

## Travel & Transport Statement

BRK-AHR-GS-XX-RP-A-A3-008

39-47 Gordon sq.

Birkbeck, University of London



Document Title

**Travel & Transport Statement  
BRK-AHR-GS-XX-RP-A-A3-008**

for

**Birkbeck, University of London**

By

**AHR Architects**

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## 1 Introduction

This Travel and Transport statement has been prepared in support of a planning and listed building consent application for the refurbishment and renovation of 39-47 Gordon Square ("the site"). The applicant Birkbeck, University of London is seeking planning and listed building consent for: *"Renovation, refurbishment and extension of 39-47 Gordon sq"*

The project will provide a rationalisation of the School of Arts accommodation to enable the co-location of the School of Law, a comprehensive repair and renovation of the properties is envisaged. In addition, a small extension to the rear of the property is proposed. The building also currently suffers from poor way-finding, challenges to accessibility and outdated mechanical and electrical installations. The project will improve these aspects providing a much-needed investment in the modernisation of teaching facilities with improved welfare facilities for staff and students whilst respecting the historical significance of the Grade II listed fabric.

This statement sets out the considerations given to travel and transport for the proposed development and provides an assessment against the relevant planning policies and other material considerations. The proposal is not considered a major application, it is not a change of use, and whilst most of the building will receive some degree of refresh and refurbishment the floor area of the proposed new extension is relatively modest and below 100m<sup>2</sup>. On this basis a full transport assessment comprising Base Line Analysis and Trip Generation Assessment is not considered a requirement.

However, in order to provide some context this document describes the proposed changes in occupancy levels and the current sustainable travel modes and facilities in place. It should be read in conjunction with the Birkbeck, University of London Travel Plan 2020 also submitted in support of the application.

### 1.1 The applicant

Birkbeck is a world-class research and teaching institution, a vibrant centre of academic excellence for nearly 14,000 students and London's only specialist provider of evening higher education – which means students can balance studying with work, family and other commitments. Birkbeck offers exceptional career development through its alumni mentoring scheme and its in-house recruitment service. Birkbeck students are highly valued by employers for their maturity, independent-mindedness, focus and determination, which is why 95% of Birkbeck's students are in work or further study six months after graduating.

With a growing estate, increasing student and staff numbers, and more stringent regulations on modes of transport in central London, it is increasingly important to encourage the use of sustainable transport methods across the Birkbeck community. To achieve this the University has developed a comprehensive travel plan which aims to enable students, staff and visitors to travel to and from Birkbeck campuses in sustainable and efficient methods. Birkbeck, University of London promotes sustainable travel choices which support Birkbeck's business, whilst minimising environmental and social impacts at the local level, and in turn increasing people's health and wellbeing.

## 2 Site Context

### 2.1 Site Location

The site is located within No.s 39-47 Gordon Square, nine Georgian town houses on the eastern side of Gordon square in Bloomsbury, in the London Borough of Camden. It is in close proximity to the wider University of London campus.

### 2.2 Surrounding Area

Birkbeck, University of London's key sites are situated in relatively close proximity within the Bloomsbury area, these are:

- Birkbeck Main Building, Malet Street, WC1E 7HX
- Cambridge House, 373-375 Euston Road, London, NW1 3AR
- Gordon Square, 39 to 47 Gordon Square London WC1H 0PD (The Site)

Key sites are well served by all modes of public transport including, buses, trains, over-ground rail and underground tubes. Staff, students and visitors can choose to walk from respective public transport hubs to all our key sites.

The table below sets out distances and travel times from transport hubs to the Gordon Sq. buildings (the site).

LOCATION	FACILITY	DISTANCE (Miles)	WALKING TIME (Mins avg.)
Euston Station	Train Station	0.6	<b>12</b>
Marylebone	Train Station	1.9	<b>39</b>
Warren Street Tube Station	Tube Station	0.7	<b>15</b>
Great Portland Street Tube Station	Tube Station	0.9	<b>19</b>
Regents Park Station	Tube Station	1.1	<b>23</b>
Goodge Street	Tube Station	0.6	<b>13</b>
Tavistock Square (stop N)	Bus Stop (59 / 68 / 91 / 168/N91)	0.7	<b>14</b>
Great Portland Street – (stop G) <i>Euston Road: westbound</i>	Bus Stop (18 / 27 / 30 / 205 / N205)	0.8	<b>16</b>
Great Portland Street – (Stop E) <i>Great Portland Street: southbound</i>	Bus Stop (88 / 453 / C2 / N18)	1	<b>20</b>
Birkbeck – Main Building	Building	0.5	<b>9</b>
Birkbeck – Gower Street	Building	0.4	<b>8</b>
Birkbeck- Cambridge House	Building	1.1	<b>23</b>

### 2.3 Cycle use

There is limited public cycle parking within the vicinity of the site, with a small number of Sheffield Stands located in the immediate surroundings. On the east side of Gordon sq. 12 secure cycle hoops are provided on the pavement outside the building. In addition some limited cycle parking is provided at Great Portland Street and Warren Street underground stations. Due to the Heritage limitations of the site, opportunities for additional cycle parking are restricted.

