

ECOLE JEANNINE MANUEL PRIMARY SCHOOL

20-24 RUSSELL SQUARE, LONDON



TRANSPORT ASSESSMENT

May 2022



Transportation Consultants




Woolstone Centre, 1-2 Mill Lane, Woolstone,
Milton Keynes MK15 0AJ
Tel: 01908 690463

Email: smt@smtrans.co.uk www.stirlingmaynard.com

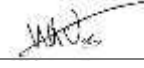
Construction Consultants

Stirling House, Rightwell, Bretton,
Peterborough PE3 8DJ
Tel: 01733 262319 Fax: 01733 331527
Email: enquiries@stirlingmaynard.com
www.stirlingmaynard.com

DOCUMENT SIGNATURE AND MODIFICATION SHEET

| | | | |
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| Project Title: | Ecole Jeannine Manuel, 20-24 Russell Square, London | | |
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| | Name | Signature | Date |
| Prepared by: | Nigel Weeks |  | 12-05-2022 |
| Checked by: | Hugh Crook | PP  | 12-05-2022 |
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| 1 | Final | Nigel Weeks |  | 16-05-2022 |
| | | | | |
| | | | | |

Prepared for:

Ecole Jeannine Manuel
43-45 Bedford Square
London
WC1B 3DN

Prepared by:

Stirling Maynard Transportation
Consultants
Woolstone Centre
1-2 Mill Lane
Woolstone
Milton Keynes
MK15 0AJ

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1.0 INTRODUCTION

The Ecole Jeannine Manuel school are proposing redevelopment work to 20-24 Russell Square to enable its use as a primary school. The primary school is currently located in 43-45 Bedford Square but a lack of facilities, especially indoor and outdoor sports and exercise facilities on site, mean that these are provided off site with the need to move pupils around. The relocation to 20-24 Russell Square will do away with this. There is also a Senior School located at 52-53 Russell Square.

The Borough Council have requested a Transport Assessment to review the impact of the relocation of the school to Russell Square and this report has been produced to satisfy this. A Travel Plan has also been produced for the new location and the two documents are complementary.

2.0 THE SITE

20-24 Russell Square consists of four terraced houses of 4/5 floors situated in the north west corner of Russell Square with Thornhaugh Street along its western boundary. A location plan is shown overleaf. The buildings are listed and are currently owned by the University of London. Until recently it was used as teaching accommodation and faculty offices by the School of Oriental and African Studies so it already has an established education use.

There is no car parking or vehicle access on to the site but pedestrian access is available from both Russell Square and Thornhaugh Street. The main entrance is however on Thornhaugh Street. There are wide pedestrian footways past the frontage of both of these roads.

The road around the square is two-way and subject to a 20 miles per hour speed limit. Directly outside the site are bus bays with taxis parking opposite. There are also 3 bicycle parking stands near the building providing capacity for 6 cycles, with further stands available around the Square.

There are parking restrictions around Russell Square with a residents parking scheme in place. Thornhaugh Street has yellow lines but it is understood loading/unloading is allowed by the school entrance and disabled parking on the yellow lines (subject to highway safety). There is some motorcycle parking opposite.



| | | | | | |
|---|---------|------------------------------|--|-----------|----------|
| <p>STIRLINGMAYNARD Transportation Consultants</p> <p>Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ</p> | Drawing | Location Plan | | Figure No | 1 |
| | Project | 20-24 Russell Square, London | | Drawn | HC |
| | Client | Ecole Jeannine Manuel | | Scale | NTS |
| | | | | Checked | NW |
| | | | | Date | May 2022 |

3.0 THE PROPOSED DEVELOPMENT

The development proposals merely consist of refurbishment of the existing buildings with a modest amount of extension. The nett increase in floor space is 68 square metres. Detailed plans and reports accompany the application but the main elements are:

i) Refurbishment and modest extension to provide:

- Classroom space
- Group rooms for small group teaching
- Multi-purpose halls for assembly, dining and indoor sports/exercise
- Staff rooms
- Office space
- Toilets
- Ancillary accommodation (IT server rooms, kitchen, plant rooms etc.)
- Cycle and scooter parking

The primary school will consist of 480 pupils aged 4-11 and 40 staff. The school's normal opening hours are 0800-1800 Monday to Friday and the standard school day is 0830-1730. Some self-study and counselling activities take place between 1730 and 1830.

