



HIGHWAYS TECHNICAL NOTE

KINGSWAY HALL HOTEL, 66 GREAT QUEEN STREET

Proposed Access Alterations and Removal of Porte Cochere

Date: November 2016

Ref: SHIV/15/2924/TN01

1 INTRODUCTION

- 1.1 RGP is instructed by Shiva Kingsway to provide transport planning and highway advice with regards to development proposals and access alterations at Kingsway Hall Hotel, 66 Great Queen St, within the London Borough of Camden (LBC).
- 1.2 The development proposals are for alterations to the hotel building which would result in the removal of the existing porte cochere at the front of the building alongside Great Queen Street. Consequently, the existing vehicle crossovers providing access to / egress from the porte cochere would be formally closed with full height kerb and footways reinstated. The proposed ground floor layout / porte cochere closure is illustrated within the architect's layout attached at **Appendix A**.
- 1.3 This report gives consideration to the likely transport planning implications, detailing existing carriageway restrictions, current site operation and proposed operation with reference to hotel guest pick-up / drop-off activity. The proposals would not have any further highway impact, with no alterations to delivery / servicing activity, trip generation or parking.
- 1.4 Informal dialogue has been held with LBC Highway Officers to agree the approach in determining the impact of the proposals following the loss of the porte cochere and to scope the necessary information required in support of the planning application. RGP have been advised that a planning application should be supported by a survey of the porte cochere. A request was also made by the Case Officer, Rob Tulloch, that a Stage 1 Road Safety Audit be undertaken to identify any potential road safety concerns associated with the proposals which has since been undertaken and is discussed within this report.
- 1.5 In order to understand the existing porte cohere operation in detail, an observational survey was undertaken on Tuesday 20th September 2016. Full details of the survey are presented within this note. In addition to the survey of porte cochere activity, detailed observations were made in respect to the usage of the existing taxi rank at the hotel's frontage.

2 EXISTING OPERATION

- 2.1 The hotel currently benefits from a porte cochere fronting Great Queen Street at the site's western frontage. This provides a pick-up / drop-off facility for guest arriving and departing by taxi and private hire vehicles.
- 2.2 Access to and egress to from the porte cochere is provided from Great Queen Street via two separate vehicle crossovers. **Photograph 1**, below, provides an illustration of the western crossover which provides egress from the porte cochere.
- 2.3 A taxi rank with capacity for 3 taxis is provided between the access and egress points, whilst double yellow line parking restrictions are in place along the remainder of the site frontage either side of the taxi stand. Although parking is not permitted at any time, loading and taxi pick-up / drop-off activity are permitted by the carriageway restrictions. **Photograph 2**, below, provides an illustration of the taxi stand.



Photographs 1 & 2. Vehicle Crossover and Taxi Stand at Site Frontage

- 2.4 The existing access and egress crossovers occupy a combined edge of carriageway length of almost 14m.

3 SURVEY RESULTS

- 3.1 In order to establish the current operation of the porte cochere, and therefore how the proposals could potentially impact on the local highway network through displacing current activity, a survey was commissioned to record all pick-up and drop-off activity at the porte cochere. The survey was undertaken between 07:00 and 23:00 on Tuesday 20th September 2016 which is considered to represent a typical weekday operation. Observations regarding the use of the existing taxi rank were also undertaken over the same period. The full results are attached hereto at **Appendix B**.

- 3.2 In summary, the survey identified that the porte cochere was typically underutilised, with a total of 56 car / taxi visits observed over the entire survey day (07:00-23:00), equating to less than 4 taxi visits every hour on average. These vehicles generally stopped for momentary drop-offs / pick-ups, departing the site within a minute or two. Only 7 taxis were noted have been present in the porte cochere for more than 2 minutes, with the maximum duration being 6 minutes.
- 3.3 It should be noted that a degree of 'abuse' was observed during the survey associated with vehicles making U-turns via the porte cochere to obtain access back onto Great Queen Street. It was also noted that 1 car used the taxi rank to park for the duration of 15 minutes. Vehicle activity unrelated to drop-offs / pick-ups has not been factored into the following assessments.
- 3.4 **Figure 1**, below, provides an illustration of the profile of taxis within the porte cochere over the course of the day, split into 30-minute periods.

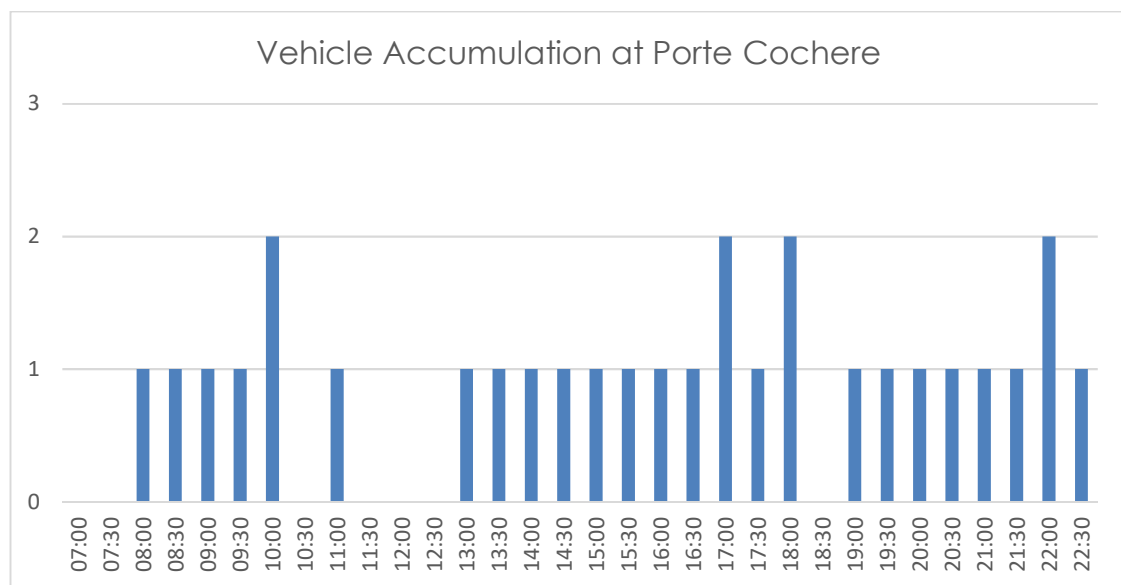


Figure 1. Accumulation Profile for Porte Cochere

- 3.5 The survey recorded a maximum of 2 taxis / cars within the porte cochere simultaneously at 10:18, 17:17, 17:24, 18:12, 22:13 and 22:21. At all other times there was no more than 1 vehicle using the porte cochere.
- 3.6 The use of the taxi rank at the site frontage was also observed during the survey day. It was noted that a proportion of taxi pick-up / drop-off activity associated with the hotel took place within this taxi rank, as opposed to taxis pulling into the porte cochere. Notwithstanding this, the taxi stand is also noted to benefit from spare capacity.

- 3.7 The taxi rank was used 58 times in total over the course of the day. It is worthy of note that on 4 of these occasions, the maximum waiting time was observed as between 1 and 3 minutes, whilst on one occasion at 14:09, three taxis were waiting for the duration of 25 minutes. The taxi rank was therefore fully utilised for a total of 34 minutes throughout the day.
- 3.8 It was also noted during the survey that a car was parked for 1 minute in the taxi rank at 22:08 and a car was also parked adjacent to the rank for 3 minutes at 14:38, at which time the rank was full and has been omitted from the survey results.
- 3.9 **Figure 2** illustrates the accumulation profile for the taxi rank throughout the course of the day, split into 30-minute periods.

