



ttp consulting

transport planning specialists

**The Bedford Estates
Bloomsbury Limited**

50-51 Russell Square

Travel Plan

December 2023

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out a strategy for eliminating the barriers keeping employees from using sustainable modes, and in particular active modes of travel such as walking and cycling.

Travel Plan Coordinator

- 1.5 The Travel Plan Coordinator (TPC) will be responsible for implementing the measures and initiatives in the report to encourage employees to travel by sustainable modes of transport such as walking, cycling and public transport. It is expected the role will be fulfilled by an employee or a management team member. The following details will be added to the Travel Plan upon appointment:

Name: TBC

Phone number: TBC

Email address: TBC

Scope of the Report

- 1.6 This Travel Plan sets out the sustainable travel options, initiatives and measures for employees of the building. This Travel Plan also discusses actions and outcomes for the short and long term. The remainder of this Travel Plan is structured as follows:

- Section 2 - Relevant national, regional and local policy and guidance;
- Section 3 - Describes the accessibility and likely travel patterns of employees of the building;
- Section 4 - Sets out the objectives and targets of the Travel Plan;
- Section 5 - Outlines the Travel Plan strategy;
- Section 6 - Identifies the measures and initiatives that will be implemented;
- Section 7 - Details the monitoring and review programme; and
- Section 8 - Provides the Action Plan.

2 POLICY AND GUIDANCE

- 2.1 An overview of key national, regional and local policies relevant to securing Travel Plans is provided below. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identifies objectives accordingly.

National Planning Policy Framework

- 2.2 The revised National Planning Policy Framework (NPPF) was most recently updated in September 2023. It sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.4 A Travel Plan is later defined as:
- "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."*

Regional Policy

London Plan

- 2.5 The London Plan was published in March 2021 and is the Spatial Development Strategy which forms the overall strategic plan for London. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 2.6 Policy T4 in regard to assessing and mitigating transport impacts indicates that Travel Plans will be required in accordance with relevant TfL guidance.

Camden Local Plan

- 2.7 Camden's Local Plan was adopted in 2017. 'Policy A1 Managing the impact of development' advises that;
- "The Council will seek to protect the quality of life of occupiers and neighbours. We will grant permission for development unless this causes unacceptable harm to amenity."*
- 2.8 One of the factors the Council will consider in terms of transport impacts include the use of Transport Assessments, Travel Plans and Delivery & Servicing Management Plans.

Camden Planning Guidance: Transport (2021)

- 2.9 The Camden Planning Guidance: Transport document is prepared to support the policies as outlined 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.
- 2.10 The document defines a Travel Plan as: "
“A way in which developments can contribute to meeting targets on traffic reduction, improving air quality and increasing sustainable travel. A travel plan is a package of measures, which is designed to reduce single occupancy car use and thereby increase sustainable travel”.

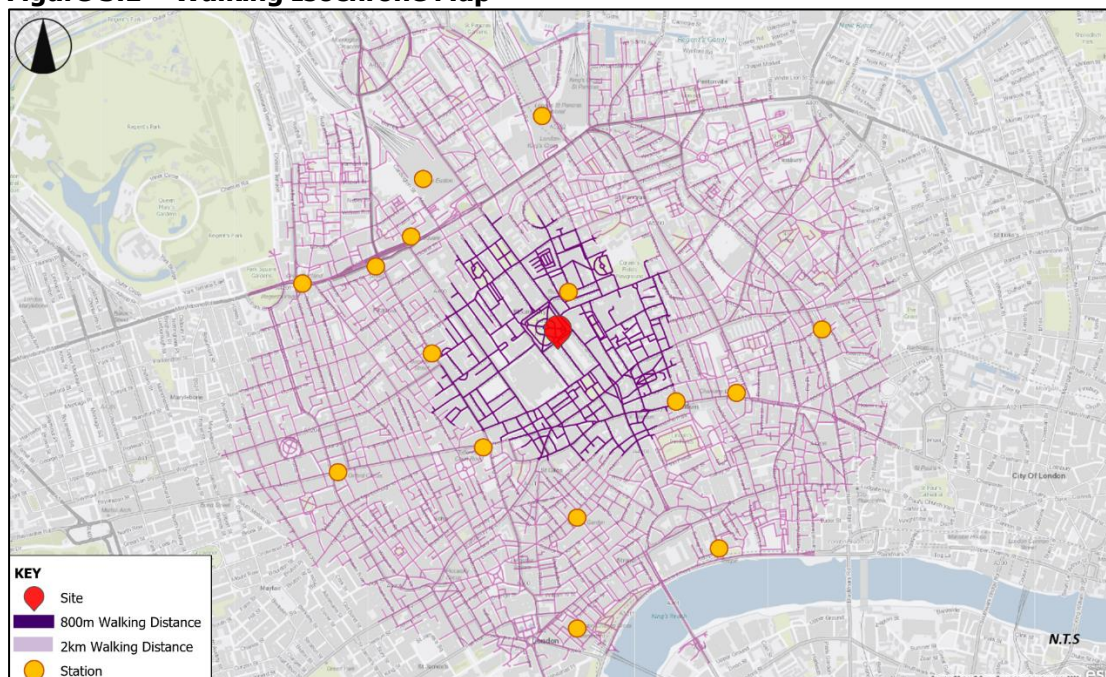
3 ACCESSIBILITY AND TRAVEL PATTERNS

3.1 The building is in a highly accessible central London location. The following paragraphs summarise the building's accessibility by non-car modes.

Walking

3.2 The site benefits from being within a short walking distance of a wide range of public transport services, local facilities and amenities. **Figure 3.1** shows an 800m (10-minute) and 2km (25-minute) walking distance surrounding the site. Within a 10 minute walk of the site, the local area contains retail and amenity areas as well as Russell Square and Holborn Underground stations and several bus stops. Within a 2km walk of the site a number of underground and rail stations are accessible including Tottenham Court Road, Charing Cross, Farringdon and Kings Cross St Pancras.

Figure 3.1 – Walking Isochrone Map



3.3 Footways are provided on both sides of Russell Square with tactile paving and dropped kerbs at crossing points providing step-free routes for pedestrians. The nearest signal-controlled crossings are located 60m west of the building at the junction of Montague Street with Russell Square. The crossings provide a route over Russell Square and Montague Street to facilitate convenient access to and from the British Museum.

3.4 **Table 3.1** shows distances between the site and local public transport services.

