LONDON

TUNNELS

The London Tunnels

Travel Plan

PROJECT NO. 70106185
REF NO. TP-00002

16 May 2024

wsp

The London Tunnels PLC

THE LONDON TUNNELS

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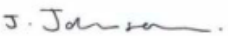
Signature				
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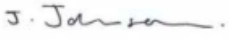
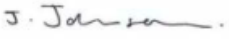
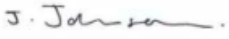
Signature				
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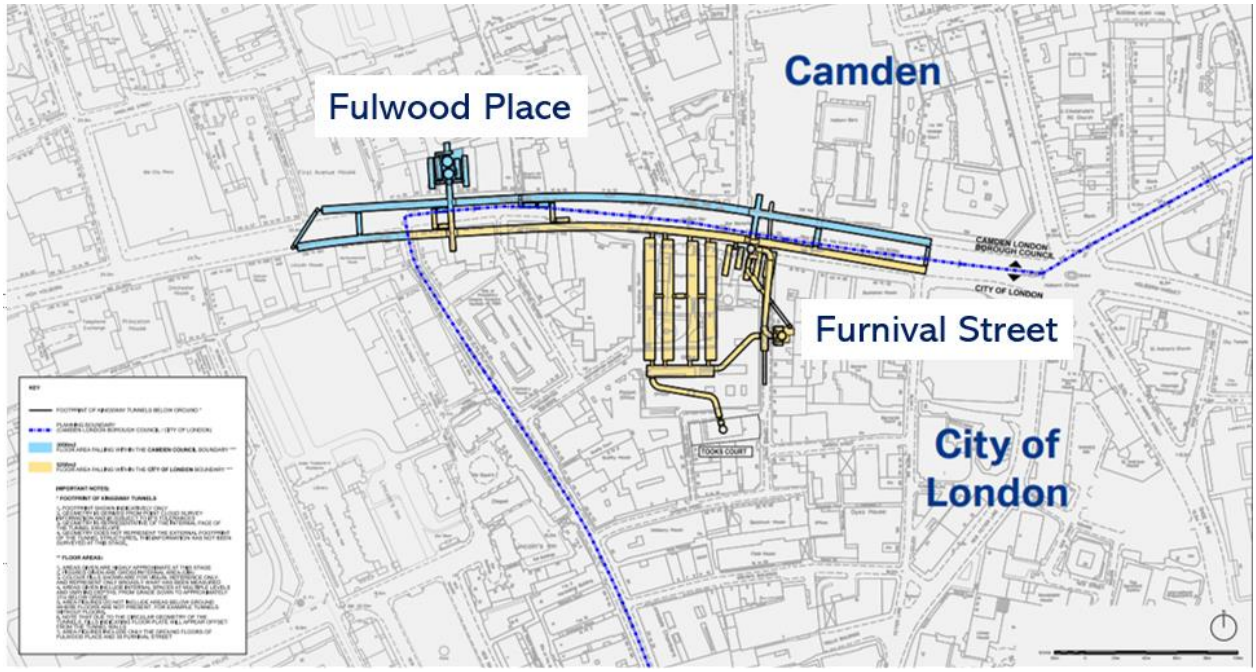
APPENDICES

1 INTRODUCTION

1.1.1. WSP has prepared a Travel Plan (TP) on behalf of The London Tunnels PLC (TLT – the ”Applicant”), to support the redevelopment of the Kingsway Tunnels and associated properties at 31-33 High Holborn (Fulwood Place) and 38-39 and 40-41 Furnival Street (the “Site”) into a tourist attraction (the “Proposed Development”).

1.1.2. The Site lays across the border between the City of London (hereafter referred to as CoL) and the London Borough of Camden (hereafter referred to as LBC) as shown below.

Figure 1-1 - Site Location Plan (including below ground level assets)



1.1.3. CoL and LBC act as the planning and highway authorities for the site location. On-going pre-application meetings and discussions have taken place with these authorities since October 2023, including with the highway authorities. Additionally, the proposals have been discussed with Transport for London (TfL), including with consideration to TfL’s network and predicted trip generation. A planning application (ref: 23/01322/FULMAJ) was submitted in December 2023, and WSP prepared an accompanying Transport Assessment (November 2023).

1.1.4. The former Kingsway Telephone Exchange Site was constructed as a deep-level shelter in the 1940s and was operational for several different land uses until 1996 when the Site was closed. The Proposed Development is to repurpose 7,869sqm of the existing tunnels into a tourist attraction offering a range of exhibitions and other uses such as gift shop and bar. The full Proposed Development description is:

Change of use of existing deep level tunnels (Sui Generis) to visitor and cultural attraction, including bar (F1); demolition and reconstruction of existing building at 38-39 Furnival Street; redevelopment of 40-41 Furnival Street, for the principal visitor attraction pedestrian entrance at ground floor, with retail at first and second floor levels and ancillary offices at third and fourth levels and excavation of additional basement levels; creation of new, pedestrian entrance at 31-33 High Holborn, to provide

secondary visitor attraction entrance (including principle bar entrance); provision of ancillary cycle parking, substation, servicing and plant, and other associated works.

1.1.5. This Travel Plan (March 2024) provides an update to the November 2023 Travel Plan that formed part of planning application submission ref: 23/01322/FULMAJ, taking into consideration comments received from the highway authority at CoL.

1.2 SITE DESCRIPTION

1.2.1. The Site is constrained when considering its overall floor area at grade, unique characteristics including assets located beneath ground floor level, and an existing building to be retained. There is no existing vehicle access, and all vehicle-related activity associated with the Site took place on the street, like many neighbouring buildings in the area. Pedestrian access to the Site is provided from Furnival Street and Fulwood Place.

1.2.1. The Site is well located in terms of pedestrian and cycle infrastructure. In addition, the site location benefits from excellent access to the public transport network by bus, underground, and rail opportunities. The site has a Public Transport Accessibility Level (PTAL) of 6b, which is representative of 'excellent' public transport accessibility.

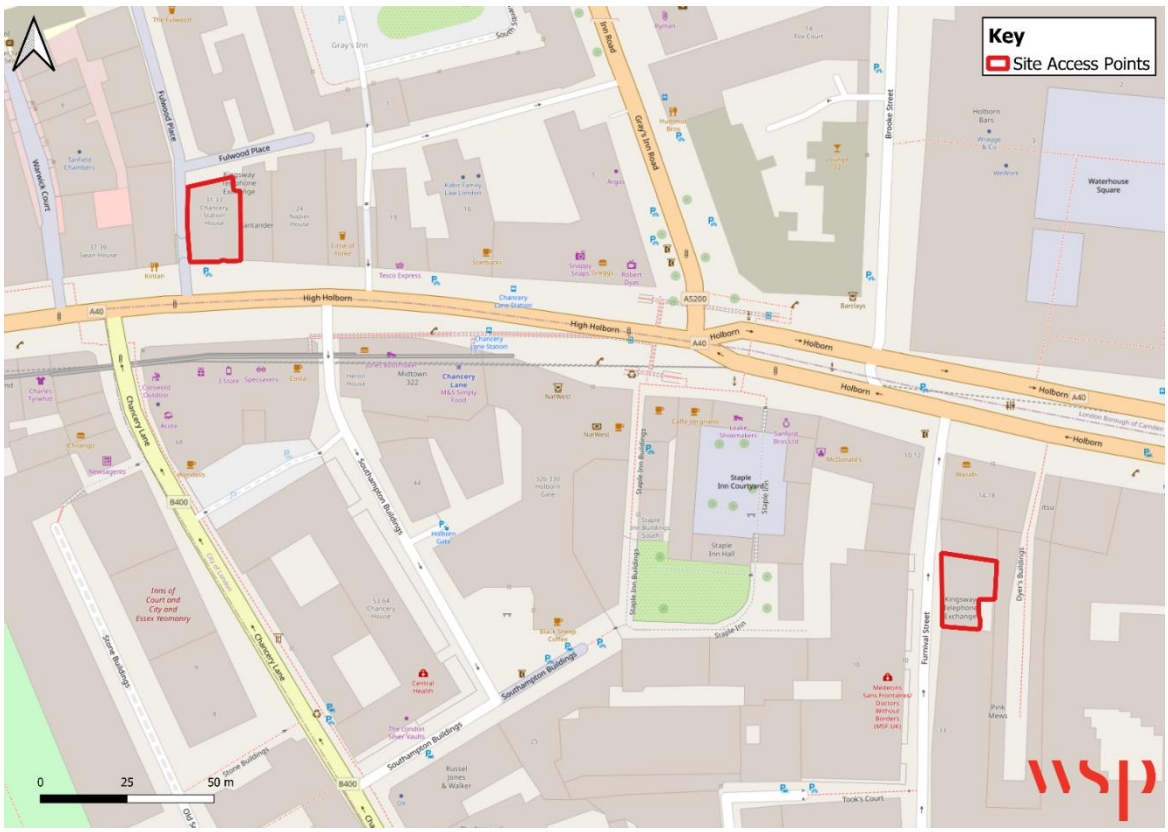
1.3 DEVELOPMENT PROPOSALS

1.3.1. In terms of access strategy, parking, pick-up/drop-off arrangements, and servicing; in summary, the Development Proposals seek to provide the following.

ACCESS

1.3.2. The below figure shows the intended two access points to the Proposed Development at Fulwood Place and Furnival Street.

Figure 1-2 - Site Accesses



38-41 FURNIVAL STREET

- A primary pedestrian point will be located on ground floor level to serve the visitor attraction, and ancillary retail and office uses at upper levels;
- A secondary point of access on Furnival Street will facilitate entry / exit to on-site long-stay cycle storage facilities for staff, and pedestrian emergency access.

FULWOOD PLACE (31-33 HIGH HOLBORN)

- A pedestrian access will serve the proposed bar; and
- A secondary pedestrian access will allow for school related trips only to / from the visitor attraction, as well as serving as a pedestrian emergency access, and access to further long-stay cycle storage facilities for staff.

1.3.3. It is proposed to provide new high quality public realm to significantly improve pedestrian environment and capacity at the Furnival Street entrance. A shared surface is proposed along a section of Furnival Street, from its junction with Holborn onwards to a short distance south of the site boundary. The proposed extent of works is considered relevant and appropriate for the scale of the proposed development, and this is demonstrated herein.

1.3.4. In addition to new high quality public realm, building line set back and provision for an inside foyer are also proposed, a pre-paid ticket system for all visitors to the site will be in use, and on-site management will be provided, including at entrance points.

1.3.5. With consideration to existing site constraints, no vehicle access is proposed.

CYCLE PARKING

1.3.6. Long-term and short-term stay cycle parking is proposed for staff and visitors of the development with consideration to the London Plan.

1.3.7. The proposed new high quality public realm would enhance space for cyclists, for which baseline trips are very low in any event reflecting the existing nature and characteristic of Furnival Street.

BLUE BADGE PARKING

1.3.8. No standard car parking is proposed. A new additional bay will be provided on Furnival Street a short distance south of the site for Blue Badge holders only. This bay will be situated in proximity to the existing Blue Badge bay on Furnival Street.

TAXI PICK-UP / DROP-OFF

1.3.9. It is proposed for all taxi drop-off / pick-up related trips to take place along Holborn. The main site entrance on Furnival Street is approximately 40m south from Holborn, which would be accessible via the proposed new public realm scheme.

COACH PICK-UP / DROP-OFF

1.3.10. It is noted that the proposed development offers a tour duration of approximately 90 minutes. As such, many trips are likely to form part of a linked trip with other activities across London, and should trips occur via coach, drop off would reasonably take place elsewhere in London beforehand. Notwithstanding, this Transport Assessment considers a coach strategy for the Site.

SERVICING

1.3.11. With consideration to Site constraints, and particularly for this historical and unique site, all servicing will take place directly on street from Holborn (primary servicing location) and Furnival Street (secondary servicing location). This has been agreed with respective highway authorities.

1.3.12. It is predicted that some eight delivery vans could be expected as part of the operation of the Proposed Development at the Furnival Street entrance on a typical day. This number could increase up to approximately 14 vans during times when exhibition set up is required. All delivery activity will take place outside of opening hours and predominantly between 2000-2200 hours and 0700-0800 hours. Dwell times for vans are not expected to be long. Larger vehicles are not expected at the site because deliveries will typically need to be taken into a lift which has capacity and weight limits. Such deliveries may take place directly from the southern side of Holborn (approximately a 40m drag distance to the Site) or Furnival Street.

