



London School of Hygiene & Tropical Medicine (LSHTM)

Operational Travel Plan

September 2023

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Background

Introduction

The London School of Hygiene & Tropical Medicine (LSHTM) aims to contribute to the improvement of health worldwide through the pursuit of excellence in research, post graduate teaching and advanced training in national and international public health and tropical medicine. LSHTM is committed to carry out this mission in the most sustainable way possible, this includes efforts at greening our property portfolio. Apart from the main building in Keppel Street, the refurbishment of 15-17 Tavistock Place (TP1), the addition of a new development, also at 15-17 Tavistock Place (TP2) now referred to as Tavistock Campus, fits into this ambition as well.

This Travel Plan outlines how LSHTM will endeavour to improve our overall sustainable travel performance across our estate and thus help us edge towards our Net Zero by 2030 carbon reduction target.

Location

Both building locations lie within the King's Cross Ward of the London Borough of Camden. Highway responsibilities within the area are split between Transport for London, which is responsible for the Transport for London Road Network, TLRN, and the London Borough of Camden, which is the local highway authority.

The addresses of the **LSHTM** sites which this **Travel Plan** relates are:

1.
 - London School of Hygiene and Tropical Medicine
 - TP1 and TP2 – known as the Tavistock Campus
 - 15 – 17 Tavistock Place
 - Camden
 - London WC1H 9SH

2.
 - London School of Hygiene and Tropical Medicine
 - Main Building
 - Keppel Street
 - London WC1E 7HT

Scope

The School recognises that its activities and operations can have an impact on society and the environment and is working to reduce the negative effects of these activities and operations whilst promoting and striving for positive outcomes where possible. Although travel is necessary to enable its work, study and research activities to function, the School is seeking to reduce the amount and impact of the travel that is undertaken. It is intended that this [LSHTM Travel Plan](#) will help the School to achieve these objectives.

The overall aim of the Travel Plan is to enable efficient and optimal travel choices to be made, which support the School's business, educational and research activities, minimise social and environmental impacts and respect and contribute to the local transport agenda and London's wider transport challenges.

To achieve this, the School is seeking to reduce the amount of travel which is undertaken, and encouraging, wherever possible, a modal shift by promoting and increasing cycling, walking, and the use of 'sustainable' public transport.

Overview of Travel Plan

LSHTM's travel plan details how LSHTM will manage its own transport needs and those of the people who work at and visit the site so as to reduce the impact of travel and transport on the environment. To implement this strategy, the **LSHTM Travel Plan** includes:

1. **Background:** detailed information about the development and the aims of the plan;
2. **Objectives:** what the Travel Plan hopes to achieve (reduction in emissions, increase in active travel modes etc);
3. **Policy context:** brief summary of national, regional and local policies and guidance;
4. **Site Assessment:** details of local transport services, walking and cycling routes within the area;
5. **Travel Surveys:** details of surveys that have been undertaken to develop a baseline;
6. **Travel Plan Management:** Details of how the Travel Plan will be managed and by whom;
7. **Targets:** Specific targets for actions to be achieved by the plan;
8. **Actions and Measures:** what will be implemented in order to achieve the identified targets;
9. **Monitoring and Review:** How the Travel Plan will be monitored and reported;
10. **Action Plan:** A table setting out what will be implemented and when;
11. **Securing the plan:** How the Travel Plan will be secured should planning approval be granted;
12. **Funding:** the applicant's commitment to funding the Travel Plan in order to ensure its success

LSHTM recognises that producing a travel plan document that addresses the above issues is not an end in itself; a travel plan will be a living document that evolves over time to meet the continuing needs of LSHTM, its staff, students and visitors.

Site Location and Description

The main building known as Keppel Street, is located in the King's Cross Ward of the London Borough of Camden. It is located in the Bloomsbury area of Central London, within postcode area WC1.

The location is shown in Figure 3.1 below.

The building is approximately 130m to the north of Bedford Square, approximately 600m north of New Oxford Street, A40, and one block north of the British Museum.

The building is rectangular in shape, with a double highway which runs along its western boundary. It has four storeys plus lower ground floor. The main vehicular and pedestrian access to the site is from Keppel Street, with 1 pedestrian entrance located at the south side of the site.

Figure 3.1 shows the location of the site relative to the local highway network and to London Underground and mainline rail stations. Euston Mainline Railway Station and Euston Underground Station are located approximately 1000m to the north west of the application site and Goodge Street Underground Station around 350m to the south.

The buildings known as TP1 and TP2 the Tavistock Campus, are located in the King's Cross Ward of the London Borough of Camden.

The buildings are located in the Bloomsbury area of Central London, within postcode area WC1, as shown in Figure 3.2 below.

The buildings on the northern side of Tavistock Place, approximately 150m to the north east of Tavistock Square (the easterly side of which, Woburn Place, is designated as part of the A4200) and approximately 300m south of the Euston Road, A501.

Having an area of some 0.303 hectares, the site is broadly rectangular in shape, with a single highway frontage, to Tavistock Place, which runs along its southern boundary. The existing building on the site, has three storeys plus basement, is located on this southern boundary, for all practical purposes contiguous with the highway. The proposals envisage a development towards the rear of the site.

The main vehicular and pedestrian access to the site is from Tavistock Place. This is located towards the westerly end of the site frontage. The vehicular access passes below one of the buildings via a gated passageway that provides access to the internal service yard. The building has 2 pedestrian entrances located at the east end of the site.

A short distance to the east of the site and separated from it by a largely retail frontage, is Marchmont Street, which runs in a generally north-south direction leading to the Euston Road to the north and to the B502 Bernard Street to the south.

Leading from the westerly side of Marchmont Street, South Crescent Mews passes through the developed frontage, to the side of the Lord John Russell public house. The cul-de-sac end of the mews provides limited access to the School's Tavistock Place site.

The original building dates from the early twentieth century and is laid out in a 'U' shape, with the main elevation to Tavistock Place and with two rear wings, one on each side boundary. Towards the rear an additional new building was completed in 2022

The site is within the Bloomsbury Conservation Area. The buildings are not listed.

Figure 3.2 shows the location of the site relative to the local highway network and to London Underground and mainline rail stations. Euston Mainline Railway Station and Euston Underground Station are located approximately 590m to the north west of the application site, King's Cross Mainline Railway Station and King's Cross St Pancras Underground Station are located approximately 600m to the north east and Russell Square Underground Station around 280m to the south.

The site is located within the heart of Bloomsbury, home of numerous cultural, educational and healthcare institutions, including the British Museum and Great Ormond Street Hospital. The area immediately surrounding the application site is characterised by residential accommodation, hotels, and commercial properties, the latter extending along Marchmont Street from Cartwright Gardens to the Brunswick Shopping Centre and Bernard Street. To the east of the School's buildings are the properties that front Marchmont Street which are generally four storeys in height, with retail and commercial activity at ground floor level and residential accommodation above. To the west of the site is a part three, part six storey residential mansion block which is divided from the application site by an access way. On the opposite side of Tavistock Place is a row of terrace properties of four storeys with basement accommodation. These buildings are predominantly in use as hotels. To the rear of the site there are residential properties, especially on Burton Street, and hotel accommodation on Cartwright Gardens.

