



Northern Estate Programme

Norman Shaw North Standalone Transport Statement

March 2020

00NSN-2131-SDG-90-XX-T-XX-RG-00001

Status: S2

Revision: C01



HOUSE OF COMMONS
NORTHERN ESTATE PROGRAMME

Version	Date	Name	Reviewed By	Description of Changes	Sign-off
CO1	29/03/2021	P Rust	C Young	For Planning	

Contents

1	Introduction	3
2	Transport Context	4
3	Details of Proposed Development and Transport considerations.....	6
4	Conclusion.....	11

1 Introduction

- 1.1.1 This Transport Statement has been produced to support an application for full planning permission and listed building consent for the proposed works as described at 1.2.1 below, delivered as a standalone project in advance of any wider Northern Estate Programme (NEP) development. The statement has been prepared by Steer on behalf of the Corporate Officer of the House of Commons.
- 1.1.2 This statement considers aspect of movements by parliamentary staff and visitors and the servicing and delivery and waste collection requirements associated with the minor changes to the Norman Shaw North (NSN) building. It should be noted that the scheme does not involve any changes to the access and egress arrangements of the Northern Estate Site by vehicles, public transport passengers, pedestrians, cyclists, and those with reduced mobility.

1.2 Description of the Norman Shaw North Standalone Proposals

- 1.2.1 The description of development ('the Proposed Development') relating to the site is set out below:

“Full planning consent for the refurbishment of Norman Shaw North including the installation of a glazed roof covering to the internal courtyard, to provide further accommodation for parliamentary uses (Sui Generis); installation of chillers at ground level adjacent to the northern elevation; basement piling; alterations to the courtyard eaves to create a roof access gallery; alteration of the northern elevation; alteration of north western corner stepped plinth; alteration to Laundry Road landscape and levels to provide accessibility improvements; and crane gantry screw piling located in Commissioners Yard.

Listed Building Consent for the internal and external refurbishment, including installation of new building services and rooftop repairs and reconfiguration including rooftop louvres and reconstruction of chimneys; courtyard roof fixings; secondary glazing; and interiors; alterations to existing openings and basement vaults; and associated works including temporary construction works.”

- 1.2.2 The Proposed Development will provide Parliamentary office accommodation, catering, external terrace, and associated servicing and plant.
- 1.2.3 Following this introductory chapter, the report is set out as follows:
- Chapter 2 provides information on transport context of the site.
 - Chapter 3 describes the scheme and transport considerations.
 - Chapter 4 summarises and concludes the Transport Statement.

2 Transport Context

2.1 Overview

- 2.1.1 NSN is an integral element of the Northern Estate; itself a key component of the Parliamentary Estate. Occupiers and visitors to the building could be expected to use other buildings on the estate on a typical working day and hence their transport consideration is best considered by understanding the whole of the Northern and Parliamentary Estate.
- 2.1.2 The travel pattern of the estate is specific to its democratic role alongside its historic and cultural importance. The whole estate is an extensive collection of uses but NSN is relatively simple and provides office space for parliamentary staff that supports the overall function of the estate. The refurbishment will have no effect on the overall travel patterns for the estate and once refurbished will largely replicate existing uses.
- 2.1.3 The site has a PTAL rating of 6b reflecting its 'Excellent' access to public transport. The Northern Estate Site is also extremely well located for access by foot and cycle.

2.2 Existing Development

- 2.2.1 NSN is a Grade I listed building and is the most significant building on the Northern Estate Site. It was built in 1890 as New Scotland Yard, and was the first purpose-built police headquarters in the world.
- 2.2.2 NSN consists of 13,020 sqm (GEA) of Parliamentary office floorspace (sui generis) for parliamentary staff.
- 2.2.3 Currently, servicing activity occurs throughout the Northern Estate Site. The House of Commons Logistics Team has introduced an Off-Site Consolidation Centre (OSCC) to help reduce the impact and number of vehicles travelling to the Parliamentary Estate. The use of the OSCC allows the Logistics Team to control vehicle arrival profiles at the Parliamentary Estate by assigning departure times from the OSCC and routes to the Northern Estate Site.
- 2.2.4 The NSN building is serviced alongside other buildings on the Northern Estate. The existing trip generation associated with the Northern Estate Site as a whole is detailed in Table 2.1 and 2.2 below.

