

## NCP Great Russell Street

### Minor Material Amendment Planning Application – Transport

#### Introduction

1. Transport Planning Practice (TPP) have been commissioned by Criterion Capital Limited to provide transport advice in support of a Minor Material Amendment (MMA) planning application to provide an additional 21 bedrooms alongside the already consented 166-bedroom Hotel at 112A Great Russell Street, London. If approved the proposed increase in bedrooms would have taken the overall total to 187-bedrooms.
2. The proposed development would remain as a budget hotel with the target guest segment being from the short-stay market, providing basic accommodation with no ancillary facilities. There will be no food and beverage outlets or sales of food and beverage items on site. The rooms and public areas are designed to discourage the consumption of food and beverages on-site by the lack of fridges, desks or dining areas in the rooms or in public areas. Other facilities typical of more traditional hotels such as restaurants, conference rooms or gym facilities are not proposed.
3. Three reasons were provided for refusal of the previous planning application to provide a total of 208-bedrooms. The second reason for refusal states:

*The proposed increase in hotel bedrooms and associated reduction in back of house space by reason of increased levels of activity from servicing, some of which may have to take place on-street, an increased number of customers/guests and additional plant equipment would result in noise, disturbance and obstruction which would have an unacceptable impact on local amenity, contrary to policies A1 (Managing the impact of development), E3 (Tourism), T1 (Prioritising walking, cycling and public transport) and A4 (noise and vibration) of the Camden Local Plan 2017*

#### Impact assessment on local amenity

4. The effects of the proposed Hotel on the local footway network in terms of increased levels of pedestrian movements and servicing activity has been assessed to establish how this impacts on local amenity.
5. To establish the existing pedestrian movements in front of the main entrance of the Hotel, TPP commissioned the independent survey company Advanced Transport Research (ATR), to undertake pedestrian surveys of the footways on both sides of Great Russell Street. The locations of the surveys were directly in front of and opposite the proposed Hotel main entrance. The surveys were undertaken on Saturday 21<sup>st</sup> May 2022 and Wednesday 24<sup>th</sup> May 2022 between 07:00 and 21:00. The survey results are contained in Appendix A and summarised in Table 1 and Table 2.

**Table 1: Summary of pedestrian surveys - Weekday**

Time	Northern Footway (main entrance)			Southern Footway		
	East-bound	West-Bound	Two-way	East-bound	West-bound	Two-way
07:00-08:00	116	62	178	94	41	135
08:00-09:00	202	176	378	246	128	374
09:00-10:00	234	150	384	376	103	479
10:00-11:00	279	149	428	521	179	700
11:00-12:00	221	184	405	478	180	658
12:00-13:00	256	298	554	411	299	710
13:00-14:00	287	479	766	451	446	897
14:00-15:00	212	377	589	424	429	853
15:00-16:00	217	391	608	375	482	857
16:00-17:00	201	452	653	216	606	822
17:00-18:00	256	501	757	277	664	941
18:00-19:00	283	297	580	265	420	685
19:00-20:00	137	233	370	131	289	420
20:00-21:00	104	282	386	148	205	353
<b>Total</b>	<b>3005</b>	<b>4031</b>	<b>7036</b>	<b>4413</b>	<b>4471</b>	<b>8884</b>

6. As can be seen from Table 1, the peak flow two-way on the northern footway was between 13:00 and 14:00 which resulted in 766 pedestrian movements past the main entrance of the Hotel. For the southern footway, the peak flow two-way was between 17:00 and 18:00 which resulted in 941 pedestrian movements on the footway opposite the main entrance of the Hotel on the other side of Great Russell Street.

**Table 2: Summary of pedestrian surveys – Saturday**

Time	Northern Footway (main entrance)			Southern Footway		
	East-bound	West-Bound	Two-way	East-bound	West-bound	Two-way
07:00-08:00	24	29	53	31	23	54
08:00-09:00	64	48	112	70	53	123
09:00-10:00	136	90	226	216	106	322
10:00-11:00	204	155	359	454	168	622
11:00-12:00	180	285	465	353	284	637
12:00-13:00	210	416	626	528	314	842
13:00-14:00	272	417	689	602	380	982
14:00-15:00	348	459	807	576	434	1010
15:00-16:00	291	338	629	465	504	969
16:00-17:00	178	507	685	256	535	791
17:00-18:00	172	485	657	258	739	997
18:00-19:00	111	301	412	252	324	576
19:00-20:00	116	156	272	161	282	443
20:00-21:00	71	104	175	135	156	291
<b>Total</b>	<b>2377</b>	<b>3790</b>	<b>6167</b>	<b>4357</b>	<b>4302</b>	<b>8659</b>

