



Tavis House
Tavistock Square, Bloomsbury

Framework Travel Plan

For

Tempus Reality Holdings 1 (Jersey) Ltd

Document Control Sheet

Tavis House

Tavistock Square, Bloomsbury

Tempus Reality Holdings 1 (Jersey) Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
18/03/2024	d2.0	WMC	PdeJ
27/03/2024	d2.1	WMC	PdeJ



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1.0 Introduction

- 1.1 Motion has been appointed by Tempus Reality Holdings 1 (Jersey) Ltd. to provide transport planning advice to support the planning application for the proposed redevelopment of Tavis House, in the London Borough of Camden.
- 1.2 The existing building accommodates some 6,903 sqm (GIA) / 7,520 sqm (GEA) of Class E use and the development proposals will increase this to up to 7,897 sqm (GIA) / 8,790 sqm (GEA) and change the use to Class E. This Framework Travel Plan (FTP) sets out accessible transport and planning policy informing the objectives, measures and targets to be delivered through implementation of this Plan.
- 1.3 A mechanism will be in place to ensure that the Travel Plan continuously develops; therefore, the plan will be regularly monitored, reviewed and revised.
- 1.4 The contact details for the Consultant who has prepared the Framework Travel Plan and the Developer for the Tavis House project are provided as follows:

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- 1.5 This FTP comprises the following information:
- Section 2 reviews applicable national and local policy and guidance, and sets out the Travel Plan objectives, as informed by that policy and guidance;
 - Section 3 describes the site location and its accessibility;
 - Section 4 details the approved development;
 - Section 5 explains how the Plan will be managed;
 - Section 6 sets out the measures that will be implemented to support use of active and/or sustainable travel modes for trips to and from the development;
 - Section 7 explains how the setting of targets will be handled and delivered upon;
 - Section 8 describes the monitoring and review programme that will be implemented to track progress being made towards achievement of the plan targets, necessarily involving rolling reports and modification, as necessary, of the Plan implementation measures; and
 - Section 9 provides an Action Plan summarising the scheme design elements relating to travel, the Plan management and implementation measures, the party/ies responsible in each instance, and an indicative timeline.

2.0 Policy & Guidance

2.1 The key policy documents that set out the travel planning context for this development are:

- National Planning Policy Framework, Ministry of Housing, Communities and Local Government, December 2023;
- National Design Guide, Ministry of Housing, Communities & Local Government, October 2019;
- Planning Practice Guidance, Ministry of Housing, Communities and & Local Government, March 2014;
- Working Together to Promote Active Travel - A Briefing for Local Authorities, Public Health England, May 2016;
- Planning for Walking and Planning for Cycling, Chartered Institution of Highways and Transportation, April 2015 and October 2014 respectively;
- Gear Change: A bold vision for cycling and walking, Department for Transport, July 2020;
- Local Transport Note (LTN) 1/20 Cycle Infrastructure Design, Department for Transport, July 2020;
- Manual for Streets (MfS), Department for Transport, March 2007;
- National Travel Survey (NTS), Department for Transport, 2015;
- The London Plan March 2021;
- The Mayor's Transport Strategy, Greater London Authority, March 2018;
- Transport for London Travel Plan Guidance (2013);

National Policy

National Planning Policy Framework (NPPF)

- 2.2 The National Planning Policy Framework (NPPF) was first published in 2012, and most recently updated in December 2023. It sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.
- 2.3 The NPPF promotes incorporation of sustainable transport in development proposals (par. 104) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 105).
- 2.4 With regard to the delivery of sustainable transport the NPPF states at paragraph 113 that:
- 2.5 *"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"*

National Design Guidance (NDG)

- 2.6 The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance related to design process and tools.
- 2.7 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and

easy to move around within and between by all applicable transport modes, with priority being placed on active and/or sustainable modes.

Planning Practice Guidance (PPG)

- 2.8 Planning practice guidance (PPG) supports delivery of the principles set out in the National Planning Policy Framework (NPPF).
- 2.9 The guidance describes Travel Plans as "... long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets." (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.10 Furthermore, the guidance indicates that "... Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation." (PPG paragraph: 003; reference ID: 42-003-20140306)
- 2.11 It is stated that the primary purpose of a Travel Plan is:
- 2.12 *"... to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. ..., they should not be used as a way of unfairly penalising drivers."* (PPG paragraph 005; reference ID: 42-005-20140306)

Working Together to Promote Active Travel - A Briefing for Local Authorities

- 2.13 Public Health England has issued a briefing for Local Authorities containing their latest research findings relating to active travel:
- *"Physical inactivity directly contributes to 1 in 6 deaths in the UK and costs £7.4 billion a year to businesses and wider society"*
 - *The growth in road transport has been a major factor in reducing levels of physical activity*
 - *Building walking and cycling into daily routines are the most effective ways to increase physical activity*
 - *Short car trips (under 5 miles) are a prime area for switching to active travel and to public transport*
- 2.14 *Health-promoting transport systems are pro-business and support economic prosperity. They enable optimal travel to work with less congestion, collisions and pollution, and they support a healthier workforce."*

Planning for Walking and Cycling

- 2.15 Walking and cycling are active and sustainable forms of transport in their own right and as linking modes for accessing public transport, for example, when making longer journeys.
- 2.16 The Chartered Institution of Highways and Transportation (CIHT) documents 'Planning for Walking' and 'Planning for Cycling' provide an insight into these modes of transport:
- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015, pg.6).*
 - *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014, pg.4).*

- 2.17 The CIHT also published ‘Guidelines for Providing for Journeys on Foot’ (2000) to support implementation of the central Government publication ‘Encouraging walking: advice to local authorities’. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances (‘acceptable’ walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 2-1.

Description of Walking Distance	Distance to Destination (metres)		
	Town Centres	Commuting/Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 2-1: Suggested Walking Distances (CIHT, 2000, Guidelines for Providing Journeys on Foot)

- 2.18 The Department for Transport (DfT) updated their advice to Local Authorities in Local Transport Note (LTN) 1/20 ‘Cycle Infrastructure Design’, which was published in July 2020 alongside the DfT’s ‘Gear Change: A bold vision for cycling and walking’. LTN 1/20 promotes the inclusion of good quality cycling infrastructure in Local Authority planning, design and highway adoption policies and processes, with new developments, new highways and new highway improvement schemes contributing accordingly.

Manual for Streets and National Travel Survey

- 2.19 Manual for Streets (MfS) identifies ‘walkable neighbourhoods’ as “having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot”. Within MfS it is also noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres.
- 2.20 The 2015 National Travel Survey (NTS) noted that “76% of all trips under one mile are walks”, making it the most frequent mode of travel for very short distances. (1 mile = 1.6 kilometres)

Regional Policy

The London Plan (2021)

- 2.21 The Mayor of London published the new London Plan in March 2021 which identified the spatial development strategy for London and sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years.
- 2.22 Travel Plans are cited in Policy T4, “Assessing and mitigating transport impacts”, in terms of them being required as set out in Transport for London guidance, and the role they can play in bringing about positive outcomes from development proposals.

Mayor’s Transport Strategy

- 2.23 The London Mayor’s Transport Strategy includes travel planning as one avenue through which walking and cycling can and should be promoted. It is recognised in the Strategy that the effectiveness, reliability and sustainability of non-car modes should be improved.
- 2.24 As one part of the planning process, Travel Plans can help shape the type of growth that is provided, that growth needing to provide additional sustainable travel options.
- 2.25 It is proposed in the Strategy that TfL’s Travel Plan guidance be updated “... to ensure active, efficient and sustainable travel, apply the Healthy Streets Approach and help deliver carbon-free transport.”