Table 3.1 – Approximate Distances to Local Public Transport Services			
Stop / Station	Location	Distance	Approximate Walking Time*
Bus Stops			
Russell Square (Stop D)	Russell Square	10m	< 1 minute
Bedford Place (Stop K)	Bedford Place	40m	< 1 minute
Montague Street	Montague Street	280m	3 – 4 minutes
Russell Square (Stop E)	Russell Square	310m	3 – 4 minutes
Southampton Row (Stop B)	Southampton Row	320m	4 minutes
Stations			
Russell Square	Bernard Street	400m	5 minutes
Holborn	High Holborn	650m	8 – 9 minutes
Goodge Street	Tottenham Court Road	850m	10 – 11 minutes
*Based on 80m per minute			

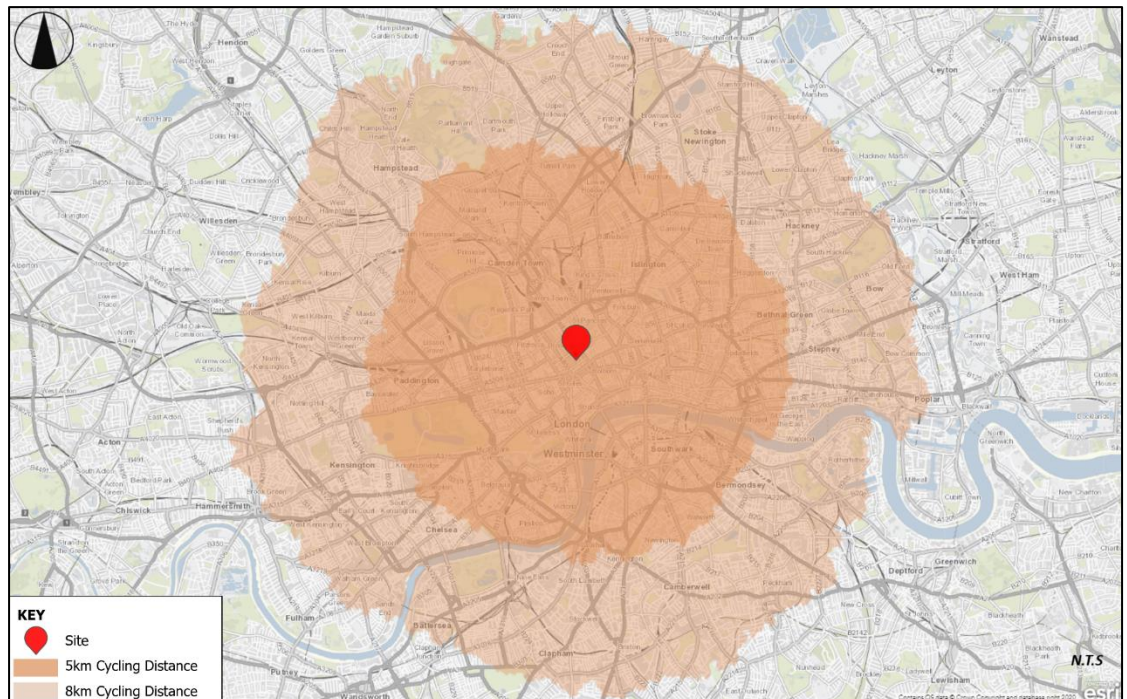
3.5 Local facilities and amenities including a bank, post office, convenience store and cafés are located a short walking distance from the site as shown in **Table 3.2**.

Table 3.2 – Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walking Time*
EATOO	Southampton Row	130m	1 – 2 minutes
Portland Food & Wine	Southampton Row	130m	1 – 2 minutes
Pizza Hut	Southampton Row	140m	1 – 2 minutes
Pharmacy	Russell Square	200m	2 – 3 minutes
Post Office	Southampton Row	330m	4 – 5 minutes
Tesco Express	Bernard Street	400m	5 minutes
The Gym Group	Coram Street	500m	6 – 7 minutes
Metro Bank	Southampton Row	600m	7 – 8 minutes
*Based on 80m per minute			

Cycling

3.6 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace. **Figure 3.2** shows a 5km and 8km cycling distance from the site. The map shows that within a 5km distance, the site can be reached from areas such as Holborn, Islington, Paddington, Camden Town and Westminster, whilst the site lies within an 8km cycle from areas such as Hampstead, Stoke Newington, Chelsea and Camberwell.

Figure 2.2 – Cycling Isochrone Map

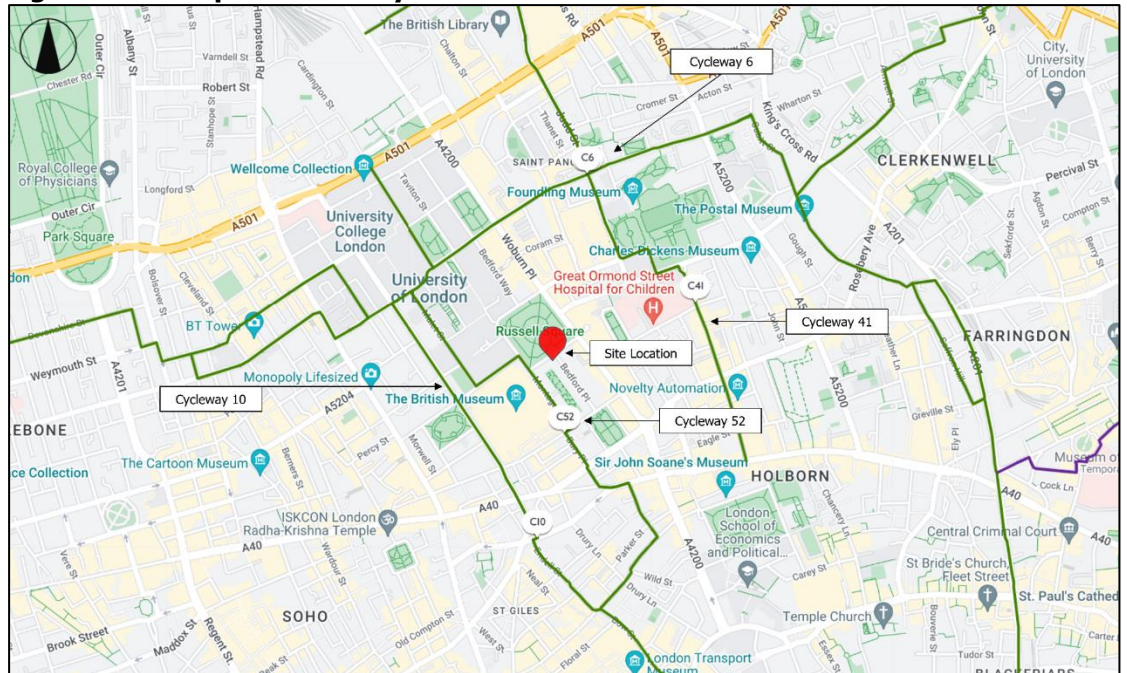


3.7 TfL's Journey Planner tool allows for cycle route planning dependent on the nature of the route, being fast, moderate or easy. The site can be reached from the following locations within various journey times:

- Farringdon (2.2km) – 5min / 8min / 11min
- Waterloo (2.6km) – 7 min / 9min / 12min
- Paddington (4.8km)- 13min / 20min / 24min

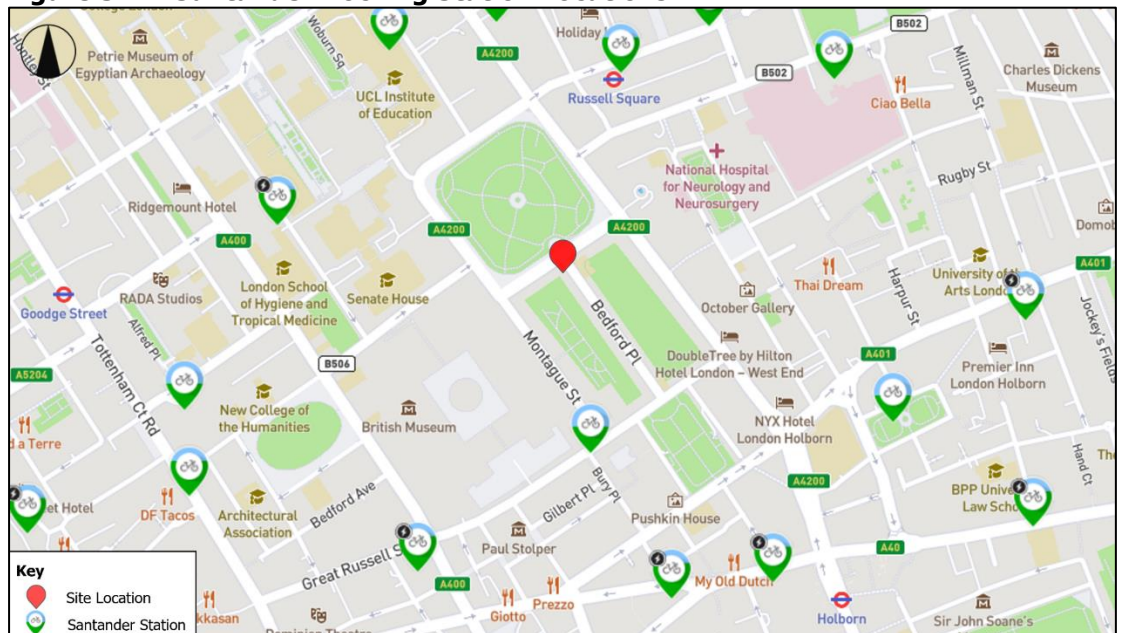
3.8 The site benefits from being located in close proximity to a number of Transport for London (TfL) cycle routes, which provide access toward a number of areas including Covent Garden and Waterloo. Approximately 70m west of the existing building, Cycleway 53 can be accessed from Montague Street via Russell Square and. A map of the TfL cycle network is shown at **Figure 3.3**.

Figure 3.3 – Map of the TfL Cycle Network



3.9 **Figure 3.4** shows the location of Santander docking stations in the vicinity of the site. Santander docking stations are a convenient and cost-effective alternative to owning a bike. The closest docking station to the building is located on Montague Street, 260m away.

Figure 3.4 – Santander Docking Station Locations

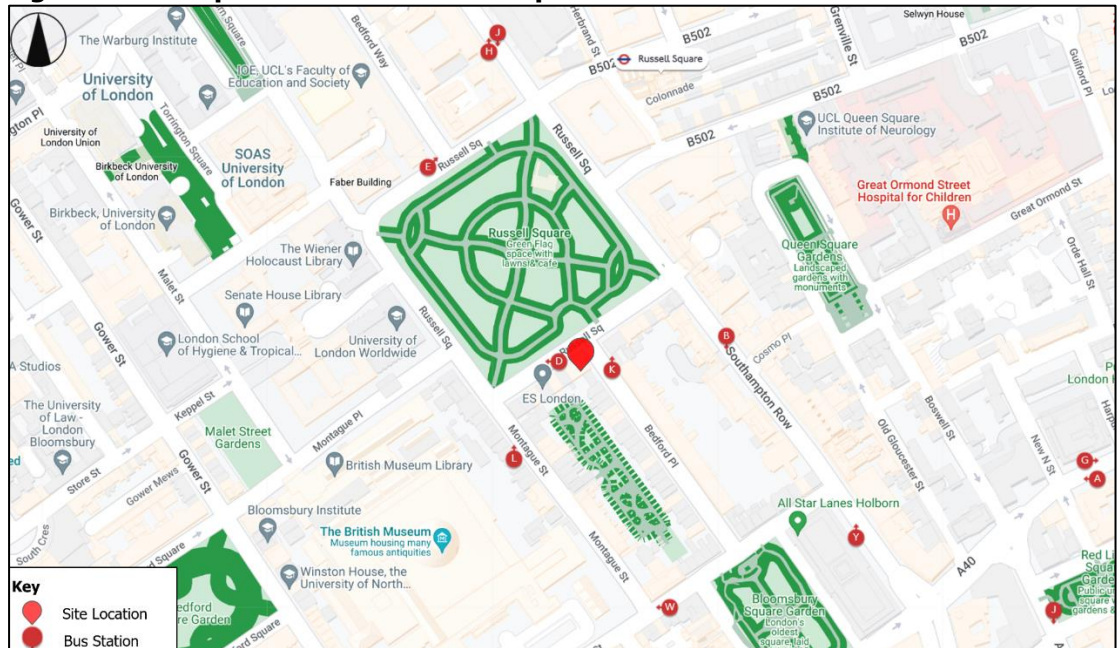


By Bus

3.10 The site is located in close proximity to a number of bus stops, as shown at **Figure 3.5**. The closest bus stop to the site 'Bedford Place' is served by bus route 14, which provides routes

towards Putney Station and Putney Heath. Further bus services are available at stops within a short walking distance of the site. The relevant TfL bus spider map is included at **Appendix A**.

Figure 3.5 – Map to Show Local Bus Stops



By Underground / Rail

- 3.11 Russell Square Underground Station is located 400m (a 5-minute walk) north of the building on Bernard Street. It is on the Piccadilly line, which provides access towards destinations such as Heathrow Terminals, South Ealing, Hammersmith, Kings Cross St Pancras and Cockfosters.
- 3.12 Holborn Underground Station is located 650m (8 – 9 minute walk) south of the building on High Holborn. The station provides access to the Central Line towards destinations including Oxford Circus, Ealing Broadway, Liverpool Street, Stratford and Epping.

