



**Platignum Properties Limited**

**300 Grays Inn Road**

BREEAM Travel Plan

May 2023

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# 1 INTRODUCTION

1.1 This BREEAM Travel Plan has been prepared by Caneparo Associates on behalf of Platignum Properties Limited ('the Applicant') in relation to the planning application at 300 Grays Inn Road ('the Site'), located within the London Borough of Camden ('LBC').

1.2 The Site is situated on the southern side of Acton Street and the eastern side of the A5200 Grays Inn Road, approximately 450m southeast (6 minutes' walk) of King's Cross St. Pancras Station.

1.3 The planning application seeks the extension, reconfiguration, and refurbishment of the building to provide a qualitative and quantitative uplift in office floorspace alongside the provision of 7 residential units (3 x 1 bedroom, 3 x 2 bedrooms and 1 x 3 bedrooms).

1.4 Specifically, the planning application seeks:

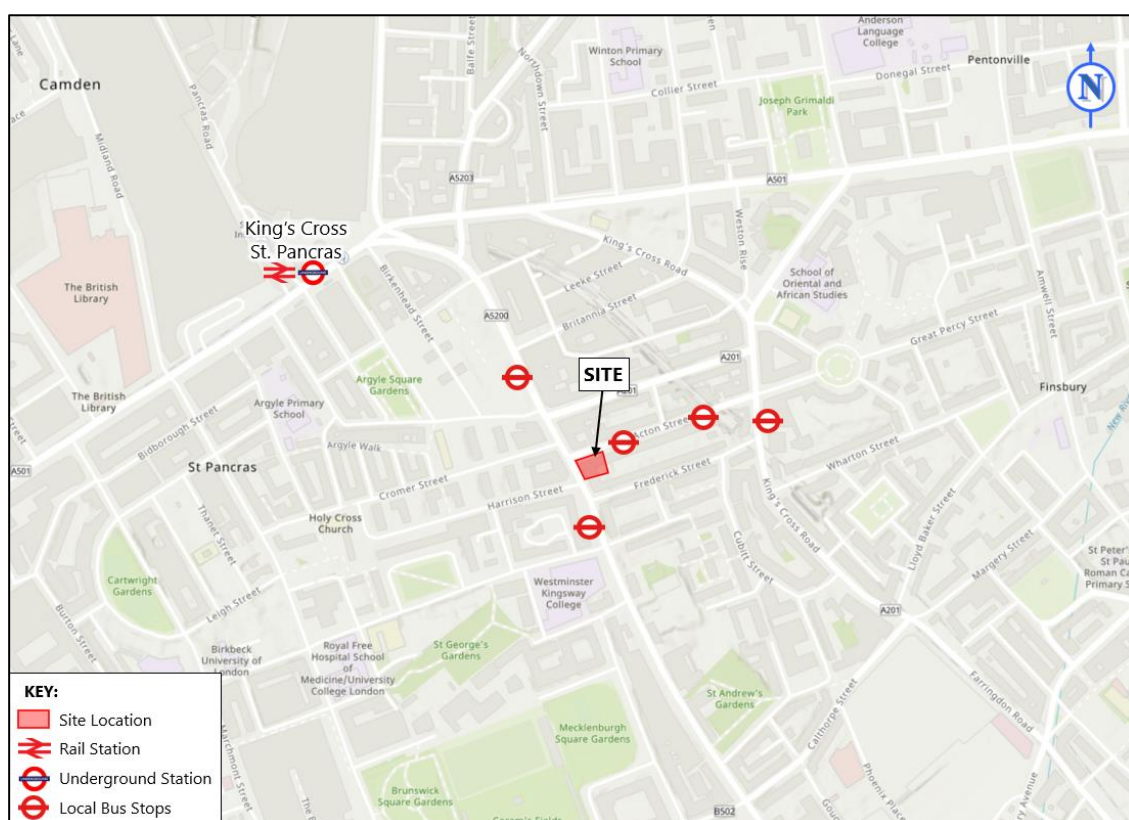
*"Refurbishment and extension of the building to provide residential flats (Class C3) and commercial, business and service use (Class E) including external alterations for new facades to all elevations, the introduction of terraces, reconfiguration of entrances and servicing arrangements, new hard and soft landscaping, provision of cycle parking and other ancillary works."*

1.5 Travel Plans provide long-term strategies aimed at changing travel habits predominately away from the unsustainable use of the private car to more sustainable modes such as walking, cycling and public transport. Travel Plans also encourage a shift from sustainable modes such as public transport, to more active modes such as walking and cycling, particularly in areas of high accessibility where car use is already low. This Travel Plan specifically focuses on encouraging future employees to cycle to and from the Site over and above all other travel modes and includes specific measures to achieve this target.

1.6 This Travel Plan has been prepared in accordance with travel plan best practice and guidance issued by Transport for London (TfL), LBC (Camden Planning Guidance: Transport) and BREEAM (Building Research Establishment Environmental Assessment Method).

1.7 The surrounding area comprises a combination of land uses with a mix of low-density residential terrace properties to the east and south, high density residential towers to the west, with commercial properties focused along the A5200 Grays Inn Road heading towards Kings Cross to the north. The Site benefits from convenient access to a range of amenities located along the A5200 Grays Inn Road and surrounding road networks. The Site has excellent accessibility to

public transport infrastructure including rail (including international Eurostar), underground and bus services as displayed in **Figure 1.1** below.



**Figure 1.1: Site Location Plan**

Source: ArcGIS Pro 2023

## BREEAM Travel Assessment Checklist

- 1.8 As a minimum, the measures outlined in **Table 1.1** have been considered when developing the Travel Plan and considered both employees and visitors travel. Many of the measures are already in place, given the Site's accessible location to public transport, walking and cycling modes, which will be further outlined in Section 3.

Table 1.1: BREEAM Checklist		
Measures	Checklist	Comment
Negotiate with local bus, train or tram companies an increase in the local service provision	N/A	The impact of the Site (Section 3 – Baseline Conditions) does not warrant an increase of local provision.
Provision of a public transport information system in a publicly accessible area	✓	Public transport information will be provided on notice boards within communal areas. Further details can be found in Section 6 – Information Provision and Travel Awareness
Provision of electric recharging stations	N/A	Car-free development.