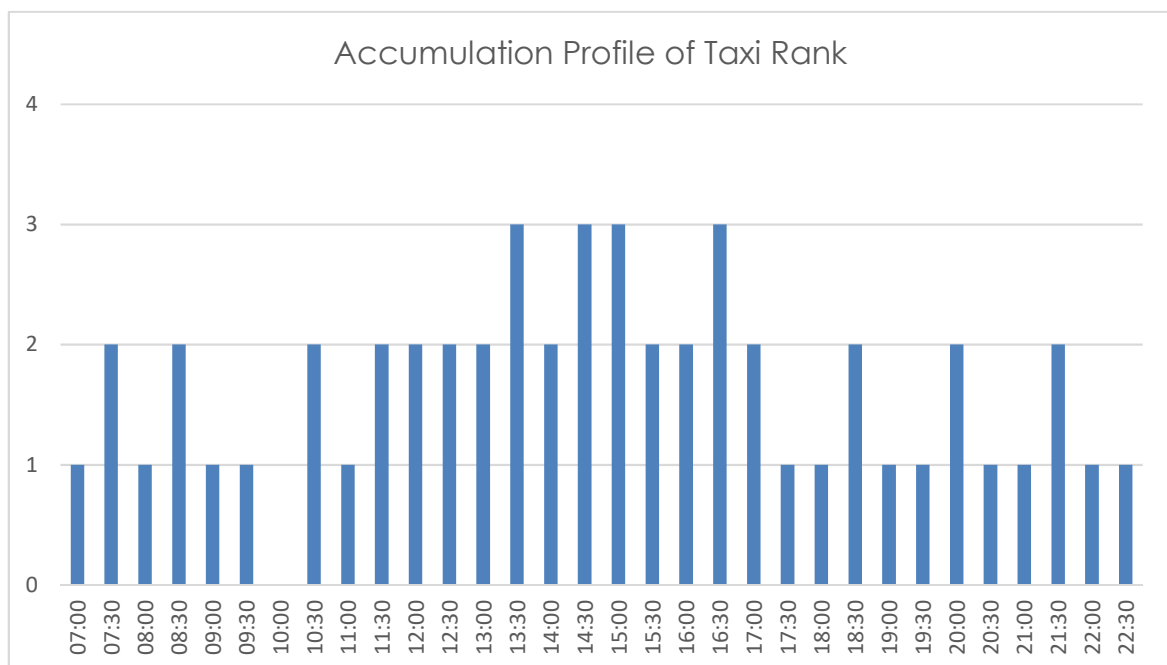


Figure 2. Accumulation Profile of Taxi Rank

- 3.10 As demonstrated by the above assessments, both drop-off / pick-up areas are currently underutilised, particularly in terms of the porte cochere. The taxi rank is rarely operating at full capacity and three vehicles (maximum capacity) were recorded occupying the rank on 5 occasions throughout the survey day.

4 PROPOSED OPERATION

- 4.1 Under the development proposals the ground floor of the building façade would be brought forward to the back edge of the footway; with the porte cochere removed and both vehicle crossovers closed and full height kerbs instated.

- 4.2 Drawing **2015/2924/003**, attached, provides an illustration of the proposed alterations to the carriageway restrictions following the closure of the vehicle crossovers. As identified on the attached drawing, the two crossovers serving the porte cochere have a combined width of almost 14m.
- 4.3 Following the closure of the existing vehicle crossovers an additional 14m length of carriageway could therefore be utilised for pick-up / drop-off activity. This length of carriageway would be sufficient to accommodate a minimum of 2 cars / taxis simultaneously.
- 4.4 It is also worth noting there is currently a 6m length of double yellow lines between the back of the taxi rank and the existing vehicle access (Photograph 3) which is not currently utilised for pick-up / drop-off activity. This would therefore provide a total length of circa 20m of double yellow lines at the site frontage, with capacity to accommodate 3 vehicles comfortably.



Photograph 3. Existing Double Yellow Line Restrictions

- 4.5 Sufficient space would be retained on Great Queen Street for two-way traffic flows to continue unimpeded even when drop-off activity is being undertaken.
- 4.6 It is proposed that the taxi bays would be relocated a short distance (approximately 6m) to the south-west, where the existing egress is located. The capacity of the taxi stand would be retained, with continued capacity for 3 taxis to wait at this location.
- 4.7 As identified within the survey (Section 2 of this report), the porte cochere currently accommodates a maximum of 2 vehicles at any one time. Following the redevelopment proposals sufficient space would be created for this activity to be accommodated on-street. Therefore the proposals would not impact detrimentally on the operation of the local highway network.

- 4.8 Moreover, following the removal of the porte cochere the two existing vehicle crossovers would be closed, with full height kerbs and footways reinstated in their place. Vehicles would no longer gain access over the footway and would therefore represent an improvement to pedestrian users on Great Queen Street, in terms of both pedestrian safety and the footway capacity.
- 4.9 The development proposals would have no impact on any further highway related matters. Deliveries to the site are undertaken from the shared access / service yard located between the Kingsway Hall hotel and the Grand Connaught Rooms. The porte cochere therefore provides no further use other than to accommodate taxi drop-off / pick-up activity.
- 4.10 Any amendments would be subject to a Traffic Regulation Order (TRO) amendment, which would need to be progressed separately to this planning application. The applicant is agreeable to funding any such alterations.

5 STAGE 1 ROAD SAFETY AUDIT

- 5.1 It was requested by the Case Officer, Rob Tulloch, a Stage 1 Road Safety Audit (RSA) was undertaken at the site to confirm that there would be no road safety implications arising from the proposals. An RSA (Stage 1) was therefore instructed by RGP and carried out by the Safety Forum, an independent road safety company. The Audit took place between 20th October 2016 and 21st October 2016, carried out by consultants at The Safety Forum, independently of the project team (RGP). The Audit team were provided with a draft copy of this report which has since been updated to incorporate the comments received.
- 5.2 The full RSA (Stage 1) report, including the Designer's Response, is attached hereto at **Appendix C**.
- 5.3 A single issue was identified by the Audit team which relates to a reduction in the width of tactile paving provided at a crossing point at Newton Street, as indicated within RGP's drawing **2015/2924/003 Rev-**. The tactile paving shown in the drawing is intended to be illustrative of the existing arrangement and is a small discrepancy within the drawing. It is not proposed that this tactile paving would be altered and this drawing has therefore been revised to correctly reflect the existing situation on-street.
- 5.4 No further issues were identified within the Audit and therefore it is evident that the proposals are not considered result in any road safety concerns.

6 UK POWER NETWORK ACCESS

- 6.1 RGP have been advised that the existing transformer at the site may be replaced as part of the proposals. UKPN access is noted on the ground floor plan in **Appendix A**. This access is for plant replacement only, the normal UKPN 24 hours access provision being via the hotel main entrance.

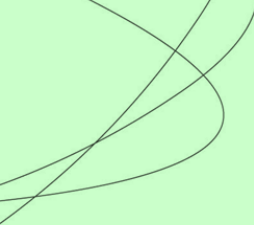
- 6.2 The plant access has been provided to allow removal and replacement of the main electrical transformer, owned by the Hotel, positioned in the basement and weighing approximately 3000kg. This equipment has a design life in excess of 30 years and although the existing unit is approaching 20 years old, the requirement to use the access provision remains very infrequent.
- 6.3 Should it be necessary to replace the transformer, a hoist will be set up at Ground floor level to lift and lower the units to and from Street level. It will also be necessary to arrange for a temporary carriageway restriction permit to allow for offloading and loading of the new and old machines.
- 6.4 With respect to arrangements for carriageway restriction, the requirements would be the same with or without the Porte cochere. The timing of any necessary restriction could be carefully coordinated and timed with the operation being under the direction control of the Hotel.