Transport for London Guidance

- 2.26 Transport for London (TfL) reiterates the description of Travel Plans set out in the London Mayor's Transport Strategy: "... long-term management strategies which should support sustainable and active travel at both new and existing developments."
- 2.27 The guidance covers: the benefits of a travel plan, recommended contents, TfL's monitoring process, and how TfL secures and enforces the achievement of Travel Plan targets.
- 2.28 The thresholds for requiring a Travel Plan according to the nature and scale of the proposed/approved development are provided in the 'Transport Assessment' section of the TfL website.

Objectives

- 2.29 The Travel Plan objectives listed below have been derived from policies and guidance set out above:
- Promote healthy travel
i.e. walking, running and cycling, in order to increase the use of these active and sustainable modes.
 - Promote more efficient forms of car travel
i.e. sharing resources through, for instance, lift-sharing and use of car club vehicles.
 - Raise site occupants' awareness of opportunities to adopt active and/or sustainable travel
i.e. through provision of information.
 - Reduce the need to travel
i.e. linking trips, when possible.
 - Support social cohesion and people's sense of community through promoting personal interaction for the purpose of functional and/or leisure travel, i.e. 'buddy groups' for walkers, runners and cyclists.

3.0 Site Location and Accessibility

3.1 The site is located on the north-eastern side of Tavistock Square Gardens in the London Borough of Camden. It is approximately 550m south of London Euston Station, north-east of Piccadilly Circus Station and within a mixture of residential and commercial land use area. The access points achieved from the site by both pedestrian and car modes are illustrated on Figure 3-1.

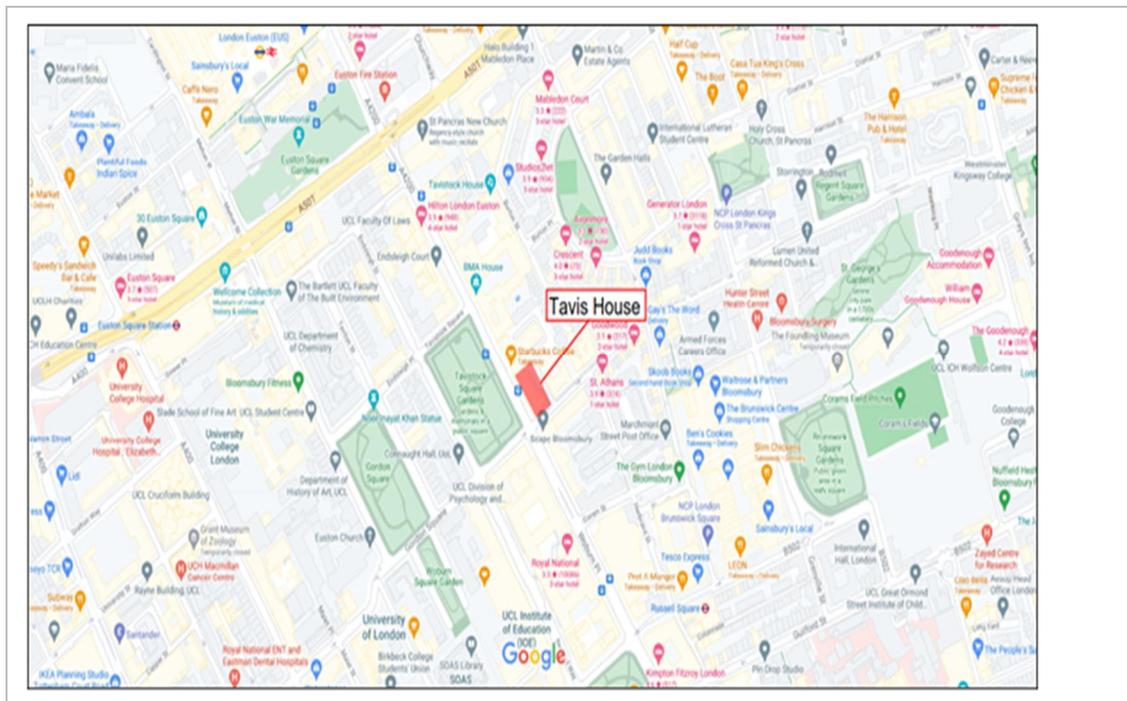


Figure 3-1: Site Location

3.2 Tavistock Place forms the southern boundary of the site while Tavistock Square forms the eastern boundary of the site. The remainder of the area light industrial space and residential in vicinity of the site.

Local Highway Network

A4200 Tavistock Square

3.3 Tavistock Square runs north-west/south-east past Tavis House and accommodates two-way traffic flows. There is a southbound bus lane and a bus stop (with bus shelter) in the vicinity of Tavis House and the neighbouring property, Lynton House. There are generous footways provided on both sides of A4200 Tavistock Square linking to the pedestrian crossings at the signalised Tavistock Square/Woburn Place/Tavistock Place junction. The A4200 is classified as a clearway Monday-Friday 7am – 7pm and Saturday 8:30am-1:30pm and in addition, loading restrictions are in place alongside A4200 Tavistock Square in the vicinity of Tavis House during the same time periods.

Tavistock Place

3.4 The road to the south-east of Tavis House is Tavistock Place. The road is one-way north-eastbound with cycle lanes provided in both directions. A splitter island is provided for north-eastbound cyclists. Loading restriction markings on the kerb indicate no loading at any time.

- 3.5 The Tavis House site is bounded by Lynton House to the north-west and north-east which includes and access route to serve that property which links onto Tavistock Place. The immediate local transport network is presented on Figure 3-2.

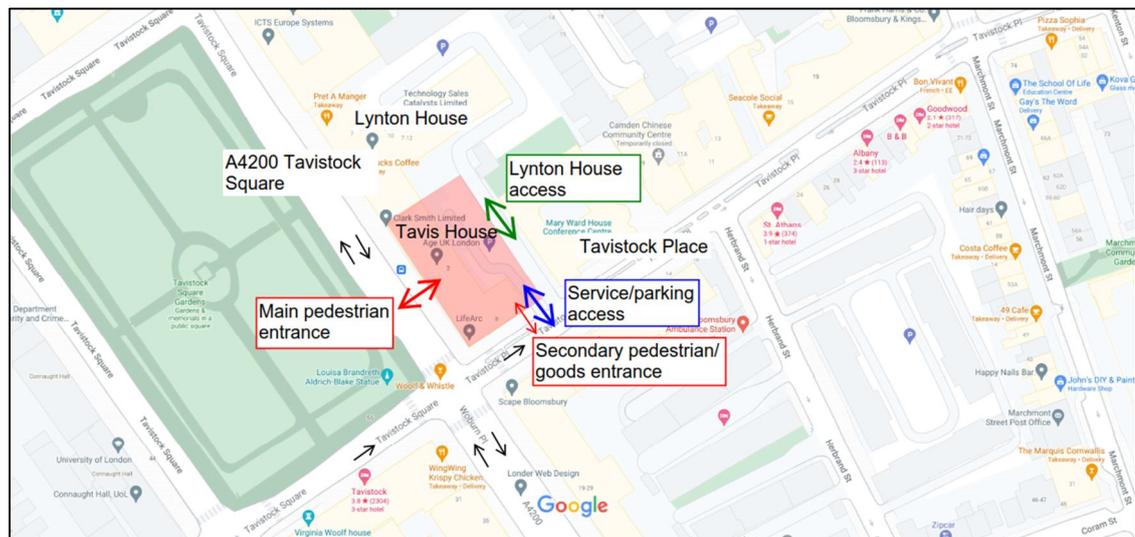


Figure 3-2: Local Transport Network

Sustainable Transport Accessibility

Accessibility by Walking

- 3.6 The site is easily accessible on foot via the adjacent footways on both sides of all local roads. Lit footways provide access from the site to local bus stops and railway/underground stations. A signalised pedestrian crossing is located outside the site on both Tavistock Square and Tavistock Place. Both are provided with dropped kerbs, and tactile paving.
- 3.7 The Chartered Institution of Highways and Transportation (CIHT) provides guidance on distances considered suitable for a journey on foot indicating that a journey of up to 2 kilometres is considered acceptable by most people. Based on an average walking speed of 80 metres per minute, this equates to a 25-minute journey.
- 3.8 Pedestrian Isochrone mapping has been produced showing the areas that can be reached on foot within 2 kilometres (25 minutes) of the Site, and are provided in Figure 3-3. It can be seen from the isochrone mapping for journeys on foot that there is a full range of facilities, amenities and services located within walking distance of the Application Site (based on a walk distance of 2 kilometres) including bus stops and London Euston railway station.

