure 3.13).

Figure 3.12: Local Santander Cycle Docking Stations



Source: Transport for London (TfL)

Figure 3.13: Santander Cycle Docks on Carey Street



Source: Mott MacDonald

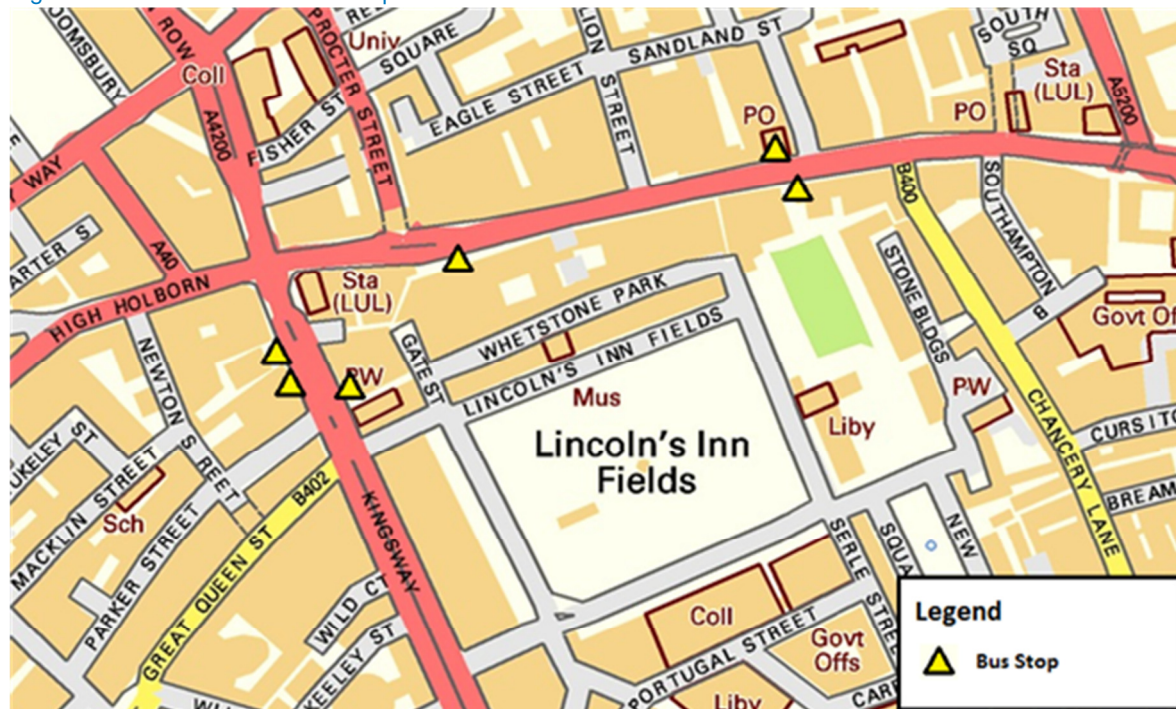
### 3.2.5 Public Transport

HSLI has excellent public transport accessibility to and from the surrounding local area. A PTAL assessment of the site has been conducted using the online WebCAT planning tool provided by TfL (<https://www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>). The PTAL summary report has been included in **Appendix C**. The PTAL score for the site is 6a (excellent), which demonstrates that the existing HSLI site is highly accessible by public transport, particularly bus and London Underground services.

#### 3.2.5.1 Bus Services and Infrastructure

The closest bus stops to the site are located on Kingsway and High Holborn. The stops on High Holborn are located approximately 320m from the HSLI Great Hall and Library, which is within the recommended maximum 400m walking distance. The bus stops on Kingsway are located approximately 480m from the HSLI Great Hall and Library. The locations of the nearest bus stops are shown in Figure 3.14.

Figure 3.14: HSLI – Local Bus Stop Locations



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On Kingsway, northbound bus stops N and P and southbound stop M are located approximately 75m to the south of the signalised crossroads junction with High Holborn and Southampton Row (Figure 3.15). On High Holborn, westbound stop R and eastbound stop S are located approximately 80m to the west of the signalised junction with Chancery Lane (Figure 3.16).



Figure 3.15: Kingsway – Southbound Bus Stop M

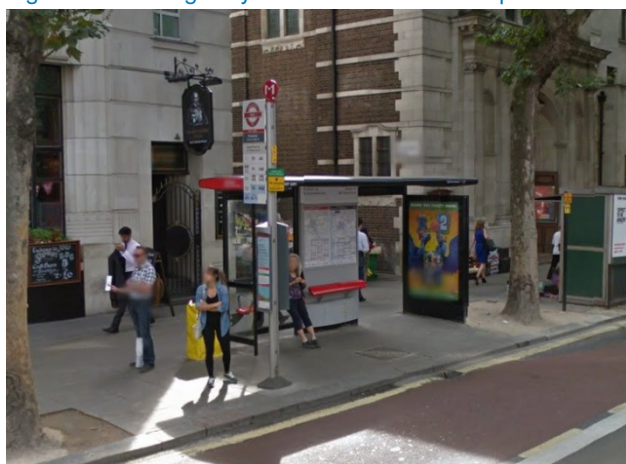


Figure 3.16: High Holborn – Eastbound Bus Stop S



All of the bus stops located on Kingsway and High Holborn are provided with a bus stop flag, shelter and bus route information in a roadside display case, with a bus stop clearway marked on the road and a clearway plate attached to the flag. Waiting is restricted to buses only, at all times.

Bus Stops M, N and P are served by bus routes 1, 59, 68, 91, 168, 171, 188, 243, 521, N1, N68, N91, N171 and X68. A summary of the details of these routes is provided in Table 3.1.

Table 3.1: Existing Bus Routes – Kingsway Bus Stops M, N and P

Route No.	Route	Day	First Bus	Last Bus	Headway	
					Peak Period	Off-peak Period
1	New Oxford Street – Canada Water Bus Station	M-F	0525	0006	6-10 mins	12 mins
		Sat	0549	0006	7-10 mins	12 mins
		Sun	0554	0006	11-13 mins	15-20 mins
	Canada Water Bus Station – Tottenham Court Road Station	M-F	0527	0054	6-10 mins	9-12 mins
		Sat	0527	0054	7-11 mins	9-12 mins
		Sun	0632	0054	11-13 mins	12-15 mins
59	Telford Avenue – King's Cross Station/York Way	M-F	0431	0035	4-8 mins	8-13 mins
		Sat	0431	0035	5-8 mins	11-13 mins
		Sun	0501	0035	10-13 mins	12 mins
	Wharfedale Road/London Canal Museum – Streatham Hill/Telford Avenue	M-F	0443	0113	5-7 mins	8-13 mins
		Sat	0506	0113	5-7 mins	9-12 mins
		Sun	0536	0113	9-13 mins	9-13 mins
68	West Norwood Station – Euston Bus Station	M-F	0554	0106	5-9 mins	7-12 mins
		Sat	0551	0110	6-10 mins	9-15 mins
		Sun	0552	0106	10-13 mins	15-17 mins

