

# Royal Mail Site at Mount Pleasant

## RESIDENTIAL TRAVEL PLAN

- Final
- April 2013



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## MOUNT PLEASANT – ERRATA NOTE

This note has been prepared by DP9 on behalf of the Royal Mail Group Ltd. The note should be read in conjunction with all documents and plans submitted in support of the following planning applications:

- The Calthorpe Street planning and associated conservation area consent applications to the London Borough of Islington; and
- The Phoenix Place planning application to the London Borough of Camden.

The above applications were submitted simultaneously to the relevant Local Planning Authority on 1 May 2013. Following the submission of the applications the London Borough of Camden requested that the redline application boundary for the Phoenix Place application was re-drawn to mirror the administrative boundary down the centre of Phoenix Place.

As a consequence, the redline boundary for both applications has been withdrawn and amended plans submitted to the relevant Local Planning Authority, alongside this Errata Note. The redline boundary change affects the site areas as follows:

- Calthorpe Street Site – From 2.22 ha to 2.36 ha
- Phoenix Place Site – From 1.31 ha to 1.17 ha

For the avoidance of doubt, the application proposals for the Mount Pleasant Site as a whole are unaffected and the documents submitted in support of each application remain valid and robust.

The table below lists the application documents submitted for each planning application and whether, other than plans showing the respective redline boundary and resultant site areas, this change affects the documents or conclusions.

APPLICATION DOCUMENT	EFFECT OF THE REDLINE BOUNDARY CHANGE
<i>Documents submitted in support of the Calthorpe Street Site application only</i>	
Planning Application Form, Land Ownership Certificate A and Agricultural Holdings Certificates;	Unaffected
The Covering Letter	Unaffected

Design and Access Statement: Volume 2: Calthorpe Street Development	Density calculations on page 45 amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density calculation of 438 habitable rooms/hectare.
Calthorpe Street Waste Management Plan	Unaffected
Calthorpe Street Framework Travel Plan	Unaffected
Calthorpe Street Operational Waste Plan	Unaffected
Calthorpe Street Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected
Calthorpe Street Energy Strategy including Overheating Report	Unaffected
<b><i>Documents submitted in support of the Phoenix Place Site application only</i></b>	
Planning Application Form, Land Ownership Certificate B and Agricultural Holdings Certificates	Unaffected
The Covering Letter	Unaffected
Design and Access Statement: Volume 3: Phoenix Place Development	Density calculations on page 31 amended to 1,077 habitable rooms within a site area of 1.17 to provide a density calculation of 921 habitable rooms/hectare.
Phoenix Place Waste Management Plan	Unaffected
Phoenix Place Framework Travel Plan	Unaffected
Phoenix Place Operational Waste Plan	Unaffected
Phoenix Place Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected

Phoenix Place Energy Strategy including Overheating Report	Unaffected
<b><i>The application documents which assess the Development across the Site are set out below</i></b>	
Planning Statement which includes the Economic and Regeneration Statement and draft Section 106 Heads of Terms	Density calculations for Calthorpe Street (page 37) amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density calculation of 438 habitable rooms/hectare. Density calculations for Phoenix Place (page 38) amended to 1,077 habitable rooms within a site area of 1.17 to provide a density calculation of 921 habitable rooms/hectare.
Design and Access Statement: Volume 1: Mount Pleasant	Unaffected
Environmental Statement: Volume 1: Main Text	Unaffected
Environmental Statement: Volume 2: Figures	Unaffected
Environmental Statement: Volume 3: Townscape, Visual and Built Heritage Assessment	Unaffected
Environmental Statement Volumes 4A to 4F (Appendices)	Unaffected
Environmental Statement Non-Technical Summary	Unaffected
Public Realm and Playspace Strategy	Unaffected
Housing Statement	Unaffected
Internal Daylight and Sunlight Assessment	Unaffected
Residential Travel Plan	Unaffected
Delivery and Servicing Plan	Unaffected

Framework Construction Logistics Plan	Unaffected
Parking Management Plan	Unaffected
Health Impact Assessment	Unaffected
Community Involvement Report	Unaffected

**DP9**

**4 June 2013**

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## Document history and status

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## **1. Introduction**

### **1.1 Background**

1.1.1 SKM Colin Buchanan (SKM CB) has been commissioned by Royal Mail Group Ltd (RMG) to develop a Residential Travel Plan (RTP) in support of a planning application for a residentially led mixed-use development at their Mount Pleasant sorting office site, in Clerkenwell, London.

1.1.2 The proposed development comprises of two sites; Phoenix Place, located in the Borough of Camden (LBC), which currently provides staff and some operational car parking for Royal Mail, and Calthorpe Street, which currently accommodates Royal Mail operational parking and is located in the London Borough of Islington (LBI). To the south of the Calthorpe Street site is the existing sorting office building which houses the mail processing operation. The locations of both sites are shown in Figure 1.

### **1.2 This Residential Travel Plan**

1.2.1 The RTP will provide the context in which the transport needs of the two sites can be accommodated, aiming to encourage sustainable transport choices by residents and visitors. Discussions were held with LBI and LBC to agree one RTP for the two sites. This document is supported by a Framework Travel Plan for the commercial development on each site.

1.2.2 This Travel Plan has been written by Lucy McKeown, SKM Colin Buchanan, New City Court, 20 St. Thomas Street, London, SE1 9RS.

1.2.3 The RTP has been developed in accordance with the National Planning Policy Framework, the DfT's 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' and TfL's 'Travel planning for new development in London: Incorporating deliveries and servicing.' The RTP supports the principles of sustainable travel and its objective is to reduce the number of single occupancy vehicle trips, and to encourage walking, cycling and the use of public transport. As an inner London development, the main focus will be on increasing walking and cycling, this will also help to reduce pressure on public transport.

1.2.4 As determined by Transport for London's (TfL) guidance 'Travel planning for new development in London: Incorporating deliveries and servicing', (2011), a strategic-level Plan is required for the residential element as it exceeds the threshold of 80 units. The Calthorpe Street development is a 336 residential unit



development while the Phoenix Place development is a 345 residential unit development.

- 1.2.5 The RTP details measures that will be implemented as part of the scheme to encourage and enable travel by sustainable transport and reduce the demand for travel by the private car, and where appropriate, by public transport. It also details the initiatives that will be implemented to increase awareness of the benefits of making sustainable travel choices and the options available.
- 1.2.6 This RTP has undergone TfL's ATTrBute travel plan evaluation tool to ensure that the travel plan is in accordance with TfL's published guidance on travel planning for new development in London.

### **1.3 Travel plan overview**

- 1.3.1 Following this section the RTP is structured as follows:
- Section 2 provides details on national and local policy;
  - Section 3 provides background to the site location;
  - Section 4 describes the proposed development;
  - Section 5 details the objectives and targets of the RTP;
  - Section 6 describes the strategy of the RTP;
  - Section 7 details the measures to be implemented;
  - Section 8 details the monitoring plan; and
  - Section 9 contains the Action Plan.



