

# Transport Statement 190 High Holborn

July 2017

**Turley**

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## Contact

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# 1. Introduction

## **Background**

- 1.1 This Transport Statement has been prepared on behalf of Pearson Education Limited to support a planning application for the proposed change of use of the third floor at 190 High Holborn from Class B1 (office) use to Class D1 (educational institution) use.

## **Existing Site**

- 1.2 The site is situated in the London Borough of Camden and sits on the south side of High Holborn, located between the former Holborn Town Hall to the east, Smart's Place to the west, and Stukeley Street to the south.
- 1.3 190 High Holborn is a modern office building of nine storeys in height which is fully occupied by Pearson. The building occupies circa 10,000 sqm of floorspace over 10 floors including basement. The third floor pertaining to this application comprises 828sqm of floorspace.

## **Development Proposals**

- 1.4 Pearson Education Limited is seeking to change the use of the two floors from Class B1 office use to Class D1 educational institution use to expand their educational facilities.

## 2. Existing Conditions

### Site Access

- 2.1 The main pedestrian access to the building is provided on High Holborn. The building can also be accessed from the rear from the intersection of Smart's Place and Stukeley Street but this is primarily used for servicing and delivery purposes.
- 2.2 The existing site provides car access and car parking facilities off High Holborn.

### Road Network and Existing Traffic Flow

- 2.3 The site is bordered by High Holborn, Smart's Place, Stuckeley Street and the Former Holborn Town Hall. It is located at the western end and south side of High Holborn.
- 2.4 To the east of the site is A4200 Kingsway/Southampton Row and to the north the A40 High Holborn.

### Pedestrian Facilities and Existing Pedestrian Flows

- 2.5 To the north of the site is High Holborn, a street open to vehicular traffic. High Holborn has footways on both sides of the carriageways. Formal crossings are provided within walking distance at the site both east and west.
- 2.6 To the west is Smart's Place is also open to vehicular traffic, with narrower footways than mentioned above and no formal crossings.
- 2.7 To the south is Stuckeley Street which has the same characteristics as mentioned above.

### Public Transport Accessibility

- 2.8 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point of interest to the public transport network, taking into account walk access time and service availability.
- 2.9 PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to Rail and Underground stations.
- 2.10 The TfL Planning Information Database has been used to calculate the PTAL for the site. The results show the sites has a PTAL rating of 6b equating to a BREEAM Accessibility index score over 18, the highest achievable. The summary PTAL report is provided as Appendix 1.

## Mainline Rail

- 2.11 In accordance with PTAL walk access times the maximum accessible walk distance to a rail station is 960m, which equates to a 12 minute journey time by foot. Table 2.1 identifies three rail stations within the 960m catchment area.

Table 2.1 – Nearby Mainline Rail Stations

Station	Service
Charing Cross	South Eastern

## London Underground

- 2.12 In accordance with PTAL walk access times, the maximum walking distance to a London Underground station is 960m, which equates to a 12 minute journey time by foot. Table 2.2 shows the stations which are within the 960m walk catchment threshold from the site.

Table 2.2 – Nearby London Underground Stations

Station	Approximate distance from site (m)	Service
Covent Garden	635	Piccadilly Line
Tottenham Court Road	591	Central Line Northern Line
Chancery Lane	826	Central Line
Russel Square	957	Piccadilly Line
Holborn	254	Piccadilly Line Central Line

- 2.13 Table 2.2 shows five stations and three Underground routes within an accessible walking distance of the site resulting in a combined total frequency of 92.01 Underground services being available during the peak hour.

## London Buses

- 2.14 In accordance with PTAL walk access times, a maximum walk distance to a bus stop is 640m, which equates to an 8 minute journey time by foot.
- 2.15 Approximately 25 bus routes were identified within a 640m catchment of the site. Further information on these bus routes can be found in Appendix 1.
- 2.16 In total, 253 bus services operate within the 640m catchment of the site, serving destinations in both central London and other local destinations.