Route No.	Route	Day	First Bus	Last Bus	Headway	
					Peak Period	Off-peak Period
91	Euston Bus Station – West Norwood Station	M-F	0525	0012	6-10 mins	10-13 mins
		Sat	0525	0012	7-11 mins	10-15 mins
		Sun	0529	0012	10-13 mins	14-15 mins
	Tottenham Lane YMCA – Whitehall/Trafalgar Square	M-F	0532	0042	4-8 mins	6-10 mins
		Sat	0532	0042	7-10 mins	12-14 mins
		Sun	0632	0042	7-11 mins	12-14 mins
	Northumberland Avenue/Trafalgar Square – Rosebery Gardens	M-F	0538	0018	6-10 mins	6-10 mins
		Sat	0538	0018	7-10 mins	12 mins
		Sun	0658	0018	8-12 mins	8-12 mins
168	Royal Free Hospital – Dunton Road	M-F	0516	0027	7-11 mins	9-12 mins
		Sat	0516	0027	7-11 mins	8-12 mins
		Sun	0517	0027	11-14 mins	12-15 mins
	Dunton Road – South End Green	M-F	0604	0050	6-9 mins	10-12 mins
		Sat	0604	0050	7-11 mins	11-12 mins
		Sun	0604	0050	11-12 mins	11-15 mins
171	Newquay Road – Holborn Station	M-F	0446	0039	5-9 mins	8-12 mins
		Sat	0442	0045	7-10 mins	10-30 mins
		Sun	0443	0038	10-14 mins	10-30 mins
	Museum Street – Catford Garage	M-F	0502	2357	6-10 mins	9-20 mins
		Sat	0501	2357	7-10 mins	10-30 mins
		Sun	0501	2357	9-13 mins	12-30 mins
188	North Greenwich Station – Russell Square Station	M-F	0010	0010	6-10 mins	10-30 mins
		Sat	0103	0051	7-9 mins	8-12 mins
		Sun	0009	0009	10-14 mins	12-30 mins
	Russell Square Station – North Greenwich Station	M-F	0119	2354	6-10 mins	12-30 mins
		Sat	0120	2355	7-10 mins	9-30 mins
		Sun	0120	2353	10-12 mins	12-30 mins
243	Redvers Road – Waterloo Station/Mepham Street	M-F	0001	0001	4-8 mins	7-12 mins
		Sat	0108	0056	5-9 mins	10-15 mins
		Sun	0108	0056	9-12 mins	12-15 mins
	Waterloo Station/Tenison Way – Wood Green Station	M-F	0002	0002	5-7 mins	6-30 mins
		Sat	0002	0002	7-10 mins	10-20 mins
		Sun	0004	0004	8-12 mins	12-15 mins



Route No.	Route	Day	First Bus	Last Bus	Headway	
					Peak Period	Off-peak Period
521	Waterloo - Holborn - St Paul's - Cannon Street - London Bridge	M-F	0634	0008	2-5 mins	4-12 mins
		Sat	N/A	N/A	N/A	N/A
		Sun	N/A	N/A	N/A	N/A
	London Bridge - Cannon Street - St Paul's - Holborn - Waterloo	M-F	0646	0026	2-6 mins	2-12 mins
		Sat	N/A	N/A	N/A	N/A
		Sun	N/A	N/A	N/A	N/A
X68	West Croydon - West Norwood - Waterloo - Russell Square	M-F	0638	0944	15-22 mins	N/A
		Sat	N/A	N/A	N/A	N/A
		Sun	N/A	N/A	N/A	N/A
	Russell Square - Waterloo - West Norwood - West Croydon	M-F	1555	1900	14-21 mins	N/A
		Sat	N/A	N/A	N/A	N/A
		Sun	N/A	N/A	N/A	N/A
N1	Thamesmead - Plumstead - Woolwich - Greenwich - Tottenham Court Road	M-F	0116	0615	N/A	30 mins
		Sat	0118	0628	N/A	20 mins
		Sun	0116	0615	N/A	30 mins
	Tottenham Court Road - Greenwich - Woolwich - Plumstead - Thamesmead	M-F	0033	0538	N/A	30-31 mins
		Sat	0034	0533	N/A	20 mins
		Sun	0033	0538	N/A	30-31 mins
N68	Old Coulsdon - Purley - Croydon - Norwood - Camberwell - Tottenham Court Road	M-F	0138	0539	N/A	30 mins
		Sat	0139	0538	N/A	25-30 mins
		Sun	0138	0539	N/A	30 mins
	Tottenham Court Road - Camberwell - Norwood - Croydon - Purley - Old Coulsdon	M-F	0024	0454	N/A	30 mins
		Sat	0023	0452	N/A	29-31 mins
		Sun	0024	0454	N/A	30 mins
N91	Cockfosters - Crouch End - Holloway - King's Cross - Trafalgar Square	M-F	0103	0542	N/A	28-30 mins
		Sat	0045	0542	N/A	15-16 mins
		Sun	0013	0542	N/A	20-30 mins
	Trafalgar Square - King's Cross - Holloway - Crouch End - Cockfosters	M-F	0028	0528	N/A	15-30 mins
		Sat	0030	0528	N/A	13-20 mins
		Sun	0028	0528	N/A	15-30 mins
N171	Hither Green - Tottenham Court Road	M-F	0058	0430	N/A	28-33 mins
		Sat	0103	0428	N/A	28-30 mins
		Sun	0101	0428	N/A	28-32 mins
	Tottenham Court Road - Hither Green	M-F	0014	0447	N/A	30-33 mins
		Sat	0015	0445	N/A	28-33 mins
		Sun	0015	0445	N/A	28-33 mins

Source: TfL Website ([www.tfl.gov.uk](http://www.tfl.gov.uk))

Table 3.1 demonstrates that Kingsway is a high-frequency bus route with a total of nine bus services, one peak service and four night buses serving the Kingsway stops. During weekdays there are typically at least 70 buses per hour routing along Kingsway in each direction, an average of just over one bus per minute.

Table 3.2: Existing Bus Services – High Holborn Bus Stops

Route No.	Route	Day	First Bus	Last Bus	Headway	
					Peak	Off-peak
8/N8	Bow – Bethnal Green – Shoreditch – Bank – Holborn – Tottenham Court Road	M-F	24 hour	24 hour	2-9 mins	6-20 mins
		Sat	24 hour	24 hour	8-11 mins	6-8 mins
		Sun	24 hour	24 hour	10-12 mins	10-13 mins
	Tottenham Court Road – Holborn – Bank – Shoreditch – Bethnal Green – Bow	M-F	24 hour	24 hour	4-8 mins	6-20 mins
		Sat	24 hour	24 hour	7-10 mins	6-8 mins
		Sun	24 hour	24 hour	10 mins	7-11 mins
25	Ilford - Manor Park - Stratford - Bow - Aldgate - Bank - Holborn - Oxford Circus	M-F	24 hour	24 hour	5-8 mins	5-8 mins
		Sat	24 hour	24 hour	6-8 mins	5-9 mins
		Sun	24 hour	24 hour	5-8 mins	5-6 mins
	Oxford Circus – Holborn – Bank - Aldgate – Bow – Stratford – Manor Park - Ilford	M-F	24 hour	24 hour	6-8 mins	5-8 mins
		Sat	24 hour	24 hour	6-8 mins	5-8 mins
		Sun	24 hour	24 hour	5-8 mins	5-7 mins
242	Homerton – Clapton Park – Hackney – Dalston – Shoreditch – Bank – Holborn – Tottenham Court Road	M-F	24 hour	24 hour	4-9 mins	10-20 mins
		Sat	24 hour	24 hour	5-10 mins	6-15 mins
		Sun	24 hour	24 hour	10-12 mins	10-15 mins
	Tottenham Court Road – Holborn – Bank – Shoreditch – Dalston – Hackney – Clapton Park - Homerton	M-F	24 hour	24 hour	6-8 mins	8-20 mins
		Sat	24 hour	24 hour	6-12 mins	7-15 mins
		Sun	24 hour	24 hour	10-13 mins	10-15 mins
521	Waterloo - Holborn - St Paul's - Cannon Street - London Bridge	M-F	0634	0008	2-5 mins	4-12 mins
		Sat	N/A	N/A	N/A	N/A
		Sun	N/A	N/A	N/A	N/A
	London Bridge - Cannon Street – St Paul's – Holborn - Waterloo	M-F	0646	0026	2-6 mins	2-12 mins
		Sat	N/A	N/A	N/A	N/A
		Sun	N/A	N/A	N/A	N/A

As can be seen in Table 3.2, High Holborn is served by frequent bus routes with a total of four bus services and one night bus operating from the High Holborn stops. During weekdays there are typically at least 36 buses per hour routing along High Holborn in each direction, an average of just over one bus every two minutes.