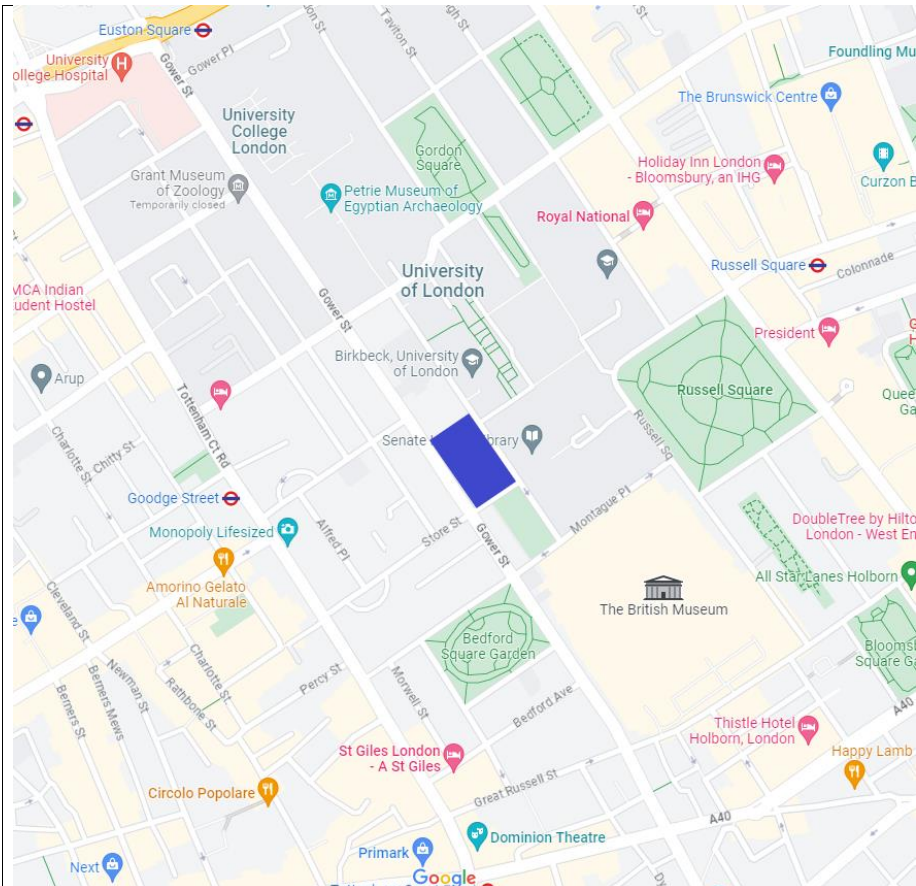


Figure 3.1 Keppel Street Main Building Location Plan

: Location of site

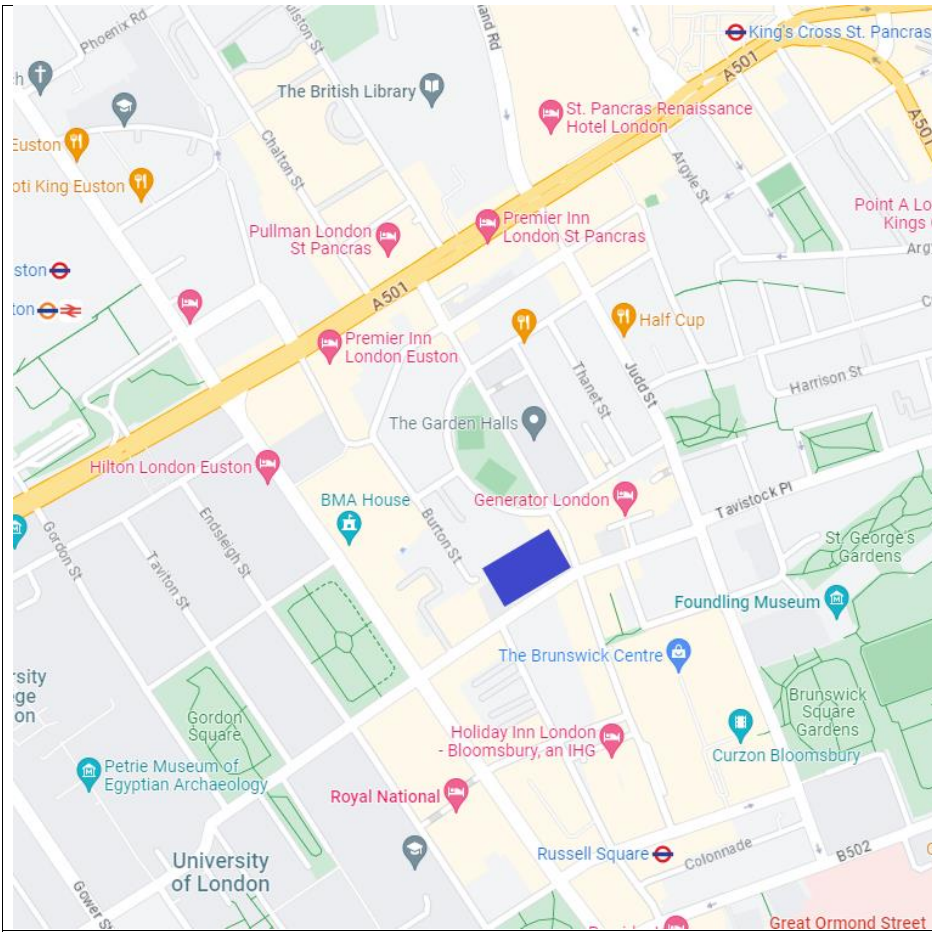


Figure 3.2 TP1 and TP2 – the Tavistock Campus Location Plan

 Location of site

Use of Site:

The site and buildings are used by the London School of Hygiene & Tropical Medicine to provide a combination of educational facilities, research and higher education programmes and facilities including dry laboratories and administrative functions.

Purpose, Aims and Objectives of the Plan

The purpose of the LSHTM Travel Plan is to provide a formal mechanism by which the School would be able to understand the travel needs of their staff, students and visitors and to put in place a package of site-specific measures that would be designed to help people to make smarter, more sustainable, travel choices by promoting and encouraging cycling, walking, and the use of 'sustainable' public transport as a means for people to get to and from the site.

The aims and objectives of this site-specific Travel Plan are listed below:

- Enable efficient and optimal travel and transport choices to be made;
- Improve sustainability and reduce the School's carbon and environmental impact from travel and transport;
- Improve staff and student health, well-being and work-life balance;
- Enhance business resilience and contingency during periods of travel disruption; and
- Contribute to and influence the delivery of regional and local transport policies.

These aims will be achieved through the following key objectives:

1. OBJ 1 – To reduce the need to travel for work and study, where appropriate, through IT and flexible working arrangements;
2. OBJ 2 – To enhance travel mode choices for journeys, through the provision of appropriate information, infrastructure and support;
3. OBJ 3 – To work in partnership with our neighbours, Camden Council, Transport for London, transport groups and other stakeholders to improve sustainable travel outcomes; and
4. OBJ 4 – To improve the logistics of managing day-to-day operations, deliveries and servicing, thereby contributing to a reduction in traffic, congestion and improved air quality.