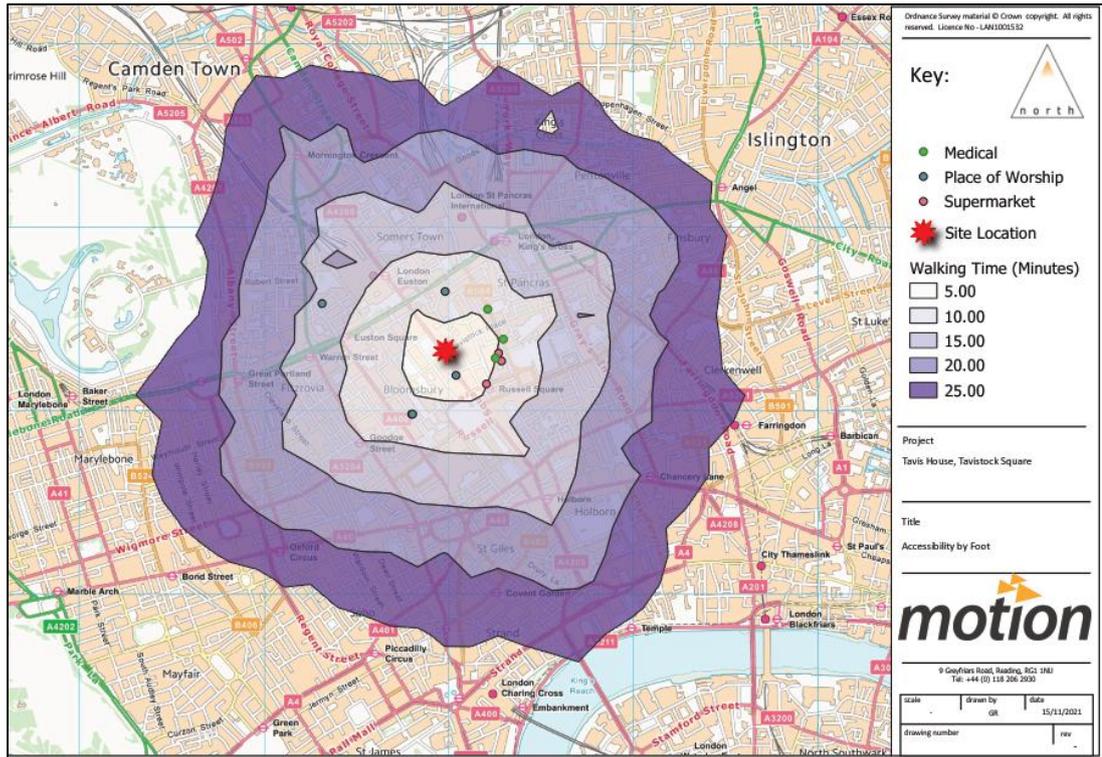


Figure 3-3: Walking Isochrone Map

3.9 Accessibility in terms of walking to and from the site is shown in Figure 3-3. This demonstrates various amenities are available within walking distance of the site. The key amenities are summarised below in Table 3-1:

Amenity	Name/Facility	Distance From Site
Church	Euston Church	255 metres
Foodstore/Superstore	Tesco Express- Bernard Street	350 metres
Pharmacy	John Walker Pharmacy	360 metres
Doctors Surgery	Bloomsbury Surgery	370 metres
Church	Catholic Chaplaincy	400 metres
Pharmacy	Boots- Brunswick Centre	410 metres
Foodstore/Superstore	Waitrose- Brunswick Centre	420 metres
Foodstore/Superstore	Sainsburys Local- Bernard Street	440 metres
Church	Christian Fellowship Church	520 metres
Mosque	Kings Cross Mosque	700 metres

Table 3-1: Local Amenities Close to Tavistock House

3.10 The Chartered Institution of highways and Transportation (CIHT) provides guidance on distances considered suitable for a journey on foot indicating that a journey of up to 2km is considered acceptable by most people. Based on an average walking speed of 80 metres per minute, this equates to a 25-minute journey.

Accessibility by Cycle

- 3.11 There is existing cycle infrastructure located along Tavistock Place within vicinity of the site. Cycle Route C27 runs along Tavistock Place and links to London Cycle way C6 approximately 420 metres east of the site. Cycle route C27 runs from Saint Pancras to Notting Hill via Bloomsbury and Paddington. Cycle route C6 operates from Kentish Town to Elephant & Castle. The local TfL cycle routes are presented on Figure 3-4.

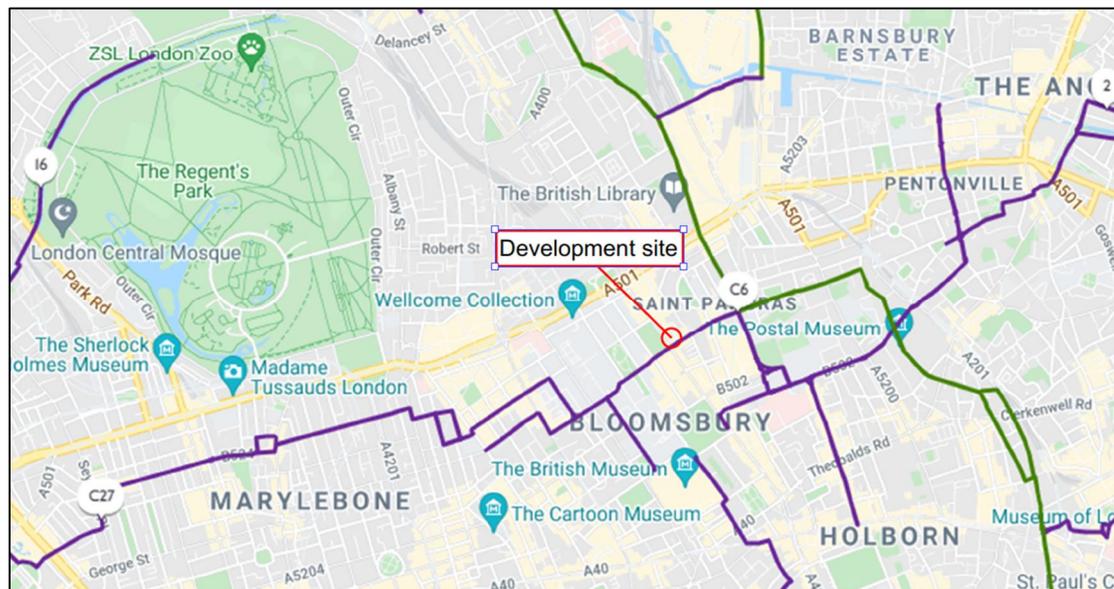


Figure 3-4: Local Cycle Routes

- 3.12 There are three rail/underground stations within cycling distance of the development site. These are Kings Cross Station which is approximately 700 metres, London Euston is approximately 1 kilometre from the site and Russel Square which is approximately 430 metres.
- 3.13 It is generally considered that a distance of up to 5 kilometres is acceptable to most cyclists. As stated above, many amenities, services, leisure uses and transport interchanges are located within 2 kilometres of the Application Site and thus access to amenities and services expands considerably over a 5-kilometre distance.
- 3.14 It is generally considered that a distance of up to 5 kilometres is acceptable to most cyclists. As stated above, many amenities, services, leisure uses, and transport interchanges are located within 2 kilometres of the Application Site and thus access to amenities and services expands considerably over a 5-kilometre distance.
- 3.15 Isochrone mapping has been produced showing the areas that can be reached by bicycle within 5 kilometres of the Site, as set out on Figure 3-5.