Public Transport Accessibility Level (PTAL)

- 3.13 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating a high level of accessibility. The site has a PTAL level of 6b, demonstrating that it has an 'excellent' level of accessibility to public transport. The PTAL report is included at **Appendix B**.

Car Clubs

- 3.14 Car clubs can help offer an alternative method of travel whilst helping reduce car ownership. There are several Zipcar and Enterprise car club bays near the site, with the nearest Zipcar bay located approximately 280m north of the building on Herbrand Street. **Table 3.3** lists the locations of local car club parking bays.

Table 3.3 – Local Car Club Operators		
Operator	Location	Distance from Building
Zipcar	Herbrand Street	280m
	Coram Street	400m
	Goodge Street	490m
	Red Lion Square	540m
	Kenton Street	560m
	Bedford Square	580m
Enterprise	Brunswick Square	460m
	Marchmont Street	600m
	Lambs Conduit Street	740m

Travel Patterns

- 3.15 A travel survey will be undertaken within 3 months after occupation of the building or once 75% of the floor space is occupied, whichever occurs first. Until the survey has been undertaken, it is assumed the modal split of trips to and from the site would be as detailed in **Table 3.4**, as presented in the Transport Statement for the scheme.

Table 3.4 – Baseline Modal Split	
Mode	Percentage
Underground	39%
Rail	35%
Bus	11%
Taxi	0%
Motorcycle	1%
Car Driver	1%
Car Passenger	0%
Bicycle	7%
Walking	5%
Total	100%

- 3.16 For the purpose of this Travel Plan, the Baseline Mode Share in **Table 3.4** has been used for target-setting purposes until the initial (Year 0) travel survey is undertaken.

4 OBJECTIVES AND TARGETS

Introduction

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

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus; and
- **Targets** are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the TPC will seek to reach within the five-year period covered by this Travel Plan.

Objectives

4.2 The Travel Plan's overriding objective is:

"To engage with and encourage employees to use more sustainable ways of travelling to / from the building through more effective promotion of active modes. This will minimise the impact of the building on the surrounding public transport network".

4.3 The sub-objectives are as follows:

- Sub-objective 1: To increase awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to all employees;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and
- Sub-objective 4: To increase the use of active travel modes for the journey to and from the building by employees.

Targets

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

4.5 Targets come in two forms – Action and Aim targets. Action Targets are defined actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan related to the degree of modal shift the plan is seeking to achieve.

Action Targets

4.6 The key Action targets are set out below:

- A Travel Plan Coordinator will be appointed at least one month prior to the occupation of the building;
- Employees will be provided with a Travel Pack prior to occupation, which will describe the accessibility of the building;
- A baseline travel survey will be undertaken 3 months from occupation of the building or once 75% of the floor space is occupied, whichever comes first; and
- Travel surveys will also take place one, three and five years after the baseline (Year 0) travel survey (as detailed in the Monitoring section).

Aim Targets

4.7 **Table 4.1** outlines the Aim Targets set out for the building. The baseline figures shown in **Table 3.4** have been used to set targets until actual baseline travel survey data is available once the building is occupied. The targets are set to measure progress towards the main objectives over five years. The interim targets are defined as those which the Travel Plan will seek to achieve within 1 and 3 years of the launch of the Travel Plan and the final targets are those sought after 5 years of the launch of the Travel Plan.

Table 4.1 – Travel Plan Aim Targets				
Target	Mode Split			
	Baseline (Year 0)	Interim (Year 1)	Interim (Year 3)	Final (Year 5)
Increase the mode share for trips on foot by 3 percentage points by Year 5	5%	6%	7%	8%
Increase the mode share for trips by bicycle to 10% by Year 5	7%	8%	9%	10%

4.8 For those travelling from outside of Central London, the majority of employees are expected to utilise public transport for the longest part of their journey. As such, the targets towards encouraging active modes are more appropriate for the beginning and end of their journeys, i.e. replacing bus or underground travel with walking or cycling. For those travelling from within Central London, the targets will be made towards replacing public transport with active travel modes.

5 TRAVEL PLAN STRATEGY

- 5.1 A Travel Plan is a practical management tool that sets out initiatives. This means that a Travel Plan is a process of continual improvement, requiring regular review to monitor changes in travel patterns and assessing the success of the plan's measures.

Travel Plan Coordinator

- 5.2 The TPC will be appointed at least one month prior to occupation. The TPC will be retained on a part-time basis and will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan. If there is any change in the specified person, Camden Council will be notified.

- 5.3 The duties of the TPC will include:

- To undertake Travel Surveys in Years 0, 1, 3 and 5;
- To take responsibility for data collection and review of the Travel Plan;
- To oversee the development and implementation of the Travel Plan;
- To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- To act as a point of contact for employees requiring information;
- To ensure the travel information available is up to date;
- To coordinate the monitoring programme for the Travel Plan, including target setting; and
- To make necessary changes if the targets are not met.

Marketing

- 5.4 Each employee will be provided with a Travel Pack on occupation. The Travel Pack will include a summarised version of the Travel Plan along with information on local public transport services, the local walking and cycling network and detail of local car club operators which could be used for business trips where public transport is not a viable option.
- 5.5 Employees will, as a consequence, be made aware of the Travel Plan and of its branding, including the purpose and objectives of the Travel Plan, along with specific measures such as cycle parking.

6 MEASURES AND INITIATIVES

- 6.1 This section outlines the specific physical and management measures to be undertaken as part of the Travel Plan.

Measures to Encourage Walking

Walking Strategy 1: Promoting Benefits of Walking

- 6.2 Walking is a truly sustainable method of travel which offers predictable journey times and a range of physical and psychological benefits. The Travel Plan Coordinator will encourage employees to walk whenever possible highlighting the environmental, economic and health benefits and provide information and advice to employees concerning safe, suitable routes. For those living outside of Central London, the Travel Plan Coordinator will promote employees walking the last mile of their journey, i.e. getting off a bus or tube one or two stops before usual.
- 6.3 The Travel Plan Coordinator will ensure employees are aware of 'walking' initiatives set up by Camden Council and non-profit organisations, including:
- 10,000 steps a day campaign – Part of the NHS Live Well campaign to improve health and fitness;
 - Walking Works – A website providing tips on how to get friends and colleagues walking; and
 - National Walking Month – May is National Walking Month and is promoted by Living Streets.

