

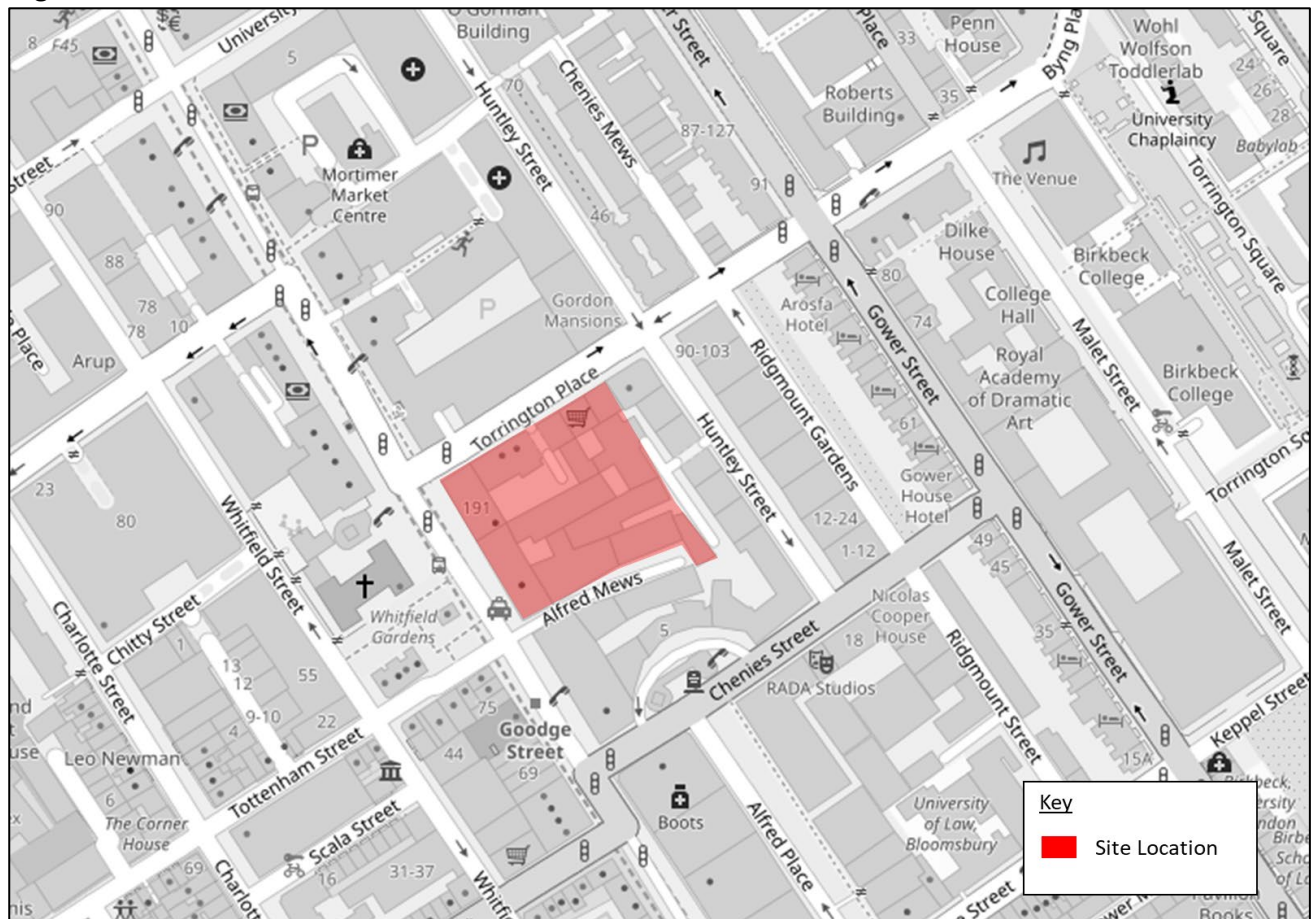
Alfred Mews, Camden Transport Technical Note

226521/N01

Introduction

1. Vectos has been commissioned by Heals I UK Propco Limited to provide highways and transport advice in relation to the proposed development of The Heal's Building, 191-199 Tottenham Court Road, London Borough of Camden (LBC), W1T 7LQ. The site location is shown in **Figure 1** below.