## 2. Policy

### 2.1 Background

2.1.1 Travel Plans have become an increasingly important tool in the planning process to ensure that development is sustainable and does not have a negative impact on the local and global environment. This RTP has been produced in accordance with the following policy guidelines:

- National Planning Policy Framework (2012)
- Department for Transport 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009)
- TfL's 'Travel planning for new development in London: Incorporating deliveries and servicing.'(2011)
- Mayors Transport Strategy (2010)
- Mount Pleasant Supplementary Planning Document (2012)
- LB Camden Development Policies
- LB Islington Development Management Policies

2.1.2 **Appendix A** contains a summary of how this RTP supports the above policies.

### 3. Transport Context

#### 3.1 Introduction

3.1.1 The following chapter provides information on the site location and a summary of the local transport services available.

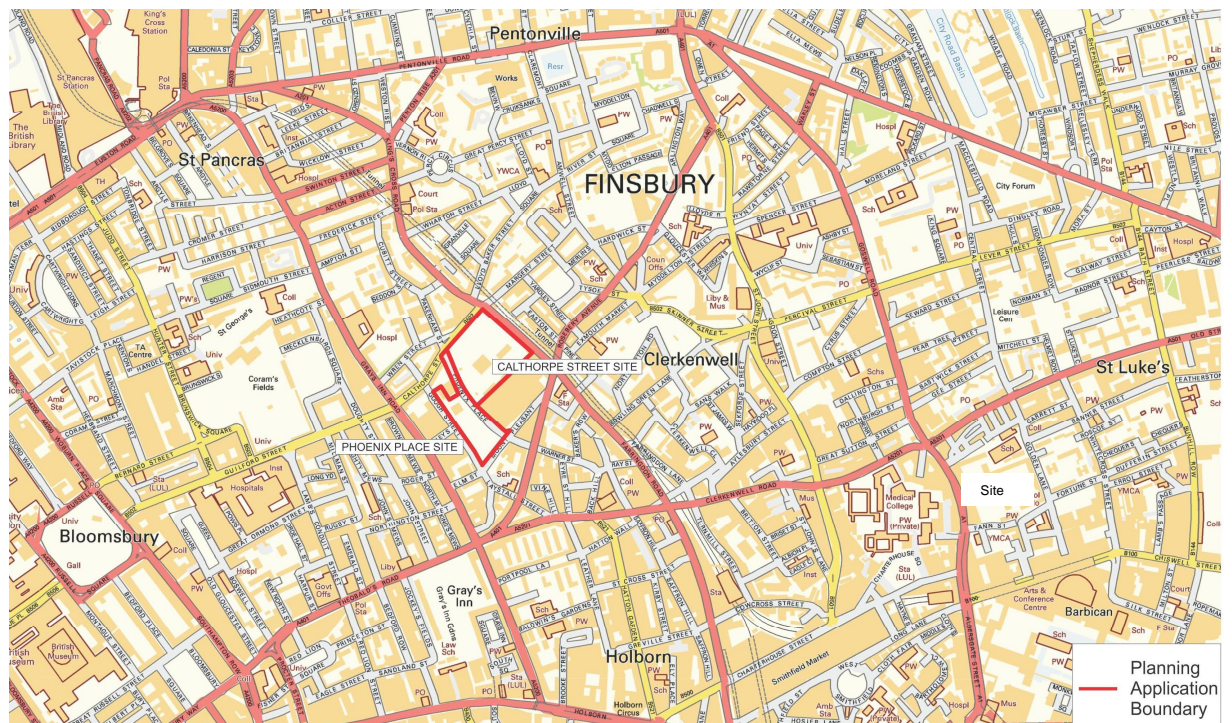
#### 3.2 Description of the location

3.2.1 The site comprises two plots, Calthorpe Street located in LBI, lying immediately north of the sorting office, and Phoenix Place, located in the LBC. The locations of the sites are shown in **Figure 1**.

3.2.2 The Calthorpe Street site is bounded by Calthorpe Street, B5012, to the northwest, Farringdon Road, A201, to the north east, the sorting office to the south east and Phoenix Place to the south west.

3.2.3 The Phoenix Place development site is bounded by Phoenix Place to the east, Mount Pleasant to the south, Gough Street to the west and residential properties to the north.

**Figure 1: Location of the site**





### **3.3 Site accessibility**

#### Public Transport Accessibility Level

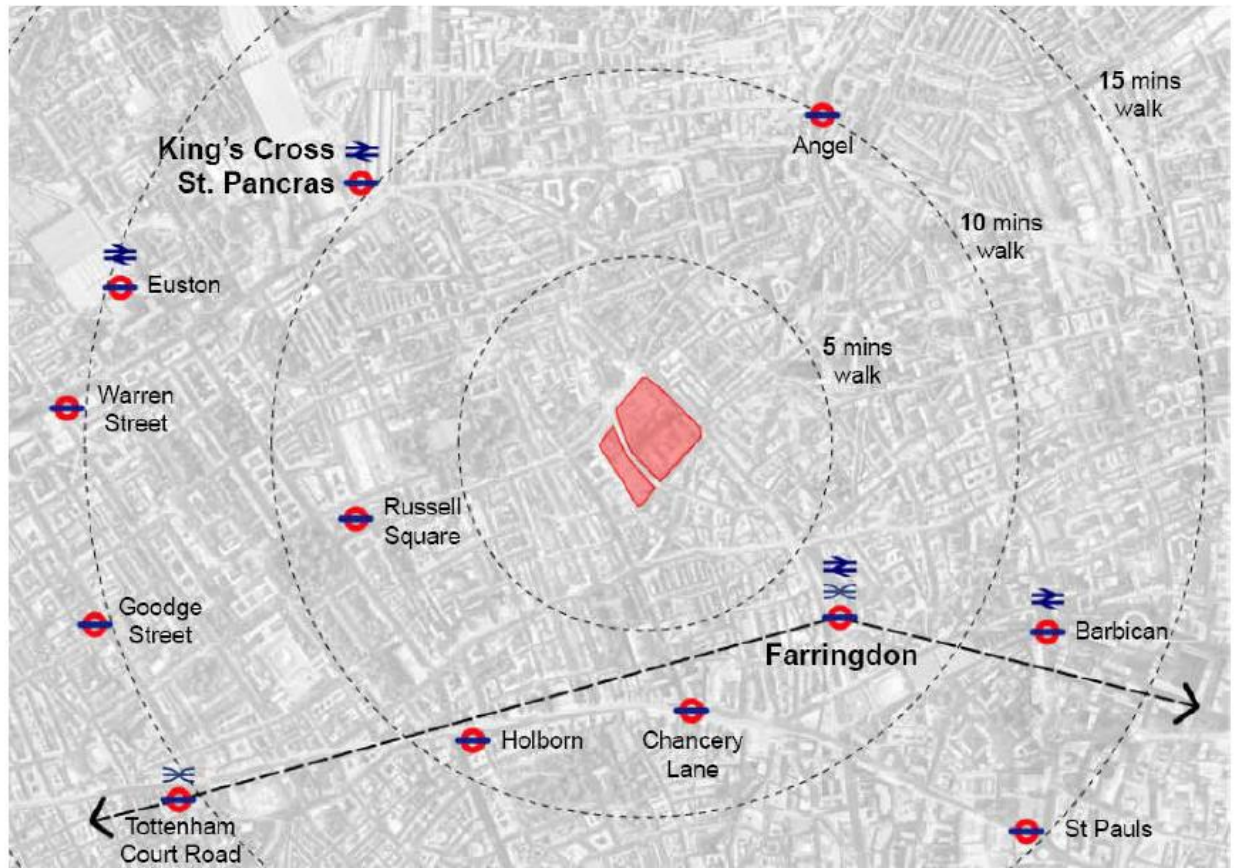
- 3.3.1 The Public Transport Accessibility Level (PTAL) is a method of measuring accessibility to the public transport network, taking into account walk access time and service availability. The rating is from 1 (very poor) to 6 (excellent). Appendix B of TfL's Transport Assessment Best Practice Guidance details the calculation for determining PTAL. The calculation is based on a two way frequency of public transport facilities.
- 3.3.2 The site is located within an area of PTAL level 6a. This has been calculated from the TfL Planning Information Database. This indicates that the site has the highest level of transport accessibility.