7. As can be seen from 2, the peak flow two-way on the northern footway was between 14:00 and 15:00 which resulted in 807 pedestrian movements past the main entrance of the Hotel. For the southern footway, the peak flow two-way was also between 14:00 and 15:00 which resulted in 1,010 pedestrian movements on the footway opposite the main entrance of the Hotel on the other side of Great Russell Street.
8. The predicted trip generation for the proposed 187-bedroom Hotel has been calculated from the trip rates submitted within the Transport Assessment prepared by TPP ref: 30480/D07a, November 2022 to support the planning application. The resultant person trips are shown in Table 4.
9. It is worth noting however, the surveys undertaken by TRICS to generate the trip rates used to calculate the Hotel trips were undertaken at hotels with conferencing facilities, restaurants open to the public and fitness centres. The comparator sites were selected based on their similarity to the proposed Hotel in terms of number of bedrooms and level of public transport accessibility. However, survey data for budget hotels like the hotel proposed are not available within the TRICS database. It is therefore considered the person trips generated are an overestimation of the trips that will likely be generated by the proposed Hotel. In this regard, the trip generation assessment is considered robust. Table 3 shows the trips for the already consented 166-bedroom hotel, Table 4 shows the trips for the proposed 187-bedroom hotel and Table 5 shows the net change in trips between the hotel proposals.

**Table 3: Person trips based on 166-bedroom Hotel**

<b>Time</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
07:00-08:00	14	32	46
08:00-09:00	13	33	46
09:00-10:00	11	62	73
10:00-11:00	19	68	87
11:00-12:00	32	46	78
12:00-13:00	17	31	48
13:00-14:00	31	26	57
14:00-15:00	37	20	57
15:00-16:00	31	44	75
16:00-17:00	46	28	74
17:00-18:00	40	43	83
18:00-19:00	46	47	93
19:00-20:00	73	39	112
20:00-21:00	57	30	87
<b>Total</b>	<b>467</b>	<b>549</b>	<b>1016</b>

**Table 4: Person trips based on 187-bedroom Hotel**

<b>Time</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
07:00-08:00	16	36	52
08:00-09:00	15	37	52
09:00-10:00	12	70	82
10:00-11:00	22	77	99
11:00-12:00	36	52	88
12:00-13:00	19	35	54
13:00-14:00	35	30	64
14:00-15:00	41	23	64
15:00-16:00	35	50	85
16:00-17:00	52	32	84
17:00-18:00	45	48	93
18:00-19:00	51	53	104
19:00-20:00	82	44	126
20:00-21:00	65	34	99
<b>Total</b>	<b>525</b>	<b>620</b>	<b>1145</b>

**Table 5: Net change between 166 and 187-bedroom Hotel**

<b>Time</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Total</b>
07:00-08:00	2	4	6
08:00-09:00	2	4	6
09:00-10:00	1	8	9
10:00-11:00	2	9	11
11:00-12:00	4	6	10
12:00-13:00	2	4	6
13:00-14:00	4	3	7
14:00-15:00	5	3	7
15:00-16:00	4	6	10
16:00-17:00	6	4	9
17:00-18:00	5	5	10
18:00-19:00	6	6	12
19:00-20:00	9	5	14
20:00-21:00	7	4	11
<b>Total</b>	59	70	129

10. Table 5 shows that there would be an increase of 129 person trips across the day. This equates to on average to less than 10 persons arriving or departing per hour.
11. As can be seen from Table 4, the highest person trip generation for the 187-bedroom hotel two-way is predicted to occur between 19:00 and 20:00 which results in 126 person trips from the Hotel main entrance on Great Russell Street. Table 4 indicates the highest number of person trips generated by the Hotel occur after 17:00 in the evening where people are likely heading out for a meal and/or entertainment, and in the morning between 10:00 and 11:00. i.e. approximately around check-out time.

