Transport and Travel Plan Statement

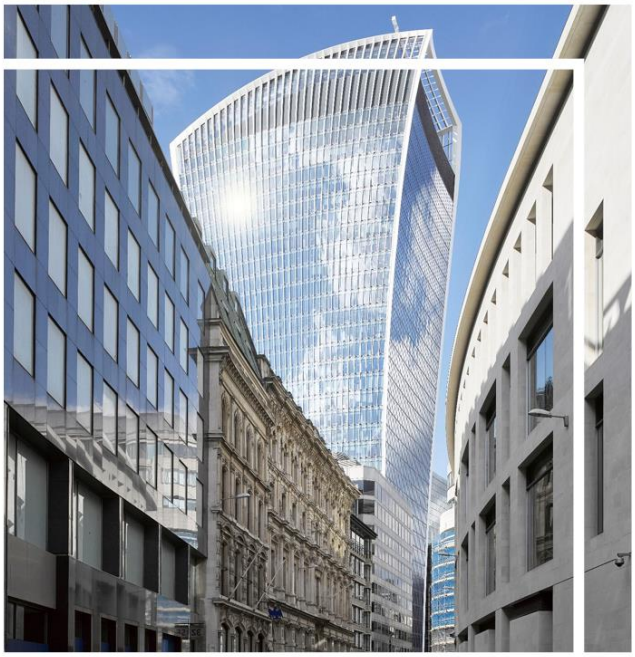
151 Shaftesbury Avenue

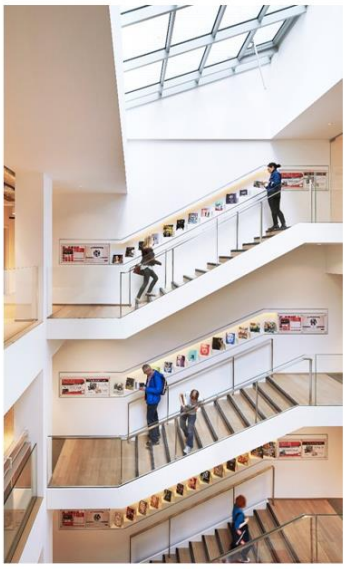
Royal London Mutual Insurance Society Limited

30 May 2024

32099-HML-XX-XX-RP-U-780001

Issue P01





Project Name:	151 Shaftesbury Avenue
Report Name:	Transport and Travel Plan Statement
Issue Status:	Final
Reference:	32099-HML-XX-XX-RP-U-780001
Date of Issue:	30 May 2024
Issue:	P01
Author:	David Johnston
Checker:	Jonathan Rodger
Approver:	Jonathan Rodger
HM Project No:	32099

HM Office:

The Hub
Fowler Avenue
Farnborough Business Park
Hampshire
GU14 7JF

T: +44 (0)1252 550 500
hilsonmoran.com
@HilsonMoran
hilson_moran
Hilson Moran

Document History:

Issue	Date	Details
P01	30/5/2024	ISSUED FOR PLANNING

Contents

1. Executive Summary

Hilson Moran have been appointed to provide traffic and transport advice in relation to the proposed development at 151 Shaftesbury Avenue, London WC2H 8AL, located in the London Borough of Camden.

This Transport and Travel Plan Statement is provided to support the planning application and as part of the wider BREEAM ambitions for the site and has therefore been developed in accordance with BREEAM UK's Guidance for Refurbishment and Fit Out 2014, highlighting the ambition of the development to provide high quality sustainable facilities that encourage and promote mobility in a sustainable fashion.

2. Introduction

Hilson Moran have been appointed by Royal London Mutual Insurance Society Limited (RLMIS Ltd) to undertake a Transport and Travel Plan Statement for the Proposed Development at 151 Shaftesbury Avenue, London, WC2H 8AL. The scheme is in London Borough of Camden (LBC) and illustrated in **Figure 3.1**, hereafter referred to as the 'Application Site.'

The site currently comprises a total of 7,291sqm GIA, which predominantly comprises office use (6,563sqm GIA) with some retail (197sqm GIA) and residential use (531sqm GIA).

The site benefits from a vast array of high quality, high frequency public transport connections as well as high quality walking and cycling infrastructure, highlighting the sustainability credentials with regard to transport and movement. The current site has a car parking area but once refurbished will be car-free building, further adding to the sustainable nature of the development.