Figure 1: Site Location



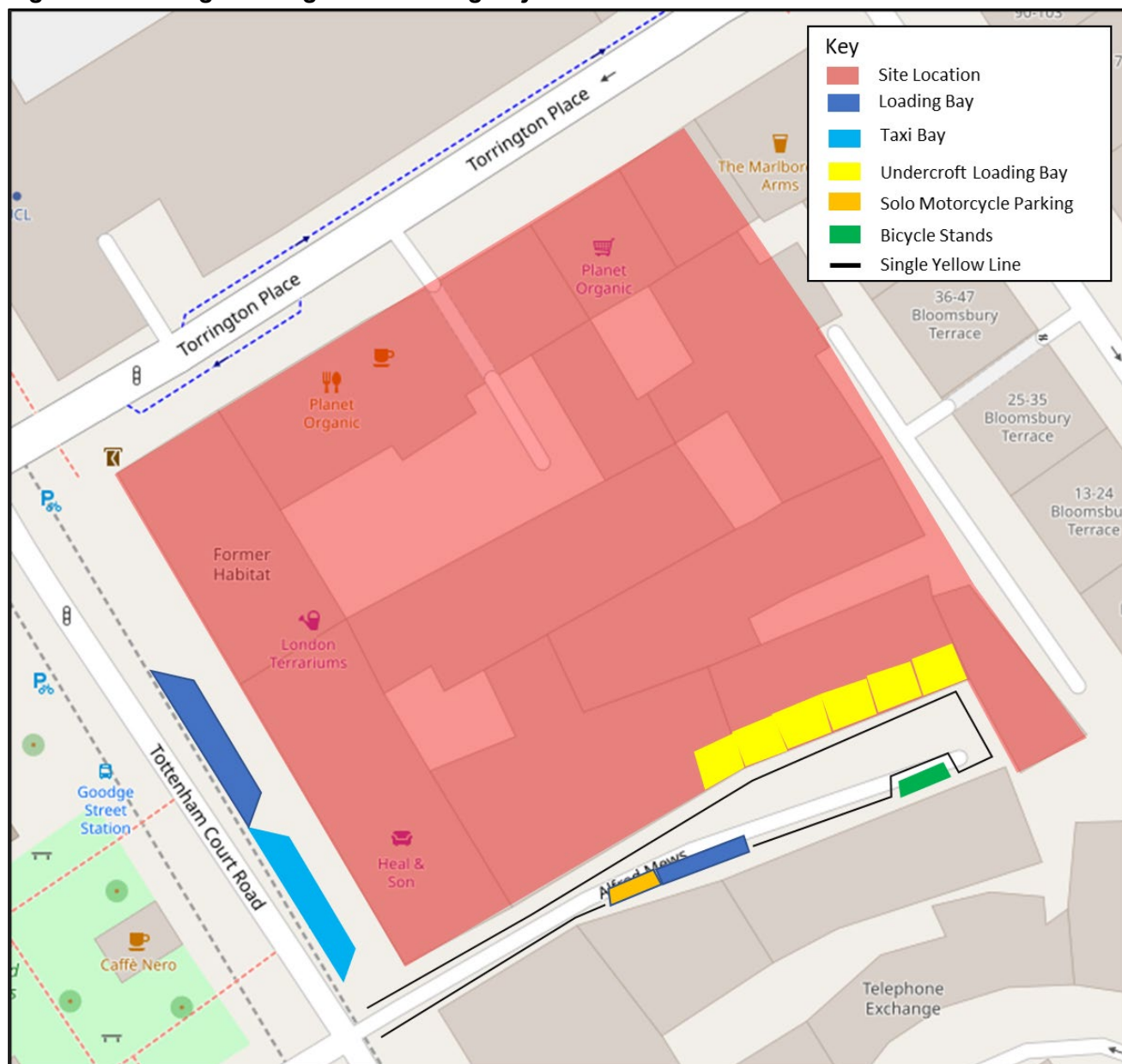
2. The Heal's Building is a mixed commercial use building incorporating a range of retail uses at lower, ground and first floor with office/'back of house' ancillary uses and residential flats on the upper floors. The building operates under Class E with the exception of the residential flats, which are Class C3.
3. The Heal's Building is located along the eastern side of Tottenham Court Road with Alfred Mews located to the south and Torrington Place located to the north.