### **3.4 Public transport**

- 3.4.1 The development sites are located approximately 900m (11 minutes walk) from Farringdon National Rail Station and therefore within the PTAL walking distance, and 1,300m (16 minutes walk) from Kings Cross and St Pancras National Rail Stations.
- 3.4.2 Figure 2 displays the locations and typical walking distances to the local rail facilities surrounding the site.



Figure 2: Local trains and walking distances (Camden / Islington Mount Pleasant SPD 2012)



3.4.3 A summary of the peak hour services and frequency at Farringdon Station is shown below in **Table 1**.

**Table 1: Peak hour services**

Station	Monday to Friday AM Peak Hour Frequency 08.00 to 09.00	Monday to Friday PM Peak Hour Frequency 17.00 to 18.00	Saturday Peak Hour Frequency 12.00 to 13.00
Farringdon (s/bound) via London Bridge	3	3	4
Farringdon (s/bound) via Elephant and Castle	4	4	4



Farringdon (n/bound) via St Pancras International	15	13	9
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3.4.4 As shown in Table 1, Farringdon National Rail Station has a frequency of 22 trains per hour (2 way), Monday to Friday, during the AM peak hour. During the PM peak hour, a total of 22 trains (2 way) per hour operate.

3.4.5 The nearest Underground Station is Farringdon Station located 900m from the development site and within the PTAL walking distance of the site (11 minutes). Three Underground lines serve the Station, Circle, Metropolitan and Hammersmith & City.

**Table 2: Underground services from Farringdon**

Station	Monday to Friday AM Peak Hour Frequency 08.00 to 09.00	Monday to Friday PM Peak Hour Frequency 17.00 to 18.00	Saturday Peak Hour Frequency 12.00 to 13.00
Metropolitan Line: W/bound	13	15	8
Metropolitan Line: E/bound	13	15	8
Hammersmith & City Line: Farringdon to Hammersmith	6	6	6
Hammersmith & City Line: Farringdon to Barking	6	6	6
Circle Line: Farringdon to Edgware Road	5	6	6
Circle Line: Farringdon to Hammersmith	6	6	6

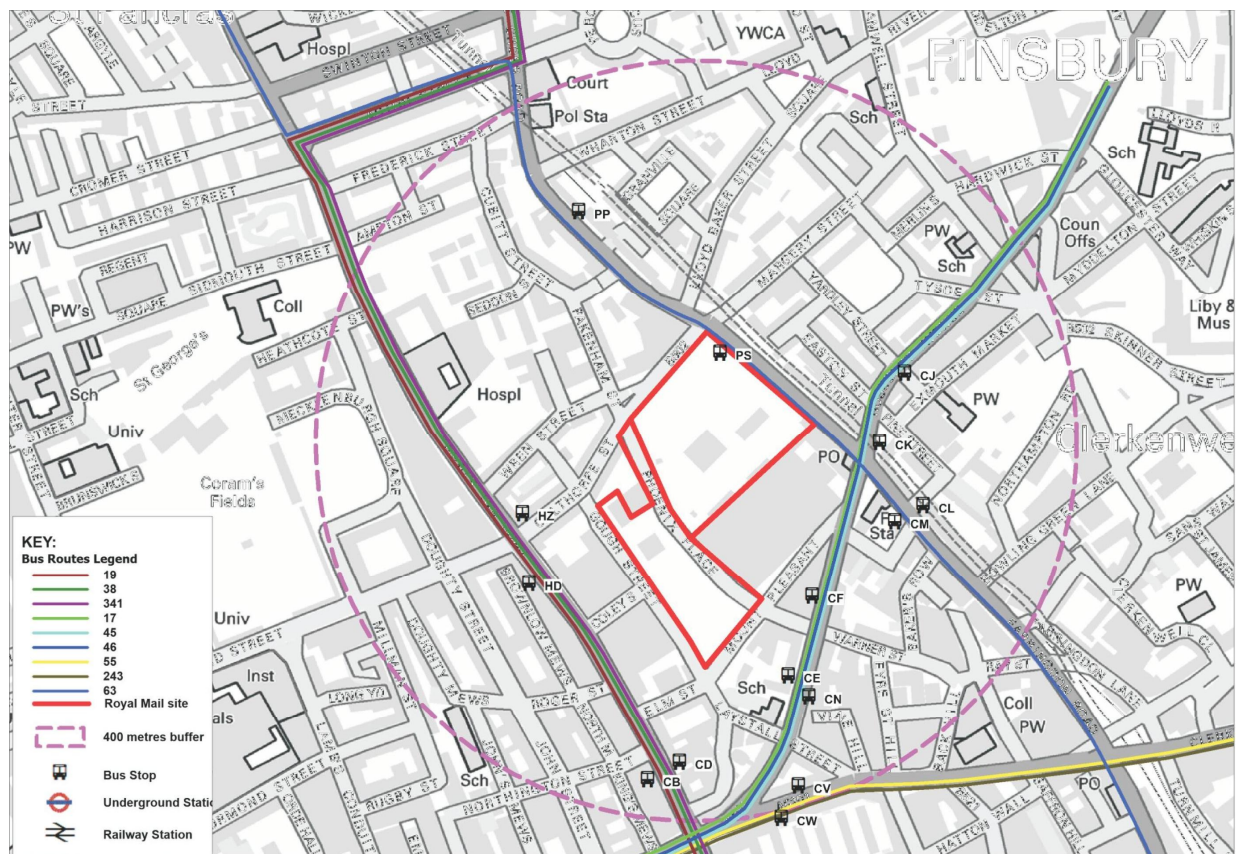


3.4.6 As shown in Table 2, Farringdon Underground Station has a frequency of 49 trains per hour (2 way), Monday to Friday, during the AM peak hour and during the PM peak hour, a total of 54 trains (2 way) per hour operate.

3.4.7 Although Kings Cross and St Pancras Stations are located outside the permissible PTAL walking distance it should be noted that six Underground lines (Victoria, Northern, Metropolitan, Circle, Hammersmith & City and Piccadilly) are accessible from these stations.

3.4.8 The site is very well served by existing bus routes and a total of 9 routes have stops which are accessible within PTAL walking distance of the proposed development. The nearest bus stops are located on Farringdon Road, approximately 20m south of the junction with Calthorpe Street and on Rosebery Avenue.

