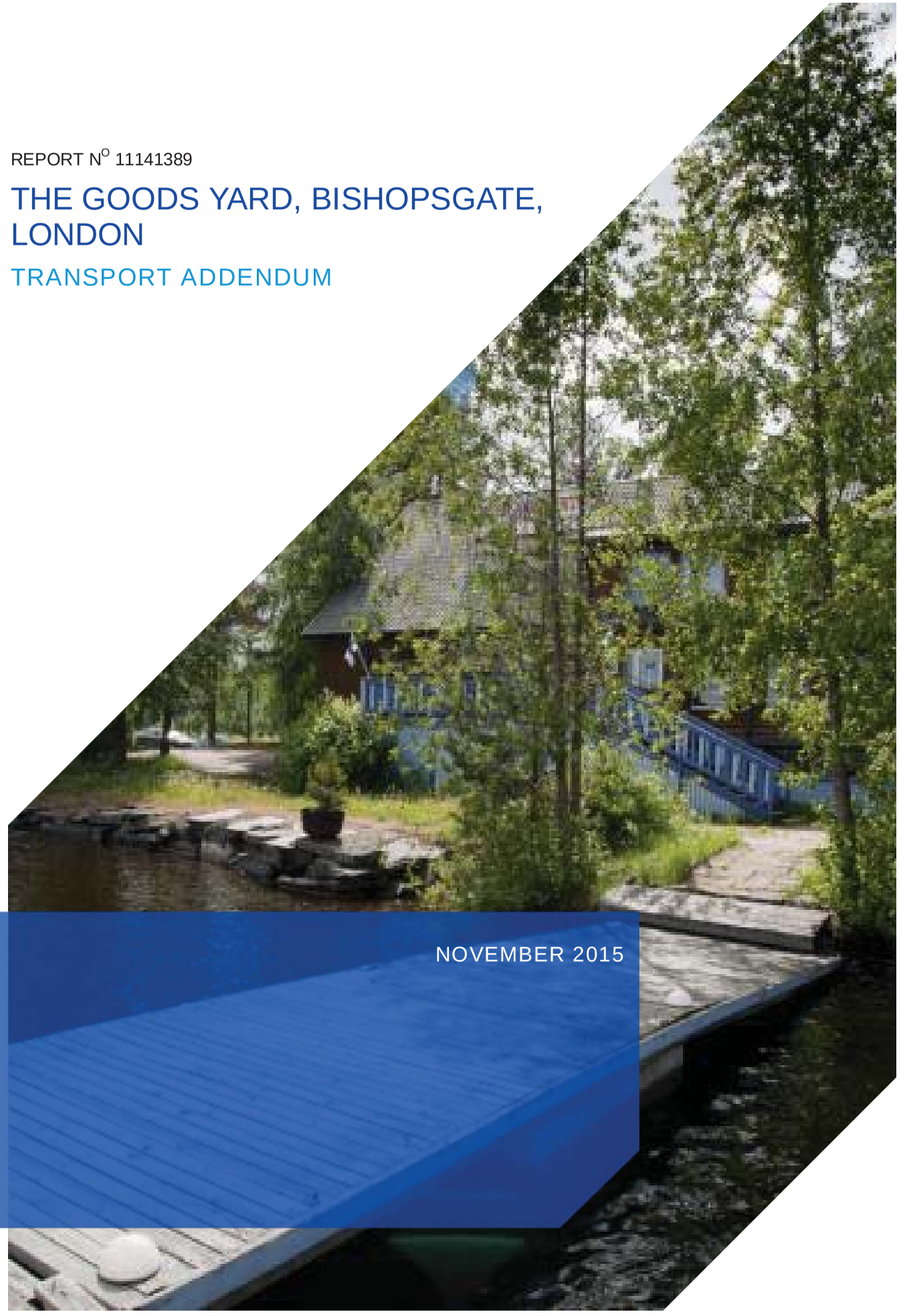
# Appendix D: Transport Statement Addendum

**January 2016 ES Addendum**

REPORT N$^{O}$ 11141389

# THE GOODS YARD, BISHOPSGATE, LONDON

## TRANSPORT ADDENDUM



NOVEMBER 2015

WSP | PARSONS BRINCKERHOFF

# THE GOODS YARD, BISHOPSGATE, LONDON

## TRANSPORT ADDENDUM

Bishopsgate Goods Yard Regeneration Limited (BGYRL)