4. The proposals seek to refurbish and restore the building. Part of the refurbishments involve the internal re-configuration of the passage/walkways through the building, the creation of a new access pedestrian access point on Alfred Mews and the refurbishment and re-purposing of the under-croft servicing bays on Alfred Mews.
5. During pre-planning discussions with LBC, it was stated that consideration should be given to the servicing of the site and whether the proposed developments will impact on servicing.
6. This Technical Note has therefore been prepared to demonstrate the proposed development will not significantly affect the servicing arrangements.

Existing Conditions

7. The site is located within London's Central Activities Zone (CAZ) along Tottenham Court Road. The site is bound to the south by Alfred Mews and to the north by Torrington Place.
8. The site falls within the West End Project, which was undertaken by the London Borough of Camden and involved the transformation of areas around Tottenham Court Road. One of the improvement schemes included the regeneration of Whitfield Gardens along Tottenham Street near the junction of Tottenham Court Road/Tottenham Street/Alfred Mews directly opposite the Heal's Building.
9. Other improvements include the widening of footways, improvements of materials, and the installation of loading and taxi bays to the Heal's Building frontage.
10. Along with the public realm improvements, Tottenham Court Road is now open to two-way traffic and sections are restricted to buses, cyclists, and service vehicles only from Monday to Saturday, 8am-7pm.
11. Alfred Mews is a no-through road accessed via Tottenham Court Road to the west. There is a small footway located along both sides of the road. There are 2-3 buildings with entrances fronting onto Alfred Mews, a small number of other businesses have service doors onto Alfred Mews.
12. Alfred Mews also benefits from 3 Sheffield style cycle stands.
13. The existing road markings and restrictions on Alfred Mews are shown in **Figure 2** below.

Figure 2: Existing Markings and Loading Bays



Development Proposals

14. The proposals are for the refurbishment and restoration of the building. Part of the refurbishments involve the internal re-configuration of the passage/walkways through the building, the creation of a new access pedestrian access point on Alfred Mews.
15. The proposals seek to refurbish and restore the building. Part of the refurbishments involve the internal re-configuration of the passage/walkways through the building, the creation of a new access pedestrian access point on Alfred Mews and the refurbishment and re-purposing of the under-croft servicing bays on Alfred Mews. A plan illustrating the proposals is included within **Appendix A**.

16. As part of the proposals, the six undercroft loading bays will be removed in order to create a new modernised frontage and new pedestrian entrances into the building, thereby activating Alfred Mews.

