

# Mount Pleasant Community Right to Build site Transport Statement

July 2016

## 1. Introduction

This Transport Statement (TS) has been produced by The Urban Engineering Studio for Create Streets Limited to support a planning application for the re-development of part of the Mount Pleasant Post Office site on behalf the Mount Pleasant Association. It is proposed to develop the site under a Community Right to Build (CRtB) scheme.

It broadly follows the best practice guidance and suggested format for Transport Statements given by the Department for Transport and the Transport Assessment Structure produced by Transport for London. It also refers to and makes use of information contained in the Transport Assessment produced in 2013 by SKM Colin Buchanan on behalf of Royal Mail Group Ltd to support a planning application for redevelopment of the Mount Pleasant Sorting Office in Clerkenwell.

## 2. Baseline Conditions

### 2.1. Site Location

The site forms part of the area bounded by Phoenix Place, Mount Pleasant and Gough Street. The site location is shown in figure 2.1.1 and the site area is shown in figure 2.1.2

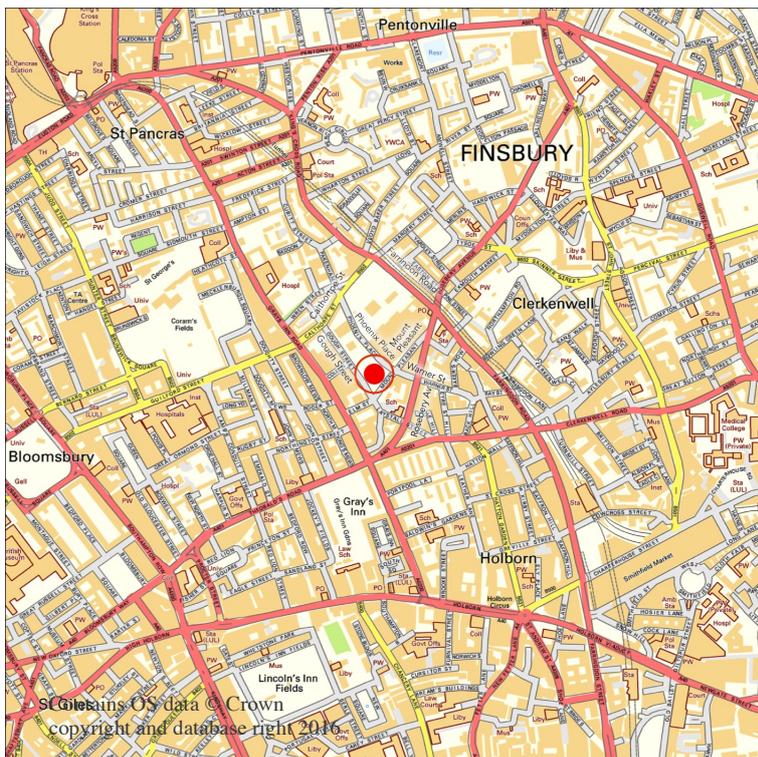


Fig 2.1.1 Site Location

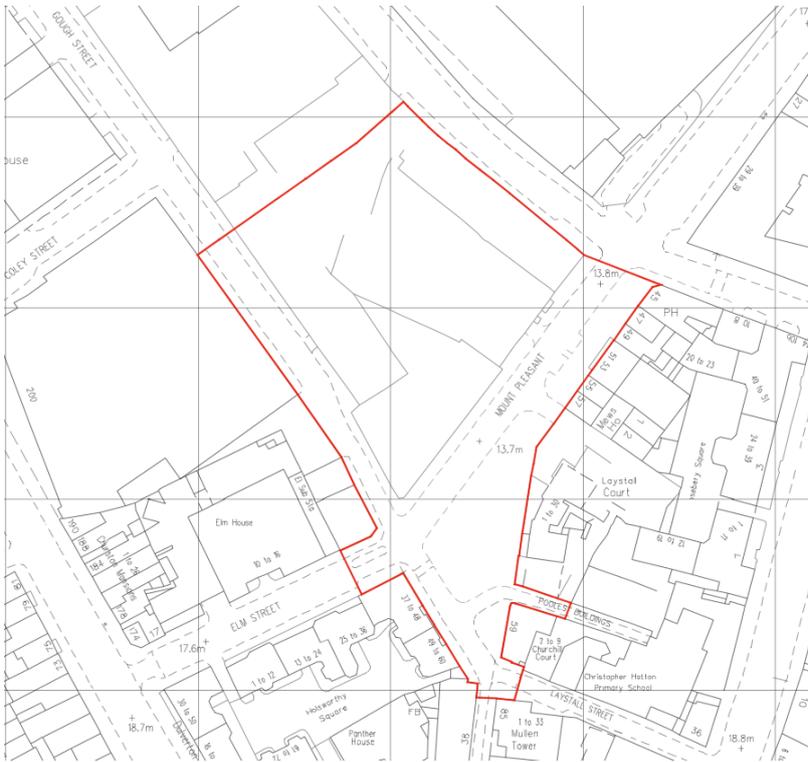


Fig 2.1.2 Site Area

## 2.2. Existing Use of the site

The site is currently used for car parking and provides approximately 110 off-street spaces.

## 2.3. Existing Movement

### 2.3.1. Walking

Access to the proposed development for pedestrians will be directly from the surrounding public footways as shown in figure 2.3.1.1. Figure 2.3.1.2 shows approximate 5 minute and 10 minute walking isochrones together with controlled pedestrian crossings in the vicinity of the site.



Fig 2.3.1.1  
Pedestrian access

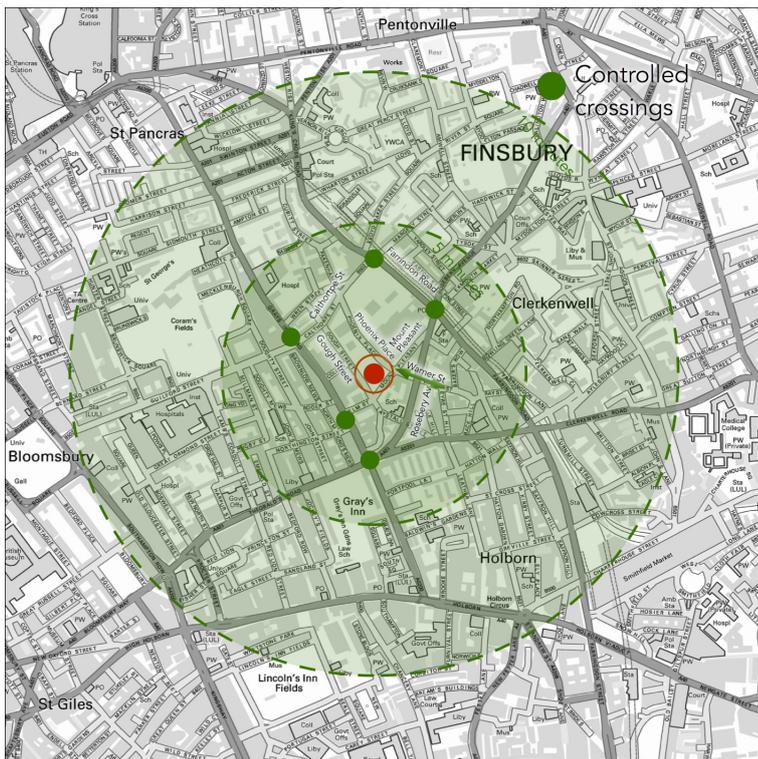


Fig 2.3.1.2 Walking –  
5 minute and 10  
minute isochrones

### 2.3.2.Cycling

Cycling routes in the vicinity of the site are shown in figure 2.3.2.

The route of the North/South cycle superhighways currently being proposed by TfL passes along Phoenix Place immediately adjacent to the site

The TA for the wider Royal Mail site describes other existing cycle routes in more detail as follows:

- Farringdon Road (A201) from Elephant and Castle to the Farringdon Road / Calthorpe Street junction. The cycle route passing along the eastern boundary of the Site on Farringdon Road is a shared 3m wide bus lane / cycle lane. This operates in a two-way direction.
- Calthorpe Street, from the Calthorpe Street / Phoenix Place junction to the Calthorpe Street / Farringdon Road junction. This section is marked by a 1m wide, on-road cycle lane on the southern side of the road. The restriction states that the cycle lane is only operational between 0830-1030 and 1630-1830 Monday-Friday. The northern side of the road has a 1m wide cycle lane extending 15 metres from the junction with Farringdon Road.
- Pakenham Street (in its entirety). This section is unmarked.
- Margery Street, from the Margery Street / Farringdon Road junction to the Margery Street / Amwell Street junction. The eastbound section is marked with a 1m wide on-road contraflow cycle lane. The westbound side is unmarked, but signed as a cycle lane.
- Rosebery Avenue, between its junction with Farringdon Road and the Rosebery Avenue / Rosoman Street junction. These cycle lanes have widths of 1m and are intermittently marked on street.

In addition, the TfL Cycle Guide describes the following routes surrounding the Site as 'quieter roads that have been recommended by cyclists':

- Mount Pleasant (in its entirety)
- Rosebery Avenue, between the Rosebery Avenue / Clerkenwell Road junction and the Farringdon Road / Rosebery Avenue junction.
- Phoenix Place (in its entirety).

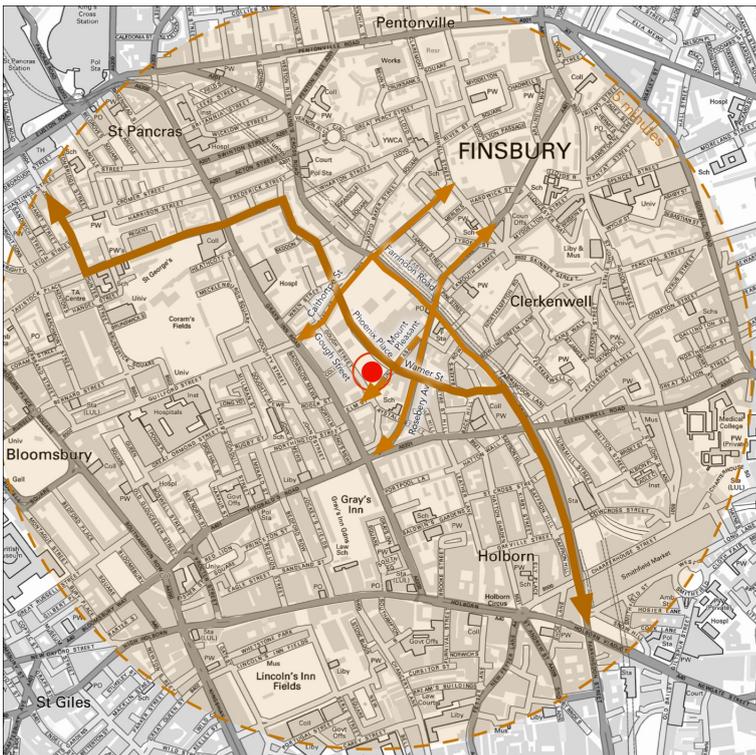


Fig 2.3.2 Cycling routes

### 2.3.3. Buses

Several bus stops are located within a 5 – 10 minute walk from the site, which provide frequent services to various locations. Bus stops in the vicinity of the site are shown in figure 2.3.3 together with routes

