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Response Note

To	James Hammond (LB Camden Highways Officer)
Cc	Elaine Quigley (LB Camden Planning Officer) 150 Holborn Project Team
From	Melanie de Wet
Date	1 August 2016
Project	150 Holborn

Project No. 22888501

Response to comments on the Transport Statement (Planning Application Reference No. 2016/2094/P)

Introduction

1. The detailed planning application for the redevelopment of 150 Holborn included three transport documents, dated March 2016, prepared by Steer Davies Gleave, namely:

   - Transport Statement;
   - Delivery and Servicing Plan (Appendix D of the Transport Statement); and
   - Framework Travel Plan (Appendix I of the Transport Statement).

2. This note addresses your comments received on the above reports during a meeting between the Project Team and LB Camden on Monday, 11 July 2016. The two items to be addressed are discussed below.

Cycle Parking

3. The development proposals provide for a total of 230 cycle parking spaces at the site compared to the minimum number of 229 required by the London Plan (2016) based on the type and quantum of floor space proposed at the site. The breakdown of cycle parking, as noted in Table 4.4 of the Transport Statement, is provided in Table 1 below.

Table 1: Proposed Cycle Parking at 150 Holborn

Land Use	Long Stay (Basement/Ground Floor)	Short Stay (Ground Floor)	Short Stay (Public Realm)	Total
Residential	20**	1	-	21
Office	164	12	-	176
Retail	8	15	10*	33
Total	**192**	**28**	**10***	**230**

Notes:

* The location of the 10 short stay cycle parking spaces (five Sheffield or Camden style stands) within the public realm will be agreed with LB Camden.

** Residential long stay parking is provided at ground floor level in a dedicated cycle store.

4. The Transport Statement notes that all long stay cycle parking will be provided by means of Josta two-tier stackers. It was noted that the use of Josta two-tier stackers is acceptable as it is included in the Camden Planning Guidance (CPG) 7: Transport.

5. The Transport Statement notes that the short stay cycle parking at ground floor level will be provided by semi-vertical stackers. It was requested that the 28 spaces are provided using Josta two-tier stackers instead of the semi-vertical stackers, as the latter is not included in Camden Planning Guidance (CPG) 7: Transport. The implication of this change is that:

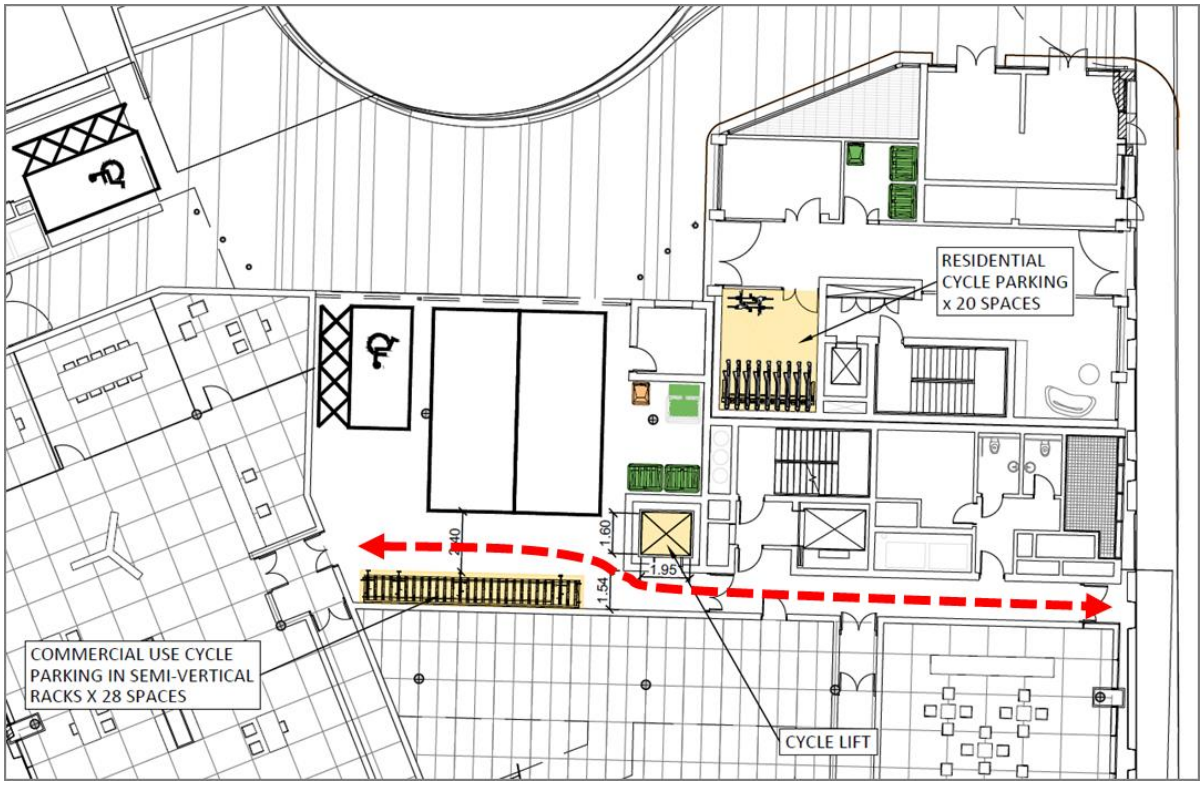
   - The overall number of cycle parking spaces that can be provided at ground floor level for visitors will be reduced.
   - The layout of the cycle parking using Josta two-tier stackers will reduce the effective access route noted by the red dashed line in Figure 1, which is not considered acceptable, as it introduces a pinch-point of 1.6m metres.