7 SUMMARY AND CONCLUSIONS

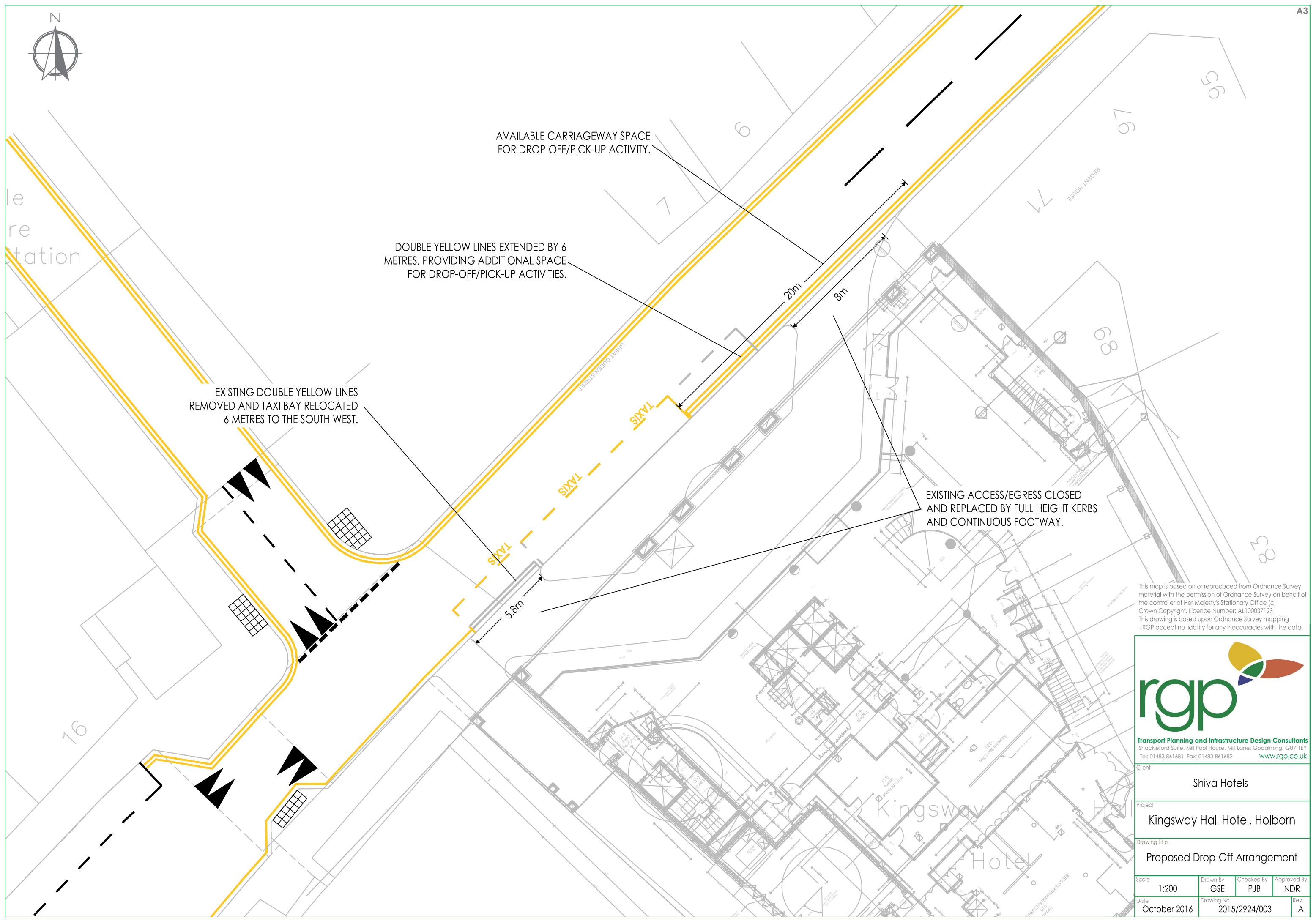
- 7.1 RGP makes the following conclusions with regards to the development proposals at the Kingsway Hall hotel, which would primarily comprise the removal of the removal of the existing porte cochere facility:
- i) The hotel currently experiences a maximum demand for up to 2 taxis dropping / collecting guests at any one time, although this is an infrequent occurrence and generally the demand is for no more than 1 taxi at a time;
 - ii) The proposals would have no impact on the number of taxis / vehicles serving the hotel;
 - iii) The two vehicle crossovers serving the porte cochere would be closed, creating an additional 14m length for cars / taxis to drop / pick-up passengers from the existing double yellow lines on Great Queen Street;
 - iv) A 20m length of double yellow lines would be available and would provide capacity for up to 3 cars / taxis to momentarily wait whilst passengers are dropped off / picked up and hence all hotel-related activity could be accommodated from this location;
 - v) The taxi rank on Great Queen Street would be relocated approximately 6m to the south-west however there would be no change in its length and hence its capacity would remain unaltered;
 - vi) The closure of the two vehicle crossovers would represent a benefit to pedestrians on the Great Queen Street footway, with vehicles no longer crossing the footway outside the Kingsway Hall hotel;

- vii) A Stage 1 Road Safety Audit has been undertaken and confirms there would be no road safety implications associated with the proposals;
- viii) A temporary carriageway restriction permit would be sought should the site's transformer need replacing.

7.2 On the basis of the above information and detailed survey data, the London Borough of Camden are respectfully requested to confirm that the development proposals would have no adverse impact on transport or highway matters.



DRAWINGS



This map is based on or reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationary Office (c) Crown Copyright. Licence Number: AL100037123
This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.



rgp
Transport Planning and Infrastructure Design Consultants
Shackelford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client			
Shiva Hotels			
Project			
Kingsway Hall Hotel, Holborn			
Drawing Title			
Proposed Drop-Off Arrangement			
Scale	Drawn By	Checked By	Approved By
1:200	GSE	PJB	NDR
Date	Drawing No.	Rev.	
October 2016	2015/2924/003	A	

APPENDIX A

NOTE:
THIS DRAWING IS SUBJECT TO COPYRIGHT
ALL DIMENSIONS SHALL BE CHECKED ON SITE AND THE ARCHITECT
SHALL BE NOTIFIED OF ANY DISCREPANCIES PRIOR TO WORK
COMMENCING.
PLANS HAVE BEEN BASED ON CAD DATA PROVIDED BY THE CLIENT
WHICH HAS NOT BEEN CHECKED FOR ACCURACY

- NOTES:
1. For swept path information refer to RHA drawing 010 - Swept path analysis
 2. For driveway information refer to RHA drawing 120
 3. For interior layout refer to the latest interior designer's information
 4. For kitchen layout and equipment refer to the latest catering consultant's information
 5. All doors, windows and louvers references to be read in conjunction with their respective schedule

- MATERIALS & FINISHES**
1. NEW CANOPY WITH BACKLIT SOFFIT PANELS
 2. BACK LIT CLADDING PANELS
 3. FULL HEIGHT DOUBLE GLAZED FACADE WITH PPC FRAMING
 4. BRONZE EFFECT PANELS
 5. CONCEALED UKPN ACCESS DOOR
 6. HOTEL SIGNAGE LOCATIONS
 7. GLASS DOOR
 8. GLASS DOOR AND INFILL PANELS
 9. NEW PAVING (Hatching indicative)