**Table 6: Pedestrian movements on Northern Footway (main entrance) + Hotel**

Time	Weekday		Saturday	
	Existing two-way	Proposed two-way	Existing two-way	Proposed two-way
07:00-08:00	178	230	53	105
08:00-09:00	378	430	112	164
09:00-10:00	384	466	226	308
10:00-11:00	428	527	359	458
11:00-12:00	405	493	465	553
12:00-13:00	554	608	626	680
13:00-14:00	766	830	689	753
14:00-15:00	589	653	807	871
15:00-16:00	608	693	629	714
16:00-17:00	653	737	685	769
17:00-18:00	757	850	657	750
18:00-19:00	580	684	412	516
19:00-20:00	370	496	272	398
20:00-21:00	386	485	175	274
<b>Total</b>	<b>7036</b>	<b>8181</b>	<b>6167</b>	<b>7312</b>

12. As can be seen from Table 6, the peak flow two-way on the Weekday is predicted to be between 17:00 and 18:00 which results in 850 pedestrian movements on the footway within the location of the Hotel main entrance. For the Saturday, the peak flow two-way is predicted to be between 14:00 and 15:00 which results in 871 pedestrian movements on the footway within the location of the Hotel main entrance on Great Russell Street.
13. Using Transport for London's (TfL) guidance document *Pedestrian Comfort Guidance for London*, Pedestrian crowding is measured in pedestrians per metre of clear footway width per minute (ppmm) and is calculated using the following formula:
 
$$\text{people per hour} \div 60 \div \text{clear footway width in metres}$$
14. The footway in front of the Hotel main entrance is circa 4m. However, to allow for street furniture such as cycle stands and street lighting a 2m clear width has been allowed to calculate the level of service on the footway. The Pedestrian Comfort Level is measured from 'A' equalling being 'comfortable in all areas' to 'E' being 'very uncomfortable'.
15. For the Weekday peak pedestrian flow, the ppmm is:  $850 \div 60 \div 2\text{m} = 7.08$  which results in a Pedestrian Comfort Level of A-, which means the footway would be comfortable in all areas.
16. For the Saturday peak pedestrian flow, the ppmm is:  $871 \div 60 \div 2\text{m} = 7.26$  which also results in a Pedestrian Comfort Level of A-, meaning the footway would be comfortable in all areas.
17. The assessment above demonstrates the proposed person trip generation would not have an impact on the footway in front of the Hotel main entrance that would affect amenity in such a way that there would be a detrimental affect to the Pedestrian Comfort

Level. It is also worth noting the trip generation calculated, is considered to be robust and in all likelihood would be much lower based on the type of Hotel proposed.

### Servicing

18. The Servicing Management Plan prepared by Criterion Capital Limited, June 2020 states that all delivery vehicles will be instructed to unload on Adeline Place, using the double yellow lines directly adjacent to the property. This is located on a different road and circa 60m from the Hotel main entrance on Great Russell Street. In addition, servicing will occur between 10:00 and 15:00 to limit any inconvenience to traffic and residents.
19. Image 1 shows the location of the double yellow lines. The existing crossovers in the image which provided access to the entry and exit ramps of the former car park on Adeline Place will be removed and the footway reinstated. However, it is intended that the exit ramp is retained for the transfer of goods from service vehicles to the entrance enroute to the Hotel's back-of-house storage rooms.

### **Image 1: Location where servicing vehicle will stop**



Source: Criterion Capital Limited, Servicing Management Plan, June 2020

20. A member of the Hotel management team will be present during any servicing activity and will co-ordinate the safe movement of pedestrians along the footway whilst goods are transferred to/from the servicing vehicle. They will also ensure service vehicle engines are switched off to limit impact on local amenity.
21. Goods will be transferred within the building from street level to the back-of-house at basement level via an electric vehicle. This vehicle will be quiet and will not emit warning noises and or fumes which will limit impact on local amenity.
22. The Servicing Management Plan states that the likely frequency and duration of delivery/servicing movements are:
  - Linen delivery once per day lasting around 30 minutes to offload clean linen and load dirty linen,
  - Guest amenity delivery once per month, lasting 15 minutes to offload guest amenities,
  - Stationary delivery once per months, lasting 15 minutes to offload stationary,
  - Loading of refuse once per day, lasting 20 minutes to empty all bins.