The School will deliver these aims and objectives through a series of site-specific measures outlined in this document.

Alignment with Broader Policy Context

This travel plan is strategically aligned with the aims of the local and city authority plans for a healthier and sustainable travel experience.

The Mayor's Transport strategy

One of the key pillars of the mayor's transport strategy is the focus on healthy streets and healthy people. This strategy aims to address the need for transportation by young and old in a growing city by diversifying the transport service mix and moving away from dependence on cars. This also means prioritizing people by reducing vehicular traffic and creating walking and cycling paths. *"The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041"*¹

LSHTM as an institution which prioritises health and wellbeing finds alignments with the Mayor's strategy and the institutions values.

Camden Planning Guidance: Transport

Similarly the Camden planning guidance on transport requires developers to manage the impact of developments such that it addresses transport impacts. The Camden local plan requires the managing of *"the impact of development' where the Council will resist development that fails to adequately assess and address transport impacts, requiring mitigation measures where necessary"*²

LSHTM's net zero strategy necessitates adopting policies that will reduce emissions and negative environmental impacts. This includes travel related impacts and emissions.

CTS Camden Transport Strategy

Camden transport strategy consolidates the co-benefits of sustainable transport. This include reducing air pollution, improving health and wellbeing, implementing enabling infrastructure and policies and reducing carbon emissions and other environmental impacts. This strategy will help achieve the following interim targets:

"An increase in sustainable transport mode share by Camden residents from 85% (2017) to 93% (2041), including a quadrupling in cycle mode share by Camden residents, from 3.6% (2017) to 15% (2041), and half of all residents' trips to be made on foot by 2041.

¹ <https://www.london.gov.uk/programmes-strategies/transport/our-vision-transport/mayors-transport-strategy-2018?intcmp=46686>

² <https://www.camden.gov.uk/documents/20142/4823269/Transport+CPG+Jan+2021.pdf>

A reduction in motor traffic volumes by 20-25% by 2041 compared to 2016 data.

Reductions in Nitrogen Oxide (NOx) and Particulate Matter (PM10) from road transport, of 95% and 61% respectively by 2041 (compared to 2013 data), that assist the Borough in meeting World Health Organisation targets for both.

Achieving zero Killed and Seriously Injured road collision casualties per annum by 2041, against a baseline of 100 (2010-2014 average).³

The aims of this travel plan will support the targets and ambitions of CTS Camden Transport Strategy.

Site Assessment

PTAL Assessment

PTAL (Public Transport Accessibility Level) is a measure of the accessibility of a site to public transport services. A PTAL calculation has been undertaken for both sites = using Transport for London's on-line PTAL calculator³. Both resulted in a **PTAL score of 6b**, the highest and best score achievable⁴, indicating an excellent level of accessibility to public transport services.

Site Accessibility – Bus Services

Figures 8.1 and 8.2 below show the location of the nearest bus stops that are within a convenient walking distance of the premises. The nearest bus stop for Keppel Street Building is Goodge Street, which is located in 450m (6-minute walking time), more details can be found [here](#).

For the Tavistock Campus, all of the stops shown are within the 640m walking distance (8-minute walking time) used by Transport for London as the basis of their PTAL calculation. The two nearest stops, on Tavistock Square, are within approximately 210m and 310m from the application site, accessible within a walking time of approximately 2 to 3 minutes respectively. The bus stops indicated on Euston Road, near to the British Library, are within approximately 300m to 500m of the site, accessible on foot in around 4.5 – 6 minutes respectively. Euston Station Bus Station and bus stops at Russell Square and on Woburn Place and Gray's Inn Road are all within the 8-minute maximum walking time used in the PTAL assessment. More details can be provided [here](#).

³

https://www.camden.gov.uk/documents/20142/18708392/1925.7+Camden+Transport+Strategy_Main+Document_FV.pdf

⁴ More information detailing the PTAL assessment is recorded in the Travel Plan report conducted by Wilde.

Additionally, the stops on Gray's Inn Road to the east of the site provide access to services 17, 45 and 46, which operate respectively between London Bridge and Archway Station, St Pancras and New Park Road, and Lancaster Gate Station and St Bartholomew's Hospital (via Hampstead).

All of these services operate throughout the daytime and evening on all days of the week. Service 17 operates with a frequency of every 6-10 minutes on Mondays to Fridays, 9-11 minutes on Saturdays and 15 minutes on Sundays. Service 45 operates with a frequency of every 8-12 minutes in the daytime and every 15 minutes in the evening on Mondays to Fridays, every 9-13 minutes in the daytime and every 15 minutes in the evening on Saturdays and every 15 minutes throughout the day on Sundays. Service 46 operates with a frequency of every 9-13 minutes in the daytime and every 15 minutes in the evening on Mondays to Fridays, every 10-12 minutes in the daytime and every 15 minutes in the evening on Saturdays and every 15 minutes throughout the day on Sundays.

The above shows that from stops within close proximity of the Tavistock Campus a large number of bus services operate at high frequencies throughout the daytime and evening to a broad range of destinations across London, including to the south of the river. All of the routes serving these destinations operate on all days of the week, throughout the likely opening hours of the School buildings.

The above demonstrates that the application sites are exceptionally well served by local bus services, as the excellent PTAL score would suggest. Local bus services therefore offer an excellent alternative to the private car for students, employees or visitors wishing to travel to and from the application sites.

Site Accessibility – Rail Services

The acceptable walking time for access to rail services used by TfL in its PTAL calculation is 12 minutes, a distance of 960m.

For Keppel Street, five Underground stations meet these criteria. The nearest Underground station is Goodge Street, accessible within a walking time of around 5 minutes from the site. Goodge Street provides access to London Underground services on the Northern Line, operating between High Barnet or Edgware to the north and Morden to the south via Finchley, Camden, Euston, Central London, and Clapham. There are numerous connections to other London Underground lines, including the Central Line linking to Ealing in the west and Epping in the east. Trains operate to and from Goodge Street to an average 10-minute frequency between approximately 5.52am and 00:30am. The journey time between Goodge Street and Heathrow is 30 minutes and between Goodge Street and Morden is 29 minutes. All of the stations on the Northern Line are therefore within acceptable commuting time of the site, offering a convenient alternative to the private car.

Tottenham Court Road is an eight-minute walk from the site and offers access to London Underground services on the Elizabeth Line, Central Line and Northern Line. Elizabeth Line trains operate between Reading or Heathrow from the west to Shenfield or Abbey Wood to the East, via Ealing Broadway, Paddington, Farringdon, Liverpool Street and Stratford. These stations connect to numerous of trains linking to multiple cities and airport, providing a reliable and convenient mode of transport. The journey time between Tottenham Court Road and Reading is 1 hour and between Tottenham Court Road and Abbey Wood is 25 minutes. The Central Line provides links to the north west of London, including Watford, Amersham and Uxbridge whilst the Hammersmith and City Line provides an east-west connection between Barking in the east and Hammersmith in the west. All of these destinations, and intermediate stations, are within acceptable commuting times of the site.