 Additional Internal Area at Ground Floor 173sqm

NO.	DESCRIPTION	DATE	DR BY
P1	Issue for planning	14.04.2016	DS
P2	Updated interior & survey information	01.07.2016	DS
P3	Glazing line updated	05.07.2016	DS
P4	Glazing line to Great Queen Street updated	26.08.2016	AH
P5	Entrance Notes added - Draft Issue for planning	27.09.16	DS
P6	Issue for planning	11.10.16	DS

THIS DRAWING SUBJECT TO COPYRIGHT

CLIENT
SHIVA KINGSWAY LTD

PROJECT
KINGSWAY HALL HOTEL

TITLE
GROUND FLOOR PLAN
PROPOSED

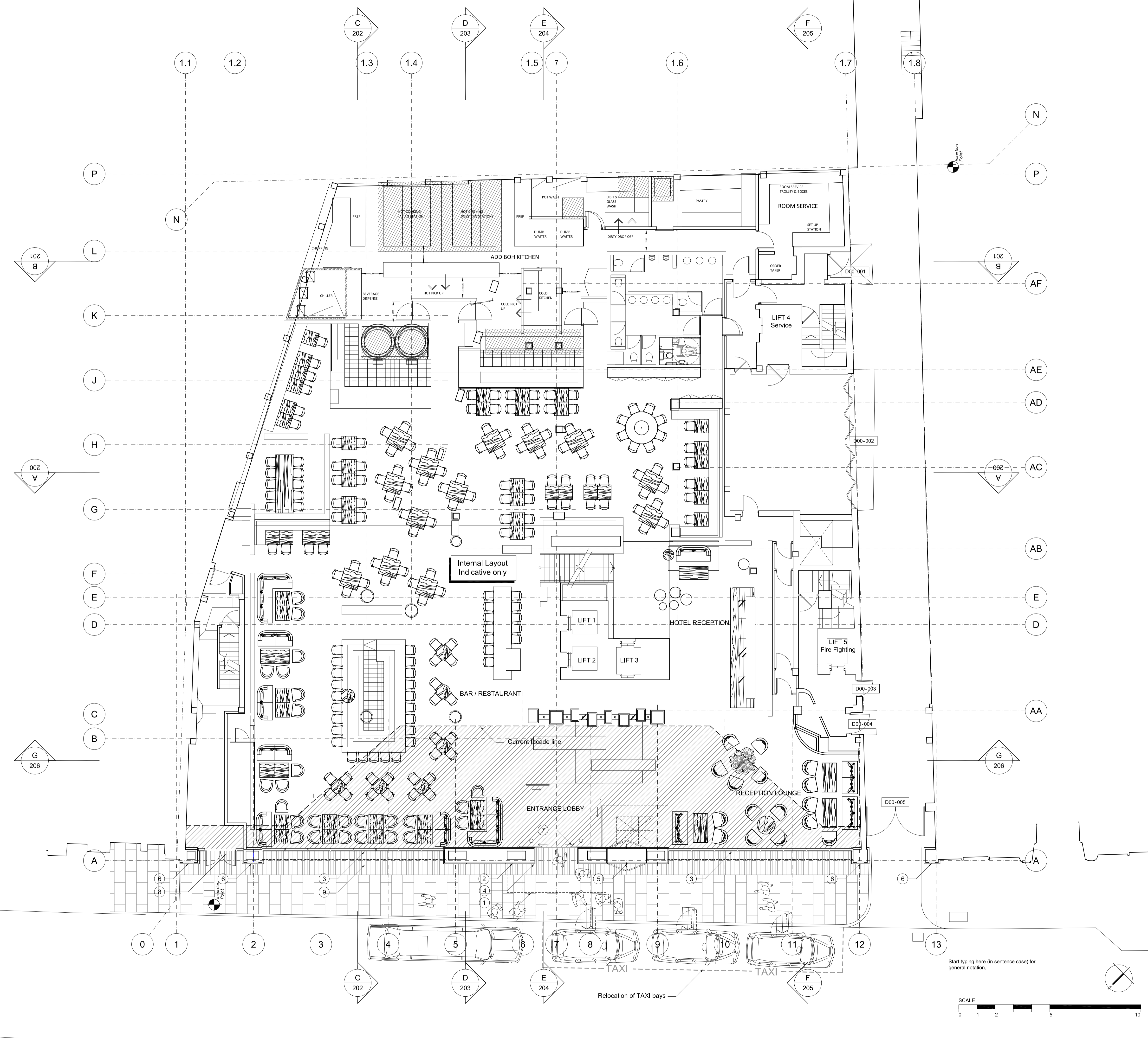
DATE 04.03.2016 SCALE @ A1 1/100

JOB NO 234KHH DRAWN BY DS CHECKED GR

DRAWING NO 102 REVISION P6

rayholearchitects

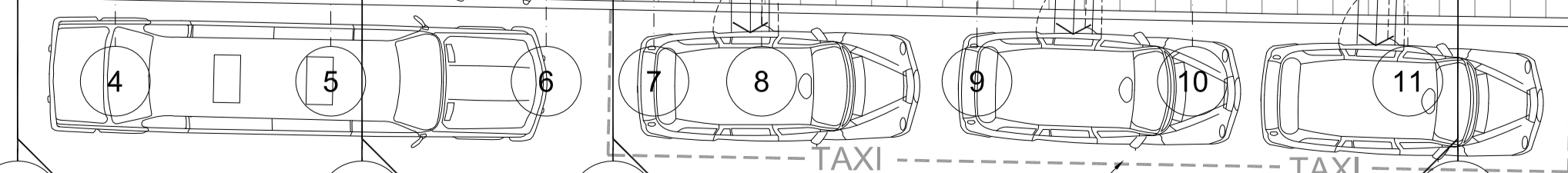
9th floor, 89 park lane
croydon, london
CR0 1JD
Tel: +44 (0) 20 8662 4600
Email: info@rh-architects.com



Start typing here (in sentence case) for general notation.

