

LONDON FILM SCHOOL, 39 - 41 PARKER STREET

TRAVEL PLAN

PROJECT NO. 22/112 DOC NO. D002

DATE: JULY 2023

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Velocity Transport Planning Ltd

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TABLE OF CONTENTS

1	INTRODUCTION	1
2	PLANNING POLICY	3
3	BASELINE CONDITIONS & SITE ACCESSIBILITY	5
4	TRAVEL PLAN STRATEGY	14
5	FORECAST MODE SHARE.....	15
6	TRAVEL PLAN STATEMENT	16

FIGURES

FIGURE 1-1: SITE LOCATION AND LOCAL CONTEXT	1
FIGURE 3-1: WALK CATCHMENT TRAVEL TIMES.....	5
FIGURE 3-2: CYCLE CATCHMENT TRAVEL TIMES	6
FIGURE 3-3: LOCAL CYCLING ROUTES AND DOCKING STATIONS.....	7
FIGURE 3-4: SITE PTAL MAP	8
FIGURE 3-5: SURROUNDING BUS STOPS.....	9
FIGURE 3-6: PUBLIC TRANSPORT TIM MAPPING	11
FIGURE 3-7: LOCAL CPZS	12
FIGURE 3-8: LOCATION OF LOCAL AMENITIES	13

TABLES

TABLE 3-1: LOCAL BUS SERVICES	10
TABLE 5-1: FORECAST MODE SHARE	15
TABLE 6-1: TRAVEL PLAN ACTION PLAN	19



1 INTRODUCTION

1.1 APPOINTMENT

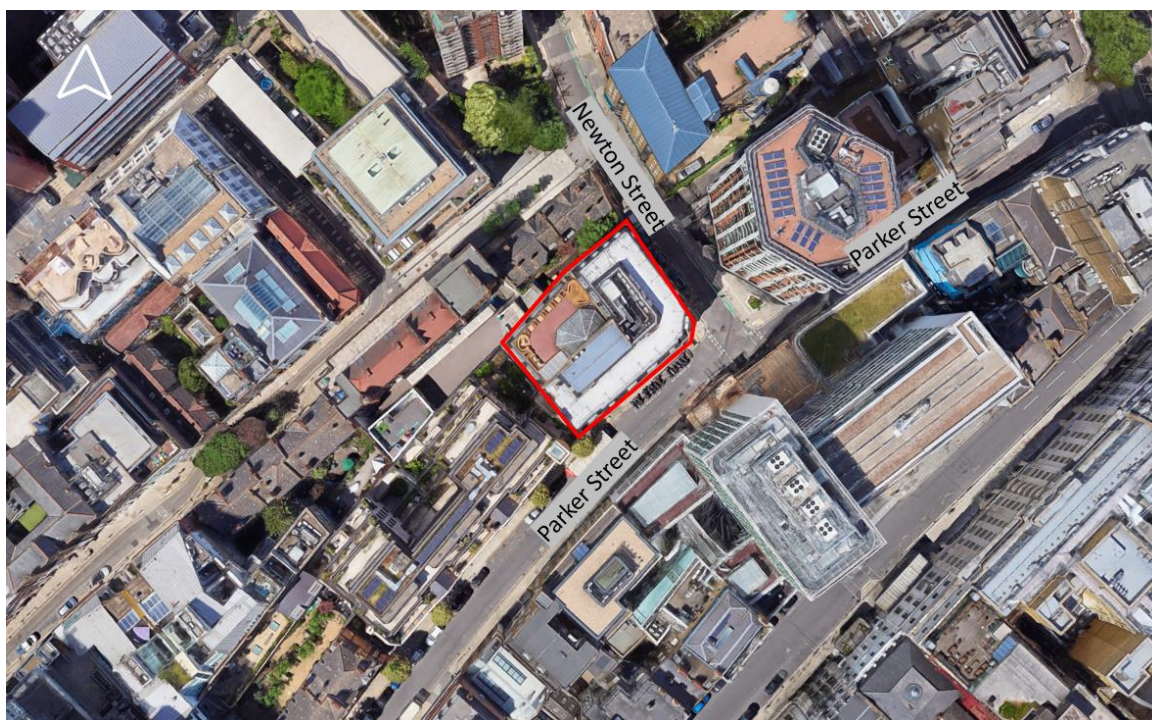
1.1.1 Velocity Transport Planning has been appointed by the London Film School (LFS) to prepare this Travel Plan (TP) in support of the change of use proposals associated with 39 – 41 Parker Street (the site), situated within the London Borough of Camden.

1.1.2 This TP should be read in conjunction with the Transport Statement (TS), also submitted as part of the planning application.

1.2 SITE LOCATION

1.2.1 The site, shown in **Figure 1-1**, is bounded by commercial buildings to the north and west, Newton Street to the east and Parker Street to the south.

Figure 1-1: Site Location and Local Context



1.3 PROPOSED DEVELOPMENT

1.3.1 The proposal seeks a change of use at 39-41 Parker Street from office to educational use for the London Film School (LFS). The proposals involve the refurbishment of the existing building to provide studio and teaching space on the first, second and third floors of the building.

1.3.2 The Garden Cinema currently occupies part of the building at ground and basement levels and operates two cinema screens on site. As part of the proposals, a third screen would be installed at ground floor level primarily for the use of the LFS, however it may be used by the Garden Cinema on an ad hoc basis.



- 1.3.1 No structural changes are proposed to the building, and no alterations would be made to the quantum of floorspace provided. Changes to the building would be internal cosmetic/ layout changes only.
- 1.3.2 London Film School (LFS) is the oldest film school in the UK and currently operates facilities on Shelton Street in Westminster, with in the order of 250 students and 85 staff associated with the school. LFS has been the place for emerging creative talent to hone their craft, find their voice and engage directly with the vibrant UK screen industries. The school offers three full-time MA programmes, a Ph.D. Film by Practice, and a full calendar of short courses.