**Figure 3: Local bus services and routes**





3.4.9 Figure 3 shows the location of existing bus stops close to the proposed sites, whilst Table 4 provides information on the most frequent services.

**Table 4: Bus routes**

Stop Location	Service	Route	Monday - Friday AM Peak Hour Frequency 08.00 to 09.00	Monday - Friday PM Peak Hour Frequency 17.00 to 18.00	Saturday Peak Hour Frequency 12.00 to 13.00
Rosebery Avenue	46	Lancaster Gate Station – Stonecutter Street, via Hampstead	6	7	6
Farringdon Road	63	Forset Hill Tavern to King's Cross, via Elephant and Castle	10	10	9
Grays Inn Road	38	Clapton Pond to Victoria, via Angel	20	20	15
	19	Finsbury Park to Battersea Bridge, via Sloane Square	8	8	8
	341	Tottenham Ikea to Waterloo, via Islington	6	6	6
	TOTAL		83	84	72

3.4.10 As shown in Table 4, approximately 83 and 84 one-way bus trips operate within a 400m walk of the Site during the weekday morning and afternoon peak hours, respectively. Furthermore, a total of 72 one-way bus trips operate within a 400m walk of the Site during the Saturday peak hour.

**Future Public Transport Enhancements**

3.4.11 When Crossrail is complete, it is planned that over 140 trains per hour will flow through the Farringdon interchange when it becomes a link between Thameslink, Crossrail and London Underground services. Farringdon will be the only station from which passengers will be able to access all 3 networks. Farringdon will become one of Britain’s busiest train stations, and will be a key link in bringing



passengers from outer London to the business hubs in the City and Canary Wharf.

- 3.4.12 With Crossrail, Farringdon will be placed at the intersection of a new east-west and north-south axis, where it will be possible to directly connect with 3 of London's 5 airports (with single interchange to the other two), providing a railway connection between Heathrow and Gatwick.
- 3.4.13 To the west, Crossrail will serve Tottenham Court Road, Bond Street and Paddington in Central London. Further west, Crossrail will serve Ealing and Acton with an interchange at Hayes and Harlington for Heathrow. The line terminates in the west at Maidenhead.
- 3.4.14 To the east, Crossrail will serve Liverpool Street and Whitechapel before branching out with one route operating towards Canary Wharf, terminating at Abbey Wood and the other serving Stratford and stops towards Shenfield.
- 3.4.15 It is expected that Crossrail trains will operate at a frequency of 24 trains per hour one way through Farringdon.
- 3.4.16 Once complete, the site will be 900m walk from the Crossrail interchange at Farringdon Station.

### **3.5 Cycle Links**

- 3.5.1 The sites are very well served by existing cycle links. The TfL Cycle Guide describes the following routes surrounding the Site as 'routes signed, or marked for use by cyclists on a mixture of quiet or busier roads':
  - 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.

3.5.2 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 / Clarkenwell Road junction and the Farringdon Road / Rosebery Avenue junction.
- Phoenix Place (in its entirety).

3.5.3 Figure 4 displays the location of existing cycle routes in relation to the site.

#### ***Key Cycle Route Destinations and Journey Times***

- 3.5.4 The cycle route which passes the eastern side of the site on Farringdon Road extends past Farringdon Station to Elephant and Castle in the south, where it connects with Cycle Superhighway 7 (Morden – The City). Farringdon station can be accessed by cycle in approximately 4 minutes from the site.
- 3.5.5 Kings Cross, St Pancras and Euston stations can be accessed via the TfL recommended cycle route along the residential area of St Pancras, via Pakenham Street. Kings Cross and St Pancras can be accessed by cycle in approximately 5 minutes from the site.
- 3.5.6 Angel Station is accessible by bicycle from the Site via Margery Street. Angel Station can be accessed by cycle in approximately 5 minutes from the site.
- 3.5.7 Liverpool Street Station is accessible via the TfL recommended marked cycle routes leading east from Farringdon Road. Liverpool Street station can be accessed by cycle in approximately 12 minutes from the site.
- 3.5.8 Central London (Westminster) is accessible by bicycle via the TfL recommended cycle routes along Calthorpe Street. Central London can be accessed in approximately 12 minutes by cycle.



**Barclays Cycle Hire**

- 3.5.9 In addition to the local accessible cycle routes, 5 Barclays Cycle Hire stations are located within 5 minute walk of the Site, as shown in Figure 3.10.
- 3.5.10 Table 5 specifies the Cycle Hire information for the 5 Cycle Hire locations surrounding the Site.

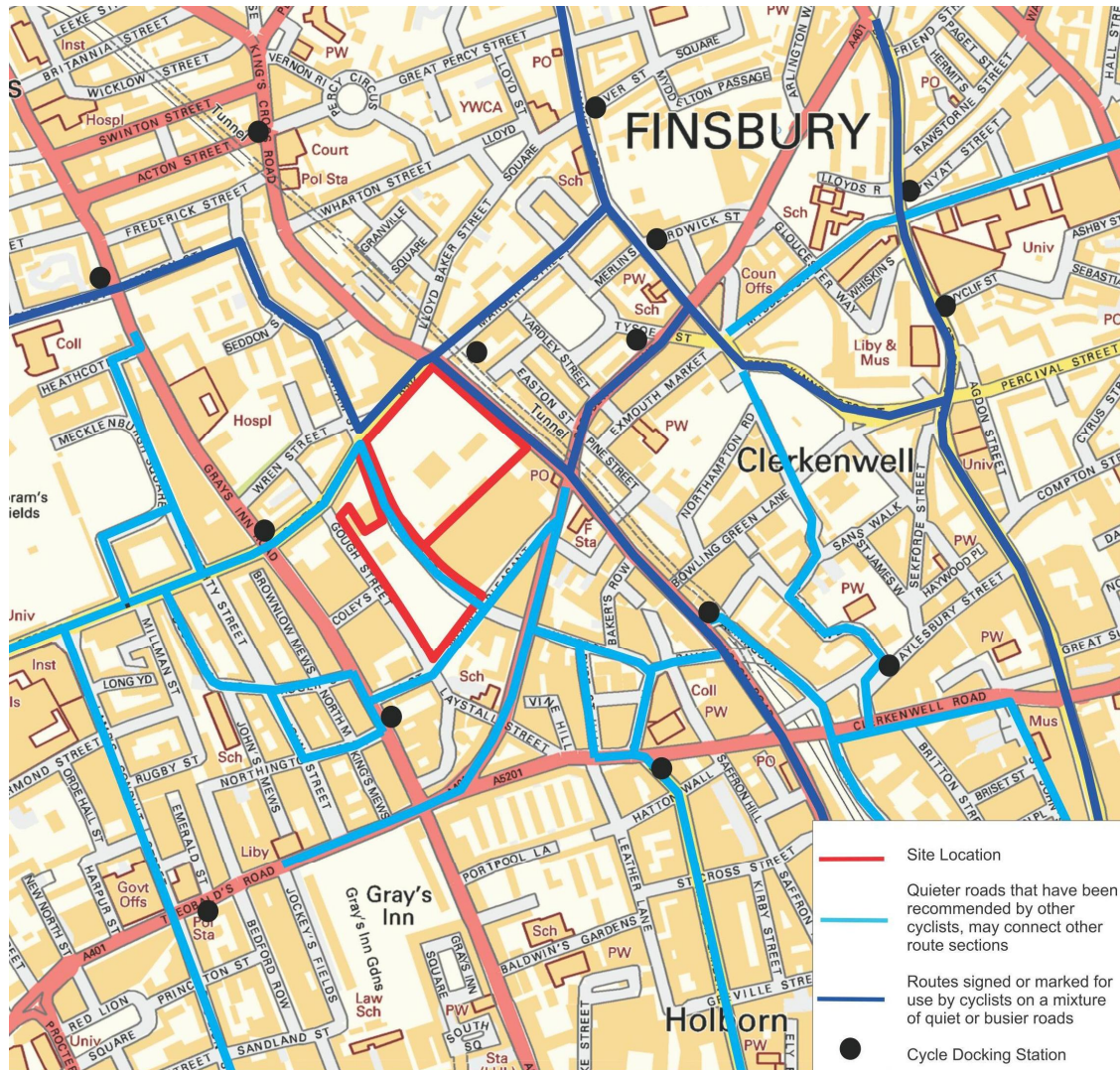
**Table 5: Barclays Cycle Hire Information for All Locations within 5 Minute Walk of Site.**