4.0 TRAVEL TO SCHOOL

4.1 Site Travel Assessment

It is important to note that the school is committed to encourage sustainable travel. A STARS accredited Travel Plan is in place for the Bedford Square site and a new Travel Plan for 20-24 Russell Square will be put in place. It is also of course relevant to note the previous use of the buildings by the School of Oriental and African Studies as a teaching and office facility. Although no travel statistics are available for this use, it is reasonable to assume a fair amount of coming and going throughout the day so the net impact of the new school is likely to be small.

It is finally relevant to note the PTAL rating for the site based on the TfL's tool is 6b, the highest possible level. The PTAL assessment is attached as Appendix 1 and confirms the potential for sustainable travel to the site.

4.1.1 Public Transport

As shown in the PTAL assessment (Appendix 1) there are numerous high-frequency bus routes and London Underground trains serving the school.

The nearest bus stops to the school listed in the PTAL assessment are in Russell Square (250m) and near London School of Hygiene and Tropical Medicine (640m). London Underground services are available from Russell Square (360m), Holborn (940m) and Goodge Street (920m).

In addition, mainline train services are available at Euston, St Pancras and Kings Cross stations, all of which are located approximately 1km north of the school site.

4.1.2 Walking & Cycling

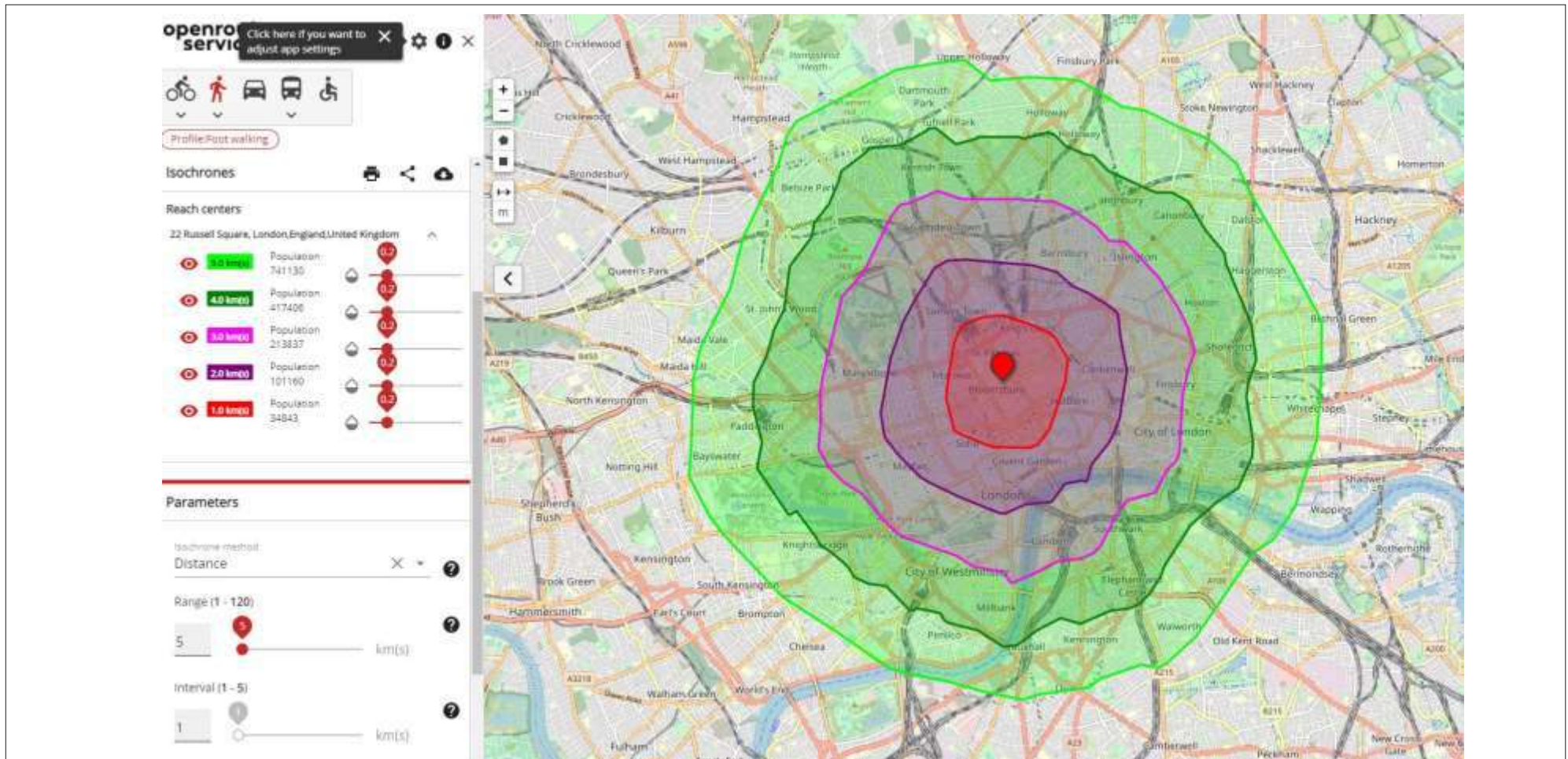
Walking is a highly sustainable and efficient mode of transport and is recommended for most trips of less than two kilometres in length. Cycling is also highly sustainable and is recommended for trips of less than five kilometres. Two-to-five-kilometre isochrones for walk and cycle from the school are shown in **Figures 2 and 3** respectively.

