

Lambeth Smith Hampton Ltd

**Harrington Square
London Borough of Camden**

Residential Travel Plan

August 2023

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

1	INTRODUCTION	3
	Scope.....	3
2	ACCESSIBILITY.....	4
	Site Location.....	4
	Local Highway Network	5
	Walking.....	5
	Cycling	6
	Public Transport Accessibility Level (PTAL) Rating	7
	Rail Services	11
	Baseline Travel Patterns	11
3	OBJECTIVES AND TARGETS.....	13
	Introduction.....	13
	Objectives.....	13
	Targets	14
4	TRAVEL PLAN STRATEGY	16
	Travel Plan Coordinator.....	16
	Marketing Strategy.....	16
5	MEASURES AND INITIATIVES	18
	Introduction.....	18
	Walking.....	18
	Cycling	18
	Public Transport	19
	Electric Taxis	19
	Personalised Travel Planning	19
	Visitors	20
6	MONITORING AND REVIEW	21
	Monitoring.....	21
	Review and Reporting.....	21
	Consultation	22
	Securement and Funding	23
7	ACTION PLAN	24

Appendices

- Appendix A - PTAL Assessment
- Appendix B - TfL Bus Spider Map

1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by Caneparo Associates on behalf of Lambeth Smith Hampton Ltd ('the Applicant') in relation to the proposed redevelopment at Harrington Square, ('the Site'), within the London Borough of Camden (LBC).
- 1.2 The proposal is for the redevelopment of the Site, which currently comprises an area of hardstanding that serves 12 surface level car parking spaces, to create 11 residential units (2 x 1-bed, 3 x 2 bed and 6 x 3-bed), with associated cycle parking at ground floor level.
- 1.3 The main aim of this Residential Travel Plan (henceforth referred to as "Travel Plan") is to put in place the management tools deemed necessary to enable residents and visitors of the development to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers that prevent residents and visitors from using sustainable and active modes of travel.
- 1.4 This Travel Plan has been prepared in accordance with Travel Plan guidance issued by Transport for London (TfL) and LBC.

Scope

- 1.5 The remainder of this document is structured as follows:
- Section 2 – details the Site's accessibility and expected travel patterns;
 - Section 3 – sets out the objectives and targets;
 - Section 4 – outlines the Travel Plan strategy;
 - Section 5 – identifies the measures that will be implemented;
 - Section 6 – outlines the monitoring and review programme; and
 - Section 7 – provides an Action Plan.

2 ACCESSIBILITY

Site Location

- 2.1 The existing application Site comprises part of an area of hardstanding which currently serves 12 surface level car parking spaces that were previously leased to residents of the adjacent site, Hurdwick House. The immediate vicinity is comprised of predominantly residential uses with commercial uses located in the wider area.
- 2.2 Mornington Crescent London Underground Station is located circa 60m north of the Site (1-minute walk). Two major London stations are also nearby with Euston station located approximately 850m to the south of the Site (11 minutes' walk) and Kings Cross St Pancras approximately 1.1km to the south east (14 minutes' walk), with the location shown at **Figure 2.1** below.