All of the above London Underground lines provide high frequency services on all days of the week throughout the day and evening. Additionally, as indicated in respect of the Central Line above, London Underground services are now operating during the night on Fridays and Saturdays on the Victoria, Jubilee, and most of the Central, Northern and Piccadilly lines; these services, operating continuously between early Friday morning and late Sunday night, provide enhanced accessibility to the site by Underground services.

For TP1 and TP2, five Underground stations and three mainline railway stations meet these criteria. The nearest Underground station is Russell Square, accessible within a walking time of around 4 minutes from the site. Russell Square provides access to London Underground services on the Piccadilly Line, operating between Heathrow and Cockfosters via Hounslow, Acton, Hammersmith, Central London, King's Cross and Finsbury Park. There are numerous connections to other London Underground lines, including the Victoria Line linking to Brixton in the south and Walthamstow in the north east. Trains operate to and from Russell Square to an average 10-minute frequency between approximately 5.30am and 1am on Mondays to Thursdays, and continuously between approximately 5.30 am on Fridays and 11.30pm on Sundays. The journey time between Russell Square and Heathrow is 54 minutes and between Russell Square and Cockfosters is 34 minutes. All of the stations on the Piccadilly Line are therefore within acceptable commuting time of the site, offering a convenient alternative to the private car.

King's Cross St Pancras is a ten-minute walk from the site and offers access to London Underground services on the Piccadilly Line, Victoria Line, Northern Line, Hammersmith and City Line, Circle Line and Metropolitan Line. Northern Line trains operate between High Barnet or Edgware to the north and Morden to the south. The Metropolitan Line provides links to the north west of London, including Watford, Amersham and Uxbridge whilst the Hammersmith and City Line provides an east-west connection between Barking in the east and Hammersmith in the west. Via the Metropolitan Line, Watford is accessible in approximately 50 minutes from King's Cross, Amersham in 59 minutes and Uxbridge in 52 minutes. Northern Line services provide access from King's Cross to High Barnet in 33 minutes, Edgware in 26 minutes and Morden in 35 minutes. The Hammersmith and City Line offers a

travel time of 25 minutes from King's Cross to Hammersmith and 33 minutes to Barking. All of these destinations, and intermediate stations, are within acceptable commuting times of the site.

Euston Underground Station is accessible within a 9-minute walking time of the site and provides access to Northern Line and Victoria Line services, Goodge Street (an approximate 11½-minute walk) to the Northern Line and Euston Square Underground Station (a similar 11½-minute walk) to Metropolitan, Circle and Hammersmith and City Lines.

All of the above London Underground lines provide high frequency services on all days of the week throughout the day and evening. Additionally, as indicated in respect of the Piccadilly Line in paragraph 9.3 above, London Underground services are now operating during the night on Fridays and Saturdays on the Victoria, Jubilee, and most of the Central, Northern and Piccadilly lines; these services, operating continuously between early Friday morning and late Sunday night, provide enhanced accessibility to the site by Underground services.

The three mainline railway stations readily accessible on foot from the site are King's Cross, St Pancras and Euston. King's Cross provides the London terminal of the East Coast mainline and services to destinations such as Cambridge and Peterborough. Euston provides the London terminal of the West Coast mainline, London Midland services to destinations such as Watford and Milton Keynes and London Overground services to Wembley and Watford Junction. St Pancras provides a terminal for domestic services linking to Luton Airport, Bedford and the Midlands.

National rail services therefore provide regional connections to the site serving a range of destinations to the north of London that are within acceptable commuting time. The School is also, therefore, readily accessible by rail for visitors traveling from the Midlands, the north of the country and Scotland.

The London Overground service between London Euston and Watford Junction, provides access to destinations in north west London, including South Hampstead, Willesden, Harlesden, Wembley, Kenton, Harrow and Wealdstone, Hatch End, Carpenders Park and Bushey. The service operates on all days of the week, providing journey times of 6 minutes to South Hampstead, 14 minutes to Willesden, 16 minutes to Harlesden, 21 minutes to Wembley Central, 27 minutes to Kenton, 29 minutes to Harrow and Wealdstone, 34 minutes to Hatch End, 37 minutes to Carpenders Park, 40 minutes to Bushey and 47 minutes to Watford Junction, all within an acceptable commuting time of TP1 and TP2. Trains operate between 0537 and 0044 northbound and 0511 and 0013 southbound on Mondays to Saturdays and 0647 and 0038 northbound and 0651 and 0010 southbound on Sundays with generally 2 or 3 trains per hour in the daytime and evenings.

Rail services therefore provide frequent connections within acceptable commuting times between the site at 15 – 17 Tavistock Place and a broad range of destinations throughout the opening hours of the development, providing an efficient and practical alternative to the use of the private car.

Site Accessibility – Walking and Cycling

Not only is walking important as a mode of travel in itself, it also generally forms the start and end of every journey type. Walking is obviously an important part of public transport journeys and the quality and convenience of the walking environment could be a crucial element in mode choice decisions. For those traveling further distances it is important that local public transport facilities, such as bus stops, are readily accessible on foot if trips by private car to and from these more remote locations are to be discouraged. As already described, public transport facilities, including bus stops, London Underground stations and mainline railways stations are within 960m of the site and are therefore within acceptable walking distance, offering connections to many parts of London and beyond.

The walking environment in the vicinity of the site is good, with all roads having footways of an appropriate standard and reasonable quality, and with street lighting to aid personal security and promote road safety. To assist pedestrians to safely cross the roads in the vicinity of the site, there are signalised pedestrian crossing facilities at the traffic signal-controlled junctions of Keppel Street with Gower Street and Store Street, and Tavistock Place with Woburn Place/Upper Woburn Place and with Marchmont Street, with similar facilities at traffic signal-controlled junctions further afield. At these junctions and at other, uncontrolled junction crossing points, there is good provision of dropped crossings and tactile paving to assist pedestrians, especially those with mobility impairment.

Both sites lie within the heart of Bloomsbury, within convenient walking distance of a range of educational, cultural, leisure, residential and shopping facilities. For Keppel Street, University College London's main buildings are located an approximate 200m walking distance to the north of the site, the British Museum, a walking distance of around 230m to the north, and the British Library is about a one-kilometre walking distance to the north.

There are extensive shopping and leisure facilities within the immediate vicinity of the School buildings, allowing a number of trips for a variety of purposes (shopping, banking, fitness and leisure trips for example) to be undertaken on foot during break periods.

On Marchmont Street, north of Tavistock Place, a short walk of under 1 minute, there is a public house, café, laundrette, betting shop, book shop, dentist and supermarket, together providing a range of goods and services. To the south of Tavistock Place, Marchmont Street offers a further range of commercial outlets, including further cafes and food outlets, a computer shop, dry cleaner, newsagent and post office. A short distance to the south is The Brunswick, a purpose built pedestrianised district shopping centre that provides a broad range of retail outlets and service providers, including a Waitrose supermarket, Sainsbury's Local supermarket and Boots the Chemist, in addition to restaurants, food outlets, card shop, clothes shops, opticians, mobile phone shops, betting shop and

an NHS medical centre. A health club is located on Woburn Place within a walking distance of approximately 160m of the School building.