SCALE
0 1 2 5 10

Relocation of TAXI bays





APPENDIX B

KINGSWAY HALL HOTEL							MODAL	
Date: Tuesday 20th September 2016							modaldata.com	
Undercroft Usage and Taxi Rank Survey. 7 am to 11 pm								
REG. NR	ARRIVAL TIME	DEPARTURE TIME	DURATION OF STAY	DROP - OFF TO		PICK - UP FROM		TYPE OF VEHICLE
				TAXI RANK	HOTEL	TAXI RANK	HOTEL	
LM11 SMJ	07:12	07:13	00:01			1		TAXI
LS12 EHM	07:18	07:36	00:18			1		TAXI
LF03 POJ	07:25	07:33	00:08			1		TAXI
SN09 BVK	08:02	08:06	00:04			1		TAXI
LG58 PHA	08:11	08:14	00:03			1		TAXI
LL07 CWN	08:16	08:20	00:04	1				TAXI WAITING
LL15 ZXS	08:23	08:24	00:01				1	TAXI
LG63 JXK	08:26	08:26	00:00	1		1		TAXI
LL07 CWN	08:44	08:44	00:00				1	TAXI
LR56 KNU	08:46	08:47	00:01			1		TAXI
LT55 MZX	08:50	08:56	00:06			1		TAXI
LB59 EFJ	08:51	08:57	00:06			1		TAXI
LX04 DDL	08:57	08:58	00:01			1		TAXI
LO61 OPZ	08:58	08:59	00:01		1			TAXI
LM55 HZH	08:58	09:00	00:02	1				TAXI MAINT'CE
LL15 UOU	09:02	09:02	00:00			1		TAXI
LL15 UOU	09:08	09:09	00:01				1	TAXI
Y35 UGO	09:11	09:11	00:00				1	TAXI U-TURN
LN14 WZS	09:24	09:25	00:01				1	TAXI
LN14 XAK	09:29	09:30	00:01		1			TAXI
LG52 YHD	09:43	09:43	00:00		1			TAXI
LL15 UOU	09:40	09:43	00:03			1		TAXI
JG14 CAB	09:53	09:54	00:01		1	1		TAXI
LG55 ZGC	09:59	09:59	00:00				1	TAXI U-TURN
LG58 MKC	10:05	10:05	00:00				1	TAXI
LP59 BWH	10:17	10:18	00:01		1			TAXI
V903 LGO	10:18	10:18	00:00				1	TAXI
LP11 KNO	10:26	10:26	00:00		1			TAXI
LA06 UUL	10:28	10:29	00:01		1			TAXI
LT07 KYE	10:32	10:32	00:00				1	TAXI U-TURN
LP16 KPD	10:32	10:41	00:09			1		TAXI
KR09 BHE	10:33	10:33	00:00				1	CAR U-TURN
LG58 PGE	10:35	10:42	00:07			1		TAXI
LG06 HAA	10:39	10:39	00:00				1	TAXI U-TURN
LP13 HTJ	10:43	10:47	00:04			1		TAXI
LT06 JDV	10:47	10:47	00:00				1	TAXI U-TURN
LP56 TVY	10:51	10:51	00:00				1	TAXI U-TURN
LL61 NFF	11:05	11:11	00:06				1	CAR
LP08 RWK	11:05	11:09	00:04			1		TAXI
LM55 ZCA	11:13	11:14	00:01		1			TAXI
LN14 WZS	11:30	11:34	00:04			1	1	TAXI U-TURN
BJ64 TZP	11:31	11:32	00:01	1				MINI CAB
LP12 LDK	11:38	11:40	00:02	1				TAXI WAITING
LS15 GEU	11:43	11:51	00:08	1				TAXI WAITING
KD15 MYS	11:53	11:55	00:02	1				TAXI WAITING

REG. NR	ARRIVAL TIME	DEPARTURE TIME	DURATION OF STAY	DROP OFF TO		PICK UP FROM		TYPE OF VEHICLE
				TAXI RANK	HOTEL	TAXI RANK	HOTEL	
LK09 ZDM	12:01	12:26	00:25			1		TAXI
L604 VRZ	12:05	12:24	00:19	1				TAXI WAITING
LM55 YGN	12:26	12:26	00:00				1	TAXI U-TURN
LA56 VVM	12:42	15:00	02:18	1				TAXI WAITING
LL10 OUK	12:40	12:52	00:12	1				TAXI WAITING
LD56 TXK	13:05	13:08	00:03				1	TAXI
KD15 PDY	13:15	13:18	00:03			1		TAXI
LG11 BZM	13:21	13:37	00:16			1		TAXI
LA51 VLT	13:36	13:37	00:01			1		TAXI
LX51 CCV	13:40	13:41	00:01		1			TAXI
LA06 UUO	13:48	13:48	00:00				1	TAXI U-TURN
LD02 CWZ	13:59	14:01	00:02	1				TAXI WAITING
X498 NGJ	14:02	14:02	00:00				1	TAXI U-TURN
LJ06 HBE	14:07	14:13	00:06	1				TAXI WAITING
LL64 PJV	14:08	14:11	00:03	1				TAXI WAITING
L657 NRF	14:20	14:20	00:00	1				TAXI
Y364 HKE	14:21	16:27	02:06	1				TAXI WAITING
LR14 KSX	14:24	14:25	00:01		1			TAXI
LC07 YAD	14:34	15:05	00:31			1		TAXI
LC63 ODS	14:37	14:40	00:03	1				TAXI WAITING
LR16 VMO	14:48	14:48	00:00		1			TAXI
LT53 BYF	15:05	16:39	01:34	1				TAXI WAITING
LP62 UCB	15:06	15:06	00:00				1	MINI CAB
LM07 ZBK	15:18	15:20	00:02	1				TAXI WAITING
LS10 BMZ	15:30	15:33	00:03				1	TAXI
LX51 CFU	15:37	15:37	00:00				1	TAXI U-TURN
ML59 ZZJ	16:20	16:20	00:00				1	CAR U-TURN
LR12 TTK	16:23	16:24	00:01		1			TAXI
VU14 TLV	16:45	17:00	00:15	1				CAR PARKED
LO13 PRV	16:55	16:59	00:04	1				TAXI WAITING
LC07 YAN	16:56	19:43	02:47	1				TAXI PARKED
LR65 LLU	17:00	17:00	00:00				1	TAXI
LL61 VEH	17:03	17:03	00:00				1	TAXI
RE10 DZN	17:14	17:14	00:00		1			MINI CAB
LO05 CAB	17:15	17:17	00:02		1		1	TAXI
LG57 RZP	17:17	17:17	00:00		1			TAXI
LF03 PMV	17:20	17:24	00:04		1			TAXI
LF55 YFH	17:24	17:24	00:00		1			TAXI
LM61 LJF	17:37	17:37	00:00		1			TAXI
LI16 LMV	17:40	17:40	00:00		1			TAXI
LM07 LLT	17:56	17:57	00:01		1		1	TAXI
KW64 YLM	18:00	18:00	00:00				1	ROYAL MAIL U-TURN
LM60 YOX	18:10	18:12	00:02		1			TAXI
LP07 CAA	18:12	18:12	00:00				1	TAXI
EK62 PXM	18:33	18:33	00:00			1		TAXI
YT66 HTJ	19:05	19:06	00:01		1			TAXI
LM64 SDE	19:10	19:10	00:00				1	CAR U-TURN
KY11 TNN	19:15	19:18	00:03				1	CAR
LO16 WFZ	19:45	19:46	00:01			1		MINI CAB
KY16 LCN	19:47	19:48	00:01				1	CAR

Time Segment	USAGE BY TIME & LENGTH OF STAY			
	TAXI RANK FOR 3 CABS		HOTEL UNDERCROFT (TAXIS & CARS)	
08:26	1			
08:27				
08:28				
08:29				
08:30				
08:31				
08:32				
08:33				
08:34				
08:35				
08:36				
08:37				
08:38				
08:39				
08:40				
08:41				
08:42				
08:43				
08:44			1	
08:45				
08:46	1			
08:47	1			
08:48				
08:49				
08:50				
08:51	1			
08:52	1	1		
08:53	1	1		
08:54	1	1		
08:55	1	1		
08:56	1	1		
08:57		1	1	
08:58	1		1	
08:59	1			1
09:00	1			
09:01				
09:02	1			
09:03				
09:04				
09:05				
09:06				
09:07				
09:08				
09:09			1	
09:10				
09:11				
09:12				
09:13				
09:14				
09:15				
09:16				
09:17				
09:18				
09:19				
09:20				
09:21				
09:22				
09:23				
09:24				
09:25			1	
09:26				
09:27				
09:28				
09:29				
09:30			1	
09:31				
09:32				
09:33				
09:34				
09:35				
09:36				
09:37				
09:38				
09:39				
09:40				
09:41	1			
09:42	1			
09:43	1		1	
09:44				
09:45				
09:46				
09:47				
09:48				
09:49				
09:50				
09:51				
09:52				
09:53				
09:54	1		1	
09:55				
09:56				
09:57				
09:58				
09:59				
10:00				
10:01				
10:02				
10:03				
10:04				
10:05			1	