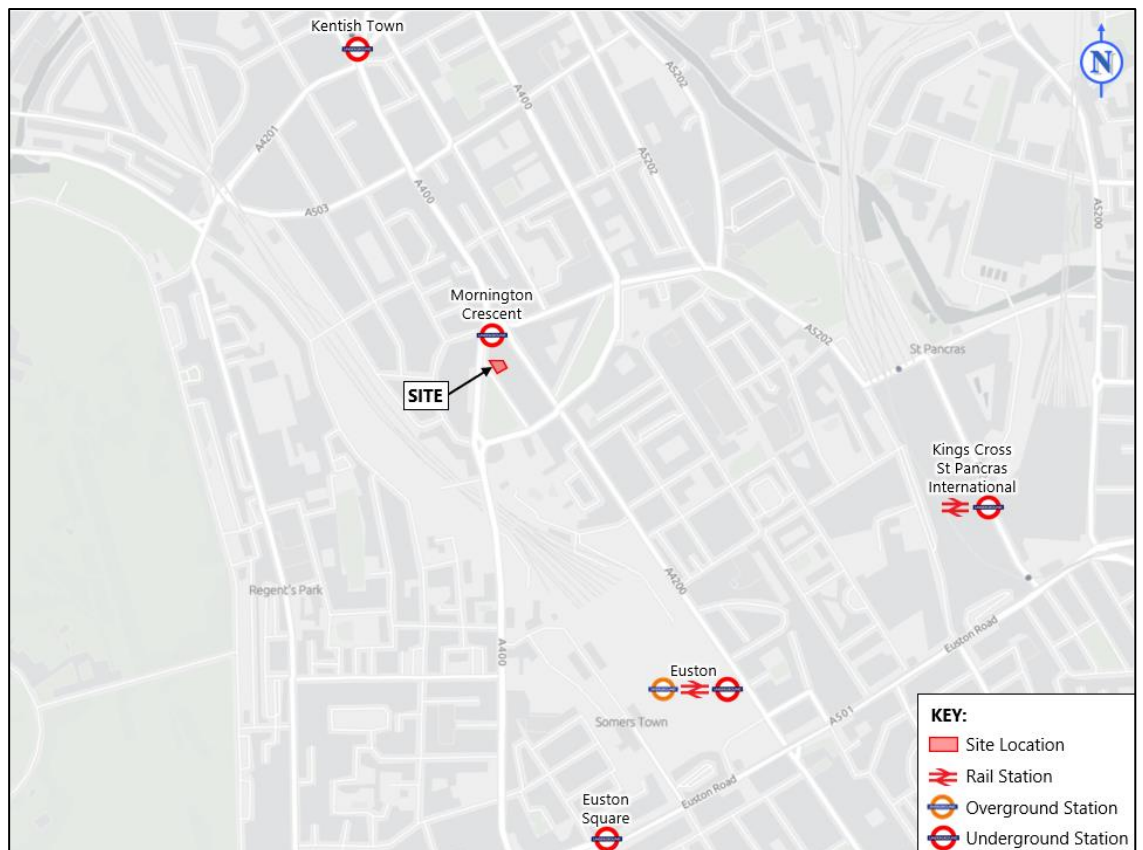


Figure 2.1: Site Location Plan

Source: ArcGIS Pro 2022

Local Highway Network

Harrington Square

- 2.3 Harrington Square is a one-way carriageway that connects Hurdwick Place in the north Hampstead Road in the south. In the vicinity of the Site, the carriageway measures circa 8.5m in width, which narrows to a circa 5.5m effective width due to a row of parking bays on the western side of the road. There is a bus stop circa 30m south of the Site entrance which reduces the effective width of the carriageway to circa 3m when a bus is stationary within its cage.

Hurdwick Place

- 2.4 Hurdwick Place is a one-way southbound carriageway that connects Camden High Street in the north to Harrington Square in the south. The road operates two southbound lanes and measures circa 6.5m in width. Mornington Crescent Station (Stop D) is located on this road and the entirety of Hurdwick Place has double red lines, preventing stopping at any time.

Hampstead Road

- 2.5 Hampstead Road is a two-way road (northbound only near the Site) that connects the A501 Euston Road with Camden High Street in the north. In the vicinity of the Site next to Harrington Square Gardens, the carriageway measures circa 14m in width with two lanes of unrestricted traffic, a bus lane and a lane of bus stands / pay by phone parking bays. Both sides of the road have double red lines, preventing stopping at any time.

Walking

- 2.6 Pedestrians are well served in the vicinity of the Site, benefitting from good footway provision on all surrounding roads, with street lighting also present. Signalised pedestrian crossings with dropped kerbs and colour contrasted tactile paving are provided at the Hampstead Road junction with Millbrook Place, next to Mornington Crescent Station. The station itself can be reached without pedestrians having to cross any roads.
- 2.7 Bus stops are located circa 30m to the north and south of the Site and therefore only require a short walk, which provides access to the wider area.

Cycling

- 2.8 Cycleway 6 is located approximately 500m east of the Site (2-minute cycle) on Royal College Street. This provides a cycling route from Chalk Farm to Elephant & Castle in central London. By heading north of the Site along Camden High Street, Plender Street, Bayham Street and Crowndale Road this route can be reached in under 10 minutes along roads which heavily feature cycle markings.
- 2.9 Several areas of on-street cycle parking are provided close to the Site, with 8 Sheffield stands (16 spaces) located opposite the Site at the junction of Hurdwick Place and Hampstead Road and 4 Sheffield stands (8 spaces) provided on Hampstead Road. There are 7 additional Sheffield Stands (14 spaces) located outside Mornington Crescent Station.
- 2.1 The Site is well served by a number of TfL cycle hire docking stations which are located within a short walking distance of the Site. This provides a good alternative to residents who want to cycle without the need of owning a bike. The nearest cycle hire docking stations to the Site are as follows:
- Harrington Square I, Camden Town (27 cycles) – circa 100m south of the Site (1-minute walk)
 - Eversholt Street, Camden Town (15 cycles) – circa 230m southeast of the Site (3 minutes' walk)
 - Royal College Street, Camden Town (57 spaces) – circa 600m northeast of the Site (7 minutes' walk)
 - Greenland Road, Camden Town (34 cycles) – circa 750 north of the Site (9 minutes' walk)
- 2.2 **Figure 2.2** below indicates a 20-minute cycle distance from the Site, which also shows the area for which cycling has the potential to replace driving for distances up to 5 kilometres. This includes areas such as Finsbury Park, Waterloo, Soho and Old Street.