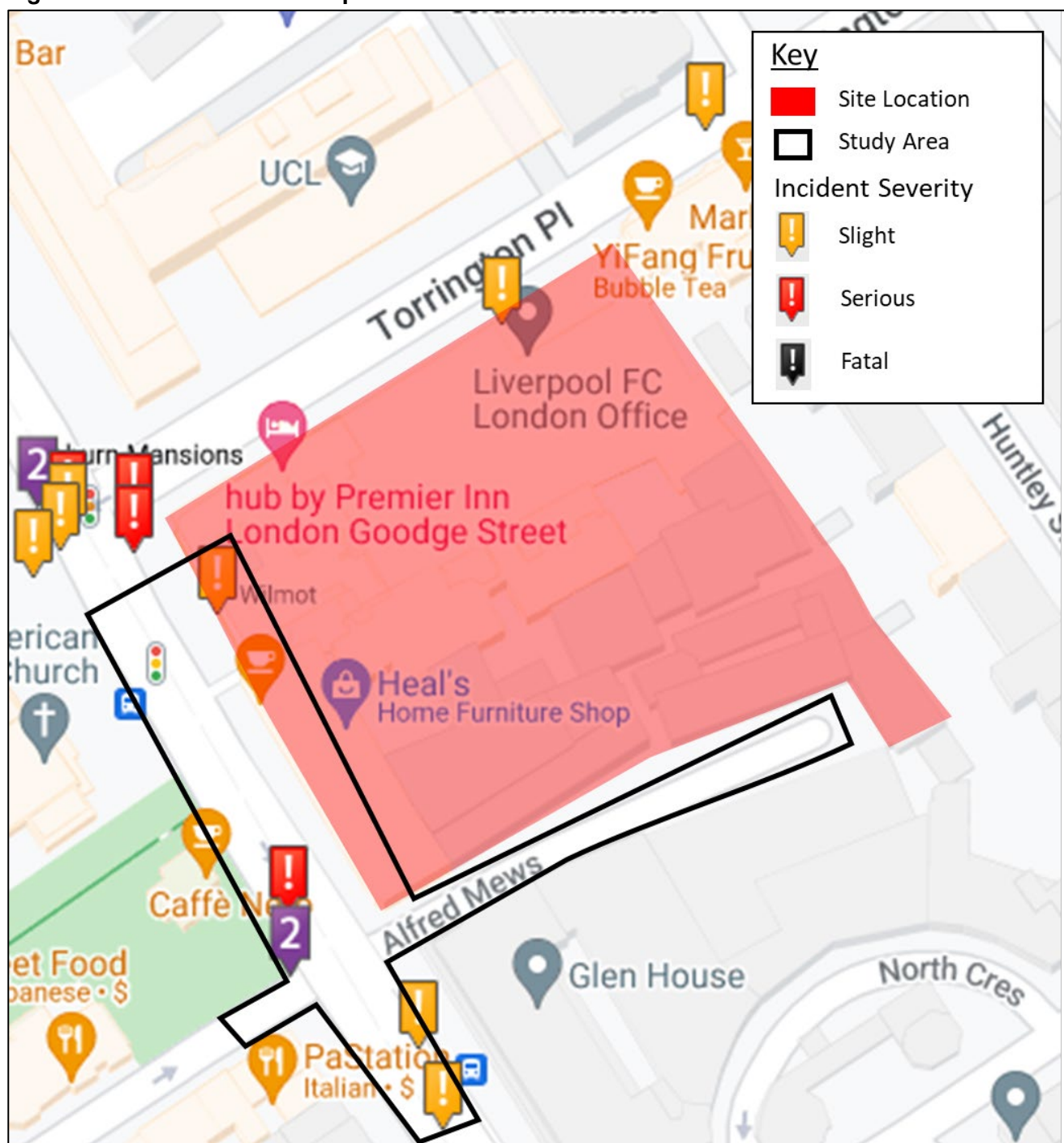
Servicing Along Alfred Mews

17. Servicing for The Heal's Building takes place from Alfred Mews via six undercroft loading bays. Servicing also takes place on Alfred Mews as well as the loading bays on Tottenham Court Road.
18. As confirmed by the Heal's Building Ops Manager, servicing vehicles do not 'dock' with the historic undercroft bays.
19. The retail element is open from 10:30 to 19:00. Deliveries of items that people have purchased and that are too large to be taken on foot out of the store are delivered to customers by arrangement using the fleet of two vans, which work from the on carriageway loading bays on Alfred Mews.
20. Deliveries are planned steadily throughout the opening hours and take place on a continuous basis. Given the fairly bulky nature of the goods that are being transported, single loads are usually tackled and therefore there is time needed to take the goods out of the store and load each van.
21. Occasionally customers use their own vans or vehicles to collect bulky items but this is usually confined (by agreement) to the end of the working day and they tend to use Alfred Mews for this.