1.3.13. Refuse collection arrangements for the Proposed Development will be similar for prevailing arrangements of neighbouring buildings.

1.3.14. It is noted that approximately two delivery trips would be associated with the bar daily, proposed to take place on the northern side of Holborn.

1.3.15. This Travel Plan will support the aims of the Delivery and Servicing Plan for the proposed development, which has been prepared as a standalone document.

1.4 TRAVEL PLAN OVERVIEW

1.4.1. In Transport for London's (TfL) latest guidance, it defines a Travel Plan as:

'A long-term management strategy for an existing or Proposed Development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the Site'.

1.4.2. The Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on 'promoting alternatives to the car'.

1.4.3. The Travel Plan establishes a structured strategy with clear objectives and targets, supported by suitable policies and quality measures for implementation. It is noted that whilst the location of a development, its physical design and proximity to facilities and services create the conditions to make sustainable travel choices a natural option, communicating these opportunities to occupiers is also critical to the success of the Travel Plan.

1.4.4. The Travel Plan will be a 'living document' requiring monitoring, reviews and revisions to ensure it remains relevant to the Site and those using the Site and provides continuous improvements for its duration.

1.4.5. The Travel Plan demonstrates a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport effects arising from development. The Applicant is fully supportive of the Travel Plan and appreciates the benefits of using and encouraging greater use of sustainable transport for both people and goods.

1.4.6. It is expected for this Travel Plan to be secured by a Section 106 agreement to any planning permission granted at the Site.

1.5 TRAVEL PLAN STRUCTURE

1.5.1. The remainder of this report is structured as followed:

- Chapter 2 – Policy Context;
- Chapter 3 – Baseline Conditions and Connectivity;
- Chapter 4 – Travel Plan Strategy;
- Chapter 5 - Objectives and Targets;
- Chapter 6 - Measures;
- Chapter 7 - Monitoring and Review; and
- Chapter 8 - Action Plan.

2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1. This chapter outlines the specific policy relating to the development at a national, regional, and local level.

2.2 NATIONAL POLICY

NATIONAL PLANNING PRACTICE GUIDANCE (2021)

2.2.1. The National Planning Practice Guidance (NPPG) was first launched on the 6th March 2014 and provides a web-based resource in support of the National Planning Policy Framework (NPPF).

2.2.2. The NPPG was last updated in June 2021, and provides advice on Travel Plans as follows:

"In determining whether a Travel Plan will be needed for a Proposed Development the local planning authorities should take into account the following considerations:

- *The Travel Plan policies (if any) of the Local Plan;*
- *The scale of the Proposed Development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);*
- *Existing intensity of transport use and the availability of public transport;*
- *Proximity to nearby environmental designations or sensitive areas;*
- *Impact on other priorities/ strategies (such as promoting walking and cycling);*
- *The cumulative impacts of multiple developments within a particular area;*
- *Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times); and*
- *Relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development."*

NATIONAL PLANNING POLICY FRAMEWORK (2023)

2.2.3. The National Planning Policy Framework (NPPF) was adopted in March 2012, and most recently updated in September 2023.

2.2.4. The NPPF embraces a presumption in favour of sustainable development which should be delivered within three main dimensions: economic; social and environmental.

2.2.5. With regard to transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.

2.2.6. The NPPF states that developments which generate significant amount of movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to:

a) *Give priority first to pedestrian and cycle movements; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.2.7. This Travel Plan is considered a key tool in achieving the above, and the NPPF recommends they are provided where developments generate significant amounts of movement (Paragraph 113).

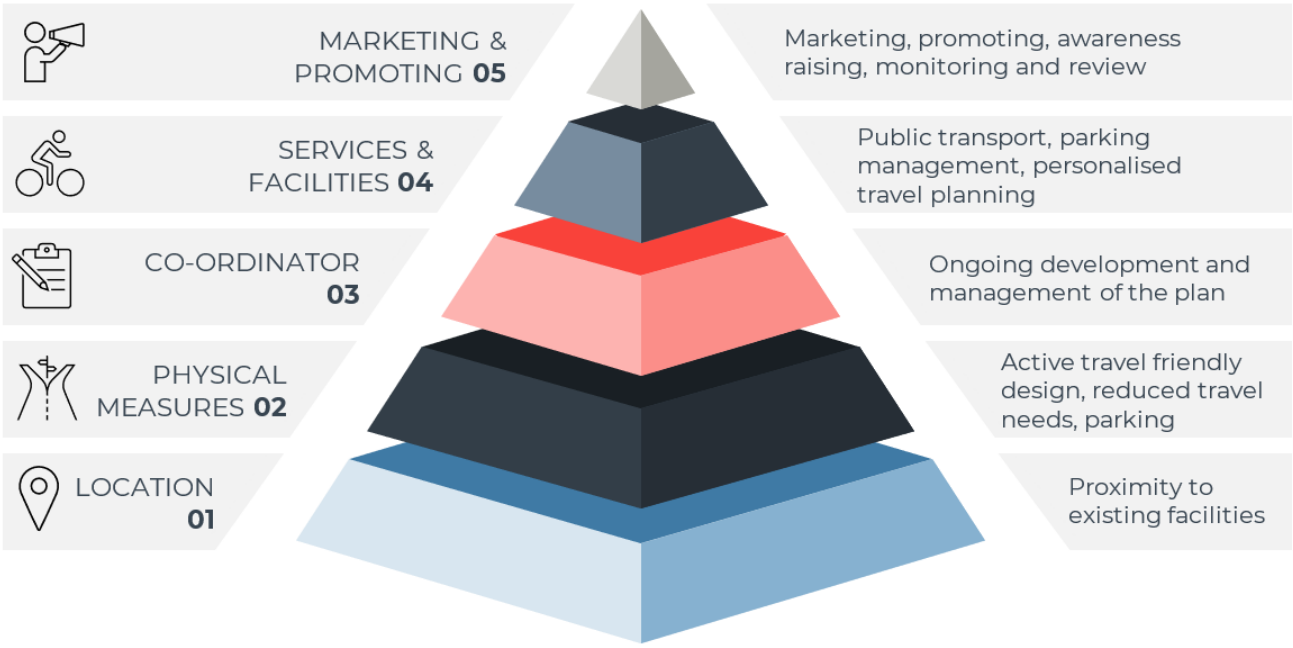
GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING PROCESS (DFT)

2.2.8. The Department for Transport (DfT) guidelines are intended to assist all stakeholders in determining when a Travel Plan is required, how it should be prepared and what it should contain within the context of an integrated planning and transport process. The guidelines also set out how Travel Plans should be evaluated, secured, implemented, monitored and managed in the longer term as part of this process. Travel Plans are important for major new developments in order to:

- "Support increased choice of travel modes.
- Promote and achieve access by sustainable modes.
- Respond to the growing concern about the environment, congestion, pollution and poverty of access.
- Promote a partnership between the authority and the developer in creating and shaping 'place'."

2.2.9. The document recognises that it can be helpful to view a Travel Plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought. This Travel Plan Pyramid is shown in Figure 2-1. The DfT's Travel Plan Pyramid helps demonstrate how successful plans are built on the firm foundations of a good location and Site design. Additional hard and soft measures should be integrated into the design, marketing and occupation of the Site. In addition, parking restraint is often crucial to the success of the plan in reducing car use.

Figure 2-1 – Travel Plan Pyramid



BRE ENVIRONMENTAL ASSESSMENT METHOD (BREEAM)

2.2.10. BREEAM is an environmental assessment method and rating system for buildings and provides a standard methodology for best practice in sustainable building design, construction and operation. As part of the many assessment layers within BREEAM, guidance is provided on Transport, with specific details provided on Travel Plans, under Section 7 Transport Tra 05.

2.2.11. As set out in the Travel Plan guidance within BREEAM, the aim is "to recognise the consideration given to accommodating a range of travel options for building users, thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact." BREEAM have therefore outlined specific assessment criteria which are required to demonstrate compliance. This Travel Plan has been developed with that guidance in mind throughout.

2.3 REGIONAL POLICY

THE LONDON PLAN (2021)

2.3.1. The Mayor of London published the London Plan in 2021. The London Plan sets out to ensure that London's transport is easy, safe and convenient for everyone and encourages cycling, walking and use of electric vehicles.

2.3.2. Policies T1-T9 stresses the importance of closer integration of transport and development and hopes to encourage this by:

- The delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041;
- Make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes;
- Ensure that any impacts on London's transport networks and supporting infrastructure are mitigated;

- Promote and demonstrate the application of the Mayor's Healthy Streets Approach;
- Use space more efficiently and street are greener and more pleasant;
- Reducing the dominance of vehicles on London's streets whether stationary or moving;
- Identifying and safeguarding new Sites and route alignments, as well as supporting infrastructure, in order to provide transport functions and planned changes to capacity;
- Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure;
- Securing the provision of appropriate levels of cycle parking which should be fit for purpose; and
- Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity;

2.3.3. Policy T4 states that: "Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

TRANSPORT FOR LONDON TRAVEL PLAN GUIDANCE (2013)

2.3.4. In November 2013 TfL published a new guidance document to combine and simplify the previous Travel Plan document 'Travel Planning for New Development in London: Incorporating Deliveries and Servicing'.

2.3.5. One of the purposes of the guidance was to ensure that deliveries and servicing are considered from the earliest stage in the planning process. However, the document recognises that the level of detail provided in a Travel Plan about goods / servicing aspects will depend on the nature and scale of the development.

2.3.6. The level of Travel Plan required should be considered in the context of a range of circumstances. Thresholds set out in Table 2-1 determine the requirement for the type of Travel Plan. In cases where occupiers do not meet the thresholds a Travel Plan is not required, however it is encouraged that occupiers take up sustainable transport initiatives. It should also be noted that such occupiers will continue to benefit from the Site wide Travel Plan measures.

Table 2-1 – Travel Plan Development Scale Thresholds

Land Use (Class)	Travel Plan Statement	Full Travel Plan
D1 Museum	More than 20 staff but less than 2,500sqm	Equal or more than 100,000 visitors annually

2.3.7. The form of the Travel Plan is based on further circumstantial information:

- **Full Travel Plan:** Produced when a development is above the thresholds set out In Table 2.1 or where an individual occupier covered by a framework Travel Plan falls above the thresholds – a separate Trave Plan is produced for each land use above the threshold; and
- **Framework Travel Plan:** Produced where developments compromise more than one land use, for multi-occupant buildings or where planning permission is sought for which scheme elements are not established.

2.4 LOCAL POLICY

CITY OF LONDON LOCAL PLAN (2015)

2.4.1. The CoL Local Plan is a set of planning policy documents which:

- Sets out the CoL's vision, strategy, objectives and policies for planning the City of London;
- Provides a spatial framework bringing together and co-ordinating a range of strategies prepared by the CoL, its partners and other agencies and authorities;
- Includes policies for deciding development proposals;
- Provides the strategy and policies for shaping the City until 2026 and beyond;

2.4.2. Policy DM 16.1 – Transport impacts of development, states that:

"*Development proposals that are likely to have effects on transport must be accompanied by an assessment of the transport implications during both construction and operation. Transport assessments and Travel Plans should be used to demonstrate adherence to the City Corporation's transportation standards*".

2.4.3. The Local Plan also states that Transport Assessments and Travel Plans will be required for all major development (over 1000m2 or 10 or more residential units) and any other development that will cause significant transport impacts over the local or wider area. Travel Plans must maximise the use of active transport modes (principally walking and cycling) and public transport.

CITY OF LONDON DRAFT CITY PLAN 2040 (2021)

2.4.4. The CoL is consulting on the Draft City Plan (2040) and the Transport Strategy. They provide a framework for future development in the square mile, outlining priorities for our people, businesses, places and spaces until 2040 and beyond.