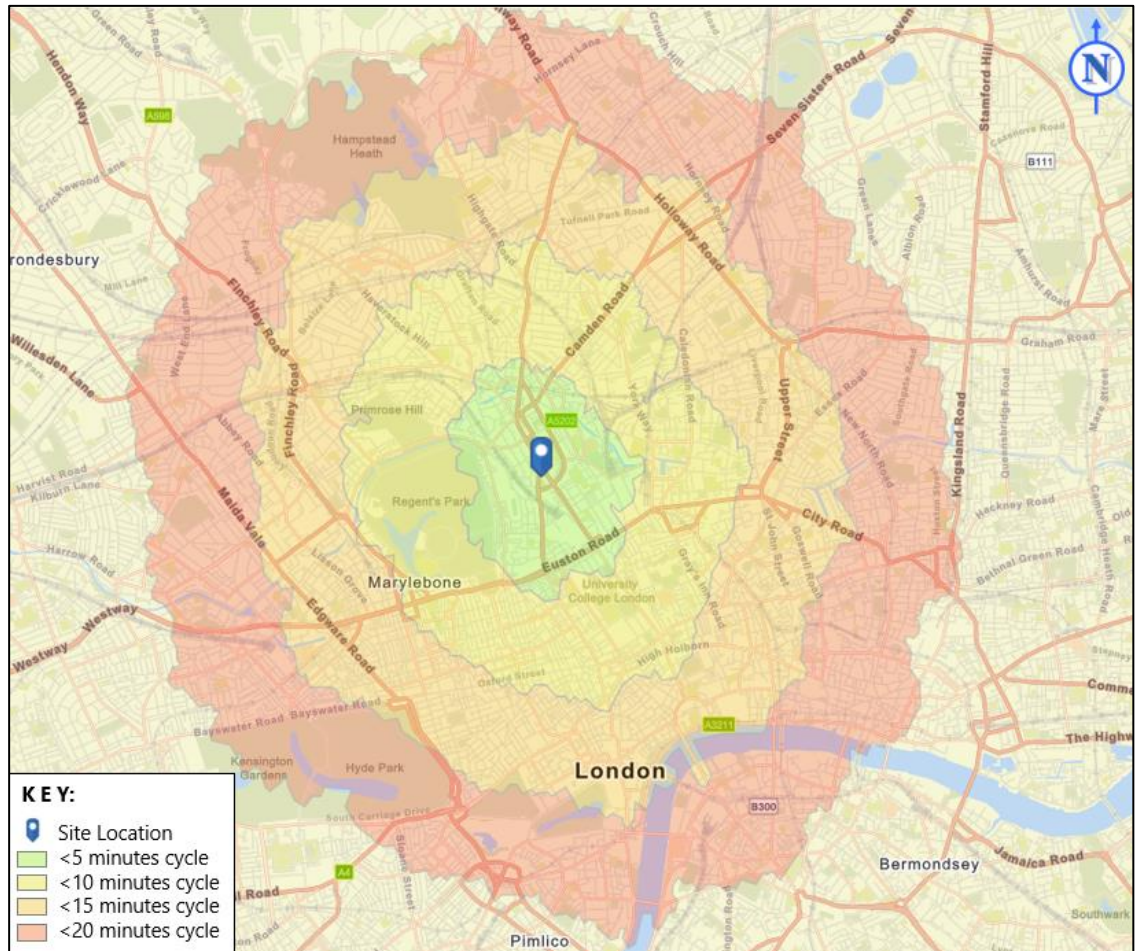


Figure 2.2: TIM Mapping 20-minute Cycle Time

Public Transport Accessibility Level (PTAL) Rating

- 2.3 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 2.4 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.
- 2.5 The Site has a PTAL rating of 6b, which represents an 'excellent' level of access to public transport facilities. A copy of the Site's PTAL assessment is provided at **Appendix A**.

Bus Services

- 2.6 The nearest bus stop is located approximately 30m north of the Site (1 minute walk) on Hurdwick Place (Bus Stop 'Mornington Crescent Station Stop D'). The bus stop provides sheltered seating and timetable information and is photographed at **Photo 2.1** below.



Photo 2.1: Photo of 'Mornington Crescent Station Stop D

- 2.7 There are many different routes operating from this stop and its northbound counterpart across the road, with a summary of the routes and frequencies provided in **Table 2.1** below, with the relevant TfL bus spider map included at **Appendix B**.

Table 2.1 – Summary of Bus Service Frequency				
No.	Route	Frequency (Every 'x' Minutes)		
		Mon – Fri	Saturday	Sunday
24	Grosvenor Road – Tottenham Court Road – Royal Free Hospital	8-12	8-12	10-12
27	Hammersmith Station – Paddington Station – Hartland Road / Camden Market	7-9	8-12	11-12
29	Lordship Lane – Finsbury Park Station – Trafalgar Square / Charing Cross Station	4-8	5-9	6-10
134	North Finchley Bus Station – Kentish Town Station – University College Hospital / Euston Road	4-8	6-10	8-11
168	Royal Free Hospital – Waterloo Station – Dunton Road	6-10	8-10	12
214	Highgate School / Hampstead Lane – Kings Cross Station – Finsbury Square	5-8	6-10	10-14
253	Hackney Central Station – Finsbury Park Station – Euston Bus Station	7-10	7-10	9-10
N5	Edgware Bus Station – Euston Station – Whitehall / Trafalgar Square	30	30	30
N551	Waltham Cross Bus Station – Finsbury Park Station – Trafalgar Square / Charing Cross Station	20	20	20

Note: N = Night Time Service

- 2.8 The above demonstrates that the Site is well situated for access to local bus services, with approximately 97 daytime services each hour during the week during peak hours.

Underground Services

- 2.9 Mornington Crescent Station is located approximately 60m north of the Site (1-minute walk) and operates a Northern Line (Charing Cross Branch) service every 2-3 minutes in each direction during peak hours. This section of the line also operates as part of the night tube on Friday and Saturday nights, providing a train every 7-8 minutes until around 3am on these days. This station does not have step free access.
- 2.10 In addition, Victoria Line London Underground services can be accessed Euston Station which is approximately 850 (11 minutes' walk) to the south of the Site. During peak travel times the Victoria Line operates every 1-2 minutes in each direction.