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY	
	TAXI RANK FOR 3 CABS	HOTEL UNDERCROFT (TAXIS & CARS)
10:06		
10:07		
10:08		
10:09		
10:10		
10:11		
10:12		
10:13		
10:14		
10:15		
10:16		
10:17		
10:18		1 1
10:19		
10:20		
10:21		
10:22		
10:23		
10:24		
10:25		
10:26		1
10:27		
10:28		
10:29		1
10:30		
10:31		
10:32	1	
10:33	1	
10:34	1	
10:35	1 1	
10:36	1 1	
10:37	1 1	
10:38	1 1	
10:39	1 1	
10:40	1 1	
10:41	1 1	
10:42	1 1	
10:43	1	
10:44	1	
10:45	1	
10:46	1	
10:47	1	
10:48		
10:49		
10:50		
10:51		
10:52		
10:53		
10:54		
10:55		
10:56		
10:57		
10:58		
10:59		
11:00		
11:01		
11:02		
11:03		
11:04		
11:05		
11:06	1	1
11:07	1	1
11:08	1	1
11:09	1	1
11:10		1
11:11		1
11:12		
11:13		
11:14		1
11:15		
11:16		
11:17		
11:18		
11:19		
11:20		
11:21		
11:22		
11:23		
11:24		
11:25		
11:26		
11:27		
11:28		
11:29		
11:30	1	
11:31	1 1	
11:32	1 1	
11:33	1	
11:34	1	
11:35		
11:36		
11:37		
11:38	1	
11:39	1	
11:40	1	
11:41		
11:42		
11:43	1	
11:44	1	
11:45	1	
11:46	1	
11:47	1	

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY			HOTEL UNDERCROFT (TAXIS & CARS)
	TAXI RANK FOR 3 CABS			
11:48	1			
11:49	1			
11:50	1			
11:51	1			
11:52				
11:53				
11:54	1			
11:55	1			
11:56				
11:57				
11:58				
11:59				
12:00				
12:01				
12:02	1			
12:03	1			
12:04	1			
12:05	1			
12:06	1	1		
12:07	1	1		
12:08	1	1		
12:09	1	1		
12:10	1	1		
12:11	1	1		
12:12	1	1		
12:13	1	1		
12:14	1	1		
12:15	1	1		
12:16	1	1		
12:17	1	1		
12:18	1	1		
12:19	1	1		
12:20	1	1		
12:21	1	1		
12:22	1	1		
12:23	1	1		
12:24	1	2		
12:25	1			
12:26	1			
12:27				
12:28				
12:29				
12:30				
12:31				
12:32				
12:33				
12:34				
12:35				
12:36				
12:37				
12:38				
12:39				
12:40		1		
12:41		1		
12:42	1	1		
12:43	1	1		
12:44	1	1		
12:45	1	1		
12:46	1	1		
12:47	1	1		
12:48	1	1		
12:49	1	1		
12:50	1	1		
12:51	1	1		
12:52	1	1		
12:53	1			
12:54	1			
12:55	1			
12:56	1			
12:57	1			
12:58	1			
12:59	1			
13:00	1			
13:01	1			
13:02	1			
13:03	1			
13:04	1			
13:05	1			
13:06	1		1	
13:07	1		1	
13:08	1		1	
13:09	1			
13:10	1			
13:11	1			
13:12	1			
13:13	1			
13:14	1			
13:15	1	1		
13:16	1	1		
13:17	1	1		
13:18	1	1		
13:19	1			
13:20	1			
13:21	1			
13:22	1	1		
13:23	1	1		
13:24	1	1		
13:25	1	1		
13:26	1	1		
13:27	1	1		
13:28	1	1		
13:29	1	1		

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY				HOTEL UNDERCROFT (TAXIS & CARS)
	TAXI RANK FOR 3 CABS				
13:30	1	1			
13:31	1	1			
13:32	1	1			
13:33	1	1			
13:34	1	1			
13:35	1	1			
13:36	1	1			
13:37	1	1	1		
13:38	1				
13:39	1				
13:40	1				
13:41	1			1	
13:42	1				
13:43	1				
13:44	1				
13:45	1				
13:46	1				
13:47	1				
13:48	1				
13:49	1				
13:50	1				
13:51	1				
13:52	1				
13:53	1				
13:54	1				
13:55	1				
13:56	1				
13:57	1				
13:58	1				
13:59	1	1			
14:00	1	1			
14:01	1	1			
14:02	1				
14:03	1				
14:04	1				
14:05	1				
14:06	1				
14:07	1				
14:08	1	1			
14:09	1	1	1		
14:10	1	1	1		
14:11	1	1	1		
14:12	1	1			
14:13	1	1			
14:14	1				
14:15	1				
14:16	1				
14:17	1				
14:18	1				
14:19	1				
14:20	1	1			
14:21	1				
14:22	1		1		
14:23	1		1		
14:24	1		1		
14:25	1		1	1	
14:26	1		1		
14:27	1		1		
14:28	1		1		
14:29	1		1		
14:30	1		1		
14:31	1		1		
14:32	1		1		
14:33	1		1		
14:34	1		1		
14:35	1	1	1		
14:36	1	1	1		
14:37	1	1	1	1	
14:38	1	1	1	1	
14:39	1	1	1	1	
14:40	1	1	1	1	
14:41	1	1	1		
14:42	1	1	1		
14:43	1	1	1		
14:44	1	1	1		
14:45	1	1	1		
14:46	1	1	1		
14:47	1	1	1		
14:48	1	1	1	1	
14:49	1	1	1		
14:50	1	1	1		
14:51	1	1	1		
14:52	1	1	1		
14:53	1	1	1		
14:54	1	1	1		
14:55	1	1	1		
14:56	1	1	1		
14:57	1	1	1		
14:58	1	1	1		
14:59	1	1	1		
15:00	1	1	1		
15:01		1	1		
15:02		1	1		
15:03		1	1		
15:04			1		
15:05			1		
15:06	1		1	1	
15:07	1		1		
15:08	1		1		
15:09	1		1		
15:10	1		1		
15:11	1		1		

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY			HOTEL UNDERCROFT (TAXIS & CARS)
	TAXI RANK FOR 3 CABS			
15:12	1		1	
15:13	1		1	
15:14	1		1	
15:15	1		1	
15:16	1		1	
15:17	1		1	
15:18	1		1	
15:19	1	1	1	
15:20	1	1	1	
15:21	1		1	
15:22	1		1	
15:23	1		1	
15:24	1		1	
15:25	1		1	
15:26	1		1	
15:27	1		1	
15:28	1		1	
15:29	1		1	
15:30	1		1	
15:31	1		1	1
15:32	1		1	1
15:33	1		1	1
15:34	1		1	
15:35	1		1	
15:36	1		1	
15:37	1		1	
15:38	1		1	
15:39	1		1	
15:40	1		1	
15:41	1		1	
15:42	1		1	
15:43	1		1	
15:44	1		1	
15:45	1		1	
15:46	1		1	
15:47	1		1	
15:48	1		1	
15:49	1		1	
15:50	1		1	
15:51	1		1	
15:52	1		1	
15:53	1		1	
15:54	1		1	
15:55	1		1	
15:56	1		1	
15:57	1		1	
15:58	1		1	
15:59	1		1	
16:00	1		1	
16:01	1		1	
16:02	1		1	
16:03	1		1	
16:04	1		1	
16:05	1		1	
16:06	1		1	
16:07	1		1	
16:08	1		1	
16:09	1		1	
16:10	1		1	
16:11	1		1	
16:12	1		1	
16:13	1		1	
16:14	1		1	
16:15	1		1	
16:16	1		1	
16:17	1		1	
16:18	1		1	
16:19	1		1	
16:20	1		1	
16:21	1		1	
16:22	1		1	
16:23	1		1	1
16:24	1		1	1
16:25	1		1	
16:26	1		1	
16:27	1		1	
16:28	1		1	
16:29	1		1	
16:30	1		1	
16:31	1		1	
16:32	1		1	
16:33	1		1	
16:34	1		1	
16:35	1		1	
16:36	1		1	
16:37	1		1	
16:38	1		1	
16:39	1		1	
16:40				
16:41				
16:42				
16:43				
16:44				
16:45				
16:46	1		1	
16:47	1		1	
16:48	1		1	
16:49	1		1	
16:50	1		1	
16:51	1		1	
16:52	1		1	
16:53	1		1	