6. For the reasons stated above, the use of semi-vertical stackers is considered to be the better cycle parking option at this site.

7. Appendix A includes the developers specification for the Verti 45 semi-vertical cycle rack produced by Streetsure, which is proposed at the site. The rack allows bicycles to be secured by its frame and front wheel and for bicycles to be easily pushed into place without the need to lift a bicycle. The use of semi-vertical cycle racks is compliant with the London Plan.

8. The provision of 2.4m clearance between the cycle stands and the loading bays is significantly greater than the minimum recommended aisle width specified by the manufacturers and is therefore considered acceptable in the proposed context.

Figure 1: Proposed Short Stay Cycle Parking at Ground Floor Level



Vulnerable User Audit

9. It was requested that a Vulnerable User Audit is undertaken of the proposed service/parking area and the walkway between Gray's Inn Road and Brooke Street, using TfL's Road Safety Audit procedure (Document reference: SQA-0170 – May 2014).

10. The above document describes TfL's procedure for carrying out Road Safety Audits (RSAs) on the Transport for London Network (TLRN). As this is not directly appropriate to the site, a simplified Vulnerable User Audit is included at Appendix B, which describes the movements through the space, quantifies the likely conflicting movements and discusses the design principles adopted to mitigate the risk of conflict between users.

11. The audit concludes that with the mitigation measures proposed, pedestrians will be able to safely cross the shared use space. The proposed mitigation measures area:

- During the peak hours of operation there will be a dockmaster or equivalent security personnel in the vicinity who will be responsible for managing conflicts between modes.
- The area will be well lit at all times when the passageway is open, to ensure that any opportunities for criminal / antisocial behaviour are minimised, and to improve inter-visibility between modes.
- Signage will be provided to ensure that drivers are aware that pedestrians may be present in the loading area and therefore to take extra care during manoeuvres.
- The east-west passageway and service yard will be delineated using different colour paving.
- Bollards will be provided on either end of the passageway at the entrance points to the service yard/parking area to warn pedestrians that they are entering a shared use space. The bollard lines will provide a safe area for pedestrians to wait, with excellent visibility of the whole area.