<b>Table 1.1: BREEAM Checklist</b>		
<b>Measures</b>	<b>Checklist</b>	<b>Comment</b>
Provision of parking priority spaces for car sharers	N/A	Car-free development.
Consultation with the local authority on the state of the local cycling network and on improvements.	N/A	The area offers a wide range of existing cycle networks with segregated cycle lanes provided on the A5200 Grays Inn Road and several cycle hire docking stations provided in the vicinity.
Provision of dedicated and convenient cycle storage.	✓	The employee cycle store is split between ground floor and basement level with access provided via a dedicated entrance.
Provision of cyclists' facilities	✓	Cycle facilities will be accommodated on-site with there being showers, changing rooms and lockers (Section 6 – Cycling). All Cycle parking for the proposed Site will comply with the London Plan and LBC standards.
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.	N/A	The surrounding area has excellent pedestrian facilities in place on the surrounding highway.
Restrictions or charging for car parking	N/A	Car-free development.
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	✓	Already in place – see Section 3– Accessibility.
Provision of suitable taxi drop-off or waiting areas	✓	Taxis will be able to make use of the existing highway facilities to drop off / collect passengers. This will not occur often as employees will be encouraged to travel by active modes.
Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre).	N/A	Not applicable for an urban site.



## Travel Plan Scope

- 1.9 This Travel Plan covers travel by sustainable modes for the Site and is therefore applicable to all staff as well as visitors.
- 1.10 This document sets out the procedures necessary to progress this Travel Plan into a fully working document ready for implementation. It also sets out a range of sustainable transport measures that can be implemented or considered for implementation by the Travel Plan Coordinator (TPC) at the Site.
- 1.11 The Travel Plan aims to increase awareness of the advantages and potential for travel by more environmentally friendly modes (specifically cycling) and to set out the physical and management measures that will assist travel by alternative modes.
- 1.12 The remainder of this document is set out as follows:
- Section 2 - sets out relevant policy guidance
  - Section 3 - details the accessibility of the Site
  - Section 4 - lists the objectives and targets of the Travel Plan
  - Section 5 - sets out the Travel Plan strategy
  - Section 6 - lists the Travel Plan measures and initiatives
  - Section 7 - specifies the monitoring and review process
  - Section 8 - provides details of the Action Plan
  - Section 9 - includes contacts and useful information

## 2 POLICY GUIDANCE

2.1 This section provides an overview of key national, regional and local planning policies relevant to securing Travel Plans.

### National Policy

#### National Planning Policy Framework (July 2021)

2.2 The revised National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy. The Chapter notes at Paragraph 104 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *"the potential impacts of development on transport networks can be addressed;*
- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

2.4 Paragraph 111 states that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.5 Paragraph 112 highlights what developments should provide which are listed below:

- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.6 The Chapter concludes at Paragraph 113 that:

*“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”.*

## **Strategic Policy**

### **The London Plan (March 2021)**

2.7 The London Plan (March 2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The policies set out in the London Plan which are pertinent to the proposed Site are set out below.

2.8 Policy T1 sets out a number of strategic aims, key aims include:

- A. *“Development Plans should support, and development proposals should facilitate:*
  - 1) *the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*



B. *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.*

2.9 Policy T4 - Assessing and mitigating transport impacts provides the following advice:

B. *"When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."*

### **Mayor's Transport Strategy (2018)**

2.10 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

2.11 The Mayor's Transport Strategy vision states:

*"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.*

*The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."*

2.12 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

## Local Policy

### Camden Local Plan (2017)

2.13 The Camden Local Plan was adopted in July 2017 and acts as planning guidance for all Site in the borough to contribute to the Camden Plan and other local priorities. The Camden Local Plan will cover the period of 2016-2031.

2.14 Policy T1 Prioritising walking, cycling and public transport describes the measures put in place by LBC to promote sustainable transport in the borough. These measures include the following:

*“Walking - In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:*

- a. improve the pedestrian environment by supporting high quality public realm improvement works;*
- b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- c. are easy and safe to walk through ('permeable');*
- d. are adequately lit;*
- e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- f. contribute towards bridges and water crossings where appropriate.*

*Cycling - In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:*

- g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*
- h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our*

*supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*

- i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- j. is easy and safe to cycle through ('permeable'); and*
- k. contribute towards bridges and water crossings suitable for cycle use where appropriate.*

*Public Transport - In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.*

*Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort"*

2.15 Policy T2 on Parking and car-free development states how the Council will permit parking at new developments and will aspire to be predominantly car-free as follows:

- a. "not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- b. limit on-site parking to:*
  - i. spaces designated for disabled people where necessary, and/or*
  - ii. essential operational or servicing needs;*
- c. support the redevelopment of existing car parks for alternative uses; and*
- d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

2.16 Paragraph 10.19 states how parking should be treated in redevelopments, with the policy supporting the proposals set out by the Applicant. It states:

*“Land is an important resource, particularly within a densely populated area such as Camden. The Council will therefore support the development of parking space for alternative uses.”*

2.17 Policy T4 Sustainable movement of goods and materials states:

*“The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:*

- a. encourage the movement of goods and materials by canal, rail and bicycle where possible;*
- b. protect existing facilities for waterborne and rail freight traffic and;*
- c. promote the provision and use of freight consolidation facilities.*

*Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:*

- d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;*
- e. accommodate goods vehicles on site; and*
- f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.”*

### **Camden Planning Guidance: Transport (January 2021)**

2.18 The LBC planning guidance for transport was adopted in January 2021 and dictates the borough’s requirements for transport related planning concepts such as travel plans, parking and servicing.