23. It is worth noting the number and type servicing vehicles for the 166-bedroom hotel to the 187-bedroom hotel will not change. Vehicles will simply deliver more goods and pick up more refuse per vehicle trip.
24. With the exception of refuse trucks, the deliveries/servicing will be made by smaller vehicles, such as a Ford Transit type vehicle. Waste collections will be carried out via a 26 tonne refuse collection vehicle with a bin lift.
25. Great Russell Street provides a quieter off-line walking route between Tottenham Court Road Underground/Crossrail Station and The British Museum i.e. allowing pedestrians to avoid New Oxford Street. However, those pedestrians are more likely to follow the natural desire line and walk along the southern footway of Great Russell Street rather than on the northern footway where the main entrance to the Hotel is located. This is reflected in the pedestrian survey results.
26. Pedestrian surveys have not been undertaken on Adeline Place as the hotel main entrance is located on Great Russell Street and Adeline Place does not provide a walking desire line to a particular destination likely to attract a vast number of pedestrian trips generated by the development itself or background pedestrian trips. However, the footway is as wide as that on Great Russell Street and therefore it is considered that the Pedestrian Comfort Level would be as good if not better than the A- calculated for Great Russell Street.
27. Therefore, based on the predicted servicing trips set out above, the interaction of pedestrians and servicing activities on Adeline Place is considered would be minimal. Further, with the supervision of servicing activities by the Hotel management team and the time limitations between 10:00 and 15:00, it is considered the impact on local amenity will be minimal.

### **Summary and conclusion**

28. The assessment of pedestrian movements on the footway in front of the Hotel main entrance demonstrates the proposed person trip generation would not impact on the footway in such a way that it would affect the Pedestrian Comfort Level negatively and therefore have an adverse impact on amenity. It is also worth noting that the impact assessment is based on the trip generation calculated for the Transport Assessment, which is considered to be robust and in all likelihood, the proposed Hotel would have a much lower person trip generation due to the type of Hotel proposed i.e. no restaurant, conferencing facilities or gym etc.
29. The level of servicing trips predicted for the Hotel and the expected number of pedestrian movements on Adeline Place are considered are low enough their interaction would not lead to adverse impacts to local amenity. In addition, the restricted times for deliveries, and supervision of servicing activities by the Hotel management provide measures that would result in minimal impact on local amenity.
30. It is therefore considered that the proposed additional 21-bedrooms within the Hotel would have a negligible impact overall on local amenity when considered against the already consented Hotel operations and the existing pedestrian movements on the local footway network.