**Confidential**

Project no: 11141389
Date: November 2015

**WSP | Parsons Brinckerhoff**
WSP UK
WSP House
70 Chancery Lane
London
WC2A 1AF

Tel: +44 (0) 20 7314 5000
Fax: +44 (0) 20 7314 5111

**www.wspgroup.com**
**www.pbworld.com**

WSP | PARSONS BRINCKERHOFF

## QUALITY MANAGEMENT

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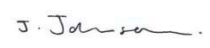
| Signature |  | | | |
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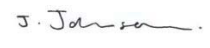
| Signature |  | | | |
| Authorised by | DE | | | |
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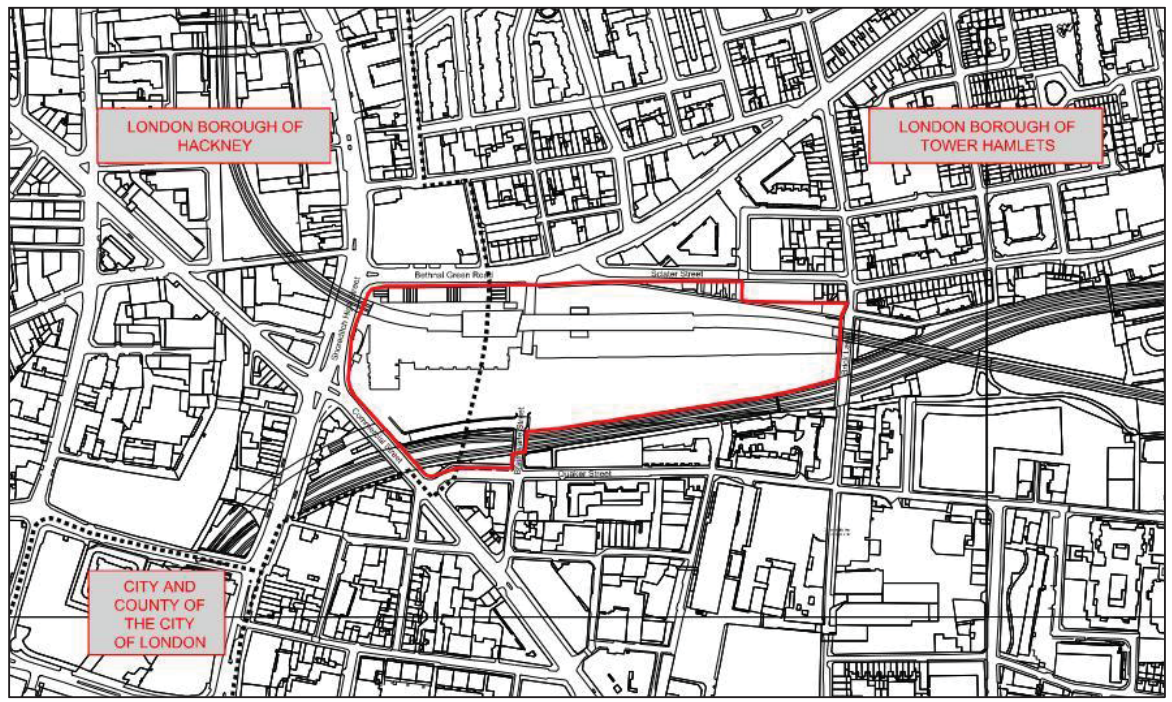
# 1 INTRODUCTION

## 1.1 OVERVIEW

1.1.1 This Transport Addendum has been prepared by WSP | Parsons Brinckerhoff on behalf of the Bishopsgate Goods Yard Regeneration Limited (BGYRL). This Transport Addendum follows the submission of the revised planning applications (references London Borough of Tower Hamlets PA/14/2011 and London Borough of Hackney 2014/2425) relating to the proposed redevelopment of the Bishopsgate Goods Yard site submitted in June 2015.

1.1.2 A site location plan is shown below. This Transport Addendum may be read in conjunction with the June 2015 Revised Transport Assessment prepared by WSP | Parsons Brinckerhoff.