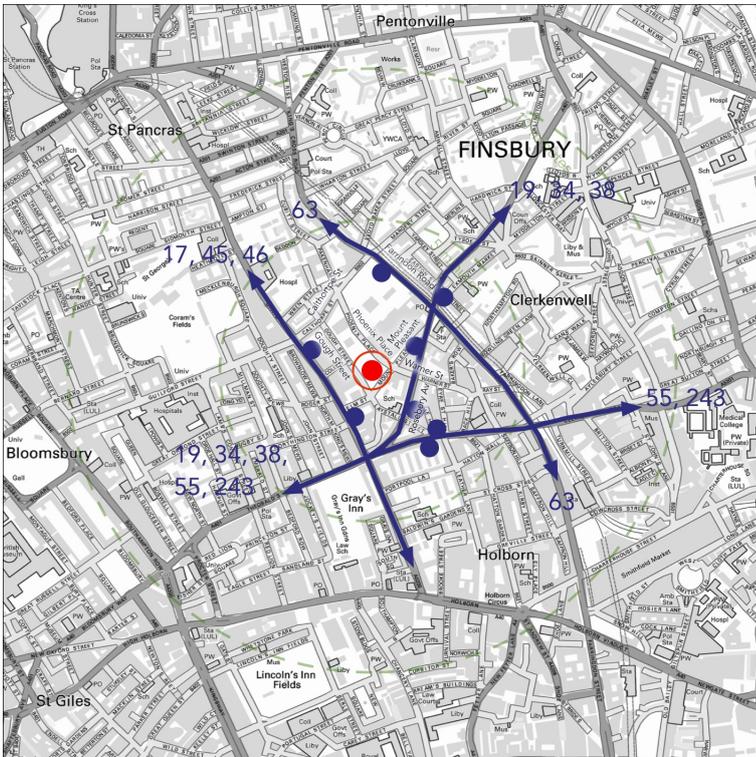


Fig 2.3.3 Bus routes

### 2.3.4. Rail / Underground

The closest underground stations to the site are:

- Farringdon, with access to Circle, Metropolitan and Hammersmith & City Line services, Thameslink services and future Crossrail services. Farringdon Station is within a 10-minute walk of the site.
- Chancery Lane, with access to Central Line services
- Holborn with access to Central Line and Piccadilly Line services

All these stations are within a 10-minute walk from the site. Figure 2.3.4 shows the location of stations and approximate locations rail/underground lines.

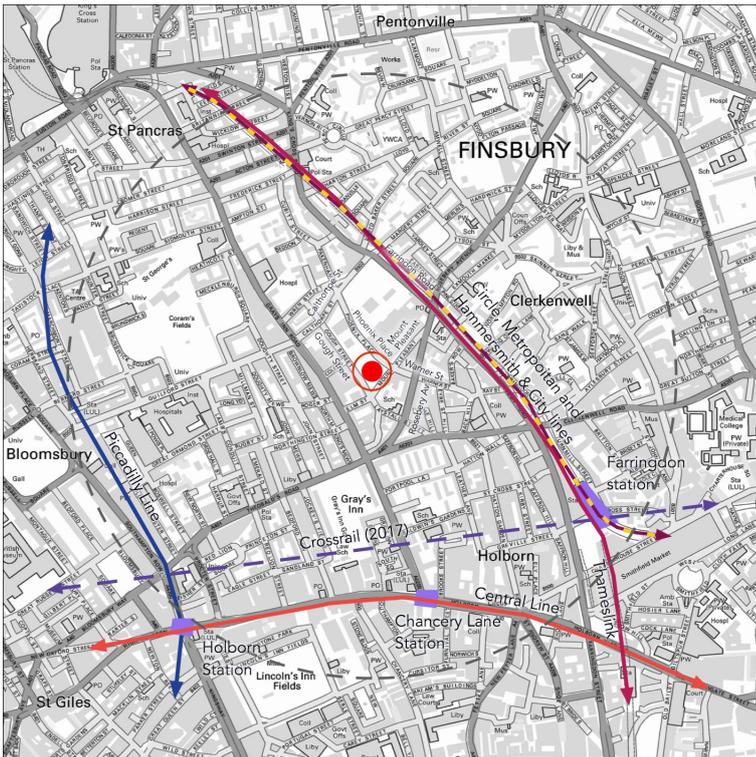


Fig 2.3.4 Rail and Underground

### 2.3.5. Access to Public Transport

Accessibility to public transport from the site is rated the best with a PTAL rating of 6b, see figure 2.3.5