Barclays Hire Site	Number of Barclays Hire Stands
Margery Street	18
Tysoe Street	19
Farringdon Lane	15
Northington Street	17
Wren Street	32
<b>Total</b>	<b>101</b>

- 3.5.11 As Table 5 shows, there is a capacity of 101 Barclays Hire stands within a 5 minute walk of the site.



**Figure 4: Existing Cycle Links**



**3.6 Pedestrian Routes**

- 3.6.1 As previously noted, public access to the site is not currently permitted. However, security controlled pedestrian access into the site is provided from Farringdon Road for RMG staff.
- 3.6.2 All of the principal routes surrounding the site have footways which are well lit.
- 3.6.3 The Farringdon Road / Kings Cross Road /Margery Street / Calthorpe Street junction is signalised, with pedestrian crossings available on all arms. The Farringdon Road/ Rosebery Avenue is also signalised, and again provides



controlled pedestrian crossings on all arms. Recently pedestrian countdowns have been incorporated at the Farringdon Road/ Rosebery Avenue junction, which provides pedestrians an indication of how long they have to cross the road after the green man light has gone out.

3.6.4 Phoenix Place has footways which vary in width; on the eastern side the footway varies between 2.1-4.4m, and on the western side this varies between 1.7-3.4m. The footway on the southern section of Calthorpe Street measures approximately 2.8m in width, with the footway on the northern side of the road varying between 2.3-5.2m. The footway on Rosebery Avenue measures approximately 3.5m on both the northern and southern sides of the road, with the footway on Mount Pleasant measuring approximately 3.5m on the southern side, and varying in width between 1.5-2.4m on the northern side of the road. Footway widths on Gough Street measure approximately 2.4m on the eastern side, and vary between 2.0-3.7m on the western side. Similarly footway widths on Farringdon Road also vary between 1.5-2.8m and 3.3-3.8m on the western and eastern sides respectively.

3.6.5 A raised pedestrian central refuge exists on Calthorpe Street, 10m east of the Phoenix Place / Calthorpe Street junction.

**3.7 Car Clubs**

3.7.1 Zip Car currently operate in the local area and the vehicle locations within 500m are detailed below in Table 6.

**Table 6 Zip Car locations**

	Location	Distance	Number of vehicles
Zip Car	Grays Inn Road	Less than 200m from the centre of Phoenix Place	2
	Garnault Place	Less than 480m from the centre point of Calthorpe Street	1

## 4. Proposed Development

### 4.1 Introduction

- 4.1.1 In addition to the 336 residential units on the Calthorpe Street site and the 345 residential units on the Phoenix Place site, additional uses are also proposed for the two development sites. **Table 6** shows the development uses.

**Table 7: Proposed development**

Plot	Residential (uses)							Commercial (sqm)	
	Studio	1 bed	2 bed	3 bed	4 bed	TOTAL	Parking	Flexible Commercial Use	B1
P1	5	47	105	54	3	214	40	644	-
P2	0	44	70	16	1	131	14	283	-
C1	0	52	106	15	8	181	65	835	-
C2	0	33	83	26	13	155		737	4701
<b>Total</b>	<b>5</b>	<b>176</b>	<b>364</b>	<b>111</b>	<b>25</b>	<b>681</b>	<b>119</b>	<b>2440</b>	<b>4701</b>

### 4.2 Vehicular access

- 4.2.1 Parking for the development proposals is to be provided at basement level. Vehicular access for cars entering and exiting the Calthorpe Street basement is to be provided from Calthorpe Street.
- 4.2.2 The vehicular access point for the southern part of the development on Phoenix Place will be from Gough Street. Vehicular access to the northern part of the Phoenix Place development will be from a new ramp on Phoenix Place, accessing a basement car park. The two parts are separated by a new pedestrian only link.
- 4.2.3 The table below outlines the level of residential development which is being proposed and the proposed level of car parking for the residential development. Whilst this is subject to change, it is unlikely to change significantly. As stated earlier, the development proposals for the non-residential part of the site are still being established (although it should be noted that this forms only 10% of the development area).





**Table 8: Parking schedule**

Plot name	Residential units (no)	Parking
Calthorpe Street	336 units	65 spaces
Phoenix Place	345 units	54 spaces

4.2.4 Electric charging points are to be provided within the basement car park; these are to be provided in accordance with the guidance in the London Plan with 20% of parking spaces for electric vehicles with an additional 20% passive provision for electric vehicles in the future.

**4.3 Pedestrian and Cycle Access**

4.3.1 Cycle parking for residents of the Calthorpe Street site is being provided within the basement car park. Access is gained via lifts in the east and west blocks, providing direct access to the basement and at ground level to the west of the building adjacent to RMG. This cycle parking is in the form of Sheffield stands. Cycle parking is also proposed for the commercial units, as well as for visitors to the residential units, and these are being provided within the public spaces around the buildings.

4.3.2 Pedestrian access to the buildings has been provided in a number of places, essentially these provide access to cores where lifts and stairs are available to access the various levels.

4.3.3 There are also two distinct pedestrian routes running in an east-west direction through the Calthorpe Street site. These areas will remain in private ownership and management. The volume and speed of vehicles through the site will be sufficiently low to allow safe sharing of these spaces for pedestrian and cyclists without segregation. Although no main cycle routes will pass through the site and there will be no cycle route signage, cyclists will pass through these areas to access much of the proposed resident cycle parking within the buildings. With regard to secure communal areas, cyclists will dismount to enter gates and can be assumed to travel on foot or slowly through these courtyards, passageways, and garden areas.

4.3.4 The two parts of the Phoenix Place development are separated at ground level by a new pedestrian and cycle only link, providing a link between Phoenix Place



and Gough Street. It should be noted that this will be a publicly accessible link, but will remain in private ownership.