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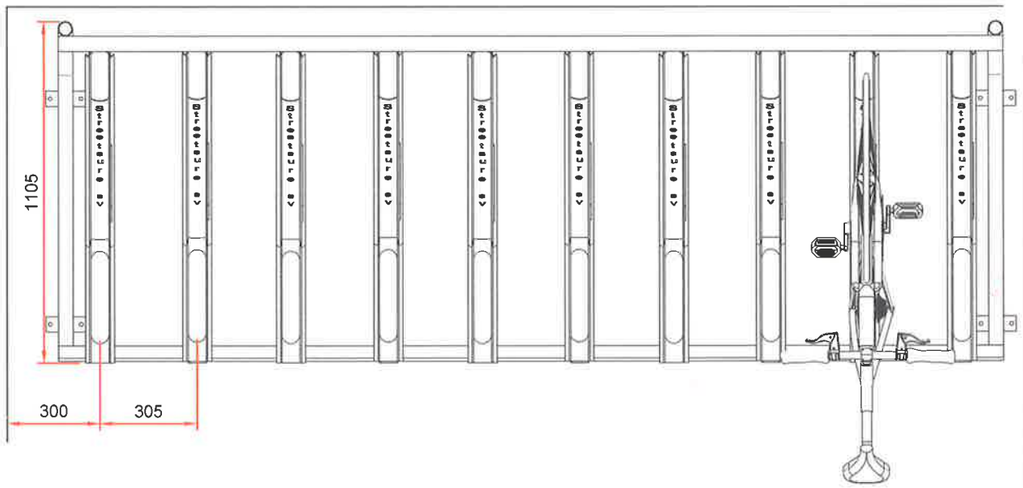
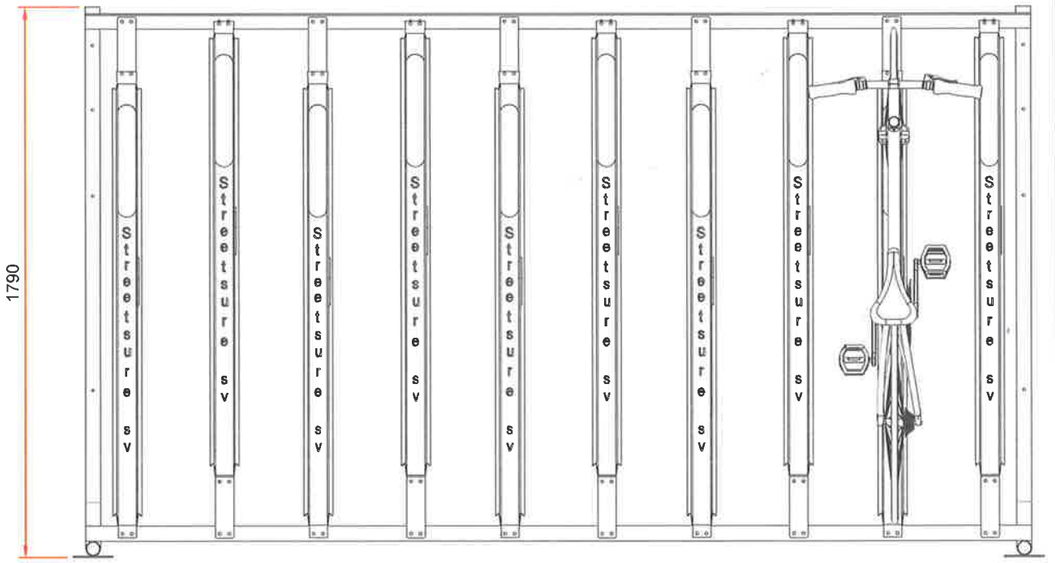
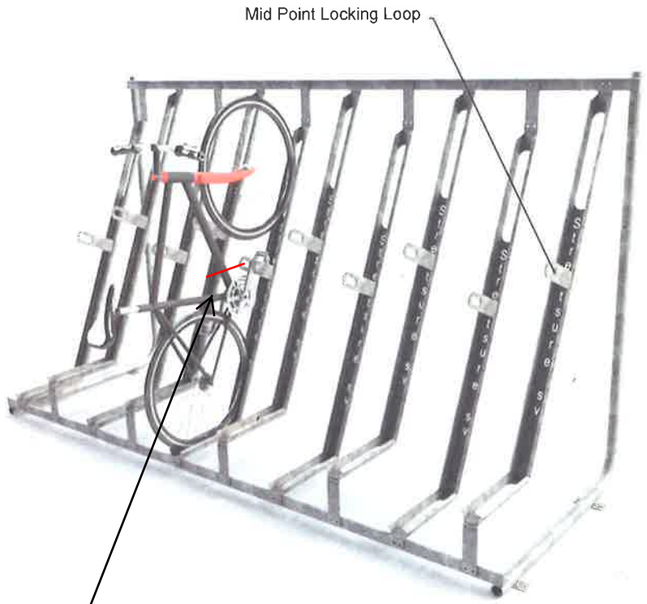
Appendix A:
Streetsure Verti 45 semi-vertical cycle rack specification