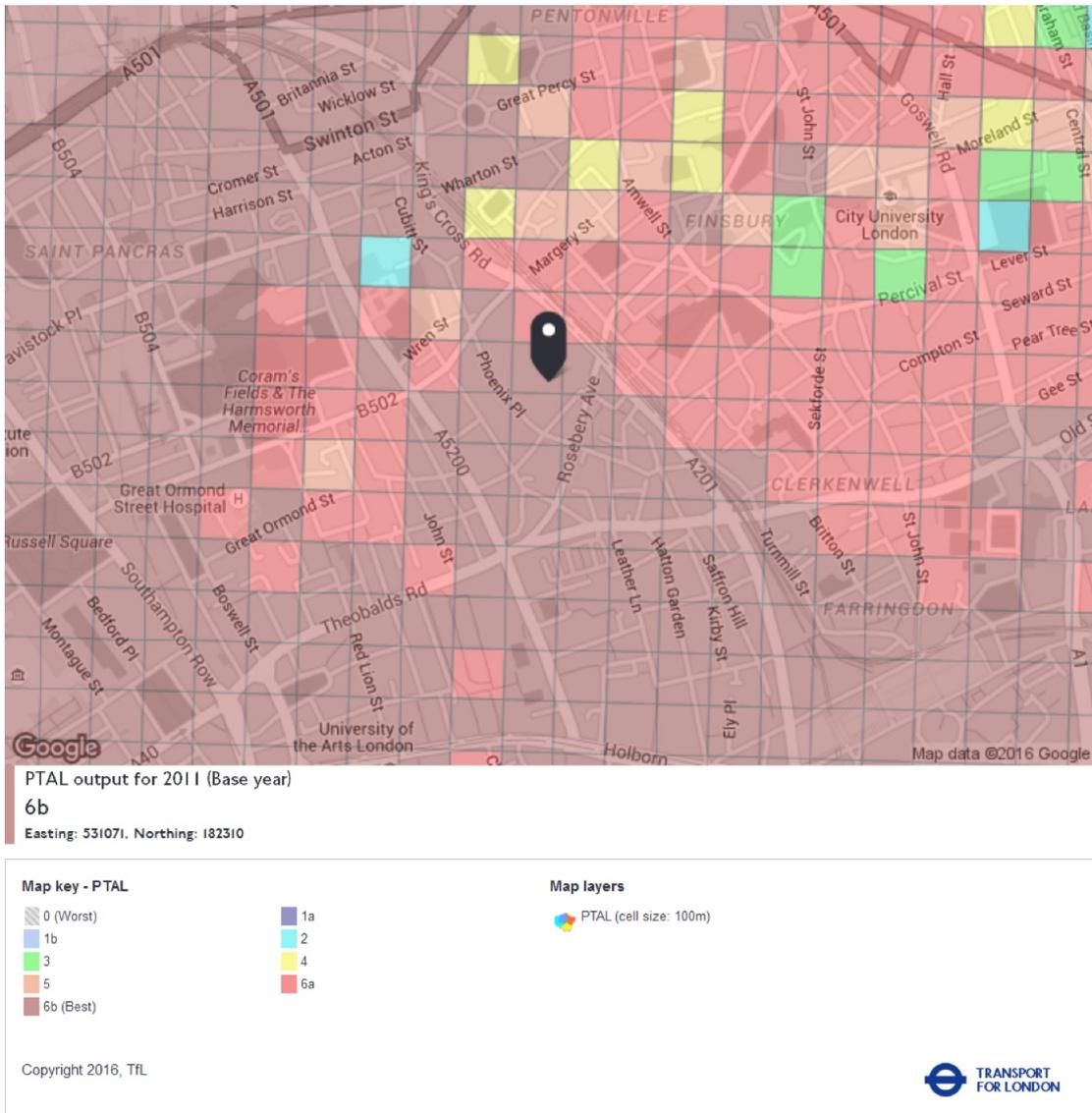


Fig 2.3.5 Public transport accessibility

### 2.3.6. Vehicles

Phoenix Place and Mount Pleasant are both 2-way streets with typical total daily vehicle flows of approximately 1500 and 1000 pcu/day respectively.

Gough Street is 1-way in a south-easterly direction adjacent to the site and is closed off at its junction with Calthorpe Street. Elm Street is also 1-way in a south-westerly direction. Vehicles can gain access to Gough Street from Coley Street immediately to the north-east of the site.

The overall traffic regime with indicative daily vehicle flows (pcu's) is shown in figure 2.3.6



Fig 2.3.6 Vehicle routes and indicative total daily flows

### 2.3.7. Existing Parking Restrictions

The streets in the vicinity of the site are within a controlled parking zone with restrictions on parking between 0830 and 1830 Monday to Friday and 0800-1330 on Saturday. Bays are provided in Phoenix Place, Mount Pleasant and Gough Street for residents permit parking. Figure 2.3.7 shows the location of parking restriction and parking bays.