1.4 OVERVIEW

- 1.4.1 Travel Plans assist with managing the travel demands and impacts of new developments. Transport for London (TfL) defines a Travel Plan as *"a long term management strategy which encourages sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies a package of measures to encourage sustainable travel."*
- 1.4.2 A Travel Plan should establish a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. Whilst the location of a development, its physical design, and proximity to facilities create the conditions to make sustainable travel a preferred choice, communicating these opportunities to occupiers is critical to the success of the Travel Plan.
- 1.4.3 This Travel Plan sets out a series of objectives, targets and measures, and is intended to establish the overarching mechanisms to manage the Travel Plan and monitor its effectiveness for influencing travel choices in accordance with the agreed targets.
- 1.4.4 The implementation of pre-occupation measures included within the Travel Plan will be the responsibility of the developer and/or the specific end occupiers.
- 1.4.5 A Travel Plan Co-ordinator (TPC) will be appointed prior to occupation to implement the Travel Plan. The TPC will report periodically to the LBC Travel Plan officers.
- 1.4.6 It is anticipated that a planning condition will be imposed requiring the implementation of an approved Travel Plan (which will be substantially based upon this document) prior to occupation of the proposed development. The Travel Plan and TPC will initially be funded by the developer.
- 1.4.7 This Travel Plan has been produced in accordance with current Department for Transport (DfT) and TfL Travel Plan guidance.

1.5 DOCUMENT STRUCTURE

- 1.5.1 The remainder of this TP is structured as follows:
- ⦿ Section 2 - reviews relevant transport planning policy;
 - ⦿ Section 3 – provides details of the baseline conditions and site accessibility;
 - ⦿ Section 4 – summarises the Travel Plan Strategy;
 - ⦿ Section 5 – forecasts the mode share and
 - ⦿ Section 6 – provides a Travel Plan Statement.



2 PLANNING POLICY

2.1 NATIONAL PLANNING POLICY FRAMEWORK (2021)

NATIONAL PLANNING POLICY FRAMEWORK (2021)

- 2.1.1 The National Planning Policy Framework (NPPF) was revised on 20 July 2021 and sets out the government's planning policies for England and how these are expected to be applied. The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.
- 2.1.2 Chapter 9 of the NPPF sets out the requirements for promoting sustainable transport advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 2.1.3 Paragraph 113 of the NPPF requires all developments that will generate significant amounts of movement to provide a travel plan and be supported by a transport assessment so that the likely impacts of the proposal can be assessed.

2.2 LONDON PLAN (2021)

- 2.2.1 The London Plan (March 2021) is part of the statutory development plan. It aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling.
- 2.2.2 Policy T4 Part B states that 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.
- 2.2.3 The London Plan (March 2021) sets out that the phasing of development, and the use of travel plans and freight strategies, may help reduce negative impacts and bring about positive outcomes.

2.3 CAMDEN PLANNING DESIGN GUIDANCE - TRANSPORT (2021)

- 2.3.1 The Council prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan 2017. The guidance is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.
- 2.3.2 The document was adopted on 15 January 2021 following public consultation and replaces the Transport CPG (March 2019) which replaced Camden Planning Guidance 7: Transport (September 2011).
- 2.3.3 This guidance provides information on all types of detailed transport issues within the borough and includes the following sections:
- a) *Assessing transport impact*
 - b) *Travel Plans*



- c) *Delivery and Servicing Plans*
- d) *Parking and car-free development*
- e) *Car parking management and reduction*
- f) *Vehicular access and crossovers*
- g) *Cycling facilities*
- h) *Pedestrian and cycle movement*
- i) *Petrol stations*



3 BASELINE CONDITIONS & SITE ACCESSIBILITY

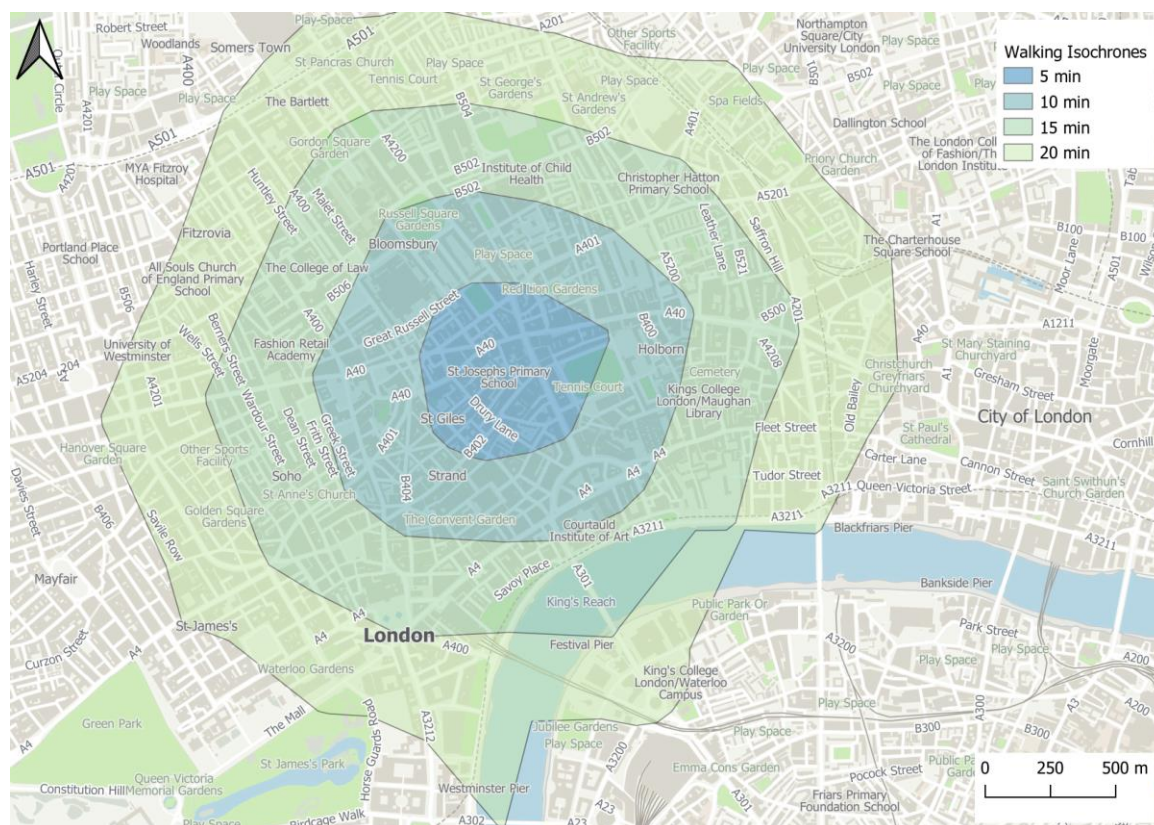
3.1.1 The site is accessible on foot, being within walking distance of day-to-day facilities and public transport services. As such, there are opportunities for future staff and students to use modes other than the private car.