Figure 10.1 below shows the area in the immediate vicinity of the School site and the various facilities that are readily accessible on foot. It is clear, therefore, that students, staff and visitors to the School development are able to choose to walk to and from the premises for a variety of trip purposes.

Site Accessibility – Micro mobility/E-Scooter Bicycles

Micro-mobility is fast becoming a transport mode of choice for people moving around cities in a flexible and easy way. As such access to this low carbon mode of transportation like e-scooters and bicycles are important in ensuring the aims of this travel plan can be realised as well as helping to further local and city-wide travel policies and strategies.

E-Scooters such as Lime, Dott and TIER current operate in within the Borough of Camden and offers hire services to commuters. The electric scooters hire scheme has been on trial within the Borough since 2021 and can be accessed by downloading the app for any of the respective operators.

Santander Cycle docking stations are located near all the main train and tube stations near to the Tavistock Place site. Figure 10.3 and 10.4 show the nearby docking stations to both sites.

Cycling has the potential to replace car trips of, in particular, 5km or less in length. Clearly, all the local shopping, service and leisure amenities that are within a short and convenient walking distance of the site are also readily accessible by cycle, but far more extensive residential areas lie within 5km of the site, making the School readily accessible by bicycle to those commuting to the site.

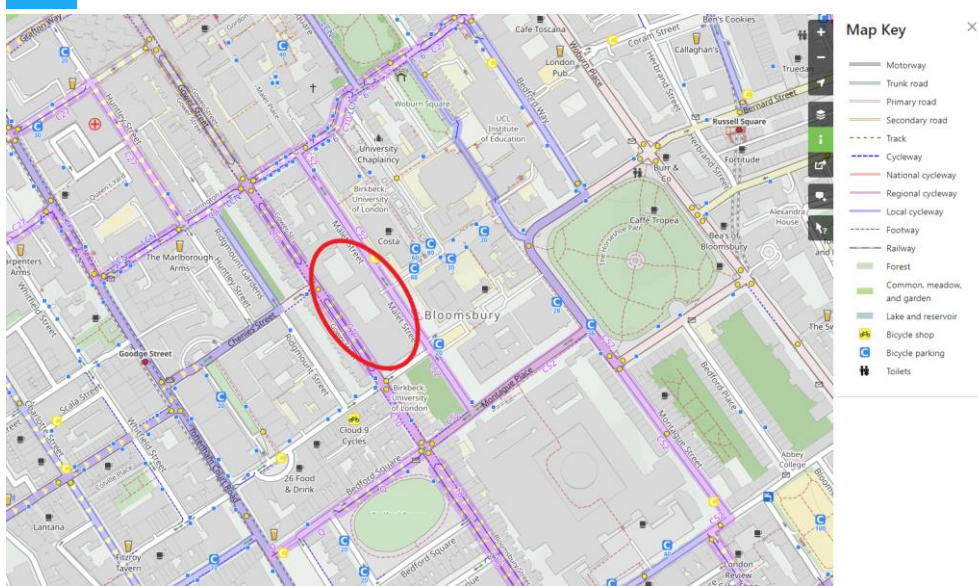


Figure 10.1 Cycle Routes near Keppel Street Building

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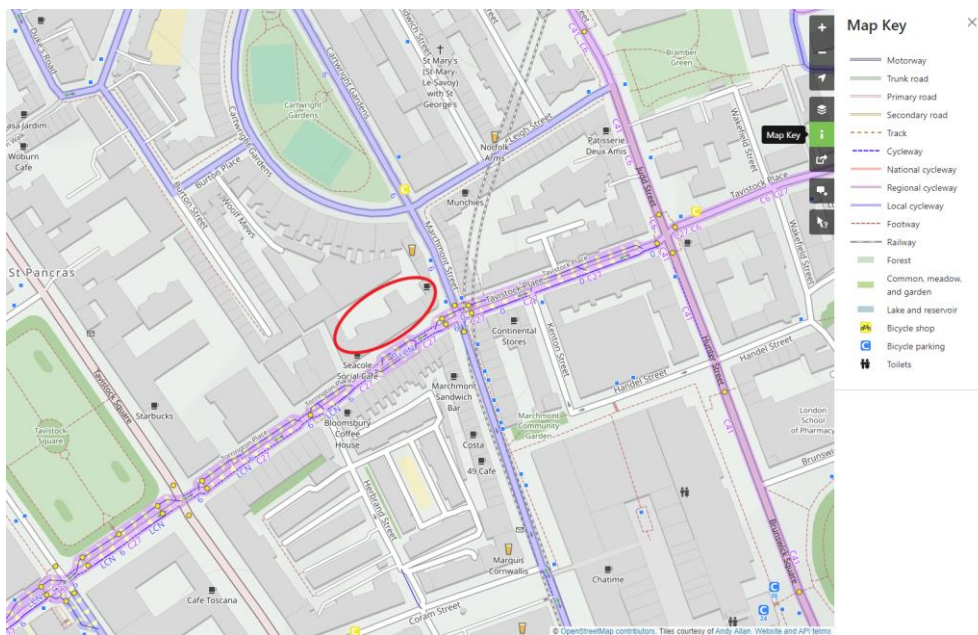