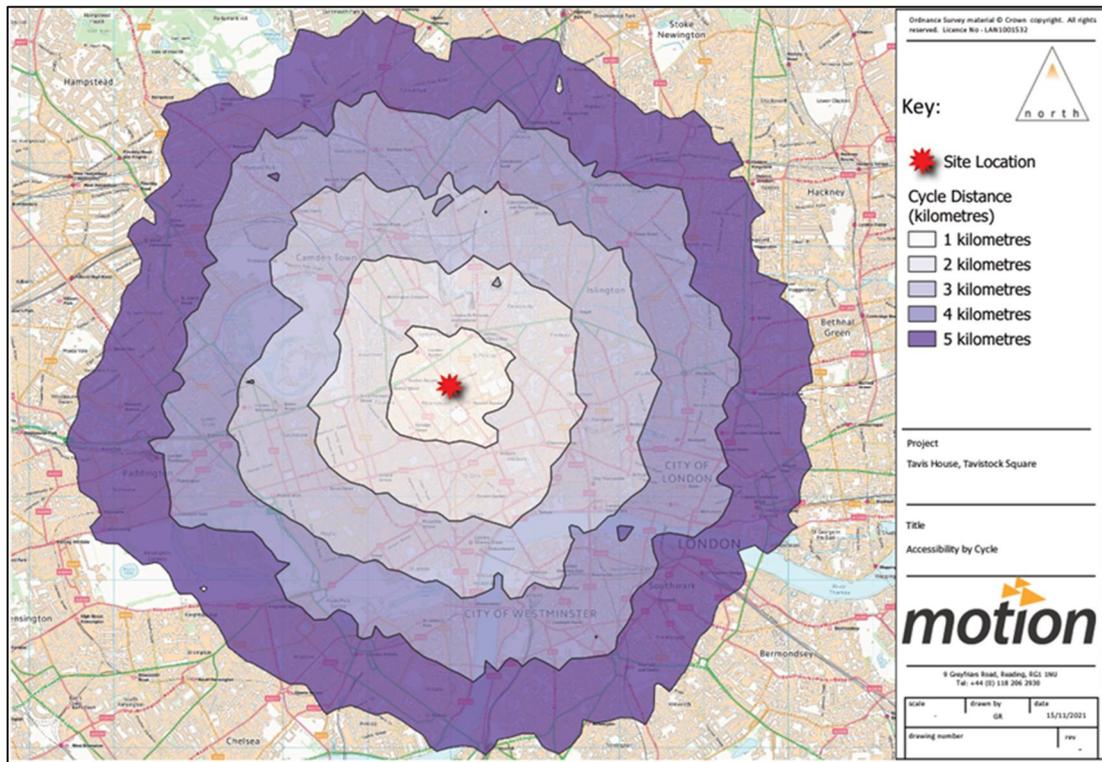


Figure 3-5: Cycling Isochrone Map

London Cycle Hire Facilities

3.16 London / Santander Cycle Hire stations are located near to the development site as follows:

- Coram Street, Bloomsbury (29 spaces) - 170m from the site;
- Bedford Way, Bloomsbury (22 spaces) – 185m from the site;
- Endsleigh Gardens, Euston (30 spaces) – 280m from the site;
- Taviton Street (30 spaces) – 310m from the site; and
- Tavistock Place, Bloomsbury (19 spaces) – 325m from the site.

3.17 The locations of the nearby Santander cycle hire docking stations in relation to the proposed development site are presented in Figure 3-6.

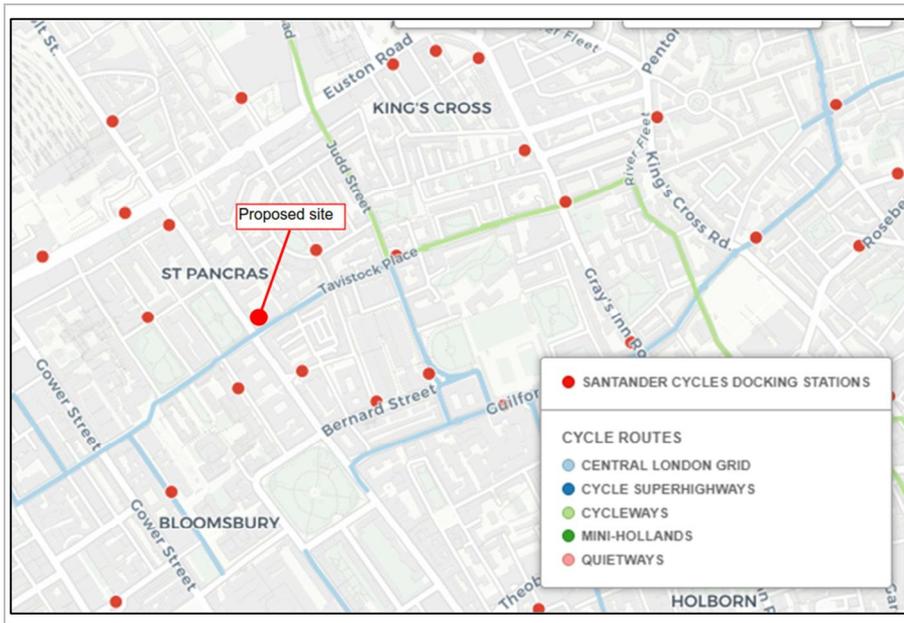


Figure 3-6: Santander Cycle Docking Stations

Public Transport Accessibility Level (PTAL)

3.18 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1a to 6b, where 1a indicates poor accessibility to public transport and 6b indicates excellent accessibility to public transport. The TfL PTAL calculator indicates that the site achieves a PTAL of 6b, demonstrating an excellent level of accessibility to public transport. The PTAL of the site is illustrated on Figure 3-7.

