File Note

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Date	4 December 2013
Project No	VN50127
Subject	Response to LBC Highways on Mount Pleasant TA

1. Introduction

This technical note has been prepared in response to comments from Transport Officers at the London Borough of Camden (LBC) in relation to the proposed development of the Mount Pleasant site (Application Ref 2013/3807/P). The LBC comments are provided in Appendix A.

For clarity, LBC Officer comments are displayed in black text below with SKM response displayed in italics in blue text.

2. LBC Comments and Responses

Commercial

The proposed development includes 887 sqm GEA of commercial space on the Phoenix Place site and 1,572 sqm GEA of commercial space on the Calthorpe Street site. A flexible consent is being sought for this space, with use classes including various forms of retail and community use (ranging from A1/A2, and A3, to D1/D2). For the purposes of trip rate analysis, SKM BC have assumed that all of this space will be used for retail purposes and so have based the rates on A1 food retail, presumably a large supermarket. However, no information has been provided as to which sites have been selected from the TRAVL database. The TRAVL modal split suggests that 74% of customers would walk to the store(s) and 2% would be car passengers, whilst 12% would travel by Underground, 9% would travel by bus, and 2% would travel by rail. No figures have been provided for the D1 and D2 commercial units. Further information should be provided before the commercial trip rates can be accepted.

The use of supermarket trip rates is likely to greatly inflate the number of trips to the site compared to that which would be expected considering the actual types and size of unit being proposed, which are generally small in nature. Typically, smaller units are more likely to attract local custom, rather than attracting large numbers of people from outside the surrounding area (as a supermarket would). The table below compares the residential and retail peak hour trips for the Phoenix Place site:

	AM Peak (8am-9am)			PM Peak (6pm-7pm)		
	In	Out	Total	In	Out	Total
Residential	53	174	227	148	72	220
Retail	123	108	231	203	199	402
Total	176	282	458	351	271	622

This illustrates that a medium sized supermarket would generate approximately the same number of trips as 345 residential units in the morning peak hour and double the number in the evening peak hour. Whilst SKM CB states that the use of these high retail trip rates enables them to consider a “worst case” scenario, it is unclear what, if anything, is being tested.

Car free flexible land uses are sought, therefore no car parking will be provided. As a result, the flexible land uses will not produce or attract any car trips.

The purpose of the modal split analysis is to establish the maximum number of person trips generated by the development, per mode, as outlined in the DfT Guidance on Transport Assessments. The results of the analysis, which was also requested by TfL has been used by them to assess the impact the increased demand will have on public transport services such as local bus services.

It is important to note that the development proposals seek a **flexible** permission for the commercial land use. This is explained in detail in Section 7.2 of the TA. Of all the commercial uses A1 retail has the highest all mode trip generation, and in particular, A1 food retail. Therefore, in order to consider the worst case in terms of person trips generated, it has been assumed that all the commercial floorspace, with the exception of the B1 (Office) which forms part of the Calthorpe Street (C2) scheme, is A1 food retail.

Therefore, the all person impact of the development assesses the theoretical worst case scenario that all flexible land uses will be A1 food retail. This provides a robust analysis.

Section 7.2 also provides reference to Appendix K, which outlines the selected A1 food sites in TRAVL were comparative small food retail stores in central London. Table 1 below summarises this information.

Table 1: A1 Food Retail Selected sites

Site Name	Borough	PTAL	Survey Date	RFAm^2	Parking
Tesco Express	Westminster	5	25/11/2009	880	0
Waitrose	Westminster	6	10/06/2010	1070	0

TRAVL also contained the trip rates for one other comparative central London A1 food retail store (Sainsbury's local, 278m^2 RFA). However, the survey of this site was conducted in October 2000 and was therefore rejected in preference for the more recent central London surveys.

The 'main mode' modal split for the A1 food retail land use has been calculated from TRAVL using the food retail sites as shown in Table x. As a car free development is proposed, the car driver modal split has been redistributed to walk, which forms the highest mode share of travel to the food retail use.

The resultant multi modal trips shown in Section 7.3 of the TA have been used to assess the impact the development would have on increased person trips on local buses. Section 7.3.2 concludes that TFL agreed that there is sufficient bus capacity to accommodate the additional bus demand.

Trip rates for D1 or D2 land uses (community uses) were not assessed as they would create lower peak hour trips than the A1 food retail land use. As outlined earlier in this note (as well as the TA), since a flexible use is sought, there would be no benefit in assessing the impact of a use which generates lower trip rates than what could be implemented on site.

Office

Whilst there are no offices proposed on the Phoenix Place site, 4,701 sqm GEA of office space is proposed on the Calthorpe Street site. The B1 office trip rates have been based upon 4 sites in the TRAVL database. I note that all of the selected sites are TfL offices located close to Victoria station.

I also note that the PM peak hour office trip rates seem to be based on half an hour's worth of data (6pm to 6.30pm) and that the rates are less than a third of those in the preceding hour (5pm to 6pm). This will affect the figures given in Tables 7.4 and 7.5. I would recommend that the 5pm to 6pm figures be used instead and that the tables be amended accordingly. To ensure clarity, I would also recommend that the figures

be split between residential, commercial, and office uses for each hour throughout the day.

The TRAVL modal split has been adjusted to remove car trips, which results in 46.8% of trips being made by rail, 38.2% by Underground, 7.7% by bus, 4.1% cycle, 2.2% walk and 0.3% by motorbike. It is unclear whether this modal split is appropriate.

A car free office is proposed at the Calthorpe Street site, therefore no car parking will be provided. As a result, the office will not produce or attract any car trip other than servicing vehicles.

As discussed in Section 3.3 of the TA the network PM peak hour has been identified as 1800-1900hrs. The TA Scoping Report also identified this as the network peak period (and this was submitted to Officers in December 2012). The office multi modal trip rates at 1800-1900hrs have been used as we have outlined the impact of the development during the network peak hours. Notwithstanding this, Appendix K of the TA provides the multi modal trips produced by the office and each other land use per hour, including 1700-1800hrs.

As outlined earlier, TfL has used this data to assess the impact of the development proposals on the public transport network and have confirmed that there is sufficient capacity on local transport services to accommodate the additional demand.

Servicing

Servicing of the Phoenix Place site is expected to take place on-street from Phoenix Place, Gough Street and Mount Pleasant. The applicants have proposed that a number of loading bays be created on street to enable serving to take place from various points around the site.