In accordance with BREEAM requirements, this report will seek to ensure the development accords with any changes to policy and by also ensuring that, as a minimum, the report discusses and considers;

a) Travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;

b) Predicted travel patterns and transport impact of future building or site users;

c) Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;

d) Reporting of the number and type of existing accessible amenities, within 500 m of the site;

e) Disabled access accounting for varying levels and types of disability, including visual impairment;

f) Calculation of the existing Public Transport Accessibility Index (AI); and,

g) Current facilities for cyclists

3. Existing Travel Patterns and Environment

3.1. The Site and Surrounding Area

The site comprises an office building located on the north side of Shaftesbury Avenue, between Covent Garden and Tottenham Court Road Stations. The existing building provides approximately 6,563 sqm (GIA) of office (Class E) floorspace across basement, lower ground and seven upper as well as 531sqm (GIA) of residential (Class C3) floorspace and 197sqm of retail use. Servicing activities currently takes place on-street via New Compton Street. The location of the site in context with the wider area has been shown in **Figure 3.1**.

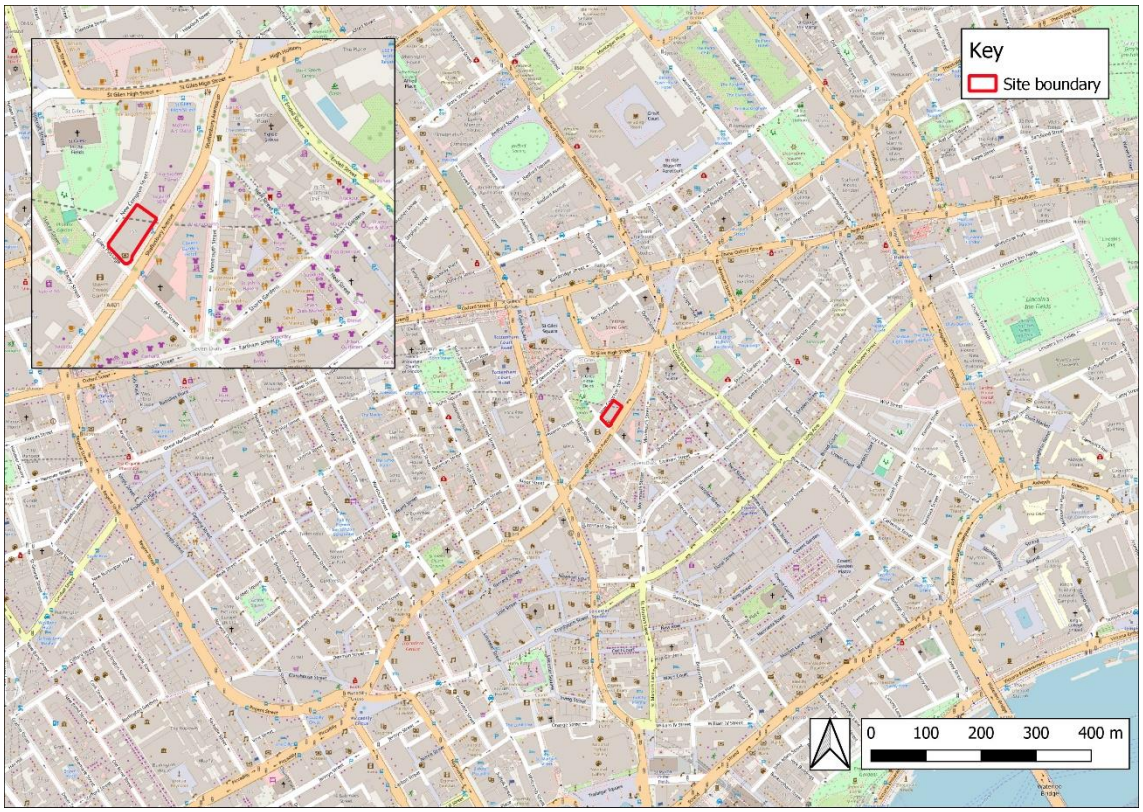


Figure 3.1 ***Application Site Boundary*** *(OpenStreetMap Sources)*

3.2. Accessibility and Future Mobility

To accord with the requirements set out in BREEAM, local and national policy, this section will provide information on the existing environment surrounding the site. It will also take into consideration the accessible amenities surrounding the site and will provide information on disabled access.

A Public Transport Accessibility Level (PTAL) assessment has also been undertaken, ensuring the Accessibility Index required for BREEAM is addressed.

3.2.1. Walking and Cycling

This site benefits from exceptional access to local amenities on foot and benefits from good, high-quality provision of cycling facilities, infrastructure and hire opportunities. This therefore ensures that access to and movement around the site is possible by active modes.

The diagram below highlights the cycling connections in the local area. As can be observed, cyclists are able to reach the high-quality infrastructure in a very short time, highlighting the suitability of the site for cycling, for all anticipated ages and abilities likely to be using the site.