All local roads benefit from a good system of footways with numerous controlled crossing locations, pedestrian refuges and dropped kerb crossings with tactile paving. The quality of walking routes in the area is generally very good.

Cycling in the area is mainly on road; however, there are several dedicated cycle lanes on streets near to the site. Cycle parking exists on Russell Square opposite the school site; in addition, the school will provide 15 cycle stands on site (5 for staff and 10 for pupils), in addition to significant parking provision for scooters reflecting the growing demand for that form of travel to primary schools.

4.2 Pupil Travel

Although this is a new location for the school the existing school in Bedford Square is situated within the same general area and travel statistics are available from previous travel plan reviews. As a starting point a plot of pupil locations is enclosed as Appendix 2 and reference to this and the 1-5 kilometre isochrones on Figures 2 and 3 confirm that the majority of pupils live within cycling distance of the site and a significant proportion within walking distance. Cycling of course is more relevant for the older pupils. A modal split of pupils' travel to school from a recent survey of pupils (May 2022) is shown in the table overleaf and then applied to the 480 pupils projected for the new school building.



| | | | |
|---|-------------------------------------|------------------------------|----------------------------|
| <p>STIRLINGMAYNARD Transportation Consultants</p> <p>Woolstone Centre 1-2 Mill Lane Woolstone Milton Keynes MK15 0AJ</p> | Drawing 1 km – 5 km Walk Isochrones | | Figure No 2 |
| | Project | 20-24 Russell Square, London | Drawn HC Checked NW |
| | Client | Ecole Jeannine Manuel | Scale NTS Date May 2022 |