Servicing trip rates for the various land uses have been derived from the TRAVL database, however a different selection of sites has been used compared to the person trip calculations. The reasons for this are unclear. The TA states that the sites listed in Table 11.1 were used to determine the servicing trip rates, however this is incorrect (with the exception of retail) as Appendix Q indicates that a smaller selection of sites has actually been used to calculate the rates. The reasons for this are also unclear;

Some of the sites shown in Table 11.1 of the TA were used to predict the likely servicing levels at the site. The reasons for this are that some sites produced very low levels of servicing trips, while others produced very

high levels of servicing trips. Therefore, a mid-range estimate has been made which discounts the sites which produce noticeably different levels of servicing.

Of the residential sites shown in Table 11.1all sites other than the Osier Crescent site were used to assess the likely residential servicing levels at the site. The Osier Crescent site is located in an area of PTAL 1 and produces a very high level of transit vehicle trips per day. This site was therefore discounted as it was felt the proposed residential development would produce far less transit vehicle trips in its PTAL 6 location.

Of the office sites shown in Table 11.1, the Baltic Exchange, Highbury House and MVA sites were used to predict servicing levels at the office. The Windsor House, Buckingham Palace Road and Eccleston Place sites were discounted as they produced far higher servicing trips than what is expected at the site. The Association of London Government site was discounted as it produced a very low level of servicing trips by rigid 3 axle vehicles. The Baltic Exchange site produced a higher number of deliveries by 3 axle vehicles and was therefore selected instead.

Existing Royal Mail Traffic

There seem to be some anomalies in the figures given in Appendix J as to the use of the various access points to the Royal Mail site, compared to what is stated in Section 4 of the TA, what we have been previously informed, and the traffic flow diagrams:

The Phoenix Place/Mount Pleasant basement entrance (Site 4) was used by just 8 vehicles, including 6 HGVs, during the 24 hour period. This is meant to be the main entrance for vans to the basement loading area and so I would have expected a much higher number of vans to use it. The entrance is completely unsuitable for use by HGVs so I am unsure how it could be used by such vehicles. The access also appears to be used as an exit, despite being entrance only;

The Farringdon Road access (Site A) was used as an entrance by 792 vehicles (including 363 HGVs), and as an exit by 392 vehicles (including 263 HGVs) during the 24 hour period;

It would appear that the “missing” 323 vans and 100 HGVs are using the Phoenix Place north exit (Site D) –This will be unacceptable in the with-development scenario as Phoenix Place is to become a predominantly residential street. The figures suggest that around 40 vans and 10-14 HGVs an hour will be exiting the site onto Phoenix Place throughout the

day. In the with-development scenario, whilst the number of HGVs remains virtually the same, the number of vans actually doubles. These vehicles, particularly the HGVs, should be rerouted onto the Farringdon Road exit;

What is being described above is the 'future baseline' scenario. As explained in Section 5.1 and during the meetings with Officers from LB Camden, as well as Chapter 6 of the TA, the future baseline scenario is the increase in Royal Mail operational traffic as a result of the consolidation of other Royal Mail sorting offices onto the Mount Pleasant site. It does not consider any development related changes or access relocations. Since the submission of the planning application, the future baseline scenario has already been implemented by Royal Mail.

As also explained in Section 5.2 of the TA, the enabling works involve the relocation of the Site D access from Phoenix Place onto Farringdon Road. Furthermore, the enabling works are required to facilitate development, and these would only be carried out by the Applicant in the event that consent for development was granted. The enabling works would not come forward in isolation.

Development Scenario 1considers the traffic impact of:

- relocating the Site D access,
- redeveloping both Calthorpe and Phoenix Place sites,
- relocating the staff car park to Gough Street, and
- maintaining the future baseline Royal Mail flows.

The resultant traffic flow diagrams are shown as Figures 18 and 19 in the TA. The existing 2012 flows are shown as Figures 3 & 4 in the TA. Comparison between the two sets of figures show that with development scenario 1 in place, traffic levels entering and departing Phoenix Place will be lower than 2012 levels, since the Site D access will no longer be in use.

The Phoenix Place basement exit (Site B) was used by just 17 vehicles, of which 13 were HGVs, during the 24 hour period. It is unclear why the figures are so low or why it is being used by HGVs or why it is being used as both an entrance and exit.

The figures quoted above represent existing traffic flows – it is important to note that this access currently only serves what is known as the EC Delivery area, which comprises only 23 van spaces.

Existing/Proposed Royal Mail Staff Car Park

The Phoenix Place staff car park access (Table 4.2) was used by 288 vehicles entering and 245 vehicles exiting during a 24 hour period. The maximum two way flow was 76 vehicles, which occurred between 6am and 7am, whilst a further peak of 58 vehicles took place at noon. Other than the lunchtime peak, these peaks appear to tally with the staff shift patterns. The TA states that the maximum occupancy of the car park took place between 9am and 11am when 156 vehicles were parked on site. However, these figures fail to include the number of vehicles which were present prior to the start of the survey, which is a serious omission. As such, the true occupancy level is likely to be much higher;

The TA states that the car park survey was undertaken by video camera, with vehicle registration plates being recorded in order to determine the duration of stay of each vehicle. However, no information has been provided on the duration of stay. It is unclear why this information has been omitted;

The results of the existing staff car park beat survey are contained within Appendix G of the TA. The survey results are entitled 'Mount Pleasant Car Park Survey – Thursday 20th September' (also attached). These survey results show that 39 car parking spaces were occupied prior to the start of the survey. Therefore, the level of occupied parking space prior to the start of the beat survey has been taken into consideration. The results also identify the duration of stay per vehicle arriving at the staff car park.

The level of Royal Mail operational traffic (which excludes staff parking) is forecast to double from around 1,600 movements a day (800 in and 800 out) to around 3,200 movements a day (1,600 in and 1,600 out). The number of operational vehicles is also forecast to almost double from 131 vehicles to 254 vehicles, whilst the total number of staff is forecast to increase from 1,890 to 2,970, with the largest increases occurring during the early (6am to 2pm) and day (8am to 4pm) shifts;

Taking the increase in staff numbers into account, the future staff car park occupancy level is anticipated to rise to around 245 vehicles. However, only 196 staff spaces are proposed to be re-provided within the 2nd basement level of the southern part of the Phoenix Place site, with access being provided from Gough Street. Other than stating that the car park permits would be allocated by Royal Mail on a needs basis, it is unclear how the remaining 684 staff on the Early shift will travel to the

site. No details have been provided regarding Royal Mail's staff Travel Plan and this issue needs to be addressed;

As outlined during various meeting with LB Camden, Royal Mail do not currently have a staff travel plan. Since the intensification of activities at the site (including the uplift in staff numbers) do not form part of the application, a staff Travel Plan has not been produced.