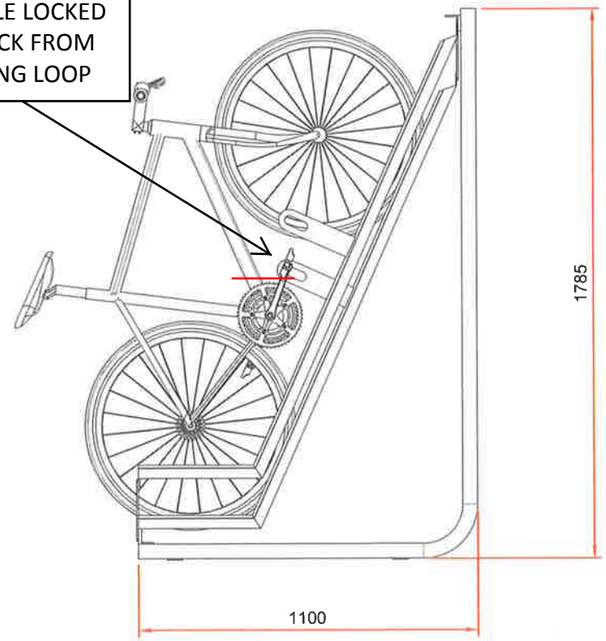
Product Specification Sheet
Verti 45 Semi-vertical cycle rack







BICYCLE LOCKED TO RACK FROM LOCKING LOOP



1. All dimensions are in mm unless otherwise stated.
2. Any dimensions scaled from this drawing are taken at the readers own risk.

Specification

Streetsure Verti-45 Semi-vertical cycle rack by Bellsure Group

Configuration:	Single sided
Size:	As per drawing
Material:	Mild steel
Finish Options:	Galvanised or colour Plascoating
Fixing Options:	Surface Mounted
Security:	Specialist mid-point locking loop
Warentee:	15 Years

REVISION	DESCRIPTION	DATE	ENGINEER

streetsure
streetsuresolutions.co.uk
Specialists in providing street furniture and cycle parking infrastructure solutions
a bellsure group company
www.bellsure.co.uk

T: 01483 568287 | F: 01483 540830 | E: streetsure@bellsure.co.uk

PROJECT NAME

Verti-45 Semi-vertical

DRAWING

150 HOLBORN
SEMI-VERTICAL CYCLE RACK

SCALE: 1:250	SHEET SIZE: A3	DRAWN BY: BK	CHECKED BY: JD	DATE: 07/08/40
PROJECT NO. ECS	DRAWING NO. 10 001			REVISION

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Appendix B:
Vulnerable User Audit

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Memo

To	James Hammond (LB Camden Highways)		
Cc	Elaine Quigley (LB Camden Planning Officer) 150 Holborn Project Team		
From	Melanie de Wet		
Date	1 August 2016		
Project	150 Holborn	Project No.	22888501

150 Holborn Vulnerable User Audit (Planning Application Reference No. 2016/2094/P)

Introduction

1. This Vulnerable User Audit has been undertaken at the request of LB Camden Highways. The audit provides details of the design considerations to mitigate potential conflicts between the various users with the study area. The proposed development, study area, access strategy, potential conflicts and mitigation measures are described below.

Proposed Development

2. The site at 150 Holborn is bounded by Holborn to the south, Gray's Inn Road to the west and Brooke Street to the east.

3. The site will be redeveloped to provide a 14,604 sqm of office floorspace, ground floor retail totalling 1,450 sqm and 13 residential units.

4. Pedestrian access to the offices will be from Holborn. The ground floor retail units will have direct access from Gray's Inn Road and Brooke Street, while the primary access to the residential units will be from Brooke Street.

5. At the request of LB Camden, it is proposed to provide a passageway through the site from Gray's Inn Road to Brooke Street. The route runs through the service yard and the residential units. As such, it is proposed that the route is gated overnight.

6. The primary access for cyclists will be from Brooke Street. Cyclists wishing to access the ground floor cycle spaces or the office cycle parking at basement level will need to use the north of the office building, while residents will access their cycle parking spaces through the proposed passageway running through the centre of the residential units.