2.11 Euston Square station is circa 1km south of the Site (13 minutes' walk) and offers access to the Metropolitan, Hammersmith & City and Circle lines. The Metropolitan Line operates every 4-5 minutes, with the Hammersmith & City Line operating every 9 minutes and the Circle Line operating every 9-11 minutes in each direction.

2.12 The Site is well provided for in terms of London Underground access, with other stations including Camden Town and King's Cross St Pancras also located within close proximity to the Site. **Table 2.2** provides a summary of the Underground services provided from these stations, according to PTAL.

Table 2.2: Summary of Underground Services				
Station	Lines	Route	Walk Distance	Step Free Access
Mornington Crescent	Northern	Edgware / High Barnet / Mill Hill East – Morden / Battersea Power Station	60m (1 minute)	No
Camden Town	Northern	Edgware / High Barnet / Mill Hill East – Morden / Battersea Power Station	700m (9 minutes)	Interchange Only
Euston	Northern	Edgware / High Barnet / Mill Hill East – Morden / Battersea Power Station	850m (11 minutes)	Same direction interchanges only
	Victoria	Walthamstow Central – Brixton		
Euston Square	Circle	Edgware Road / Hammersmith / Aldgate – Liverpool Street	1000m (13 minutes)	Yes (Westbound only)
	Hammersmith & City	Hammersmith – Barking		
	Metropolitan	Aldgate – Uxbridge / Chesham / Watford / Amersham		

Rail Services

- 2.13 London Euston is located approximately 850m south of the Site (11 minutes' walk) and operates London Overground, Avanti West Coast, West Midlands Trains and Caledonian Sleeper services. The station features a large waiting area with lots of amenities and step free access to the above ground services that it hosts. The station operates approximately 18 services an hour at peak hours:
- The London Overground operates 4 trains an hour to Watford Junction;
 - Avanti West Coast operates approximately 6 trains an hour to destinations including Manchester, Liverpool, Glasgow and Edinburgh;
 - West Midlands Trains operates approximately 8 trains per hour to Birmingham, Crewe, Tring, Northampton and Milton Keynes; and
 - The Caledonian Sleeper also operates various overnight trains to Scottish cities like Edinburgh, Glasgow and Inverness.
- 2.14 Camden Road is a fully wheelchair accessible station located approximately 1.1km north of the Site (14 minutes' walk) and operates London Underground services to Stratford, Clapham Junction and Richmond, with 10 departures an hour in each direction during peak hours.

Baseline Travel Patterns

- 2.15 A baseline modal split will be taken from a travel survey, which will accurately identify how residents of the development travel to / from work. The results of the survey will be known as Year 0. The survey will be undertaken no later than six months after the Site is occupied.
- 2.16 The current predicted modal split for future residents has been based upon data from the 2011 Census; specifically, the Method of Travel to Work data for the Middle Super Layer Output Area (MSOA): Camden 021, with Camden 021 MSOA being selected as the 'origin', and all other areas selected as the 'destination'. This is an accurate method of predicting how future residents will travel to / from the Site as it is based on residents already travelling to the area for work and is therefore based on existing travel habits. The predicted modal split is set out in **Table 2.3**.

Table 2.3: Baseline Resident Modal Split	
Mode	Modal Share
Underground	30.7%
Train	5.3%
Bus	19.3%
Taxi	0.7%
Motorcycle	0.7%
Driving a car or van	7.1%
Passenger in a car or van	1%
Cycle	7.9%
Walk	27.3%
Total	100%

Note: Figures subject to rounding

- 2.17 For the purpose of this Travel Plan the mode split as shown in Table 2.3 will be used for monitoring and target setting purposes until a travel survey can be undertaken.

3 OBJECTIVES AND TARGETS

Introduction

3.1 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 6**.

- **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

3.2 The Travel Plan's overriding objective is:

To engage with and encourage residents and visitors to use sustainable modes of travel to / from the Site through more effective promotion of public transport, walking and cycling. This will minimise the impact of the development on the surrounding highway network.

3.3 The sub-objectives are:

- Sub-objective 1: To increase resident and visitor awareness of the advantages and availability of sustainable modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to residents and where necessary, to visitors;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate residents to travel by sustainable modes;
- Sub-objective 4: To minimise the use of single occupancy vehicle journeys to and from the Site by residents, with a focus on active modes of travel.

Targets

- 3.4 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.
- 3.5 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

- 3.6 The key Action Targets are set out below:
- A Travel Plan Coordinator will be appointed prior to first occupation of the Site;
 - A baseline travel survey will be undertaken no later than 6 months after occupation;
 - 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); and
 - Noticeboards will be implemented and updated regularly to ensure details on public transport services are up to date.

Aim Targets

- 3.7 The Aim Targets of this Travel Plan are focussed primarily on residents living at the development.
- 3.8 **Table 3.1** outlines the Aim Targets set out for the Site. The targets are set to measure progress towards the main objectives over five years once the development has been fully built out.
- 3.9 The baseline figures are taken from the expected mode split, as detailed in Section 2. This Travel Plan recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. when the baseline survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Travel Plan Aim Targets				
Target	Indicator	Mode Split		
		Baseline (Year 1)	Interim (Year 3)	Final (Year 5)
Achieve a 10% decrease in public transport trips by Year 5	Modal split monitoring surveys for bus, rail and underground use	55.3%	50.3%	45.3%
Achieve a 5% increase in walking trips by Year 5	Modal split monitoring surveys for walking use	27.3%	29.8%	32.3%
Achieve an 5% increase in cycling trips by Year 5	Modal split monitoring surveys for cycling use	7.9%	10.4%	12.9%

3.10 It is considered more constructive to set Action type targets for measures aimed at promoting sustainable transport to visitors as these can vary considerably, rather than mode split Aim Targets.