3.2 WALKING

3.2.1 The National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6km). Infrastructure that supports efficient travel on foot is therefore of great importance to promoting sustainable and active travel and walking as a viable alternative to trips by car.

3.2.2 **Figure 3-1** shows the 5, 10, 15 & 20 minute walk catchment of the site and illustrates that various public transport nodes can be easily accessed on foot. There is a network of footways and crossings catering for pedestrian movement throughout the local area.

Figure 3-1: Walk Catchment Travel Times



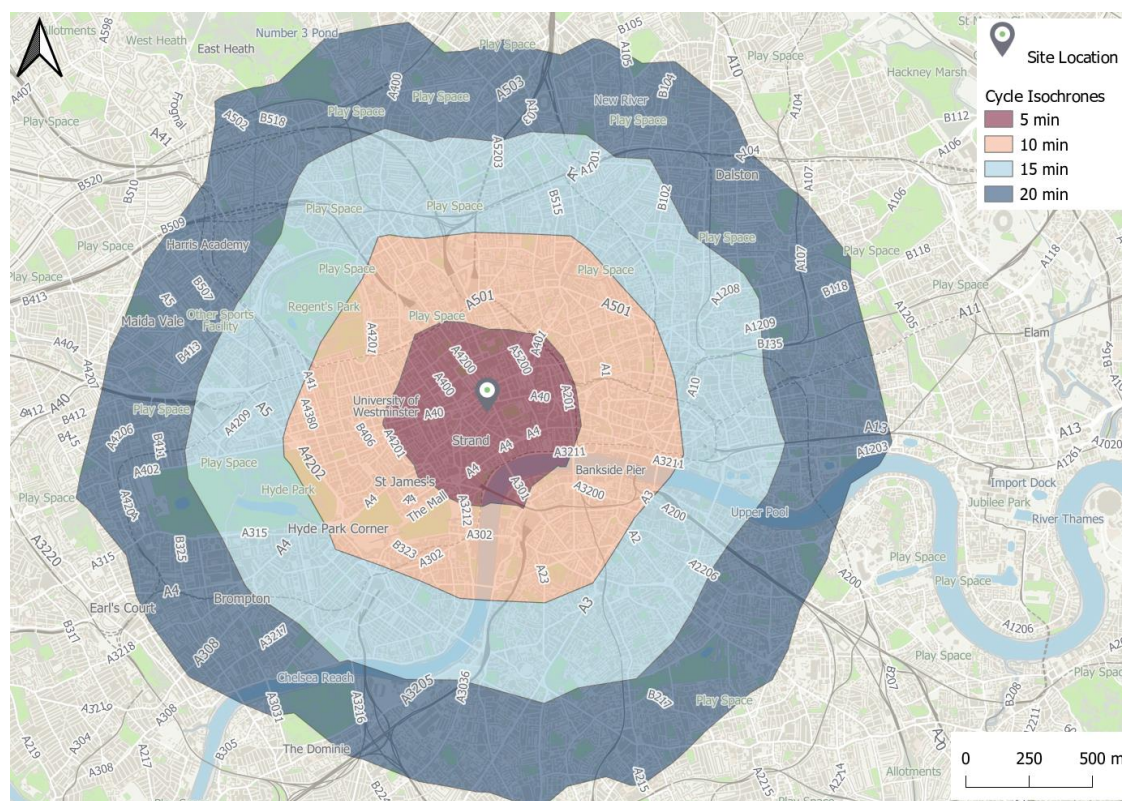
3.2.3 The local area is provided with well-maintained footways, street lighting and crossings with dropped kerbs and tactile paving.



3.3 CYCLING NETWORK

3.3.1 Cycling is a healthy means of travel and has the potential to substitute for short car and public transport trips, particularly those less than five kilometres in length albeit many cyclists will travel further when commuting. **Figure 3-2** shows 5, 10, 15 and 20 minute cycle catchments from the site, which shows that large areas of central London are accessible within a 10 minute cycle of the site, and areas such as Kennington, Earls Court, Islington and Bow are accessible within a 20 minute cycle of the site.