The Great Hall and Library development is therefore located in an area of high accessibility by bus, with stops served by a bus every two minutes located within 400m and further stops served by a bus every minute located just over 400m away.

### 3.2.5.2 Underground Services

The closest underground station to the HSLI site is Chancery Lane station, located approximately 500m or 5-6 minutes' walk to the northeast via High Holborn. Chancery Lane station is located on the Central Line and consists of a westbound and an eastbound platform.

Table 3.3: Existing Underground Services – Chancery Lane

Line	Route	Day	First Train	Last Train	Headway	
					Peak	Off-peak
Central	Towards West Ruislip/Ealing	M-F	0552	0028	1-4 mins	2-10 mins
		Sat	0552	0028	2-6 mins	2-10 mins
		Sun	0725	2344	2-5 mins	2-5 mins
	Towards Epping	M-F	0552	0034	1-4 mins	2-10 mins
		Sat	0552	0034	2-6 mins	2-9 mins
		Sun	0714	2346	2-10 mins	2-6 mins

Source: Transport for London

On Mondays to Saturdays, the first westbound train arrives at Chancery Lane at 0552 and the last departure is at 0028. The first eastbound train arrives at Chancery Lane at 0552 and the last departure is at 0034. The Central Line operates at a frequency of 24 trains per hour during the peak travel periods, an average of one train every two to three minutes. The Central Line provides access through Central London to Hillingdon, Ealing, Newham, Waltham Forest, Redbridge and Epping. There are numerous interchange opportunities with other Underground and national rail lines.

Holborn station is located 625m or 7-8 minutes' walk to the northwest via High Holborn and is therefore within a reasonable walking distance from the development site. Holborn station is located on the Central and Piccadilly lines and consists of a westbound and an eastbound platform for the former and a northbound and a southbound platform for the latter. The Central Line services are largely identical to those at Chancery Lane.

Table 3.4: Existing Underground Services – Holborn

Line	Route	Day	First Train	Last Train	Headway	
					Peak	Off-peak
Central	Towards West Ruislip/Ealing	M-F	0552	0028	1-4 mins	2-10 mins
		Sat	0552	0028	2-6 mins	2-10 mins
		Sun	0725	2344	2-5 mins	2-5 mins
	Towards Epping	M-F	0552	0034	1-4 mins	2-10 mins
		Sat	0552	0034	2-6 mins	2-9 mins
		Sun	0714	2346	2-10 mins	2-6 mins
Piccadilly	Towards Uxbridge/Heathrow	M-F	0542	0028	2-7 mins	2-6 mins
		Sat	0542	0028	2-5 mins	2-6 mins

Line	Route	Day	First Train	Last Train	Headway	
					Peak	Off-peak
	hrow	Sun	0700	2334	2-15 mins	2-9 mins
		M-F	0554	0038	2-6 mins	2-10 mins
	Towards Cockfosters	Sat	0554	0038	2-5 mins	2-10 mins
		Sun	0718	0021	2-8 mins	2-10 mins

Source: Transport for London

On Mondays to Saturdays, the first northbound train arrives at Holborn at 0554 and the last departure is at 0038. The first southbound train arrives at Holborn at 0542 and the last departure is at 0028. The Piccadilly Line operates at a frequency of 24 trains per hour during the peak travel periods, an average of one train every two to three minutes. The Piccadilly Line provides access to north and west London, connecting with a number of other Underground and national rail lines.

Table 3.3 and Table 3.4 show that the HSLI Great Hall and Library site is well served by Underground routes, with two stations within reasonable walking distance of the site, both of which are served by frequent services linking to destinations in west and north east London and to the wider network.

### 3.2.5.3 Overland Rail Services

The nearest overland rail stations are Farringdon and City Thameslink which are located approximately 1,200m and 1,300m (15 to 17 minutes' walk) east of the site respectively. Routes 8/N8, 25, 242 and 521 offer connection to City Thameslink from stops on High Holborn.

Both overland stations are served by Thameslink services, serving destinations including Bedford, Luton, Brighton, Gatwick Airport, Wimbledon and Sutton. Typical journey times from these stations are shown in Table 3.5.

Table 3.5: Overland Rail Journey Times

Destination	From Farringdon	From City Thameslink
Bedford	65 mins	69 mins
Luton	40 mins	44 mins
St Albans	25 mins	29 mins
Brighton	86 mins	82 mins
Gatwick Airport	56 mins	52 mins
Wimbledon	38 mins	34 mins
Sutton	56 mins	52 mins

Source: National Rail Enquiries ([www.nationalrail.co.uk](http://www.nationalrail.co.uk))

A summary of the service levels provided from each station is shown in Table 3.6.

Table 3.6: Existing Rail Services

Station	Route	Day	First Train	Last Train	Trains per hour
Farringdon	Bedford – Brighton	M-F	0459	2329	2-3
		Sat	0459	2359	2-3
		Sun	0719	2315	2
	Brighton – Bedford	M-F	0514	0029	2-7
		Sat	0514	0029	2-4
		Sun	0800	0038	2-4
	Luton – Wimbledon – Sutton	M-F	0538	2310	1-2
		Sat	0739	2343	2
		Sun	0911	2114	2
	Sutton – Mitcham – Luton	M-F	0610	2136	2
		Sat	0615	2136	2
		Sun	1032	1902	2
	St Albans – Mitcham – Sutton	M-F	0550	2053	2
		Sat	0553	2054	2
		Sun	N/A	N/A	0
	Sutton – Wimbledon – St Albans	M-F	0543	2153	1-3
		Sat	0749	2149	2
		Sun	N/A	N/A	0
	West Hampstead Thameslink – Sevenoaks	M-F	0604	2105	2-3
		Sat	N/A	N/A	0
		Sun	N/A	N/A	0
	Sevenoaks – West Hampstead Thameslink	M-F	1024	2110	1-2
		Sat	N/A	N/A	0
		Sun	N/A	N/A	0
City Thameslink	Bedford – Brighton	M-F	0502	2303	2-3
		Sat	0905	2105	2
		Sun	N/A	N/A	0
	Brighton – Bedford	M-F	0511	2254	1-4
		Sat	0910	2056	4
		Sun	N/A	N/A	0
	Luton – Wimbledon – Sutton	M-F	0541	2243	1-2
		Sat	0913	2105	2
		Sun	N/A	N/A	0
	Sutton – Mitcham – Luton	M-F	0607	2132	1-2
		Sat	0902	2032	1-2
		Sun	N/A	N/A	0
	St Albans – Mitcham – Sutton	M-F	0553	2057	2
		Sat	0927	2057	2

Station	Route	Day	First Train	Last Train	Trains per hour
		Sun	N/A	N/A	0
	Sutton –	M-F	0540	2150	1-3
	Wimbledon – St	Sat	0916	2046	1-2
	Albans	Sun	N/A	N/A	0
	West Hampstead	M-F	0607	2109	2-3
	Thameslink –	Sat	N/A	N/A	0
	Sevenoaks	Sun	N/A	N/A	0
	Sevenoaks –	M-F	1020	2106	1-2
	West Hampstead	Sat	N/A	N/A	0
	Thameslink	Sun	N/A	N/A	0

Source: National Rail Enquiries ([www.nationalrail.co.uk](http://www.nationalrail.co.uk))

Overland rail services from Farringdon and City Thameslink typically operate at a frequency of eight to ten trains per hour in each direction (i.e. one train every six to eight minutes on average).