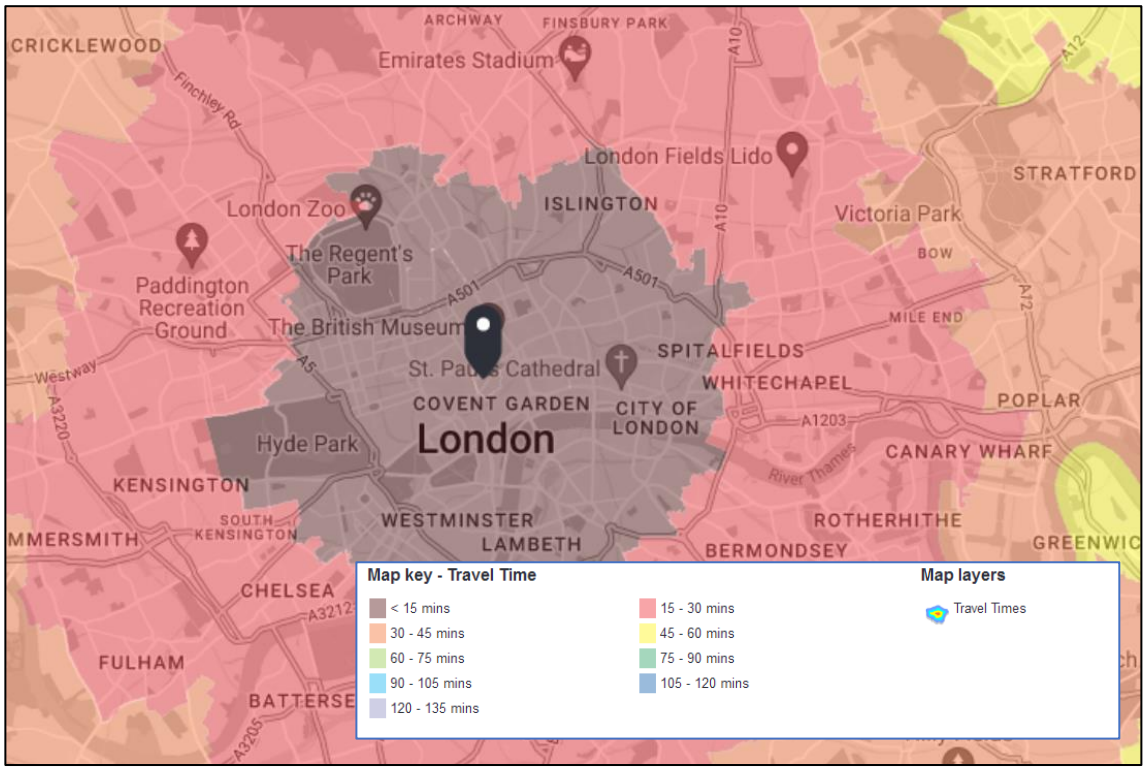


Figure 3.2 Connectivity / Cycling Travel Time

The diagram above presents travel time isochrones for the area and highlights how all typical local amenities and transport connections lie comfortably withing a 15-minute travel distance from the site.

For BREEAM Refurbishment & Fit Out 2014, the amenities within the local area have been identified in **Table 3.1**.

Table 3.1 BREEAM Requirements for accessible Local Amenities for BG1

Amenity	Location	Distance	Within 500m
Public Transport			
Bus	Cambridge Circus (D)	160m	✓
	Denmark Street (A)	160m	✓
	St Giles High Street (->W)	140m	✓
London Underground Stations	Tottenham Court Road	320m	✓
	Leicester Square	320m	✓
	Covent Garden	480m	✓
Facilities and Amenities			
Restaurant	Thai Square, Covent Garden	20m	✓
	Wildwood Kitchen	50m	✓
	Monmouth Coffee Company	160m	✓
Bank	Barclays	480m	✓
Outdoor Open Space	The Phoenix Garden	20m	✓
Recreation/Leisure	Digme Fitness	160m	✓
Postal Facility	Holborn Post Office	480m	✓
Over the counter pharmacy	Watson Pharmacy	480m	✓

3.2.2. Accessibility Indicator - PTAL

Public Transport Accessibility Levels (PTAL)s are a theoretical measure of the accessibility of a given point to the public transport network. The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility.

PTAL is acknowledged by BREEAM as a method of calculating the Accessibility Index for the site, therefore by using the Transport for London (TfL) WebCAT Database, it is possible to provide an assessment to accord with point 2f. of the BREEAM requirements. During this assessment, the Site was reviewed to have a PTAL rating of 6b demonstrating an excellent level of accessibility to public transport. A summary of the PTAL report is presented in **Figure 3.3.**