**Figure 1.1: Site Location Plan**




1.1.3 The Mayor has “called in” the planning applications for a comprehensive regeneration of Bishopsgate Goods Yard (the "Applications") for his own determination. Discussions are continuing between the Applicant and the GLA on the level of affordable housing to be provided on the site.

1.1.4 It is understood that the objective of the GLA is for the Mayor to determine the Applications at a mayoral hearing at the earliest opportunity and by January 2016. To enable this timescale to be achieved, the Applicant is providing additional information to reflect a revised affordable housing offer, and an additional demolition and construction phasing scenario to bring forward some of the affordable housing (Plot E) into the first phase of construction. An ES Addendum presents an assessment of the implications of these additional scenarios in relation to the findings of the June 2015 ES (revised).

1.1.5 It is noted that the additional information on revised affordable housing and an additional





demolition and construction phasing scenario results in no changes to the number of units, nor the breakdown by the number of bedrooms. With consideration to the approved methodologies for trip generation, there is no need for any trip generation related assessment work to be updated.

1.1.6 The cumulative assessments have been revised to assess the effects of any additional schemes that have come forward since the June 2015 (revised) scheme. Specifically, this Transport Addendum details the additional cumulative schemes that have been confirmed and agreed with respective authorities following the June 2015 (revised) planning application submissions. This Transport Addendum provides an assessment of the relative additional cumulative effect on the local highway and transport networks as they relate to the Bishopsgate Goods Yard site.

## 1.2 REPORT STRUCTURE

1.2.1 The remainder of this report is set out as follows.

- Chapter 2: Cumulative Schemes
- Chapter 3: Effect on Local Highway Network;
- Chapter 4: Effect on Local Transport Network; and
- Chapter 5: Summary and Conclusions.

# 2 CUMULATIVE SCHEMES

## 2.1 INTRODUCTION

2.1.1 LBTH and LBH have confirmed 11 additional committed and planned developments that have come forward since the June 2015 (revised) scheme.

## 2.2 COMMITTED AND PLANNED DEVELOPMENTS

2.2.1 A summary of the confirmed additional committed and planned developments is provided below.

**Tabled 2.1: Additional Cumulative Schemes Following the June 2015 (Revised) Scheme**

| Item | Site | Planning Application Reference | Status |
|---|---|---|---|
| 1 | Former Beagle House Now Known As Maersk House, Braham Street, London, E1 | PA/15/01209 | Submitted May 2015 |
| 2 | 22-24 Bishopsgate, 38 Bishopsgate (Crosby Court) & 4 Crosby Square | 06/01123/FUL EIA | Permitted November 2007 |
| | | 15/00764/FUL EIA | Committee October – November 2015 |
| 3 | 61 St Mary Axe, 80-86 Bishopsgate, 88-90 Bishopsgate, 12-20 Camomile Street, 15-16 St Helens Place & 33-35 St Mary Axe | 11/00332/FUL EIA (06/00796/FUL EIA) | Under construction – projected completion 2016/17 |
| 4 | 52-54 Lime Street & 21-26 Leadenhall, 27 & 27A Leadenhall Street & 4-5 Billiter Street | 12/00870/FUL EIA | Permitted June 2013<br>Under construction – projected completion 2017/18 |
| 5 | 120 Moorgate EC2M 6UR | 11/00231/FUL MAJ | Under construction – projected completion 2017/18 |
| 6 | 15 - 16 Minories & 62 Aldgate High Street London EC3N 1AX (CoL) | 13/01055/FUL MAJ | Permitted June 2014 |





| | | | |
|---|---|---|---|
| 7 | Bevis Marks House 24 Bevis Marks London EC3A 7JB (CoL) | 14/00433/FUL MAJ | Submitted May 2014 |
| 8 | 21 Moorfields, Land Bounded By Moorfields, Fore Street Avenue, Moor Lane & New Union Street, London, EC2P 2HT (CoL) | 14/01179/FUL EIA | Granted at Committee March 2015 |
| 9 | 13 - 14 Appold Street Hackney London EC2A 2NB | 2015/1685 | Submitted May 2015 |
| 10 | 201-207 Shoreditch High Street and 1 Fairchild Street Hackney London E1 6LG | 2015/2403 | Submitted July 2015 |
| 11 | 97-137 Hackney Road London E2 8ET | 2015/3455 | Submitted October 2015 |

2.2.2 A review of the above 11 sites has been undertaken, to assess the relative additional cumulative effects on the study area assessed for the Goods Yard site. It is noted that the majority of the sites are located some distance from the Goods Yard site and respective study area. On this basis, it is considered that such cumulative development related trips on the local highway and transport networks would dissipate accordingly and there would be no noticeable effect on adjacent links.