Table 3.5 and Table 3.6 show that there is a good range of destinations available from local overland stations, with regular trains to Bedford, Luton, Sevenoaks and Sutton. Further destinations are available from stations accessible via direct Underground links (Liverpool Street and King's Cross) and bus links (Waterloo, Cannon Street, London Bridge, Euston, King's Cross and Liverpool Street).

#### 3.2.5.4 River Buses

The nearest location served by London River Buses is located at Blackfriars Pier, approximately 1.3km (18 minutes' walk) from the Great Hall and Library site. Black Friars is served by routes RB1 and RB6, summarised in Table 3.7 below.

Table 3.7: Existing River Boat Services

Service	Route	First Boat	Last Boat	Boats per Hour
RB1	Woolwich - Embankment	0648	2100	2-3
	Embankment - Woolwich	0707	2319	1-3
RB6	Putney – Canary Wharf	0642	2152	1-3
	Canary Wharf - Putney	0610	2025	1-3

Source: Transport for London

### 3.2.6 Local Highway Network

The local highway network in the vicinity of the HSLI Great Hall and Library is formed of Newmans Row/Serle Street along the western boundary of the site, Carey Street along the southern boundary and Chancery Lane along the eastern boundary of the site. A description of the local highway network and existing parking restrictions is provided below.

### 3.2.6.1 Newmans Row/Serle Street

Newmans Row forms the eastern side of Lincoln's Inn Fields, the largest public square in London. The road forms part of a network of local access streets that provide access to premises around the square and the surrounding area, including the HSLI precincts. Newman's Row is one-way southbound and a 30mph limit is in force. Site observations showed that Newman's Row experiences low levels of traffic throughout the day.

Parking provision on Newman's Row includes car club bays, disabled bays, motorcycle parking, pay and display bays and taxi ranks.

Serle Street extends southwards from Newman's Row to join Carey Street and forms a part of the local access network, providing a vehicular link between Chancery Lane and the HSLI precincts. Serle Street is two-way and a 30mph speed restriction is in force. Simple priority junctions at each end require traffic from Serle Street to give way to traffic on Newman's Row and Carey Street. Portugal Street joins Serle Street about 50m south of the Serle Street/Newman's Row junction and provides one of several accesses into the area from the A4200 Kingsway.

Parking bays are provided on Serle Street for those with resident's parking permits and for pay and display.

### 3.2.6.2 Carey Street

Carey Street runs along the southern boundary of the HSLI precincts and forms part of a network of local access streets that provide access to premises in the vicinity of Lincoln's Inn Fields. In particular, it provides access to Serle Street from Chancery Lane and thence into the HSLI precincts. At its eastern end, Carey Street forms a simple priority-controlled T-junction with Chancery Lane. A 30mph speed limit is in force.

Carey Street provides a single car club parking space, in addition to pay and display bays, residential permit holder bays, shared-use bays and a taxi rank at the eastern end.

### 3.2.6.3 Chancery Lane

Chancery Lane runs along the eastern boundary of the HSLI precincts and provides an alternative link in the wider network between the A4 Strand/Fleet Street and the A40 High Holborn. Chancery Lane also provides access from the A4 into the network of local streets around Lincoln's Inn Fields via Carey Street. The street joins the A4 and A40 at three-arm signal-controlled junctions. South of Carey Street a 30mph limit is in force and north of the junction a 20mph limit applies. The whole length of the street is one-way northbound, except for cycles for which a contraflow lane is provided.

Chancery Lane provides pay and display parking bays at intervals along its length.



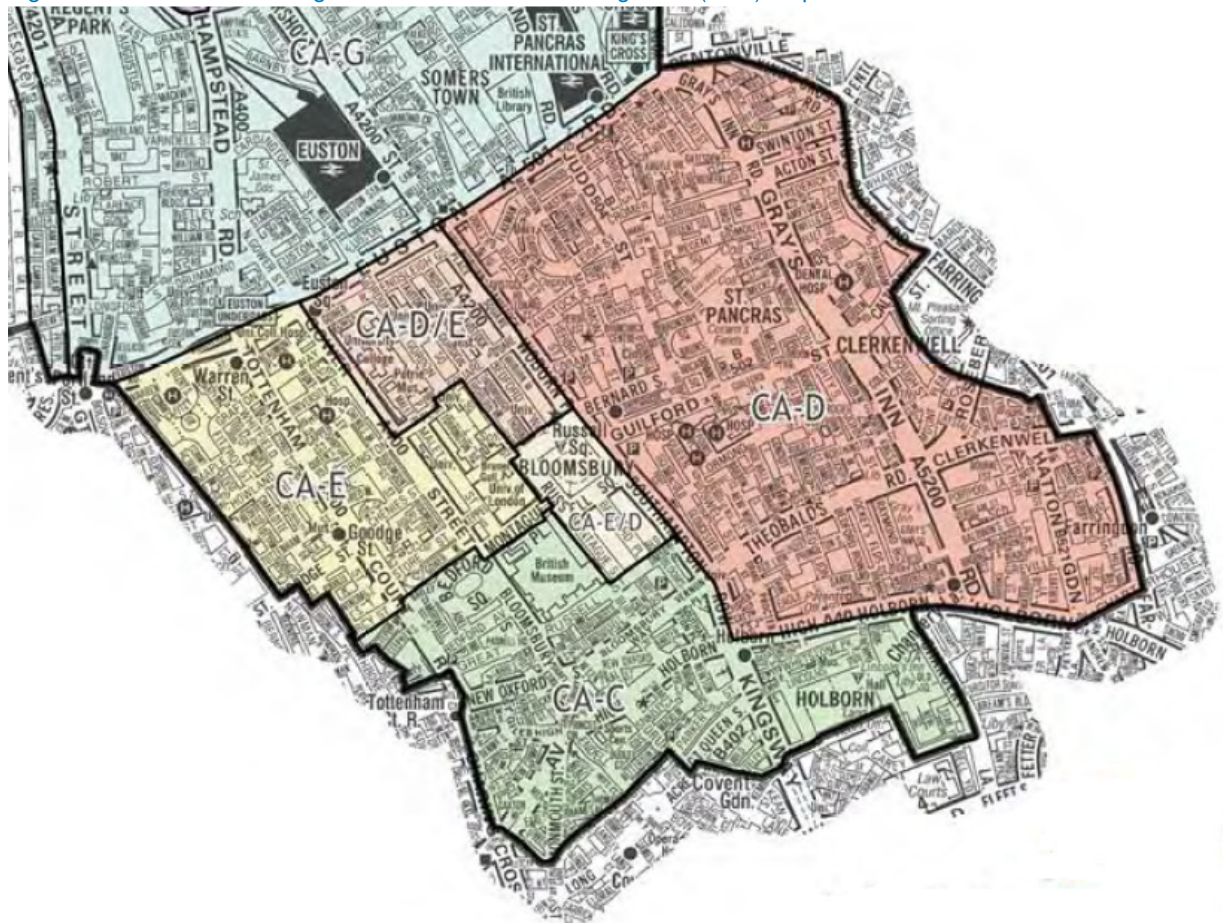
#### 3.2.6.4 Other Local Roads

In the vicinity of the HSLI precincts and Lincoln's Inn Fields to the west are predominantly local access roads including Sardinia Road, Portugal Street, Remnant Street and Gate Street. These residential access roads are lightly trafficked and are narrow in width.

#### 3.2.7 On Street Parking

The streets in the vicinity of the Great Hall and Library site are subject to parking restrictions. The streets surrounding the HSLI precincts are subject to Controlled Parking Zone (CPZ) restrictions which require permits to park on-street during the restriction times. An extract from the Camden Borough Council CPZ map is provided in 3.17 and an extract from the City of Westminster CPZ is provided in 3.18. The City of London is covered entirely by a CPZ.