Safety of Servicing Movements

22. Vehicle speeds along Alfred Mews will be very low given the width of the road and due to it being a no-through road. This also helps give pedestrians the priority along the road.
23. A vehicle swept path analysis has been completed of Alfred Mews. This was done to analyse the movements service vehicles may complete within Alfred Mews. This can be found in **Appendix A**.
24. This analysis demonstrates that service vehicles have sufficient room to safely manoeuvre within the carriageway and there are sufficient safe 'buffer' areas within Alfred Mews for pedestrians to stand or move into when the manoeuvring takes place.
25. For the purposes of this application a review has been undertaken using CrashMap in order to establish the current safety levels of Alfred Mews.
26. The summary of the incidents recorded in the proximity of Alfred Mews is included in **Figure 3** below.

Figure 3: Insert from CrashMap



27. The collisions that occurred within the study area between 2016 and 2020 by year and severity are summarised in **Table 1**.

Table 1: CrashMap Data for 2021-2017 Collisions

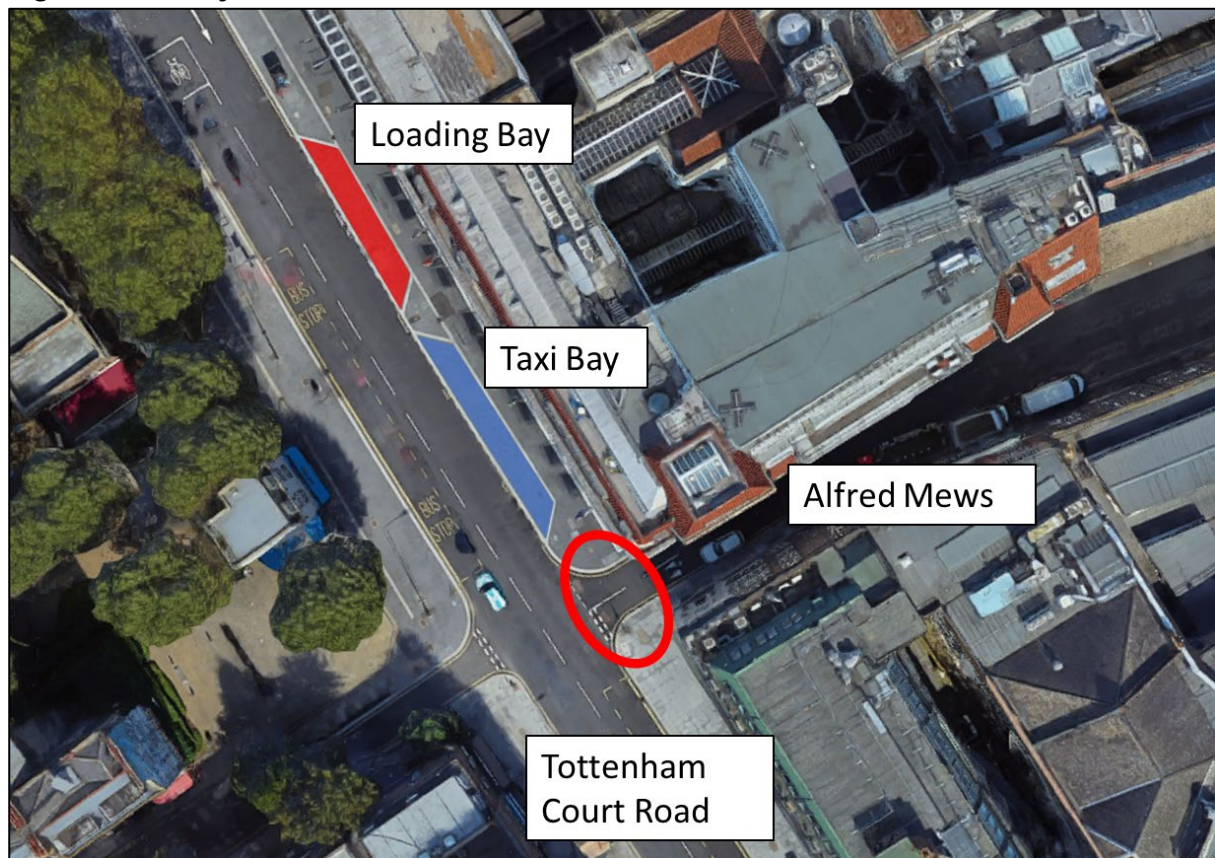
Year	Severity			
	Slight	Serious	Fatal	Total
2021	0	0	0	0
2020	0	0	0	0
2019	1	0	0	1
2018	0	0	0	0
2017	3	1	0	4
Total	4	1	0	5