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY			
	TAXI RANK FOR 3 CABS			HOTEL UNDERCROFT (TAXIS & CARS)
16:54	1			
16:55	1			
16:56	1	1		
16:57	1	1	1	
16:58	1	1	1	
16:59	1	1	1	
17:00	1		1	1
17:01	1		1	
17:02			1	
17:03			1	
17:04			1	
17:05			1	
17:06			1	
17:07			1	
17:08			1	
17:09			1	
17:10			1	
17:11			1	
17:12			1	
17:13			1	
17:14			1	1
17:15			1	1
17:16			1	1
17:17			1	1
17:18			1	
17:19			1	
17:20			1	
17:21			1	
17:22			1	
17:23			1	
17:24			1	1
17:25			1	
17:26			1	
17:27			1	
17:28			1	
17:29			1	
17:30			1	
17:31			1	
17:32			1	
17:33			1	
17:34			1	
17:35			1	
17:36			1	
17:37			1	
17:38			1	
17:39			1	
17:40			1	
17:41			1	
17:42			1	
17:43			1	
17:44			1	
17:45			1	
17:46			1	
17:47			1	
17:48			1	
17:49			1	
17:50			1	
17:51			1	
17:52			1	
17:53			1	
17:54			1	
17:55			1	
17:56			1	
17:57			1	
17:58			1	
17:59			1	
18:00			1	
18:01			1	
18:02			1	
18:03			1	
18:04			1	
18:05			1	
18:06			1	
18:07			1	
18:08			1	
18:09			1	
18:10			1	
18:11			1	1
18:12			1	1
18:13			1	
18:14			1	
18:15			1	
18:16			1	
18:17			1	
18:18			1	
18:19			1	
18:20			1	
18:21			1	
18:22			1	
18:23			1	
18:24			1	
18:25			1	
18:26			1	
18:27			1	
18:28			1	
18:29			1	
18:30			1	
18:31			1	
18:32			1	
18:33	1		1	
18:34			1	
18:35			1	

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY	
	TAXI RANK FOR 3 CABS	HOTEL UNDERCROFT (TAXIS & CARS)
18:36	1	
18:37	1	
18:38	1	
18:39	1	
18:40	1	
18:41	1	
18:42	1	
18:43	1	
18:44	1	
18:45	1	
18:46	1	
18:47	1	
18:48	1	
18:49	1	
18:50	1	
18:51	1	
18:52	1	
18:53	1	
18:54	1	
18:55	1	
18:56	1	
18:57	1	
18:58	1	
18:59	1	
19:00	1	
19:01	1	
19:02	1	
19:03	1	
19:04	1	
19:05	1	
19:06	1	1
19:07	1	
19:08	1	
19:09	1	
19:10	1	
19:11	1	
19:12	1	
19:13	1	
19:14	1	
19:15	1	1
19:16	1	1
19:17	1	1
19:18	1	1
19:19	1	
19:20	1	
19:21	1	
19:22	1	
19:23	1	
19:24	1	
19:25	1	
19:26	1	
19:27	1	
19:28	1	
19:29	1	
19:30	1	
19:31	1	
19:32	1	
19:33	1	
19:34	1	
19:35	1	
19:36	1	
19:37	1	
19:38	1	
19:39	1	
19:40	1	
19:41	1	
19:42	1	
19:43	1	
19:44		
19:45	1	
19:46		
19:47		1
19:48		
19:49		
19:50		1
19:51		
19:52		
19:53		
19:54		
19:55		
19:56		
19:57		
19:58		
19:59	1	1
20:00		
20:01		
20:02		
20:03		
20:04		
20:05		
20:06		
20:07		
20:08		
20:09		
20:10		
20:11		
20:12		
20:13		
20:14		
20:15		
20:16		
20:17		

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY			
	TAXI RANK FOR 3 CABS		HOTEL UNDERCROFT (TAXIS & CARS)	
20:18			1	
20:19				
20:20				
20:21				
20:22				
20:23				
20:24				
20:25				
20:26			1	
20:27				
20:28	1	1		
20:29				
20:30				
20:31				
20:32				
20:33				
20:34				
20:35				
20:36				
20:37				
20:38				
20:39				
20:40	1			
20:41	1			
20:42	1		1	
20:43			1	
20:44				
20:45				
20:46				
20:47				
20:48				
20:49				
20:50				
20:51				
20:52				
20:53				
20:54				
20:55	1			
20:56				
20:57				
20:58				
20:59				
21:00				
21:01				
21:02				
21:03				
21:04				
21:05				
21:06				
21:07				
21:08				
21:09				
21:10				
21:11				
21:12	1			
21:13				
21:14				
21:15				
21:16				
21:17				
21:18			1	
21:19			1	
21:20			1	
21:21				
21:22				
21:23				
21:24				
21:25			1	
21:26				
21:27				
21:28	1		1	
21:29				1
21:30				
21:31	1			
21:32	1			
21:33	1	1		
21:34		1		
21:35				
21:36	1			
21:37			1	
21:38				
21:39				
21:40				
21:41			1	
21:42				
21:43				
21:44				
21:45				
21:46			1	
21:47				
21:48				
21:49				
21:50				
21:51				
21:52				
21:53				
21:54				
21:55				
21:56				
21:57				
21:58				
21:59				

MODAL

modaldata.com

Time Segment	USAGE BY TIME & LENGTH OF STAY							
	TAXI RANK FOR 3 CABS				HOTEL UNDERCROFT (TAXIS & CARS)			
22:00								
22:01	1							
22:02	1							
22:03	1							
22:04	1							
22:05	1							
22:06	1							
22:07								
22:08	1							
22:09	1							
22:10								
22:11					1			
22:12					1			
22:13					1	1		
22:14								
22:15								
22:16								
22:17								
22:18								
22:19								
22:20								
22:21					1	1		
22:22								
22:23								
22:24								
22:25					1			
22:26								
22:27								
22:28								
22:29								
22:30					1			
22:31					1			
22:32								
22:33								
22:34								
22:35								
22:36								
22:37					1			
22:38								
22:39								
22:40	1							
22:41	1							
22:42								
22:43								
22:44								
22:45								
22:46								
22:47								
22:48								
22:49								
22:50								
22:51								
22:52					1			
22:53								
22:54								
22:55								
22:56								
22:57								
22:58								
22:59								
23:00								
	TAXI RANK FOR 3 CABS				HOTEL UNDERCROFT (TAXIS & CARS)			
	373	119	298	3	70	9	0	0
27.5% USED	TOTAL MINUTES USED PER 16 HR: 793				3 BAYS X 16 HRS = 2,880 MINS			
	TOTAL MINUTES USED PER 16 HR: 79							