Table 2.1: Existing Northern Estate Trip generation

Time	Cycle	M/ Cycle	Car	Van	LGV	HGV	Waste	Total
06:00 - 07:00	1	0	8	4	2	2	0	17
07:00 - 08:00	6	0	4	3	3	0	4	20
08:00 - 09:00	5	0	10	1	6	4	3	29
09:00 - 10:00	11	0	7	7	1	2	1	29
10:00 - 11:00	2	1	6	2	5	1	2	19
11:00 - 12:00	3	0	3	2	1	1	1	11
12:00 - 13:00	3	1	1	3	1	0	1	10
13:00 - 14:00	2	0	1	7	1	1	0	12
14:00 - 15:00	1	0	5	5	3	0	0	14
15:00 - 16:00	2	0	2	1	3	0	0	8
16:00 - 17:00	3	0	3	1	5	0	0	12
17:00 - 18:00	7	0	4	2	0	0	0	13
18:00 - 19:00	6	1	6	1	0	0	0	14
19:00 - 20:00	4	0	4	1	0	0	0	9
20:00 - 21:00	2	0	1	1	0	0	0	4
21:00 - 22:00	2	0	1	0	0	0	0	3
Total	60	3	66	41	31	11	12	224

2.2.5 The surveys provided a breakdown by vehicle type. The most common vehicle types are car / van (66 trips per day), with cyclists the second highest vehicle type (60 trips per day). A total of 224 (two way) trips were recorded across the day, with the peak hours between 0800-1000 when 29 (two-way) trips occurred. Table 2.2 below.

Table 2.3: Person Trip Generation

Time	Person Trips
07:00 - 08:00	723
08:00 - 09:00	1,425
09:00 - 10:00	2,156
10:00 - 11:00	1,670
11:00 - 12:00	1,666
12:00 - 13:00	2,535
13:00 - 14:00	1,588
14:00 - 15:00	2,506
15:00 - 16:00	1,721
16:00 - 17:00	1,913
17:00 - 18:00	2,105
18:00 - 19:00	1,015

3 Details of Proposed Development and Transport considerations

3.1.1 The Proposed Development at NSN will provide the following facilities:

- Improved modern working facilities for parliamentary staff which have the flexibility to adapt to future working practices.
- New meeting spaces for parliamentary staff and their visitors to be formed as an atrium within the courtyard of NSN; and
- Ancillary space in the form of suitable catering and other facilities.

3.1.2 The existing and proposed floorspace of NSN is shown in Table 3.1

Table 3.1: Existing and Proposed Floorspace (GIA (sqm))

Building	Existing Areas	Proposed Areas	Change in Areas	Increase
Norman Shaw North	13,020	13,550	530	4%

3.1.3 NSN makes up around 14% of the total Northern Estate which provides important elements of the parliamentary function, office and working space for the Parliamentary Estate.

3.2 Development Phases

3.2.1 The phasing of the proposed development can be summarised as follows:

- Construction Phase – 2021 to 2024
- Residual Operational Phase – 2024 onwards

3.3 Transport Facilities

3.3.1 There will continue to be no direct external access points to Norman Shaw North from the public highway for vehicles or pedestrians. Access instead will be gained to the building from the Estate Landscape, which can be accessed from the range of controlled access points to the Northern Estate or the wider Parliamentary estate.

3.3.2 Servicing activity will continue to be from the service area formed by the space between NSN and Richmond House. This will be served directly from the Curtis Green service yard, off Victoria Embankment. Once goods are unloaded in the service yard, they will be transported into NSN at ground level through a dedicated entrance.

3.3.3 There is no car parking or cycle parking specific to NSN, however 56 cycle parking spaces are proposed to be removed from the NSN courtyard, and these will be re-provided in Richmond House.

3.3.4 Disabled parking spaces for a limited number of passholders based in NSN will be provided in Commissioners Yard Gate within the Northern Estate.