Figure 3.17: Camden Borough Council Controlled Parking Zone (CPZ) Map



Source: Camden Borough Council



Figure 3.17 shows that the areas in the immediate vicinity of the Great Hall and Library site to the northwest are subject to CPZ restriction, as follows:

- CA-C: Monday to Saturday 0830-1830 (pay and display); at all times (residents' permit bays); and
- CA-D: Monday to Friday 0830-1830; Saturday 0830-1330.

Figure 3.18: City of Westminster Controlled Parking Zone (CPZ) Map



Source: City of Westminster

Figure 3.16 shows that the areas in the immediate vicinity of the Great Hall and Library site to the southwest are subject to CPZ restriction between 0830 and 1830, Monday to Saturday.

The City of London CPZ covers the areas to the east of the Great Hall and Library site, with restrictions applying from 0700-1900, Monday to Friday and from 0700-1100 on Saturday.

The review shows that all the local streets within the vicinity of the HSLI precincts have parking restrictions managed by controlled permits.

### 3.2.8 Off Street Parking

There are two small public car parks in the vicinity of the Great Hall and Library site, at Southampton Buildings to the northeast (6 minutes' walk) and Bouverie Street to the southeast (10 minutes' walk).

Members, tenants and visitors to the HSLI precincts can park on site in one of the 173 car parking spaces currently provided; members and tenants may also purchase an annual permit. With the exception of 1 no. space for HSLI staff, all car parking provided within the HSLI precincts is allocated to the commercial accommodation and residential flats rented out to private firms, and is not available to staff and students of the Great Hall complex.

Disabled parking and motorcycle parking are also available on site, to the north of the Library.

Table 3.8 shows the parking charges for the off-street parking available

Table 3.8: Lincoln's Inn Area Parking Charges (June 2015)

Period	Lincoln's Inn (Member or Tenant)	Lincoln's Inn (Visitor)	Southampton Buildings	Bouverie Street
Hour	£5	£5	£6	N/A
Day	£20	£40	£37	£30
Year	£2540-£2950	N/A	N/A	£6000

Source: [www.parkopedia.org](http://www.parkopedia.org)

### 3.2.9 Highway Network Summary

Chancery Lane is a moderately busy vehicular route, resulting in some congestion at the signalised crossroads junction with High Holborn during the day. Newman's Row, Serle Street and Carey Street are all relatively quiet streets used only for access and experience only low levels of traffic.

The review of the local network demonstrates that all of the roads within easy walking distance of the HSLI Great Hall and Library site are covered by CPZs. This restricts parking to permit holders only or to up to four hours pay and display parking, covering at least the period 0830-1830 Monday to Saturday and times outside those hours in some areas. The public car parks in the vicinity offer limited parking spaces and parking charges for visitors which are comparable to those for the HSLI precincts.

## 3.3 Highway Safety

### 3.3.1 Overview

TfL has supplied accident data for the study area covering the most recent 60 month period, to January 2015. Details of each accident and its location are provided in **Appendix D**. In total 232 accidents have

been recorded in the study area during the 60 month period. Of the 232 accidents, four were fatal, 24 were serious and 204 were slight.

The details of the accidents which occurred within the vicinity of the proposed Great Hall and Library site are summarised in the tables below. The accident analysis focuses on the following junctions and links:

- Kingsway/High Holborn junction;
- High Holborn;
- Chancery Lane/High Holborn junction;
- Chancery Lane;
- Chancery Lane/Fleet Street junction;
- Carey Street, Serle Street, Newman's Row and Lincoln's Inn Fields;
- Strand;
- Kingsway; and
- Remnant Street/Kingsway junction.

### 3.3.2 Kingsway/High Holborn Junction

Table 3.9: Kingsway/High Holborn Junction Serious Accidents

Day	Time	Severity	Description	Factors
Tuesday	1750	Serious	Pedal cyclist V1 went through a red light and was hit by motorcyclist V2.	Failed to look properly, disobeyed automatic traffic signal.
Thursday	2130	Serious	Pedestrian ran across the road and into pedal cyclist V1's path.	Pedestrian error, failed to look properly, wrong use of a pedestrian crossing facility, failed to judge vehicle's path or speed, careless/reckless/in a hurry.
Friday	1420	Serious	Driver of V1 became ill and lost control colliding with pedestrians who were waiting at crossing.	Illness or disability (mental or physical), loss of control.

Source: Transport for London

Table 3.9 shows that there were three serious accidents at the junction of Kingsway with High Holborn during the 60 month period examined. Two accidents involved people ignoring the traffic signals and the third involved pedestrians being struck by a driver who lost control after becoming ill. In addition, there were 28 slight accidents at this junction: seven involved a pedestrian crossing during the red pedestrian phase, seven involved vehicles changing lanes, four involved bus passengers falling over during braking/turning, three involved pedal or motorcycles losing control and falling over, two involved drivers ignoring red lights, two involved vehicles turning right, one involved a cyclist on the wrong side of the road, one involved a taxi passenger opening a door into the path of a cyclist and one involved a taxi hitting a prospective passenger when moving off. Overall, nine accidents involved a cyclist and eight involved pedestrians.

### 3.3.3 High Holborn

Table 3.10: High Holborn Fatal/Serious Accidents

Day	Time	Severity	Description	Factors
Monday	0924	Fatal	Goods vehicle V1 ran into rear of pedal cycle V2, pulling cycle underneath.	Driver error, failed to look properly, failed to judge other person's path or speed, careless/reckless/in a hurry, passing too close to cyclist.
Friday	2304	Fatal	Bricks fell from building onto V1, a pedestrian tried to help but was also injured.	Other factor
Tuesday	1209	Serious	Pedestrian stepped out into the path of motorcycle V1 causing a collision.	Pedestrian error, failed to look properly, failed to judge other person's path or speed.

Source: Transport for London

Table 3.10 shows that there were two fatal and one serious accident along High Holborn during the 60 month period examined. The two fatal accidents both involved westbound vehicles near the Kingsway junction, although the second accident could be regarded as not being a road accident *per se*. The single serious accident involved a pedestrian stepping into the path of a vehicle. In addition, there were 46 slight accidents during the period. Sixteen accidents involved pedestrians crossing the road, seven involved doors being opened into a cyclist's path, five involved vehicles turning right, four involved vehicles attempting U-turns, three involved vehicles overtaking a cyclist, three involved vehicles changing lanes, two involved bus passengers falling during braking/moving off and the remainder involved a number of different driver errors. Overall 16 accidents involved pedestrians and 20 involved pedal cycles.

### 3.3.4 Chancery Lane/High Holborn Junction

There were three accidents of slight severity during the most recent five year period. One involved a pedestrian crossing High Holborn from between parked cars and the other two involved pedal cyclists moving off or changing lanes and being hit by a passing vehicle.

### 3.3.5 Chancery Lane

Table 3.11: Chancery Lane Fatal Accidents

Day	Time	Severity	Description	Factors
Saturday	0015	Fatal	Pedestrian stumbled through a gap in scaffolding into path of passing V1	Pedestrian failed to look properly, impaired by alcohol, careless/reckless/in a hurry. V1 failed to look properly.

Source: Transport for London

Table 3.11 shows that there was one fatal accident on Chancery Lane during the 60 month period reviewed. This involved a pedestrian stumbling into the road early on a Saturday morning and being struck

by a taxi. There were also two slight accidents along Chancery Lane, one involving a motorcycle losing control after striking a metal pole in the carriageway and one involving a car reversing and striking a pedestrian.