2.4.5. The Draft City Plan is currently subject to consultation on the Revised Proposed Submission Draft City Plan 2040.

2.4.6. Some of the key proposed policies regarding Travel Plans are set out below.

2.4.7. Policy VT1: The Impacts of Development on Transport

"*Transport Assessments and Travel Plans (incorporating Cycling Promotion Plans) are required for all developments that exceed the following thresholds:*

Table 2-2 – CoL Transport Assessment and Travel Plan Thresholds

Land Use	Thresholds
Offices	1,000m2
Residential	10 units
Retail	1,000m2
Hotel	10 bed spaces
Health	1,000m2
Transport Infrastructure	>500 additional trips per peak hour
Mixed Use	1,000m2

2.4.8. **Reason for the policy:**

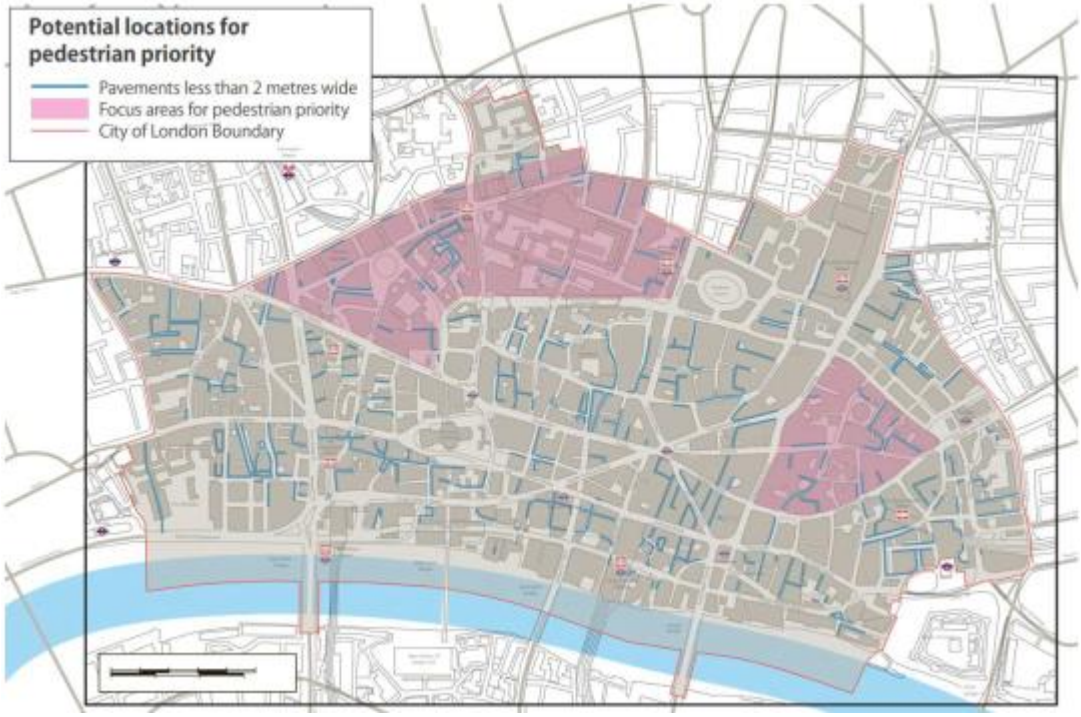
"Development has the potential to create significant changes in transport patterns and demands that must be addressed at an early stage of the design process. Any adverse impacts that are identified must be minimised and mitigated through appropriate design and/or management measures. Transport Assessments are required to assess the potential impacts of development, while Travel Plans will be required to maximise the use of active transport modes and public transport."

CITY OF LONDON TRANSPORT STRATEGY (2019)

2.4.9. The CoL's Transport Strategy (adopted 2019) sets out the aspirations for transport, movement and connectivity across the City. It highlights the importance of pedestrian and cycle improvements, along with the wider public transport and highway connectivity, and the need to improve health and air quality. Some of the policies and proposals within the strategy relate to connections and movement around the Site.

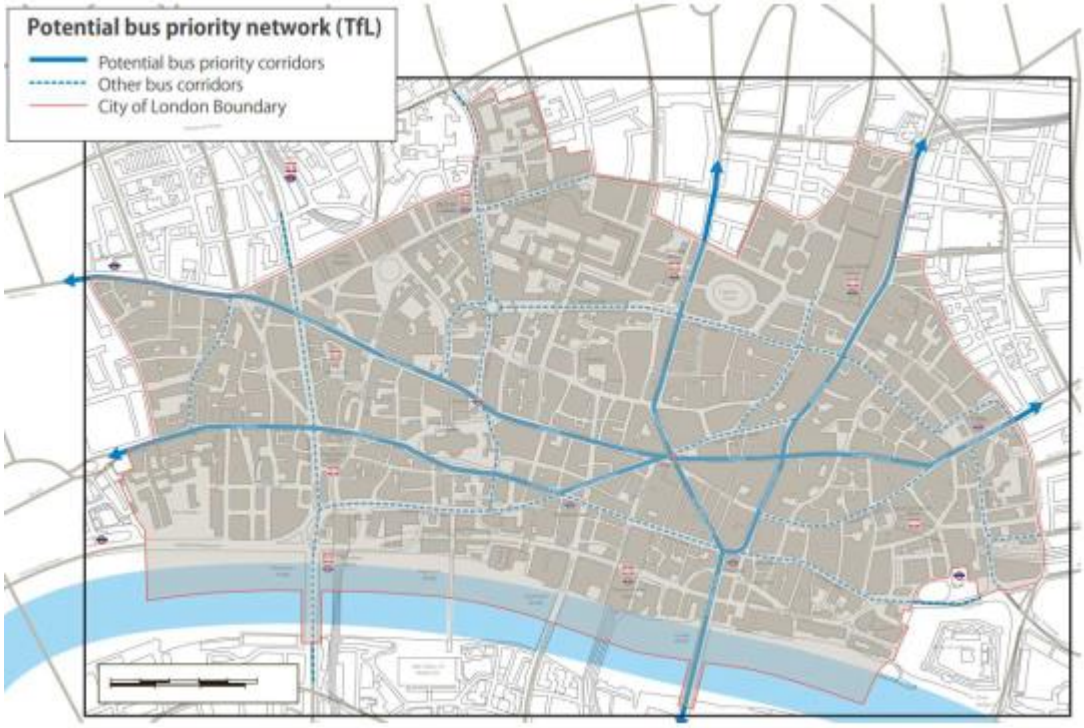
2.4.10. **Potential locations for pedestrian priority** – The strategy identifies the need to widen footways in the vicinity of the Site, as seen in Figure 2-2.

Figure 2-2 – Potential Locations for Pedestrian Priority



2.4.11. **Potential bus priority network** – The strategy examines existing bus corridors and examines potential for new bus corridors.

Figure 2-3 – Potential Bus Priority Network



2.4.12. **Zero Carbon** – The strategy places air quality and zero carbon emissions at the heart of its proposals, including:

- Proposal 29: Support and champion a London Zero Emission Zone;
- Proposal 30: Install additional electric vehicle charging infrastructure;
- Proposal 34: Reduce the level of noise from motor vehicles; and
- Proposal 36: Encourage innovation In air quality improvements and noise reduction.

LONDON BOROUGH OF CAMDEN LOCAL PLAN (2017)

2.4.13. LBC's 'Local Plan' is the main planning guidance document for development projects in the Borough. The Camden Local Plan was adopted on 3rd July 2017 by LBC. Until 2031, it forms part of the planning framework of the Borough.

2.4.14. Policies in the Local Plan relating to Travel Plans have been set out below.

2.4.15. Policy A1: Managing the impact of development.

"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.

We will:

- seek to ensure that the amenity of communities, occupiers and neighbours is protected;
- seek to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities;
- resist development that fails to adequately assess and address transport impacts affecting communities, occupiers, neighbours, and the existing transport network; and
- require mitigation measures where necessary.

The factors we will consider include:

- visual privacy, outlook;
- sunlight, daylight and overshadowing;
- artificial lighting levels;
- transport impacts, including the use of Transport Assessments, Travel Plans and Delivery and Servicing Management Plans;
- impacts of the construction phase, including the use of Construction Management Plans;
- noise and vibration levels;
- odour, fumes and dust;
- microclimate;
- contaminated land; and
- impact upon water and wastewater infrastructure.

Camden Planning Guidance – Transport (2021)

2.4.16. LBC have prepared this document to support the policies laid out in the Camden Local Plan (2017). This Guidance is consistent with the local plan and forms a Supplementary Planning Document (SPD) which is an additional "material consideration" in planning decisions.

2.4.17. The guidance covers:

- Assessing transport impact;

- Travel Plans;
- Delivery and Servicing Plans;
- Parking and car-free development;
- Car parking management and reduction;
- Vehicular access and crossovers;
- Cycling facilities;
- Pedestrian and cycle movement; and
- Petrol stations.

2.4.18. In regard to Travel Plans, the document outlines that:

- Travel Plans enable a development to proceed without adverse impact on the transport network through promoting a greater use of sustainable travel and thereby helping to tackle congestion and air pollution; and
- The requirements of a travel plan will be tailored to the specific characteristics of the Site and nature of the development.

"*The guidance sets out why Travel Plans are sought, what they are intended d to achieve and can be used as a guide for those who are required to provide a travel plan. This document includes general guidance required for all travel plans together with specific information on the following*:

- Workplace Travel Plans (TPs) (higher education institutions should be treated as workplace TPs);
- School TPs including other educational institutions such as nurseries and colleges;
- Residential TPs;
- Other TPs; and the
- Monitoring and Measures Financial Contribution.

2.4.19. This TP section of the CPG also covers the following:

- How a TP should be structured;
- The background information which is required;
- The measures to include in a TP;
- Objectives and targets;
- TP management by the development owner;
- The Action Plan; and
- Monitoring and review of the TP.

3 BASELINE CONDITIONS AND CONNECTIVITY

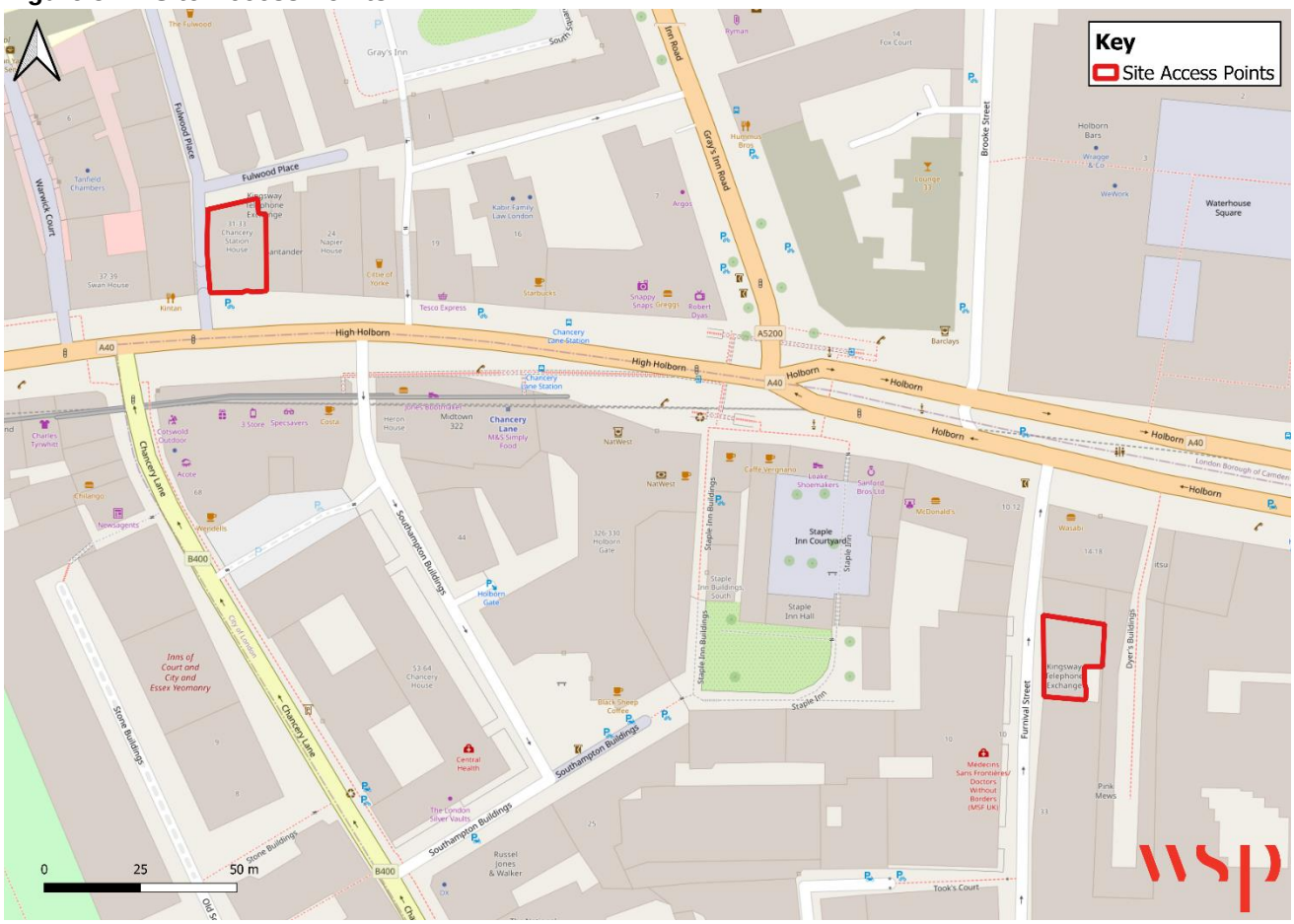
3.1 INTRODUCTION

3.1.1. This chapter reviews the existing transport network in the vicinity of the Site.

3.2 EXISTING SITE

3.2.1. There are two existing ground level access points at located at 38-41 Furnival Street and Fulwood Place headhouse as shown in Figure 3-1. Both access points lead to lift access to the tunnels below.