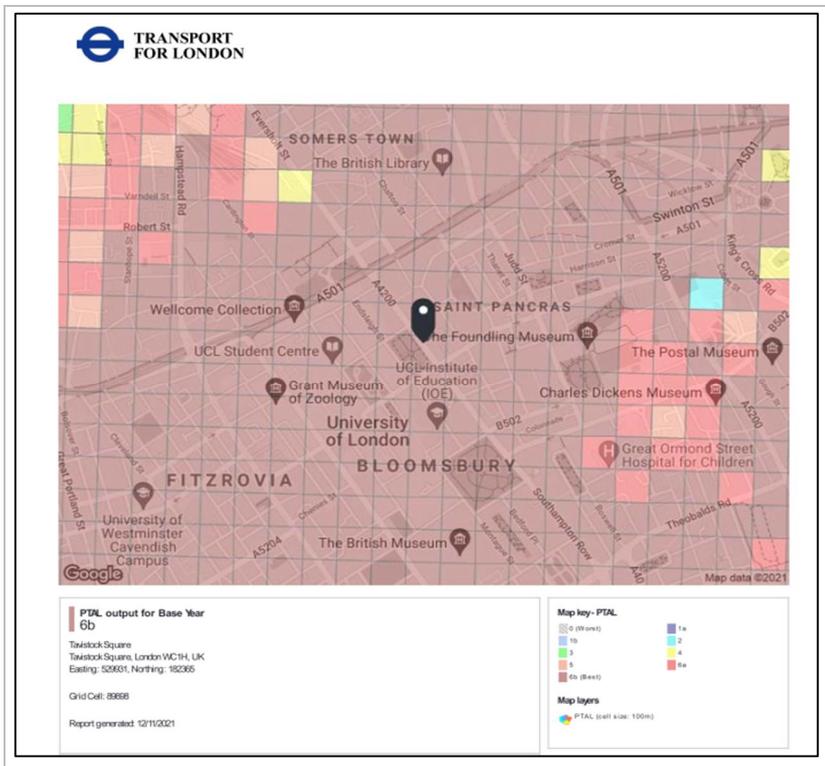


Figure 3-7: PTAL Map

Accessibility by Bus

3.19 The Tavistock Square Bus Stop (Stop N) is adjacent to the west of Tavis House on Tavistock Square. Tavistock Square Bus Stop N is indicated by a pole, sign, bus shelter and its respective timetable. A summary of the services at Tavistock Square Bus Stop N are illustrated below in Table 3-3.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
1	Royal Free Hospital – Chalk Farm Station – St Pancras International Station – Tavistock Square - Waterloo Station – Elephant and Castle Station – Surrey Quays Station – Canada Water Bus Station	Every 8-10 Minutes	Every 9-13 Minutes	Every 10-14 Minutes
68	St Julian's Farm Road – Herne Hill Station – Elephant and Castle Station – Waterloo Station – Tavistock Square – Euston Bus Station	Every 6-10 Minutes	Every 9-12 Minutes	Every 10-14 Minutes
91	Tottenham Lane YMCA – Caledonian Road Station – King's Cross Station – Upper Woburn Place – Tavistock Square – Trafalgar Square – Whitehall	Every 9-11 Minutes	Every 7-11 Minutes	Every 9-12 Minutes
N91	Cockfosters Station – Southgate Station – New Southgate Station – Bounds Green Station – Wood Green Station – Hornsey Station – Caledonian Road Station – King's Cross Station – Upper Woburn Place – Tavistock Square – Trafalgar Square	11 Services between 00:31-05:30	12 Services between 00:36-05:55	12 Services between 00:31-05:30

Table 3-2: Summary of Bus Services at Tavistock Square Bus Stop (Stop N)

Accessibility by Rail and Underground

3.20 London Euston Railway Station is located approximately 550m north of the site and is readily accessible by walk and cycle. Numerous operators provide services from London Euston and contains 415 sheltered cycle parking stands with CCTV surveillance. London Euston Railway Station also benefits from operating underground services on the Northern and Victoria Lines. A summary of the rail services operated at London Euston Railway Station are illustrated below in Table 3-4.

Destination	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Overground Services				
Liverpool Lime Street	London Euston – Milton Keynes Central – Crewe – Runcorn – Liverpool Lime Street	1 Service every hour	1 Service every hour	1 Service every hour
Watford Junction	London Euston – Harrow & Wealdstone – Bushey – Watford Junction	10 Services every hour	6 Services every hour	6 Services every hour
Crewe	London Euston – Milton Keynes Central – Crewe	5 Services every hour	5 Services every hour	2 Services every hour
Manchester Piccadilly	London Euston – Milton Keynes Central – Nuneaton – Stoke-on-Trent – Macclesfield – Stockport – Manchester Piccadilly	1 Service every 20 minutes	1 Service every 20 minutes	1 Service every hour
Tring	London Euston – Harrow & Wealdstone – Bushey – Watford Junction – Kings Langley – Apsley – Hemel Hempstead – Berkhamstead - Tring	1 Service every 15 minutes	1 Service every 20 minutes	1 Service every half hour
Birmingham New Street	London Euston – Watford Junction – Milton Keynes Central – Rugby – Coventry – Birmingham International – Birmingham New Street	4 Services every hour	4 Services every hour	3 Services every hour
Milton Keynes Central	London Euston – Watford Junction – Milton Keynes Central	8 Services every hour	9 Services every hour	6 Services every hour
Blackpool North	London Euston – Stafford – Crewe – Warrington Bank Quay – Wigan North Western – Preston – Blackpool North	1 Service every 4 hours	1 Direct Service daily	1 Direct Service daily
Glasgow Central	London Euston – Milton Keynes Central – Crewe – Warrington Bank Quay – Wigan North Western – Preston – Lancaster – Oxenholme Lake District – Penrith – Carlisle – Glasgow Central	1 Service every hour	1 Service every hour	1 Service every hour
Underground Services				
Northern Line	Battersea Power Station – Waterloo – Charing Cross – Euston – Hampstead – Hendon – Edgware	1 Service every 5 minutes	1 Service every 5 minutes	1 Service every 5 minutes
Victoria Line	Brixton – Victoria Underground Station – Oxford Circus – Euston – Kings Cross – Tottenham Hale – Walthamstow Central	1 Service every 5 minutes	1 Service every 5 minutes	1 Service every 5 minutes

Table 3-3: Summary of Rail Services at London Euston Railway Station

3.21 In addition to this, Kings Cross Station and St Pancras Station are located approximately 1km northwest of the site. Numerous operators provide services from Kings Cross Station and St Pancras Station. There are 350 two-tier cycle racks at Kings Cross Station and 276 cycle parking spaces at St Pancras Station. Underground services from the station include the following:

- Circle Line;
- Hammersmith & City Line;
- Metropolitan Line;
- Northern Line;
- Piccadilly Line; and
- Victoria Line.

3.22 Railway services operating from Kings Cross include:

- Two trains per hour to Cambridge;
- One train per hour to Leeds;
- One train per half hour to Kings Lynn;
- One train per half hour to Royston;
- One train per half hour to Edinburgh;
- One train per half hour to Peterborough; and
- One train per hour and a half to Hull.

3.23 Railway services operating from London St Pancras include:

- Eight-Ten trains per hour to Three Bridges;
- Eight-Ten trains per hour to St Albans City;
- Seven trains per hour to Bedford;
- Four trains per hour to Sutton;
- Four trains per hour to Brighton;
- Four trains per hour to Margate;
- Four trains per hour to Luton
- Two trains per hour to Sheffield;
- Two trains per hour to Corby;
- Two trains per hour to Rainham;
- Two trains per hour to Nottingham;
- Two trains per hour to Horsham; and
- Eurostar Services to Paris, Lille, Brussels and Amsterdam

Car Clubs

3.24 The Bloomsbury area is served by several car club vehicles which can help to reduce car ownership and consequently relieve parking pressures and reduce the reliance on the private motor-vehicle by local businesses. A car club is also beneficial for employee given parking, repairs, servicing, and the renewing of insurance are not the responsibility of the user. The local car club vehicles available are presented on Figure 3-8.

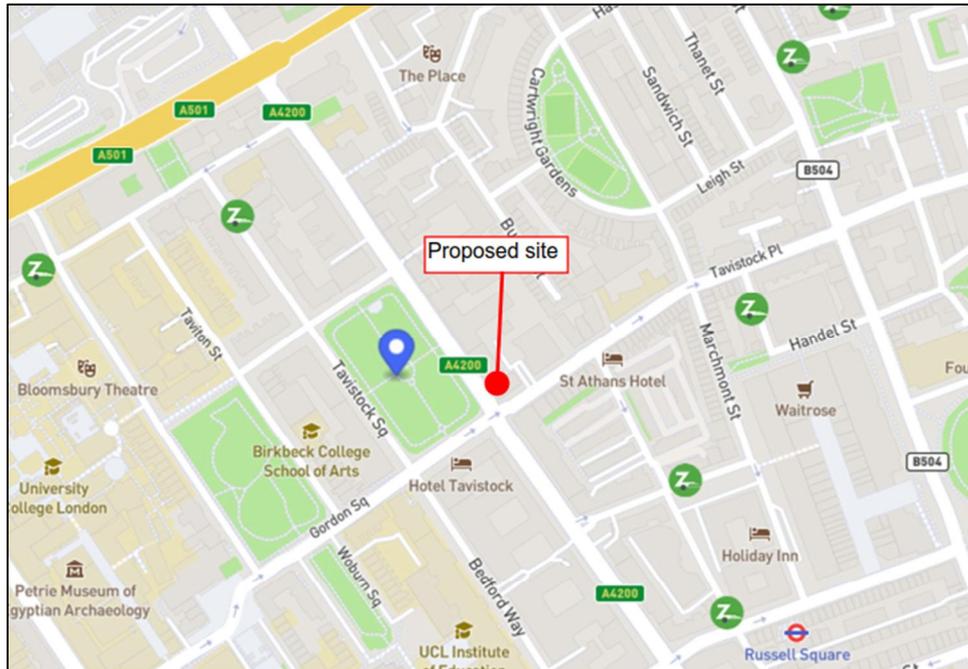


Figure 3-8: Car club locations

3.25 The vehicles include:

- Zipcar (1 car) – Euston – Endsleigh Street (190m/2.5 minute walk);
- Zipcar (1 van) – Russell Square (260m/3 minute walk); and
- Enterprise (1 van) – Marchmont Street – (300m/4 minute walk).