As explained in Section 10.2 of the TA, out of the 480 existing staff who work the early shift, 133 drive to work (27.7%). The remaining staff use alternative modes of travel to access work such as night bus, early trains, walk etc. Therefore, an increase to 880 staff on the early shift would result in 243 staff driving to work for the early shift.

It is proposed to manage the parking to absorb the increased demand without increasing provision. Whist Royal Mail do not have a staff Travel Plan, they do issue permits on a needs basis and this will continue with the development of the site.

The TA states that the staff car parking will be provided in the form of vehicle stackers so as to maximise space and that a valet system would operate, with staff dropping their vehicles off at the 1st basement level. The valets would then take the vehicles down to the 2nd basement level and park them and return them when needed. The submitted plans (AHMM 1159-P1-(00)P099/P02 and P098/P02) do not show any drop off area or facilities for valets at either basement level. This issue needs to be addressed.

A total of eight car parking spaces, located adjacent to the lower basement ramp will be used as the drop off facility for vehicles. The vehicle drop off location is shown in drawing VN50127-ECC-TR-0011 Rev E attached.

Staff would be able to exit or enter either basement level on foot via stairs or a lift from an access point on Phoenix Place adjacent to the entrance to residential block A5. It would appear that the entrance ramp to the 1st basement level would operate on a two way basis, whilst the ramps to the 2nd basement level and to northern Phoenix Place car park would operate on a one way basis. No mention is made of a traffic light system to control the use of the ramps and none is shown on any of the submitted plans. It is unclear how the ramp to the 2nd basement level connects with the ramp from the 1st basement level/ground floor. Clarification on these points is required;

Drawing VN50127-ECC-TR-0011 attached shows the location of the stop line for vehicles on the upper and lower basement level. Traffic lights will be installed at the stop line to direct traffic internally. The stop line is strategically located so that vehicles can pass any vehicle waiting at the stop line.

Given the high flows of Royal Mail vehicles, I do not consider it appropriate for Phoenix Place to be converted to a shared surface street, as is suggested in paragraph 11.3.4 of the TA. I believe this was made clear at the pre-application stage;

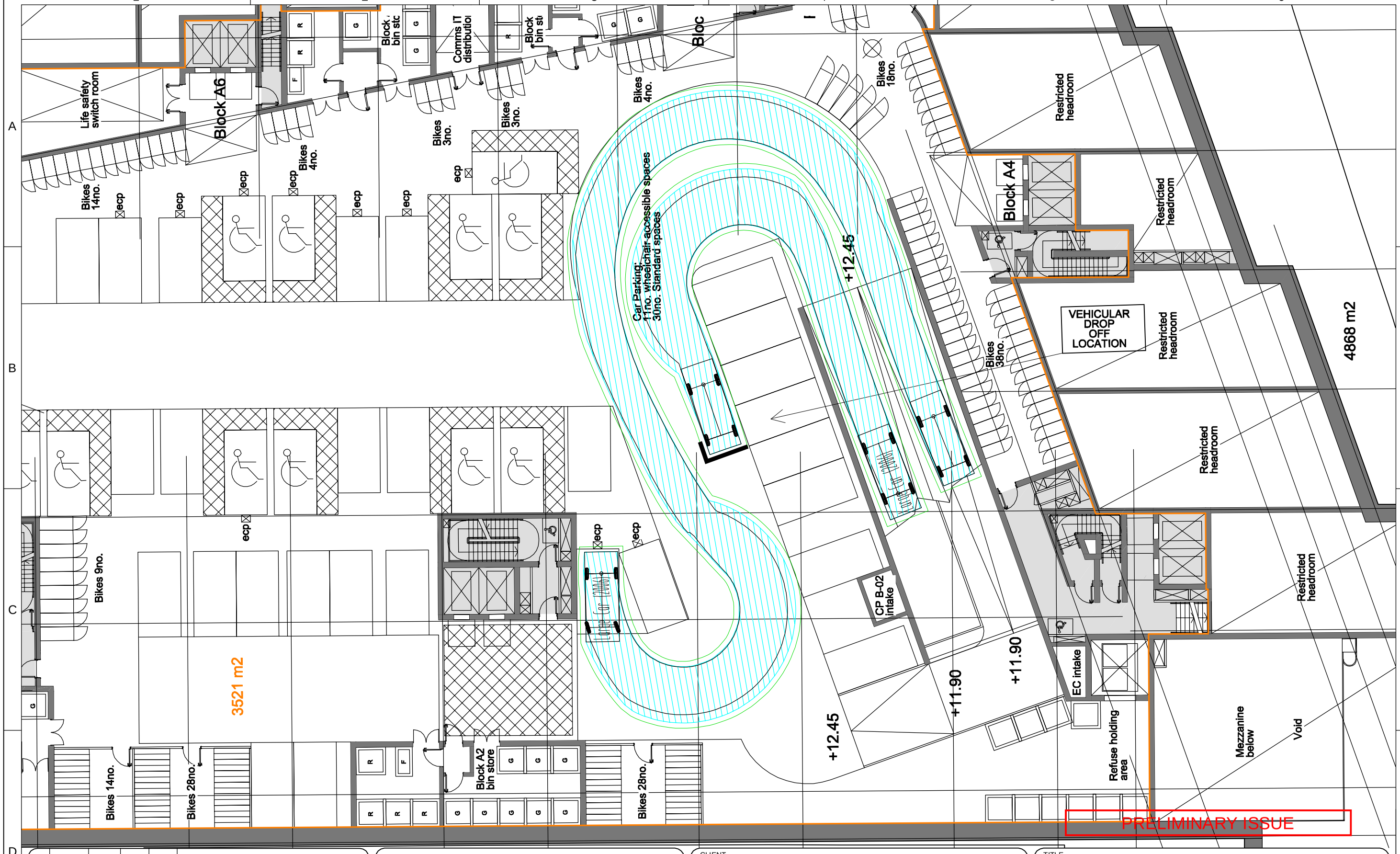
It is clearly stated in the Design and Access Statement that Phoenix Place is not proposed to become a shared surface. The road has been realigned, and the carriageway would be clearly defined by visual texture, colour and ribbed tactile surfacing behind the kerb line. This arrangement would enhance pedestrian accessibility between The Gardens and BPMA, slow vehicle speed and provide a suitable setting for the British Postal Museum and Archive.