Figure 3-1 - Site Access Points



3.3 PEDESTRIAN NETWORK

3.3.1. There is a comprehensive network of pedestrian routes linking the Site to the surrounding areas with footways provided. The existing pedestrian environment is of good quality with high standard footways which are generally wide, well maintained and well lit.

3.3.2. The main access to the Site will be located at 38 and 41 Furnival Street. Furnival Street is a one-way street for vehicles travelling northbound. Furnival Street intersects Holborn at the northern end of the street and Cursitor Street at the southern end. There is also access to Norwich Street on the eastern side of the road approximately 25m from the intersection with Cursitor Street. The road is 4m in width at its widest points and 2.5m at its narrowest point. The widest sections of pavement for pedestrian's measure at 3.5m and the narrowest sections at 1m. Furnival Street is lit throughout and features CoL

bollards to prevent vehicle overrun of the footway. Furnival Street has a marked advisory cycle lane running southbound (in a contraflow arrangement) on the eastern side of the road. This is a non-segregated lane with sporadic markings running along the road. The street has no formalised pedestrian crossing facilities, only dropped kerb crossings and the Site access is located on the eastern side.

3.3.3. The secondary site access is located on Fulwood Place. The entrance to Fulwood Place is an alley on the northern side of High Holborn, of approximately 2m in width at its narrowest, located slightly to the east of the crossing point which opens out after 20 metres to widths of 7m at its widest. Fulwood Place is a well-lit wide pedestrian-only street.

3.3.4. High Holborn and Holborn have 3-metre-wide pavements at their narrowest sections with pavements in some sections stretching to 5m in width. The road has regular crossings at short intervals in the near vicinity to the Site. These include puffin, pelican, and non-signalised crossings with central island refuge areas. In particular, there is a pelican crossing that allows pedestrians to cross from north to south over Holborn at Chancery Lane station. Pedestrians can also use Chancery Lane station underpass to cross the road with the station having two exits on the north and south side of Holborn.

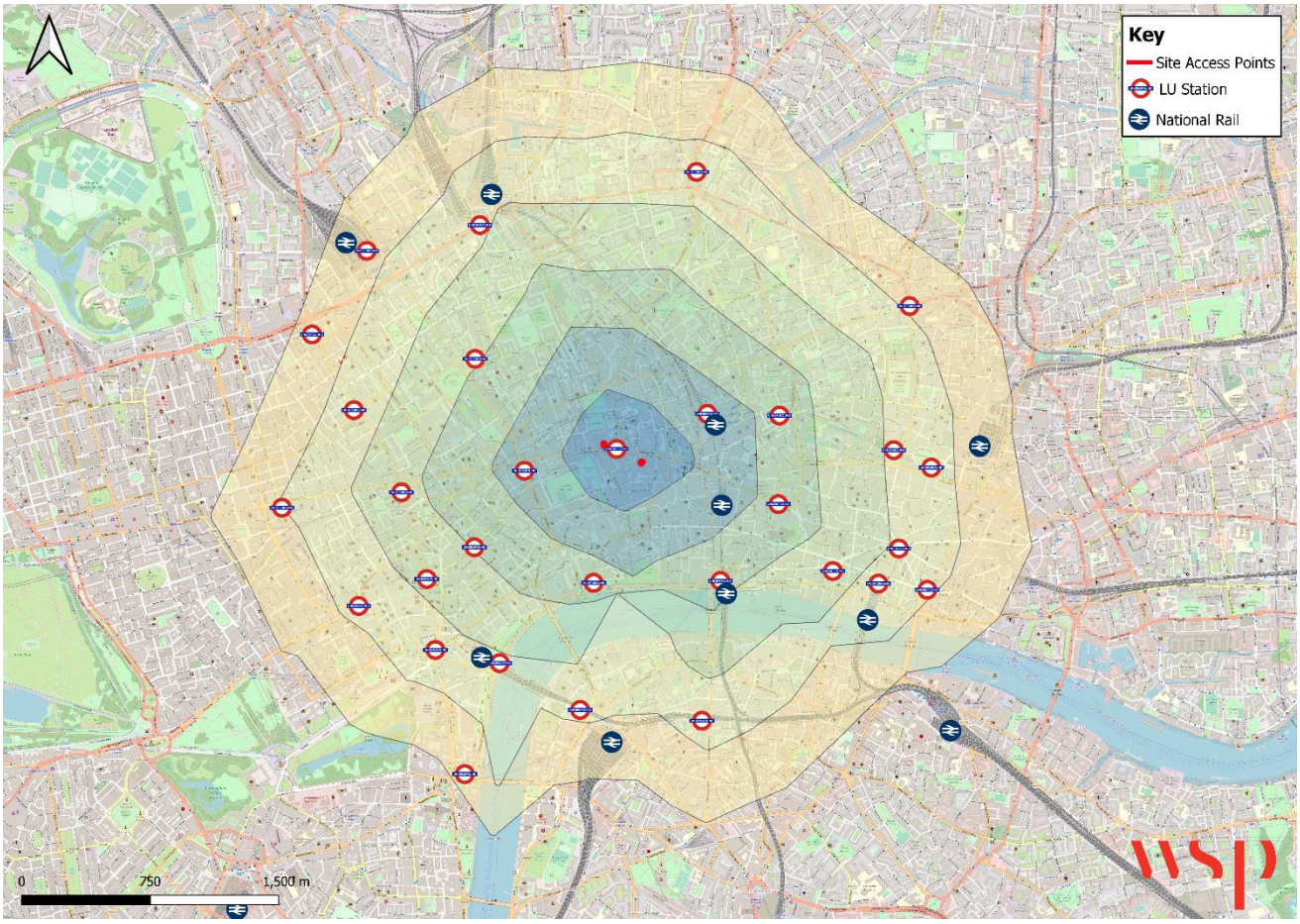
PEDESTRIAN PRIORITY STREETS PROGRAMME

3.3.5. In a new experimental scheme, the CoL is providing more space for people and improving their comfort and safety through the Pedestrian Priority Streets programme.

3.3.6. On the 20th of February 2023, one of these schemes was introduced on Chancery Lane, restricting traffic on Chancery Lane between 7am-7pm, Monday-Friday, but allows taxis and vehicle access to properties and parking and loading bays. The experiment is to run for 18 months and will be monitored closely to identify the impacts on Chancery Lane and the surrounding streets. This has a potential to impact positively reducing traffic flow around the Fulwood Place access and creating a safer environment along Chancery Lane for active travel users arriving to the Site.

3.3.7. The accessibility of the Site is further assessed within the pedestrian isochrones map in Figure 3-2**.** This shows all areas accessible within a 30-minute walk of the Site, assuming a 4.8kph walking speed.

Figure 3-2 - Walking Isochrones



3.4 CYCLING NETWORK

3.4.1. The Site is well served for cycle routes connecting to several major destinations. Due to the nature of the roads in London and the significance of cycling as a sustainable mode of travel, cyclists are encouraged to use the existing highway network to undertake their journeys. This is encouraged through regional and local planning policy.

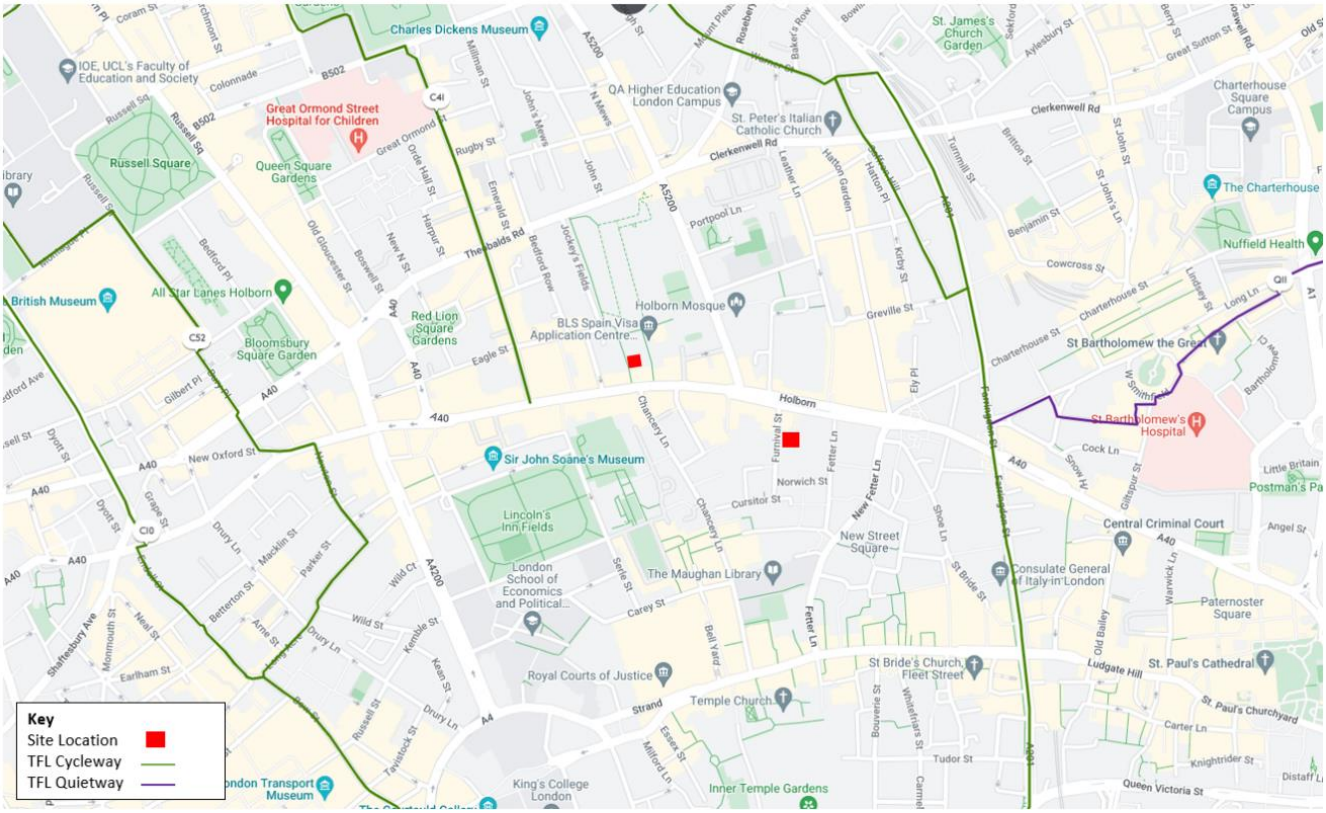
3.4.2. Cyclists using Holborn and High Holborn are required to use the bus lanes which are approximately 4m in width. There are sporadic sections of designated light segregated cycle lanes and advanced cycle stop boxes at main junctions and traffic lights. Both roads have 20mph speed limits.

3.4.3. Gray's Inn Road connects with High Holborn at Chancery Lane Station and runs from King's Cross St Pancras in the North to Holborn in the South. It has had permanent segregated cycle lanes since 2021, in the form of mandatory cycle lanes with partial sections of light segregation in the shape of white lining and wands. The lanes run on both sides of the road and are approximately 1.5m in width for the length of the road.