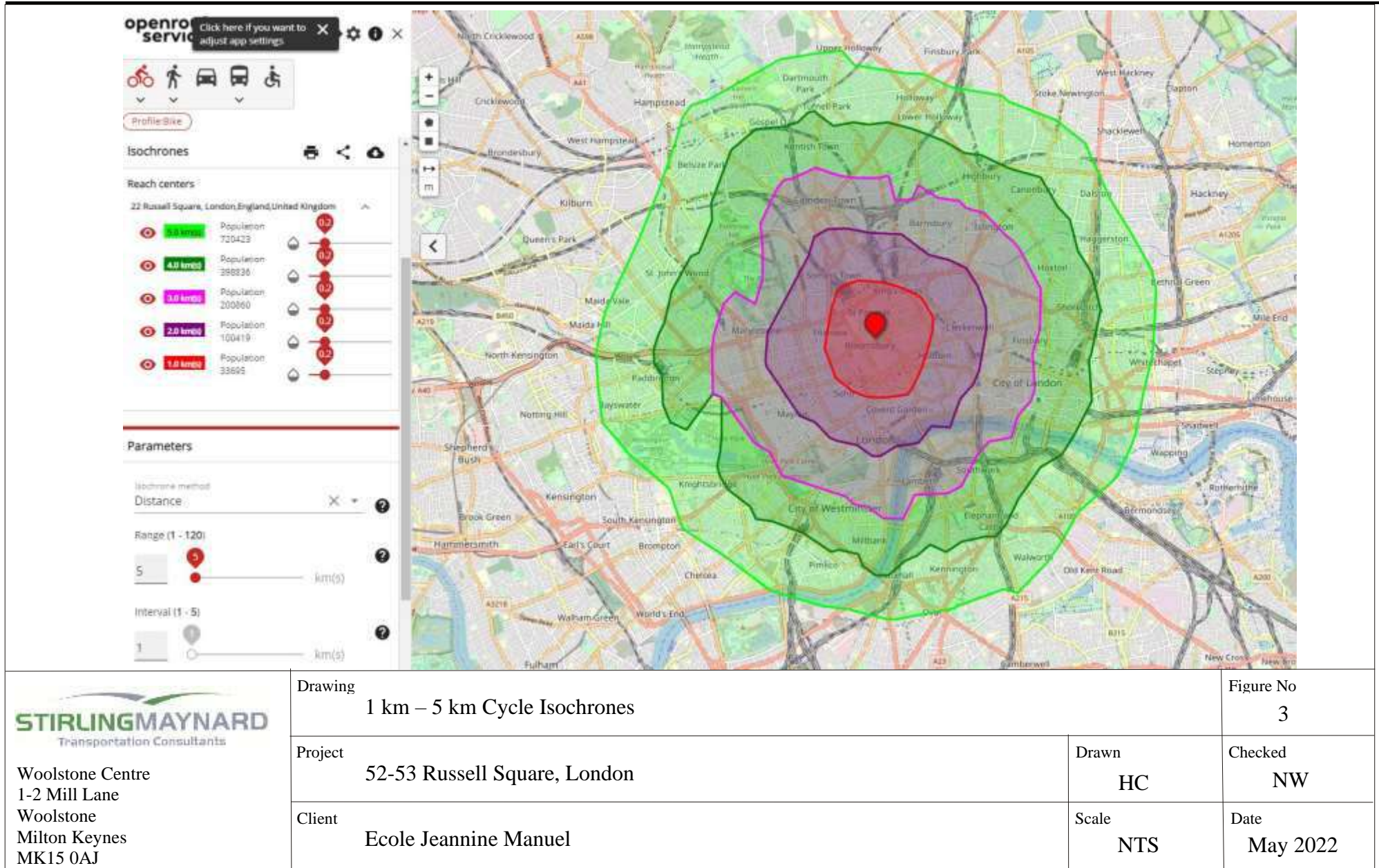


Table 1 – Mode Share for journeys to/from School (based on Bedford Square data)

| Mode | Pupils (%) | Pupils No. |
|--------------------------|-------------------|-------------------|
| Tube | 14 | 67 |
| Bus (Public) | 9 | 43 |
| Bus (School) | 38 | 182 |
| Walking | 19 | 91 |
| Rail / Overground | 2 | 10 |
| Cycling | 5 | 24 |
| Private Car | 11 | 53 |
| Scooting | 2 | 10 |
| Total | 100 | 480 |

The main observations from these figures are:

- i) The majority of pupils are travelling to/from school by the more sustainable modes of transport. This will be further encouraged by the Travel Plan.
- ii) 53 pupils come by car and clearly a target for the travel plan is to reduce this figure. However it is relevant to note that 53 pupils doesn't represent 53 trips because pupils tend to car share. A typical figure for primary schools is 1.5 pupils per car and for a school such as this it may be higher.
- iii) It is further relevant to note that there are no pick-up/drop-off facilities in Russell Square or Thornhaugh Street (apart from disabled drivers) so there would be immediate pressure to use other modes of transport as driving will be impractical.
- iv) The school successfully reduces demand for car trips by implementation of the school bus service. This is run by a private coach company and the routes are planned using current pupil data to benefit as many pupils as possible. Currently four routes are in operation.

Given the location of the existing school these or similar journeys will already be taking place to the local school so the actual impact on the various travel infrastructures should be minimal.

4.3 Staff Travel

A recent staff survey is not available but information is available from the 2017/2018 Travel Plan review surveys. The model split is as follows:

Table 2– Mode Share for journeys to/from School

| Mode | Staff (%) | Staff No. (40 staff) |
|--------------------------|------------------|-----------------------------|
| Tube | 48 | 19 |
| Bus (Public) | 10 | 4 |
| Walking | 25 | 10 |
| Rail / Overground | 10 | 4 |
| Cycling | 8 | 3 |
| Private Car | 0 | 0 |
| Scooting | 0 | 0 |
| Total | 100 | 40 |

The main observations here are:

- i) None of the staff drive and the parking restrictions in the area will maintain this.
- ii) For staff who cycle lockers and showers will be available.
- iii) All the staff use the more sustainable modes of transport.
- iv) The overall numbers are of course modest.

Again of course these or similar trips will already be on the surrounding network.

In conclusion therefore, given the previous use of the building and the sustainable location, the net impact of the proposal on the local travel infrastructure will clearly be very modest and the school's commitment to travel plans will further encourage travel by the more sustainable modes.