4 TRAVEL PLAN STRATEGY

Travel Plan Coordinator

- 4.1 A Travel Plan Coordinator (TPC) will be appointed to implement and administer the Travel Plan. The details of the TPC will be included below when appointed prior to occupation. The details of the TPC will be provided below and to LBC once appointed.

Name: _____

Company & Position: _____

Telephone: _____

Email: _____

- 4.2 The duties of the TPC will include the following:

- Undertake the Baseline Travel Survey;
- Undertake Resident Travel Surveys during Years 1, 3 and 5;
- Take responsibility for data collection and review of the Travel Plan;
- Oversee the development and implementation of the Travel Plan on a day-to-day basis;
- Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- Act as a point of contact for all residents requiring information; and
- Ensure the travel information available on noticeboards is always up to date.

Marketing Strategy

- 4.3 All residents will be made aware of the existence of the Travel Plan at the commencement of their residence at the development. 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 explained.

- 4.4 Contact details of the TPC will be advertised in the event that residents wish to discuss specific matters directly.

5 MEASURES AND INITIATIVES

Introduction

- 5.1 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.
- 5.2 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.

Walking

- 5.3 Walking is a truly sustainable method of travel which offers residents predictable journey times and a range of physical and psychological benefits.
- 5.4 The TPC will develop marketing materials to highlight the health benefits of walking and will implement the following measures to encourage walking:
- Residents will be provided with information in communal areas and advice concerning safe pedestrian routes to / from the Site;
 - National Walk to Work Week will be promoted amongst residents; and
 - Health benefits of walking to be promoted e.g. '10,000 steps a day campaign'.

Cycling

- 5.5 Cycling is a healthy, low cost, environmentally friendly way to travel and keep fit.
- 5.6 The Site will benefit from secure and well-lit cycle storage which will be provided on the ground floor for use by residents as well as visitor parking provided externally.

5.7 Specific cycle promotions will include the following:

- Promotion of the health benefits of cycling;
- Cycle routes and other cycling information provided on notice boards;
- Setting up a Bicycle User Group or similar, if demand warrants; and
- The promotion of National Cycle to Work Week.

5.8 LBC provides free cycle training for those who live, work or study in the Borough. The free cycling training classes will be advertised to all residents.

5.9 LBC also offers the 'Try-A-Bike' loan scheme which lets adults who live, work or study in the Borough borrow a bicycle for 4 weeks to see if a bicycle works for them. This will be advertised to all residents of the Site.

Public Transport

5.10 Up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be on display in prominent locations.

5.11 Promotion of TfL Journey Planner, Citymapper, National Rail website and mobile applications as well as phone numbers for TfL and National Rail services will be undertaken by the TPC.

Electric Taxis

5.12 The TPC will also promote the use of the new electric black cabs, which will support the London black cab industry as well as providing a green method of travel.

Personalised Travel Planning

5.13 The TPC will offer personalised travel planning advice to all residents that request the service. The TPC will be able to draw upon websites such as TfL's journey planner (www.tfl.gov.uk) for advice.

Visitors

- 5.14 Visitors will be advised to travel by modes other than private car wherever possible. Visitor travel will be managed through provision of information via the noticeboards provided at communal locations within the Site. This will include details on how to reach the Site by public transport modes, walking and cycling. This will ensure that as many visitors as possible travel to the Site using more sustainable modes.

6 MONITORING AND REVIEW

Monitoring

- 6.1 In order to establish the travel patterns of residents, an initial baseline travel survey will be undertaken within 6 months of first occupation. The surveys will examine the use of existing modes of travel, attitudes towards sustainable modes of transport and the most effective measure to promote sustainable travel. These surveys will be known as 'Year 0'. Further surveys will be carried out in Years 1, 3 and 5.
- 6.2 The travel survey should largely remain the same throughout the life of the Travel Plan to ensure consistency in the results and information and the ability to measure the effectiveness of the Travel Plan measures.
- 6.3 The monitoring of the Travel Plan will also include the collection of 'soft' analytical data in the form of general feedback and correspondence. The monitoring process will evolve over time, but is likely to include the following:
- Monitor demand for additional resident cycle parking;
 - Monitor the take up of any discounts for cycling discounts and participation in Bicycle User Groups; and
 - Record comments received from management and residents relating to the operation and implications of the Travel Plan.
- 6.4 The Travel Plan will be amended in light of any developing circumstances and reviewed for accuracy of content. This will need to incorporate the results of the surveys to include feedback from residents.

Review and Reporting

- 6.5 The Travel Plan will be reviewed biennially during the first 5 years from introduction of the Travel Plan. The reviews will be undertaken after the baseline survey in Year 0 and also in Years 1, 3 and 5 and will be scheduled to be on, or about, the anniversary of the introduction of the Travel Plan.