2.19 Paragraph 3.12 and 3.13 discuss the requirements for workplace travel plans as follows:

*“A workplace travel plan will be specific to each individual site and the nature of the business activity there (as discussed in paragraph 3.1, higher education institutions should be treated as requiring workplace travel plans). As with residential travel plans, thresholds for workplace travel plans are set out in Appendix D. The focus should be on giving priority to active travel, then reducing non-essential car travel. Workplace travel plans are suitable for any organisation that generates a*

*significant number of employee trips including offices, hospitals, hotels, distribution centres, large shops and supermarkets, cinemas and theatres, primary care centres, GP surgeries etc. School car parking should be monitored through School Travel Plans which are discussed later in this guidance.*

*A workplace travel plan should address staff travel to and from work and on business. It is also required to address visitor, client and customer travel. Other aspects such as suppliers making deliveries, contractors undertaking work on site as well as fleet procurement / management should be taken into account within travel plans where they are an important aspect of the development.”*

2.20 Paragraphs 5.6 and 5.7 discuss the conditions under which LBC will expect car-free development to take place:

*“The Council will expect all new residential development to be car-free, including redevelopments (and changes of use) with new occupiers. The car-free policy applies across the whole borough, regardless of public transport accessibility level (PTAL) ratings. Where dwellings are created as part of an amalgamation, sub-division or an extension of an existing development these will be expected to be car free.*

*All new non-residential developments will also be expected to be car free in accordance with Local Plan Policy T2, including:*

- The redevelopment and/or conversions of existing sites with new occupiers; and*
- Extensions where the proposed new floor space leads to an increase in occupancy.”*

2.21 Paragraphs 8.6, 8.7 and 8.9 describe how LBC implements their cycle parking standards on developments within the borough, along with the relation between their policies and the London Plan.

*“As stated in the Local Plan Policy T1, the Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden. The Mayor of London has published ‘London Cycling Design Standards’ – applicants should in particular have regard to the recommended space requirements set out in Figure 8.1 and the advice to applicants on making the most efficient use of space in paragraph 8.2.3.*

*Where a development crosses the thresholds set out in the London Plan, requirements apply to the entire floorspace and not only the floorspace above the threshold. For example, at a new food retail development, if from a threshold of 100 sqm it is required to provide one long-stay cycle parking space per 175 sqm gross external area (GEA), this means that no requirement applies to a facility of, e.g. 50 sqm, but two long-stay spaces are required for a facility of 350 sqm.*

*For mixed-use developments where the floor area of individual uses falls below the thresholds set out in the London Plan, the Council will expect applicants to consider the cumulative impact of all of the uses and thus the Council will seek cycle parking spaces as part of the wider development. This may occur, for example, when a development consists of a food retail unit of 90 sqm and a restaurant of 85 sqm. If policy requires each of the units to provide one long-stay cycle parking space per 175 sqm, but from a threshold of 100 sqm, the Council would seek at least one space based on the cumulative requirement.”*

2.22 Paragraph 8.14, 8.15 and 8.16 describe how LBC expects cycle parking and facilities to be designed, along with where they should be located.

*“Well located and secure cycle parking facilities, both at the start and destination of journeys, are a key factor in encouraging people to travel by cycle. Inaccessible cycle parking and a lack of supporting facilities, such as showers and lockers, can make cycling unappealing and, at times, impossible.*

*Cycle parking should be provided off-street, within the boundary of the site and close to the site entrance. Cycle parking needs to be accessible (in that everyone who uses a cycle can easily store and remove it from the cycle parking) and secure (in that both wheels and the frame can easily be locked to the stand). Security is a critical concern and careful consideration must be given to the location, design, enclosure and surveillance of all cycle parking.*

*The route to cycle parking from street level must be step free. If level access is unachievable, the cycle parking must be accessible via a ramp or a lift that is adequate in size to accommodate a cycle and its user. Lifts should measure a minimum of 2m x 2m, although where many users are likely to arrive at a similar time, for example at a large office development, lifts will not be an acceptable option, as convenient access would be compromised.”*

### 3 SITE ACCESSIBILITY

3.1 This section is a summary of the accessibility of the Site by sustainable transport modes.

3.2 Further details of current operating frequencies for all public transport services noted below are also provided on TfL's Journey Planner website at: <http://journeyplanner.tfl.gov.uk>, or other travel planning applications such as Citymapper: [www.citymapper.com](http://www.citymapper.com).

#### Active Modes

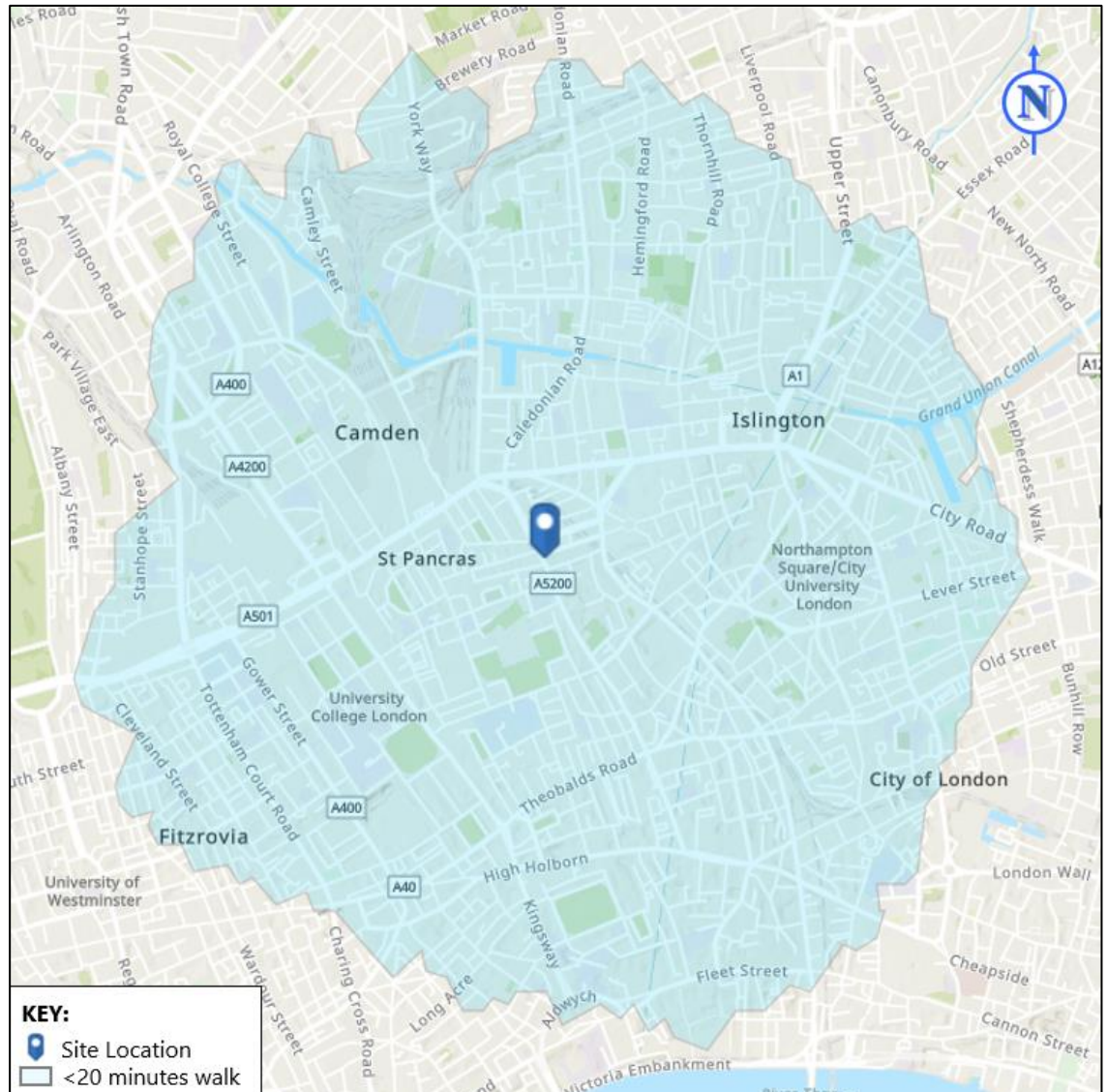
3.3 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).