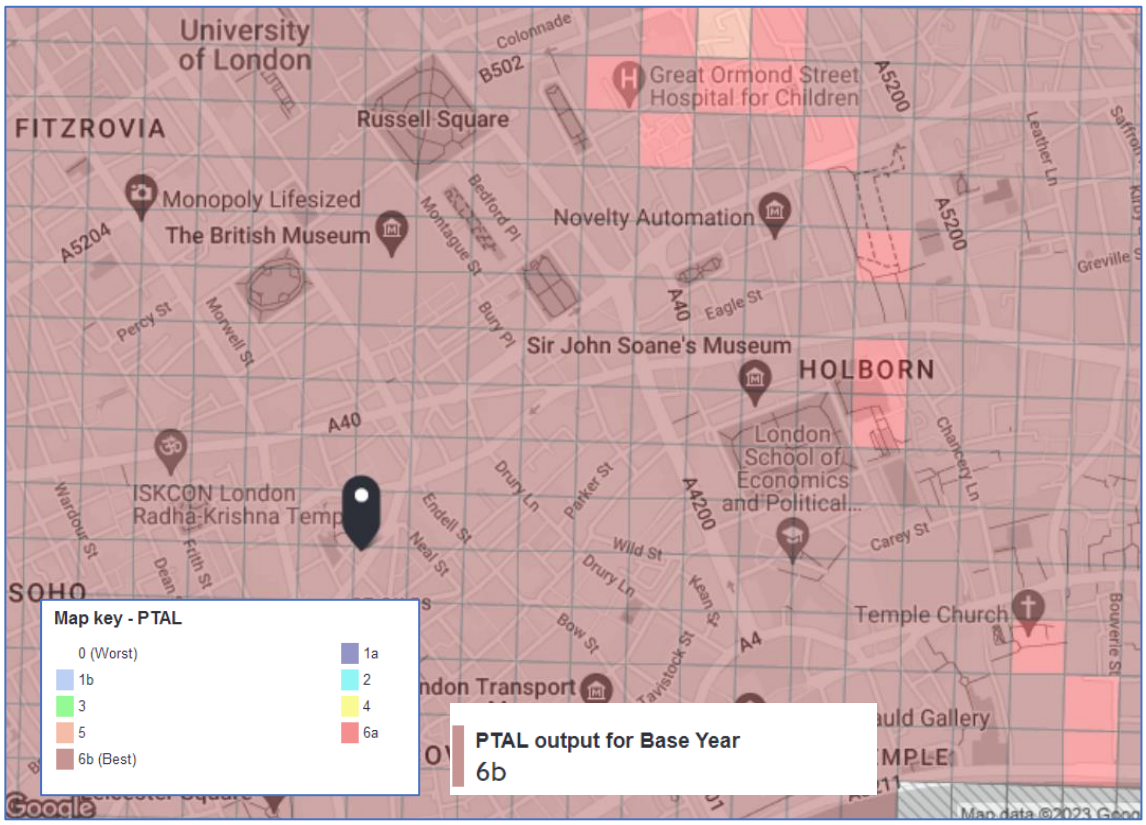


Figure 3.3 PTAL Map Extracted information and imagery from TfL WebCAT

3.2.3. Car Clubs and Future Mobility

In addition to typical modes of transportation, alternative modes of transportation such as car clubs, dockless cycle hire and E-Scooter hire schemes are growing in popularity and have high levels of severance in central London, creating additional opportunities for travel for movements to and from the development.

At the time of writing, within 500m of the site there were opportunities to hire a car (Zipcar and others), e-bikes (Lime, Human Forest, Dott & TIER) and e-scooter (Lime) were available to hire.

3.3. Public Transport

Local public transport provisions, including bus stops and London Underground facilities located within reasonable walking distance of the site, will be discussed below.

3.3.1. Bus

The closest bus stops are located on Shaftesbury Avenue & Denmark Street, both of which are located within 200m of the site. Both Cambridge Circus (D) & Denmark Street (A) provide shelter and timetable information.

A further 10 stops are located in close proximity of the site as indicated in **Table 3.2.**

Table 3.2 Bus Routes Serviced by Nearest Stop

Bus Stop	Routes
Denmark Street (A)	14, 19, 24, 29, 38, 176, N5, N19, N20, N29, N38, N41, N279
Cambridge Circus (D)	14, 19, 24, 29, 38, 176, N5, N19, N20, N29, N38, N41, N279
St Giles High Street (->W)	8, N68, N242, N253

3.3.2. London Underground and Elizabeth Line Services

In addition to the bus services surrounding the site, the site is also served by London Underground/Elizabeth Line stations. With Tottenham Court Road and Covent Garden Station situated within 400m walking distance of the site, these stations provide access to the Central Line, Elizabeth Line, Northern Line and Piccadilly Line.

3.3.3. Disabled Access

In the immediate vicinity of the site the environment for the mobility impaired is good, with dropped kerbs provided at crossing points on Shaftesbury Avenue crossing over St Giles Passage.