## **Cycling**

- 2.17 There are a number of cycle routes available in the vicinity of the proposed development. The nearest recommended cycle route is Smart's Place, classified as a quieter road. The surrounding roads surrounding the site are varied with some routes providing through routes, are not heavily trafficked and offer attractive routes for cyclists.
- 2.18 190 High Holborn currently provides 14 bike racks on site, 10 within the building and the remaining 4 on the pavement adjacent to the building. Each bike rack holds 2 bikes, providing a total of 28 cycle spaces on site. The site provides shower facilities within the building. These will be made available for students on a first come, first serve basis. As Pearson Education Limited do not own the building and due to restrictions on the lease it is not possible to increase the number of on-site cycle spaces.
- 2.19 A secure bike storing facility, Midtown Cycle Vault is located 130m away within Bloomsbury Square. The Midtown Cycle Vault provides 100 bike racks, lockers, showers and a communal maintenance tools and repairs area. Access is available to the facility 24/7.
- 2.20 In addition to the above, there are 7 Cycle Hire docking stations in close proximity to the site, on High Holborn (17 spaces), Bury Place (16 spaces), Southampton Place (20 spaces), Newton Street (23 spaces), British Museum (34 spaces), Great Russell Street (25 spaces), and Eamshaw Street (18 bike spaces).

## **Car Clubs and Electric Vehicle Charging Points**

- 2.21 A car club is a membership scheme which provides 24 hour access to a car in the local area. Car Clubs within Camden are operated by Zipcar, City Car Club, and Connect by Hertz.
- 2.22 There are 5 car club spaces on the following streets surrounding the site:
- Parker Street has 2 car club bays;
  - Great Queen Street has 1 car club bay;
  - Keeley Street has 1 car club bay; and
  - Red Lion Square has 1 car club bay.
- 2.23 Camden currently has 28 on-street charge points in the Borough. There are two electric vehicle recharging points within the vicinity of the site at the following locations:
- Museum Street; and
  - Lincoln's Inn Fields.

## **Car Parking**

- 2.24 There are 2 unallocated car parking spaces on site to the rear of the building, 1 of which is for disabled users, the other is often used for servicing.

- 2.25 There are limited car parking spaces surrounding the site. The closest NCP parking is on Museum Street, near the junction with High Holborn, and Parker Street, near the junction with Drury Lane.
- 2.26 There are a number of pay and display parking bays on within the vicinity of the site at the following locations:
- New Oxford Street Pay and Display: Mon-Sat 08:30-18:30;
  - High Holborn Pay and Display: Mon-Sat 08:30-18:30;
  - Barter Street Pay and Display: Mon-Sat 08:30-18:30; and
  - Bury Place Pay and Display: Mon-Sat 08:30-18:30.

### **Deliveries and Servicing**

- 2.27 It is expected that the delivery and servicing of the building will remain the same.
- 2.28 190 High Holborn has approximately 35 deliveries on a Monday and 20 from Tuesday to Friday and it is not anticipated that this will change as a result of the proposal.
- 2.29 All waste is separated to include food waste for composting, mixed recycling, cardboard/paper and general waste. This is compliant with and audited against ISO14001 and 5001.

### **3. Development Proposals**

#### **Development site**

- 3.1 The site has an area of 0.09 hectares. The building occupies circa 10,000 sqm of floorspace over 10 floors including the basement level. The floorspace relating to this application is 828 sqm (GIA).

#### **Car Parking**

- 3.2 The car parking will remain as existing and no additional spaces are proposed.

#### **Cycle Parking**

- 3.3 It is recognised that many of the students will visit 190 High Holborn via bicycle, therefore, it is proposed that students can utilise the existing bicycle provision.
- 3.4 The cycle parking will remain as existing and no additional spaces are proposed. As part of a previous change of use application (reference number 2015/6719/P) related to the first and second floors a payment towards cycle provision within the vicinity of the site was made in-lieu of on site provision
- 3.5 A secure bike storing facility, Midtown Cycle Vault is located 130m away within Bloomsbury Square. The Midtown Cycle Vault provides 100 bike racks, lockers, showers and a communal maintenance tools and repairs area. Access is available to the facility 24/7.