#### Walking

3.4 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips as set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines (*Guidelines for Providing for Journeys on Foot, 2000*) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

3.5 **Figure 3.1** displays how areas such as Farringdon, Holborn, Euston, King's Cross and Caledonian Road are within a 2km walking distance of the Site.





**Figure 3.1: Walking Isochrone (20 minutes)**

Source: ArcGIS 2023

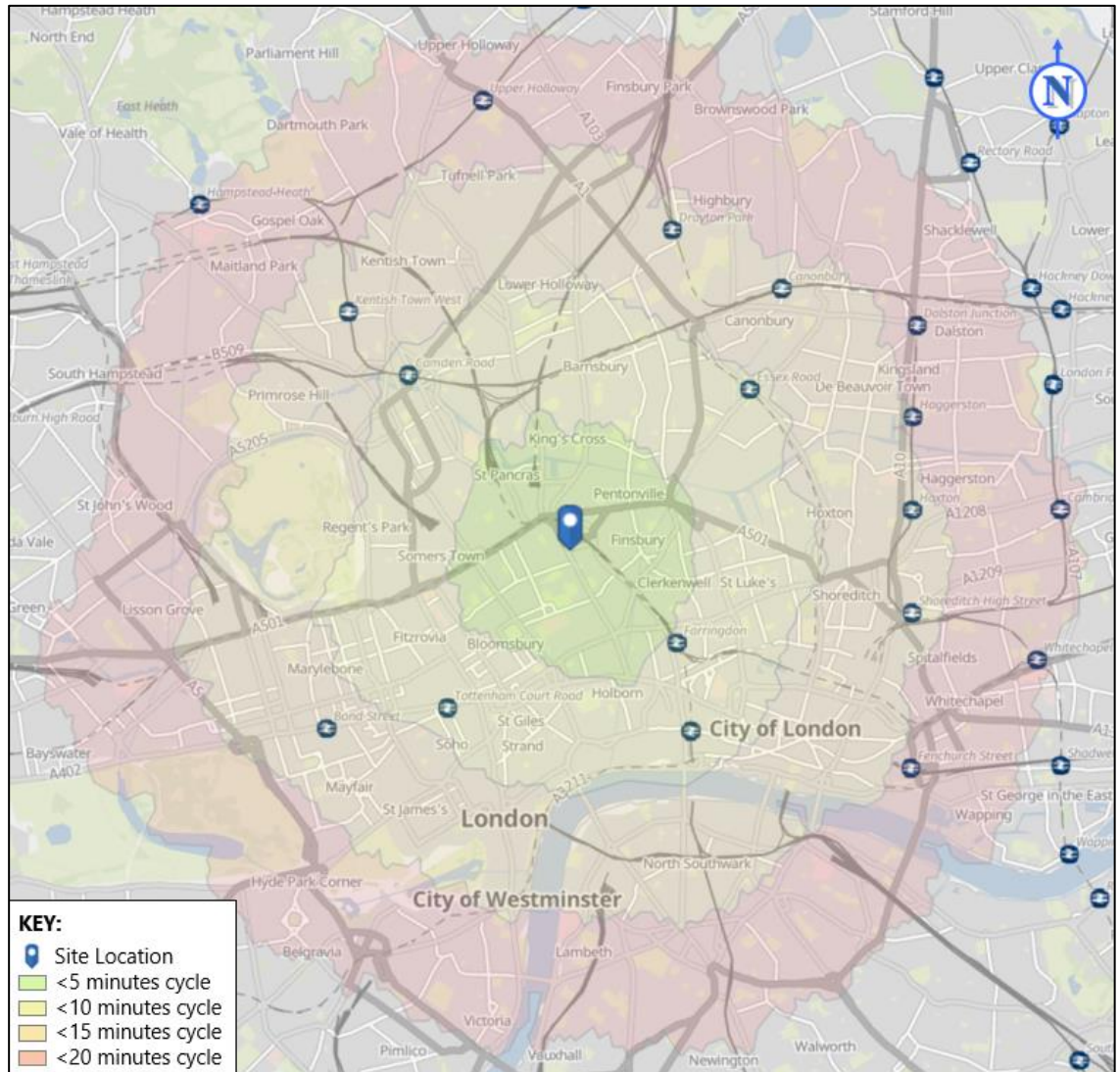
- 3.6 In addition, the roads surrounding the Site provide a wide array of retail and commercial properties including food retailers, cafes and restaurants, all within a reasonable walking distance. **Table 3.1** details a list of local amenities within an acceptable walking distance from the Site.
- 3.7 Pedestrians are well provided for in the vicinity of the Site with footways along both sides of all roads within the immediate vicinity along the A5200 Grays Inn Road and Acton Street. There are zebra crossings outside the Site that are equipped with dropped kerbs and tactile paving, which allow pedestrians of all abilities to cross the road near the Site with ease.