3.4.4. Chancery Lane intersects with High Holborn directly to the south of the Fulwood Place Site access and connects with the Strand. It is a one-way, 20mph road travelling in the direction of south to north and has a cycle lane (1.5m width) on the right-hand side of the road running southwards. As mentioned previously in section 3.3.6 Chancery Lane is currently trialling a new scheme for restricting motor vehicle usage and will be more welcoming for cyclists due to the reduced traffic flows. Cycleway 41

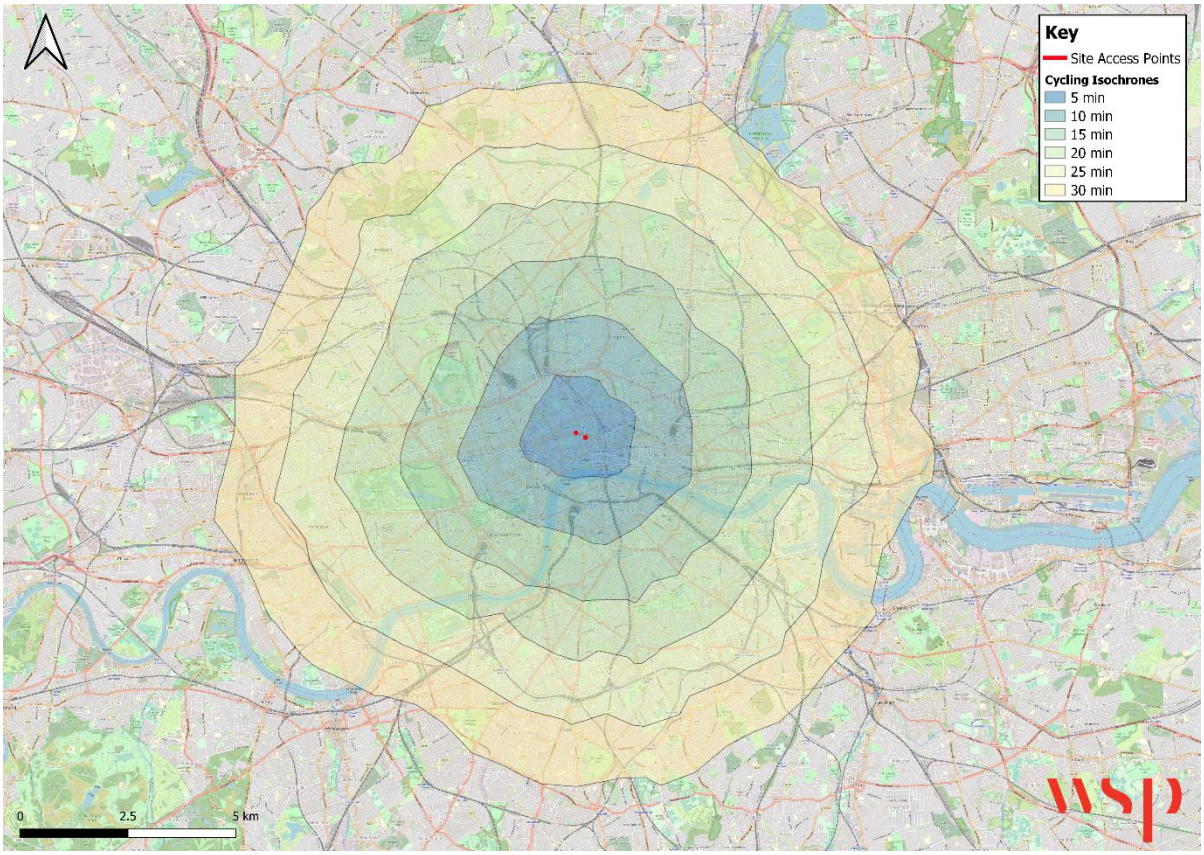
can be accessed 400m to the West of the Site. The cycleway runs Northbound up Red Lion Court and connects with Cycleway 6 at Tavistock Place. Cycleway 6 runs from Elephant and Castle to Kentish Town along safer roads. Cycleway 6 can also be directly accessed approximately 550 metres to the East of the Site.

Figure 3-3 - TfL Cycle Map



3.4.5. To understand the connections to the wider network, a cycle connections isochrone map has been included at Figure 3-4. This map is based on cycle time and assumes a cycling speed of 18km/hr.

Figure 3-4 - Cycling Isochrones



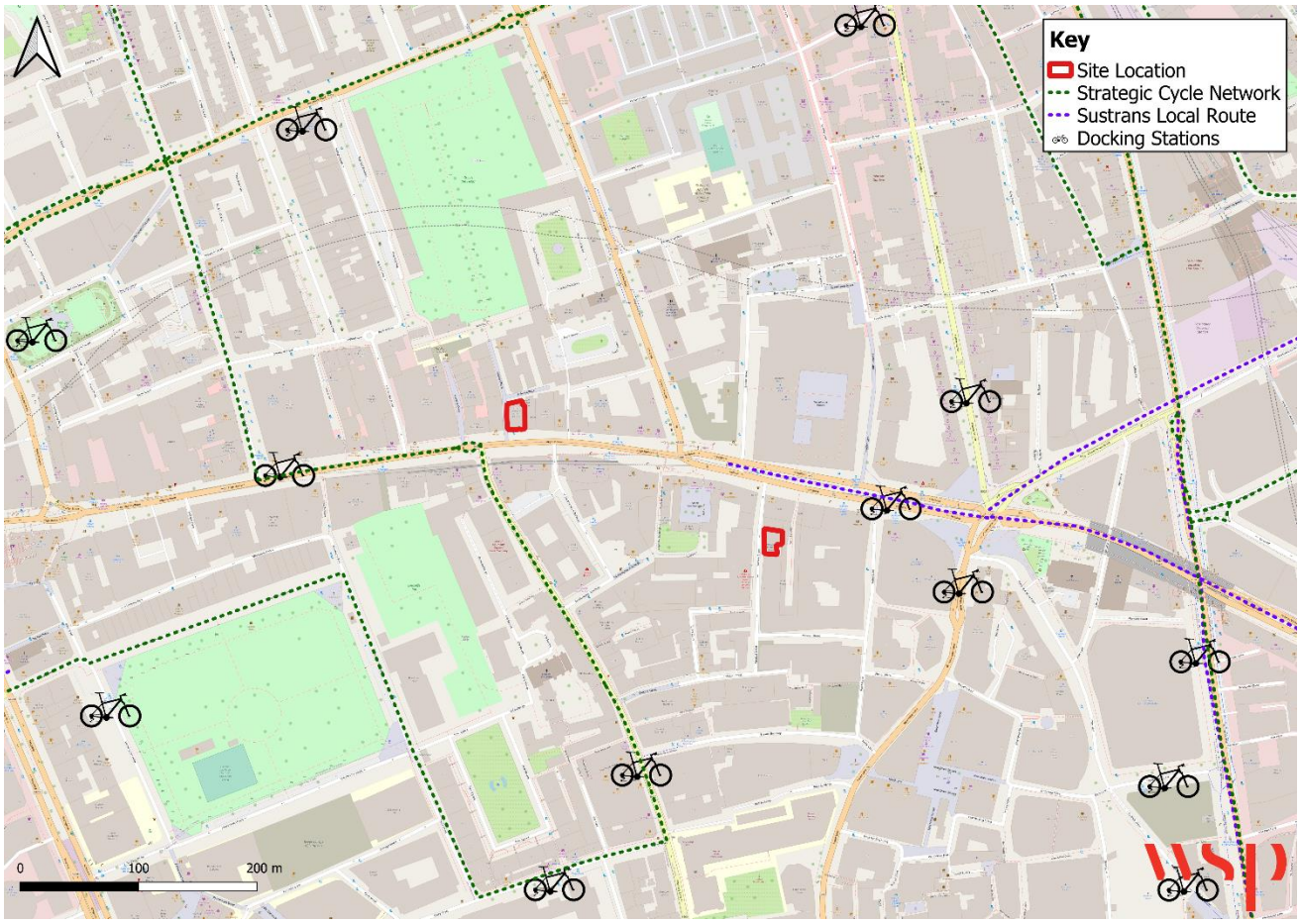
3.4.6. As shown in Figure 3-4, within a 5-minute cycle of the Site, cyclists can access Farringdon Station, Blackfriars, Tottenham Court Road, and the Thames. This figure also demonstrates that the majority of Central London is within a 10-minute cycle of the Site.

3.4.7. The closest Mayor's Cycle Hire docking station is located 100m east of the Site on Holborn, which contains spaces for 23 cycles. The cycle hire scheme is operated by TfL whereby registered users may hire bicycles for short journeys around London. Users can collect a bicycle from any docking station around London, use it for any period of time required, and then simply replace it at any docking station. Bicycles are available 24 hours a day, all days of the year.

3.4.8. Figure 3-5 below provides a plan showing all the cycle hire docking stations within proximity to the Site. It also shows the London Strategic Cycle Network (LSCN) and Sustrans Local Routes near both Site access points. The LSCN refers to a network of designated cycling routes in London that are designed to provide safe and convenient cycling options for both commuters and recreational cyclists. The LSCN aims to promote cycling as a sustainable mode of transportation and to encourage more people to choose cycling for their daily commutes.

3.4.9. A Sustrans local route is a part of the National Cycle Network that consists of shorter, often urban, or suburban cycling and walking routes that are designed to provide safe and convenient options for short trips, commuting, and leisure activities within local communities. These routes connect neighbourhoods, schools, shops, and other key local destinations.

Figure 3-5 - Cycle Docking Stations



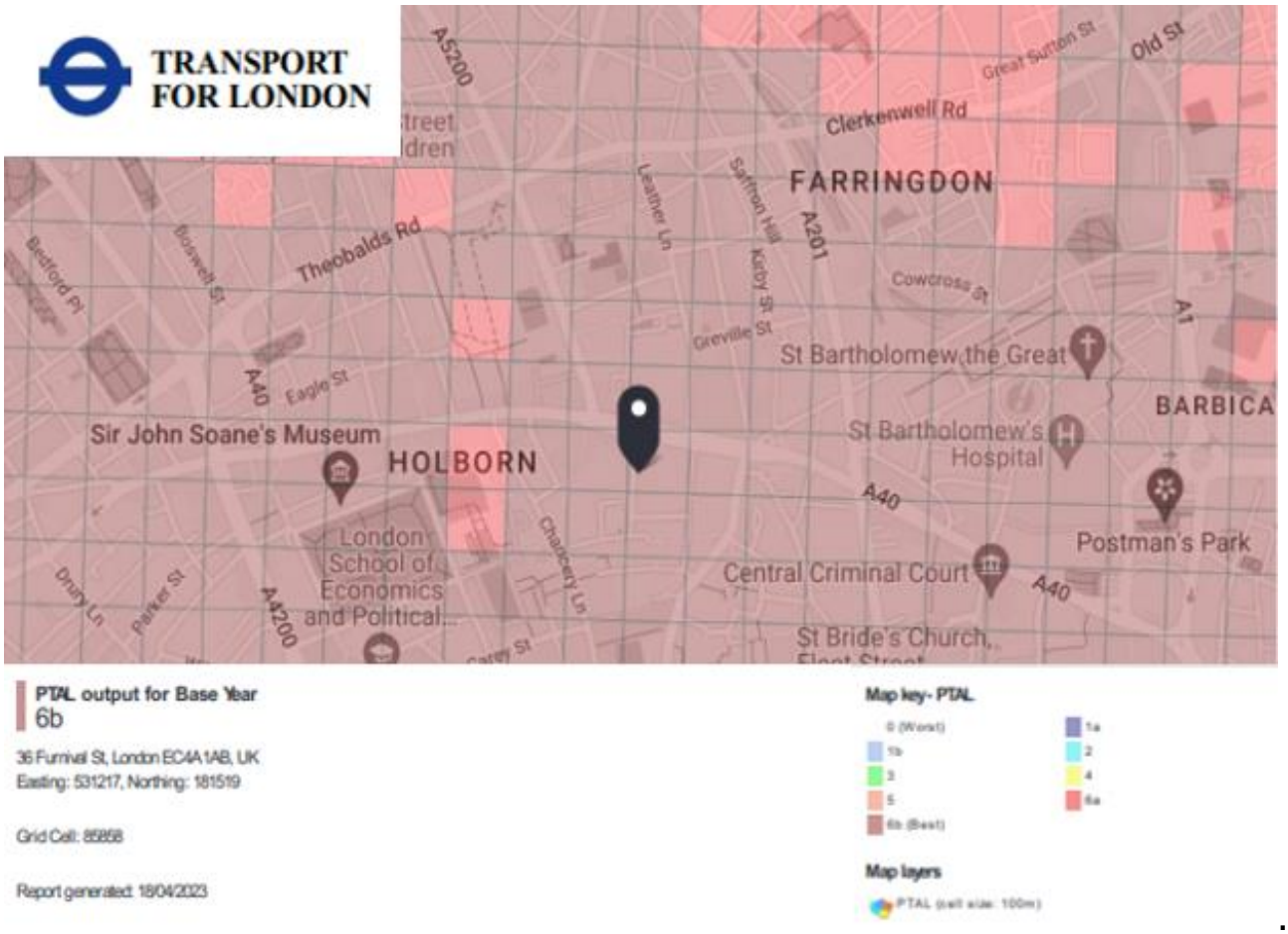
3.5 PTAL RATING

3.5.1. The Site is well served by public transport, with nearby access to the London Underground, National Rail and TfL bus services. The TfL Planning Information Database tool has been used to derive the Site's accessibility to the public transport – its Public Transport Accessibility Level (PTAL).