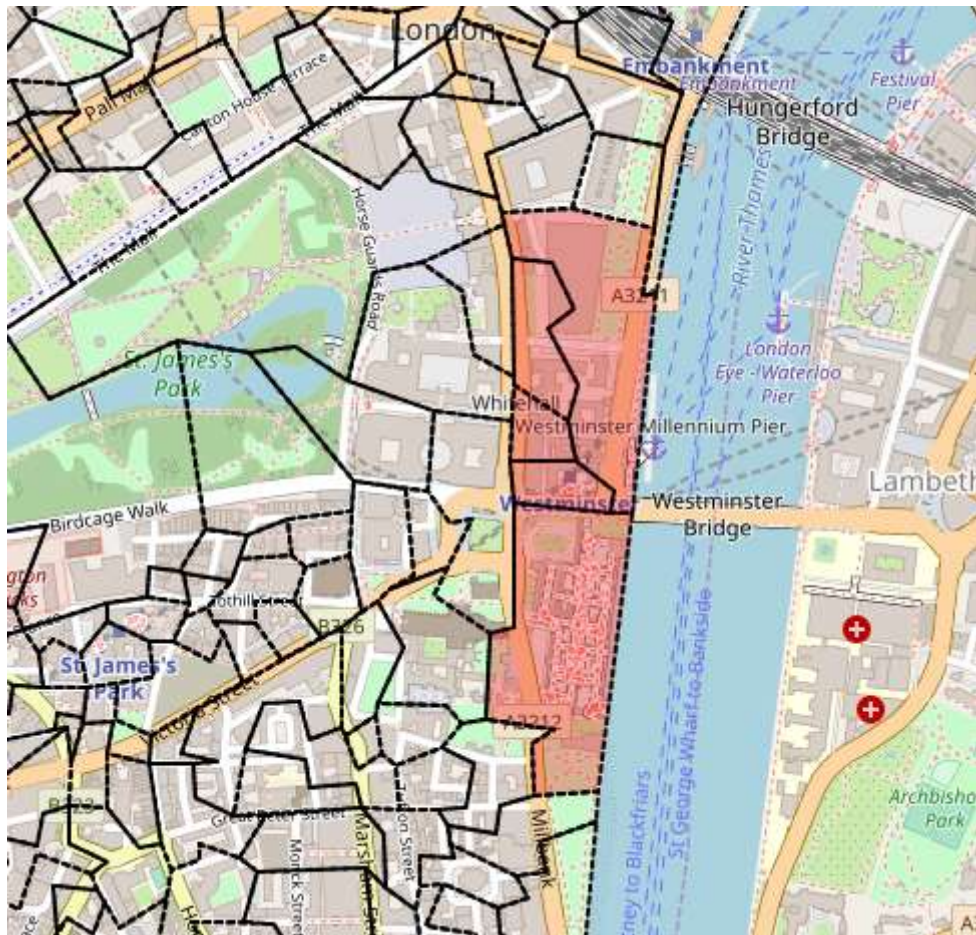
3.4 Travel Characteristics

3.4.1 Travel patterns associated with the Proposed Development will replicate the current patterns of use. To understand the main mode share at the Proposed Development 2011 Census Data Journey to Work data has been used to forecast the existing mode share. Figure 5.1 details the locations where data has been extracted. The PoW and The Northern Estate Site have both been

captured within the existing trip generation assessment, to provide an understanding of how site users travel to the Parliamentary Estate as a whole.

3.4.2 Mode of travel surveys for all those entering the Parliamentary Estate are not available. However, the 2011 Census Data is considered the most robust modal trip assessment due to the complexity of gathering mode split data across all uses at the Parliamentary Estate. The mode split data provides details of a person's main mode, not the mode they finish with to reach the Northern Estate Site.

Figure 3.1: Journey to Work Census Data – Locations



3.4.3 The most recent Method of Travel to Work (Workplace) data from the 2011 Census for the relevant areas in Westminster (E33031151, E33031152, E33031155, E33031157, E33031164), as shown in Figure 3.1 have been used to assess the likely mode share for the existing and proposed trips associated with the Parliamentary Estate. The modal split is shown in Table 3.2 and is not anticipated to change as a result of the development.

Table 3.2: Existing mode of travel to employment

Travel of travel to work	Mode split (%)
Work mainly at or from home	0%
Underground, metro, light rail or tram	30%
Train	38%
Bus, minibus or coach	12%
Taxi	0%
Motorcycle, scooter or moped	2%
Driving a car or van	7%
Passenger in a car or van	1%
Bicycle	4%
On foot	6%
Other method of travel to work	0%
Total	100%

3.5 Construction Phase

- 3.5.1 All construction vehicles will have controlled access to the site from Victoria Embankment, vehicles will pass through the site and exit onto Parliament Street via Derby Gate. All points of entry and exit will be through existing or enhanced gates.
- 3.5.2 All interface with background traffic and pedestrians will be managed with banksmen and in accordance with agreed protocols for the safety of other road users developed with Transport for London (TfL) and Westminster City Council (WCC).

3.6 Decant Phase Parliamentary Staff and Visitor Travel Patterns

- 3.6.1 On completion NSN building will be predominantly used for office space with a new breakout and catering space. To a large extent this will replicate the current uses of the building.
- 3.6.2 Visitors come to UK Parliament for a number of reasons including for meetings, democratic involvement, visiting historic buildings and for events. The relocation of the staff from NSN during construction and the return on completion will not result in any additional trips to and from the Parliamentary Estate as a whole.

3.7 Vehicle parking

- 3.7.1 On completion, a total of two disabled car parking bays will be provided at Commissioners' Yard, complete with charging points, access to the spaces will be via Victoria Embankment from Curtis Green gate through the proposed service yard.