Walking Strategy 2: Maintaining Infrastructure

- 6.4 The Travel Plan Coordinator will identify, through discussion with employees, problems with external pedestrian routes and discuss possible improvements with the highway authority.

Measures to Encourage Cycling

Cycling Strategy 1: Promoting Cycling

- 6.5 The Travel Plan Coordinator will ensure employees are aware of cycling initiatives set up by the borough council and non-profit organisations, including:
- Bike Week (www.bikeweek.org.uk), the biggest nationwide cycling event in the UK which usually takes place in June each year;
 - Bike 2 Work (www.bike2workscheme.co.uk) enables employees to be able to obtain a voucher to purchase a bicycle / equipment for a reduced amount of money. The Travel

Plan Co-ordinator will discuss with tenants the possibility of offering the scheme to employees;

- Setting up a Bicycle User Group; and

Camden Council offers learn to cycle courses consisting of two 45-minute sessions.

More information can be found at <https://www.camden.gov.uk/web/guest/cycle-skills-and-bike-maintenance-courses#Learn to Cycle> .

- 6.6 Demand for cycle parking will be actively monitored through this Travel Plan by the TPC to enable consideration to be given to how additional parking could be provided on or off site if needed.

Cycling Strategy 2: Cycling Infrastructure

- 6.7 The proposed development will provide a total of 32 long-stay cycle parking spaces and 5 short-stay cycle parking spaces in accordance with London Plan cycle parking standards. The proposed development also provides shower and changing room facilities at basement level.
- 6.8 The majority of long-stay cycle parking (29 spaces) will be provided at basement level; accessed via the external staircase leading off Bedford Place. The remaining 8 cycle parking spaces will be provided within the curtilage of the development adjacent to Bedford Place toward the southern extent of the site. These spaces will be provided by way of Sheffield stands with two wide spaces provided to accommodate larger bikes such as cargo bikes or adapted cycles used by people with mobility difficulties.
- 6.9 Cycle parking will be actively monitored through this Travel Plan by the TPC and if there are concerns regarding the condition of the cycle parking, it will be raised with facilities management.

Public Transport Use

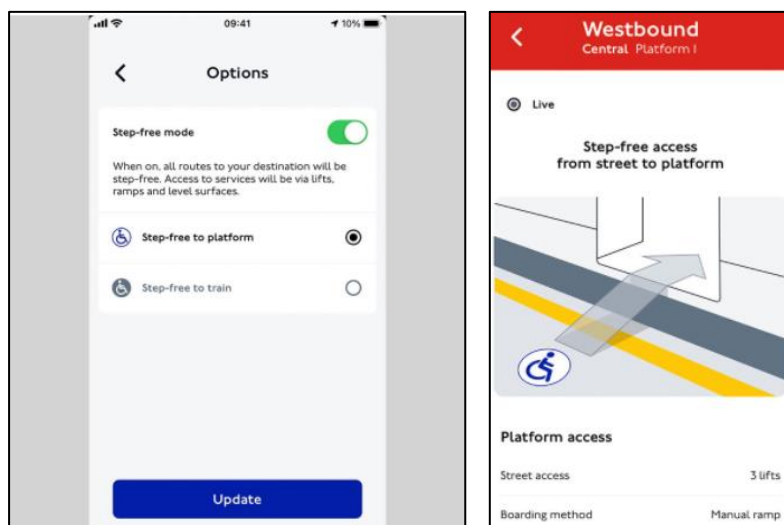
- 6.10 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy and is particularly important in London where the greatest levels of sustainable transport provision are available in the country.
- 6.11 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important and up-to-date details of bus, underground and taxi services, including route information and service frequencies, will be made available to employees. National Rail, TfL Journey Planner and Traveline websites and enquiry phone

numbers will also be promoted through all relevant means, as well as live transport applications such as Citymapper.

Measures for People with Disabilities and Impairments

Disabled Persons Strategy 1: Journey Planning

- 6.12 The Travel Plan Coordinator will provide advice regarding accessible public transport and provision for disabled people in the local vicinity and will discuss with them the most appropriate routes to provisions within the local area including bus stops and rail / underground stations.
- 6.13 AccessAble (<https://www.accessable.co.uk/>) offers an accessibility guide to various locations, including shops and cafes in the vicinity of the building.
- 6.14 The TfL Go App enables people to plan a step-free journey (https://tfl.gov.uk/maps_/using-tfl-go). It offers details on whether step-free access from the street to the train is offered, or whether a ramp is provided / necessary, as well as if there are lift disruptions. Options can be set within the app. Extracts from the app can be found below:



Disabled Persons Strategy 2: Initiatives / Design Features / Measures

- 6.15 Wheelchair accessible lifts, toilets and accessible showers will be provided. The site is located within Camden's Green Badge Zone, where blue badge holders can only park if they hold a green badge. Green badges are available to blue badge holders that live, work or study within the Green Badge Zone. The green badge enables blue badge holders to park in the following locations:
- green badge bays (if time limit shown, also display clock disc with arrival time);

- shared use loading/blue badge parking bay (between 6.30pm to 8.30am daily and all day Sunday)
- paid for parking bays
- resident permit holders' bay.

6.16 As such, there is opportunity for blue badge holders to park in the vicinity of the site if necessary.

Car Use

6.17 In the event that car use is required, the Travel Plan Coordinator will provide details of taxi operators and local car clubs.

Car Strategy 1: Taxis

6.18 Taxis have an important role in providing for employees and visitors when other modes of transport may not be available. The TPC will ensure that the contact details for local taxi operators are available in the building.

Car Strategy 2: Car Clubs

6.19 Car clubs enable employees to have access to a car without the need to own one or pay for maintenance and running costs. In this location, it is not considered that cars will be used for journey's to and from work but one may be needed for business trips to areas that are poorly served by public transport. The TPC, through the Travel Pack, will promote the benefits of belonging to a Car Club. Car Clubs offer economic (no tax, MOT, fuel, servicing, repairs, depreciation and parking costs) and environmental benefits (fewer private vehicles in London) over owning and running a car.

6.20 The closest Car Club vehicle is located 280m north of the building on Herbrand Street.

7 MONITORING AND REVIEW

- 7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring and Reporting

- 7.2 All monitoring will follow up-to-date TfL best practice guidance and will be the responsibility of the TPC.
- 7.3 The monitoring programme begins with the initial Year 0 travel survey which shall occur once 75% of the floor space is occupied or 3 months of occupation (whichever comes soonest). The Travel Plan will be monitored for 5 years. Additional travel surveys will take place at Years 1, 3 and 5 to monitor progress towards the interim and final targets.
- 7.4 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a regular basis:
- The level of usage of the long-stay cycle parking;
 - Demand for additional cycle parking facilities; and
 - Comments received from staff relating to the operation and implications of the Travel Plan.
- 7.5 The TPC will update the Travel Plan to include the results of travel surveys and to review progress towards meeting the targets.