- 6.6 The purpose of the reviews will be to ensure that the Travel Plan is on track and that the targets have substantially been met and also to identify any ways to improve and develop the Travel Plan if targets are not being met. This could be through a re-examination of the Travel Plan to ensure that all possible activities have been implemented and considering new measures that could replace those that were not successful or effective.
- 6.7 A major element of the review will involve the re-issue of the resident travel survey, which will provide the opportunity to gather new information about wider attitudes to travel. Analysis of the survey will also yield updated modal-split information for comparison with data derived at the introduction of the Travel Plan, free of seasonal bias. The TPC will compile a report outlining the results of on-going monitoring throughout the preceding period. The report will be filed for record.
- 6.8 The Travel Plan is a living document which may need to evolve over time to meet requirements. If for any reason analysis of travel patterns reveal that the targets are not being met, the TPC will liaise with LBC in the first instance to ascertain an appropriate way forward. This Travel Plan will lay the foundations for sustainable travel to and from the Site.

Consultation

- 6.9 Consultation with residents will occur as part of the monitoring process. This will include travel surveys for completion by residents as well as providing an opportunity (e.g. a meeting or forum) for residents and the TPC to identify a common set of objectives for the effective encouragement of users of the Site to make better use of public transport and active modes of travel.
- 6.10 The TPC on behalf of the Site owner will also consult with the outside bodies including LBC and transport operators, when appropriate. This will ensure the Travel Plan remains up to date and takes account of any changes in accessibility in the local area, such as new pedestrian or cycle routes and / or revised public transport services and timetables.

Securement and Funding

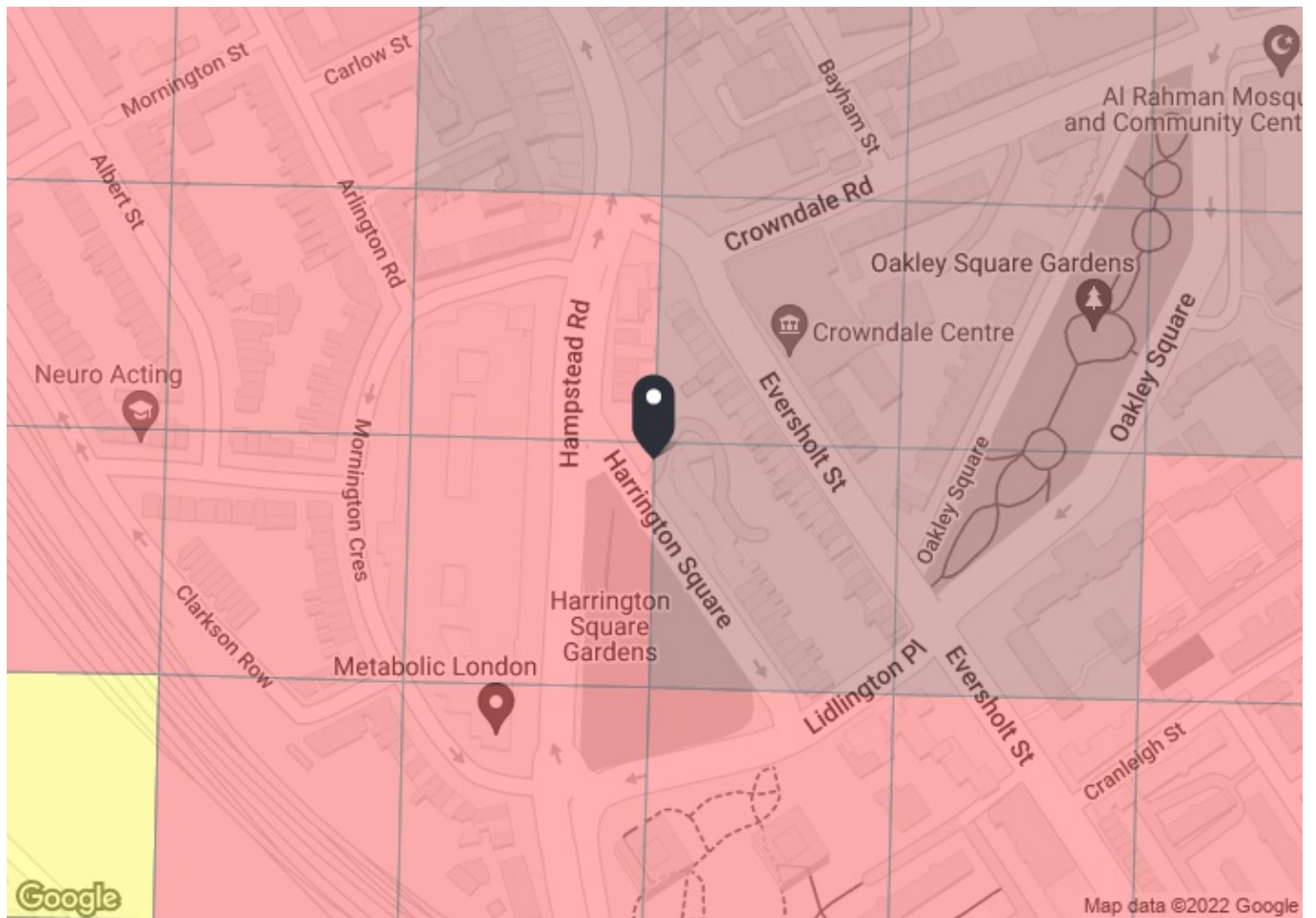
- 6.11 The Site owner is fully committed to the implementation of the Travel Plan and will provide all reasonably necessary funding to ensure that the agreed targets can be achieved.
- 6.12 Funding from the budget will be provided for the TPC, travel surveys and implementation of all reasonably necessary measures. There will be an opportunity given to apply for additional funding to ensure the continued and improved implementation of sustainable initiatives where relevant and of a clear benefit to residents.