Table 3.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres / km)	Approximate Walking Time (minutes)
<b>Public Transport Opportunities</b>			
Bus Stops	Acton Street (Stop 'HA')	60m	1 minute
	Acton Street (Stop 'HF')	80m	1 minute
Underground / Rail Station	King's Cross / St Pancras International	450m	6 minutes
<b>Facilities and Amenities</b>			
Costa Coffee	A5200 Grays Inn Road	120m	2 minutes
Co-op Food	A5200 Grays Inn Road	160m	2 minutes
Regent Square Gardens	Regent Square	240m	3 minutes
Cromer Street Post Office	Cromer Street	290m	4 minutes
Cash Point	A201 King's Cross Road	340m	4 minutes
John Walker Chemist	Leigh Street	480m	6 minutes
Anytime Fitness King's Cross	A501 Pentonville Road	540m	7 minutes

## Cycling

- 3.8 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars. The guidelines highlight that there is a 'substantial potential' for substituting cycling for driving for distances up to 5 miles.
- 3.9 **Figure 3.2** indicates the Active Travel Zone for the Site based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distances up to 5 miles (8 kilometres) which includes areas such as Finsbury Park, Hackney, Whitechapel, Elephant & Castle, Victoria, Hyde Park, Paddington and Hampstead – along with all of central London.



**Figure 3.2: Cycle Isochrone (20 minutes)**

*Source: ArcGIS 2023*

3.10

There are a number of cycle routes in the locality which provide connections to local facilities and public transport nodes. Cycleway 6 is located approximately 90m south of the Site, providing a cycle route which operates towards Camden Town in the north and to Elephant & Castle in the south. Dedicated cycle lanes that are not designated as part of the Cycleway network connect the Site with Cycleway 6, which means that there is a safe and fast route to this Cycleway. Cycleway 6 offers fast connections to the rest of the TfL Cycleway network, including direct access to Cycle Superhighway 7.

3.11 There are also a number of TfL cycle hire docking stations within a short walking distance of the Site, including:

- Cromer Street, Bloomsbury (28 cycles) – circa 50m west of the Site (1 minutes walk);
- Ampton Street, Clerkenwell (21 cycles) – circa 80m south of the Site (1 minute walk);
- Great Percy Street, Clerkenwell (16 cycles) – circa 210m east of the Site (3 minutes' walk); and
- St. Chad's Street, King's Cross (21 spaces) – circa 270m north of the Site (3 minutes' walk).

## **Public Transport**

### **Public Transport Accessibility Level (PTAL)**

3.12 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.13 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

3.14 Using the TfL web-based connectivity assessment toolkit, it has been determined that the centre of the Site has a PTAL rating of 6B, the highest possible rating, demonstrating an excellent level of accessibility to public transport. The BREEAM Accessibility Index for the Site is 66.53.

### **Bus Services**

3.15 The Site is provided with excellent access to bus services, with the nearest bus stops located within 60-80m of the Site (Acton Street Stop 'HA' and Stop 'HF'). The services operating from nearby bus stops provide regular connections to destinations throughout London, with intermediate stops including rail and underground stations, enabling people to readily access a wide variety of destinations.

3.16 The PTAL report suggests the Site is walking distance (640m) to 14 bus routes amounting to 121 bus services per hour connecting the Site to the remainder of Inner and Outer London. Details of these routes can be found in **Table 3.2** below, with the relevant TfL bus spider map included at **Appendix A**.

<b>Table 3.2 – Summary of Bus Service Frequency</b>				
<b>No.</b>	<b>Route</b>	<b>Frequency (Every 'x' Minutes)</b>		
		<b>Mon – Fri</b>	<b>Saturday</b>	<b>Sunday</b>
17	Archway – Caledonian Road – King's Cross – Holborn – St Paul's – London Bridge	7 – 10	8 – 11	15
30	Marble Arch – Marylebone – King's Cross – Highbury – Dalston – Hackney Wick	9 – 13	10 – 13	13
46	City of London – King's Cross – Camden Town – Hampstead – St John's Wood – Paddington	6 – 10	10 – 11	15
59	Euston – Holborn – Strand – Waterloo – Kennington – Brixton – Streatham Hill	6 – 10	7 – 10	11 – 12
63	King's Cross – Farringdon – Blackfriars – Elephant & Castle – Peckham – Forest Hill	5 – 8	7 – 10	9 – 12
73	Stoke Newington – Canonbury – King's Cross – Euston – Oxford Circus	6 – 10	5 – 8	7 – 10
91	Crouch End – Holloway – Barnsbury – King's Cross – Holborn – Strand – Leicester Square	8 – 12	8 – 12	8 – 12
205	Paddington – Marylebone – King's Cross – Old Street – Liverpool Street – Mile End – Bow	7 – 10	9 – 13	11 – 12
214	Highgate – Kentish Town – Camden Town – King's Cross – Angel – Old Street	5 – 8	6 – 10	10 – 14
259	Edmonton – Tottenham – Holloway – Barnsbury – King's Cross	7 – 10	8 – 12	10 – 13
390	Upper Holloway – King's Cross – Euston – Oxford Circus – Marble Arch – Victoria	5 – 8	7 – 11	8 – 12
476	Tottenham – Seven Sisters – Stoke Newington – Canonbury – Angel – King's Cross	7 – 11	9 – 12	10 – 12

### **London Underground Services**

3.17 The Site is well provided for in terms of London Underground access, with the King's Cross St. Pancras International station complex located circa 450m (6 minutes' walk) northeast of the Site. Step-free access is provided to all London Underground services at King's Cross St. Pancras.

3.18 **Table 3.3** provides a summary of the Underground services provided from the station, according to PTAL.

<b>Table 3.3: Summary of Underground Services</b>			
<b>Station</b>	<b>Lines</b>	<b>Route</b>	<b>Service Frequency</b>
King's Cross St. Pancras	Circle	Edgware Road / Hammersmith / Aldgate – Liverpool Street	6tph
	Hammersmith & City	Hammersmith – Barking	6tph
	Metropolitan	Aldgate – Uxbridge / Chesham / Watford / Amersham	16tph peak 12tph off-peak
	Northern	Edgware / High Barnet / Morden / Mill Hill East	24tph peak 20tph off-peak
	Piccadilly	Cockfosters – Uxbridge / Heathrow Terminal 4 / Heathrow Terminal 5	24tph peak 21tph off-peak
	Victoria	Brixton – Walthamstow Central	36tph peak 26tph off-peak

### **Rail Services**

3.19 King's Cross St. Pancras offers access to a wide range of National Rail services, with over 50 services departing from the station complex during peak hours. Access to all National Rail services is step-free.