#### **Car Clubs and Electric Vehicles**

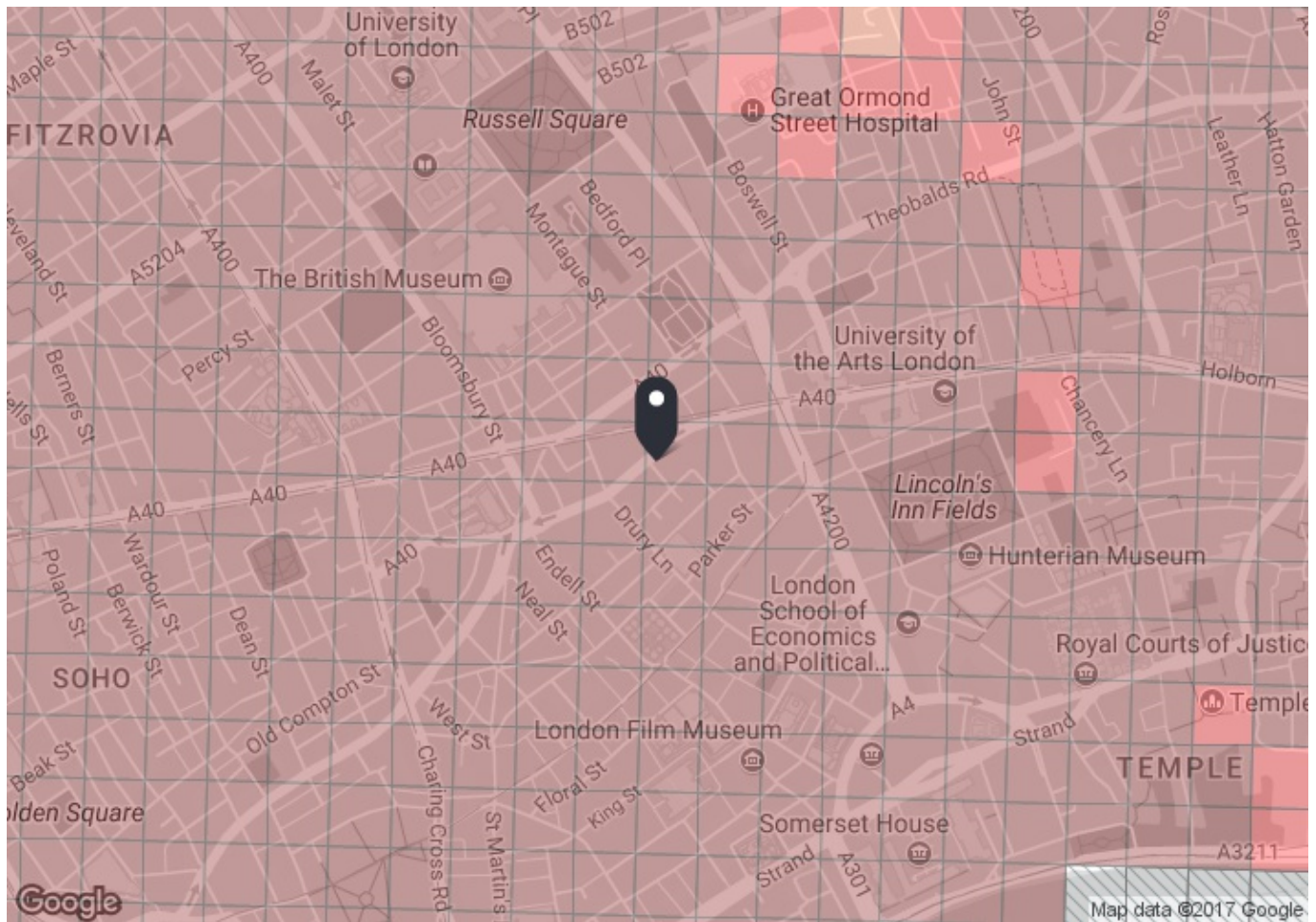
- 3.6 It is not proposed to provide additional car club spaces as part of this proposal. There are currently a total of 5 car club bays within the vicinity of the site which have sufficient capacity, as the proposed development is not creating new floorspace, rather utilising existing floorspace.
- 3.7 It is not proposed to provide additional electric vehicle charging points as part of this proposal. There are currently two electric vehicle charging points located on Museum Street and Lincoln's Inn Fields.

#### **Deliveries and Servicing**

- 3.8 The delivery and servicing of the building will remain the same with the proposed change of use. There will be no changes to the servicing arrangements at the site which will still be managed by Pearson.



## **Appendix 1: PTAL Summary Report**



### PTAL output for Base Year 6b

**190 High Holborn**  
190 High Holborn, London WC1V 7BH, UK  
Easting: 530317, Northing: 181423

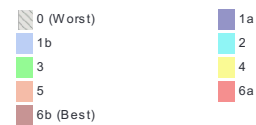
Grid Cell: 85341

Report generated: 04/07/2017

#### Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

#### Map key - PTAL



#### Map layers

 PTAL (cell size: 100m)