## **Appendix A**

### **Survey results**



ADVANCED  
TRANSPORT  
RESEARCH

*Job Number & Name:* 31622 Great Russell Street

*Site Number/Name:* Great Russell Street

*Client:* TPP

*Date:* 21st & 24th May 2022

Advanced Transport Research

Great Russell Street

Job Number & Name: 31622 Great Russell Street

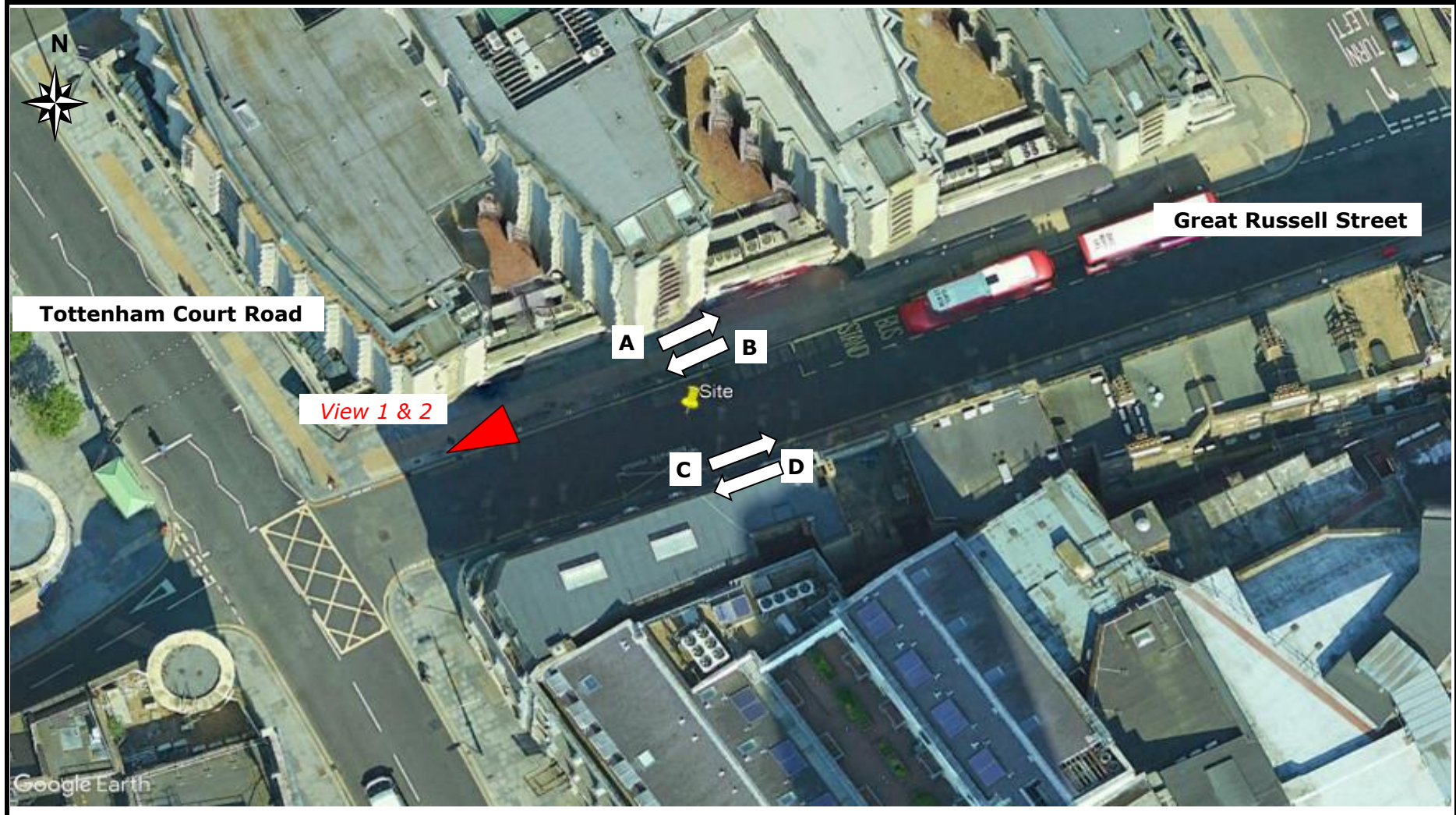
Date: 21st & 24th May 2022

Job Type: Pedestrian Count

Co-ordinates: 51°31'1.90"N, 0° 7'49.35"W

Postcode: EC1B 3GH

Times: 0700-2100



Times	Mvt A	Mvt B	Mvt C	Mvt D
07:00 - 07:15	2	6	2	5
07:15 - 07:30	6	4	7	6
07:30 - 07:45	8	11	9	5
07:45 - 08:00	8	8	13	7
08:00 - 08:15	16	7	5	6
08:15 - 08:30	5	10	9	9
08:30 - 08:45	19	12	25	15
08:45 - 09:00	24	19	31	23
09:00 - 09:15	22	11	31	22
09:15 - 09:30	21	23	34	30
09:30 - 09:45	51	21	60	29
09:45 - 10:00	42	35	91	25
10:00 - 10:15	31	47	109	49
10:15 - 10:30	44	36	93	35
10:30 - 10:45	64	30	116	44
10:45 - 11:00	65	42	136	40
11:00 - 11:15	37	79	65	58
11:15 - 11:30	45	64	106	54
11:30 - 11:45	43	69	99	72
11:45 - 12:00	55	73	83	100
12:00 - 12:15	55	95	140	64
12:15 - 12:30	46	101	96	85
12:30 - 12:45	72	111	134	85
12:45 - 13:00	37	109	158	80
13:00 - 13:15	42	122	123	102
13:15 - 13:30	65	98	129	85
13:30 - 13:45	64	89	175	118
13:45 - 14:00	101	108	175	75
14:00 - 14:15	83	106	141	137
14:15 - 14:30	92	134	173	83
14:30 - 14:45	88	105	132	110
14:45 - 15:00	85	114	130	104
15:00 - 15:15	64	57	116	120
15:15 - 15:30	69	89	125	177
15:30 - 15:45	103	92	114	118
15:45 - 16:00	55	100	110	89
16:00 - 16:15	59	66	60	119
16:15 - 16:30	54	157	85	112
16:30 - 16:45	37	120	50	138
16:45 - 17:00	28	164	61	166
17:00 - 17:15	45	182	70	432
17:15 - 17:30	39	176	62	152
17:30 - 17:45	61	80	58	88
17:45 - 18:00	27	47	68	67
18:00 - 18:15	24	88	64	76
18:15 - 18:30	26	82	65	78
18:30 - 18:45	35	103	81	96
18:45 - 19:00	26	28	42	74
19:00 - 19:15	44	40	42	85
19:15 - 19:30	27	42	36	77
19:30 - 19:45	19	48	45	62
19:45 - 20:00	26	26	38	58
20:00 - 20:15	22	46	39	40
20:15 - 20:30	18	19	29	32
20:30 - 20:45	10	11	46	45
20:45 - 21:00	21	28	21	39
<b>Total</b>	<b>2377</b>	<b>3790</b>	<b>4357</b>	<b>4302</b>