7 ACTION PLAN

7.1 The Travel Plan Action Plan is outlined in **Table 7.1** below. The Action Plan will be revised every year following each Annual Travel Plan Review.

Table 7.1: Travel Plan Action Plan				
Action	Target	Timescale	Funding	Responsibility
Secure funding for Travel Plan	Provisional budget to be agreed over the first 5 years.	Receipt and amount of funds received annually by TPC	£TBC	Site Owner / Developer and TPC
Provision of secure Cycle Parking and on-going monitoring of use	To encourage cycling to / from the Site	On completion of the building	-	Developer
Erection of Noticeboards	To provide travel information	On completion of the building	-	Developer
Baseline Survey	To undertake monitoring of travel modes by	Undertaken within 6 months of occupation	£TBC	TPC
Analysis of survey results and finalisation of targets	To determine whether targets are appropriate	Receipt of survey results (within 1 month of baseline survey)	£TBC	TPC
Promote Travel Plan	Once targets have been finalised and agreed with the Council	On-going	£TBC	TPC
Promote Active Modes	To encourage uptake, with emphasis on summer months	On-going	£TBC (per annum)	TPC
Promotion of electric taxis	To encourage use	Evidence of promotion of electric taxis	£TBC (per annum)	TPC
Promotion of LBC cycle training	Inclusion of information on noticeboards and promotional material	On-going		TPC
Interim Surveys	Monitoring of Travel Plan in Years 1, 3 and 5 on the anniversary of the Baseline Survey	Ongoing		TPC
Review of Travel Plan	Annually	Ongoing		TPC
Review of Travel Plan marketing / promotional materials	Annually	Ongoing		TPC
Achieve Targets	5 years after Baseline Survey	During Travel Plan Review		TPC
Discuss Targets and Future of Travel Plan with Council	5 years after Baseline Survey	Upon achieving targets / failing to meet targets	-	TPC

Appendix A



PTAL output for Base Year 6b

1 Harrington Square, London NW1 2JH, UK
Easting: 529197, Northing: 183287

Grid Cell: 94563

Report generated: 16/09/2022

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

 PTAL (cell size: 100m)