5.0 OTHER MATTERS

5.1 Parking

Clearly no vehicle parking will be provided on site, as per existing, and as set out in the previous section there is no demand. There will however be parking provision on site for cycles and scooters to reflect current and future demand for these modes of transport. A comprehensive note on the proposed provision has already been prepared by Ellis Williams as architects for the scheme and this is included in Appendix 3 for reference. This sets out the proposed provision and location, conformity with standards and the actual type of stands proposed.

In addition it is relevant to note that shower and locker facilities are provided and there is no current provision at all in these buildings so the proposed represents a significant improvement.

5.2 Deliveries and Servicing

Deliveries will be on-street by the pedestrian main entrance on Thornhaugh Street. The school will be taking daily kitchen deliveries of prepared food in order to limit the number of individual deliveries. Other requirements will be relatively modest. The previous use of course would have required deliveries especially given its mix of uses.

For waste collection there will be a bin store located in the north west corner of the site again in Thornhaugh Street and collection will be kerbside from here. This is consistent with previous practice at the site.

5.3 School Coaches

As with any school there will be occasional school trips. Whenever possible these will be done using public transport but in the rare event of a coach being required (normally this will only be for very occasional longer distance trips), then the location and timing of the coach pick-up/drop-off will be carefully managed on a case-by-case basis.

6.0 CONCLUSIONS

Overall therefore the following conclusions are reached:

- i) This is a proposal for a refurbishment (and modest extension) to 20-24 Russell Square. This will then become home to the Ecole Jeannine Manuel Primary School.
- ii) The primary school will relocate from its current premises in Bedford Square. The refurbished building will provide more suitable accommodation and facilities reducing the need for pupil and staff to travel on and off site.
- iii) 20-24 Russell Square has previously been used as a teaching and office facility for the School of Oriental and African Studies for the University of London. It has thus been an active building likely to result in considerable people movements on and off the site.
- iv) The site is located in a very sustainable location with the highest achievable PTAL rating.
- v) Most pupils live within a reasonable distance of the school.
- vi) Data for the existing school site already shows a significant majority of trips to and from the school are by the more sustainable modes. The school has an existing STARS accredited Travel Plan and is committed to encouraging more sustainable travel in the future.
- vii) No vehicle parking is provided and car parking in the general area is strictly controlled. Cycle and scooter parking to standard is proposed on site. This is a significant gain over the existing nil provision at the site.
- viii) Deliveries and servicing will be kerbside from Thornhaugh Street consistent with the previous occupation.

Overall therefore it is concluded there are no material or severe impacts associated with the proposed development.

APPENDIX 1
PTAL ASSESSMENT



PTAL output for Base Year 6b

22 Russell Square
22 Russell Square, London WC1B 5EA, UK
Easting: 529990, Northing: 182024

Grid Cell: 88382

Report generated: 25/04/2022

Map key- PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

| | |
|--|---------|
| Day of Week | M-F |
| Time Period | AM Peak |
| Walk Speed | 4.8kph |
| 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 |