3.20 Great Northern, London North Eastern Railway and Thameslink services operate from King's Cross to destinations such as Leeds, Cambridge and Edinburgh.

3.21 Thameslink, Southeastern and East Midlands Railway services operate out of St. Pancras, with destinations including Nottingham, Sheffield, Brighton, Bedford, Sutton and St Albans City.

### **Eurostar Services**

3.22 St. Pancras International Station also provides access to Eurostar services to mainland Europe. The following services operate from this station:

- 15 trains per day to Paris;
- 9 trains per day to Brussels; and
- 2 trains per day to Amsterdam.

## Car Club

3.1 The Site is located within walking distance to a number of car clubs, offering an alternative to private car ownership. The assigned car club bays within an acceptable walking distance from the Site are detailed below:

- Cubitt Street (Enterprise) – 190m / 2 minutes' walk from the Site;
- Belgrove Street (Enterprise) – 410m / 5 minutes' walk from the Site;
- Northdown Street (Hiyacar) – 500m / 6 minutes' walk from the Site;

## Baseline Travel Patterns

3.2 **Table 3.4** below shows the assumed modal split for journeys made to and from the Site. The 2011 Census data has been obtained for the local area, Camden 024, to inform what mode of travel employees in the locality may currently utilise for their journey to work. The modal split data has been amended to reflect the Transport Statement and car-free nature of the proposal.

Table 3.4: Predicted Employee Modal Split		
Mode	Census 2011 Modal Split	Amended Modal Split
Underground	36.9%	40.3%
Train	23.9%	26.2%
Bus	16.5%	18.0%
Taxi	0.2%	0.2%
Motorcycle	1.6%	0.0%
Driving a Car or Van	6.8%	0.0%
Car or Van Passenger	0.5%	0.5%
Bicycle	6.1%	6.6%
On Foot	7.5%	8.1%
Total	100%	100%

3.3 For the purpose of this Travel Plan and its emphasis on employment travel, the amended mode split as shown in **Table 3.4** will be used for monitoring and target setting purposes until a travel survey can be undertaken.



- 3.4 This survey will accurately identify how employees at the Site travel and the results will be known as Year 0. The survey will cover employees and will be undertaken once the Site is occupied. Occupation is defined as: No later than three months after 75% of the office floorspace is occupied.

## 4 OBJECTIVES AND TARGETS

### Introduction

4.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Chapter 7**.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the Site will seek to reach within the period covered by this Travel Plan. In addition, interim targets have been set.

### Objectives

4.2 The Travel Plan's overriding objective is:

*To engage with and encourage staff and visitors to use more sustainable ways of travelling to / from the Site through more effective promotion of active modes such as cycling, scootering and walking. This will minimise the impact of the Site on the surrounding public transport network.*

4.3 The sub-objectives are:

- **Sub-objective 1:** To increase employee awareness of the advantages and availability of sustainable modes of transport with a specific focus on cycling.
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users.
- **Sub-objective 3:** To introduce a package of physical and management measures that will facilitate employee travel by active modes.

### Targets

4.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and the success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.



4.5 Targets come in two forms – Action and Aim targets. Action targets are non-quantifiable actions that need to be achieved by a certain time, while Aim targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

### **Action Targets**

4.6 The key Action targets are set out below:

- Baseline travel survey within one month of occupation or when 75% of the office floorspace is occupied.
- Issue Travel Information Packs to all new employees.
- Update noticeboards monthly ensuring details on local facilities and bus stops are up to date.
- Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (as detailed in the Monitoring section).

### **Aim Targets**

4.7 TfL's Travel Planning Guidance outlines "London Wide" targets, as set out in the Mayor's Transport Strategy, in order to help set targets for mode shift. Those relevant to this Travel Plan have been incorporated into the targets set out below:

- To achieve a 5% increase in mode share on foot over the 5-year life of the Travel Plan when compared to the results of the baseline survey.
- To achieve a 5% increase in mode share by bicycle over the 5-year life of the Travel Plan when compared to the results of the baseline survey.
- To achieve a 10% decrease in the mode share of public transport over the 5-year life of the Travel Plan when compared to the results of the baseline survey.

4.8 **Table 4.1** below sets out the interim Year 1, 3 and 5 targets based on the estimated baseline mode share as set out in the Transport Assessment.

Table 4.1: Travel Plan AIM Targets					
Target	Indicator	Mode Split			
		Baseline (Year 0)	Interim (Year 1)	Interim (Year 3)	Final (Year 5)
<b>Employees</b>					
Achieve a 5% increase in the mode share for cycling by Year 5	Modal split monitoring surveys for cycling	7%	8%	10%	12%
Achieve a 5% increase in the mode share for walking by Year 5	Modal split monitoring surveys for walking	8%	9%	11%	13%
Achieve a 10% decrease in the mode share for public transport by Year 5	Modal split monitoring surveys for Public Transport	84%	82%	78%	74%
<b>Visitors</b>					
Increase the awareness of cycling and walking as viable options available to access the Site.	No surveys necessary	-		-	-

- 4.9 It can be difficult to influence visitor travel behaviour and it is therefore considered more constructive to set Action targets aimed at promoting sustainable transport to visitors of the Site, rather than specific Aim targets.
- 4.10 The targets listed are based on preliminary data and therefore may need to be adjusted once an accurate baseline modal share has been established from the baseline (Year 0) survey. Any adjustments to the targets will be discussed and agreed with LBC.
- 4.11 Indicators are the elements which will be measured in order to assess progress towards meeting the targets.

## 5 TRAVEL PLAN STRATEGY

### Travel Plan Co-ordinator

- 5.1 The appointment of a Travel Plan Co-ordinator (TPC) is the most important aspect of a Travel Plan and their willingness and enthusiasm will be a key factor in the successful implementation of a Travel Plan that will achieve good modal shift results. They will also be the point of contact for all concerned stakeholders.
- 5.2 The TPC contact details will be included once appointed following the submission of the Final Travel Plan to discharge the relevant planning condition.
- 5.3 The TPC will be responsible for all aspects of the Travel Plan and his/her primary functions will include:
- Overseeing the management, development, implementation, monitoring and review of the Travel Plan;
  - Liaison with the Developer/Site Owner and LBC;
  - Liaison with staff;
  - Managing the Site and implementation of the Travel Plan measures;
  - Promoting the objectives and benefits of the Travel Plans;
  - Monitoring the success of the Travel Plan against the agreed targets;
  - Reporting the results of the Travel Plan to the stakeholders; and
  - Liaising with public transport operators and other service providers.
- 5.4 The TPC will give a 'human face' to the Travel Plan, explaining its purpose and the opportunities it offers. This will include personalised journey planning advice if asked for.
- 5.5 The role of the TPC is part-time and will have a fluctuating workload throughout the duration of the Travel Plan. The occupier will make sure that the TPC has enough time to undertake their duties. The staff member appointed will need to effectively liaise and communicate with management within their organisation regarding the Travel Plan.
- 5.6 The funding of the TPC is the responsibility of the occupier and will be developed using the latest version of TfL guidance.