3.5.2. PTAL is a widely adopted tool amongst London Authorities for measuring Site's accessibility to public transport. The PTAL methodology identifies the key factors that influence personal choice of a public transport mode as being, number of accessible services, walk distances, frequency, reliability, and time of day / day of week. Based on these factors, a formula has been developed to calculate an Accessibility Index (AI) for any given location.

3.5.3. Using the PTAL methodology / formula, a PTAL has been calculated for the Site. The result of this assessment shows that the Site has a PTAL banding of 6b. In overall terms, the PTAL level for the Site shows an excellent level of accessibility with the Site being located in one of the most accessible locations in London. The Site benefits from several frequent bus and London Underground services within walking range of the Site. The excellent accessibility of the Site maximises the opportunity for visitors and staff to travel to the Site by a variety of modes with a very high public transport frequency. Figure 3-6 demonstrates the Site's current PTAL rating.

Figure 3-6 – PTAL Map



3.5.4. The full PTAL report is included in **Appendix A.**

3.6 PUBLIC BUS

3.6.1. The closest bus stop to the Fulwood Place Site access is the Chancery Lane Station bus stop, 125m to the east. The access at 38-41 Furnival Street is closest to the bus stop at Holborn Circus, 120m to the north-east of the access point. Chancery Lane Station bus stops are located between the two access points on Fulwood Place and 38-41 Furnival Street. The stops are served by 5 services, the number 8, 59, 133, N8, N25, and N242.

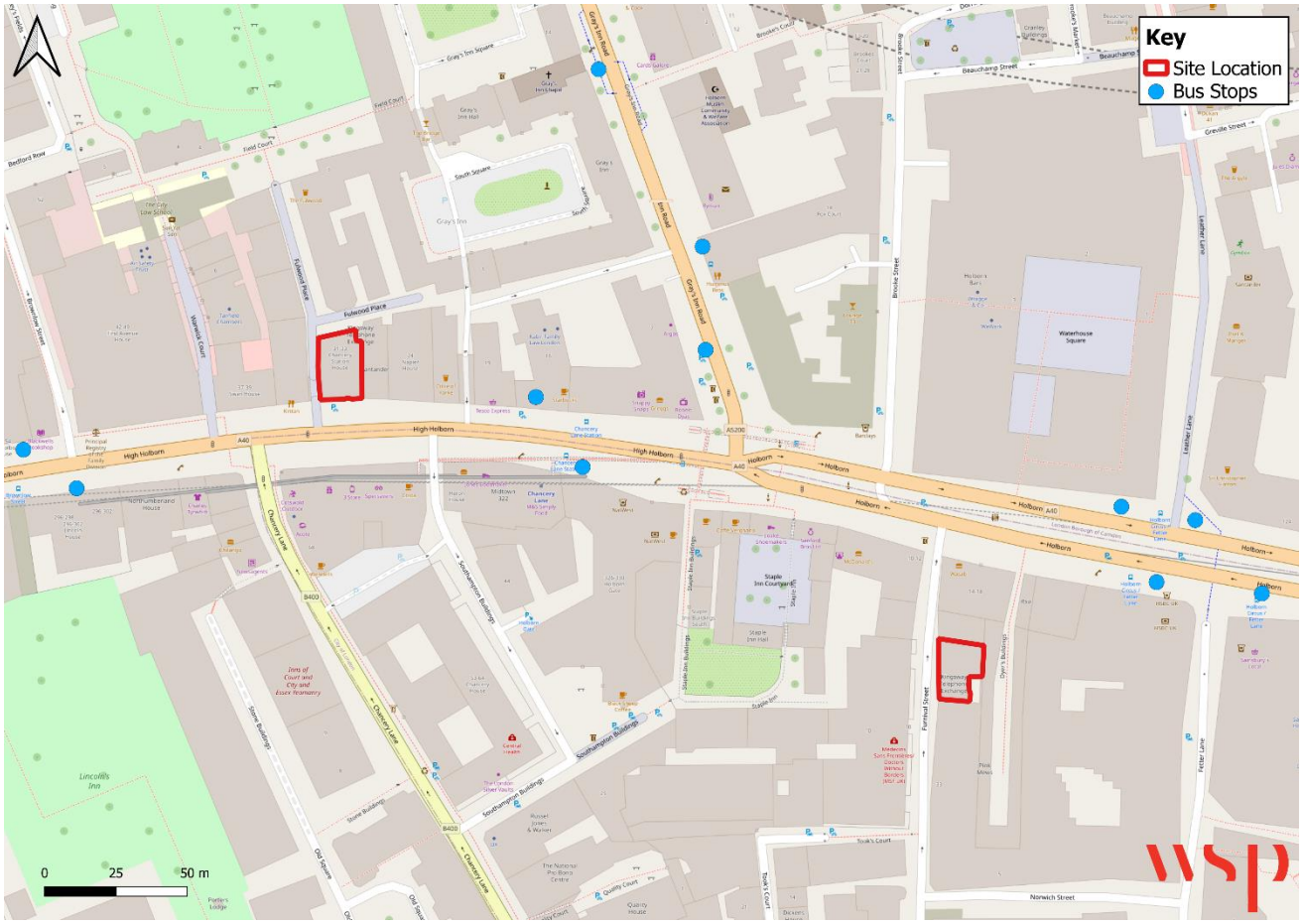
3.6.2. The peak hour frequency of bus services in the Site vicinity has been assessed and presented in Table 3-1 below, together with a summary of the bus routes and stopping points.

Table 3-1 – Local Bus Network (Weekday / 0800 – 0900 & 1700 – 1800)

Service No.	Nearest Stop	Walk Time (mins)	Route	Buses per Hour	
				AM Peak	PM Peak
8	Chancery Lane Station	2	Bow Church – Tottenham Court Road	7	7
17	Holborn Circus (Stop J)	3	Archway Station – Holloway Road	6	6
46	Holborn Circus (Stop J)	3	Paddington Station – Eastbourne Terrace	5	5
59	Chancery Lane Station	2	Streatham Hill – St Bartholomew's Hospital	7	7
133	Chancery Lane Station	2	Streatham – Holborn	6	6

3.6.3. Figure 3-7 below outlines the bus stops in the vicinity of the Site.

Figure 3-7 – Local Bus Stops



3.6.4. The Site has 5 different bus stops within a five-minute walking distance offering a wide range of services. It can therefore be concluded that the Site is well served by the local bus network with daytime bus routes and three-night bus routes in operation. Weekday frequencies are up to 31 buses in per hour which equates to a bus every 2 minutes with a verity of destinations available. The public bus service at the Site has an excellent level of service providing visitors with a public transport alternative to the underground. Accessible evening services are also available to and from the Site are also available via the following routes:

- N8 – Great Titchfield Street to Oxford Circus Station
- N25 - Great Titchfield Street to Oxford Circus Station
- N242 – Homerton Hospital to Wardle Street

3.7 LONDON UNDERGROUND

3.7.1. The Site is in close walking distance of London Underground (LU) stations, namely Chancery Lane Station (c.130 metres), Farringdon (c.650 metres) and Holborn (c.700 metres). Chancery Lane provides a direct connection to the Central Line and is reachable within 2 minutes on foot. Farringdon provides access to the Circle Line, Hammersmith and City Line, Metropolitan Line and the Elizabeth Line. Holborn (one stop from Chancery Lane) provides onward connection to the Piccadilly Line and Central line.

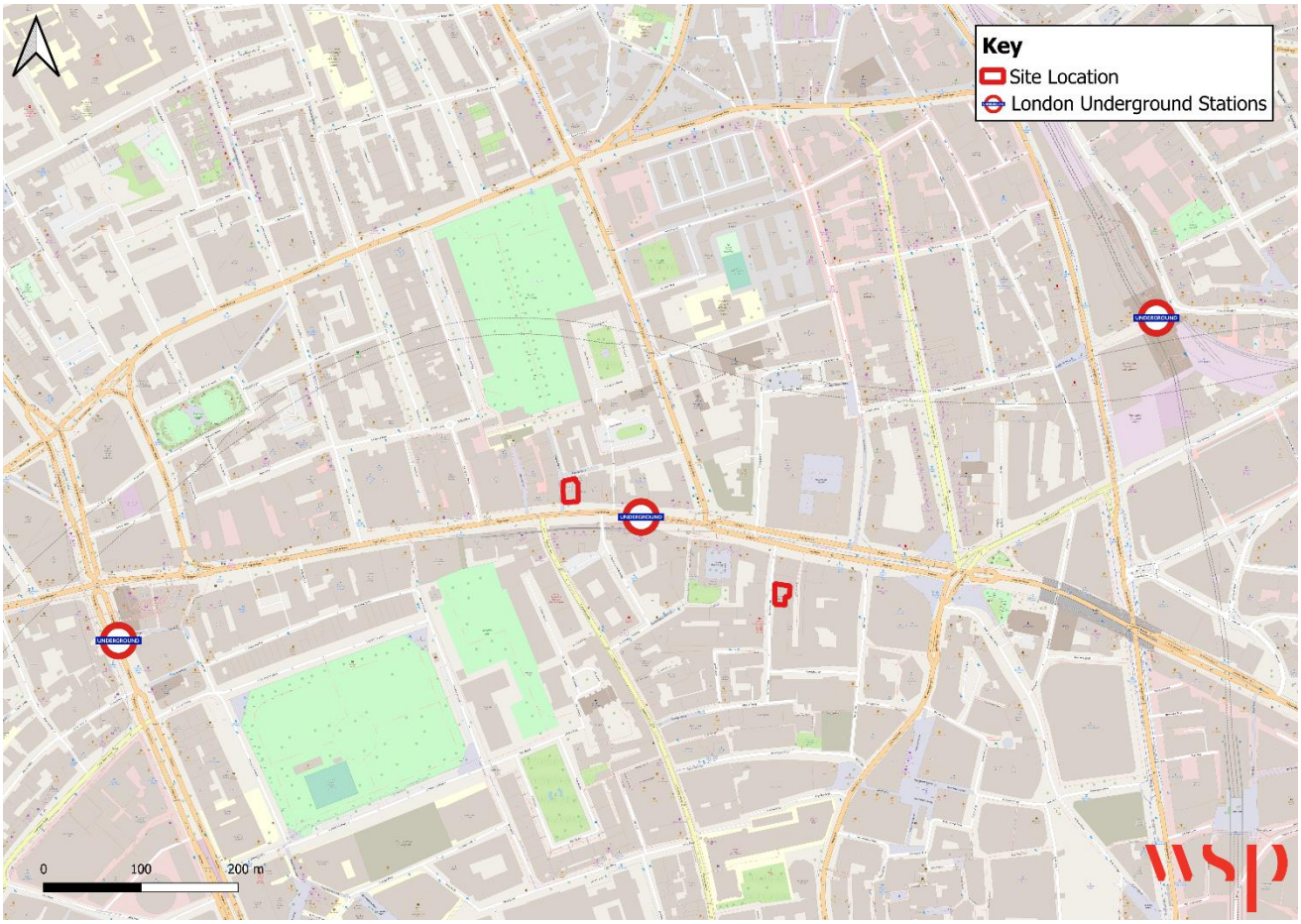
3.7.2. Peak Hour frequencies for these services are set out below in Table 3-2.