4.0 Development Proposals

- 4.1 The existing building accommodates some 6,903sqm of Class E use (GIA) and the development proposals will increase this to up to 7,897sqm of Class E laboratory use. The development proposals seek to introduce alterations to the building to accommodate a lab-enabled floorspace which will include the introduction of research and development laboratory space throughout the building.
- 4.2 The general arrangements for the proposed ground floor and basement floor are presented on the Gort Scott Ltd drawings as follows:
- Proposed Ground Floor – Gort Scott Ltd Drawing 222-GSA-XX-00-DR-A-2100-P07; and
 - Proposed Basement Floor - Gort Scott Ltd Drawing 222-GAS-XX-B1-DR-A-2111-P04.
- 4.3 An extract of the above figure detailing the indicative locations of pedestrian/cycle/vehicular access and parking are provided in Figure 4-1.

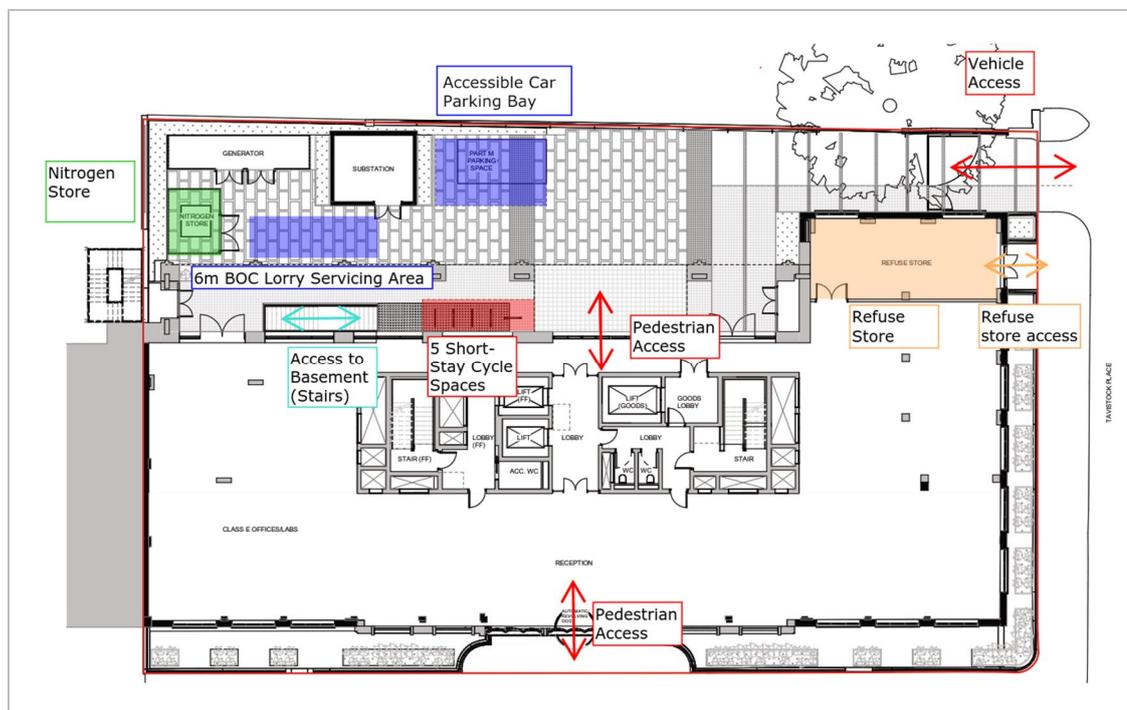


Figure 4-1: Proposed Ground Floor Layout

Access Strategy

Pedestrian Access

- 4.4 The main pedestrian access into the building will be retained from Tavistock Square on the western side of the site. Enhanced pedestrian doorways will be provided to serve new office floorspace from Tavistock Place to the south and from the improved open development spaces to the rear of the building.

Cycle Access

- 4.5 The existing access road from Tavistock Place will be retained and will be available as a shared access for cycles, pedestrians and cars. A dedicated cycle friendly stair access will be provided to the basement for long-stay cycle parking. There is not enough space to accommodate a segregated cycle and pedestrian route and the rear courtyard will be treated as a shared surface.

Vehicular Access

- 4.6 The existing vehicular access arrangement will be retained via a one-lane, two-way access road provided to the rear of Tavis House from Tavistock Place. The access gate will be kept open during working hours to allow the free-flow of vehicle movements in and out of the site. Vehicles passing through the access will be travelling at low speeds. The shared surface of the rear courtyard will assist in keeping traffic speeds low and make drivers aware of other more vulnerable road users.

Parking

Car Provision

- 4.7 Tavis House is located in a PTAL 6b zone and in accordance with the London Borough of Camden Local Plan and the London Plan (2021), the development is to be car-free with the exception of accessible parking. One accessible parking space will be provided to the rear of the building and a driver will be able to enter and exit the site in a forward gear.

Electric Vehicle Charging Provision

- 4.8 The London Plan (2021) outlines the Mayor's commitment to introduce electric car charging facilities across London as part of new developments where car parking is provided. The standards seek to have 20% active car charging on completion of the development with a further 80% of spaces 'passive' so that car charging infrastructure can be provided later when it is required. There will be one electric vehicle charging point as part of the development.

Cycle Provision

- 4.9 The development has been designed for a laboratory use (research and development use) but the application will cover all Class E uses. The cycle parking requirements as set out by the London Borough of Camden Local Plan and the London Plan 2021 are presented in Tables 4-1 and 4-2.

Land Use	LB Camden SPG (minimum)		Dev Quantum (GEA)	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
Class E Use (B1 Office)	1 space / 250 sqm	From a threshold of 500 sqm, minimum of 2 spaces	8,790 sqm	35 spaces	2 spaces
TOTAL				35 spaces	2 spaces

Table 4-1 - London Borough of Camden - Cycle Parking Standards

Land Use	London Plan Standard (minimum)		Dev Quantum (GEA)	Long Stay (min)	Short Stay (min)
	Long Stay	Short Stay			
Class E Use (B1 Office)	1 space / 75 sqm	1 space / 500 sqm up to 5,000sqm, 1/5,000 sqm over 5,000 sqm	8,790 sqm	115 Spaces	11 Spaces
Class E (Light Industry Research and development) Proposed Development	1 space / 250 sqm	1 space / 1000 sqm	8,790 sqm	35 spaces	9 spaces

Table 4-2 - London Plan 2021 - Cycle Parking Standards

- 4.10 The development will accommodate 36 no. long-stay cycle parking spaces in a dedicated storage area within the basement floor and 9 no. covered and secure cycle parking spaces (including space for one larger cycle) will be provided on the ground floor adjacent to the office building entrance at the rear of the building.
- 4.11 The cycle parking will be provided in a range of cycle parking arrangements, including bike racks, horizontal bike stands, folding bike lockers and electric bike charging points. At least 50% of cycles will be accessible from the ground without the need to lift a cycle up to store it.
- 4.12 The provision has been designed to deliver appropriate cycle parking for the proposed use in line with London Plan. In the event where the building is re-purposed as a typical office use, basement space allocated for laboratory plant will be made available for additional cycle parking if required. The space in the basement which may be used for additional cycle parking is presented on Figure 4-2.