Calculation data

| Mode | Stop | Route | Distance(metres) | Frequency(vph) | WalkTime(mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|------|-------------------------|--------------------------|------------------|----------------|----------------|------------|------------|------|--------|------|
| Bus | HYG&TROP MEDICINE SCHL | 10 | 636.4 | 4.5 | 7.96 | 8.67 | 16.62 | 1.8 | 0.5 | 0.9 |
| Bus | HYG&TROP MEDICINE SCHL | 24 | 636.4 | 10 | 7.96 | 5 | 12.96 | 2.32 | 0.5 | 1.16 |
| Bus | HYG&TROP MEDICINE SCHL | 8 | 636.4 | 10 | 7.96 | 5 | 12.96 | 2.32 | 0.5 | 1.16 |
| Bus | HYG&TROP MEDICINE SCHL | 134 | 636.4 | 12 | 7.96 | 4.5 | 12.46 | 2.41 | 0.5 | 1.2 |
| Bus | HYG&TROP MEDICINE SCHL | 390 | 636.4 | 8 | 7.96 | 5.75 | 13.71 | 2.19 | 0.5 | 1.09 |
| Bus | HYG&TROP MEDICINE SCHL | 73 | 636.4 | 18 | 7.96 | 3.67 | 1.62 | 2.58 | 0.5 | 1.29 |
| Bus | HYG&TROP MEDICINE SCHL | 29 | 636.4 | 15 | 7.96 | 4 | 1.96 | 2.51 | 0.5 | 1.25 |
| Bus | HYG&TROP MEDICINE SCHL | 14 | 636.4 | 13 | 7.96 | 4.31 | 12.26 | 2.45 | 0.5 | 1.22 |
| Bus | RUSSELL SQUARE STH SIDE | X68 | 330.49 | 4 | 4.13 | 9.5 | 13.63 | 2.2 | 0.5 | 1.1 |
| Bus | RUSSELL SQNTH/WOBURN PL | 59 | 249.35 | 10 | 3.12 | 5 | 8.12 | 3.7 | 1 | 3.7 |
| Bus | RUSSELL SQNTH/WOBURN PL | 98 | 249.35 | 9 | 3.12 | 5.33 | 8.45 | 3.55 | 0.5 | 1.78 |
| Bus | RUSSELL SQNTH/WOBURN PL | 91 | 249.35 | 9 | 3.12 | 5.33 | 8.45 | 3.55 | 0.5 | 1.78 |
| Bus | RUSSELL SQNTH/WOBURN PL | 68 | 249.35 | 9 | 3.12 | 5.33 | 8.45 | 3.55 | 0.5 | 1.78 |
| Bus | RUSSELL SQNTH/WOBURN PL | 188 | 249.35 | 8 | 3.12 | 5.75 | 8.87 | 3.38 | 0.5 | 1.69 |
| Bus | RUSSELL SQNTH/WOBURN PL | 168 | 249.35 | 9 | 3.12 | 5.33 | 8.45 | 3.55 | 0.5 | 1.78 |
| LUL | Goodge Street | 'Morden-Edgware ' | 918.02 | 4.67 | 1.48 | 7.17 | 18.65 | 1.61 | 0.5 | 0.8 |
| LUL | Goodge Street | 'High Barnet-Morden ' | 918.02 | 0.33 | 1.48 | 91.66 | 103.13 | 0.29 | 0.5 | 0.15 |
| LUL | Goodge Street | 'Kennington-Edgware ' | 918.02 | 14.67 | 1.48 | 2.79 | 14.27 | 2.1 | 0.5 | 1.05 |
| LUL | Goodge Street | 'High Barnet-Kenningt ' | 918.02 | 5.33 | 1.48 | 6.38 | 17.85 | 1.68 | 0.5 | 0.84 |
| LUL | Goodge Street | 'Mill Hill-Morden ' | 918.02 | 1.67 | 1.48 | 18.71 | 30.19 | 0.99 | 0.5 | 0.5 |
| LUL | Goodge Street | 'Mill Hill-E-Kenningt ' | 918.02 | 1.67 | 1.48 | 18.71 | 30.19 | 0.99 | 0.5 | 0.5 |
| LUL | Russel Square | 'Cockfosters-LHRT4LT ' | 362.28 | 4.67 | 4.53 | 7.17 | 1.7 | 2.56 | 0.5 | 1.28 |
| LUL | Russel Square | 'Ray Lane-Cockfosters ' | 362.28 | 3.67 | 4.53 | 8.92 | 13.45 | 2.23 | 0.5 | 1.12 |
| LUL | Russel Square | 'LHRT4LT-Amos Grove ' | 362.28 | 4.67 | 4.53 | 7.17 | 1.7 | 2.56 | 0.5 | 1.28 |
| LUL | Russel Square | 'Amos Grove-Nthfields ' | 362.28 | 3 | 4.53 | 10.75 | 15.28 | 1.96 | 0.5 | 0.98 |
| LUL | Russel Square | 'Oakwood-Ray Lane ' | 362.28 | 0.33 | 4.53 | 91.66 | 96.19 | 0.31 | 0.5 | 0.16 |
| LUL | Russel Square | 'Nthfields-Cockfoster ' | 362.28 | 1 | 4.53 | 30.75 | 35.28 | 0.85 | 0.5 | 0.43 |
| LUL | Russel Square | 'LHRT5-Cockfosters ' | 362.28 | 6 | 4.53 | 5.75 | 10.28 | 2.92 | 1 | 2.92 |
| LUL | Russel Square | 'Uxbridge-Cockfosters ' | 362.28 | 3.67 | 4.53 | 8.92 | 13.45 | 2.23 | 0.5 | 1.12 |
| LUL | Russel Square | 'Ruislip-Cockfosters ' | 362.28 | 2.33 | 4.53 | 13.63 | 18.15 | 1.65 | 0.5 | 0.83 |
| LUL | Russel Square | 'Amos Grove-Uxbridge ' | 362.28 | 1 | 4.53 | 30.75 | 35.28 | 0.85 | 0.5 | 0.43 |
| LUL | Russel Square | 'Oakwood-Uxbridge ' | 362.28 | 0.33 | 4.53 | 91.66 | 96.19 | 0.31 | 0.5 | 0.16 |
| LUL | Russel Square | 'Oakwood-Ruislip ' | 362.28 | 0.33 | 4.53 | 91.66 | 96.19 | 0.31 | 0.5 | 0.16 |
| LUL | Holborn | 'Epping-Ealing ' | 942.33 | 3 | 1.78 | 10.75 | 22.53 | 1.33 | 0.5 | 0.67 |
| LUL | Holborn | 'Epping-WRuislip ' | 942.33 | 3 | 1.78 | 10.75 | 22.53 | 1.33 | 0.5 | 0.67 |
| LUL | Holborn | 'Ruislip Gar-Epping ' | 942.33 | 1 | 1.78 | 30.75 | 42.53 | 0.71 | 0.5 | 0.35 |
| LUL | Holborn | 'White City-Epping ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'Epping-NActon ' | 942.33 | 1 | 1.78 | 30.75 | 42.53 | 0.71 | 0.5 | 0.35 |
| LUL | Holborn | 'Epping-Northolt ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'Debden-WRuislip ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'White City-Debden ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'Debden-Northolt ' | 942.33 | 1 | 1.78 | 30.75 | 42.53 | 0.71 | 0.5 | 0.35 |
| LUL | Holborn | 'Ruislip Gdns-Debden ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'WRuislip-Loughton ' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'NActon-Loughton ' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'Ruislip Gdns-Loughton ' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'Loughton-White City ' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'Loughton-Northolt ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'Ealing-Loughton ' | 942.33 | 1 | 1.78 | 30.75 | 42.53 | 0.71 | 0.5 | 0.35 |
| LUL | Holborn | 'Ealing-Newbury Park ' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'WRuislip-Newbury Park ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'NActon-Newbury Park ' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| LUL | Holborn | 'Hainault-Ealing ' | 942.33 | 5.33 | 1.78 | 6.38 | 18.16 | 1.65 | 0.5 | 0.83 |
| LUL | Holborn | 'Hainault-NActon ' | 942.33 | 1.33 | 1.78 | 23.31 | 35.09 | 0.86 | 0.5 | 0.43 |
| LUL | Holborn | 'Hainault-WRuislip ' | 942.33 | 3.33 | 1.78 | 9.76 | 21.54 | 1.39 | 0.5 | 0.7 |
| LUL | Holborn | 'Ruislip Gdns-NP-Hain ' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'Hainault-White City ' | 942.33 | 1.67 | 1.78 | 18.71 | 30.49 | 0.98 | 0.5 | 0.49 |
| LUL | Holborn | 'Hainault-NP-Northolt ' | 942.33 | 1 | 1.78 | 30.75 | 42.53 | 0.71 | 0.5 | 0.35 |