<b>Advanced Transport Research</b>	<i>Job Number &amp; Name:</i> 31622 Great Russell Street
Great Russell Street	<i>Client:</i> TPP
Pedestrian Counts	<i>Date:</i> Tuesday 24 May 2022

Times	Mvt A	Mvt B	Mvt C	Mvt D
07:00 - 07:15	21	6	9	6
07:15 - 07:30	29	13	15	9
07:30 - 07:45	27	17	25	8
07:45 - 08:00	39	26	45	18
08:00 - 08:15	55	35	53	16
08:15 - 08:30	65	45	68	46
08:30 - 08:45	36	58	49	30
08:45 - 09:00	46	38	76	36
09:00 - 09:15	53	26	51	33
09:15 - 09:30	42	31	68	17
09:30 - 09:45	59	54	98	22
09:45 - 10:00	80	39	159	31
10:00 - 10:15	78	38	113	35
10:15 - 10:30	65	36	169	46
10:30 - 10:45	80	45	132	61
10:45 - 11:00	56	30	107	37
11:00 - 11:15	57	50	140	36
11:15 - 11:30	42	38	113	37
11:30 - 11:45	53	42	114	58
11:45 - 12:00	69	54	111	49
12:00 - 12:15	45	84	110	64
12:15 - 12:30	66	75	84	73
12:30 - 12:45	65	76	119	96
12:45 - 13:00	80	63	98	66
13:00 - 13:15	70	112	104	99
13:15 - 13:30	65	129	105	111
13:30 - 13:45	76	147	127	93
13:45 - 14:00	76	91	115	143
14:00 - 14:15	65	90	129	119
14:15 - 14:30	58	110	97	101
14:30 - 14:45	43	86	105	131
14:45 - 15:00	46	91	93	78
15:00 - 15:15	67	115	85	117
15:15 - 15:30	43	63	80	86
15:30 - 15:45	55	98	75	163
15:45 - 16:00	52	115	135	116
16:00 - 16:15	37	130	66	126
16:15 - 16:30	55	82	51	139
16:30 - 16:45	63	115	43	177
16:45 - 17:00	46	125	56	164
17:00 - 17:15	61	165	45	247
17:15 - 17:30	57	133	63	158
17:30 - 17:45	61	103	78	156
17:45 - 18:00	77	100	91	103
18:00 - 18:15	69	84	61	115
18:15 - 18:30	86	51	61	133
18:30 - 18:45	76	78	59	97
18:45 - 19:00	52	84	84	75
19:00 - 19:15	29	57	24	99
19:15 - 19:30	48	58	42	90
19:30 - 19:45	32	52	30	40
19:45 - 20:00	28	66	35	60
20:00 - 20:15	33	78	49	54
20:15 - 20:30	27	47	31	45
20:30 - 20:45	22	81	25	53
20:45 - 21:00	22	76	43	53
<b>Total</b>	<b>3005</b>	<b>4031</b>	<b>4413</b>	<b>4471</b>