2.2.3 An exception to the above is Site 10 '201-207 Shoreditch High Street and 1 Fairchild Street', which is located on the western side of Shoreditch High Street, opposite the application site. The Transport Assessment (July 2015) prepared for the 201-207 Shoreditch High Street and 1 Fairchild Street planning application submission states that the redevelopment would result in the following trip generation during weekday AM and PM peak hours.

**Table 2.2: Extract of Table 5.9 – Total Forecast Trips for the Proposals at 201-207 Shoreditch High Street and 1 Fairchild Street**

Table 5.9 – Total Forecast Trips (All Modes)

| Mode | AM Peak Hour (0800 – 0900) Main Mode | | | AM Peak Hour (0800 – 0900) First and Final | | | PM Peak hour (1700 – 1800) Main Mode | | | PM Peak hour (1700 – 1800) First and Final | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | Total | In | Out | Total | In | Out | Total | In | Out | Total |
| Underground | 95 | 15 | 110 | 0 | 0 | 0 | 28 | 90 | 118 | 0 | 0 | 0 |
| Train | 104 | 25 | 129 | 0 | 0 | 0 | 24 | 96 | 121 | 0 | 0 | 0 |
| Bus, minibus or coach | 51 | 17 | 68 | 0 | 0 | 0 | 6 | 35 | 41 | 0 | 0 | 0 |
| Taxi or minicab | 4 | 3 | 7 | 4 | 3 | 7 | 5 | 3 | 7 | 5 | 3 | 7 |
| Driving a car or van | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Passenger in car or van | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 |
| Bicycle | 31 | 2 | 34 | 31 | 2 | 34 | 3 | 27 | 30 | 3 | 27 | 30 |
| On foot | 45 | 40 | 84 | 301 | 98 | 400 | 61 | 62 | 123 | 120 | 289 | 408 |
| Other | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| **TOTAL** | **337** | **104** | **441** | **337** | **104** | **441** | **127** | **319** | **445** | **127** | **319** | **445** |

2.2.4 The above identified additional cumulative trip generation has been considered for assessment purposes of the local highway and transport networks, relevant to the Goods Yard planning applications, herein.





# 3 EFFECT ON LOCAL HIGHWAY NETWORK

## 3.1 INTRODUCTION

3.1.1 This section considers the effect of the identified additional cumulative trips on the local highway network.

## 3.2 ROAD NETWORK

### PRIVATE CAR

3.2.1 The Transport Assessment (July 2015) prepared for 201-207 Shoreditch High Street and 1 Fairchild Street proposals states that the development is car free and no vehicular trips are expected during peak hours.

### TAXI

3.2.2 The predicted number of additional cumulative development taxi trips is low, and furthermore, it is considered that such trips would predominantly already be on the local road network during peak hours in any event.

### DELIVERY AND SERVICING

3.2.3 It is predicted that between three and five additional cumulative delivery and servicing trips would occur on the local road network during peak hours, which is considered negligible.

3.2.4 In summary, it is considered that there will be negligible additional cumulative trips on the road network considered for the Goods Yard site, and as such, there will be no need to update the highway assessment work relating the Transport Assessment and ES Transport Chapter prepared to date.

# 4 EFFECT ON LOCAL TRANSPORT NETWORK

## 4.1 INTRODUCTION

4.1.1 This section considers the effect of the identified additional cumulative trips on the local transport network.

## 4.2 PEDESTRIAN INFRASTRUCTURE

4.2.1 Chapter 2 of this Technical Note shows that an additional 400 and 408 two-way cumulative trips are expected on the local pedestrian network during weekday AM and PM peak hours. These cumulative trips include trips on foot to local transport nodes (bus, underground, overground and rail). It has been assumed that all of the additional cumulative two-way trips would travel along Shoreditch High Street, with 50% of trips travelling along Bethnal Greed Road and 35% travelling along Commercial Street.