**Calculation data**

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HOLBORN STATION KINGSWAY	59	298.23	10	3.73	5	8.73	3.44	0.5	1.72
Bus	HOLBORN STATION KINGSWAY	243	298.23	11	3.73	4.73	8.46	3.55	0.5	1.77
Bus	HOLBORN STATION KINGSWAY	521	298.23	27	3.73	3.11	6.84	4.39	0.5	2.19
Bus	HOLBORN STATION KINGSWAY	91	298.23	9	3.73	5.33	9.06	3.31	0.5	1.66
Bus	HOLBORN STATION KINGSWAY	68	298.23	9	3.73	5.33	9.06	3.31	0.5	1.66
Bus	HOLBORN STATION KINGSWAY	X68	298.23	4	3.73	9.5	13.23	2.27	0.5	1.13
Bus	HOLBORN STATION KINGSWAY	188	298.23	8	3.73	5.75	9.48	3.17	0.5	1.58
Bus	HOLBORN STATION KINGSWAY	168	298.23	9	3.73	5.33	9.06	3.31	0.5	1.66
Bus	BLOOMSBURY NEW OXFORD ST	171	219.98	7.5	2.75	6	8.75	3.43	0.5	1.71
Bus	HIGH HOLBORN NEWTON ST	8	60.3	10	0.75	5	5.75	5.21	1	5.21
Bus	HIGH HOLBORN NEWTON ST	242	60.3	6.5	0.75	6.62	7.37	4.07	0.5	2.04
Bus	HIGH HOLBORN NEWTON ST	25	60.3	8	0.75	5.75	6.5	4.61	0.5	2.31
Bus	HIGH HOLBORN NEWTON ST	1	60.3	8	0.75	5.75	6.5	4.61	0.5	2.31
Bus	BLOOMSBURY ST SHAFTESBURY AVE	24	325.79	10	4.07	5	9.07	3.31	0.5	1.65
Bus	BLOOMSBURY ST SHAFTESBURY AVE	134	325.79	12	4.07	4.5	8.57	3.5	0.5	1.75
Bus	BLOOMSBURY ST SHAFTESBURY AVE	29	325.79	15	4.07	4	8.07	3.72	0.5	1.86
Bus	BLOOMSBURY ST SHAFTESBURY AVE	176	325.79	8.5	4.07	5.53	9.6	3.12	0.5	1.56
Bus	BLOOMSBURY ST SHAFTESBURY AVE	14	325.79	13	4.07	4.31	8.38	3.58	0.5	1.79
Bus	BLOOMSBURY WAY CONTRA-FLOW BUS LANE	38	199.95	10	2.5	5	7.5	4	0.5	2
Bus	BLOOMSBURY WAY CONTRA-FLOW BUS LANE	19	199.95	8	2.5	5.75	8.25	3.64	0.5	1.82
Bus	BLOOMSBURY WAY CONTRA-FLOW BUS LANE	55	199.95	10	2.5	5	7.5	4	0.5	2
Bus	BLOOMSBURY STREET	10	496.97	4.5	6.21	8.67	14.88	2.02	0.5	1.01
Bus	BLOOMSBURY STREET	390	496.97	8	6.21	5.75	11.96	2.51	0.5	1.25
Bus	BLOOMSBURY STREET	73	496.97	18	6.21	3.67	9.88	3.04	0.5	1.52
Bus	BRITISH MUSEUM	98	296.19	9	3.7	5.33	9.04	3.32	0.5	1.66
LUL	Covent Garden	'Nthfields-Cockfoster'	635.34	1	7.94	30.75	38.69	0.78	0.5	0.39
LUL	Covent Garden	'ArnosGrove-Uxbridge'	635.34	1	7.94	30.75	38.69	0.78	0.5	0.39
LUL	Tottenham Court Road	'Morden-Edgware'	590.82	4.67	7.39	7.17	14.56	2.06	0.5	1.03
LUL	Tottenham Court Road	'HighBarnet-Morden'	590.82	0.33	7.39	91.66	99.04	0.3	0.5	0.15
LUL	Tottenham Court Road	'Kennington-Edgware'	590.82	14.67	7.39	2.79	10.18	2.95	0.5	1.47
LUL	Tottenham Court Road	'HighBarnet-Kenningt'	590.82	5.33	7.39	6.38	13.76	2.18	0.5	1.09
LUL	Tottenham Court Road	'MillHill-Morden'	590.82	1.67	7.39	18.71	26.1	1.15	0.5	0.57
LUL	Tottenham Court Road	'MillHillE-Kenningt'	590.82	1.67	7.39	18.71	26.1	1.15	0.5	0.57
LUL	Chancery Lane	'NActon-Loughton'	825.94	0.67	10.32	45.53	55.85	0.54	0.5	0.27
LUL	Chancery Lane	'Loughton-Northolt'	825.94	0.33	10.32	91.66	101.98	0.29	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark'	825.94	0.33	10.32	91.66	101.98	0.29	0.5	0.15
LUL	Chancery Lane	'Hain-NP-RuislipGdhs'	825.94	0.67	10.32	45.53	55.85	0.54	0.5	0.27
LUL	Russel Square	'ArnosGrove-RayLane'	956.61	0.33	11.96	91.66	103.62	0.29	0.5	0.14
LUL	Holborn	'Epping-Ealing'	254.76	3	3.18	10.75	13.93	2.15	0.5	1.08
LUL	Holborn	'Epping-Whuislip'	254.76	3	3.18	10.75	13.93	2.15	0.5	1.08
LUL	Holborn	'RuislipGar-Epping'	254.76	1	3.18	30.75	33.93	0.88	0.5	0.44
LUL	Holborn	'WhiteCity-Epping'	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
LUL	Holborn	'Epping-NActon'	254.76	1	3.18	30.75	33.93	0.88	0.5	0.44
LUL	Holborn	'Northolt-Epping'	254.76	0.67	3.18	45.53	48.71	0.62	0.5	0.31
LUL	Holborn	'Debden-WRuislip'	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
LUL	Holborn	'WhiteCity-Debden'	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
LUL	Holborn	'Debden-Northolt'	254.76	1	3.18	30.75	33.93	0.88	0.5	0.44
LUL	Holborn	'RuislipGdhs-Debden'	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
LUL	Holborn	'Loughton-WRuislip'	254.76	1	3.18	30.75	33.93	0.88	0.5	0.44
LUL	Holborn	'RuislipGdhs-Loughton'	254.76	0.67	3.18	45.53	48.71	0.62	0.5	0.31
LUL	Holborn	'Loughton-WhiteCity'	254.76	0.67	3.18	45.53	48.71	0.62	0.5	0.31
LUL	Holborn	'Ealing-Loughton'	254.76	1	3.18	30.75	33.93	0.88	0.5	0.44
LUL	Holborn	'Ealing-NewburyPark'	254.76	0.67	3.18	45.53	48.71	0.62	0.5	0.31
LUL	Holborn	'WRuislip-NewburyPark'	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
LUL	Holborn	'Hainault-Ealing'	254.76	5.33	3.18	6.38	9.56	3.14	0.5	1.57
LUL	Holborn	'Hainault-Nacton'	254.76	1.33	3.18	23.31	26.49	1.13	0.5	0.57
LUL	Holborn	'Hainault-WRuislip'	254.76	3.33	3.18	9.76	12.94	2.32	0.5	1.16
LUL	Holborn	'Hainault-WhiteCity'	254.76	1.67	3.18	18.71	21.9	1.37	0.5	0.68