Fig 2.3.7 Location of parking restriction and parking bays

### 2.3.8. Trips generated by existing use of the site

The site is currently used as a car park with, typically about 100 space occupied during the day. It is understood that most of these spaces are occupied by employees of the Post Office and therefore may attract arrivals and generate departures at different time throughout the day. It has therefore been assumed that the current use generates a minimum of 200 1-way vehicle trips per day

### 3. Proposed Development

#### 3.1. Description

The proposed development will comprise 125 residential units comprising:  
19 x 1 bedroomed flats,  
69 x 2 bedroomed flats and  
37 x 3 bedroomed flat

#### 3.2. Parking

##### 3.2.1.Cycles

242 cycle spaces will be provided in the basement for the use of residents. In addition to this, cycle racks will be provided at street level for visitors (16 short stay spaces).

##### 3.2.2.Vehicles

It is proposed to provide 6 disabled bays in Gough Street as shown in figure 2.3.1. No further car parking is proposed as part of the development.

Adjacent highways are within a Controlled Parking Zone, which restricts parking to vehicles displaying a residents' parking permit between the hours of 0830 and 1830 Monday to Friday and 0800-1330 on Saturday.

##### 3.2.3.Wider Car Parking Strategy

Redevelopment of the entire Post Office site as described in the current planning consent will require a phased relocation and reorganisation of car parking. It is envisaged that this will also see a change from the requirement to provide car parking to serve the operational requirements of the Post Office. The proposed development of the CRtB site will not provide car parking for residents, which is in line with the sustainable transport policies in the London Plan. Therefore a strategy will be developed as part of the wider development of the Post Office site broadly as follows:

- Parking from the CRtB site relocated to main Post Office Sorting office site
- Reducing operational requirement from Post Office enables of phased development of main site
- Phased development of main site re-provides parking for Post Office operational requirements

## 4. Modal Share and Trip Generation

### 4.1. Modal Share

The TA supporting the currently consented planning application for the wider Post Office site considered the modal split shown in table 4.1.1

Bus	17.4%
Car Driver	9.3%
Car Passenger	0.7%
Motor cycle	0.6%
Other	0.4%
Pedal Cycle	10.1%
Rail	6.5%
Taxi	1.7%
Underground	19.2%
Walk	34.1%

Table 4.1.1 Modal splits from TA for consented scheme

Bearing in mind the proposal not to provide car parking (other than disabled bays) and the reliance that residents will have on car club or hire cars for car journeys, it is likely that the car driver share will be lower than shown in table 4.1.1 and these journeys will be by either walking, bicycle or public transport.

It is therefore envisaged that the modal shares will be similar to those shown in table 4.1.2

Bus	18%
Car Driver	5%
Car Passenger	1%
Motor cycle	1%
Other	0%
Pedal Cycle	12%
Rail	7%
Taxi	1%
Underground	20%
Walk	35%

Table 4.1.2 Modified modal split assumed for CRtB site

### 4.2. Trip generation

The person trip rates from the TA supporting the currently consented planning application and the consequent number of person trips predicted from the CRtB are shown in table 4.2.1

	AM			PM		
	IN	OUT	TOTAL	IN	OUT	TOTAL
trip rate	0.15818	0.51888	0.67706	0.43978	0.21331	0.65309
person trips	20	65	85	55	27	82

Table 4.2.1 person trips

These have been used with the modal shares shown in table 4.2.1 to assess the number of trips from the proposed development as shown in table 4.2.2

		AM			PM		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Bus	18%	4	12	15	10	5	15
Car Driver	5%	1	3	4	3	1	4
Car Passenger	1%	0	0	1	0	0	1
Motor cycle	1%	0	0	1	0	0	0
Other	0%	0	0	0	0	0	0
Pedal Cycle	12%	2	8	10	7	3	10
Rail	7%	1	5	6	4	2	6
Taxi	1%	0	1	1	1	0	1
Underground	20%	4	13	17	11	5	16
Walk	35%	7	23	30	19	9	29

Table 4.2.2 Trip generation by mode of transport

## 5. Summary

The overall impacts of developing the wider Mount Pleasant Post Office site were considered in the Transport Assessment supporting the currently consented planning application. The proposals now being put forward for the CRtB site will be more sustainable in transport terms and will not have any greater impacts on the surrounding transport and highway network.