Mount Pleasant Car Park Survey - Thursday 20th September

ARRIVAL TIME	Duration of Stay (hours)																											
	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24+	IN	OUT	OCCUPANCY
0000-0100	0	0	1	1	1	5	15	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	11	39	0	39
0100-0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
0200-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	39
0300-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	37
0400-0500	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	37
0500-0600	0	0	0	0	0	0	4	11	23	3	2	0	1	4	0	0	1	0	0	0	0	0	0	0	0	49	9	77
0600-0700	0	0	0	1	1	3	8	12	19	7	4	5	4	1	1	0	0	0	0	0	0	0	0	0	0	66	10	133
0700-0800	0	0	0	1	0	0	0	2	4	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11	0	144
0800-0900	0	0	0	1	0	1	0	1	3	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	153
0900-1000	0	1	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	2	156
1000-1100	0	0	1	0	0	0	2	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6	6	156
1100-1200	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12	148
1200-1300	1	0	0	0	0	1	0	3	7	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	18	40	126
1300-1400	0	0	1	0	0	0	2	3	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	32	112
1400-1500	0	0	0	0	0	0	3	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	15	111
1500-1600	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	104
1600-1700	1	0	0	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	103
1700-1800	0	0	2	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	19	91
1800-1900	0	1	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	88
1900-2000	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	22	69
2000-2100	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13	59
2100-2200	0	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	25	44
2200-2300	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	8	43
2300-2400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43
DoS	2	7	17	10	7	19	37	40	72	25	14	9	5	6	4	0	1	0	0	0	0	1	1	0	11	288	245	
%	0.7%	2.4%	5.9%	3.5%	2.4%	6.6%	12.8%	13.9%	25.0%	8.7%	4.9%	3.1%	1.7%	2.1%	1.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.0%	3.8%			

39 vehicles parked at the beginning of the survey

43 vehicles parked at the end of the survey



REV	DATE	DRAWN	REV'D	APP'D	REVISION
D	04/13	J.S.	U.U.	U.U.	SITE LAYOUT UPDATED
A	12/12	D.B.	U.U.	U.U.	SITE LAYOUT UPDATED

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CLIENT
ROYAL MAIL

PROJECT
MOU NT PLEASANT, FARRINGDON

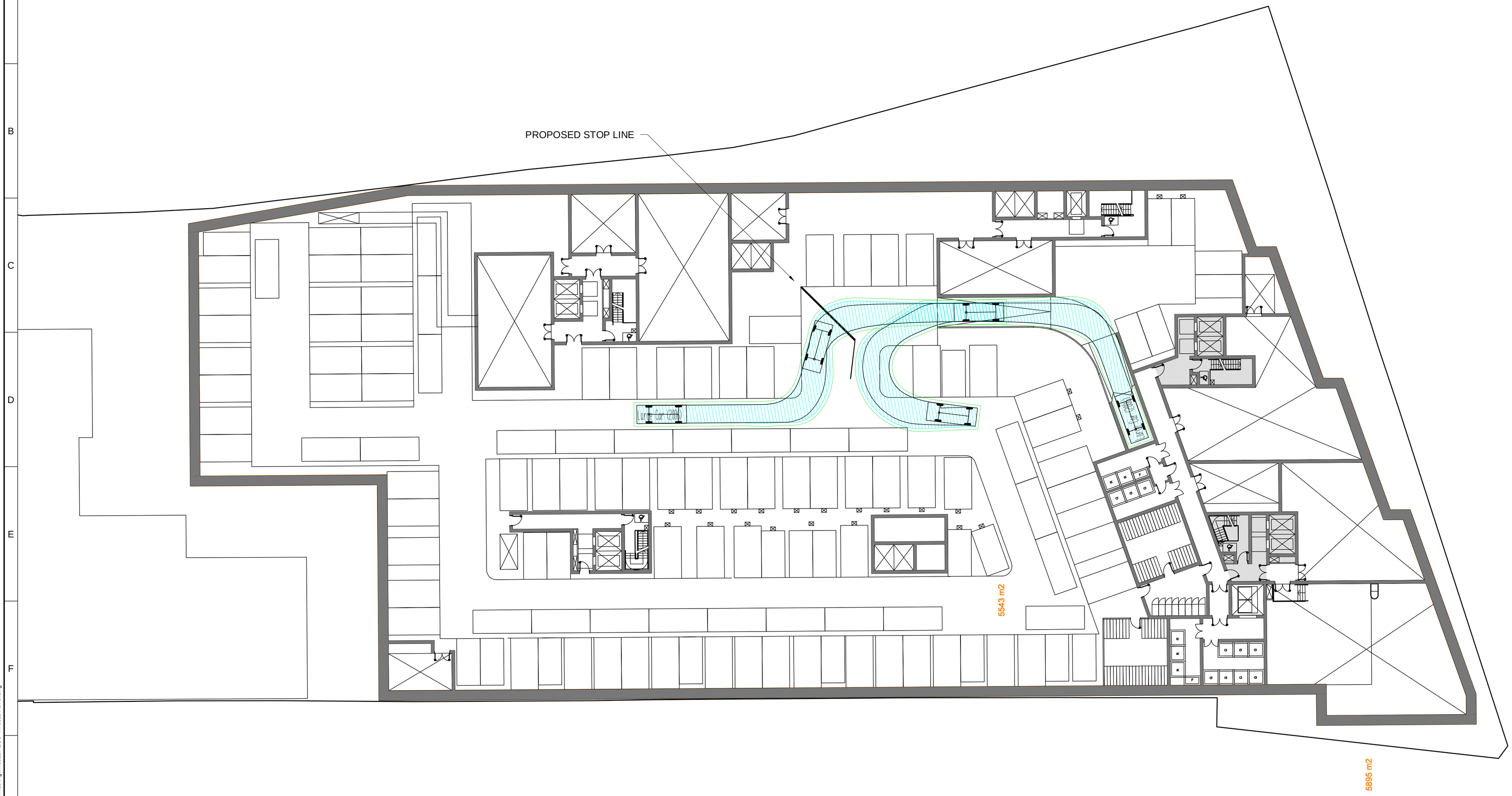
DRAWN	DRAWING CHECK	REVIEWED	APPROVED
F.B	U.U	U.U.	U.U.
DESIGNED	DESIGN REVIEW	DATE DEC '13	DATE DEC '13
U.U.	U.U.		