### 3.3.6 Chancery Lane/Fleet Street Junction

Table 3.12: Chancery Lane/Fleet Street Serious Accidents

Day	Time	Severity	Description	Factors
Sunday	1538	Serious	V2 got too close to cyclist V1, causing collision.	Driver error, failing to look properly, passing too close to a cyclist.

Source: Transport for London

Table 3.12 shows that there was one serious accident at the Chancery Lane/Fleet Street junction during the 60 month period, involving a car colliding with a cyclist. There were also six accidents of slight severity during the period, five involving pedal cyclists and two involving a pedestrian.

### 3.3.7 Carey Street, Serle Street, Newman's Row and Lincoln's Inn Fields

Table 3.13: Carey Street, Serle Street, Newman's Row and Lincoln's Inn Fields Serious Accidents

Day	Time	Severity	Description	Factors
Tuesday	0017	Serious	Parked V1 opened door and hit passing cyclist V2.	Failed to look properly, vehicle door opened negligently.

Source: Transport for London

Table 3.13 shows that there was one serious accident in the local streets around the Great Hall and Library site during the 60 month period, where the occupant of a car parked in Lincoln's Inn Fields opened their door into the path of a passing cyclist. There were also five accidents of slight severity during this period, three involving pedestrians, two involving motorcyclists and one involving a cyclist. Two of these accidents were caused by non-road traffic factors – one was a cyclist answering his mobile 'phone and losing control and the other was an improperly secured van door opening as it went around a bend, striking a pedestrian.

### 3.3.8 Aldwych, Strand and Fleet Street

Table 3.14: Aldwych, Strand and Fleet Street Serious Accidents

Day	Time	Severity	Description	Factors
Sunday	0415	Serious	Pedestrian ran across road in path of V1.	Pedestrian error, failed to look properly, failed to judge vehicle's path/speed, careless/reckless/in a hurry.
Thursday	1455	Serious	V1 (cycle) was distracted and collided with crossing pedestrian.	Failed to look properly, failed to judge person's path/speed, distraction outside vehicle, careless/reckless/in a hurry.
Tuesday	1645	Serious	Bus V1 moved away causing	Other factor

Day	Time	Severity	Description	Factors
			passenger to fall down the stairs.	
Thursday	2257	Serious	Pedestrian crossed into path of moving off bus V1.	Pedestrian error, failed to judge other person's path/speed, impaired by alcohol, careless/reckless/in a hurry.
Sunday	1927	Serious	Motorcycle V1 collided with pedestrian getting into V2	Rider error, impaired by alcohol, exceeding speed limit, aggressive driving.
Thursday	1257	Serious	V1 pulled away as soon as signals changed, colliding with pedestrian who was halfway across.	Driver error, failed to look properly, careless/reckless/in a hurry.
Friday	1230	Serious	V2 moving off from kerb to turn left collides with pedal cycle V1 approaching from behind.	Driver error, failed to look properly, poor turn or manoeuvre, distraction in vehicle, careless/reckless/in a hurry.

Source: Transport for London

Table 3.14 shows that there were seven serious accidents along Aldwych, Strand and Fleet Street during the 60 month period ending January 2015. Four involved pedestrians crossing the road and the remainder involved a bus passenger falling down the stairs, a motorcyclist hitting a pedestrian getting into a car and a vehicle pulling out in front of a passing cyclist. There were a further 37 slight accidents during this period: thirteen involved cyclists, ten involved motorcyclists and nine involved pedestrians being struck by vehicles. Most accidents involved vehicles turning or manoeuvring.

### 3.3.9 Kingsway

Table 3.15: Kingsway Serious Accidents

Day	Time	Severity	Description	Factors
Friday	1203	Serious	Motorcycle V1 lost control on diesel on road & fell off.	Deposit on road, loss of control.
Wednesday	0920	Serious	V1 overtook cyclist V2 and then turned left across their path.	Driver error, failed to look properly, careless/reckless/in a hurry.
Sunday	0830	Serious	Driver of V1 suffering from fatigue when they collided with tree.	Fatigue, loss of control.
Thursday	1458	Serious	Pedestrian ran out into crossing into path of V1.	Failed to look properly, improper use of pedestrian crossing, careless/reckless/in a hurry.
Sunday	1413	Serious	Bus V1 stopped for traffic signals, passenger thought it was a stop so started to move downstairs. V1 then moved off and the passenger fell down the stairs.	Other factor.
Friday	0040	Serious	Cyclist V1 intoxicated, lost control.	Rider error, impaired by alcohol, careless/reckless/in a hurry, loss of control.
Tuesday	1720	Serious	V1 failed to give way and crossed the path of pedal cyclist V2.	Driver error, failed to look properly, disobeyed give way, poor turn or manoeuvre.



Source: Transport for London

Table 3.15 shows that there were seven serious accidents during the 60 month period being reviewed. Three involved cyclists, one involved a motorcyclist and one involved a pedestrian. There were a number of instances where a single vehicle lost control – a motorcycle slipping on spilt diesel, a car colliding with a tree due to driver fatigue and a cyclist losing control due to intoxication. There were also a further 50 accidents of slight severity. Eighteen involved cyclists, 14 involved pedestrians, 11 involved motorcyclists and nine involved buses or coaches.

### 3.3.10 Remnant Street/Kingsway Junction

Table 3.16: Remnant Street/Kingsway Fatal and Serious Accidents

Day	Time	Severity	Description	Factors
Tuesday	0608	Fatal	V1 (motorcycle) overtaking V2 (refuse truck) fails to see traffic island and clips it, losing control and ending up in front of V1.	Rider error, failed to look properly, failed to judge other vehicles path/speed, poor turn or manoeuvre, loss of control.
Wednesday	1845	Serious	V1 broke suddenly, causing a passenger on board to fall over	Sudden braking.
Friday	1043	Serious	The pedestrian stepped out into V1's path.	Pedestrian error, failed to look properly, other factor.

Source: Transport for London

Table 3.16 describes the fatal accident and two serious accidents which occurred during the 60 month review period. The fatality occurred when a motorcyclist did not see a traffic island, causing a loss of control that led to a collision with the refuse truck being overtaken. The serious accidents involved a bus passenger falling over due to sudden braking and a pedestrian stepping out into the road in front of a car. There were also 18 slight accidents at this junction, including seven accidents involving a cyclist and five involving a pedestrian.

### 3.3.11 Accident Summary

In summary, the accident record for the past five years shows that there were 232 accidents in the study area. The majority of accidents were caused by drivers and pedestrians not looking properly before turning, changing lanes or crossing the road. These types of accidents are not uncommon in a very busy Central London location with signalised crossroads and priority junctions; the number of such accidents recorded in the study area is no greater than expected. In the immediate vicinity of the Great Hall and Library site only nine accidents have been recorded in the past 5 years.

A significant proportion of incidents involved cyclists or pedestrians, although many of the pedestrian casualties were crossing the road without due care or during the red pedestrian phase. However, no clear pattern of incidents that would suggest a safety issue emerges from the data; instead incidents involving

cyclists and pedestrians span a wide range of locations and causes, suggesting that the number of incidents is not unusual for a Central London location.



## 4 Proposed Development

### 4.1 Introduction

This chapter provides details of the proposed HSLI Great Hall and Library development, including details on the proposed operation and access to the site.

### 4.2 Proposed Development

It is proposed to replace the existing Under Treasurer's House with a new Library and Administration Building. This will provide additional library storage within a basement storey and a new library reading room at first floor level. Between these two levels will be two further levels of office accommodation. A connection between the existing library and the new building will be made through the existing north-west turret. This part of the proposal will total approximately 580m<sup>2</sup> of new build floorspace.

In addition, a new two-storey building is proposed below the existing east terrace of the Great Hall. This will provide new education facilities for the Inn's advocacy training/seminar rooms, a lecture theatre and event and social space. Connections to the existing building will be made at basement level and a new entrance will be provided at the southern end of the Great Hall. This element of the proposal will total approximately 1,250m<sup>2</sup> of new build floorspace.