Due to high levels of traffic congestion and high demand for parking, the Blue Badge system does not fully apply, and the LBC operates the Green Badge Scheme which is run concurrently in high traffic areas. Specifically for vehicles with a Green Badge, there are opportunities to park within reasonable walking distance of the site via on-street parking bays, including a provision of dedicated disabled bays.

3.4. Existing Parking and Loading

3.4.1. Car Parking

The site lies within The LBC's Controlled Parking Zone (CPZ); CA-C. This zone is managed with restrictions running from 8:30am – 6:30pm between Monday and Saturday.

3.4.2. Loading Opportunities

Loading for the site occurs via New Compton Street off the rear façade of the building. New Compton Street provides access to other properties, which are primarily other service areas and rear accesses to other buildings including residential.

4. Policy Context

4.1. National Planning Policy Framework (NPFF)

The National Planning Policy Framework was most recently revised on 19 December 2023 and sets out the government's planning policies for England and how these are expected to be applied.

Chapter 9 – Promoting Sustainable Transport states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

And continues to state 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.'

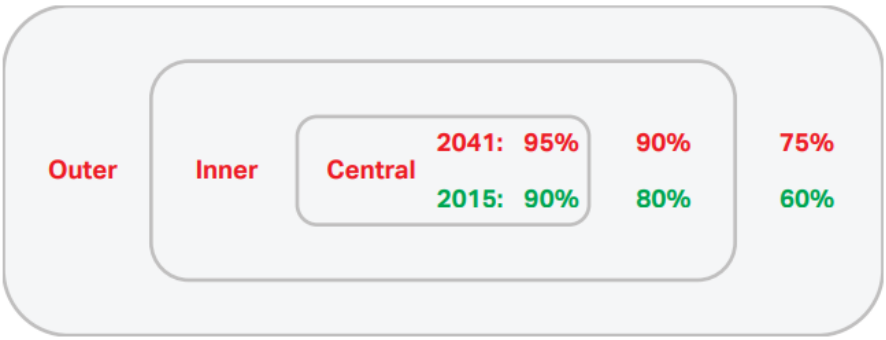
4.2. The New London Plan (2021)

Chapter 10 of the New London Plan provides the Mayor's ambition for London. Policy T1 outlines the strategic approach for transport by stating, *Development Plans should support, and development proposals should facilitate:*

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041 (Figure 10.1)

2) the proposed transport schemes set out in Table 10.1 (as outlined in the London Plan 2021).

Figure 10.1 - Change in mode shares within central, inner and outer London expected to be required for a city-wide shift from 63 to 80 per cent share for walking, cycling and public transport



The chapter continues to note that *'all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.'*

For cycling, Camden lies within a boundary where higher minimum cycle parking standards apply, therefore the following cycle minimum parking standards are required and are outlined in **Table 4.1**.

Table 4.1 Cycle Parking Standards

Use Class	Number	Long-Stay	Short-Stay
B1	Business Office	1 space per 75 sqm	• first 5,000 sqm: 1 space per 500 sqm • thereafter: 1 space per 5,000 sqm (GEA

4.3. BREEAM Refurbishment & FitOut (2014)

Tra 01 sets out the BREEAM requirements for undertaking Transport Assessments and Travel Plans, the assessment criteria of which explains the following;

1) No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form;

2) The site-specific travel assessment (or statement) shall cover as a minimum:

   a) If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

   b) Predicted travel patterns and transport impact of future building or site users.

c) Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

d) Reporting of the number and type of existing accessible amenities, within 500m of the site.

e) Disabled access accounting for varying levels and types of disability, including visual impairment.

f) Calculation of the existing public transport Accessibility Index (AI) see Methodology on the facing page.

g) Current facilities for cyclists.

3) Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation see Methodology.

4) If the occupier is known, involve them in the development of the travel plan.

5) Demonstrate that the travel plan will be implemented and supported by the building's management in operation.

5. Development Proposals and Impacts

The development proposals, to which this report relates, comprise the full refurbishment of an office building. A full description of the development comprises the following:

Refurbishment of existing building; demolition of existing rooftop plant level and replacement with two new setback floors at levels 8-9 (Class E(g)(i)); partial infill extensions to rear of building at levels 5-8; partial change of use at ground and lower ground floor level for use as either bar/drinking establishment (Sui Generis) and/or Commercial, Business & Service uses (Class E); retention of existing Commercial, Business & Service (Class E) floorspace elsewhere in the building; replacement of existing façades and provision of cycle parking and associated end of trip facilities at lower ground floor level.

This chapter, therefore, provides important context regarding the predicted travel patterns for the additional employees and visitors calculated to be using the redevelopment and is therefore an important chapter for addressing the required criteria outlined in BREEAM guidance. It is understood that the development is car-free.