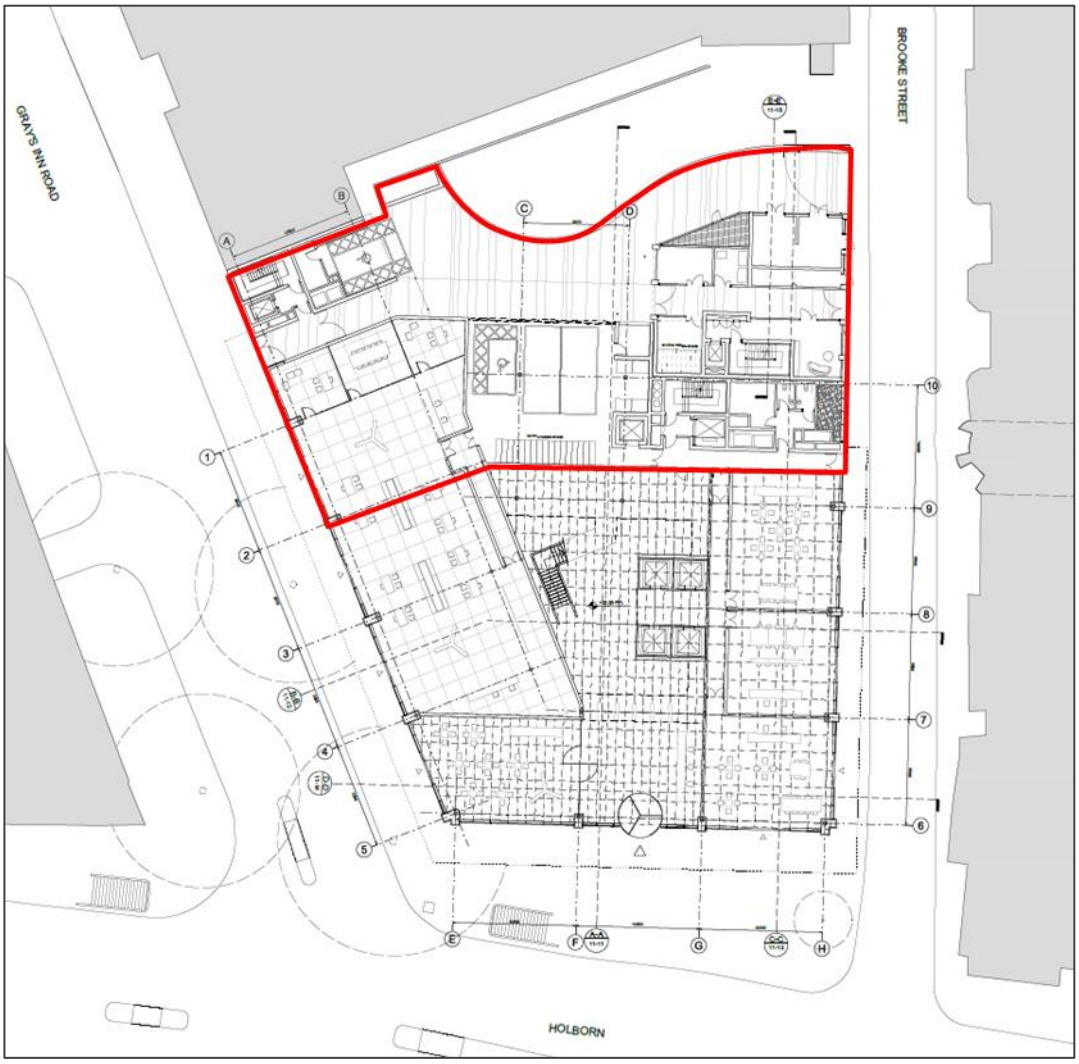
7. All vehicular access to the site will be from Brooke Street, as it is at present. An off-street service yard is located at the north-eastern corner of the site and is accessed via a crossover from Brooke Street. The crossover to the site is shared by a vehicular access to the basement of the adjacent Fox Court office building. No changes are proposed to the site access. The service yard will be reconfigured to provide two 8m loading bays and two disabled car parking spaces for the site.

8. Swept path analysis of the service yard is included in the Transport Statement and Delivery and Servicing Plan. The largest vehicle forecast to access the site will be a small refuse lorry. The swept path analysis shows that the refuse vehicle can enter the site in a forward gear, turn around using the loading area and exit the site in a forward gear. The servicing manoeuvre does not impact the part of the passageway designated for pedestrians.