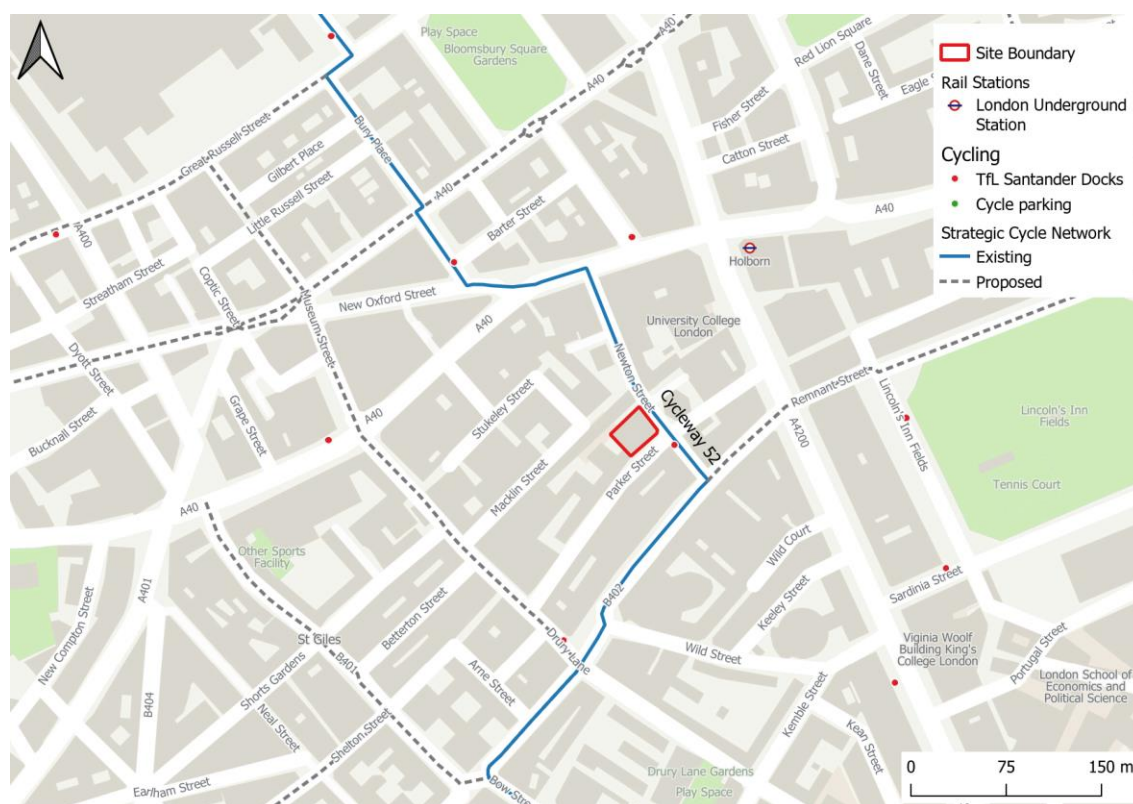
Figure 3-2: Cycle Catchment Travel Times



3.3.2 The site is well-connected for cyclists, with several cycle routes in close proximity of the site. **Figure 3-3** shows the local cycle routes.



Figure 3-3: Local Cycling Routes and Docking Stations



3.3.3 Cycleway 52 runs to the east of the site and provides a link between Euston to the west and Covent Garden to the east. The cycle way also interfaces with Cycleway 10 providing further cycling access across London.

3.3.4 There is a Santander Cycles Station on Newton Street which provides 24 cycle hire docking stations and is located within a 25m walk of the site.

3.4 PUBLIC TRANSPORT NETWORK

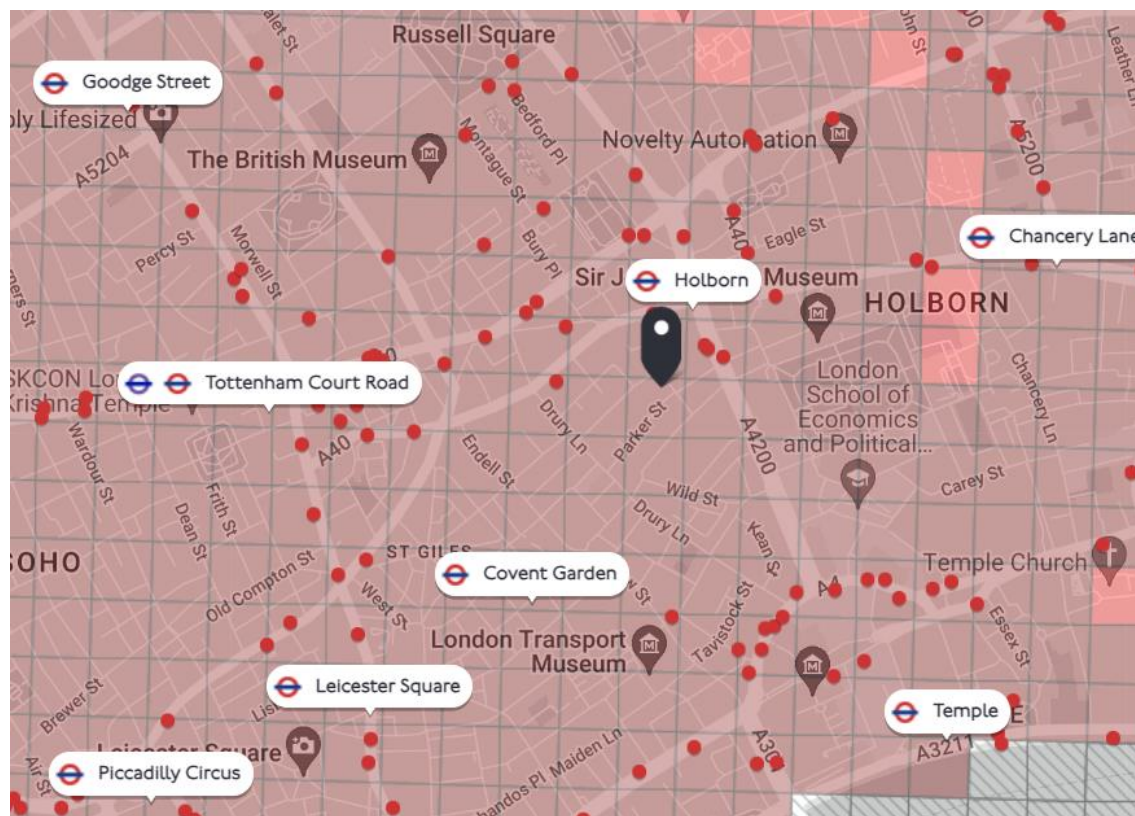
PUBLIC TRANSPORT ACCESS LEVEL

3.4.1 PTAL is used to assess the connectivity of a Site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

3.4.2 TfL's online WebCAT tool shows that the site achieves a PTAL level of 6b (excellent), indicating excellent access to public transport services.

