Job Title:	62 Doughty Street
Job No:	2020-4406
File Ref:	N01-SW-Transport Note (201012).docx
Date:	October 2020

Subject: **62 Doughty Street – Transport Note**

Introduction

1. This Transport Note has been prepared by Caneparo Associates of behalf of The Bill Thomas Settlement to support the planning application for 62 Doughty Street ('the Site'), located in the London Borough of Camden (LBC).

2. The existing Site comprises a 5 storey Grade II listed building and in 2010 a change of use from offices to a single dwelling house was approved. Following this, the building was used for residential purposes and the property is currently vacant with the last tenants vacating in March 2020.

3. The proposal stands as the following;

> *A temporary subdivision and change of use of 62 Doughty Street from the established C3 use to mixed B1 commercial floorspace with ancillary short-stay business visitor accommodation and a single self-contained residential unit at lower ground floor level.*

4. The works will be internal only and physical changes would be confined to the lower ground and third floors. The proposed plans are included at **Appendix A**.

5. This Transport Note has been prepared in accordance with pre-application advice from the London Borough of Camden and considers the proposed Site's impact on transport networks, trip generation and servicing arrangements.

Relevant Planning History

6. The Site has previous undergone the following planning applications:

Change of use of a grade II listed building from offices (Class B1) to a single dwelling house (Class C3) and associated alterations (ref: 2010/0187/P), which was granted under a Section 106 agreement on the 23rd March 2010.

Change of use of a grade II listed building from offices (class B1) to a single dwelling house (class C3) and associated alternations which include the removal of ground floor rear extension, the relocation of the existing staircase to basement, and installation of new front door to Roger Street elevation and doors to rear elevation at basement level (ref: 2010/0189/L). This planning application was granted permission on the 23rd March 2010.

Site Location

7. The Site is located to the southern corner of Doughty Street, at the junction with John Street and Roger Street. The Site is surrounded by a number of transport networks with the closest underground station, Russell Square being located approximately 850m to the west of the Site. **Figure 1** below displays the location of the Site in context to the surrounding area.

Figure 1: Site Location

Trip Generation

8. A TRICS assessment has been undertaken to calculate the proposed number of trips for the office element. Sites were selected within Greater London, with a high PTAL to reflect the nature of the Site. **Table 1.1** below presents the person trip rates and trip generation of the proposed office use at the Site. The full TRICS output is detailed at **Appendix B.**

Table 1.1: TRICS Person Trip Rates and Trip Generation – Proposed Office (480sqm)						
Time Period	**Total Person Trip Rates**			**Total Person Trips**		
	In	**Out**	**Total**	**In**	**Out**	**Total**
AM Peak (08:00-09:00)	1.007	0.059	1.428	5	0	7
PM Peak (17:00-18:00)	0.107	1.575	1.682	1	8	8
Daily (07:00-19:00)	7.316	7.21	14.526	35	35	70

9. The data above indicates that the proposed office has the potential to generate of the order of 7 movements across the AM peak, 8 movements across the PM peak and a total of 70 movements across the day. This level or trips will have no material impact on the surrounding area.

10. The change of use of the lower ground floor and third floor is not expected to generate a significant change in the number of trips to / from the Site, compared to that of the consented situation for residential use. Residential flats are commonly expected to generate 6 – 9 trips across a day (depending on the size), in this case the proposed self-contained residential unit at lower ground and short-stay business visitors accommodation is likely to generate in 'worse-case' scenario 12 – 18 trips across the day. It is worth noting, that the short-stay accommodation will not be used regularly, only when business visitors attend the Site for meetings in Central London, therefore the proposed trips are likely to be much lower.

11. Additionally, due to the Site being highly accessible by public transport and active modes, the majority of trips to / from the office and residential element will most commonly be undertaken by sustainable modes.

Access

12. The lower ground residential unit will have a separate entrance and be used by business visitors associated with Akeneo. The third-floor business visitor accommodation proposed will share access with the commercial floorspace.

Impact on Transport Networks

13. The Site is highly accessible by public transport with a PTAL of 6b. Additionally, the Site is within reasonable walking distance to Russell Square, Holborn, Chancery Lane, Farringdon and King's Cross, which all offer a wide variety of rail and underground services between them. The Site is also within close proximity to 9 bus services which offer access to a variety of destinations across Central London. Therefore, due to the wide availability of public transport services within the immediate area of the Site, services are unlikely to be affected by the trips generated from the development.

14. Furthermore, due to the Site being highly accessible, there is opportunity for many of the trips to be undertaken by active modes, reducing demand on the existing public transport services.