Table 3-2 - London Underground Peak Hour Frequencies

Station	Service	No. of Services AM Peak (0800 – 0900)	No. of Services PM Peak (1700 – 1800)
Chancery Lane	Central Line - Eastbound	24	27
Chancery Lane	Central Line - Westbound	22	25
Farringdon	Metropolitan Line – Eastbound	17	16
Farringdon	Metropolitan Line - Westbound	16	16
Farringdon	Hammersmith and City Line - Eastbound	6	6
Farringdon	Hammersmith and City Line - Westbound	6	6
Farringdon	Circle Line - Eastbound	6	6
Farringdon	Circle Line – Westbound	6	6
Farringdon	Elizabeth Line – Eastbound	24	24
Farringdon	Elizabeth Line – Westbound	24	24
Holborn	Piccadilly Line - Eastbound	20	21
Holborn	Piccadilly Line – Westbound	21	20
Holborn	Central Line – Eastbound	23	23
Holborn	Central Line - Westbound	23	23

3.7.3. As seen above, the Site is well served by a multitude of different services providing frequent services across London. In addition, the Central Line runs for 24 hours on Fridays and Saturdays. The figure below shows the location of Chancery Lane Station, Farringdon Station, and Holborn Station in relation to the two Site access points.

Figure 3-8 - London Underground Stations



3.8 NATIONAL RAIL

3.8.1. Farringdon Station is an 8-minute walk away (approximately 650m to the northeast of the Site). In addition to providing access to the Circle, Hammersmith & City, Metropolitan, and Elizabeth Line, Farringdon Station also has access to National Rail services, via Thameslink. The station is served by regular trains to St Albans, Cambridge, Brighton, Horsham, and Bedford, amongst others.

3.8.2. City Thameslink is a 10-minute walk away approximately (800m south east of the Site). It is served by trains operated by Thameslink on the Thameslink Route which is a 24-hour main-line route, running from Bedford, Luton, St Albans City, Peterborough and Cambridge via Central London to Sutton, Orpington, Sevenoaks, Rainham, Horsham, Brighton and East Grinstead.

3.8.3. It should also be noted that the London Underground and London Bus Services offer the opportunity to connect to all other London Rail stations, making the Site accessible to all of the London transport network.

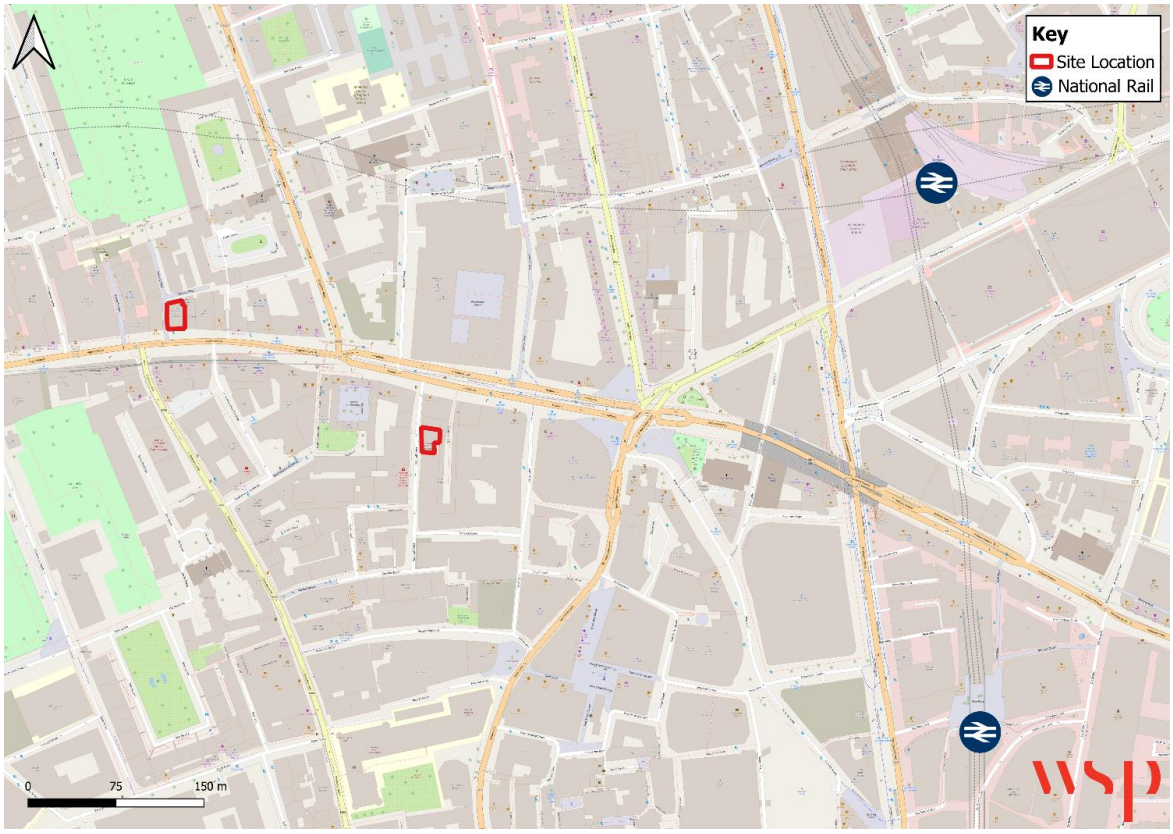
3.8.4. A summary of services from both stations is included below in Table 3-3**.**

Table 3-3 – National Rail Peak Hour Frequencies

Station	Destination	No. of services AM Peak (0800 – 0900)	No. of services PM Peak (1700 – 1800)
Farringdon / City Thameslink	St Albans City	7	7
Farringdon / City Thameslink	Cambridge	5	5
Farringdon / City Thameslink	Brighton	5	5
Farringdon / City Thameslink	Peterborough	5	6
Farringdon / City Thameslink	Sutton (London)	7	6
Farringdon / City Thameslink	Horsham	6	6
Farringdon / City Thameslink	St Albans City	11	10
Farringdon / City Thameslink	Rainham (Kent	6	8
Farringdon / City Thameslink	Luton	9	7
Farringdon / City Thameslink	Three Bridges (Gatwick Airport)	9	8
Farringdon / City Thameslink	Bedford	8	6

3.8.5. The location of Farringdon and City Thameslink in relation to the Site is included in Figure 3-9 below.

Figure 3-9 - National Rail Locations



3.9 LOCAL HIGHWAY NETWORK

3.9.1. The local highway network in the vicinity of the Site consists of Furnival Street, High Holborn, Gray's Inn Road (A5200) and Chancery Lane.

3.9.2. The primary access to the Site is located at 38-41 Furnival Street, which is a CoL managed road. Furnival Street is subject to a 20mph speed limit and is approximately 155m in length. The road has carriageway width of 4.3m at the widest and 2.5m at the narrowest. The localised narrowing present on Furnival Street is to enforce the northbound one-way restriction for vehicle movements but allows for contraflow cycle movements. The one-way system operates between the Furnival Street / Norwich Street priority junction to the Holborn / Furnival Street priority junction (approx. 130m in length). The one-way system is enforced by signage, localised narrowing and by a TfL enforcement camera.

3.9.3. Furnival Street is included within the study area for the CoL's Chancery Lane enhancement strategy, but no improvements are proposed at present.

3.9.4. The secondary access is located at Fulwood Close, which is a pedestrianised street with a width of 2m at its narrowest and 7m at its widest. The closest vehicle access points to the Fulwood Close access are Holborn and Sandland Street.

3.9.5. Holborn is a major distributor road that forms part of the A40 route from London to Fishguard in Wales. It runs eastbound towards Gray's Inn Road and westbound towards Drury Lane, with a speed limit of 20mph. From High Holborn to Holborn Circus, it has two separate east and westbound lanes with a central reservation in the middle. Each carriageway is approximately 8m in width (4m wide bus lane and 4m normal traffic lane) and both directions have a bus lane. Furnival Street is located on the

southern side of the road and Fulwood Place is situated on the northern side of the road. There are numerous crossing points including a large, signalised crossing by Chancery Lane Station. It is also possible to cross the road through Chancery Lane Station, which has two exits north of High Holborn and two exits on the southern side.

3.9.6. Gray's Inn Road starts at the junction with High Holborn at the City of London boundary and forms an important road in the Bloomsbury district of Central London, running to King's Cross and St. Pancras Station. It has single lane traffic travelling north and southbound. The road has a width of approximately 11m including dedicated cycle lanes that run in both directions from High Holborn to the junction with the A401. There are signalised crossings along the road, and it has a speed limit of 20mph. There is a bus lane that runs southbound towards Holborn.

3.9.7. Chancery Lane is a single carriageway one way road in a northbound direction, connecting High Holborn and the Strand / Fleet Street. It is subject to a 20mph speed limit. As mentioned in section 3.3.5. it is currently subject to an experimental scheme restricting weekday traffic between 7am and 7pm. Chancery Lane is approximately 6m in width for the duration of the road.

3.9.8. The closest rear highway access to Fulwood Place is on Sandland Street which is to the northwest of the Fulwood Place access. Sandland Street can be accessed from High Holborn via travelling northbound up Red Lion Street. Red Lion Street is a two-way road measuring approximately 8m in width. It has a Santander docking station and car parking on the eastern side of the road.

3.9.9. Sandland Street is a two-way road running east to west that connects to Red Lion Street, Bedford Row and Brownlow Street. It has marked car parking on both sides of the street and is 14m at its widest point and 6m at its narrowest sections. There is a lime bike docking station and access to the Grays Inn Gardens from this street.

3.9.10. Brownlow Street is a one-way street running southbound from Sandland Street to High Holborn. It is a narrow 20mph road measuring 2m at its widest points. This street is unsuitable for large vehicles.

3.9.11. Bedford Row is a wide two-way street that intersects Theobalds Road in the north and Sandland Street in the south. The road has an approximate width of 11m for the duration of the road with pavements measuring 4.5m on each side of the road. The road has marked resident parking spaces on each side and includes taxi ranks and a car club space at the northern end of the road. When taking into account the size of parking spaces the road has a usable width of 7m which would be suitable for larger vehicles to use.

3.10 CAR PARKING

3.10.1. Both access points are located within Controlled Parking Zones (CPZ). Fulwood Place and Holborn are situated within the LBC CPZ CA-D which operates Monday to Friday 08:30- 18:30 and 08:30-13:30 on Saturdays. The CoL CPZ operates across the city, the controlled hours are Monday to Friday 07:00- 19:00, and 07:00-11:00 on Saturdays.

4 TRAVEL PLAN STRATEGY

4.1 INTRODUCTION

4.1.1. This chapter details the strategy of the TP for staff and visitors to and from the Site.

4.2 SITE MONITORING

4.2.1. The travel characteristics of future users (staff and visitors) will be monitored once the Site is occupied and operational. Travel surveys will be undertaken in accordance with the TRICS monitoring system.

4.3 TRAVEL DEMAND

4.3.1. An initial Year 0 (baseline) survey will be undertaken within six months of the building becoming fully operational.

4.3.2. To date, a trip generation assessment has been carried out as part of a Transport Assessment Addendum (March 2024) in support of the proposals. This information is summarised within this Travel Plan to form the basis of interim targets.

4.3.3. The overall predicted trip generation and mode share for staff and visitors to the Site are set out in the tables below.

Table 4-1-Forecast Trip Generation – Staff

Mode	Proposed Mode Share %	Staff Daily Two-way Trips
Pedestrian	15	26
Public Bus	13	22
Train / Underground	66	112
Car (Blue-badge)	0	0
Cycle	6	10
Taxi	0	0
Coach	0	0
Total	**100**	170

Table 4-2-Forecast Trip Generation – Visitors

Mode	%	Design Day Hourly Trips (two-way)	Design Day Daily Trips (two-way)
Pedestrian	15	225	2,025
Public Bus	12	180	1,620
Train / Underground	65	975	8,775
Car (Blue-badge)	0	0	0
Cycle	6	90	810
Taxi	1	15	135
Coach	Up to1*	Up to 15	Up to 135*
Total	100	1,500	13,500

**An allowance for up to 1% of visitors to arrive by coach within the mode share- but as per the travel plan this will be limited.*

4.3.4. The overall trip generation assessment supports the Mayor's objectives for 80 per cent of all trips in London to be made on foot, by cycle or using public transport.