Remedial Measures

- 7.6 In the event that the Travel Plan has not met its objectives / targets in any respect, then the Travel Plan Coordinator with the support of the facilities management shall consider appropriate remedial measures.
- 7.7 The remedial measures might include:
- A review of the amount of time spent by the Travel Plan Coordinator implementing the Travel Plan, if the allotted time is not sufficient then more time will be allocated to the Travel Plan Coordinator role to ensure each initiative is put in place;
 - A review of the utilisation of cycle parking spaces will take place as part of the monitoring process. Following review during the summer months or following 6 months

of occupation, whichever comes first, if additional cycle spaces are required, then consideration will be given to whether additional cycle parking can be provided either on or off site; and

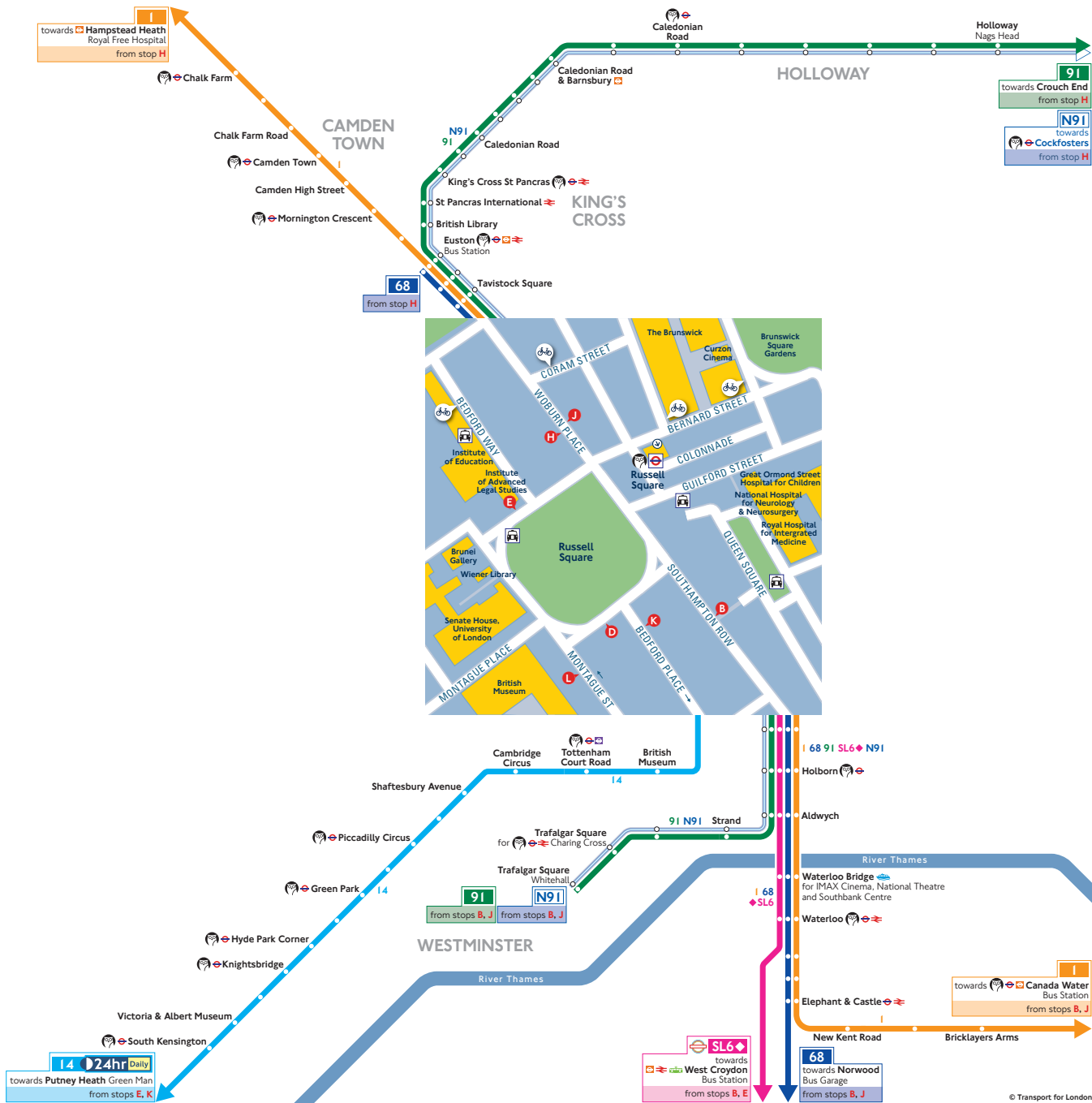
8 ACTION PLAN

8.1 **Table 8.1** sets out an Action Plan for the Travel Plan which will be revised if necessary, following each Travel Plan Monitoring and Review.

Table 8.1 – Travel Plan Action Plan			
Action	Target	Measure	Responsibility
Production of Travel Plan	Completed Travel Plan	Travel Plan	Developer
Appointment of Workplace Travel Plan Coordinator and hand over of Travel Plan from Developer to TPC	Prior to occupation	Appointment of Travel Plan Coordinator	Developer
Launch of Travel Plan	Within 1 month of occupation	-	Travel Plan Coordinator
Provision of cycle parking	Prior to occupation	On completion of the building works	Developer
Production of Travel Pack	Given to all new staff upon occupation	Completed Travel Pack	TPC
Implementation of Measures	Such as the promotion of bike-to-work and walk-to-work schemes	Ongoing implementation	TPC
Baseline Travel Survey	Given to each member of staff once 75% of the floor space is occupied or after 3 months following occupation, whichever comes soonest	Receipt of survey results	TPC
Interim and Final Surveys	Travel surveys will take place 1, 3 and 5 years after the baseline travel survey	Receipt of survey results	TPC
Travel Plan Updates	To take place immediately following Travel Surveys in Years 0, 1, 3 and 5	Receipt of survey results	TPC

Appendix A

Buses from Russell Square



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

	Superloop express bus route
	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Connections with London Cable Car
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights
	Express service (towards Russell Square morning weekday peak only, towards West Croydon evening weekday peak only)

SUPERLOOP

Superloop is a proposed network of express bus routes, that would help improve connections and journey times between key outer London town centres and transport hubs. For more information visit tfl.gov.uk/superloop