15. A permit free agreement will be entered into which will limit the potential for the proposed use of the building to generate any long stay on-street car parking demand. Resulting in no interruptions to the existing highway network and local parking within the area.

Cycle Parking

16. There is no formal cycle parking provision on-site at present and limited available space to deliver any such facilities. The temporary nature of the proposals, the spatial constraints of the property (and its curtilage), and in particular the need to minimise any alterations to the fabric of the listed building significantly restrict the opportunity to provide on-site parking facilities. In light of these specific site constraints no cycle parking is proposed.

17. Notwithstanding the above, a dockless bike hire parking bay is located along the frontage of John Street at the junction with Roger Street, almost adjacent to the application Site (circa 15m from the Site) which offers a convenient alternative for those wishing to cycle to the Site.

Servicing and Refuse Arrangements

18. All servicing will be undertaken on-street as per the existing situation, making use of the single yellow line across the Site's frontage to Roger Street and Doughty Street. The majority of servicing to the residential element will commonly be undertaken by bike, moped or small vehicles and will therefore have no impact on the existing highway network.

19. Office developments usually generate of the order of 0.28 delivery trips per 100sqm per day, therefore the proposed 480sqm of office space would generate approximately 1 servicing trip a day.

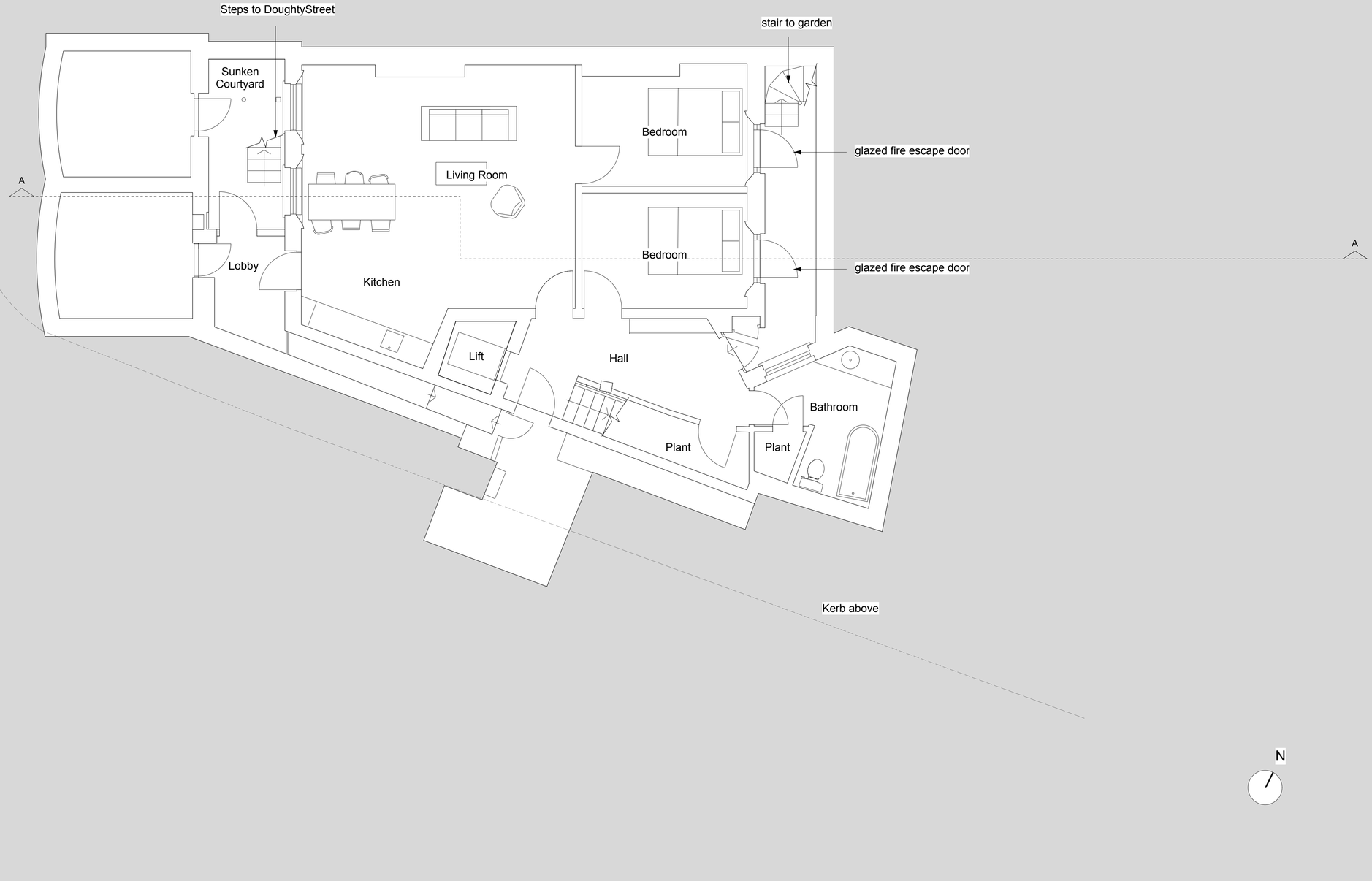
20. Residential developments receive fewer servicing trips than the equivalent floorspace of commercial use, these deliveries are typically associated with letters / parcels along with deliveries of household goods purchased online. Residential developments typically generate 0.12 deliveries per unit per day. Therefore, the 2 residential units are expected to generate less than 1 delivery a day on average. With reference to this, the residential accommodation will be used for business visitors which is therefore unlikely to generate any deliveries, demonstrating a much lower number of servicing trips.