28. **Table 1** shows that there have been 5 accidents in 5 years, and none since 2019. Three incidents were recorded near the Tottenham Court Road/Alfred Mews junction.
29. To the north of Alfred Mews, a slight incident was recorded, which involved a bus and a pedestrian. This accident occurred in 2019 and involved a pedestrian crossing Tottenham Court Road and was not using a pedestrian crossing.
30. One of the incidents recorded near the Tottenham Court Road/Alfred Mews junction involved a Light Goods Vehicle (LGV) colliding with a cyclist while turning right into Alfred Mews. This accident is classified as slight and occurred in 2017. It must be noted that this accident occurred before the public realm and traffic improvements to Tottenham Court Road.
31. Based on the information above, it can be stated that Alfred Mews does not present any road safety issues.

Camera Survey

32. In order to understand the existing servicing arrangements taking place along Alfred Mews, a 24-hour camera survey was undertaken on 15th February 2022 to record the number of vehicles entering/exiting Alfred Mews as well as the servicing activity in the loading bay along Tottenham Court Road.
33. The camera survey also recorded the number of pedestrians walking east/west Alfred Mews and those walking north/south along Tottenham Court Road and crossing Alfred Mews.
34. These locations are marked in **Figure 4** below.

Figure 4: Survey Locations



35. The intention of this survey was to establish:
 - How often the loading bay along Tottenham Court Road was used;
 - How many pedestrians walked in and out of Alfred Mews;
 - How many pedestrians used the crossing point on Alfred Mews and Tottenham Court Road.
36. It is worth noting that Alfred Mews also supports the servicing of neighbouring buildings to the south and east. Therefore, there are roughly 10 buildings serviced from Alfred Mews.

Results and Analysis of Camera Survey

37. The results of the survey illustrating the number of vehicles (cars/LGVs/HGVs) travelling along Alfred Mews is provided within **Table 2** below.
38. As well as the Heal's Building, Alfred Mews also supports the servicing of neighbouring buildings (circa 10 businesses) to the south and east sides of the road.

Table 2: Number of vehicles travelling along Alfred Mews

Time Period	Car		LGV		HGV		Total	
	Entry	Exit	Entry	Exit	Entry	Exit	Entry	Exit
0000-0100	1	0	0	0	0	0	1	0
0100-0200	0	0	0	0	0	0	0	0
0200-0300	1	1	0	0	1	1	2	2
0300-0400	0	0	1	1	0	0	1	1
0400-0500	0	1	0	1	1	1	1	3
0500-0600	0	0	1	0	0	0	1	0
0600-0700	1	1	1	0	0	0	2	1
0700-0800	0	0	1	1	0	0	1	1
0800-0900	0	0	3	1	0	0	3	1
0900-1000	1	1	4	5	1	1	6	7
1000-1100	1	1	4	5	0	0	5	6
1100-1200	1	1	3	2	0	0	4	3
1200-1300	1	1	4	5	0	0	5	6
1300-1400	2	2	3	4	0	0	5	6
1400-1500	1	1	2	2	0	0	3	3
1500-1600	2	2	5	2	0	0	7	4
1600-1700	2	2	2	5	0	0	4	7
1700-1800	1	1	1	1	0	0	2	2
1800-1900	3	3	0	0	0	0	3	3
1900-2000	1	1	0	0	0	0	1	1
2000-2100	0	0	0	1	0	0	0	1
2100-2200	0	0	0	0	0	0	0	0
2200-2300	1	1	0	0	0	0	1	1
2300-0000	1	0	1	0	0	0	2	0
TOTAL	21	20	36	36	3	3	60	59