3.4.3 The WebCAT PTAL map is shown in **Figure 3-4**, which shows that the site and the surrounding area have excellent access to public transport facilities. The site's location, near to Holborn, Covent Garden, Tottenham Court Road and Temple London Underground Stations is also shown.

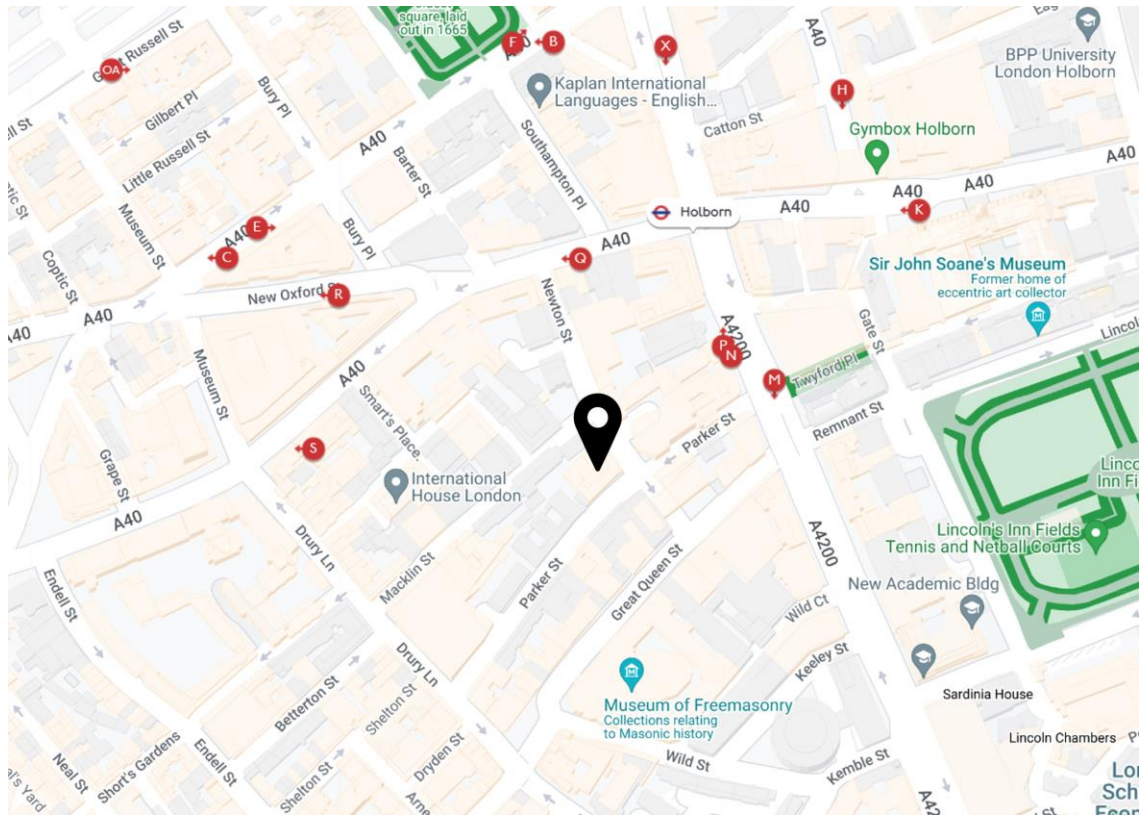
Figure 3-4: Site PTAL Map



BUS NETWORK

- 3.4.4 The closest bus stops to the site are located on Kingsway and New Oxford Street, which are located east and north respectively. Kingsway bus stops offer a total of 6 bus routes and New Oxford Street offers a further 5 bus routes. There are further bus stops within a suitable walking distance of the site, as set out in **Figure 3-5**.

Figure 3-5: Surrounding bus stops



3.4.5 The local bus routes are summarised in **Table 3-1: Local Bus Services**.



Table 3-1: Local Bus Services

STATION	NO	ROUTE	FREQUENCY (MINUTES/ SERVICE)	
			Monday - Friday	Saturday
Bus Stop 'N' Kingsway	59	Telford Avenue – King's Cross Station/York Way	4-8	6-10
	68	St Julian's Farm Road – Euston Bus Station	6-9	8-12
	91	Tottenham Lane Y M C A – Whitehall/Trafalgar Square	6-10	8-12
	168	Royal Free Hospital – Dunton Road	5-8	7-11
	N91	North Greenwich Station – Russell Square	6-10	7-10
	X68	Cockfosters Station – Whitehall/Trafalgar Square	Night bus service from 00:58 – 5:28, 2 services / hr	
Bus Stop 'R' New Oxford Street	98	Pound Lane/Willesden bus Garage – Red Lion Square	6-10	6-8
	N8	The Lowe – Holles Street	Night bus service from 0:22 to 6:00, 3 services/ hr	
	N25	Holles Street – Hainault Street	Night Service from 01:17 to 5:00, every 7 – 13 minutes	
	N98	Stanmore Station – Red Lion Square	Night Service from 00:32 to 06:00, 4 per hour	
	N207	Uxbridge Station – Bloomsbury Square	Night Service from 00:00 to 05:15, 4 per hour	

LONDON UNDERGROUND

3.4.6 Due to the central location of the site, there are many London Underground Stations within walking distance which are listed below with walking distance and time.