There are cycle facilities on all Birkbeck main sites including on-site cycle storage and shower facilities. As part of the proposal 3 new cycle shower and changing spaces will be provided for staff use.

## 2.4 Vehicle use

There are limited motorbike parking facilities on Gordon square which are within the controlled parking zone CA-D and controlled Mon – Sat 08.30 to 18.30. Cars are limited to Resident Permit holders only on the east side of Gordon Sq, adjacent to the site, these are controlled between 08.30 to 18.30, Mon to Sat. 15 Paid parking bays are situated on the west side of Gordon Sq. There is one blue badge controlled disabled parking pay and a further two in nearby Endsleigh Place. Birkbeck Campus and its buildings are located in both the Congestion Charge and the Ultra-Low Emissions Zones which both incur a daily fee for vehicle groups of a certain age and those which don't meet strict emissions standards. Car use is generally discouraged.

## 3 Employment and occupancy

Because of the nature of the activity within the building, both administration and academic research, the extended teaching day (evening courses) and the fluctuations in student numbers over the academic year it is challenging to define an average occupancy for the building. It is more straightforward to model employment, and the proposal provides additional employment.

Existing Employed in Gordon sq.	Full Time		Part Time		TOTAL	
	FTE	H/C	FTE	H/C	FTE	H/C
School of Arts	106	106	11.1	24	117.1	130
Facilities	10	10			10	10
	<b>116</b>	<b>116</b>	<b>11.1</b>	<b>24</b>	<b>127.1</b>	<b>140</b>

  

Proposed Employed in Gordon sq.	Full Time		Part Time		TOTAL	
	FTE	H/C	FTE	H/C	FTE	H/C
School of Law	60	60	7.5	16	67.5	76
School of Arts	106	106	11.1	24	117.1	130
Facilities	10	10			10	10
	<b>176</b>	<b>176</b>	<b>18.6</b>	<b>40</b>	<b>194.6</b>	<b>216</b>

One of the key drivers of the project is Birkbeck's desire to move toward a more agile working model for staff which has been put into closer focus by the current national public health emergency. The result we are aiming to achieve is a more flexible teaching and staff working environment which supports our sessional teachers and the more full-time staff who are expressing the desire to work from home more often. Of the number stated above it would be rare to find more than half of the academic staff in on any one working day and usually less than a 1/3 at any one time as the day is extended into the evening (9pm) for teaching purposes. Admin Staff (approx. 30 Arts and 20 Law) have more regular office hours but, as trends suggest, are taking more advantage of home working initiatives.

Our teaching pedagogy is also moving to a more flexible model of learning delivery, where there will be an increase in remote and mixed-mode learning on offer to students. This continues to support Birkbeck's distinct teaching and learning offerings as an evening university catering for those who have other commitments during the day, often mature students.

The resultant effect is that although the scheme employs more staff we expect to have fewer in occupation in any one given day and that they are more evenly distributed throughout the day and evening. This has in turn led to more efficient space planning, space sharing and hot desking.

## 4 Conclusion

Birkbeck, University of London is implementing a comprehensive sustainable transport plan, monitored and regularly reviewed, this plan is developing mechanisms and initiatives that together can enable Birkbeck to reduce its travel and transport impact on the environment, whilst also achieving a number of other benefits such as health and wellbeing of staff and students.

The site benefits from high public transport accessibility with a range of public bus, rail, underground and overground services. The local pedestrian environment is generally to an excellent standard.

Analysis of the scheme's anticipated occupancy demonstrates that the development will lead to a small increase in overall non-vehicle trips but that this would be across extended hours outside of the network peaks and would not have a significant impact on the local pedestrian environment or public transport services.

No car parking is proposed and in conjunction with the existing Controlled Parking Zone on surrounding streets and the high cost of off-street parking options the proposed use is unlikely to generate additional car trips.

In summary the site is in a sustainable location with excellent walking, cycling and public transport facilities. The development proposals take advantage of this setting to ensure that staff and students will walk, cycle or use public transport in support of the Universities overarching travel plan objectives.





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