4.3.5 Cycle parking for the Phoenix Place site is also being provided within the two basement car parks, in a number of cycle stores near cores, and access being available through a number of lifts. Cycle parking is also proposed for the commercial units, as well as for visitors to the residential units, and these are being provided within the public spaces around the buildings of the Phoenix Place site.

#### **4.4 Deliveries and servicing**

4.4.1 Refuse/ servicing vehicles, and deliveries to the Calthorpe part of the development, will use the Calthorpe Street access and continue through a one-way route through the site, which exits onto Farringdon Road. These vehicles would be restricted to making left turns only onto Farringdon Road, and the kerb radii of this servicing exit has been designed to discourage a right turn. An automatic bollard would also restrict any vehicles trying to enter the site from Farringdon Road.

4.4.2 Refuse/ servicing and any deliveries to the Phoenix site is proposed to take place from Gough Street and Phoenix Place.

4.4.3 Where possible, deliveries and servicing times will be arranged to fall outside of peak times in order to reduce the impact on the local highways. The primary servicing for the residential units will be refuse collection which is managed by LBC and LBI.

#### **4.5 Modal Split**

4.5.1 As outlined earlier in the report, the development proposals are residential-led, comprising approximately 700 residential units.

4.5.2 The modal split from the 2011 census data which has been selected is summarised below. It should be noted that the main mode of travel has been used, as opposed to the final mode.



**Table 10: Modal share (main) from selected 2011 Census data**

	Percentage (%)
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
Unknown	0
Walk	34.1
TOTAL	100%

4.5.3 As detailed in the Transport Assessment, the trip generation for the residential element has been generated from the TRAVL database. Table 11 shows the resulting trips for each mode over a 24 hour period.

**Table 11: Modal share (main) from selected 2011 Census data with trip generation**

	Percentage (%)	Total trips over 24 hours
Bus	17.4	698
Car Driver	9.3	373
Car Passenger	0.7	28
Motor Cycle	0.6	24
Other	0.4	16
Pedal Cycle	10.1	405
Rail	6.5	251
Taxi	1.7	68
Underground	19.2	770
Unknown	0	0
Walk	34.1	1368
TOTAL	100%	4011



## 5. Objectives and Targets

### 5.1 Objectives

5.1.1 The objectives of this Travel Plan are to:

- Decrease the proportion of residents' trips made by car;
- Increase the level of walking and cycling;
- Maximise awareness of available travel options to and from the site to residents, particularly, public transport options; and
- Promote the health and fitness benefits of active travel.

### 5.2 Targets

5.2.1 Targets are essential for monitoring the progress and success of this Plan, and should be 'SMART' – specific, measurable, achievable, realistic and time-related.

5.2.2 The Travel Plan targets aim to achieve a realistic and practical reduction in car trips over the first 5 years of the site being occupied. Targets will be measured through changes in mode share, as reported through surveys which will be done in line with TfL and LBC and LBI current guidance.

5.2.3 Mode shift targets have been set for the residential units using mode share calculated in Chapter 5, and are set out in Table 12.

**Table 12: Mode shift targets**

Mode	% Baseline modal split (trip nos)	Year 3 target	Year 5 target (trip nos)	Net change
<b>Car driver</b>	9% (373)	8%	7% (281)	-2%
<b>Bicycle</b>	10% (405)	11%	11% (445)	+1%
<b>Walk</b>	34% (1,368)	35%	35% (1,408)	+1%
<b>P/T</b>	42% (1,719)	42%	42% (1,719)	+0%

(As car travel is already low, the target aims to ensure this low baseline is sustained and further reduced.)



5.2.4 Delivery and servicing trips have been estimated from the TRAVL database, details of which can be found within the TA. Table 13 shows the servicing vehicle trips generated by the TRAVL selected sites and proposed targets.

**Table 13: Servicing and delivery trips**

Monday to Friday 24 hour servicing trips		
	In	Out
<b>Calthorpe Street</b>	20	21
<b>Phoenix Place</b>	21	21
<b>Total</b>	41	42

5.2.5 Up to 42 vehicles are expected at the residential sites. It is proposed that these levels will be maintained however, targets will be set once the first survey of service and delivery vehicles has been undertaken which will take place with the Travel Plan surveys as detailed in the Service and Delivery Plan.



## **6. Travel Plan Strategy**

### **6.1 Introduction**

6.1.1 This plan determines the strategy by which the Travel Plan for the residential element will be implemented. Elements of the Travel Plan strategy include:

- How the Travel Plan will be managed; and;
- Who will be responsible for funding the different elements of the Travel Plan

### **6.2 Travel Plan Co-ordinator**

6.2.1 A Travel Plan Coordinator (TPC) will be appointed by the management company for the residential units. The TPC will be in post 3 months prior to initial occupation of the site and in place for a minimum of 5 years. The TPC role will be part of an existing full time role, the TPC will be primarily based on site in order to deal with any travel plan issues. Should the two residential sites come forward individually a TPC will be assigned to both.

6.2.2 The responsibilities of the TPC will be to:

- Implement individual measures outlined within the RTP;
- Gathering monitoring data;
- Ensuring individual Travel Plans and site Action Plans are implemented;
- Producing travel information;
- Running promotional campaigns; and
- Preparing individual monitoring reports detailing progress towards achieving their Travel Plan targets.

6.2.3 The residential TPC will work closely with the TPCs appointed through the Framework Plan to ensure a coordinated approach across the site.

### **6.3 Travel Plan Funding**

6.3.1 The requirement of a Travel Plan will be secured through a Section 106 agreement as required by LBC and LBI.



- 6.3.2 The developer will be responsible for funding the RTP as well as the hard measures to be implemented at the time of construction, for example, cycle parking. The TPC will be responsible for implementation of soft measures for the 5 year duration of the Travel Plan and will have a budget for this provided for by the developer.
- 6.3.3 After the 5 years, presuming targets have been met, the management company will continue the Travel Plan on a voluntary basis.

## **7. Measures**

### **7.1 Introduction**

7.1.1 Sustainability is embedded within the development from the outset through its design which supports walking and cycling, and through the travel plan measures which will be implemented from occupation. The short, medium and long term measures outlined have been designed to influence modal shift to the most sustainable forms of transport, walking and cycling.

### **7.2 Marketing and awareness**

7.2.1 Providing travel information and raising awareness of the benefits of sustainable travel are key objectives of this Travel Plan. The TPC will be responsible for leading on the marketing and awareness component of the Travel Plan across the residential site. The marketing and awareness will be built upon 3 major components:

- A Travel Welcome Pack
- Personalised travel planning
- Ongoing awareness / events

### **7.3 Travel Welcome Pack**

7.3.1 The Welcome Pack will be the primary means of informing residents about their travel options. The guide will include the following:

- Information on walking, including local walking maps to local destinations with the walking times listed in minutes as well as by distance;
- Information on cycling, including information about local cycle shops, information on cycle training and cycle safety and cycling maps;
- Information on local public transport, including route information, timetables and ticket information;
- Details of the local car clubs, including how they work, instructions on how to join and the potential benefits;





- An offer to take part in a personalised travel planning session with the TPC;
- Promotion of LBC and LBI cycle training schemes;
- Details of safe routes to local schools and school transport services;
- Details of key destinations in the vicinity such as shops, leisure facilities and doctors surgeries;
- Promotion of less polluting vehicles; and
- Contact details for the TPC and details of the TP website.