- ⊙ Holborn Underground Station - 350m (5 minute walk);
- ⊙ Tottenham Court Road Underground Station - 650m (9 minute walk);
- ⊙ Covent Garden Underground Station - 450m (5 minute walk);
- ⊙ Leicester Square Underground Station - 700m (8 minute walk);
- ⊙ Piccadilly Circus Underground Station - 1.2km (14 minute walk); and
- ⊙ Charing Cross Underground Station - 1.1km (14 minute walk).

3.4.7 Piccadilly Line services are available from both Holborn and Covent Garden stations providing access towards locations between Heathrow and Cockfosters. Services operate every 2-3 minutes.



- 3.4.8 Additionally, Central Line services are also available from Holborn Station and Tottenham Court Road providing access towards stations between West Ruislip and Epping. Services operate every 2-3 minutes. Northern and Bakerloo line services can also be caught from Tottenham Court Road and Piccadilly Circus Underground Stations respectfully.

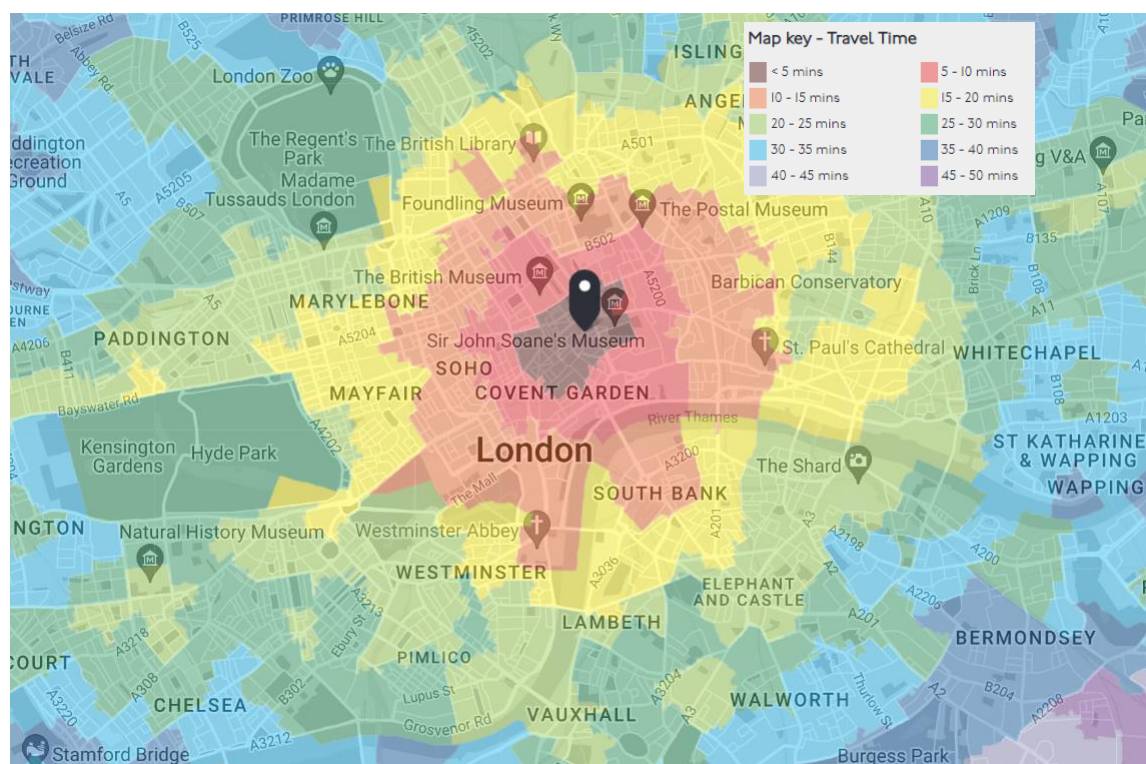
RAIL NETWORK

- 3.4.9 Charing Cross Rail Station is located 1.2km (15 minutes walking) south of the site, it offers onward travel south of the river Thames to destinations such as Dartford, Ashford, Dover, Gravesend, Hayes, Sevenoaks, Tonbridge and Tunbridge.

PUBLIC TRANSPORT TIME MAPPING

- 3.4.10 Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times, taking account of public transport service ranges and interchange opportunities. Time Mapping by public transport during the AM peak is presented in **Figure 3-6**.
- 3.4.11 This shows that within a 5 - 10 minute walking radius of the site, areas such as the Barbican, Bloomsbury and Westminster can be accessed. Furthermore, within a 15 – 20 minute walk, the Southbank, Angel and Mayfair can be accessed.

Figure 3-6: Public Transport TIM Mapping



3.5 LOCAL HIGHWAY NETWORK

- 3.5.1 The site is located on Parker Street a local road for which the LB Camden is the Highway Authority. The nearest part of Transport for London's Road Network (TLRN) is the A3211 Victoria Embankment, located 700 metres to the south of the site. All the surrounding roads in the area provide adequate pedestrian infrastructure, complete with footpaths either side of the carriageway, dropped kerbs and tactile paving.
- 3.5.2 Newton Street operates in a one way direction in the vicinity of the site, with vehicles travelling northbound only immediately east of the site, and southbound only, south of the site. Parker Street in front of the site operates as a two way road but becomes one way westbound to the east of the site after its junction with Newton Street.