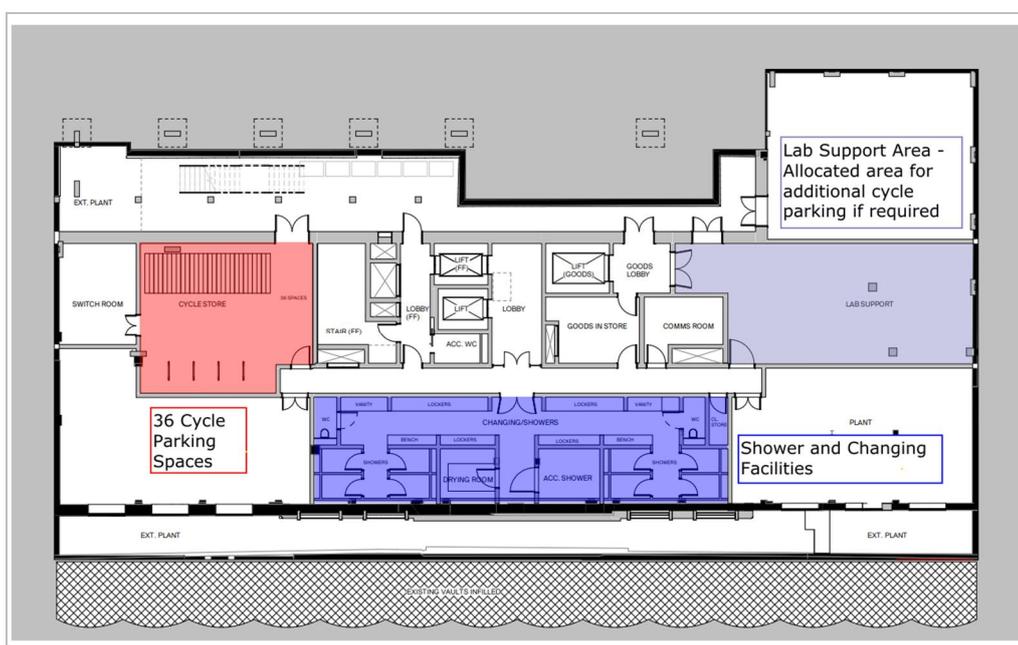


Figure 4-2: Supplementary long-stay cycle parking (General Class E use) - Basement

Accessible Cycle Parking

- 4.13 The proposed development will seek to provide dedicated cycle parking spaces for accessible and oversized cycles which may be used by the alternative cycles for all types of cyclists. The facility will be secure and easily accessible via the basement ramp and will accommodate 3 accessible cycle parking spaces.
- 4.14 The initial mode share for employees travelling to and from the development site have been determined using Census data to determine the starting point for the Framework Travel Plan. Typical travel modes of the local population working in Camden - 'Method of Travel to Work' (2011 output). Census data has been adjusted to reflect the 'car-free' nature of the proposed development by reducing the car driver/passenger to 0% and spreading the remaining 6% across the other modes in the associated proportion of the census demand. The initial mode share is summarised in Table 4-3.

Mode (Main Mode of travel)	Mode Share (2011 Census data)	Modified Mode Share
Underground, metro, light rail, tram	24%	26%
Train	7%	8%
Bus, minibus or coach	15%	16%
Taxi	1%	1%
Motorcycle, scooter or moped	1%	10%
Driving a car or van	6%	0%
Passenger in a car or van	1%	0%
Bicycle	7%	8%
On foot	38%	40%
Total	100%	100%

Table 4-3: Summary of Census data journey to work mode split and adjusted values for development area

5.0 Management

- 5.1 The appointed management team will embed Travel Plan Responsibilities in tenant leases to enact this Framework Travel Plan.
- 5.2 The appointed Site-Wide Travel Plan Co-Ordinator (SWTPC) will undertake the following responsibilities during the lifetime of the Travel Plan:
- Be the point of contact for tenant companies and their staff, the London Borough of Camden, and site visitors regarding site-related travel and on-site operations/facilities;
 - Liaise with the appointed Occupier Travel Plan Co-Ordinator (OTPC) from each tenant company regarding ongoing implementation of this site wide Framework Travel Plan;
 - Provide and disseminate travel information;
 - Report travel survey data and targets to London Borough of Camden.
- 5.3 The SWTPC will provide and disseminate information by:
- Arranging production of the site-wide Travel Information Pack (TIP) in electronic and hard copy format;
 - Regularly reviewing and updating the TIP to maintaining the content and accurate and up-to date; and,
 - Supplying electronic and hard copy format TIPs to tenant companies as they occupy the site, and in line with each updated version of the TIP, throughout the lifetime of the Travel Plan. (i.e. until site-wide targets have been reached and the Plan progress signed off by London Borough of Haringey).
- 5.4 Tenant companies will appoint an appropriate representative as their Travel Plan Co-ordinator (Occupier Travel Plan Co-ordinator, OTPC), that person undertaking the following responsibilities during the lifetime of the Travel Plan:
- Promote the Travel Plan agenda to their staff as informed by this Framework Travel Plan;
 - Provide Travel Information Packs;
 - Promote adoption of lift-sharing as a routine mode for commuting and business travel in line with the requirements of staff roles and working hours;
 - Carry out and report travel surveys of their staff (as set out in the 'Monitor, Review & Report section' of this Travel Plan);
 - Derive targets in support of delivering appropriate modal splits (i.e. proportions of staff using each site-related transport mode);
 - Report Travel Plan travel survey data to the SWTPC (as set out in the 'Monitoring & Review' section of this report); and,
 - Liaise with the Site-Wide Travel Plan Co-ordinator (SWTPC) on an ongoing basis.
- 5.5 Contact details for the SWTPC will be provided to the London Borough of Camden at the time of appointment, and thereafter shall be maintained as accurate and up to date during the lifetime of the Travel Plan should the responsibility be transferred.
- 5.6 Tenant companies will ensure the SWTPC is apprised of the current contact details for their company-specific OTPC.

6.0 Measures

- 6.1 The measures detailed here are appropriate for the target audience comprising of on-site staff in terms of Travel Plan delivery, as well as addressing all site users in the form of site design and infrastructure provision.
- 6.2 These measures are listed in the 'Action Plan' at the end of this report alongside the party/ies responsible for carrying out and funding each, and a likely timescale for implementation.
- 6.3 In summary, these measures through which this Travel Plan will be implemented consists of physical infrastructure, site facilities, information provision and operational management.

Physical Infrastructure and Site Facilities

Support for active travel modes – walking, running and cycling

- 6.4 Footway and cycleway improvements will be delivered as detailed in the 'Proposed Mitigation Measures' section in this Travel Plan, providing improved access to and from the site via active modes.
- 6.5 Showers, lockers and changing facilities will be provided on site.
- 6.6 Safe pedestrian access will be provided throughout the site, marked clearly for that purpose and segregated from vehicular traffic on-site.

Parking Restraint

- 6.7 The development proposals will be car-free and have reduced effectively reduced the car parking provision from seven spaces (five standard and two accessible) to one accessible parking space. This approach seeks to create parking restraint and therefore encouraging staff and visitors to use more sustainable modes of transport.