Figure 10.2 Cycle Routes near 15-17 Tavistock Place, the Tavistock Campus

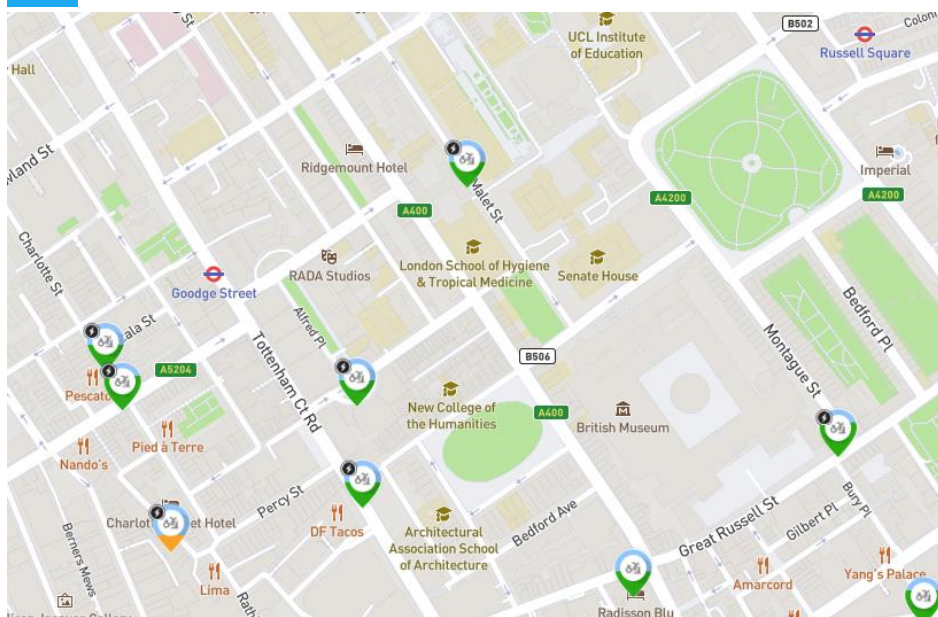


Figure 10.3 Santander Cycle docking stations near Keppel Street Building

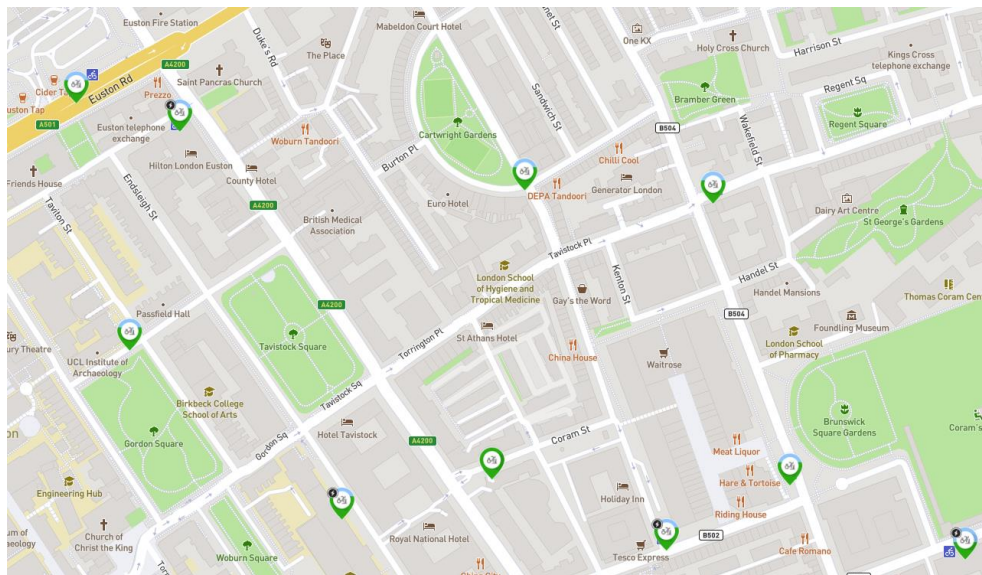


Figure 10.4 Santander Cycle docking stations near TP1 and TP2, the Tavistock Campus

For Keppel Street Building, it lies next to regional cycleway C10 shown in Figure 10.1 above, which extends to Waterloo Station (1.5 mile). Further information can be found [here](#).

Facilitating access to the site by bicycle, 15-17 Tavistock Place lies at the intersection of two designated local cycle routes, 0 and 6. The alignments of these cycle routes are shown in pale blue on Figure 10.2 above.

These two designated cycle routes share facilities along Tavistock Place, passing the frontage of the School building.

Route 0 extends from Marble Arch to the west to Finsbury (1 mile) and the City (2½ miles) in the east and on to Elephant and Castle, with a spur to Kings Cross St Pancras Station and another to Old Street. Route 6 provides a north-south route, starting near to Waterloo, south of the river and running via Covent Garden and the British Museum to Tavistock Place, then turning northwards via Marchmont Street and Cartwright Gardens and extending to Camden Town (1½ miles) and to the vicinity of Caledonian Park. The two routes connect with a network of other cycle routes serving the area, facilitating and promoting access to the site by bicycle.

The Tavistock Place cycle route is one of the busiest in Camden. Cycling is already a popular means of getting around this part of London and would provide an attractive means of travel to and from the site. Further information can be found [here](#).

The Local Highway Network

The local highway network near Keppel Street Building encompasses a variety of major roads and thoroughfares. One significant route is Gower Street, which runs in a north-south direction and intersects with Tottenham Court Road and Bedford Square. Gower Street provides convenient access to numerous institutions and landmarks in the area. Another prominent road in the vicinity is Tavistock Square, situated to the east of the postcode. It is a central garden square bordered by surrounding roads, easily accessible from Gower Street and Woburn Place. Woburn Place serves as a crucial connector, linking Euston Road to the south and Russell Square to the north. It intersects Tavistock Square and grants access to various nearby areas. To the west of the site lies Montague Place, which connects Russell Square in the south to Montague Street in the north. Montague Place operates as a one-way road, facilitating northbound travel. Lastly, Bedford Square, positioned west of the site, boasts its significance as a notable garden square surrounded by several roads. Gower Street and Montague Place provide convenient access to Bedford Square.

These five routes, Gower Street, Tavistock Square, Woburn Place, Montague Place, and Bedford Square, constitute the primary arteries of the local highway network encompassing the Keppel Street Building.

The parking zone for Keppel Street Building under the jurisdiction of the London Borough of Camden, encompasses various parking provisions. Residents of the area are typically eligible for resident permits, allowing them to park within designated residential parking bays or zones. Additionally, pay and display parking bays are available along certain streets, permitting both residents and non-residents to park by purchasing a ticket from nearby parking meters. It is important to be mindful of parking restrictions and controlled hours that may be in effect on specific streets, including limited parking durations or designated no-parking zones. For disabled individuals, there are dedicated parking bays marked with signage, exclusively reserved for vehicles displaying valid disabled parking permits or Blue Badges.

In the vicinity of the site for the Tavistock Campus, there is a single carriageway, one-way urban street, allowing for eastbound general traffic, with carriageway-level eastbound and westbound segregated cycle tracks and with footways to both sides of the carriageway. At this location the development within the street is predominantly residential in character, some premises providing hotel accommodation.

The junction of Tavistock Place with Marchmont Street is controlled by traffic signals. The left turn for general traffic from Tavistock Place into the northerly arm of Marchmont Street and the right turn for cyclists into the southerly arm of Marchmont Street are prohibited at this junction. Marchmont Street to the south of the Tavistock Place junction is one-way in a southwards direction, leading away from the junction.

Effectively, therefore, within the immediate vicinity of its junction with Tavistock Place, Marchmont Street to the north of the junction is one-way southbound for motor vehicles, with only pedal cyclists allowed to turn into Marchmont Street to proceed in a northerly direction. Nevertheless, this single carriageway road is marked with a single traffic lane southbound, approaching the signals, with a full-width northbound lane preserved.

The Marchmont Street frontages within the vicinity of the subject site are largely retail and commercial in character and are likely, therefore, to generate a requirement for on-street loading and servicing activity. Footways are present on each side of the street.

The site lies within a Controlled Parking Zone (CPZ). The King's Cross CPZ (CA-D) extends from Euston Road in the north to Holborn/High Holborn in the south and from Woburn Place/Southampton Row in the west to the easterly side of Gray's Inn Road. Within the CPZ the standard waiting restrictions are No Waiting Monday – Friday, 0830 – 1830 and Saturday, 0830 – 1330. These restrictions, identified by single yellow lines, are in force on both sides of Marchmont Street to the easterly side of the site. More restrictive waiting restrictions are in force on Tavistock Place to the

frontage of the site, with double yellow waiting restriction lines in evidence on both sides of the road, indicating No Waiting At Any Time.