Study Area

9. For the purpose of this Vulnerable User Audit, the study area is shown in Figure 1.

Figure 1: Study Area



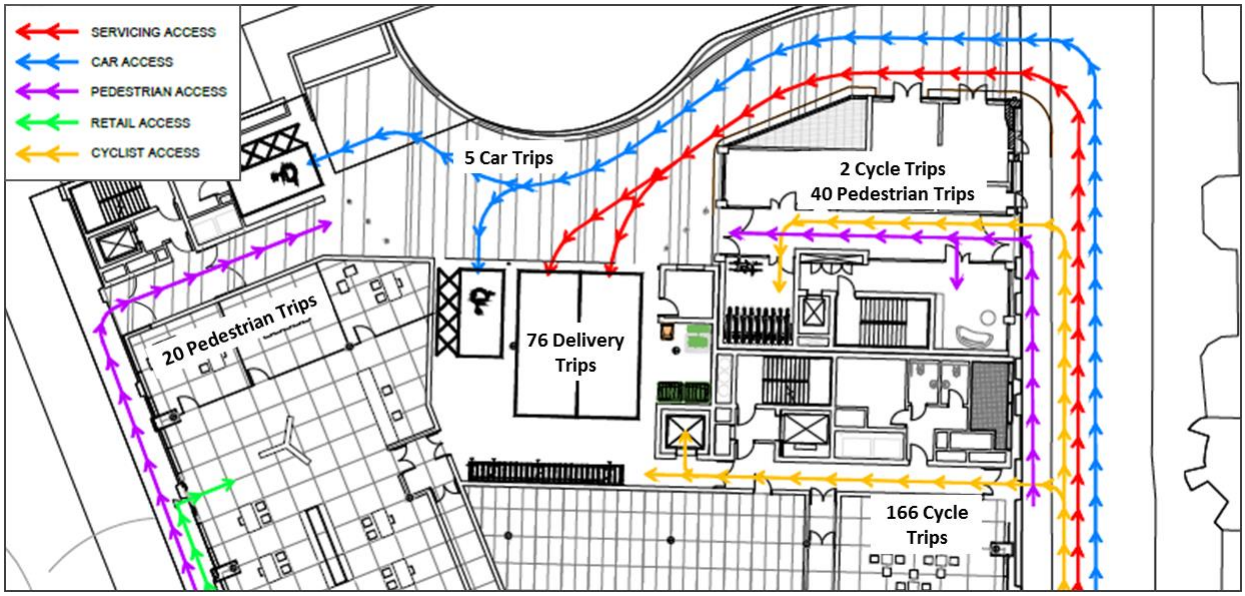
Access Plan

10. Figure 2 shows the access plan for the study area.

11. Based on the trip generation forecasts for the site, there will be 5 two-way car trips per day and 38 deliveries (76 two-way delivery trips) in the service yard per day. Of the 40 two-way trips that will start on foot from the residential units per day, it is forecast that 30 will access the site via Brooke Street and 10 will use Gray's Inn Road. Cycle trips to the residential units will access the site from Brooke Street. All cycle trips to the offices will use Brooke Street; 166 two-way trips per day. The trips are shown on Figure 2.

12. Figure 2 shows that the potential conflict of vehicle and vulnerable users (pedestrians and cyclists) will be made up of the forecast 5 car trips, 38 deliveries and 20 pedestrian per day that will be required to share the space. In a peak hour the forecast worst case trips will be 2 two-way car trips, 8 two-way delivery trips and 20 two-way pedestrian trips. The potential for pedestrian and vehicle conflict is therefore reasonably low. Measures to improve safety within the shared space are discussed below.

Figure 2: Study Area Access Plan



Mitigation

13. The design proposals include the following mitigation measures in order to improve the safety of the shared use space:

- During the peak hours of operation there will be a dockmaster or equivalent security personnel in the vicinity who will be responsible for managing conflicts between modes.
- The area will be well lit at all times when the passageway is open, to ensure that any opportunities for criminal / antisocial behaviour are minimised, and to improve inter-visibility between modes.
- Signage will be provided to ensure that drivers are aware that pedestrians may be present in the loading area and therefore to take extra care during manoeuvres.
- The east-west passageway and service yard will be delineated using different colour paving.
- Bollards will be provided on either end of the passageway at the entrance points to the service yard/parking area to warn pedestrians that they are entering a shared use space. The bollard lines will provide a safe area for pedestrians to wait, with excellent visibility of the whole area.

Conclusion

14. Based upon the above, it is considered that with the mitigation measures proposed, pedestrians will be able to safely cross the shared use space.