The layout plans for each floor, including the basement (which provides the location for the cycle parking) and new 8th floor providing additional office space are included in the supporting planning documents**.** The proposed development therefore comprises the following components:

- Refurbishment of the ground and lower ground floors with an active frontage;
- Refurbishment of the existing Class E office use to provide a total of 6,873 sqm of office space;
- Creation of new 8th floor which incorporates additional office space; and
- A pavilion space on the rooftop, which includes a large terrace with planting and seating.

It is envisaged that following the above works, the site will have a total proposed GIA of 8,054sqm, which will comprise the following Use Classes:

- Class E: 7,214sqm;
- Class E/Sui Generis: 309sqm; and
- Class C3: 531sqm (as per the existing use).

5.1. Development Impacts

This section of the report considers the impact of the development on the site and surrounding area, taking into consideration the trip generation, parking, deliveries, refuse and parking arrangements for the site. Helping to predict the future travel patterns of the site and its users, in accordance with point B of the BREEAM guidance. This section will also address the cycle parking and provision and disabled access, therefore, addressing points E and G of the BREEAM guidance.

5.2. Trip Generation

5.2.1. Office Use

The development proposals will result in an uplift of circa 310 sqm in office floorspace.

The layout plans for the proposed development (which provides the location for the cycle parking, cycle lift and addition roof area) are included in the supporting planning documents. The proposed development will be categorised as a 'minor development' and comprises the following;

- Refurbishment of the existing building;
- 2 storey extension to create an additional circa 310sqm floor of office space, and a 'pavilion' leisure area and landscaped garden on roof creating an uplift of circa 65sqm floorspace. However, as the pavilion area is ancillary to the office areas, it has been scoped out of this assessment;
- Replacement of existing facades;
- Repurposing of existing ground floor retail unit office space to create an ancillary club lounge area and;
- New cycle parking facilities, with the inclusion of a new cycle lift and dedicated access for cycle users.

To undertake this assessment, the following selections were made within the TRICS database to ensure the sites reviewed provided an accurate representation of the development site:

- Sites within the Greater London Area;
- Main Land Use 02 – Employment – A - Office; and
- Surveys undertaken during a weekday.

Using the above criteria, 8 sites lay from the TRICS database are considered suitable to ascertain the trip generation associated with the office. The resulting trip rate is presented as **Table 5.1** overleaf.

Table 5.1 Office Person Trip Rate Assessment

	Trip Rates per 100 sqm		Two-way
	Arrive	Depart	
07:00-08:00	0.603	0.074	0.677
08:00-09:00	1.909	0.178	2.087
09:00-10:00	1.691	0.255	1.946
16:00-17:00	0.183	0.718	0.901
17:00-18:00	0.128	1.819	1.947
18:00-19:00	0.056	1.237	1.293
Daily Trip	**7.648**	**7.602**	**15.25**

To determine the modal split of people travelling to the site the ONS data via NOMIS was consulted. The dataset WU03EW was evaluated to understand the travel habits of those traveling into Camden 028 Middle Super Output Area (MSOA).

The outputs are presented below in **Table 5.2**, with car-based modes reallocated due to the car-free nature of the development.

Table 5.2 Journey to Work Mode Share (Census 2011)

Method of travel to work	TOTAL	Mode Split	Reallocated Mode Split
Underground, metro, light rail, or tram	25,356	37%	39%
Train	23,244	34%	36%
Bus, minibus, or coach	7,831	11%	12%
Taxi	166	0%	0%
Motorcycle, scooter or moped	832	1%	0%
Driving a car or van	3,260	5%	0%
Passenger in a car or van	255	0%	0%
Bicycle	3,727	5%	6%
On foot	3,327	5%	5%
Other method of travel to work	115	0%	0%
TOTAL	68,113	100%	100%

The adjusted modal splits can be applied to the trip generation to establish estimated movements of employee and visitor travel patterns when traveling to the new development. The outputs of which are presented in **Table 5.3.**

Table 5.3 – Trip Generation circa 310 sqm additional development (adjusted)

Method of travel to work	07:00-08:00	08:00-09:00	09:00-10:00	16:00-17:00	17:00-18:00	18:00-19:00	Daily
Underground	0	0	0	0	0	0	0
Train	1	3	2	1	2	2	19
Bus, minibus, or coach	1	2	2	1	2	1	17
Taxi	0	1	1	0	1	0	6
Motorcycle, scooter or moped	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0
On foot	0	0	0	0	0	0	3
Other	0	0	0	0	0	0	2
TOTAL	2	6	6	3	6	4	47

It should be noted that the additional 310sqm is designated to be used for typical office purposes. It should also be noted that this scheme also seeks to provide additional facilities which focus on the broader office environment rather than conventional office floorspace, which would imply desks/workstations. The additional areas for ancillary use have been excluded from trip generation calculations, as they do not operate as independent trip generators in their own right.