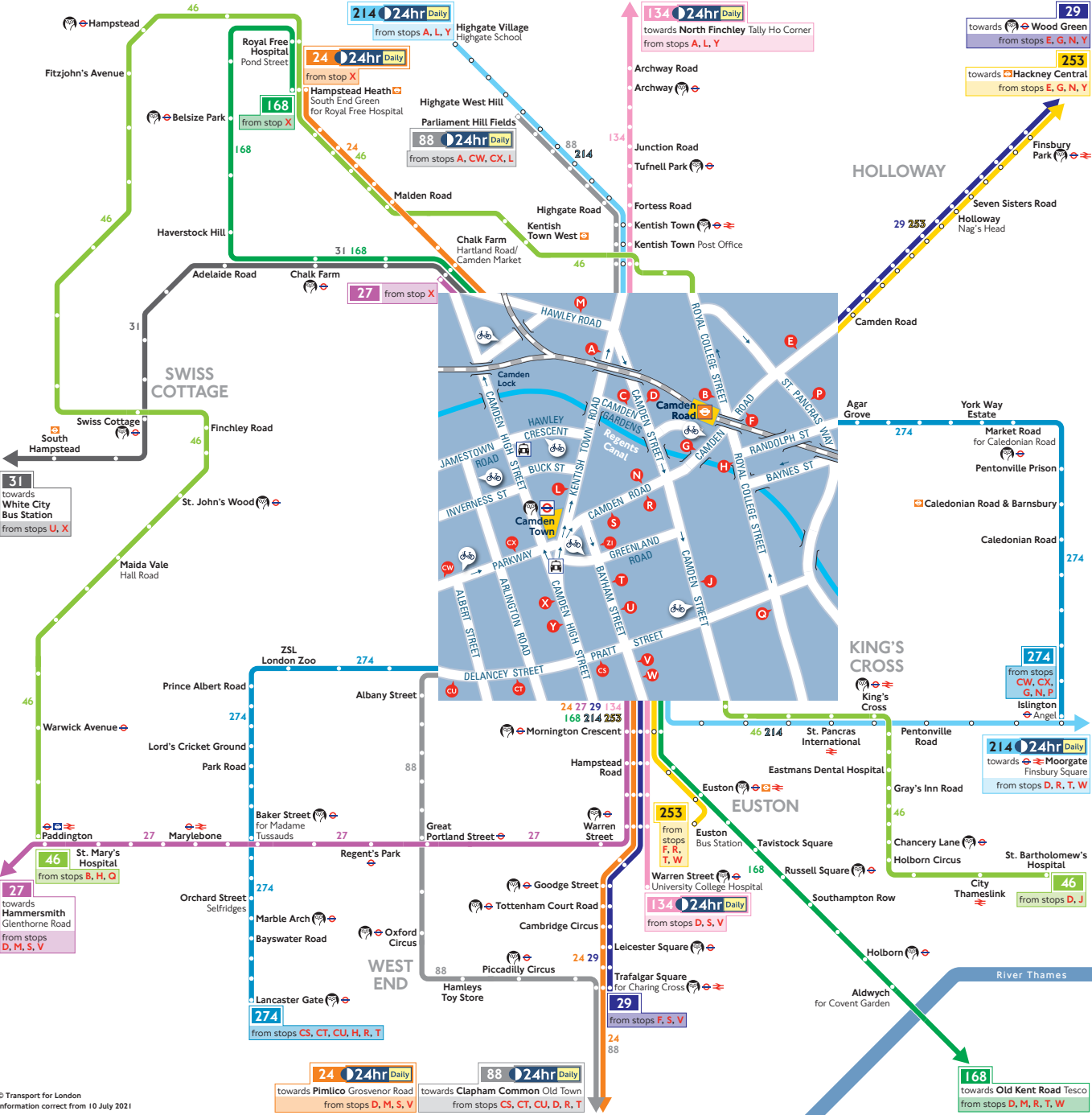
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MORNINGTON CRESCENT STN	24	125.93	10	1.57	5	6.57	4.56	0.5	2.28
Bus	MORNINGTON CRESCENT STN	134	125.93	12	1.57	4.5	6.07	4.94	0.5	2.47
Bus	MORNINGTON CRESCENT STN	29	125.93	15	1.57	4	5.57	5.38	1	5.38
Bus	MORNINGTON CRESCENT STN	88	125.93	9	1.57	5.33	6.91	4.34	0.5	2.17
Bus	MORNINGTON CRESCENT STN	27	125.93	8	1.57	5.75	7.32	4.1	0.5	2.05
Bus	E'SHOLT S CROWNDALE CENT	168	268.75	9	3.36	5.33	8.69	3.45	0.5	1.73
Bus	E'SHOLT S CROWNDALE CENT	253	268.75	12	3.36	4.5	7.86	3.82	0.5	1.91
Bus	CROWNDALE RD BAYHAM ST	214	326.08	8	4.08	5.75	9.83	3.05	0.5	1.53
Bus	CAMDEN ST CROWNDALE RD	46	538.55	6	6.73	7	13.73	2.18	0.5	1.09
Bus	PRATT STREET	C2	575.73	8	7.2	5.75	12.95	2.32	0.5	1.16
Bus	PRATT STREET	274	575.73	7.5	7.2	6	13.2	2.27	0.5	1.14
Rail	Euston	'BLTCHLY-EUSTON 2B04'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'WATFDJ-EUSTON 2J06'	923.71	0.67	11.55	45.53	57.07	0.53	0.5	0.26
Rail	Euston	'EUSTON-MKNSCEN 2K21'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'EUSTON-TRING 2T11'	923.71	0.67	11.55	45.53	57.07	0.53	0.5	0.26
Rail	Euston	'EUSTON-TRING 2T19'	923.71	1.33	11.55	23.31	34.85	0.86	0.5	0.43
Rail	Euston	'MKNSCEN-EUSTON 2W01'	923.71	0.67	11.55	45.53	57.07	0.53	0.5	0.26
Rail	Euston	'TRING-EUSTON 2W02'	923.71	1	11.55	30.75	42.3	0.71	0.5	0.35
Rail	Euston	'TRING-EUSTON 2W26'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'BLTCHLY-EUSTON 2W57'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'RUGBY-EUSTON 2W59'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'TRING-EUSTON 2W63'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'MKNSCEN-EUSTON 2W83'	923.71	0.33	11.55	91.66	103.21	0.29	0.5	0.15
Rail	Euston	'WATFJDC-EUSTON 2C06'	923.71	2.67	11.55	11.99	23.53	1.27	0.5	0.64
Rail	Euston	'EUSTON-WATFJDC 2D86'	923.71	3	11.55	10.75	22.3	1.35	1	1.35
LUL	Euston	'Morden-MillHillE'	923.71	4	11.55	8.25	19.8	1.52	0.5	0.76
LUL	Euston	'Brixton-WalthamstowC'	923.71	15.67	11.55	2.66	14.21	2.11	0.5	1.06
LUL	Euston	'Brixton-SevenSisters'	923.71	10	11.55	3.75	15.3	1.96	0.5	0.98
LUL	Camden Town	'Edgware-Morden'	824.42	9	10.31	4.08	14.39	2.08	0.5	1.04
LUL	Camden Town	'Morden-HighBarnet'	824.42	14.67	10.31	2.79	13.1	2.29	0.5	1.15
LUL	Mornington Crescent	'Morden-Edgware'	239.51	4.67	2.99	7.17	10.17	2.95	0.5	1.48
LUL	Mornington Crescent	'HighBarnet-Morden'	239.51	0.33	2.99	91.66	94.65	0.32	0.5	0.16
LUL	Mornington Crescent	'Kennington-Edgware'	239.51	14.67	2.99	2.79	5.79	5.18	1	5.18
LUL	Mornington Crescent	'HighBarnet-Kenningt'	239.51	5.33	2.99	6.38	9.37	3.2	0.5	1.6
LUL	Mornington Crescent	'MillHill-Morden'	239.51	1.67	2.99	18.71	21.71	1.38	0.5	0.69
LUL	Mornington Crescent	'MillHillE-Kenningt'	239.51	1.67	2.99	18.71	21.71	1.38	0.5	0.69

Total Grid Cell AI: 42.29

Appendix B

Buses from Camden Town



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.