TITLE
UPPER BASEMENT LEVEL
WITH LARGE CAR SWEPT PATHS

SCALE	DRAWING No	REV
1:200	VN50127-ECC-TR-0011	E

LOGIN NAME: BLANCO, FERNANDO B (SKM)
LOCATION: I:\VNF\Projects\VN50127\Deliverables\Drawings\Civils\Tracking\VN50127-ECC-TR-0011 Rev E.dwg

A3



REV	DATE	DRAWN	REV'D	APP'D	REVISION
D	DEC '13	D.B.	I.G.	I.G.	TRACKING REVISED WITH PASSING SPACE BY RAMP
C	APRIL '13	J.S.	J.B.	U.U.	SITE LAYOUT UPDATED
A	DEC '12	D.B.	J.B.	U.U.	SITE LAYOUT UPDATED

DRAWING NUMBER	REFERENCE DRAWING TITLE

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CLIENT: ROYAL MAIL

PROJECT: MOUNT PLEASANT, FARRINGDON

DRAWN	DRAWING CHECK	REVIEWED	APPROVED
J.S.	U.U.	U.U.	U.U.
DESIGNED	DESIGN REVIEW	DATE OCT '12	DATE OCT '12

TITLE
LOWER BASEMENT LEVEL
SWEPT PATH ANALYSIS
OF A LARGE CAR (2006)

SCALE	DRAWING No	REV
1:200@A1	VN50127-ECC-TR-0012	D

LOGIN NAME: BRUNT, DANNY (SKM)
LOCATION: \\uk-lon-fas02\Projects\VNIFI\Projects\VN50127\Deliverables\Drawings\Civils\Tracking\VN50127-ECC-TR-0012 Rev D.dwg

1. Introduction

This technical note summarises the results of recent traffic surveys at the Farringdon Road/Rosebery Avenue junction, following feedback from TfL on junction modelling submitted as part of the planning application (Ref 2013/3807/P). The modelling indicated that the junction operated over capacity in the future baseline scenario during the PM peak period i.e with the intensification of Royal Mail activities. It is important to note that this future baseline was an estimate based on projections of Royal Mail fleet size. However since these estimates were undertaken the intensification of the use of the site has taken place.

2. Traffic Flow Comparison

The latest surveys were undertaken on Tuesday 12th November 2013, and identified the AM and PM peak hours to be consistent with the 2012 survey (0830-0930hrs and 1800-1900hrs). Appendix A illustrates the traffic flows.

Tables 1 and 2 outline the November 2013 (observed baseline) traffic survey results at the junction against the future baseline predicted in the TA, during the AM and PM peak hours respectively.

Table 1: AM peak hour traffic flow comparison.

Approach into Junction	2012 Observed PCU's	Predicted Future Baseline PCUs (from SKM CB Submitted TA)	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	**2012 Observed PCUs – 2013 Observed PCUs**	**2013 Observed PCUs - Predicted Future Baseline PCUs**
Farringdon Road SB	744	753	697	**-47**	**-56**
Farringdon Road NB	469	472	496	**27**	**23**
Rosebery Ave WB	602	603	573	**-29**	**-29**
Rosebery Ave EB	298	315	263	**-35**	**-52**

Table 1 shows that the AM peak observed traffic flows in 2013 are lower than those observed in 2012 and those predicted for the future baseline on all arms apart from the Farringdon Road northbound arm, which has seen a small increase of 23 PCUs. It should be noted that the only arm expected to have a degree of saturation over 90% in the AM peak was Farringdon Road southbound in the AM peak, as outlined in Tables 9.1 and 9.7 of the TA. However, this is now experiencing lower flows than predicted and would therefore operate better than under 2012 observed flows.

Table 2: PM peak hour traffic flow comparison.

Approach into Junction	2012 Observed PCU's	Predicted Future Baseline PCUs (from SKM CB Submitted TA)	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	**2012 Observed PCUs – 2013 Observed PCUs**	**2013 Observed PCUs - Predicted Future Baseline PCUs**
Farringdon Road SB	706	725	685	**-21**	**-40**
Farringdon Road NB	660	725	610	**-50**	**-115**
Rosebery Ave WB	446	446	384	**-62**	**-62**
Rosebery Ave EB	464	501	387	**-77**	**-114**

Table 2 shows that the PM peak observed traffic flows in 2013 are significantly below those observed in 2012 and predicted for the future baseline on all arms, particularly the Rosebery Avenue eastbound and Farringdon Road northbound arms; these were the approaches which we're experiencing the highest degrees of saturation (see Tables 9.1 and 9.7 of the TA). Again, as the level of traffic has reduced after the implementation of the Royal Mail operational changes the baseline operation of this junction would be better than under the 2012 observed flows.

It is clear from the above that the changes to the way that Royal Mail operate on the site have not increased traffic flows to the extent previously expected. In fact, flows appear to have reduced.

3. Development Traffic Flows

Tables 3 and 4 show the development traffic flows associated with the proposals that form part of the applications under consideration, the total traffic flows if these are added onto the recently observed flows and compares these to the observed 2012 flows.

Table 3: AM peak Development Flows.

Approach into Junction	2012 Observed PCU's	Development Flows	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	**With Development Flow (based on 2013 surveys)**	**With development Flows – 2012 Observed Flows**
Farringdon Road SB	744	3	697	**700**	**-44**
Farringdon Road NB	469	1	496	**497**	**28**
Rosebery Ave WB	602	2	573	**575**	**-27**
Rosebery Ave EB	298	5	263	**268**	**-30**

Table 4: PM peak Development Flows.

Approach into Junction	2012 Observed PCU's	Development Flows	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	**With Development Flow (based on 2013 surveys)**	**With development Flows – 2012 Observed Flows**
Farringdon Road SB	706	2	685	**687**	**-19**
Farringdon Road NB	660	1	610	**611**	**-49**
Rosebery Ave WB	446	1	384	**385**	**-61**
Rosebery Ave EB	464	3	387	**390**	**-74**

It can clearly be seen that the 'with development' flows are lower than the observed flows from 2012. The TA concluded that the impact of the development traffic would be imperceptible. The above confirms this conclusion.