The proposed development will involve an uplift of circa 310sqm in office space incorporating a new 8th floor dedicated to additional office space. The uplift in floor area designated for office use is anticipated to generate in the region of 47 two-way trips in for a typical weekday.

The development uplift could be anticipated to generate in the region of 6 two-way trips in the AM peak hour (08:00-09:00) and 6 two-way trips in the PM peak hour (17:00-18:00).

Given the high PTAL score, and vast array of sustainable transport options in the area, this level of increase is not anticipated to have a detrimental impact of the existing transport provision, with ample travel opportunities available to employees and visitors.

5.3. Parking and Cycle Parking

5.3.1. Car Parking

There is currently an existing car park on site, which will be repurposed to cycle parking, so that the proposed development will be car free.

Disabled parking will not be provided on-site, however there are opportunities for vehicles with a Green Badge to park within reasonable walking distance of the site on dedicated disabled bays.

5.3.2. Cycle Parking and Facilities

Cycle parking will benefit from a dedicated entrance and will be provided with a lift to the cycle area within the lower ground level which will provide secure cycle parking and changing facilities.

In accordance with London Plan guidance (2021) and BREEAM guidance, 137 spaces will be provided withing the development. The cycle parking will comprise two tiers of cycle parking, with a capacity of up to 100 bikes, 21 lockers for folding bikes, 6 Sheffield stands with a capacity for up to 12 bikes, 2 e-bike charging stations, 2 accessible parking spaces and a bike repair station.

New facilities including changing rooms and showers for active travellers are also proposed, with enhanced facilities in the lower ground floor, which are compliant with both London Plan and BREEAM requirements.

To support and encourage cycling, 154 appropriately sized lockers will be provided in or adjacent to the changing areas. There will be 12 showers, including one accessible shower.

It should be noted that the above assessment does not take into account the permitted use of the site or any existing demand for cycle parking that may arise from this use within the local area. Currently, there are provisions for securing 14 cycles on the footway fronting the site, with 14 additional spaces available within 50 metres along New Compton Street.

The substantial provision of cycle parking within the scheme will alleviate local demand in these areas compared to the site's permitted use. The spaces will offer additional short-stay facilities for future occupants, which have not been included in the above calculations. This therefore represents a robust approach to ensure a policy-compliant scheme.

5.3.2.1. Cycle Parking – Sensitivity Test

The proposal seeks permission for Class E uses. While the application has a plan for various Class E Uses, it is noted that the nature of Class E allows for a variety of possible uses, some of which fall within different cycle parking standards.

Therefore, as a sensitivity test, an exercise has been undertaken on the hypothetical worst-case scenario. This assumes that the worst case for each element of the building in

cycle parking terms. Based on this exercise, the provision of the 137 cycle parking spaces exceeds the London Plan cycle parking for all possible proposed scenarios.

Furthermore, the provision also exceeds almost every option for Use Class E using the London Borough of Camden's aspirational guidance (London Plan + 20%), with only one scenario not reaching the aspirational target and only provides London Plan + 17.7% (requirement for 140 spaces compared to the 137 provided). Based on the overall cycle parking provision, all scenarios (including the 17.7% scenario) are considered to be in accordance with both the London Plan guidance and London Borough of Camden policy.

Table 5.4, presented overleaf, provides a summary of the assessment. The worst-case scenario is emphasized in red. **Table 5.4** also illustrates the potential changes should the use not be the worst-case scenario. It further underscores that if any one of the supporting uses is not a café or restaurant, the scheme will surpass the aspirational target of 20%.

Table 5.4 – Assessment of Cycle Parking by Difference Uses

Element				From Max	
	London Plan Description	London Plan	LP + 20%	LP	LP+20%
Retail Unit 1	Cafes & restaurants etc	17	20	0	0
	Food Retail	7	8	-10	-12
	Office	5	6	-12	-15
	Gym	6	7	-11	-13
	Non-food Retail	6	8	-11	-13
Retail Unit 2	Non-food retail	2	2	-3	-4
	Food retail	2	2	-3	-4
	Gym	2	2	-3	-4
	Cafes & restaurants etc	5	6	0	0
	Office	1	2	-4	-4
Club Lounge	Non-food retail	3	4	-5	-6
	Food retail	3	4	-5	-6
	Gym	3	3	-6	-7
	Cafes & restaurants etc	8	10	0	0
	Office	2	3	-6	-7
Office	Office	86	103	0	0
Max		**116**	**140**	-	-

5.4. Access

There will be no vehicle parking at the site.

For pedestrians, enhancements to the existing arrangements are proposed, which will retain step-free movement. Access will also be provided to enable cycle access to the lower ground floor facilities. Access for disabled users is accommodated by the automatic

nature of the door and aided by an internal lift to ensure that internal movements are possible.