#### **7.4 Personalised Travel Planning**

7.4.1 The Travel Welcome Pack for residents will include an offer of personalised travel planning. The personalised travel planning service will be aimed at helping residents make informed decisions about their travel. The TPC will provide advice for regular commuting journeys and details of sustainable access to key destinations, for the residents in question. This will be promoted and offered throughout the life of the travel plan.

#### **7.5 Notice boards**

7.5.1 Travel plan notice boards will be installed at prominent locations within the development. The material displayed will be designed to promote travel plan measures such as walking, cycling and public transport to residents. It should also be used as a way of promoting any forthcoming transport events and competitions. It will be updated regularly by the TPC.

#### **7.6 Supporting walking & cycling**

7.6.1 The Welcome Pack will include information on safe walking routes to the main destinations and attractions in the area, for example, walking routes to public transport hubs.

7.6.2 The Welcome Pack will also contain cycle maps, locations of cycle parking, local cycle repair shops and information on free cycle training and details of local cycle groups.

7.6.3 The Welcome Pack will provide advice on bike security, including security marking detailing how to lock a bike most effectively and advice on best locks to



buy. It will also provide details of local cycling groups and invite residents to join a Bike User Group (BUG). Details on LB Camden's shopping trailer scheme will be provided along with their Cyclist Camden Campaign and Islington's Cyclist Action Group.

7.6.4 A total of 441 residential cycle parking spaces will be provided on the Calthorpe Street site plus 40 visitor spaces and a total of 431 spaces provided on the Phoenix Place site with 36 visitor spaces in accordance with TfL's guidelines.

7.6.5 The TPC will arrange for 'Dr Bike' visits to the building to provide advice and make basic repairs to bicycles. The frequency of the visits will depend on the uptake.

## **7.7 Supporting public transport**

7.7.1 The Welcome Packs will provide information on the location of bus stops, local bus routes and times, details of the bus operators and of tickets available. It will also contain information on train timetables and operators. This information will also be provided on notice boards. They will also include information on realtime information (online, on mobile apps and at bus stops) as these tools make using the bus much more convenient and therefore attractive.

## **7.8 Car parking management**

7.8.1 The car park will only be accessible via a secure fob entry system.

## **7.9 Encouraging more sustainable car use**

7.9.1 Zipcar car club also currently operates in the area and details on the location of the bays, the benefits of joining a car club and how to register for use will be promoted to residents within the Welcome Packs.

7.9.2 A car club has been contacted regarding the potential of providing on-street parking as part of the development.

## **7.10 Travel Plan Website**

7.10.1 A dedicated website for use by residents will be established by the TPC which will provide details on local sustainable travel access, including;

- Travel Plan news;
- Information on travel initiatives;



- Details of walking and cycling routes and links to useful websites e.e walkit.com;
- Public transport timetables;
- Access to car club booking facilities; and
- Links to local cycle groups.

**7.11 Broadband internet access**

7.11.1 All residential units will be equipped with broadband internet capabilities. This will help those residents wishing to work from home and also to undertake online shopping, reducing the need to travel.

**7.12 Summary**

7.12.1 A summary of the proposed measures and the user group to which each measure applies is shown in Table 14.

**Table 14: Summary of measures**

Target	Measure	Responsibility	Target Date for Completion
Reduce car journeys to the site	Travel Welcome Packs	TPC	By occupation
	Travel Plan website	TPC	By occupation
	Notice Boards	TPC	By occupation
	PTP	TPC	From occupation
Increase walking trips	Infrastructure improvements	Developer	Prior to occupation
	Participation in walking promotions	TPC	From occupation
Increase cycling	Cycle parking	Developer	Prior to occupation
	On site bike Dr sessions	TPC	From occupation
	Cycling information events	TPC	From occupation
	Bicycle User Group	TPC	From occupation
Increase PT trips	Public Transport Information	TPC	From occupation

## **8. Monitoring**

### **8.1 Introduction**

8.1.1 The RTP is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to those using the site. This chapter sets out the proposals for the monitoring and review of the Plan.

### **8.2 Monitoring Plan**

8.2.1 The monitoring of the RTP will take place throughout its 5 year life. All monitoring will follow the most up-to-date TfL best practice guidance (which currently requires TRAVL or iTRACE compliant surveys), and will be the joint responsibility of the management company and the individual occupiers.

8.2.2 The monitoring programme will begin with the initial travel survey, to be undertaken within 3 months of 50% of the residential development being occupied. This will be undertaken in line with the current guidance, which currently recommends the use of TRAVL and/or iTRACE.

8.2.3 The targets set out in this RTP in Section 5.2 may be revised based on the results of the initial travel survey if the modal split is found to be considerably different from the expected modal split. The revised targets will be discussed with LBC and LBI before being finalised.

8.2.4 Further travel surveys will take place in years 3 and 5 of the development to monitor progress towards the interim and final targets.

8.2.5 In addition, the use of the cycle parking spaces will be monitored regularly during the spring/summer months to determine whether additional facilities are needed. Feedback from residents will also be included in monitoring reports.

### **8.3 Monitoring Reports**

8.3.1 The TPC will submit monitoring reports to LBC and LBI in years 1, 3 and 5. The reports will include the results of any development wide surveys conducted and the details of any new measures introduced. The monitoring reports will be funded by the developer.

8.3.2 After 5 years, a final full review of the Travel Plan will be sent to LBC and LBI. If the targets are met, the Travel Plan condition will be discharged and implementation will continue on a voluntary basis.



- 8.3.3 If after 5 years the targets have not been met, then the management company will retain responsibility for the Travel Plan and continue to implement measures and monitor until targets are achieved. If necessary, new measures may need to be introduced and this will be discussed and agreed with LBC and LBI at the time.

## 9. Action Plan

### 9.1 Introduction

9.1.1 This chapter draws together all the proposals for implementation, monitoring and review of the Plan. The actions which will be undertaken are summarised in the action plan, which indicates how the various elements of the plan will be managed and how the actions will be prioritised.

9.1.2 The Action Plan is shown below in Table 15.

**Table 15: Action Plan**

Action	Objective / reasoning	Timescale	Responsibility
Appoint TPC	Provide a central figure for coordinating the travel plan	3 months prior to initial occupation	Developer
Installation and promotion of cycle parking spaces	To meet requirements and support objectives to maximise accessibility by active modes	During construction	Development Project Manager
Design and produce Travel Welcome Pack and Website	To support the TP objectives	Prior to occupation	TPC
Setting up of Travel Plan notice boards in prominent locations	Support TP objectives to maximise awareness of travel options	Prior to occupation	TPC
Undertake PTP with residents	To support the TP objectives	Ongoing – offered on occupation and publicised throughout the RTP	TPC
Run Bike Week events	To support the TP objectives	Annually	BUG and local cycling groups
Source discounts for residents with local cycling retailers	To encourage the uptake of cycling	Prior to occupation	TPC
Initial Travel Survey	Confirm baseline mode split to ensure targets are representative and realistic	After 3 months of 50% occupation	TPC
Travel Plan	Measure progress	Years 3 and 5 (at	TPC



monitoring	towards targets and update actions if necessary	same time of year as initial survey)	
Submission of monitoring reports	To fulfil role of TPC	Following monitoring surveys	TPC
Final Travel Plan assessment	Ensure targets have been achieved	Year 5	TPC



## Appendix

### 9.2 Appendix A – Policy and Guidance

#### **National Planning Policy Framework (2012): Chapter 4 - Promoting Sustainable Transport**

This document states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. New developments should take the following into account:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The guidance states that new development should be located and designed where practical to:

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

The guidance states that key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.