21. Waste collection will occur as per the existing situation with household waste being stored within the residential units, with limited waste expected from business visitors staying in the accommodation. Waste will be transported to the kerbside on collection days (Monday, Wednesday and Friday) not conflicting with the usage of the footway or highway. Commercial waste will be store within the office floor space and will be collected between 07:00-14:00 daily from the kerbside. Refuse vehicles will stop on-street making use of the single yellow lines as per the existing situation.

Conclusion

22. The proposed scheme is therefore not anticipated to give rise to any material transport related impacts due to all trips to / from the Site being undertaken by sustainable modes. This will result in no impact to the existing highway network. We therefore conclude that the proposal is acceptable in traffic and transport terms, and there are no reasons why the development should be prevented or refused on transport grounds.

Appendix A



Rev	Date	Drawn	Comment

Client
The Bill Thomas Settlement

Job
62 Doughty Street Holborn,
London WC1N 2JZ

Status Planning

Drawing Title

Proposed Lower Ground Floor

Date of first Issue	Issued	Checked
31.07.20	EH	WH

Drawn EH

Scale 1:50 @ A1

Drawing No.
01001

Curl la Tourelle Head Architecture

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+44 (0)20 7267 0055
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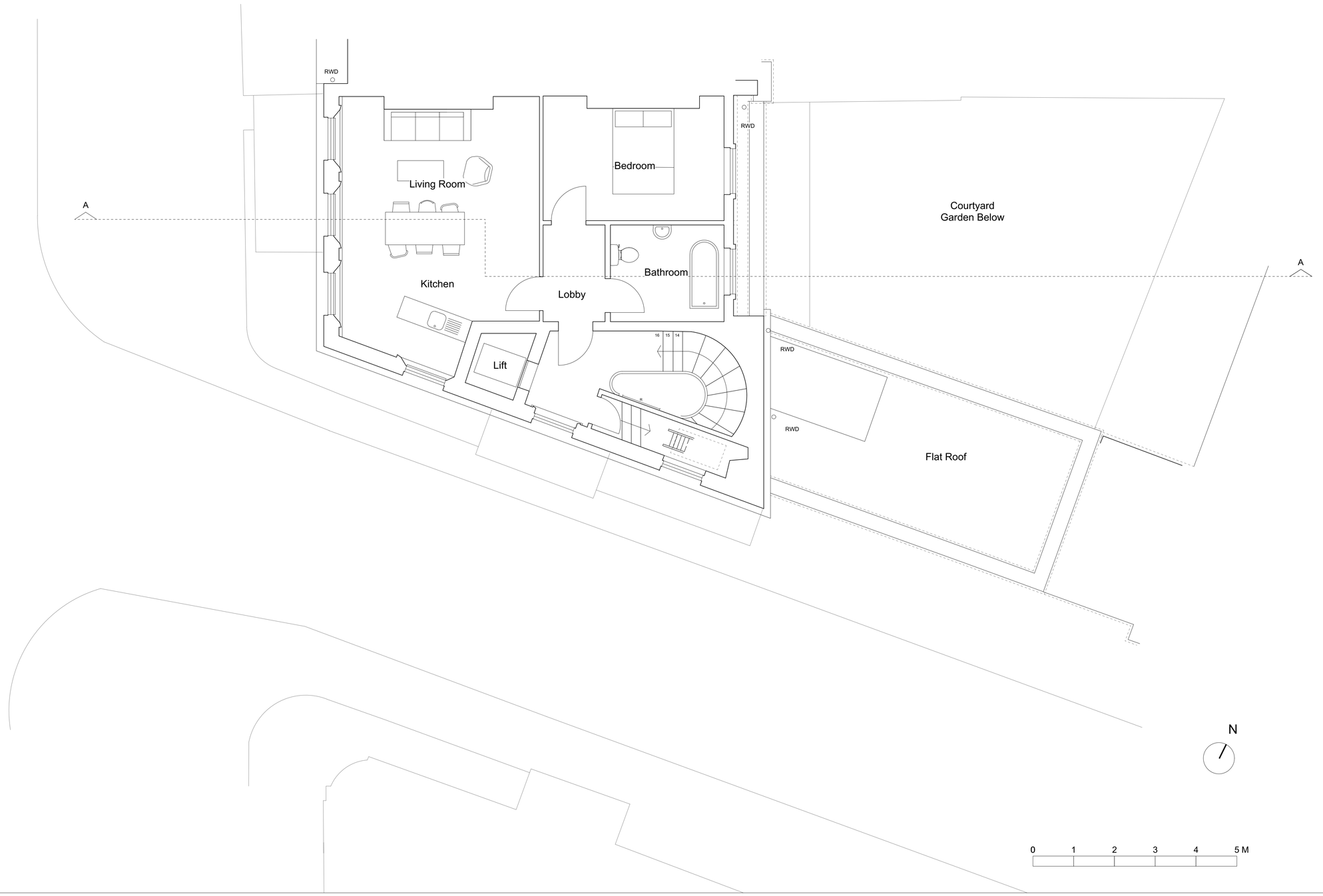
RWD