3.6 ON-STREET PARKING AND LOADING RESTRICTIONS

- 3.6.1 The site is located within Camden Controlled Parking Zone (CPZ) CA-C, which operates from Monday to Friday: 8:30am – 6:30pm and Saturday: 8:30am – 6:30pm.
- 3.6.2 The extent of CPZ CA-C and the site's location within it is shown in **Figure 3-7**.

Figure 3-7: Local CPZs



- ~~3.6.3~~ There are a number of pay and display bays on Parker Street along with stretches of yellow line which provide opportunity for parking and loading near to the site.

3.7 ACCESS TO LOCAL FACILITIES AND AMENITIES

3.7.1 The site is located in close proximity to local facilities including leisure, shopping and various local amenities. A few of the local facilities within a 1km walking distance of the site are listed in **Table 3-1** and shown in

3.7.2 **Figure 3-8.**

Table 3-1: Local Amenities

FACILITY TYPE	FACILITY NAME	WALKING DISTANCE FROM SITE
Food Store / ATM	Sainsburys Local	410m
Food Store / ATM	Tesco Express	300m
Food Store / ATM	Co-Op Express	630m
Pharmacy	Boots	180m
Medical Centre	Convent Garden Medical Centre	350m
Public	Holborn Street Post Office	350m
Recreational Area	Lincoln Inn Fields	250m
Recreational Area	Chinatown	800m
Recreational Area	Russell Square	800m

Figure 3-8: Location of Local Amenities



4 TRAVEL PLAN STRATEGY

4.1 TRAVEL PLAN CO-ORDINATOR

4.1.1 A Travel Plan Co-ordinator (TPC) will be appointed to take responsibility for the management of the plan and for ensuring its delivery. It will be the responsibility of the developer to ensure that someone is appointed prior to the first occupation of the site.

4.1.2 The TPC's role will involve:

- ⦿ Ensuring the structures for the ongoing management of the plan are set up and running effectively;
- ⦿ Liaising with public transport operators and other service providers;
- ⦿ Overseeing the monitoring and reporting of the Travel Plan, including liaising with the Local Authority where appropriate; and
- ⦿ On-site co-ordination of data collection for the plan;
- ⦿ Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. These duties are ongoing throughout the duration of the Travel Plan.
- ⦿ Giving a 'human face' to the Travel Plan, explaining its purpose and the opportunities on offer. This may include offering personalised journey planning advice and providing advice on transport-related subjects to staff, students and visitors; and
- ⦿ Helping establish and promoting the measures in the Plan.
- ⦿ Providing on-site support to the TPC, as required; and
- ⦿ Implementing any additional measures.

4.2 MARKETING

4.2.1 It is recognised that a marketing and communication strategy is key to the success of the Travel Plan. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the Travel Plan. The strategy will also help to disseminate travel information and information regarding the facilities available.

4.2.2 Staff and students will be made aware of the Travel Plan, including its purpose and objectives, along with specific measures.

4.3 SECURING THE TRAVEL PLAN AND FUNDING

4.3.1 The Travel Plan is likely to be secured by a planning condition or through a s106 legal agreement.

4.3.2 Funding for the implementation of the Travel Plan is to be secured by the developer. The costs will relate to the implementation of measures outlined within the Travel Plan and also for any surveys and monitoring.

4.4 MONITORING

4.4.1 It is not expected that significant monitoring will be required at the development, considering the scheme is 'car-free', however it is envisaged that surveys would take place every other year.



5 FORECAST MODE SHARE

5.1 FORECAST TRAVEL PATTERNS

- 5.1.1 The forecast mode share for the development has been based on 2011 mode share data and is shown in **Table 5-1**. As the scheme is proposed to be car-free vehicular trips have been redistributed to the other modes of transport.

Table 5-1: Forecast Mode Share

MODE	PEAK HOUR
Pedestrians	8%
Cyclists	9%
Vehicle drivers	0%
Vehicle occupants (including taxi passengers)	0%
Taxi	0%
Bus	11%
Underground	37%
Rail	35%
Total	100%

*Numbers may not sum due to rounding

- 5.1.2 As can be seen in **Table 5-1**, the development is anticipated to have all trips made by way of sustainable transport due to its car free nature.



6 TRAVEL PLAN STATEMENT

6.1 INTRODUCTION

6.1.1 The objectives of the Travel Plan are:

- To raise staff and students awareness of sustainable modes of travel available at the development;
- To raise staff and students awareness of the health and fitness benefits of walking and cycling for short journeys; and
- To facilitate and encourage travel to and from the site by sustainable modes.

6.2 TARGETS

6.2.1 Targets are tailored to deliver the objectives of the Travel Plan and must be Specific; Measurable; Achievable; Realistic; and Timed (SMART).

6.2.2 Two types of targets are considered. 'Action' type targets are physical actions that can be achieved by a set date, for example appointing a Travel Plan Co-ordinator (TPC), whilst 'Aim' type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both 'Action' type target and 'Aim' type targets.

ACTION TARGET

6.2.3 The following Action targets are proposed:

- Appoint a Travel Plan Coordinator;
- Raise staff and student's awareness of the Travel Plan and sustainable travel opportunities, in particular:
 - How to contact the Travel Plan Co-ordinator;
 - The bus services which are available;
 - The underground and rail services which are available; and
 - The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot.

6.2.4 Achieving these targets will be measured by the implementation of marketing and awareness raising measures which will be reported to the Local Planning Authority. These targets link directly to all three objectives of the travel plan.

AIM TARGET

6.2.5 The proposed development is expected to achieve the aim target set out within the Mayor's Transport Strategy for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 from initial occupation. Indeed, the forecast travel demand would exceed this, and the following aim type target is proposed.

'To encourage a mode shift towards walking and cycling and maintain all travel by non-car modes.'