| Mode | Stop | Route | Distance(metres) | Frequency(vph) | WalkTime(mins) | SWT(mins) | TAT(mins) | EDF | Weight | AI |
|---------------------|---------|------------------------|------------------|----------------|----------------|-----------|-----------|------|--------|------|
| LUL | Holborn | 'GrangeHill-WD-Eal ' | 942.33 | 1 | 1.78 | 30.75 | 42.53 | 0.71 | 0.5 | 0.35 |
| LUL | Holborn | 'GrangeHill-Wdld-Whit' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'GrangeHill-Wdld-WRsp' | 942.33 | 0.67 | 1.78 | 45.53 | 57.31 | 0.52 | 0.5 | 0.26 |
| LUL | Holborn | 'AmosGrove-RayLane' | 942.33 | 0.33 | 1.78 | 91.66 | 103.44 | 0.29 | 0.5 | 0.15 |
| Total Grid Cell AI: | | | | | | | | | | 46.9 |

APPENDIX 2

PUPIL LOCATION PLOT

**Plot of pupil locations
(data from Bedford Square)**



APPENDIX 3

CYCLE PARKING

To : Patrick Marfleet, Camden Planning
From : Robert Freeman, EWA
File Reference : 2676/26
Date : 13 April 2022
Subject : EJM, 20-24 Russell Sq, WC1B 5EA
Application Reference: 2021/2019/P

STATEMENT: CYCLE PARKING STANDARDS AND PROPOSED PROVISION
Page 1 of 3

1. Introduction:

This supplementary statement has been prepared to detail the revised cycle parking provisions proposed as part of the above Application. The proposals here and on the accompanying drawing supercede the details in the submitted 'Design and Access Statement' and the proposals shown on previous site plan drawings regarding cycle provision.