## **Marketing Strategy**

- 5.7 Employees at the Site will be made aware of the existence of the Travel Plan upon occupation. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be set out upon the start of their employment and noted in job interviews or similar.
- 5.8 The following could be used as a means of disseminating information to promote events/campaigns/promotions/services/initiatives:
- Notice boards
  - Newsletters
  - Travel Information / Induction pack
  - Internet / intranet sites
  - E-groups and forums.

## **6 MEASURES AND INITIATIVES**

### **Introduction**

- 6.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.
- 6.2 The list of measures described below is by no means exhaustive and it will be the responsibility of the appointed TPC to investigate other potential measures. It is important to add that in the longer-term other measures may be more suitable for the users depending on their needs and demands. This will be evident from the proposed regular monitoring results and measures will be implemented and/or altered accordingly.

### **Information Provision and Travel Awareness**

- 6.3 In order for a travel plan to be successful the benefits of sustainable travel must be made known constantly and coherently. Therefore, travel awareness and information provision are key features of any travel plan.
- 6.4 Dedicated Travel Notice Boards will be installed at key locations within the Site such as within employee common spaces. An Information Point will be at the Site from the outset and will display material designed to promote not only sustainable travel modes such as public transport, walking and cycling but also details of the Travel Plan itself and the contact details of the TPC.
- 6.5 The Information Point can also be used as a marketing tool to promote associated transport events and the implementation of new initiatives.
- 6.6 A personalised journey planning service will be offered to employees by the TPC and advice will be given on how to plan journeys by sustainable modes of transport.
- 6.7 All staff will be provided with a Travel Information Pack at the start of their employment. The pack will include details, maps and timetables for local public transport services; information regarding local facilities (retail facilities, banks, schools, local cycle shops etc.) and other useful information (including Transport for London Journey Planner phone numbers and website details and contact details for registered local taxi operators). Additionally, the Travel Pack will also be provided with details of London's Cycle Network.

- 6.8 The Travel Information Pack will also contain information about the Travel Plan including its purpose and objectives, as well as contact details for the TPC.

## **Walking**

- 6.9 The TPC will monitor and encourage maintenance of all pedestrian routes to a high standard and discuss with LBC any further improvements to pedestrian facilities. For example, they will seek to identify any particular safety hazards, poorly lit areas, 'missing links' etc. The TPC will be informed of the TfL's 'Healthy Streets' approach in order to understand the aims of increasing walking / cycling in a sustainable and safe manner.

## **Cycling**

- 6.10 The Site includes the provision of 76 secure long-stay cycle parking spaces which have been provided within the Site for the office use. The employee cycle store will be provided at ground floor and basement level, providing a mix of two-tier stands, standard Sheffield stands, accessible Sheffield stands, vertical stands and folding bike lockers. In addition, 12 secure long-stay cycle parking spaces (include 2 accessible spaces) will be provided for residents, in a dedicated store near to the residential lobby.
- 6.11 Showers and locker facilities are also provided within the building at lower ground floor level. A total of 8 showers (including one accessible shower) and 73 lockers will be provided for staff of the office space.
- 6.12 A total of 12 short-stay spaces associated with the office floorspace will be provided on-street close to the entrance in the form of 6 Sheffield stands. A further 2 short-stay cycle parking spaces will be provided in association with the residential units, with these cycle parking spaces being in the form of a singular Sheffield stand located outside the residential lobby, which residents will be able to provide their visitors access to.
- 6.13 The TPC will administer and promote travel by bicycle primarily through information provision, however, the following measures will also be considered:
- Provision of discounts or loans for purchase of equipment for cycling such as cycle loan, "Cycle 2 Work" schemes and vouchers. Ultimately, this will be the responsibility of each of the occupiers of the Site as well as the TPC;

- The TPC, in conjunction with each occupier, will explore the provision of pool bikes and cycle clubs for the Site to encourage the use of cycling to meetings;
- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations/companies that offer 'Dr Bike' services;
- Promote participation in cycle-related events such as the London to Brighton bike ride;
- Creation of a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling in London can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling;
- Provision of information about cycle training available in Camden. LBC provides free cycle skills and maintenance training for people who live, study or work in Camden, which can be applied for on the council's website (<https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses>);
- Information on LBC's try a bicycle scheme will be provided, which allows adults who live, work or study in the borough to try a bicycle for four weeks with payment of a small deposit (<https://www.camden.gov.uk/try-a-bicycle-for-4-weeks>); and
- All Travel Information Packs will be provided with a cycle route map which displays the wider TfL cycle network. A digital version can also be provided on the TfL's website: (<https://tfl.gov.uk/maps/cycle>).

6.14 The TPC will provide information on the safest cycle routes in the area and promote the use of cycling to access the Site. They will identify, through travel surveys, any problems experienced with cycle routes and discuss possible improvements with the highway authority.

## **Public Transport**

6.15 The TPC will ensure that the following tasks are undertaken:

- All Underground, train and bus services are well publicised and promoted to all employees;
- Route and timetable information for public transport and London Cycle Network will be included within the Travel Information Packs and on travel notice boards; and
- Contact details will be provided for public transport operators such as TfL (Journey Planner) and National Rail.

6.16 Taxis have an important role in providing for employee trips in particular when other modes of transport may not be available. The TPC will ensure that the contact details for local taxi operators are available on-site. This will include ride hailing firms such as Uber, MyTaxi, Gett, Addison Lee and Kabbee. Where possible, employees will be encouraged to use electric taxis to reduce the environmental impact of the Site.

### **Visitor Travel**

6.17 Staff will be provided with advice to ensure that visitors are advised to travel by modes other than the private car wherever possible, ideally utilising active modes of travel over public transport. Visitors will also be encouraged to make use of the available cycle networks and the TfL cycle docking stations surrounding the Site, to travel to and from the Site.