6.3 MEASURES

6.3.1 This section outlines the measures which will be implemented on site in order to achieve the objectives. These measures form the core of the Travel Statement. The measures have been grouped into three types as follows and considered in turn in the following sections:

- 'Hard' engineering measures incorporated into the design;
- 'Key services and facilities' provided; and
- 'Soft' marketing and management measures which ensure that sustainable travel behaviour is maximised.

HARD MEASURES

6.3.2 Physical aspects of the design of the Proposed Development will influence travel patterns from the outset. The hard engineering measures that will be incorporated into the design of the development are discussed individually below. These measures would be provided prior to occupation of the Site and would be funded by the developer.

CAR PARKING PROVISION

6.3.3 The development would be 'car-free' in line London Plan car parking standards for high PTAL areas.

CYCLE PARKING PROVISION

6.3.4 As the proposals relate to the change of use of the building, predominantly at upper levels, the ability to provide cycle parking, in accordance with standards, is limited. Furthermore, it is understood that cycle parking demand at the existing school is low and at a level less than cycle parking standards require. As such, it is proposed that the London Film School will monitor demand and seek to dedicate storage areas, where possible, within the building as appropriate for staff. For students, similar provision will be explored, however, given the constraints of the site, it may be considered more appropriate to provide a contribution towards providing short-stay spaces in the local area.

KEY SERVICES & FACILITIES

6.3.5 A number of key services and facilities to complement the location and physical design of the site will also be implemented to further encourage the use of sustainable transport modes. Details of each of the proposed key services are set out in turn below.

PERSONALISED JOURNEY PLANNING

6.3.6 The TPC will be available to provide personalised travel planning advice to staff and students of the development. The TPC will be able to identify routes to public transport services for staff and students.

6.3.7 The personalised journey planning service detailed above will also accommodate the specific journey planning requirements of mobility impaired persons working within the site.

6.3.8 Some of the Journey Planning tools that will be disseminated to all staff and students include:

- <https://tfl.gov.uk/plan-a-journey/> (for planning journeys by all modes of transport);



- ⦿ www.walkit.com (for planning journeys on foot including calorie burn, step count and carbon saving);
- ⦿ www.cyclestreets.net (for planning journeys by bicycle including photos en-route, elevation profiles, itinerary listing, and GPX export for GPS);
- ⦿ www.ctc.org.uk/journey-planner (includes access to dedicated cycle groups, affiliation to Cycling UK, information on cycle insurance, promotions and cycle rides); and
- ⦿ <http://www.sustrans.org.uk/change-your-travel/get-cycling/planning-your-cycle-routes> (provides cycle road safety tips and the ability to plan routes with quiet roads, cycle paths, low speed limits, bus lanes, parks and open space).

CYCLE TO WORK SCHEME

- 6.3.9 The national Cycle to Work Scheme enabling staff who wish to cycle to work to purchase a bike on a tax-free basis will be promoted to all staff.

INTEREST-FREE TICKET LOAN

- 6.3.10 The school would be expected to promote the availability of employee interest-free loans for the purchase of public transport season tickets. The provision of interest-free season ticket loans will be publicised (where appropriate) within travel information packs.

SOFT MEASURES

- 6.3.11 The location of the site, its design and proximity to public transport services within the surrounding area, will create all of the conditions to make sustainable travel choices a natural option. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Details of the communication strategy for the site are set out below.

TRAVEL PACK

- 6.3.12 Staff and students at the school will be provided with a Travel Pack upon first occupation. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:

- ⦿ **Promotion of local sustainable travel networks**, including:
 - The bus services which are available;
 - The underground services which are available; and
 - The local cycle routes which are available.
 - Links to relevant **public transport travel information websites** (such as the TfL journey planner) will be provided.
- ⦿ **Promotion of local amenities:** The Travel Pack will include the locations of many of the nearby key amenities and will encourage trips by foot.
- ⦿ **Promotion of the cycle parking:** Making staff and students aware of any cycle parking which is available to them.
- ⦿ **Promotion of TfL's free Cycle Skills training**



- **Promotion of health benefits associated with alternative modes of transport:** The Travel Pack will provide details of the health benefits associated with walking and cycling regularly.
- **Details of carbon foot-printing:** provision of details of the established 'Act on CO₂ carbon calculator' and provision of information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage.
- **Promotion of key services and facilities:** Full details of the key services and facilities provided by the Travel Plan.

6.3.13 The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

6.3.14 The Travel Pack will be available in both hard copy and electronically. The Travel Plan will be updated periodically and redistributed in electric form.

NOTICE BOARDS

6.3.15 Notice boards providing travel information to staff and students within the site will be placed in prominent locations.

6.3.16 Maps of the immediate local area will be displayed on the notice boards identifying locations of cycle parking and public transport service access points. The notice boards will also be used to inform staff and students of any new travel initiatives or events organised by the TPC.

6.4 ACTION PLAN

6.4.1 The programme for the implementation of the Travel Plan measures is set out in **Table 6-1** and sets out tasks, intended implementation dates and responsibilities.

Table 6-1: Travel Plan Action Plan

ACTION	TARGET (VALUES)	TARGET DATE	FUNDING	INDICATOR/MEASURED BY	RESPONSIBILITY
Appointment of TPC	N/A	Upon occupation	Occupier	Appointment of TPC	Occupier
Prepare Travel Plan Measures and Travel Pack	N/A	Prior to occupation	Occupier	N/A	TPC
Explore demand for cycle parking and possible provision	Dependent on demand	Prior to occupation of relevant building	Developer	Installation of cycle parking and it being made available for staff and students	Developer
Availability of a personalised journey planning service	N/A	Upon occupation	Occupier	Availability of a personalised journey planning service	Occupier
Provision and population of Sustainable Travel Information Notice Board	Sustainable Travel Information Notice Board presenting Travel Pack	Upon occupation	Occupier	Provision and population of Information Notice Board	Occupier