Residents' permit parking is in operation within the CPZ, allowing residents' vehicles to be parked in marked bays during the operative hours. This applies to both sides of Burton Street, for example, to the north west of the site. Residents can apply for visitor permits. Business permits are available within the CPZ for commercial vehicles for which on-street parking is required for the operational needs of the business concerned (i.e. not to accommodate commuter parking). Business permits would not be granted in circumstances where public transport offers a reasonable alternative. On-street parking for non-residents' vehicles is therefore closely controlled and largely restricted. This serves to provide a disincentive to travel to and from the site by private motorcar and encourages sustainable travel. A designated bay for Car Club Permit Holders is located on Marchmont Street, a short distance to the south of the School.

A borough-wide 20mph speed limit order applies to all roads that are managed by London Borough of Camden Council, including Tavistock Place and other roads in the immediate vicinity of the site. The restriction excludes the majority of the Transport for London Road Network (TLRN).

Travel Surveys

Travel Characteristics of the Existing Site

In order to determine the existing pattern of trips to and from the present site, a multi-modal survey was commissioned and was undertaken on Tuesday, 21 April 2015 by an independent survey company. This date was selected because it was during term time and was regarded as a 'typical' day as advised by the School.

This travel survey conducted pre-covid in 2015 and another more recently in 2020, conveys the maximum travel that could have occurred confirms that LSHTM has sufficiently considered a 'maximal-case' scenario in terms of peak travel⁵.

Table below is an extract from the travel survey 2020⁶, showing the most recent travel patterns by mode and proportionality. This breakdown serves as a predictor upon which to baseline future travel patterns.

⁵ The details of this survey are enclosed in the initial Travel Plan report conducted by Wilde.

⁶ <https://www.lshtm.ac.uk/media/43631>

Mode of travel	Proportion against mode
Underground / DLR	41.2%
Walk	21.7%
Bus	12.3%
Bike	10.7%
Train	10.2%
Taxi	2.6%
Car Share	0.6%
Car alone	0.3%
Motorcycle	0.3%

Transport Characteristics of the site

LSHTM's site at both Keppel Street and the Tavistock Campus would be car-free. The only car parking that would be permitted on sites would be for the use of disabled drivers; two parking spaces, designed to appropriate mobility standards, would be provided within the courtyard.

For Keppel Street Building, Bike Storage is on the Gower Street side of the building in the 'moat' area. Access is required for ID card to give cyclist access at both Keppel Street and Tavistock Place. This can be requested at reception. Access via the back gate should only be for when you have your bike with you, we request staff and students ensure the gate has locked behind them. The moat doors will be closed from 18:00 from Monday to Friday. Out of hours access will be through Keppel Street. As previously, for the proposed extension, at the Ground Level, a total of 42 Sheffield type hooped cycle stands would be provided, resulting in a total of 44 cycle parking spaces. Alongside Sheffield Hoop racks, the Ground Level would also contain 6 Wheel Racks, providing 6 spaces. At the Basement Level, a total of 46 Josta type tier 2 racks would be provided, resulting in a total of 46 cycle parking spaces. Three showers and a wall of lockers would be provided within the basement of the proposed extension.

Overall provision would therefore be 96 cycle parking spaces, as per the approved scheme.

The architect's drawings accompanying the planning application show the location of the proposed cycle parking provision for the proposed extension.

All cycle parking would be readily accessible at ground floor level.

The Transport Statement submitted in support of the original planning application an assessment of the total person trips likely to be generated by the proposed development.⁷ It is clear from this assessment that the number of vehicles accessing the site are planned to be low.

⁷ This statement is detailed in the original report given by Wilde.

Travel Plan Management

The key role in the day-to-day development and implementation of the Travel Plan is that of the Travel Plan Co-ordinator (TPC) is represented by our Sustainability Strategy Coordinator – Izzy Murray whose role is to oversee the development and implementation of the Travel Plan.

The TPC (Izzy Murray) is responsible for overseeing any site-specific data collection, information dissemination, marketing and physical works as required for the implementation of the Travel Plan.

The Travel Plan Co-ordinator/ Sustainability Strategy Coordinator – Izzy Murray was appointed in August 2023. Her role includes the following:

- Overseeing the development and implementation of the Travel Plan
- Liaison with students and staff in respect of Travel Plan issues
- Providing a point of contact with public transport operators, the Borough Council and TfL officers
- Arranging Travel Surveys and other data collection to inform the development of targets and the future monitoring of the Plan
- Collection and distribution of information, including publicity material
- Providing a point of contact for staff and others requiring travel information
- Coordination of Travel Plan initiatives
- Communicating, reviewing and updating the Travel Plan
- Facilitating the development and operations of a travel user group in engaging with the different aspects of travel to and from site including improvement plans to related infrastructures and systems

It is considered that whilst considerable time and effort may be required in the initial stages to implement the Travel Plan, as the plan develops it will come under the role of the Travel Plan Coordinator, (TPC)/ Sustainability Strategy Coordinator – Izzy Murray. However, it is recognised the TPC needs to demonstrate to the School community the importance that is attached to the success of the Travel Plan. The role of TPC has been allocated to our Sustainability Strategy Coordinator – Izzy Murray as an additional responsibility to her normal duties, a member of or with direct responsibility to the School's Management Team.

Travel Plan Targets, Actions and Measures

Travel Plan Targets

The survey of existing modes of travel to the site indicates zero car usage and we expect this to remain the case. We have no on-site car parking provision except for disabled visitors. Therefore, measures to promote a mode shift from car to other forms of transport for site staff, students and visitors have reduced priority.

The School will, however, ensure that measures to promote walking, cycling and public transport will be adopted and promoted as appropriate.

The school will also ensure that measures to reduce travel for work, for business and study and for visits to the site will be implemented. These will include the promotion of video and voice conferencing and communications throughout the building. Such technologies are a key component of a successful strategy to reduce the need to travel.

The school will ensure that occupants of the proposed development and the retained School building contribute fully to the aims and objectives of the Travel Plan. The TPC will ensure that regular monitoring of travel patterns to the new development and the retained School building is undertaken and that the School community are making appropriate contributions to the success of the Travel Plan.

Informed by the above analyses, and in particular the results of the travel survey, it is concluded that the focus of this Travel Plan should be:

- To reduce the need of travel;
- To promote walking, cycling and public transport to ensure that current usage of these sustainable modes is maintained; and
- To reduce the number of service and delivery vehicle trips that are undertaken by motor vehicle, especially during the peak hours.

It would be noted from the table below that the baseline is already heavily weighted towards sustainable travel modes. Nonetheless, further improvements to sustainable travel are being targeted over the next 5 years.