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

Appendix B

WebCAT PTAL Report

=====

Site Details

Grid Cell: 87370

Easting: 530145

Northing: 181852

Report Date: 15/12/2023

Scenario: Base Year

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

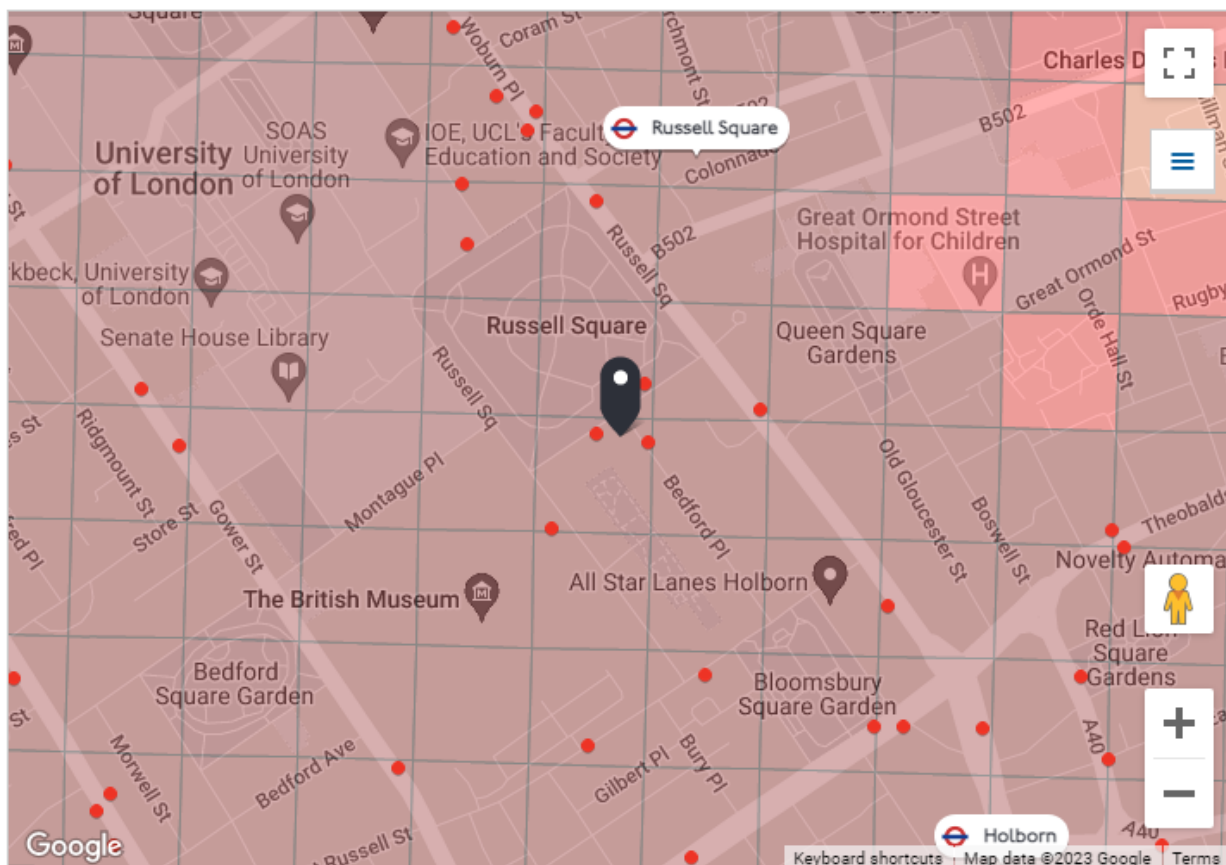
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)
SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	BLOOMSBURY SQUARE	8	486.25	10	6.08
2.71	0.5	1.35			5
Bus	BLOOMSBURY SQUARE	242	486.25	6.5	6.08
2.36	0.5	1.18			6.62
Bus	BLOOMSBURY SQUARE	38	486.25	10	6.08
2.71	0.5	1.35			5
Bus	BLOOMSBURY SQUARE	1	486.25	8	6.08
2.54	0.5	1.27			5.75
Bus	BLOOMSBURY SQUARE	19	486.25	8	6.08
2.54	0.5	1.27			5.75
Bus	BLOOMSBURY SQUARE	171	486.25	7.5	6.08
2.48	0.5	1.24			6
Bus	BLOOMSBURY SQUARE	55	486.25	10	6.08
2.71	0.5	1.35			5
Bus	HIGH HOLBORN NEWTON ST	25	576.8	8	7.21
2.31	0.5	1.16			5.75
Bus	HYG & TROP MEDICINE SCHL	10	565.03	4.5	7.06
15.73	1.91	0.5	0.95		8.67
Bus	HYG & TROP MEDICINE SCHL	24	565.03	10	7.06
12.06	2.49	0.5	1.24		5
Bus	HYG & TROP MEDICINE SCHL	134	565.03	12	7.06
11.56	2.59	0.5	1.3		4.5
Bus	HYG & TROP MEDICINE SCHL	390	565.03	8	7.06
					5.75