### PEDESTRIAN COMFORT LEVEL (PCL) AUDIT

4.2.2 The Pedestrian Comfort Level (PCL) Audit, for weekday AM and PM assessment scenarios (with cumulative developments) presented in the June 2015 Revised Transport Assessment, has been updated to take into consideration the above additional cumulative trips as summarised below.

**LINK ASSESSMENT – 2013/ 2015 BASELINE FLOWS PLUS DEVELOPMENT (MAXIMUM BUILD-OUT) PLUS CUMULATIVE SCHEMES AND SHOREDITCH HIGH STREET GROWTH**

4.2.3 The June 2015 Revised Transport Assessment demonstrated that the maximum build-out development pedestrian trips have been added to baseline pedestrian flows together with flows associated with cumulative schemes that would have an effect on the local footway network. This has been updated to consider the above additional cumulative trips. The pedestrian flows have been entered into the TfL PCL spreadsheet to determine PCLs of local footways. A summary of this exercise is presented below.





**Table 4.1: 2013/2015 Baseline plus Proposed Development plus Cumulative Schemes and Station Growth PCL Audit – Weekday**

| Link | | Width (m) | Weekday AM Peak | Weekday PM Peak | Friday PM Peak |
|---|---|---|---|---|---|
| 1a | Bethnal Green Road (north side) | 3.6 | B+ | B+ | B+ |
| 1b | Bethnal Green Road (south side) | 4.5 | B+ | B+ | B |
| 2a | Sclater Street (north side) | 2.3 | A+ | A+ | - |
| 2b | Sclater Street (south side) | 2.2 | A | A | - |
| 3a | Brick Lane (east side) | 2 | A | A- | - |
| 3b | Brick Lane (west side) | 2.1 | A- | B | - |
| 4a | Quaker Street (north side) | 2 | A | A | - |
| 4b | Quaker Street (south side) | 2.3 | A+ | A+ | - |
| 5a | Commercial Street (north side) | 6 | A+ | A+ | - |
| 5b | Commercial Street (south side) | 2.7 | A | A | - |
| 6a | Shoreditch High Street (east side) | 7 | B+ | B | B |
| 6b | Shoreditch High Street (west side) | 3 | A- | B+ | B |
| 7a | Bishopsgate (upper walkway) | 4.5 | B | B- | - |
| 7b | Bishopsgate (lower walkway) | 5 | B | A- | - |
| 8 | Internal Link (Farthing Yard) | 8 | A- | A- | - |

4.2.4 With the additional cumulative trips all of the links for all peak hours are expected to continue to operate at acceptable PCLs (C+ and above is recommended by TfL for an office/retail setting that the site is located within).

4.2.5 The tables below summarises the expected performance of the ‘pinch point’ at the footway adjacent to the east of the Shoreditch High Street/Commercial Street signal controlled junction.

**Table 4.2: 2013/2015 Baseline plus Proposed Development plus Cumulative Schemes and Station Growth PCL Link Audit – Weekday**

| Link | | Width (m) | Weekday AM Peak | Weekday PM Peak | Friday PM Peak |
|---|---|---|---|---|---|
| 6a | Shoreditch High Street (east side, pinch point adjacent to the signal controlled junction) | 3 | C | C- | C- |

4.2.6 The results summarised in the table above show no changes to the results presented in the June 2015 Revised Transport Assessment. As described within the June 2015 Revised Transport Assessment, improvements to the existing arrangement have been considered, as detailed below.

**CROSSING ASSESSMENT**

4.2.7 A PCL assessment has been undertaken to determine the performance of the existing crossing facilities provided at the east of the Shoreditch High Street/Commercial Street/Great Eastern Street signal controlled junction. The table below contains the results of this assessment for the 2013/2015 Baseline + Proposed Development (maximum build-out) + Cumulative Schemes (with inclusion of the identified additional cumulative trips) and station growth. The results of this exercise are presented below.

**Table 4.3: 2013/2015 Baseline plus Proposed Development plus Cumulative Schemes and Station Growth - Crossing Audit**

| Crossing | | Width (m) | Weekday AM Peak | Weekday PM Peak | Friday PM Peak |
|---|---|---|---|---|---|
| 1a | Crossing from Shoreditch High Street (east side) to pedestrian island located on Shoreditch High Street | 3.9 | 2013+Cumulative + Growth: C- | 2013+Cumulative + Growth: D | 2013+Cumulative + Growth: D |
| 1b | Crossing from pedestrian island located on Shoreditch High Street to Commercial Street (south side) | 2.9 | 2013+Cumulative + Growth: D | 2013+Cumulative + Growth: D | 2013+Cumulative + Growth: C |

4.2.8 As per the assessment presented within the June 2015 Revised Transport Assessment, the existing crossing arrangement is unlikely to perform at acceptable levels with the Proposed Development and cumulative schemes. However, the June 2015 Revised Transport Assessment reports on improvement initiatives, as summarised below.