39. As presented in **Table 2**, the results of the survey demonstrated there was a total of 60 two-way vehicles entering/exiting Alfred Mews across a 24 hour period. In the morning (08:00-09:00) and evening (17:00-18:00) peak hours, there was a total of 4 two-way vehicles, of these vehicles, the majority were LGVs. This equates to circa one vehicle every 15 minutes.
40. Across the day, the maximum number of vehicles entering/exiting within one hour is 13 two-way trips between 09:00-10:00. This equates to one vehicle every circa 4-5 minutes.
41. Based on the results of the survey, it is concluded that servicing activity along Alfred Mews is currently low.

Pedestrian Usage of Alfred Mews

42. As part of the survey, the number of pedestrians travelling east- (entering) and west-bound (exiting) along Alfred Mews was also recorded. The results of this survey are presented in **Table 3** below.

Table 3: Pedestrian Usage of Alfred Mews

Time Period	Entry	Exit	Two-way
0000-0100	0	2	2
0100-0200	2	2	4
0200-0300	2	3	5
0300-0400	2	1	3
0400-0500	1	1	2
0500-0600	2	2	4
0600-0700	4	1	5
0700-0800	5	5	10
0800-0900	14	7	21
0900-1000	52	20	72
1000-1100	23	11	34
1100-1200	9	15	24
1200-1300	20	25	45
1300-1400	40	35	75
1400-1500	21	24	45
1500-1600	9	16	25
1600-1700	15	24	39
1700-1800	13	26	39
1800-1900	11	39	50
1900-2000	11	16	27
2000-2100	5	9	14
2100-2200	6	7	13
2200-2300	1	2	3
2300-0000	1	2	3
TOTAL	269	295	564

43. As presented in **Table 3**, there was a total of 564 two-way pedestrian trips along Alfred Mews across the 24 hour period. In the morning and evening peak hours, there was a total of 21 and 39 two-way pedestrian trips respectively. During these hours, there were only 4 two-way vehicle movements along Alfred Mews.
44. Between 09:00-10:00, when there was the highest number of vehicles along Alfred Mews (13 two-way trips), there was also one of the highest number of pedestrian movements (72 two-way pedestrian trips).
45. Given the results of the survey, it is understood that the number of pedestrians moving along Alfred Mews exceeds the vehicle activity and as such pedestrians currently dominate the space along Alfred Mews.

Usage of Tottenham Court Road Loading Bays

46. There are two loading bays outside the Heal's Building on Tottenham Court Road, a Taxi Bay and a Loading Bay.
47. The Loading Bay is approximately 14-19m and can accommodate two vehicles at a time.

48. The camera survey also recorded the utilisation of this loading bay. The results of this survey are presented in **Table 4** below.

Table 4: Loading Bay Utilisation

Vehicle Classification	Arrival Time	Departure Time	Duration
LGV	06:44:44	06:50:54	00:06:10
LGV	08:12:36	09:15:57	01:03:21
LGV	08:42:14	09:25:47	00:43:33
LGV	09:35:35	11:08:54	01:33:19
OGV1	10:15:13	10:32:18	00:17:05
LGV	11:14:15	12:07:25	00:53:10
LGV	11:40:36	11:44:10	00:03:34
LGV	12:48:50	13:00:47	00:11:57
Car	13:16:48	13:17:28	00:00:40
LGV	13:50:06	13:52:35	00:02:29
LGV	13:52:21	14:03:44	00:11:23
LGV	13:58:26	14:00:23	00:01:57
London Taxi	16:00:49	16:01:40	00:00:51
LGV	16:34:26	16:37:04	00:02:38
LGV	18:41:43	18:43:46	00:02:03
LGV	18:48:57	19:09:50	00:20:53

49. **Table 4** above indicates that across the 24 hour period, there was a total of 16 vehicles that occupied the loading bay. Of these, the majority (14 vehicles) were servicing/delivery vehicles.
50. On average, vehicles occupied the loading bay for circa 20 minutes, which equates to the loading bay being occupied for circa 25% of the day.
51. Given the current occupancy of the loading bay, the results have demonstrated that there is sufficient space capacity within the loading bay to accommodate additional loading traffic.