For the visually impaired, the external street infrastructure is of a high quality and includes tactile paving and dropped kerbs at crossing points in close proximity to the site.

For cyclists, as noted above, a dedicated entrance will be provided, with a separate route within the building, ensuring step free movements are possible. Accessible shower facilities and cycle parking are also provided within the cycle store.

5.5. Delivery, Servicing and Refuse Collection

As part of the development the office waste facilities will be improved, and the ground floor will provide enhanced facilities for waste sorting, storage, and collection. These facilities will be accessed via an external door onto New Compton Street.

5.6. Delivery, Servicing and Refuse Management

The delivery, servicing and refuse arrangements will broadly follow the current arrangements and the design will ensure that suitable space is available. However, to ensure that the site operates efficiently, a Service Management Plan will be developed and tailored to the new occupiers (once known). The primary objective of the plan will be to co-ordinate operations to seek to minimise the impact of deliveries and servicing movements to the site by:

- Promoting the use of low or zero emission vehicles;
- Maintaining good relations between occupiers and neighbouring properties; and
- Co-ordination and consolidation of suppliers between different occupiers.

The Service Management Plan will be produced once the occupiers are known and if required can be supported by a planning condition requiring the report to be submitted within 6 months of occupation of the new office space.

6. Travel Management & Travel Plan Monitoring

To support the sustainable transport, which is available to the site, a package of measures will also be tailored to the needs of the site and occupier with the overriding aim to promote more environmentally friendly travel choices.

6.1. Promotion of Public Transport

Induction packs for new members of staff providing details of public transport, including location of nearest bus stops etc, up to date timetables and route information will be provided.

Bus and train season loan deals will also be considered / provided by tenants to their staff.

6.2. Cycling

To encourage the uptake of cycling and the utilisation of the cycle parking and cycle facilities provided the following initiatives will also be encouraged:

- Promotion of cycle training for staff;
- Encourage staff to join the 'Cycle to Work' scheme which offers savings for both employee and employers to purchase new bikes or obtain an interest free loan;
- Promotion of cycle maintenance courses;
- Provision of information on local cycling routes, cycle hire locations and organised rides;
- Promotion of 'Bike Buddies' for those who are less confident of cycling; and
- On-site cycle repair facilities.

6.3. Walking

The building's management team will monitor and encourage maintenance of all pedestrian routes and will seek to identify any particular safety hazards' which require attention.

Members of staff will be actively encouraged to walk to work with the following initiatives:

- Consider the provision of umbrellas at lunch times if necessary; and
- Tenants to consider the promotion of walking schemes such as '10,000 steps a day campaign'.

7. Summary and Conclusions

Hilson Moran have been instructed by Royal London Mutual Insurance Society Limited (RLMIS Ltd) to provide transport planning advice to support the development of 151 Shaftesbury Avenue, London, WC2H 8AL.

The application site is in the jurisdiction of the London Borough of Camden (LBC) who act as the Local Planning and Local Highway Authority.

This Transport and Travel Plan Statement seeks to review the existing travel patterns and environment of the site and surrounding area, considering the available amenities and facilities as well as transport connections that are anticipated to be used by staff currently. The report then continues to consider how future staff and visitors will access the site and discusses the availability of transport modes to accommodate these movements.

The report also highlights the highly sustainable nature of the scheme, situated in a location with a PTAL rating of 6b, the highest score available, therefore, ensuring that the site scores very well on the Accessibility Indicator.

This report includes an assessment of the slight increase in trips associated with the proposed development across all modes. The proposed development is predicted to result in 47 additional two-way trips across a typical weekday. As the development is car-free, additional trips to the site will primarily be made by more sustainable modes of transport, with 19 additional two-way daily trips by rail and 17 additional two-way daily trips by bus. This slight increase in daily trips is considered to be immaterial, therefore would result in a negligible impact to local transport infrastructure.

Disabled access is provided through a combination of step free access at street level and internal lifts provided to navigate variations in levels and floors. For the visually impaired, the external street infrastructure is of a high quality and includes tactile paving and dropped kerbs at crossing points near the site.

This development will include a total of 137 cycle parking spaces, which will comprise two tiers of cycle parking, with a capacity of up to 100 bikes, 21 lockers for folding bikes, 6 Sheffield stands with a capacity for up to 12 bikes, 2 e-bike charging stations, 2 accessible parking spaces and a bike repair station. This cycle parking provision adheres to the London Plan cycle parking guidance and accords with the London Borough of Camden's aspirational guidance. This development will also include 154 lockers and 12 showers to further support and encourage the uptake of cycling for employees and visitors.

Based on the above, the proposed development accords with national and local policies and sustainable values, therefore, there is no basis for any highway and transport objections.