Main Mode	Baseline	Year 1	Year 3	Year 5
On foot	21.7%	21.7%	22.8%	22.8%
Own bicycle / cycle / scooter	5.4%	5.5%	5.5%	5.6%
Hired bicycle / e-bike / e-scooter	5.3%	5.3%	5.3%	5.3%
Bus / coach	12.3%	12.3%	12.3%	12.3%
Rail (underground, train, etc)	51.4%	51.4%	51.5%	52.5%
Motorcycle	0.3%	0.3%	0.2%	0.1%
Shared car scheme (Zipcar, etc)	0.3%	0.3%	0.3%	0.3%
Passenger in a car (including taxi)	3.0%	3%	2%	1%
Driving own car	0.3%	0.2%	0.1%	0.1%
Total	100%	100%	100%	100%

Targets that the plan is designed to achieve are therefore related to the delivery of the necessary infrastructure to support sustainable travel, the continued promotion of sustainable travel modes and initiatives designed to reduce the need to travel, including for service and delivery trips.

The following targets have therefore been identified:

- To implement secure cycle parking facilities that would encourage staff, students and visitors to cycle to the School by the time the development is completed (T1);
- To implement the shower and locker facilities that would encourage staff, students and visitors to cycle and walk to the School by the time the development is completed (T2);
- To appoint a Travel Plan Co-ordinator (TPC) prior to the development opening (T3);
- To develop a full package of Travel Plan measures within six months of completion of the development; to maintain the current levels of sustainable transport usage (T4);
- To establish links with neighbours operating Travel Plans and to explore the possibilities for working together on Travel Plan initiatives (T5);
- To develop, within six months of completion of the development, a strategy to increase video and voice conferencing facilities and promote their use (T6);
- To review business travel and promote sustainable travel options within six months of completion of the development (T7);
- To promote travel mode choices by ensuring appropriate information is available immediately and offering future personal travel planning on request (T8); and
- To review, within a year of completion of the development, procurement procedures and logistics practices, and the sustainability of the School's own vehicles, to ensure that delivery, servicing and School- related transport activities have the minimum possible environmental impact, including during construction and thereafter to achieve a 10% reduction in delivery vehicle trips within three years (T9).

It is important that targets can be measured to ensure that they have been achieved. The above targets are therefore defined by means of an outcome and a timescale. Success in meeting a target will therefore be measured by the delivery of the outcome within the stipulated timescale.

In addition, LSHTM is committing £15,000 annually to ensure delivery of the actions and objectives set out in this plan.

Travel Plan Actions

The Action Plan below summarises the commitments made in this Travel Plan. Progress against the targets identified will be regularly monitored by the Travel Plan Co-ordinator. LSHTM's Head of Sustainability has been nominated for this role. In collaboration with the Capital projects team the TPC will be responsible for the planning, packaging and delivery of the different aspects of the action plan as required. Including monitoring, reviewing and reporting on the travel plans in years 1, 3 and 5.

	Action	Date Due	Responsibility	Contributes to Target	Contributes to Objective
	Reducing the need to Travel to work, business and study				
1	Video conferencing strategy is in place and being rolled out across the School	Completed	TPC/The School	T6	OBJ1
2	Support flexible working where possible	On-going	The School	T6	OBJ1
3	Exploit as far as possible communications technologies to reduce the need to travel for business or study	On-going	TPC	T6	OBJ1
4	When considering the cost and sustainability of business travel that cannot be avoided, ensure that the use of Car Club vehicles is taken into account	On-going	TPC	T4, T8	OBJ2, 3, 4
5	Review business travel and promote sustainable travel options	On-going	TPC	T4, T7	OBJ1, 2, 3, 4
	General				
6	Establish links with neighbours and others operating Travel Plans and explore the possibilities for working together on Travel Plan initiatives	Completed	TPC	T4, T5	OBJ1, 2, 3, 4
7	Promote travel mode choices by ensuring appropriate information is available	Completed	TPC	T4, T8	OBJ2
8	Develop a web page as a resource for sustainable travel information and include in staff/student induction process	On-going	TPC	T4, T8	OBJ2
	Walking				
9	Provision of on-site lockers/changing facilities/showers.	Completed	Developer	T2, T4	OBJ2
	Cycling				
10	Provision of 96 long-stay and short-stay cycle parking spaces	Completed	Developer	T1, T4	OBJ2
11	Provision of on-site lockers/changing facilities/showers	Completed	Developer	T2, T4	OBJ2
12	The organization is already registered on the Cycle-to-work scheme	Completed	TPC	T4, T8	OBJ2, 3
13	Promote/provide cycle skills training for those new to or returning to cycling	On-going	TPC	T4, T8	OBJ2, 3
14	Promote the 'Camden Try a Bike' scheme for those new to cycling	On-going	TPC	T4, T8	OBJ2, 3
15	Work with suppliers to improve cycle safety training through the FORS scheme (or equivalent) and embed this in contracts	On-going	TPC	T4, T8, T9	OBJ2, 3
	Public Transport				

16	Gathering and distribution of public transport information, especially bus timetables (provided above and will update as necessary)	On-going	TPC	T4, T8	OBJ2
17	Promote the use of online Journey Planners	On-going	TPC	T4, T8	OBJ2, 3
Logistics, deliveries, supply chain					
18	Review procurement procedures and logistics practices, to ensure that delivery, servicing and School-related transport activities have the minimum possible environmental impact	Within 1 year of opening	TPC/The School	T9	OBJ1, 3, 4
19	Improve logistics and procurement arrangements to achieve a 5% reduction in delivery vehicle trips within three years	Three-year target	TPC/The School	T9	OBJ1, 3, 4
20	The School's only vehicle is an electric van which operates mostly during off peak hours	On-going	TPC/The School	T9	
21	Investigate the use of bicycles for 'internal' and local deliveries	On-going	TPC/The School	T9	OBJ4
Car Park Management					
22	On-site carparking is only reserved for disabled persons'	On-going	The School	T4	OBJ2, 4
Monitoring					
23	Produce monitoring information using Performance Indicators	Annual	TPC	T4, T5, T6, T7, T8, T9	OBJ1, 2, 3, 4
24	Carry out annual review of effectiveness of the Plan and measures	Years 2, 3 and 5	TPC	T4, T5, T6, T7, T8, T9	OBJ1, 2, 3, 4
25	Carry out other appropriate surveys to inform monitoring process and development of next and subsequent phases of the Plan	Years 1, 3 and 5	TPC	T4, T5, T6, T7, T8, T9	OBJ1, 2, 3, 4

Monitoring and Review

Monitoring and Review

The Travel Plan Co-ordinator will develop Key Performance Indicators as appropriate by which, through subsequent monitoring and data collection, the success and effectiveness of the implemented actions will be measured. This may lead to a change of emphasis, with new initiatives implemented and/or existing measures amended or removed.

The Travel Plan covers a period of 5 years, and will be reviewed annually by the TPC. This will include milestone review and reporting in years 1, 2 and 3. Progress in implementing actions and achieving targets monitored and the results will be reported to the School's Management Team and communicated to the School community through a range of mechanisms to promote the Travel Plan and raise awareness of its aims, objectives, initiatives and events.

If, as a result of annual reviews, or monitoring of specific initiatives, it is considered that improvements or changes are required, these will be incorporated into the Plan.