4. Conclusion

Comparison between the predicted future baseline traffic flows and the 2013 observed traffic flows show that the level of traffic at the junction has been over predicted in the transport assessment during the future baseline case. This is particularly relevant in the PM peak hour, where the traffic flows at the junction have been over predicted by 331 PCUs in the transport assessment.

As has been pointed out on several occasions, the changes in Royal Mail are unconnected to the proposed application. They have already taken place and the additional surveys undertaken demonstrate that the effect of these operational changes is not as originally anticipated, with traffic flows actually being lower after the changes have taken place.

Junction improvements to the Rosebery Avenue / Farringdon Road junction are therefore not needed to improve its performance over the 2012 observed flows and are certainly not required to mitigate the effect of the development that forms this application.

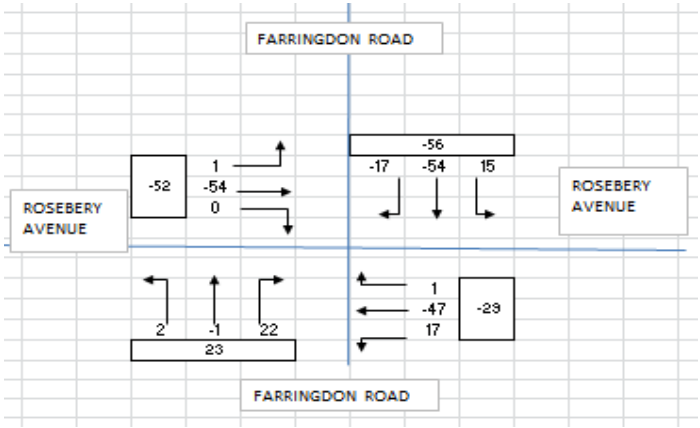
APPENDIX A

Traffic Flow Diagrams

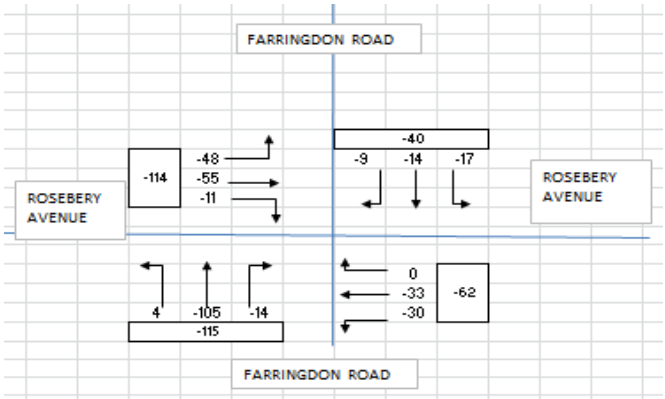
Farringdon Road / Rosebery Avenue Junction

	AM Peak Hour 0830-0930		
Approach into Junction	Predicted Future Baseline PCUs (from SKM CB Submitted TA)	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	**2013 Actual Baseline PCUs - Predicted Future Baseline PCUs AM**
Farringdon Road SB	753	697	**-56**
Farringdon Road NB	472	496	**23**
Rosebery Ave WB	603	573	**-29**
Rosebery Ave EB	315	263	**-52**

	PM Peak Hour 1800-1900		
Approach into Junction	Predicted Future Baseline PCUs (from SKM CB Submitted TA)	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	**2013 Actual Baseline PCUs - Predicted Future Baseline PCUs PM**
Farringdon Road SB	725	685	**-40**
Farringdon Road NB	725	610	**-115**
Rosebery Ave WB	446	384	**-62**
Rosebery Ave EB	501	387	**-114**



2013 Actual Baseline PCUs - Predicted Future Baseline PCUs AM



2013 Actual Baseline PCUs - Predicted Future Baseline PCUs PM

Technical Note

SKM COLIN BUCHANAN

Date	28 May 2014
Project No	VN50127
Subject	**Mount Pleasant: Farringdon Road Surveys**

1. Introduction / Background

1.1.1 Following submission of the Transport Assessment, which accompanied the Mount Pleasant planning application (planning ref. no 2013/3807/P), TfL raised queries about the resulting impact on the Farringdon Road/ Rosebery Avenue junction, and suggested further dialogue to develop potential improvements to this junction.

1.1.2 The results from the TA indicated that the Farringdon Road northbound and Rosebery Avenue eastbound approaches experience the highest degree of Saturation, of 107% and 100% respectively in the weekday PM peak period. However, it is important to note that this is as a result of the future baseline case i.e with the intensification of Royal Mail activities. It is important to note that this future baseline was an estimate based on projections of Royal Mail fleet size.

1.1.3 Following the submission of the TA, Royal Mail operations/ activities have been transferred to the Mount Pleasant Sorting Office (from other sites), and therefore these operations are effectively now in their end state. Traffic surveys were undertaken in November 2013 which showed the traffic flows at the Rosebery Avenue/ Farringdon Road junction had reduced compared to the observed flows in 2012 (which were used for the basis of the junction modelling), as well as those **estimated** for the future baseline in the TA. Following discussions with the GLA and TfL on 28th April, TfL indicated that whilst these findings corroborated their own traffic flows, they were concerned that roadwork's which occurred before surveys were undertaken may have a knock on effect on the surveys. It was agreed on 28th April, that SKM would undertake further surveys in May 2014.

1.1.4 This technical note summarises the results of these May 2014 traffic surveys at the Farringdon Road/Rosebery Avenue junction. For completeness, it includes the 2012 data (which was modelled in the TA, as part of the planning application), as well as the November 2013 data, and the (new) May 2014 data.

2. Traffic Flow Comparison

2.1.1 The latest Rosebery Avenue / Farringdon Road junction surveys were undertaken on Wednesday 7th May 2014 and identified the AM and PM peak hours to be 0800-0900hrs and 1815-1915hrs, respectively. These peak hours differed from the previous surveys used in the 2012 TA (0830-0930hrs and 1800-1900hrs). However, to provide a robust assessment, the peak hours identified within the 2014 survey have been used within this technical note.

2.1.2 As outlined above, in addition to the most recent surveys, an all movement's survey of the Rosebery Avenue / Farringdon Road junction was undertaken on Tuesday 12th November 2013. This survey identified the AM and PM peak hours to be consistent with the submitted TA 2012 survey (0830-0930hrs and 1800-1900hrs).

2.1.3 Tables 1 and 2 outline the recent May 2014 and November 2013 traffic survey results at the junction against the 2012 observed flow and future baseline predicted in the TA, during the AM and PM peak hours respectively.