3.8 Cycle Parking

- 3.8.1 From the start of the construction phase of the NSN standalone works, additional cycle spaces will be provided in the basement of Richmond House to replace 56 spaces lost from the central courtyard.

3.9 Construction

- 3.9.1 Works are anticipated to take around 2 years during which the building will be operated as a segregated construction site, sitting within the Northern Estate. Construction traffic will be managed alongside business as usual servicing arrangements.
- 3.9.2 All construction traffic is to be handled through an offsite consolidation site (OCC). This will minimise the number of HGV movements at the site with activity concentrated at the OCC.
- 3.9.3 The proposal is to operate the delivery schedule to site over extended hours (11:00 – 24:00), reducing the frequency of delivery during the busiest parts of the day on the road network and taking note of the reduced pedestrian activity outside of the normal working day.
- 3.9.4 The proposed construction delivery/vehicle access routes will avoid using minor roads or roads adjacent to residential areas as far as is reasonably practicable, specifically avoiding residential roads in close proximity to the Northern Estate. These measures will ensure that delivery vehicles have minimal impact on the surrounding roads. In addition, vehicle waiting will be avoided through the strict management of delivery times.
- 3.9.5 All vehicles access onto site will be controlled by banksmen who will ensure there is no conflict between pedestrians and vehicles of entry and exit to the Northern Estate.
- 3.9.6 Victoria Embankment construction traffic handling proposals will include the rearrangement of the kerbside parking along the eastern kerb line to implement a Pit Lane. The net impact is the removal of coach parking spaces and a tourist bus layover stop from Victoria Embankment which has been discussed and agreed as acceptable with TfL and WCC.
- 3.9.7 The proposed operation of the vehicle check points for the construction vehicles involves banksmen managing the interface between vehicles and pedestrians at the points of entry and exits. This will involve short duration closure of the footway lasting around 20 seconds whenever vehicles enter or exit the site. It is anticipated that there could be a maximum of around six vehicles entering any one entrance per hour. The pedestrian flows along the western side of Victoria Embankment are low compared with other footways in the vicinity and the closure of the footway for approximately 2 minutes during an hour will have little impact on pedestrians.
- 3.9.8 Discussions with TfL and WCC have led to the identification of potential alternative locations for displaced coach and bus parking within 1km of their existing location at Millbank, Lambeth Palace Road and Great Smith Street.
- 3.9.9 Any of these three locations are conveniently located for operators and would be equally well located for passengers wishing to reach the range of tourist sites in the vicinity of the existing stops.
- 3.9.10 Deliveries will enter the Northern Estate via phased use of Commissioners Yard Gate and Curtis Green Gate, departing via Derby Gate and Commissioners Yard Gate subject to current works within the Northern Estate. Deliveries to the Northern Estate site will off-load adjacent to the relevant building. A 24-hour system whereby construction vehicles can access and egress the site will be applied for through WCC, to safely and suitably manage deliveries and disposals.

- 3.9.11 The proposed construction delivery/vehicle access routes will avoid using minor roads or roads adjacent to residential areas as far as is reasonably practicable, specifically avoiding residential roads in close proximity to the Northern Estate site. These measures will ensure vehicle waiting will be minimised through the strict management of delivery times.

4 Conclusion

- 4.1.1 The NSN Standalone will have two stages of development:
- The construction phase covering the period up to the completion of the proposed development.
 - The residual operational phase when the activity of the building returns.
- 4.1.2 The site has a PTAL rating of 6b reflecting its 'Excellent' access to public transport.
- 4.1.3 Pedestrian access routes to the Northern Estate Site are via specified pedestrian access points depending on type of visitor. No changes to current arrangements are proposed as part of the standalone scheme
- 4.1.4 The Northern Estate site will continue to be serviced by service vehicles managed through secure entry points shared by the whole of the Northern Estate.
- 4.1.5 A total of two disabled car parking bays will be provided at Commissioners' Yard, complete with charging points, access to the spaces will be via Victoria Embankment from Curtis Green gate through the proposed service yard.
- 4.1.6 The Proposed Development will seek to agree appropriate TROs with TfL and WCC for Victoria Embankment to manage construction traffic. In advance of the planning application, discussions have been held to agree the extent of such TROs with the relevant highway authorities. The two TROs will enable construction to occur, providing a Pit Lane on Victoria Embankment and a Perimeter Line which will impact the footway on Parliament Street.
- 4.1.7 The Proposed Development will ultimately result in a slight uplift in floor space compared to the existing use at the Northern Estate. However, there is no increase in occupation of the estate and hence the Proposed Development will not generate any additional trips compared to the existing Parliamentary Estate as a whole
- 4.1.8 The Proposed Development is considered to have a negligible impact on the surrounding highway and public transport network.