12.81	2.34	0.5	1.17					
Bus	HYG & TROP MEDICINE SCHL	73	565.03	18	7.06	3.67		
10.73	2.8	0.5	1.4					
Bus	HYG & TROP MEDICINE SCHL	29	565.03	15	7.06	4		
11.06	2.71	0.5	1.36					
Bus	HYG & TROP MEDICINE SCHL	14	565.03	13	7.06	4.31		
11.37	2.64	0.5	1.32					
Bus	RUSSELL SQUARE STH SIDE 98	76.16	9	0.95	5.33	6.29		
4.77	1	4.77						
Bus	RUSSELL SQUARE STH SIDE X68	76.16	4	0.95	9.5	10.45		
2.87	0.5	1.44						
Bus	RUSSELL SQUARE STH SIDE 188	76.16	8	0.95	5.75	6.7		
4.48	0.5	2.24						
Bus	SOUTHAMPTON RW RUSSELL S	59	238.93	10	2.99	5		
7.99	3.76	0.5	1.88					
Bus	SOUTHAMPTON RW RUSSELL S	91	238.93	9	2.99	5.33		
8.32	3.61	0.5	1.8					
Bus	SOUTHAMPTON RW RUSSELL S	68	238.93	9	2.99	5.33		
8.32	3.61	0.5	1.8					
Bus	SOUTHAMPTON RW RUSSELL S	168	238.93	9	2.99	5.33		
8.32	3.61	0.5	1.8					
LUL	Tottenham Court Road 'Hainault-Nacton				885.15	1.33	11.06	
23.31	34.37	0.87	0.5	0.44				
LUL	Goodge Street 'Morden-Edgware		846.66	4.67	10.58	7.17		
17.76	1.69	0.5	0.84					
LUL	Goodge Street 'HighBarnet-Morden		846.66	0.33	10.58	91.66		
102.24	0.29	0.5	0.15					
LUL	Goodge Street 'Kennington-Edgware		846.66	14.67	10.58	2.79		
13.38	2.24	0.5	1.12					
LUL	Goodge Street 'HighBarnet-Kenningt		846.66	5.33	10.58	6.38		
16.96	1.77	0.5	0.88					
LUL	Goodge Street 'MillHill-Morden		846.66	1.67	10.58	18.71		
29.3	1.02	0.5	0.51					
LUL	Goodge Street 'MillHillE-Kenningt		846.66	1.67	10.58	18.71		
29.3	1.02	0.5	0.51					
LUL	Russel Square 'Cockfosters-LHRT4LT		413.85	4.67	5.17	7.17		
12.35	2.43	0.5	1.21					
LUL	Russel Square 'RayLane-Cockfosters		413.85	3.67	5.17	8.92		
14.1	2.13	0.5	1.06					
LUL	Russel Square 'LHRT4LT-ArnosGrove		413.85	4.67	5.17	7.17		
12.35	2.43	0.5	1.21					
LUL	Russel Square 'ArnosGrove-RayLane		413.85	0.33	5.17	91.66		
96.83	0.31	0.5	0.15					
LUL	Russel Square 'ArnosGrove-Nthfields'		413.85	3	5.17	10.75		
15.92	1.88	0.5	0.94					
LUL	Russel Square 'Oakwood-RayLane		413.85	0.33	5.17	91.66		
96.83	0.31	0.5	0.15					
LUL	Russel Square 'Nthfields-Cockfoster'		413.85	1	5.17	30.75		
35.92	0.84	0.5	0.42					
LUL	Russel Square 'LHRT5-Cockfosters		413.85	6	5.17	5.75		

10.92	2.75	1	2.75
LUL	Russel Square	'Ruislip-Cockfosters '	413.85 2.33 5.17 13.63
18.8	1.6 0.5	0.8	
LUL	Russel Square	'ArnosGrove-Uxbridge '	413.85 1 5.17 30.75
35.92	0.84 0.5	0.42	
LUL	Russel Square	'Oakwood-Uxbridge '	413.85 0.33 5.17 91.66
96.83	0.31 0.5	0.15	
LUL	Russel Square	'Oakwood-Ruislip '	413.85 0.33 5.17 91.66
96.83	0.31 0.5	0.15	
LUL	Holborn	'Epping-Ealing '	718.37 3 8.98 10.75 19.73
1.52	0.5 0.76		
LUL	Holborn	'WRuislip-Epping '	718.37 3 8.98 10.75 19.73
1.52	0.5 0.76		
LUL	Holborn	'RuislipGar-Epping '	718.37 1 8.98 30.75 39.73
0.76	0.5 0.38		
LUL	Holborn	'WhiteCity-Epping '	718.37 0.33 8.98 91.66 100.64 0.3
0.5	0.15		
LUL	Holborn	'Epping-NActon '	718.37 1 8.98 30.75 39.73
0.76	0.5 0.38		
LUL	Holborn	'Northolt-Epping '	718.37 0.67 8.98 45.53 54.51
0.55	0.5 0.28		
LUL	Holborn	'Debden-WRuislip '	718.37 0.33 8.98 91.66 100.64 0.3
0.5	0.15		
LUL	Holborn	'WhiteCity-Debden '	718.37 0.33 8.98 91.66 100.64 0.3
0.5	0.15		
LUL	Holborn	'Debden-Northolt '	718.37 1 8.98 30.75 39.73
0.76	0.5 0.38		
LUL	Holborn	'RuislipGdns-Debden '	718.37 0.33 8.98 91.66 100.64 0.3
0.5	0.15		
LUL	Holborn	'Loughton-WRuislip '	718.37 1 8.98 30.75 39.73
0.76	0.5 0.38		
LUL	Holborn	'NActon-Loughton '	718.37 0.67 8.98 45.53 54.51
0.55	0.5 0.28		
LUL	Holborn	'RuislipGdns-Loughton'	718.37 0.67 8.98 45.53 54.51
0.55	0.5 0.28		
LUL	Holborn	'Loughton-WhiteCity '	718.37 0.67 8.98 45.53 54.51
0.55	0.5 0.28		
LUL	Holborn	'Loughton-Northolt '	718.37 0.33 8.98 91.66 100.64 0.3
0.5	0.15		
LUL	Holborn	'Ealing-Loughton '	718.37 1 8.98 30.75 39.73
0.76	0.5 0.38		
LUL	Holborn	'Ealing-NewburyPark '	718.37 0.67 8.98 45.53 54.51
0.55	0.5 0.28		
LUL	Holborn	'WRuislip-NewburyPark'	718.37 0.33 8.98 91.66 100.64 0.3
0.5	0.15		
LUL	Holborn	'NActon-NewburyPark '	718.37 0.33 8.98 91.66 100.64 0.3
0.5	0.15		
LUL	Holborn	'Hainault-Ealing '	718.37 5.33 8.98 6.38 15.36
1.95	0.5 0.98		
LUL	Holborn	'Hainault-WRuislip '	718.37 3.33 8.98 9.76 18.74 1.6

0.5	0.8						
LUL	Holborn	'RuislipGdns-NP-Hain	'	718.37	0.67	8.98	45.53 54.51
0.55	0.5	0.28					
LUL	Holborn	'Hainault-WhiteCity	'	718.37	1.67	8.98	18.71 27.69
1.08	0.5	0.54					
LUL	Holborn	'Hainault-NP-Northolt'		718.37	1	8.98	30.75 39.73
0.76	0.5	0.38					
LUL	Holborn	'GrangeHill-WD-Eal	'	718.37	1	8.98	30.75 39.73
0.76	0.5	0.38					
LUL	Holborn	'GrangeHill-Wdfd-Whit'		718.37	0.67	8.98	45.53 54.51
0.55	0.5	0.28					
LUL	Holborn	'GrangeHill-Wdfd-WRsp'		718.37	0.67	8.98	45.53 54.51
0.55	0.5	0.28					
LUL	Holborn	'Uxbridge-Cockfosters'		718.37	3.67	8.98	8.92 17.9
1.68	0.5	0.84					

Total Grid Cell AI: 59.14
PTAL: 6b



You can click anywhere on the map to change the selected location.

PTAL output for Base Year
6b