Table 1: AM peak hour traffic flow comparison.

Approach into Junction	2012 Flows (from TA, 0830-0930)		2013 (November) Flows (0830-0930)			2014 (May) Flows (0800-0900)		
	2012 Observed PCU's	Predicted Future Baseline PCUs (from SKM CB Submitted TA)	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	2013 Observed PCUs - 2012 Observed PCUs	2013 Observed PCUs – Future Baseline	2014 Observed PCUs (ie Actual Baseline following RMG Intensification)	2014 Observed PCUs - 2012 Observed PCUs	2014 Observed PCUs – Future Baseline
Farringdon Road SB	744	753	697	-47	-56	721	-23	-32
Farringdon Road NB	469	472	496	27	23	495	26	23
Rosebery Ave WB	602	603	573	-29	-29	616	14	13
Rosebery Ave EB	298	315	263	-35	-52	227	-71	-89
Junction Total	**2113**	**2143**	**2029**	**-84**	**-114**	**2059**	**-54**	**-85**

2.1.4 Table 1 shows that the total junction flows during the 2014 observed AM peak are 54 PCUs lower than those observed in 2012, with the 2013 observed data also being lower than the 2012 observed flows by 84 pcu's. In addition, the total traffic flows in 2014 are 85 PCUs less than predicted for the AM future baseline scenario. The 2014 data shows that there has been a considerable decrease on the Rosebery Avenue eastbound approach, as well as a decrease on the Farringdon Road southbound approach. It should be noted that the only arm expected to have a degree of saturation over 90% in the AM peak was the Rosebery Avenue westbound approach in the AM peak, as outlined in Tables 9.1 and 9.7 of the TA. However, both the 2013 and 2014 data indicates that the junction is now experiencing lower flows and would therefore operate better under 2012 observed flows.

Table 2: PM peak hour traffic flow comparison.

	2012 Flows (from TA, 1800-1900)		2013 (November) Flows (1800-1900)			2014 (May) Flows (1815-1915)		
Approach into Junction	2012 Observed PCU's	Predicted Future Baseline PCUs (from SKM CB Submitted TA)	2013 Observed PCUs (ie Actual Baseline following RMG Intensification)	2013 Observed PCUs - 2012 Observed PCUs	2013 Observed PCUs – Future Baseline	2014 Observed PCUs (ie Actual Baseline following RMG Intensification)	2014 Observed PCUs - 2012 Observed PCUs	2014 Observed PCUs – Future Baseline
Farringdon Road SB	706	725	685	-21	-40	626	-81	-100
Farringdon Road NB	660	725	610	-50	-115	762	102	37
Rosebery Ave WB	446	446	384	-62	-62	412	-34	-35
Rosebery Ave EB	464	501	387	-77	-114	431	-33	-71
Junction Total	**2276**	**2397**	**2066**	**-210**	**-331**	**2231**	**-46**	**-169**

2.1.5 Table 2 shows that the total junction flows during the 2014 observed PM peak are 46 PCUs lower than those observed in 2012, with the 2013 observed data also being lower than the 2012 observed flows, however by 210 pcu's.

2.1.6 The PM peak observed traffic flows in 2014 are significantly below the PM peak predicted future baseline on all arms apart from the Farringdon Road northbound arm, which experienced an increase of 37 PCUs. However, traffic flows are now significantly below the predicted future baseline on all other arms, particularly the Rosebery Avenue eastbound arm which was experiencing a high

degree of saturation (at 100% see Tables 9.7 of the TA). Overall the flow at the junction is 169 pcu's less than the predicted future baseline case. Again, as the level of traffic has reduced after the implementation of the Royal Mail operational changes the baseline operation of this junction would be better than under the 2012 observed flows.

2.1.7 It is clear from the above that the changes to the way that Royal Mail operates on the site have not increased traffic flows to the extent previously expected. In fact, flows appear to have reduced. Given the **base case, and the future baseline case** have both decreased, the flows for all the scenarios modelled in the TA (Development Scenario 1 to 3, including the closure of the Phoenix Place exit) will all subsequently be lower. In fact some of this traffic exiting Phoenix Place, is currently using Rosebery Avenue eastbound in the future baseline case, but once the Phoenix Place exit is closed, will be using Farringdon Road, and is therefore already captured at the junction.

3. Development Traffic Flows

3.1.1 Tables 3 and 4 show the development traffic flows associated with the proposals that form part of the applications under consideration, the total traffic flows if these are added onto the recently observed flows and compares these to the modelled flows in the TA.

Table 3: AM peak Development Flows.

Approach into Junction	2012 Observed Flows (from TA)	Dev Flows	2013 Observed PCUs + Development	2014 Observed PCUs + Development
Farringdon Road SB	744	3	700	724
Farringdon Road NB	469	1	497	496
Rosebery Ave WB	602	2	575	618
Rosebery Ave EB	298	5	268	232
Junction Total	**2113**	**11**	**2040**	**2070**

3.1.2 Table 3 shows that both the 2013 and 2014 flows with additional development traffic, are lower than the 2012 observed flows (and hence the future baseline estimated in the TA). The flows at the Rosebery Avenue westbound approach and Farringdon Road northbound are slightly higher than anticipated at 13 PCUs and 23 PCUs respectively, however there are considerable decreases on the other approaches.

Table 4: PM peak Development Flows.

Approach into Junction	2012 Observed Flows (from TA)	Dev Flows	2013 Observed PCUs + Development	2014 Observed PCUs + Development
Farringdon Road SB	706	2	687	628
Farringdon Road NB	660	1	611	763
Rosebery Ave WB	446	1	385	413
Rosebery Ave EB	464	3	390	434
Junction Total	**2276**	**7**	**2073**	**2238**

3.1.3 Table 4 shows that both the 2013 and 2014 flows with additional development traffic, are lower than the 2012 observed flows (and hence the future baseline estimated in the TA). Whilst the flows at the Farringdon Road northbound

approach are slightly higher than anticipated with an additional 37PCUs, there are considerable decreases on the other approaches of the junction.

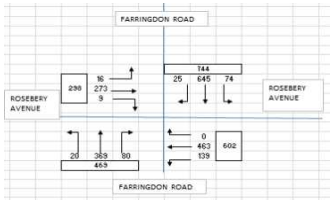
4. Conclusion

4.1.1 Both the **2013 and 2014 observed traffic flows** show that the level of traffic at the Rosebery Avenue/ Farringdon Road junction has decreased compared to 2012 level. Furthermore the future baseline case predicted in the TA has been over predicted in the TA. This is particularly relevant in the PM peak hour, where the May 2014 surveys indicate that the traffic flows at the junction have been over predicted by 169 PCUs in the TA.