MODAL

modaldata.com



APPENDIX C



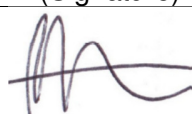
KINGSWAY HALL HOTEL, HOLBORN, LONDON BOROUGH OF CAMDEN

PROPOSED DROP OFF ARRANGEMENTS

Stage 1 Road Safety Audit

October 2016

RW/SR/16/1303/RSA1

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Draft	R Westhead	S Richards		24 October 2016
Designer's Response				
Authority's Response				
Audit Response				

Client:	
RGP	The Safety Forum Ltd
Shackleford Suite Mill Pool House Mill Lane Godalming Surrey GU7 1EY	PO Box 831 Godalming Surrey GU7 9HT
	24 October 2016

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed drop off area and taxi rank arrangement outside the Kingsway Hall Hotel, Great Queen Street, Holborn, in the London Borough of Camden.
- 1.2 The highway proposals include: closing off of an existing porte cochere area in front of the hotel on private land; relocation of an existing taxi rank; and extension to a length of parking restrictions.
- 1.3 The Stage 1 RSA was carried out at the request of Russel Giles Partnership.
- 1.4 The Audit was carried out between 20th and 21st October 2016 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

R Westhead (MSoRSA, RSA Cert Comp) – Team Leader

S Richards (MSoRSA, MCIHT)– Team Member

- 1.5 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 20th October 2016, between 12:20 and 12:45 hours by all members of the Audit Team together. The weather was dry and overcast and the road surface was dry. Traffic conditions were free-flowing.
- 1.7 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A.

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following RGP documentation.

Drawing No.	Rev	Title
2015/2924/003	-	Proposed Drop-Off Arrangement
Other Documents		
SHIV/15/2924/TN01	-	HIGHWAYS TECHNICAL NOTE KINGSWAY HALL HOTEL, 66 GREAT QUEEN STREET Proposed Access Alterations and Removal of Porte Cochere

2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Crossing over Newton Street.

SUMMARY: Tactile paving width reduced over area of flush kerb.

The supplied design drawing shows the tactile paving crossing point over Newton Street to be reduced in width from 2.4m wide to 1.6m wide. The existing layout currently does not cover the full width of the kerbs which are flush to the carriageway level over the top of the raised table. Reducing this width further is likely to increase the risk of pedestrians entering the carriageway unawares should they fail to pass over the tactile paving arrangement.

RECOMMENDATIONS

Maintain at least the current width of the tactile paving arrangement.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

R Westhead
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed:

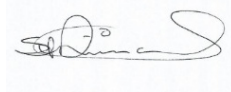


Date: 24 October 2016

AUDIT TEAM MEMBER

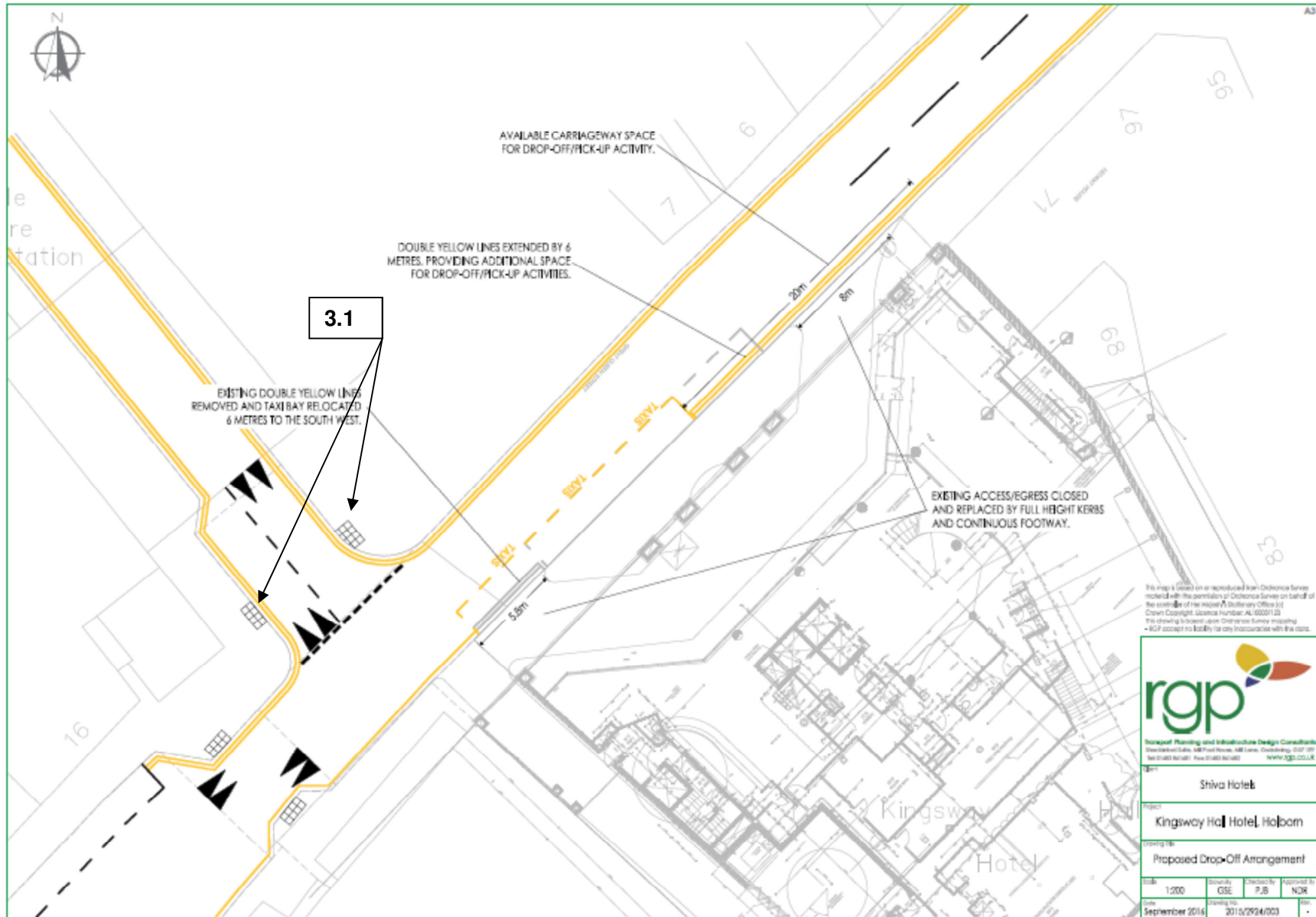
S Richards

Signed:



Date: 24 October 2016

APPENDIX A: LOCATION PLAN



APPENDIX B: Road Safety Audit Response

Auditors: R Westhead (Team Leader) and S Richards (Team Member).

Date Response Completed:

Scheme: Kingsway Hall Hotel, Holborn, London Borough of Camden. Proposed Drop Off Arrangements.

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1			

Principal Engineer's / Audit Project Sponsor's Statement:

Road Safety Audit for Kingsway Hall Hotel, Holborn, London Borough of Camden. Proposed Drop Off Arrangements.

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's / Director's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

APPENDIX B: Road Safety Audit Response

Auditors: R Westhead (Team Leader) and S Richards (Team Member).

Date Response Completed:

Scheme: Kingsway Hall Hotel, Holborn, London Borough of Camden. Proposed Drop Off Arrangements.

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	yes	yes	