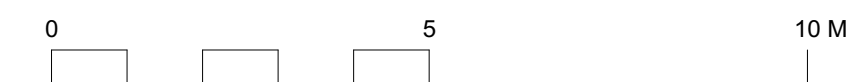
Summary and Conclusions

52. Vectos has been commissioned by Heals I UK Propco Limited to provide highways and transport advice in relation to the proposed development at The Heal's Building, 191-199 Tottenham Court Road, London Borough of Camden, W1T 7LQ.
53. The Heal's Building is a mixed commercial use building incorporating a range of retail uses at lower, ground and first floor with office/'back of house' ancillary uses and residential flats on the upper floors. The building operates under Class E with the exception of the residential flats, which are Class C3.
54. The proposals seek to refurbish and restore the building. As part of the proposals, the six historic undercroft loading bays will be repurposed in order to create a modernised frontage and some new pedestrian entrances into the building.
55. Recent improvements to the public realm along Tottenham Court Road have improved the safety of Alfred Mews.

56. A swept path analysis was undertaken to demonstrate that service vehicles have sufficient room to safely manoeuvre within the Alfred Mews carriageway.
57. The CrashMap analysis shows that Alfred Mews has no history of accidents.
58. Camera surveys were undertaken to determine the utilisation of the loading bays on Tottenham Court Road and to understand the existing servicing arrangements along Alfred Mews.
59. The results of this survey indicated that Alfred Mews is utilised by 60 two-way vehicles across a 24-hour period and that Alfred Mews is predominantly dominated by pedestrians.
60. The results also demonstrated that the loading bay along Tottenham Court Road is occupied for on average 25% of the day.
61. As such, it is concluded that there is plenty of spare capacity for the servicing of The Heal's Building to be accommodated within Alfred Mews as is currently the case and as needed within the Tottenham Court Road loading bays without having a detrimental impact on the local road network.



0 Ground Floor Plan
Scale: 1:200



GENERAL NOTES.

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All dimensions to be checked on site prior to commencement of any works, and/or preparation of any shop drawings.

Sizes of and dimensions to any structural elements are indicative only. See structural engineers drawings for actual sizes / dimensions.

Sizes of and dimensions to any service elements are indicative only. See service engineers drawings for actual sizes and dimensions.

This drawing to be read in conjunction with all other Architect's drawings, specifications and other Consultants' information.

All proprietary systems shown on this drawing are to be installed strictly in accordance with the Manufacturers/Suppliers recommended details.

Any discrepancies between information shown on this drawing and any other contract information or manufacturers/suppliers recommendations is to be brought to the attention of the Architect

DO NOT SCALE FROM THIS DRAWING.

NOTES.

SK_220210

REV. DATE NOTE DRAWN

BGY

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CLIENT
General Projects

PROJECT
Heals Building

DRAWING
Proposed Ground Floor Plan

SCALE
1:100 @ A1 1:200 @ A3

DATE
February 2022

DWG No. **1215_P-00** REVISION

STATUS
STAGE 2 APPROVED



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

4.6t Light Van

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.885m
2.000m
2.526m
0.299m
1.765m
4.00s
6.000m

Heals Building, Alfred Mews

Swept Path Analysis 1

DRAWN: EG

CHECKED: MR

DATE: 02.03.22

SCALES: 1:250 at A3

BGY

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4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

3.5t Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

Heals Building, Alfred Mews

Swept Path Analysis 2

DRAWN: EG	CHECKED: MR	DATE: 02.03.22	SCALES: 1:250 at A3
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