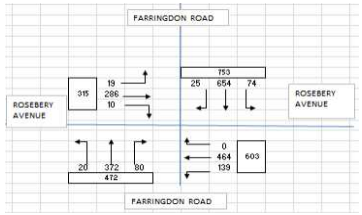
4.1.2 The changes in Royal Mail are unconnected to the proposed application. They have already taken place and the additional surveys undertaken demonstrate that the effect of these operational changes is not as originally anticipated, with traffic flows actually being lower after the changes have taken place.

4.1.3 SKM consider that based on the findings presented in this note, no further modelling is required. Furthermore, junction improvements to the Rosebery Avenue / Farringdon Road junction are not needed to improve its performance over the 2012 observed flows and are certainly not required to mitigate the effect of the development that forms this application.

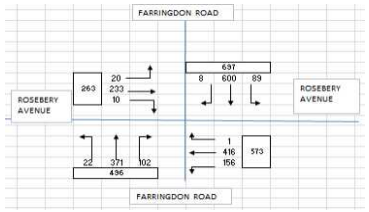
APPENDIX A: TRAFFIC FLOW DIAGRAMS



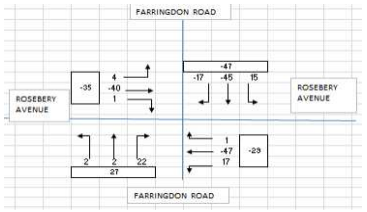
2012 Observed PCUs AM



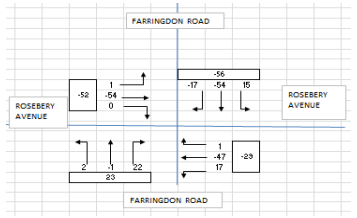
Predicted Future Baseline PCUs AM (from SKM CB Submitted TA)



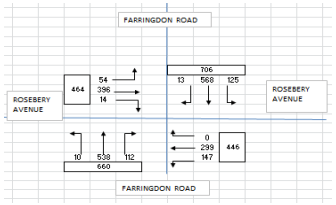
2013 Observed PCUs AM (ie Actual Baseline following RMG Intensification)



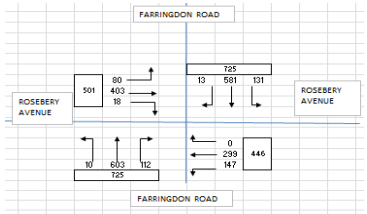
2013 Observed PCUs AM - 2012 Observed PCUs AM



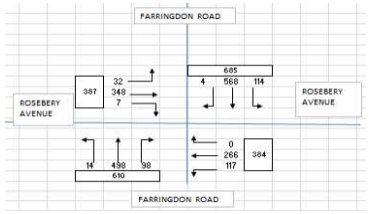
2013 Actual Baseline PCUs - Predicted Future Baseline PCUs AM



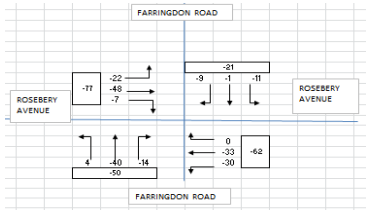
2012 Observed PCUs PM



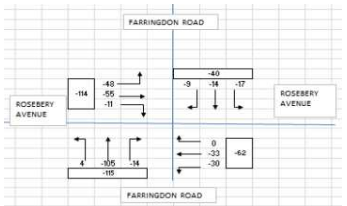
Predicted Future Baseline PCUs PM (from SKM CB Submitted TA)



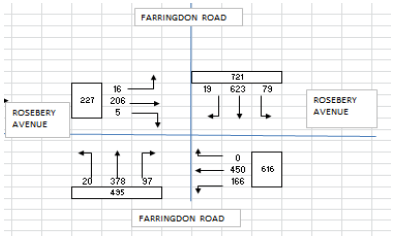
2013 Observed PCUs PM (ie Actual Baseline following RMG Intensification)



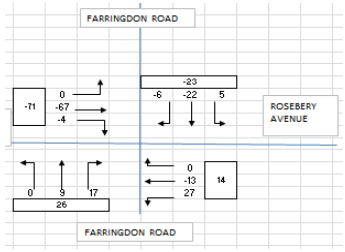
2013 Observed PCUs PM - 2012 Observed PCUs PM



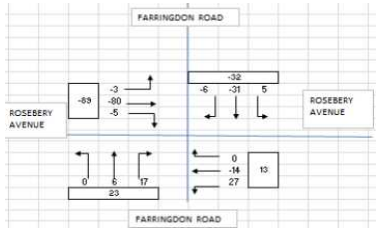
2013 Actual Baseline PCUs - Predicted Future Baseline PCUs PM



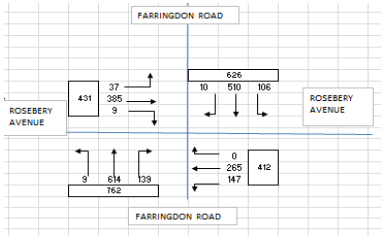
2014 Observed PCUs AM (ie Actual Baseline following RMG



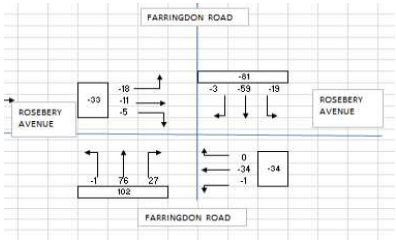
2014 Observed PCUs AM - 2012 Observed PCUs AM



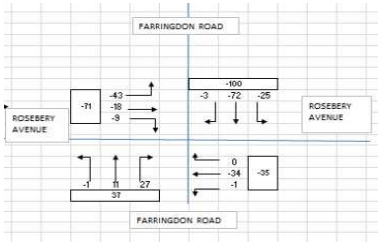
2014 Actual Baseline PCUs - Predicted Future Baseline PCUs AM



2014 Observed PCUs PM (ie Actual Baseline following RMG



2014 Observed PCUs PM - 2012 Observed PCUs PM



2014 Actual Baseline PCUs - Predicted Future Baseline PCUs PM