Information Provision

- 6.8 The occupiers of the site will fund the production and supply of that Travel Information Pack (TIP) in hard copy and electronic formats. The TIP will be provided to tenant companies. Lease agreement will require occupying tenants to provide TIPs to their staff team as part of the induction process throughout the life of the Travel Plan.
- 6.9 The TIP will cover, for instance:
- On-site facilities: parking (accessible car parking, LGV, HGV, bicycle – all forms) and charging provision; showers, changing rooms and lockers;
 - Contact details for the Site-Wide Travel Plan Coordinator (SWTPC);
 - Local cycling and walking routes;
 - Public transport serving the site;
 - The health benefits of active travel;
 - Details of organisations working in the active and/or sustainable travel arena (e.g. Sustrans; Living Streets; CoMo; Healthy Air; etc);
 - Journey planning tools;
 - Reference to local walking and cycling groups;
 - Cycling skills training and bicycle maintenance courses, such as those provided by local cycle retailers and/or the council; and,

- Opportunities to reduce the need to travel (e.g. linking trips, working from home, etc)

6.10 As each travel survey is undertaken the Travel Plan agenda will be reinforced through communication programmes operated alongside the surveys.

Operational Management

Travel Plan Coordinators

6.11 There will be a Site-Wide Travel Plan Coordinator (SWTPC) prior to the first occupation and each tenant company will appoint their own TPC within one month of occupation (Occupier Travel Plan Coordinator, OTPC).

6.12 The responsibilities of these roles are set out in the 'Management' section of this Plan and will be delivered from the point of occupation until the end of the TP monitoring period (as defined in the 'Monitoring and Review' section of this report), on the basis that the TP targets are met within that period.

Remedial Measures

6.13 Should it transpire that the TP targets are not met within the monitoring period, remedial measures to address the shortfall and an appropriate timeline will be presented to the London Borough of Haringey for negotiation and agreement.

7.0 Targets

- 7.1 Tenant Companies will present specific, measurable, achievable, realistic and timebound modal split targets specifically for their workforce to achieve, and report these to the Site Wide Travel Plan Coordinator (SWTPC).
- 7.2 The SWTPC will work with tenant companies to increase the use of active and/or sustainable modes from the baseline identified in the initial survey of each tenant companies' workforce.
- 7.3 Across the site, Travel Plan targets will contribute to the applicable London-wide target for trips made using public transport and/or active modes. At present, the London Plan 2021 indicates the targeted car mode share to be achieved by 2041 in Outer London areas is 25%, as illustrated at Figure 7.1.

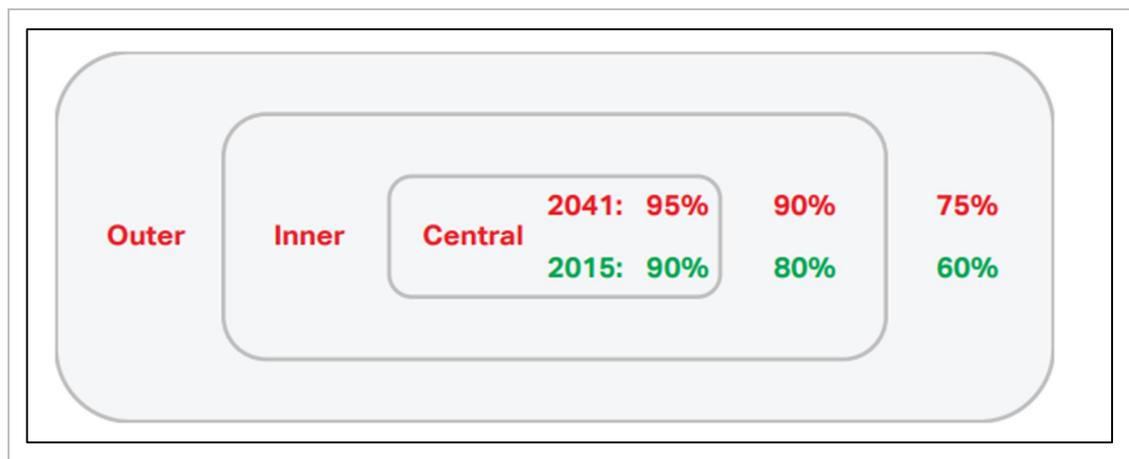


Figure 7-1: London Plan Modal Split Targets (Figure 10.1 reproduced from the London Plan 2021)

8.0 Monitor, Review and Report

- 8.1 To ensure this site wide Framework Travel Plan is implemented, evaluated, reviewed and updated, lease agreements will require the actions listed below to be delivered by each tenant company.

During Occupation

Liaise and comply with the Site-Wide Travel Plan Coordinator (SWTPC)

Deliver appropriate measures as stipulated by the SWTPC in support of effective delivery of this site-wide Framework Travel Plan.

Within 1 month of occupation

- 1) Appoint an Occupier Travel Plan Coordinator (OTPC) and advise the Site-wide Travel Plan Coordinator (SWTPC) of their contact details
- 2) Supply the Travel Information Packs (TIPs) (produced by the SWTPC) as part of the staff induction process.

Within 6 months of occupation

- 3) Survey the travel habits of staff and their propensity to change those habits.
- 4) Use the survey data to derive targets for maintaining and/or increasing, as necessary, the use of the active and/or sustainable travel to and from the site.

Within 7 months of occupation

- 5) Supply the travel survey data and targets to the SWTPC and London Borough of Haringey in report format

- 8.2 Stage 2) will be repeated throughout the TP monitoring period (as defined below) in line with changes in staffing
- 8.3 Stages 3) to 5) above will be repeated on the first, third and fifth anniversaries of each initial travel survey, and reported to the SWTPC within six weeks of the completion of each survey.
- 8.4 The SWTPC will collate and present travel survey data from OTPCs for submission to London Borough of Camden, for review and approval.
- 8.5 The Travel Plan monitoring period will conclude upon approval of the fifth anniversary report, assuming the TP targets have been met.

9.0 Action Plan

9.1 The Action Plan at Table 9.1 summarises the measures, actions and responsibilities detailed in this Travel Plan, alongside the party/ies responsible in each instance, and an approximate timeframe for delivery.

Measure/Action	Indicative Timeline	Party
Provide on-site parking	During construction	SWTPC
Provide showers, changing facilities & lockers		
Provide travel information online	Prior to occupation	
Include Travel Plan responsibilities in leases for tenants		
Appoint Site-Wide Travel Plan Co-ordinator (SWTPC)		
Advise London Borough of Camden of SWTPC contact details	During the Plan monitoring period	
Produce Travel Information Packs	Prior to occupation of each unit	SWTPC
Be the point of contact for site-related travel enquiries and on-site operations/facilities	Throughout lifetime of Travel Plan programme	SWTPC
Liaise with Occupier Travel Plan Co-ordinators (OTPCs) from each tenant company		
Report travel survey data and targets to London Borough of Camden		
Arranging production site-wide Travel Information Pack (TIP) in electronic and hard copy format		
Regularly review and update TIP		
Supply TIP to tenant companies		
Liaise and comply with SWTPC		Each tenant company
Deliver appropriate measures as stipulated by the SWTPC in support of effective delivery of this site-wide Framework Travel Plan		

Table 9-1 (1 of 2) - Action Plan

Measure/Action	Indicative Timeline	Party
Appoint Occupier Travel Plan Co-ordinator (OTPC)	Within one month of occupation	Each tenant company
Advise SWTPC of OTPC contact details	During the Plan monitoring period	
Provide Travel Information Pack to staff as part of induction process	Within one month of occupation; and repeat as necessary during the Plan monitoring period	
Undertake staff travel survey	Within six months of occupation	
Derive modal split targets		
Supply the travel survey data and modal split targets to SWTPC	Within 7 months of occupation	Each tenant company
Undertake staff travel survey	On first, third and fifth anniversaries of initial travel survey	
Review progress towards modal split targets		
Supply SWTPC travel survey data & progress being made towards modal split targets	Within 6 weeks of the completion of each survey	
Approve each report from SWTPC	Within 6 weeks of receipt of report	London Borough of Camden
Approve sign-off of Travel Plan programme once targets have been met	Within 6 weeks of receiving final report from SWTPC	

Table 9-1 (2 of 2) - Action Plan