It is proposed that construction work will start in May 2016 and be completed in October 2017.

### 4.3 Operating Times

The Lincoln's Inn Library is normally open Monday to Friday from 0900 until 2000, except from August until mid-September when the hours are restricted to 0930 until 1800. The Library is also open every fourth Saturday from 1000 until 1700.

The Lincoln's Inn education facilities are used for the qualifying sessions required by students undertaking the Bar Professional Training Course (BPTC), for those who have secured pupillage to attend advocacy training (a residential weekend course) and a practice management course (an evening course). As the trainers and students attending these courses are in full-time study or employment, the vast majority of these courses take place in the evening or at weekends.

The Great Hall also hosts a small number of events each year, usually starting between 1700 and 1900 hours with a series of talks and ending with refreshments later in the evening.

### 4.4 Site Access

The site layout plan included in **Appendix A** shows the proposed access arrangements for the Great Hall and Library site. The proposed access arrangements by individual mode are summarised below.

#### **4.4.1 Walking and Cycling**

The proposed site layout plan shows that the site will be highly accessible by foot and by bicycle, with a total of seven accesses to the HSLI precincts available from Chancery Lane, Serle Street/Newman's Row and Carey Street. Safe pedestrian access to the site from the surrounding area will be available from the footways on Chancery Lane, Serle Street, Newman's Row and Carey Street.

Secure cycle parking for staff, students and visitors will be provided within 25m of the main entrances to the proposed East Terrace Education Suite and Library and Administration building.

#### **4.4.2 Public Transport**

The site has a PTAL level of 6a (excellent), which demonstrates that accessibility to existing public transport services is very good. The existing bus stops on High Holborn are within 400m of the site and are easily reached via the footways and pedestrian crossings provided on Newman's Row, Chancery Lane and High Holborn. The existing stops provide access to a wide range of frequent bus routes, as summarised in section 3.2.5.1.

Chancery Lane and Holborn Underground stations are located within 500m (5-6 minutes' walk) and 625m (7-8 minutes' walk) of the site respectively. Services available from these stations provide direct access to a range of locations across Central, west and north east London, as well as good links to other Underground and overland rail services. Safe and easy access to these stations is possible via the existing footways and crossing facilities on Newman's Row and High Holborn.

City Thameslink overland rail station is located within 1300m (17 minutes' walk) of the site and Farringdon is 1200m (15 minutes' walk) away. Thameslink services available from these stations offer frequent links to destinations in Bedfordshire, Kent and south west London.

#### **4.4.3 Vehicular Access**

##### **4.4.3.1 Access Strategy**

The primary vehicular access will continue to be via the current access from the Newman's Row/Serle Street junction. This will continue to be used as the main access for cars parking on site, taxis and private cars dropping off on site and by light service vehicles.

##### **4.4.3.2 Service, Delivery and Emergency Vehicles**

Small service and delivery vehicles (e.g. couriers and post collections) will access the HSLI precincts via the main entrance at the Newman's Row/Serle Street junction and will load/unload in the designated area adjacent to the Main Gate (see **Appendix A**). Larger service and delivery vehicles, as well as refuse vehicles, will service the site from the current dedicated access from Newman's Row, with loading and unloading to take place within the existing Western Service Yard.

Emergency vehicles will be able to access the site via the main access at the Newman's Row/Serle Street junction.

## 4.5 Parking

A number of revisions to existing on-site car, motorcycle and cycle parking are proposed in order to accommodate the proposed development and improve access to the site for disabled users and cyclists. The site layout plan included in **Appendix A** shows the proposed parking arrangements for the Great Hall and Library site.

### 4.5.1 Car Parking

The proposed revisions to existing on-site car parking will result in a net reduction of 15no. standard car parking bays and net gain of 2no. accessible parking bays, compared to the existing provision. The proposed disabled parking provision is summarised below:

- 2no. accessible parking bays to be located adjacent to main entrance to East Terrace Education Suite, in accordance with LB Camden advice; and
- 1no. accessible parking bay to be retained adjacent to main entrance to Library Extension.

### 4.5.2 Cycle Parking

LB Camden's minimum cycle parking standards for D1 Non-Residential Institutions included within Appendix 2 of LB Camden's Local Development Plan are summarised below:

- **Staff** – 1 cycle bay per 250sqm (from threshold of 500sqm); and
- **Visitors** - 1 cycle bay per 250sqm (from threshold of 500sqm).

In accordance to the above minimum standards, the proposed additional cycle parking provision for staff, students and visitors is summarised below:

- **Library Extension** – 6no. cycle spaces (3no. Sheffield stands) to be located adjacent to main entrance to Library Extension; and
- **East Terrace Education Suite** – 10no. cycle spaces (5no. Sheffield stands) to be located on the northwest corner of New Square opposite the main entrance to the East Terrace Education Suite.

All additional cycle parking to serve the Library Extension and East Terrace Education Suite will be located within 25m of the building main entrances, in accordance with LB Camden guidance.

#### **4.5.3 Motorcycle Parking**

The existing 12no. motorcycle spaces located to the northeast of the Great Hall will be reinstated to the east of the proposed Library Extension building. It is proposed to reprovide the existing 12no. motorcycle spaces in this location.

#### **4.6 Travel Plan**

An Interim Travel Plan has been prepared for the HSLI Great Hall and Library site which promotes access to the site by sustainable modes of travel including walking, cycling and public transport. Travel by active modes will be promoted to staff and students as the preferred means of travel, and private car use will be discouraged where possible.

#### **4.7 Summary**

The location, design and layout of the proposed development and existing HSLI precincts will result in the Great Hall and Library being highly accessible by walking and cycling from local transport nodes and the wider network. The site will also be accessible by bus from stops located in High Holborn and Kingsway and by Underground from Chancery Lane and Holborn Underground stations.

Direct vehicular access to the site will be controlled by a reduction in the number of on-site car parking spaces and the existing requirement to purchase hourly, daily or annual parking permits in order to park within the HSLI precincts. Improved accessible parking, cycle parking and motorcycle parking provision to serve the proposed development will be located close to the main entrances to the Library Extension and East Terrace Education Suite.

## 5 Trip Generation and Modal Split

### 5.1 Introduction

This chapter of the TS sets out the predicted multi-modal trip generation and modal split of the trips generated by the proposed development. Modal split data has been derived from a pedestrian interview survey undertaken at the existing site which captured the existing travel modes of all site users. This survey has been used to inform the predicted trip generation of the proposed development. HSLI have confirmed that no increase in existing staff and student numbers is proposed as a result of the proposed development, as existing HSLI staff and students will transfer to the proposed development from the existing facility at 33 Chancery Lane.

A summary of the predicted trip generation by mode for the development peaks is provided in this summary. The HSLI pedestrian interview survey results and trip generation and modal split spreadsheet is included in **Appendix E**.

### 5.2 Existing Site

#### 5.2.1 Existing Site Trip Generation

Pedestrian interview surveys were undertaken on Thursday 25<sup>th</sup> June 2015 at the main pedestrian entrances to the existing HSLI Great Hall and Library, in order to capture the existing trip generation of the site by mode. The surveys were undertaken between 0700–2200 hours on a typical weekday in recognition of the usage of the existing Great Hall and Library throughout the day and into the evening. The surveys recorded a total of 716 entries and 702 exits between 0700-2200 hours.

Table 5.1 below summarises the existing number of entries and exits by hour to the HSLI Great Hall and Library recorded by the survey.