1.1 Camden Cycle Parking Standards:

Camden Local Plan Policy T1

"In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development...provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport".

Camden Planning Guidance: Transport; p.55

How do we implement our cycle parking standards?

8.6 As stated in the Local Plan Policy T1, the Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden.

8.10 For developments involving nurseries and primary schools, a proportion of spaces will be supported where this offers dedicated long-stay parking for nonmotorised scooters.

1.2 London Plan Standards (as referenced in Camden Guidance above):

Table 6.3 Cycle Parking minimum standards

| Land use | | Long-stay | Short-stay |
|-----------------|--|---|---------------------------------|
| D1 | <i>nurseries/schools (primary and secondary)</i> | <i>1 space per 8 staff + 1 space per 8 students</i> | <i>1 space per 100 students</i> |

6A.13 Additional cycle parking specifications:

- *Short-stay cycle parking should be available for shoppers, customers, messengers and other visitors to a site, and should be convenient and readily accessible. Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible.*
- *For both long-stay and short-stay parking, consideration should be given to providing spaces accessible to less conventional bicycle types, such as tricycles, cargo bicycles and bicycles with trailers.*

2. Development Proposals:

2.1 Calculation of Requirements:

| User Group | Number of users | Long Stay spaces | Short Stay spaces |
|------------|-----------------|---|---|
| | Proposed | Ratio of 1 per 8 following London Plan guidance | Ratio of 1 per 100 following London Plan guidance |
| Staff | 40 | 5 | 0 |
| Pupils | 480 | 60* | 5** |
| | | *Of which 50no. spaces for scooters. | **Short stay spaces for drop-off and visitors. |

2.2 Proposed Provision:

- Proposed Cycle Parking Area 1: (to the rear of 24 Russell Square with level access directly from Thornhaugh Street):
 - o 15 long stay covered cycle parking spaces (10 for pupils and 5 for staff)
 - o 40 space covered scooter rack.
- Proposed Cycle Parking Area 2 (to the front of 20 Russell Square with stepped access from Russell Square):
 - o 10 space covered scooter rack.
- Retention of existing 6 short-stay cycle parking spaces in front of 24 Russell Square.

2.2 Justification for the proposed provision:

- The existing buildings on the site are Listed and the buildings are retained, preserved and enhanced as part of the proposals,
- The proposals will not change the use of the building which currently doesn't provide any cycle parking provision within its curtilage,
- There is limited external space around the existing buildings, and limited space for cycle storage at street level within the red line of the application,
- Whilst there is some space in the lightwells around the perimeter of the site, these spaces do not provide level access and so have been discounted for cycle storage,
- The space to the rear of no. 21-22 Russell Square equally does not provide level access – it is only accessible via the front entrance steps and through the existing buildings, and therefore has been discounted,
- The applicant has sought to accommodate as many cycle and scooter spaces as possible within the site and will provide 70 spaces overall in compliance with London Plan Standards,

- The maximum possible number of long-stay spaces is proposed in the existing small rear yard behind No.24 Russell Square, all long-stay spaces be covered and have secure stands in accordance with guidance,
- Additional scooter storage is proposed in the lower courtyard area of no.20 Russell Sq to maximise overall numbers,
- Use of scooters is a popular mode of transport for pupils in the Primary School, whereas use of cycles as a mode of travel to School by Primary-age pupils is limited: Therefore a high proportion of the pupil long-stay spaces are proposed to be for scooters,
- There are existing short-stay cycle spaces immediately in front of no.24 Russell Square on the widened area of pavement which will be retained,
- Accordingly, the proposals are considered to maximise the quantum of cycle and scooter parking on the site.

2.3 Proposed specification of stands and shelters:

1. Staff Cycle Spaces: Stacking system with gas-strut assistance, 5no. spaces, similar to: [Easi-Riser Two Tier Bike Rack | Cycle Parking | Broxap](#)
2. Pupil Cycle Spaces: Lower tier of the stacking system above (5no. spaces) plus 5no. Sheffield stands.
3. Pupil Scooter Spaces: Single and double-sided scooter racks, similar to: [Scooter Rack - Double Sided - Kingfisher Direct Ltd](#)
4. Shelter roofs: Polycarbonate roofs with powder coated aluminium framing, finished black, similar to: [Apollo Cycle Shelter | Broxap | Cycle Parking | Broxap](#)

2.4 Proposed layout:

Shown on drawing 19010 submitted with this statement.

Ellis Williams

13.04.2022