Rev	Date	Drawn	Comment

Client
The Bill Thomas Settlement

Job
62 Doughty Street Holborn,
London WC1N 2JZ

Status Planning

Drawing Title

Proposed Third Floor

Date of first Issue	Issued	Checked
31.07.20	EH	WH

Drawn EH

Scale 1:50 @ A1

Drawing No.
01005

Curl la Tourelle Head Architecture

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APPENDIX B

Calculation Reference: AUDIT-358901-200922-0917

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	TH	TOWER HAMLETS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 920 to 7049 (units: sqm)
Range Selected by User: 408 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY *03/06/15* *Survey Type: MANUAL*

2 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY *17/06/19* *Survey Type: MANUAL*

3 TH-02-A-01 OFFICE SPACE FOR RENT TOWER HAMLETS
CAMBRIDGE HEATH ROAD
BETHNAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 7049 sqm
Survey date: WEDNESDAY *06/03/19* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3408	0.098	3	3408	0.000	3	3408	0.098
07:30 - 08:00	3	3408	0.078	3	3408	0.000	3	3408	0.078
08:00 - 08:30	3	3408	0.362	3	3408	0.039	3	3408	0.401
08:30 - 09:00	3	3408	1.007	3	3408	0.020	3	3408	1.027
09:00 - 09:30	3	3408	0.998	3	3408	0.010	3	3408	1.008
09:30 - 10:00	3	3408	0.616	3	3408	0.010	3	3408	0.626
10:00 - 10:30	3	3408	0.558	3	3408	0.117	3	3408	0.675
10:30 - 11:00	3	3408	0.381	3	3408	0.098	3	3408	0.479
11:00 - 11:30	3	3408	0.127	3	3408	0.215	3	3408	0.342
11:30 - 12:00	3	3408	0.235	3	3408	0.293	3	3408	0.528
12:00 - 12:30	3	3408	0.284	3	3408	0.450	3	3408	0.734
12:30 - 13:00	3	3408	0.372	3	3408	0.597	3	3408	0.969
13:00 - 13:30	3	3408	0.430	3	3408	0.685	3	3408	1.115
13:30 - 14:00	3	3408	0.518	3	3408	0.460	3	3408	0.978
14:00 - 14:30	3	3408	0.372	3	3408	0.196	3	3408	0.568
14:30 - 15:00	3	3408	0.166	3	3408	0.176	3	3408	0.342
15:00 - 15:30	3	3408	0.235	3	3408	0.108	3	3408	0.343
15:30 - 16:00	3	3408	0.147	3	3408	0.215	3	3408	0.362
16:00 - 16:30	3	3408	0.059	3	3408	0.225	3	3408	0.284
16:30 - 17:00	3	3408	0.117	3	3408	0.205	3	3408	0.322
17:00 - 17:30	3	3408	0.068	3	3408	0.636	3	3408	0.704
17:30 - 18:00	3	3408	0.039	3	3408	0.939	3	3408	0.978
18:00 - 18:30	3	3408	0.039	3	3408	1.105	3	3408	1.144
18:30 - 19:00	3	3408	0.010	3	3408	0.411	3	3408	0.421
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.316			7.210			14.526

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*