**SUGGESTED CROSSING IMPROVEMENTS**

4.2.9 The June 2015 Revised Transport Assessment suggested that there is a need for improvements to pedestrian movement at the Shoreditch High Street/Commercial Street/ Great Eastern Street signal controlled junction.

4.2.10 The footway width adjacent to the eastern boundary of the Shoreditch High Street/Commercial Street/Great Eastern Street signal controlled junction is constrained by the presence of hoarding protecting listed structure located within the site, and queuing of pedestrians currently occurs on the crossing arrangement from the eastern side of Shoreditch High Street to the southern side of Commercial Street which takes the form of a staggered crossing arrangement.

4.2.11 The Proposed Development will remove existing hoarding, which acts as a barrier to pedestrian movement, and offer permeability immediately to the north and east of the crossing. At present TfL is considering improvement options at the junction, as part of the Shoreditch Triangle Project, to balance the demand of vehicles with consideration to the needs of pedestrians/cyclists. It is considered that this will aid to disperse any queuing of pedestrians that may occur.

4.2.12 TfL is developing options for wider pedestrian and cycle improvements within the vicinity of the Shoreditch Triangle and have taken account of the improvements required above. The Applicant is committed to providing a contribution to the wider TfL/LBH agreed scheme. Full details are provided within the June 2015 Revised Transport Assessment and consultation regarding this matter has been on-going during the post-application process.

## 4.3 CYCLE INFRASTRUCTURE

4.3.1 The identified additional cumulative effects would result in approximately 34 two-way cycle trips on Shoreditch High Street during weekday AM and PM peak hours. This is equivalent to an additional cumulative cycle trip on the network approximately every two minutes, which is considered negligible. It is considered that no further work is required to assess the effects of cumulative development on the local cycle network, compared with the work already completed as part of the June 2015 Revised Transport Assessment.

## 4.4 PUBLIC TRANSPORT NETWORK

4.4.1 The above cumulative assessment on the local pedestrian network considers travel on foot to public transport nodes (bus, underground, overground, and rail). The Proposed Development related trips on the bus, underground, overground and rail corridors were assessed as part of the June 2015 Revised Transport Assessment, the methodology for which has been agreed with TfL and the authorities. It is considered that no further assessment work relating to the local public transport network is required.

4.4.2 In summary, with consideration to additional cumulative trips there would be no noticeable effect on the local transport network studied for the Goods Yard site.

# 5 SUMMARY AND CONCLUSION

5.1.1 This Transport Addendum has been prepared by WSP | Parsons Brinckerhoff on behalf of the Bishopsgate Goods Yard Regeneration Limited (BGYRL), to accompany the Environmental Statement (ES) Addendum for the proposed redevelopment of the Bishopsgate Goods Yard site.

5.1.2 The Applicant is providing additional information to reflect a revised affordable housing offer, and an additional demolition and construction phasing scenario to bring forward some of the affordable housing (Plot E) into the first phase of construction. The ES Addendum presents an assessment of the implications of these additional scenarios in relation to the findings of the June 2015 ES (revised).

5.1.3 It is noted that the additional information on revised affordable housing and an additional demolition and construction phasing scenario results in no changes to the number of units, nor the breakdown by the number of bedrooms. With consideration to the approved methodologies for trip generation, there is no need for any trip generation related assessment work to be updated.

5.1.4 The cumulative assessments have been revised to assess the effects of any additional schemes that have come forward since the June 2015 (revised) scheme. This Transport Addendum identifies additional cumulative trips relevant to the study area assessed for the Goods Yard Site, and these have been distributed on the local highway and transport networks accordingly.

5.1.5 It is concluded that the identified additional cumulative trips would have no detrimental impact on the local highway and transport networks, relevant to the June 2015 Transport Assessment prepared for the Proposed Development at the Goods Yard site.