### **Provision for People with Disabilities and Visual Impairment**

6.18 Provision for people with disabilities has been built into the design of the building. The following initiatives / design features / measures are present:

- Stairs have refuge points;
- Wheelchair accessible lifts with accessible floors;
- Accessible cycle parking spaces; and
- Disabled toilets.

6.19 The TPC, through dialogue with LBC (if necessary / appropriate), will also seek to ensure that routes to/from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include:

- All dropped kerbs to contain tactile paving of the appropriate colour; and
- Rotating cones on signalised pedestrian crossings.



## 7 MONITORING AND REVIEW

### Monitoring

- 7.1 LBC requires that the progress of the Travel Plan is effectively monitored and the results are reported back.
- 7.2 The monitoring programme will begin with the initial baseline Year 0 travel survey, followed by additional surveys in Years 1, 3 and 5. The Year 0 survey will be undertaken once the Site is occupied. Occupation is defined as no later than three months after 75% of the office floorspace is occupied.
- 7.3 The Travel Plan will be monitored on an annual basis for 5 years after full occupation of the Site. The baseline survey represents the start of the Travel Plan for monitoring purposes and is known as Year 0.
- 7.4 Monitoring will involve:
- Questionnaire surveys of employees to identify the mode share for travel method to / from work / home, focusing on barriers to more sustainable travel in the longer term, especially active modes of travel.
  - Changes to any information provided on travel noticeboards, e.g. timetables;
  - Cycle parking utilisation survey;
  - Demand for additional cycle parking facilities;
  - Condition of on and off site pedestrian and cycle facilities;
  - Comments received from employees relating to the operation and implications of the Travel Plan.
- 7.5 All monitoring will follow the most up to date TfL best practice guidance and will be the joint responsibility of the Applicant / the management company and the individual occupiers.
- 7.6 All monitoring should achieve the required response rates. If these are not met then the results will be discussed with LBC and, if deemed necessary, the survey process will be repeated for those that did not respond. According to TfL guidance, organisations should aim to achieve a response rate of at least 30%.

## **Review**

- 7.7 The Travel Plan Coordinator will discuss the results of the surveys with LBC officers within one month of each survey and review progress towards any agreed targets.

## **Securement and Funding**

- 7.8 The Developer/Site Owner is fully committed to the implementation of the Travel Plan and will provide all reasonably necessary funding to ensure that the agreed targets are achieved.
- 7.9 This will include funding the TPC, travel surveys and implementation of all reasonably necessary measures.

## 8 ACTION PLAN

8.1 **Table 8.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured. The Action Plan will be constantly reviewed by the TPC adding and amending actions as appropriate and necessary.

<b>Table 8.1 – Action Plan</b>				
<b>Measures</b>	<b>Notes</b>	<b>Status/ Target Date</b>	<b>Method of Monitoring</b>	<b>Responsibility</b>
<b>Information Provision</b>				
Travel Information Packs for all staff	All staff will receive a Travel Information Pack outlining the sustainable options for travelling to the Site, the existence and purpose of the Travel Plan and location of cycle parking etc.	Upon commencement of employment	N/A	TPC
Information Boards	Travel information points will be placed in prominent locations in logical communal areas	Installed with building Site	N/A	TPC to update information when necessary
Personalised Travel Planning Sessions	The TPC will offer planning services to staff at induction sessions.	When necessary upon start of employment	The TPC will keep a record of who has utilised the service as well as the nature of the service (group, one on one)	TPC
<b>Cycling</b>				
Promotion of cycle facilities available	Cycle parking to be provided for staff while visitors will make use of the existing cycle parking within the area	Once facilities are installed	Spot checks as part of maintenance rounds	TPC
Discount on cycles and safety equipment	“Cycle 2 Work” Scheme if appropriate	Upon commencement of employment	Uptake of offer monitored by developer and info requested from them by TPC	TPC

<b>Table 8.1 – Action Plan</b>				
Provide cycle route maps and other information relating to cycle facilities	Greater cost if bespoke information needs to be printed. Less if existing maps etc. are used	Upon first occupation	TPC to monitor uptake	TPC
Encourage cycling by providing information about free cycle training run by LBC. Also, through awareness events such as National Bike Week and social bike rides		Annual event – summer and spring	TPC to monitor participation levels and interest	TPC
<b>Walking</b>				
Walk to Work days and social walking events	Health and financial benefits advertised	Spring and Summer (annually)	TPC to monitor uptake	TPC
Staff to be provided with information related to safe walking routes.	As part of Travel Information Packs or induction sessions	Prior to building being occupied and on-going through Travel Information Packs	N/A	TPC
<b>Public Transport</b>				
Staff to be provided with public transport information.	As part of Travel Information Packs or induction sessions	Prior to building being occupied and on-going through Travel Information Packs	N/A	TPC
Information point with timetable information	Located in reception and/or communal areas for staff and visitors	Upon building completion	Administrative - TPC	TPC
Public Transport only days	Incentivised challenge to use active modes	Annually – summer	TPC to monitor uptake	TPC

## 9 CONTACTS AND USEFUL INFORMATION

### Contacts

Travel Plan Coordinator (TPC)

**Name:** TBA

**Address:** TBA

**Email:** TBA

**Tel:** TBA

**Fax:** TBA

London Borough of Camden Tel: 020 7974 4444

### Useful Websites

Department for Transport (DfT) – <https://www.gov.uk/government/organisations/department-for-transport>

Liftshare.com – [www.liftshare.com](http://www.liftshare.com)

London Borough of Camden – <https://www.camden.gov.uk/>

London Cycling Campaign (LCC) – [www.lcc.org.uk](http://www.lcc.org.uk)

National Rail – [www.nationalrail.co.uk](http://www.nationalrail.co.uk)

Eurostar – <https://www.eurostar.com/uk-en>

Transport for London (TfL) Journey Planner – [www.tfl.gov.uk/journeyplanner](http://www.tfl.gov.uk/journeyplanner)

Citymapper Journey Planner – [www.citymapper.com/london](http://www.citymapper.com/london)

TfL Car Club Map – [www.tfl.gov.uk/modes/driving/car-clubs](http://www.tfl.gov.uk/modes/driving/car-clubs)