### **DfT Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009)**

This travel planning best practice guidance “is intended to set out best practice actions that can be taken to produce high-quality, robust travel plans”. This guidance has been taken in to consideration when producing this travel plan to ensure that it is suitable for the site and will provide numerous benefits to the target audience (staff).

### **TfL Travel Plan Guidance (2011)**

The ‘Guidance for Workplace Travel Planning for Development’ (2008) and “Guidance for Residential Travel Planning in London” (2008) have been replaced with a single guidance document ‘Travel planning for new development in London: Incorporating deliveries and servicing’ (2011). As indicated in the title, this guidance now also requires deliveries and servicing associated with new developments to be taken into consideration.

This guidance has been updated to reflect the considerable development in the production of travel plans since the original guidance was produced in 2008.

The guidance outlines the necessity for strategic-level travel plans and local-level travel plans based on the differing sizes of development.

This guidance has been adhered to in the preparation of this travel plan and has been used to determine the type of travel plan necessary.

### **Mayors Transport Strategy, (2010)**

One of the key proposals of the Mayor’s Transport Strategy (MTS) is to encourage more walking and cycling.

#### ***Cycling***

The Mayor has set a target to achieve a 5 per cent modal share for cycling (currently two per cent) by 2026, which equates to an approximate 400 per cent increase compared to 2000.

The MTS highlights the role that employers and developers must play in helping to achieve this target including through the provision of cycle parking (Proposal 57).

This FTP sets out both hard and soft measures that will be implemented and will assist to increase the numbers cycling in London.



### ***Walking***

The MTS highlights that walking can help reduce congestion on local road, bus, Underground and rail routes. In addition, one of the Mayor's proposals (Proposal 62) is to promote the health and environmental benefits of walking.

The measures outlined in this FTP aim to help reduce congestion on public transport networks through walking.

### **Mount Pleasant Supplementary Planning Document, 2012**

The Mount Pleasant Supplementary Planning Document (SPD) forms part of both LB Islington's and LB Camden's Local Development Framework. The SPD sets out the relevant planning policies that should be addressed by the redevelopment of the Site and provides development guidelines.

The SPD highlights that Royal Mail intend to continue and intensify their operations at the Site and will require an increase in both staff and operational vehicle movements. Furthermore, the SPD states that *'any future development of the Mount Pleasant site is intended to be predominantly car free and that new residential parking will be limited to disabled parking, servicing and delivery access only.'*

### **LB Camden Core Strategy**

The Core Strategy sets out the key visions for the borough up to 2025 and forms the main part of the LDF. The Council's overall strategy to growth is to promote the provision of homes and jobs in areas with significant redevelopment opportunities at, or near transport hubs (Core Strategy 1.6).

In transport terms, the main focus of the core strategy is to make the best use of land by seeking development that makes full use of its site and surroundings in terms of transport accessibility (Policy CS1). Furthermore, the council expect high density development in Central London and locations well served by public transport (CS1).

### **LB Camden Development Policies**

LB Camden's Development Policies set out the detailed planning criteria that is use to determine applications for planning permission in the borough.

On walking, cycling and public transport, Policy DP17 states that developers should make provision for pedestrians, cyclists and public transport users. In particular, features such as high quality cycle parking, workplace showers and lockers should be provided.



Furthermore, the Council strongly encourage the use of car clubs and pool car share schemes.

Policy DP18 also states that the provision of electric charging points should be supplied as part of any car parking provision.

The Development Policies document also highlights throughout that Travel Plans play an important part in minimising the traffic impact of a development and that *'the Council will expect proposals to provide information on the impacts of the development and steps that will be taken to mitigate against those impacts through a Travel Plan.'* (Policy DP16 & 16.18).

### **LB Islington UDP (Saved Policies 2011)**

The council seek to meet their traffic reduction targets by promoting measures to increase the proportion of road space allocated to public transport, cyclists and pedestrians (Saved UDP policy T8).

The Council will discourage private car journeys which are not essential and which could reasonably be made by public transport, walking or cycling (policy T18).

The needs of cyclists are prominent throughout the UDP and in particular, the provision of adequate, secure and safe parking for bicycles at all development. The UDP states that the provision of parking is set out in the Council's Planning Standards Guidelines (T34).

With regards to new developments, Policies T55 and T56 ensure that development is:

- Properly related to the borough's public transport network,
- Meets the council's standards in terms of parking, servicing and highway access.

### **LB Islington Core Strategy, 2011**

The Core Strategy was adopted in 2011 and will inform planning decisions and shape development in the borough up to 2025.

In transport terms, the Core Strategy promotes sustainable transport choices to mitigate the impact of developments on the environment and to respond to congestion affecting local roads (Objective 17). In addition, the overall objective is to encourage walking and cycling over public transport use and encouraging all these modes over car use (Objective 1).



### **LB Islington Urban Design Guidance, 2006**

The Islington Design Guidance is a supplementary planning document that provides design guidance principals for development within the Borough, based on policies contained within the LDF.

The need to strengthen connections is identified within the Urban Design Guide and, in particular, the need to clearly define through-routes to minimise walking distances to public transport interchanges.

The Design Guide encourages car free housing development in areas of high public transport accessibility and states that *'parking permits for new housing will only be provided for essential users.'*

On underground parking, it is recommended that solutions should be sought for off-street parking that ideally allows it to benefit from 24 hour surveillance and to be hidden from view.

On sustainable travel, Policy CS2 states that the Council will:

- Require new developments which generate large numbers of trips to be located in town centres and other highly accessible locations.
- Only allow for essential parking needs in new development
- Require new housing in locations well served by public transport to be car free
- Improve provision for walking and cycling
- Work with TfL and other partners to improve public transport.

### **LB Islington Development Management Policies – not adopted**

As part of the LDF, LB Islington are in the final stages of preparing the Development Management Policies document which will inform local planning decision making up to 2025. The planning policy measures below have been taken from the final submission of the Development Management Policy (DMP) document (June 2012).

Policy DM46 focuses on managing the transport impacts of any development through mitigation. In order for developments to be considered acceptable, they are required to:

- Policy DM46 states that a Travel Plan is required to be submitted with the Transport Assessment.



On walking and cycling, Policy DM 48 states that major developments are required to provide cycle parking in accordance with the minimum standards set out in Appendix 6 of the DMP. The policy states that cycle parking is required to be designed to best practice standards and shall be secure, sheltered, integrated, conveniently located, adequately lit and accessible. In addition, 'cycle parking shall include an adequate element of parking suitable for accessible bicycle and tricycles. Table 2.3 displays the cycle parking standards.

Car club provision is supported by the Borough, including the provision of wheelchair accessible car club bays, where appropriate.