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Holborn	'Hainault-NP-Northolt'	254.76	1	3.18	30.75	33.93	0.88	0.5	0.44
LUL	Holborn	'GrangeHill-WD-Eal '	254.76	1	3.18	30.75	33.93	0.88	0.5	0.44
LUL	Holborn	'GrangeHill-Wldid-Whit'	254.76	0.67	3.18	45.53	48.71	0.62	0.5	0.31
LUL	Holborn	'GrangeHill-Wldid-WRsp'	254.76	0.67	3.18	45.53	48.71	0.62	0.5	0.31
LUL	Holborn	'Cockfosters-LHRT4LT '	254.76	4.67	3.18	7.17	10.36	2.9	0.5	1.45
LUL	Holborn	'RayLane-Cockfosters '	254.76	3.67	3.18	8.92	12.11	2.48	0.5	1.24
LUL	Holborn	'LHRT4LT-ArnosGrove '	254.76	4.67	3.18	7.17	10.36	2.9	0.5	1.45
LUL	Holborn	'ArnosGrove-Nthfields'	254.76	3	3.18	10.75	13.93	2.15	0.5	1.08
LUL	Holborn	'Oakwood-RayLane '	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
LUL	Holborn	'LHRT5-Cockfosters '	254.76	6	3.18	5.75	8.93	3.36	1	3.36
LUL	Holborn	'Uxbridge-Cockfosters'	254.76	3.67	3.18	8.92	12.11	2.48	0.5	1.24
LUL	Holborn	'Ruislip-Cockfosters '	254.76	2.33	3.18	13.63	16.81	1.78	0.5	0.89
LUL	Holborn	'Oakwood-Uxbridge '	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip '	254.76	0.33	3.18	91.66	94.84	0.32	0.5	0.16
Total Grid Cell AI:										76.53

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