Table 5.1: Existing Site Person Trip Generation (Pedestrian Interview Survey Results)

Hour	Entries	Exits	Total (Entries + Exits)
0700-0800	4	4	8
0800-0900	11	1	12
0900-1000	36	24	60
1000-1100	28	20	48
1100-1200	53	33	86
1200-1300	120	59	179
<b>1300-1400</b>	<b>133</b>	<b>117</b>	<b>250</b>
1400-1500	64	119	183
1500-1600	42	63	105
1600-1700	50	52	102

Hour	Entries	Exits	Total (Entries + Exits)
1700-1800	63	46	109
1800-1900	68	30	98
1900-2000	35	44	79
2000-2100	3	38	41
2100-2200	6	52	58
<b>Daily Totals</b>	<b>716</b>	<b>702</b>	<b>1418</b>

Source: Mott MacDonald Pedestrian Interview Survey

Table 5.1 shows that the existing peak hour for total trips to and from the HSLI Great Hall and Library is 1300-1400 hours, with a total of 250 entry and exit movements recorded during this hour. The survey recorded a very low level of person trips (12 trips) in the typical network AM peak hour of 0800-0900 hours. During the typical network PM peak hour of 1700-1800 hours, the survey recorded a total of 109 trips.

## 5.2.2 Existing Site Modal Split

Pedestrians accessing the HSLI Great Hall and Library were presented with a questionnaire regarding their main mode of travel to the site (by furthest distance travelled) in order to calculate a modal split for the existing site. Of a total of 716 entries recorded between 0700 and 2200 hours, 514 interviews were undertaken which represents a high response rate of 72%. The remaining 202 or 28% of entries refused to participate in the pedestrian interview survey.

Table 5.2 below provides a summary of the existing modal splits for all users of the HSLI Great Hall and Library recorded by the pedestrian interview surveys.

Table 5.2: Existing Site Modal Split

Mode	Modal Split (%)
Walk	48%
Cycle	2%
Underground	25%
Train	11%
Bus	4%
DLR	0%
Tram	0%
Riverboat	0%
Taxi	4%
Park & Ride Bus	0%
Car Share (as driver)	1%
Car Share (as passenger)	0%

Mode	Modal Split (%)
Drive Alone	3%
Scooter/Moped	0%
Motorcycle	0%
Coach	0%
<b>Total</b>	<b>100%</b>

Source: TSP Pedestrian Interview Survey

Table 5.2 shows that travel to the existing HSLI Great Hall and Library site is highly sustainable with recorded modal splits of 48% for walking, 24% for London Underground, 11% for train, 4% for bus and 2% for cycling. A very low level of car use was recorded, with only 3% of site users recorded as driving alone and 1% recorded as car sharing.

### 5.3 Proposed Development Trip Generation

#### 5.3.1 Library and Administration Building

The proposed Library and Administration building will contain two levels of office accommodation, however the proposed occupants of this office accommodation will be existing HSLI Estate Department (7 no. staff) and Accounts Office staff (6no. staff) currently located at 33 Chancery Lane within close proximity to HSLI. Trips to and from the proposed office accommodation within the Library and Administration building are therefore considered to be existing trips on the local transport networks which will transfer from 33 Chancery Lane to the proposed Library and Administration building located adjacent to the Great Hall.

#### 5.3.2 East Terrace Education Suite

The proposed East Terrace Education Suite will allow the relocation of the existing HSLI educational facilities, including seminar rooms and associated ancillary space, from 33 Chancery Lane to a new two-storey basement facility located adjacent to the Great Hall in order to provide new education facilities for the Inn's advocacy training/seminar rooms, a lecture theatre and event and social space. No increase in existing HSLI staff and student numbers is proposed. Trips to and from the proposed East Terrace Education Suite are therefore considered to be existing trips on the local transport networks which will transfer from 33 Chancery Lane to the proposed East Terrace Education Suite located adjacent to the Great Hall.

#### 5.3.3 Summary

HSLI have confirmed that no increase in existing staff and student numbers are proposed as a result of the proposed development, therefore it is considered that there will be only a minor uplift in the existing site person trip generation as summarised in Table 5.1 when the Great Hall and Library development is complete. The uplift will be as a result of existing trips transferring from the office and education facilities

located at 33 Chancery Lane to the proposed Library and Administration building and East Terrace Education Suite.

#### **5.4 Transport Impact and Mitigation**

The existing HSLI Great Hall and Library site currently achieves a very high modal split for travel by sustainable modes, with 90% of existing trips to the site undertaken by walking, cycling and public transport. Walking, cycling and public transport use are predicted to remain the preferred modes of travel for users of the proposed Great Hall and Library when the proposed development is complete.

The minor uplift in trips predicted as a result of the relocation of existing HSLI staff and students from 33 Chancery Lane to the Great Hall and Library will not have a material impact on the operation of the local transport networks in the network AM and PM peak hours. In addition, the majority of the training courses provided by HSLI are held outside the normal working day (i.e. during evenings and weekends) as those attending the courses and events as trainers and trainees are either in full-time study or employment elsewhere.

Proposed revisions to on-site parking will provide 16no. cycle bays for the use of Great Hall and Library staff, students and visitors, and will encourage greater use of cycling as a mode of travel to HSLI. This will be reinforced by the implementation of a robust Travel Plan for HSLI which will aim to encourage active modes of travel (i.e. walking and cycling) and support the use of public transport as an alternative to private car use.

Disabled access to the site will also be greatly improved by the provision of 2no. disabled parking bays adjacent to the main entrance to the proposed East Terrace Education Suite.



## 6 Summary and Conclusions

### 6.1 Summary

Mott MacDonald have been commissioned by HSLI to prepare a Transport Statement (TS) in support of a planning application for two new build extensions to the existing HSLI Great Hall and Library located within the HSLI precincts off Chancery Lane, London Borough of Camden. The proposed development will consist of an East Terrace Education Suite with advocacy/seminar rooms and a lecture theatre, and the Library Extension with administration offices, archive storage and reading areas. Both buildings will be located adjacent to the existing Great Hall.

The TS has provided a detailed audit of the site accessibility by all modes of travel, and demonstrates that the site can be easily accessed on foot, by bicycle and by public transport including by bus, underground and rail. The high accessibility of the site by public transport modes is demonstrated by the PTAL level of 6a ("excellent"). Walking and cycling will be viable travel options primarily for staff and students living within 2-5km of the site. Based on the assessment provided in the TS, it is predicted that overall 40% of trips to and from the HSLI Great Hall and Library will be made by public transport and 50% by active modes (walking and cycling).

No increase in existing staff and student numbers is proposed as a result of the proposed development, therefore it is considered that there will be only a minor uplift in the existing site person trip generation resulting from the relocation of existing HSLI staff and students from the existing facility at 33 Chancery Lane to the proposed Library Extension and East Terrace Education Suite to be located adjacent to the Great Hall building.

Proposed revisions to on-site parking will provide 16no. cycle bays for the use of Great Hall and Library staff, students and visitors. The existing 12no. motorcycle spaces will be reprovided and reinstated to the east of the proposed Library Extension building, and disabled access to the Great Hall and Library will be greatly improved by the provision of 2no. disabled parking bays adjacent to the main entrance to the proposed East Terrace Education Suite.

### 6.2 Conclusions

In conclusion, from the assessments undertaken to inform this TS, it is considered that the proposed HSLI Great Hall and Library development will not have a material impact on the operation and capacity of the local transport networks within the assessment study area. This is because HSLI staff and students who will be transferring to the proposed development already travel on the local transport networks to and from 33 Chancery Lane, therefore no additional travel demand is predicted.

The proposed development is well located to encourage travel by sustainable modes, and the survey of existing site users established that currently 90% of trips to the existing site are undertaken by walking, cycling and public transport. In addition, HSLI will implement a robust Travel Plan to encourage sustainable travel to and from the proposed development in accordance with adopted, local, regional and national transport policies.