4.4 MANAGEMENT

TRAVEL PLAN CO-ORDINATOR

4.4.1. A Travel Plan Co-ordinator (TPC) is to be appointed to take responsibility for the Site wide management of the plan, and for ensuring its delivery. The TPC role for the Site will be fulfilled by an appointed consultant or the Management Company. It will be the responsibility of the developer to ensure that a TPC is appointed prior to the first occupation of the Site. The roles and responsibilities of the TPC are set out below:

- Ensuring the structures for the ongoing management of the plan are set up and running effectively;
- Implementation and ongoing management of the Travel Plan;
- Updating Travel Plan in future if necessary;
- Marketing and communication of the Travel Plan including promoting measures;
- Overseeing the monitoring and reporting of the Travel Plan including liaising with the Local Authority(s) where appropriate;
- Monitoring and where necessary revising Travel Plan targets;
- Administration of the Travel Plan, involving the maintenance of necessary systems, data and paperwork, consultation, and promotion;
- Recording all correspondence;
- Giving a 'human face' to the Travel Plan, explaining its purpose and opportunities;
- Giving advice and information on transport-related subjects;
- On-site coordination of data collection for the plan; and

- Helping establish and promote the individual measures of the plan.

4.4.2. These duties are permanent for the duration of the Travel Plan.

4.4.3. TPC details will be provided in the table set out below once known following the implementation of the proposals.

Table 4-3 TPC Contact Details

Contact Details	
Name:	TBC
Position:	TBC

4.5 MARKETING STRATEGY

4.5.1. It is recognised that a marketing and communication strategy is key to the success of the TP. The marketing strategy will aim to raise awareness of the key services and facilities implemented as part of the TP and disseminate travel information and notification of events and facilities provided. Full details of the marketing strategy for the Development are contained within the individual measures chapters for the TP. The marketing activities to be undertaken include the provision of links to relevant journey planning information and timetables for public transport services on TfL's website. This will be contained within the promotional material distributed to staff.

4.6 SECURING THE TRAVEL PLAN AND FUNDING

4.6.1. The provision of an approved TP in accordance with current TfL guidance, together with the implementation of Site wide 'action' type targets, will be secured through its incorporation into planning conditions and obligations.

4.6.2. Funding for the monitoring and management of the TP is to be secured by the developer. The costs will relate to the implementation of measures outlined within the TP and also for surveys and monitoring to occur through the lifecycle of the TP.

4.7 PARTNERS AND STAKEHOLDERS

4.7.1. TPs need partnerships for success. Organisations/developers need to work with several partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. Key partners are likely to include:

- TPC for the Site; and
- CoL/ LBC TP Officer who will provide advice on the operation and implementation of the TP as well as feeding back comments on progress towards the targets over the life of the TP.

5 OBJECTIVES AND TARGETS

5.1 OBJECTIVES

5.1.1. The objective of the Travel Plan is to develop a set of mechanisms, initiatives and targets which seek to minimise the impact of travel on the environment.

5.1.2. The development will be car parking free and therefore car trips are not expected to the site (except for minimal trips by Blue Badge holders). The Travel Plan will aim to manage taxi and servicing pick-up/drop-off trips and manage and discourage coach trips to/from the Site as far as practicable.

5.1.3. A significant proportion of trips are predicted to be made on foot/cycle and by public transport, and the location and design of the development encourage such travel patterns accordingly in accordance with the Mayor's Transport Strategy. The Travel Plan will seek to encourage the optimum use of cycle parking provision that will be provided for the development.

5.1.4. The over-arching aim of the Travel Plan is to ensure that visitors and staff travel to and from the site in the most sustainable manner appropriate for their journey. This is supported by the following objectives:

- To establish sustainable travel principles for the development;
- To maintain a low proportion of single-car occupancy vehicle trips as far as practicable (limited to Blue badge holders and taxis);
- To manage and discourage travel by coach with the exception of school group visitors as far as practicable;
- Manage taxi drop-off / pick-up trips by visitors (and staff) by informing where such activity can conveniently take place (via Holborn);
- Managing servicing trips at the Site in accordance with the Delivery and Servicing Plan;
- To increase the attractiveness and use of cycling;
- To encourage healthy and active travel; and
- To raise awareness of sustainable modes of transport available.

5.2 TARGETS

5.2.1. In accordance with TfL's best practice guidance, all targets identified will be SMART, in that they are Specific; Measurable; Achievable; Realistic and Time-bound.

5.2.2. Two types of targets have been identified. 'Action' type targets are defined within TfL's guidance as 'non-quantifiable actions that need to be achieved,' (e.g. appointing a TPC one month before occupation), whilst 'Aim' type targets are 'quantifiable and relate to the degree of modal shift the plan is seeking to achieve or to other outcomes,' (e.g. to maintain sustainable travel established from the outset through the implementation of sustainable design principles). The Action and Aim type targets will be agreed with CoL / LBC following the results of the baseline travel surveys. Some potential targets for the site are set out below.

ACTION TYPE TARGETS

- Appoint a TPC prior to occupation;
- Approved level of cycle parking spaces will be provided, prior to the occupation of the development;

- A guide or leaflet will be produced to promote sustainable travel and the key services provided through the Travel Plan. This will be available prior to occupation; and
- Travel surveys will be undertaken (in accordance with the Action Plan) in years one, three and five after the initial baseline Travel Survey (Year 0) has been undertaken.

AIM TYPE TARGETS

5.2.3. The Travel Plan targets aim to measure the progress made towards achieving the Travel Plan objectives. Considering the nature of the car parking free development proposals, targets will primarily be set in maintaining sustainable travel including optimising cycling as far as practicable, and managing taxi and servicing trips, and managing and discouraging coach trips.

5.2.4. The specification of the targets will be reserved for agreement with CoL / LBC within three months of the initial baseline survey being undertaken.

5.2.5. For this stage of the Travel Plan process, the following targets are suggested:

- To aim for 80% of travel by sustainable modes (on foot, cycling, and public transport) in accordance with the Mayor's Transport Strategy;
- Seek to optimise cycle parking provision, with considerate parking behaviour; and
- To aim for coach trips to be limited to school group users only as far as practicable.

5.2.6. The initial baseline Travel Survey (Year 0) will be undertaken within six months of full opening of the development to the public. The agreed targets will have a five-year timeframe, with interim targets for years 1 and 3. The targets will be reviewed throughout the life of the Travel Plan following each update survey.

6 MEASURES

6.1 PROPOSED MEASURES

6.1.1. This chapter details measures set out to achieve Travel Plan targets. These measures will be developed further by the TPC upon appointment. The measures have been grouped into two types as follows:

- 'Hard' engineering measures incorporated into the design; and
- 'Soft' marketing and management measures to ensure sustainable travel behaviour is maximised.

6.2 HARD MEASURES

6.2.1. It should be recognised that many physical aspects of the design of the Site will influence travel patterns. The hard engineering measures that will be incorporated into the design of the development are set out below. It should be noted that appropriate hard engineering measures will be provided during the construction of the building prior to occupation and will be funded by the developer.

BLUE BADGE PARKING PROVISION

6.2.2. No on-site car parking will be available for staff or visitors to use thereby limiting travel by car from the outset. There is an existing Blue Badge bay located on Furnival Street which may be utilised by staff and visitors, and a new Blue Badge bay will also be provided on Furnival Street as part of the development proposals.

CYCLE PARKING PROVISION

6.2.3. The provision for alternative transport modes within "development plans" focus on making walking and cycling realistic by ensuring good facilities and direct routes for each are provided.

6.2.4. A total of 12 high quality cycle parking stands will be provided within the development for staff use, in accordance with the adopted policy. These will be located in two cycle stores, one on Furnival Street (4 spaces) and one in the tunnels (8 spaces). Refer to the Transport Assessment (May 2024) for full details.

6.2.5. A total of 112 high quality short stay cycle parking spaces will be provided within the public realm for visitors, in accordance with the adopted policy.

6.2.6. The usage of staff cycle parking will be monitored as part of the overall monitoring strategy of the Travel Plan.

SERVICING BAY

6.2.7. A dedicated servicing bay will be provided on Furnival Street directly outside of the Site to meet the servicing needs of the development proposals. The use of the bay will be restricted for use outside of the opening hours of the development. Servicing at the Site will take place in accordance with the Delivery and Servicing Plan which has been prepared as a standalone document and forms part of the planning application.

6.3 SOFT MEASURES

6.3.1. The location of the development, its design and proximity to facilities and public transport services within the surrounding area will create suitable conditions to make sustainable travel choices

convenient. However, it is also recognised that a communication strategy is key to the success of the Travel Plan. Details of the communication strategy are set out below.

PERSONALISED JOURNEY PLANNING

6.3.2. The TPC will provide personalised travel planning advice to staff (and visitors as appropriate). The TPC will provide information to identify routes to public transport services for employees travelling to work and for visitors. This will facilitate the use of public transport, walking and cycling.

FACILITIES FOR MOBILITY-IMPAIRED PERSONS

6.3.3. The personalised journey planning service detailed above will also extend to the cover the specific journey planning requirements of mobility-impaired persons associated with the Site.

TRAVEL PACK

6.3.4. Employees will be provided with a Travel Pack as part of their induction. The key role of the Travel Pack is to raise awareness of sustainable travel opportunities and initiatives available to occupants including:

6.3.5. Promotion of local sustainable travel networks, including:

- Bus services which are available;
- Rail services which are available;
- Details of carbon foot-printing: provision of details of the established 'Act on CO2 carbon calculator' and provision of information to raise awareness of the environmental and cost saving benefits associated with sustainable travel and reducing car usage. Employees will be made aware that they are working in a 'healthy' building and are contributing to a sustainable environment;
- Links to relevant public transport travel information websites will be provided such as the TfL journey planner or the Citymapper app;
- Promotion of local amenities - the Travel Pack will include the locations of many of the nearby key amenities which can facilitate many trips by foot;
- Promotion of the cycle parking - making employees aware of cycle parking available to them;
- Promotion of health benefits associated with alternative modes of transport - the travel pack will provide details of the health benefits associated with walking and cycling regularly;
- Promotion of key services and facilities - full details of the key services and facilities provided by the Travel Plan will be included on the Travel Pack including:
  - Cycle to work schemes and national cycle to work week; and
  - Interest free season ticket loans for employees.

6.3.6. The Travel Pack also invites those persons wishing to raise specific transport-related matters to discuss them with the TPC for consideration.

WEBSITE INFORMATION / BOOKING SYSTEM

6.3.7. Links to relevant public transport travel information websites will be provided to staff and visitors. When visitors book tickets, travel information will be incorporated into a confirmation email / message.

6.3.8. Such information links will include:

- TfL journey planner; specific public transport operators;

- Ticket / Travelcard ordering facility including Oyster Auto-top up services;
- Map of walking / cycling routes from major stations / local tourist attractions; and
- Maps of local bus stops, public transport services, cycle parking locations and TfL bike docking stations.

6.3.9. An electronic version of the Travel Pack and travel leaflets including promotional details of the key services and facilities being provided will be available via the Site website.

PROMOTING CYCLING

6.3.10. Encourage the creation of a Site wide Bicycle Users Group, (BUG) for staff providing the opportunity for cyclists to meet informally and discuss cycling related issues, such as safe cycle routes within the surrounding area.

6.3.11. Reasonable endeavours will also be made to induce local cycle retailers to provide discounts on cycles, cycle equipment and servicing to staff.

CYCLE TO WORK SCHEME

6.3.12. The national Cycle to Work Scheme enabling employees who wish to cycle to work to purchase a bike on a tax-free basis will be promoted to all workplace occupiers for the benefit of their staff. The commercial operators will be encouraged to provide support for this scheme.

CYCLE TO WORK WEEK

6.3.13. A cycle to work week will be organised by the TPC. The event will be held within 12 months of the opening of the Site. The event will be co-ordinated with the National Bike Week, where timescales permit.

INTEREST-FREE SEASON TICKET LOANS FOR EMPLOYEES

6.3.14. TLT would be encouraged to provide and promote the availability of employee interest free loans for the purchase of public transport season tickets; however, the ultimate decision would be at the discrepancy of the operator. The provision of interest free season ticket loans will be publicised (if appropriate) within the Travel Pack.

TAXI PICK-UP / DROP-OFF

6.3.15. It is proposed for all taxi drop-off / pick-up related trips to take place along Holborn. The main site entrance on Furnival Street is approximately 40m south from Holborn, which would be accessible via the proposed new public realm scheme. This Travel Plan and online material supporting the operation of the proposed development will promote this taxi drop-off / pick-up arrangement accordingly.

COACH PICK-UP / DROP-OFF

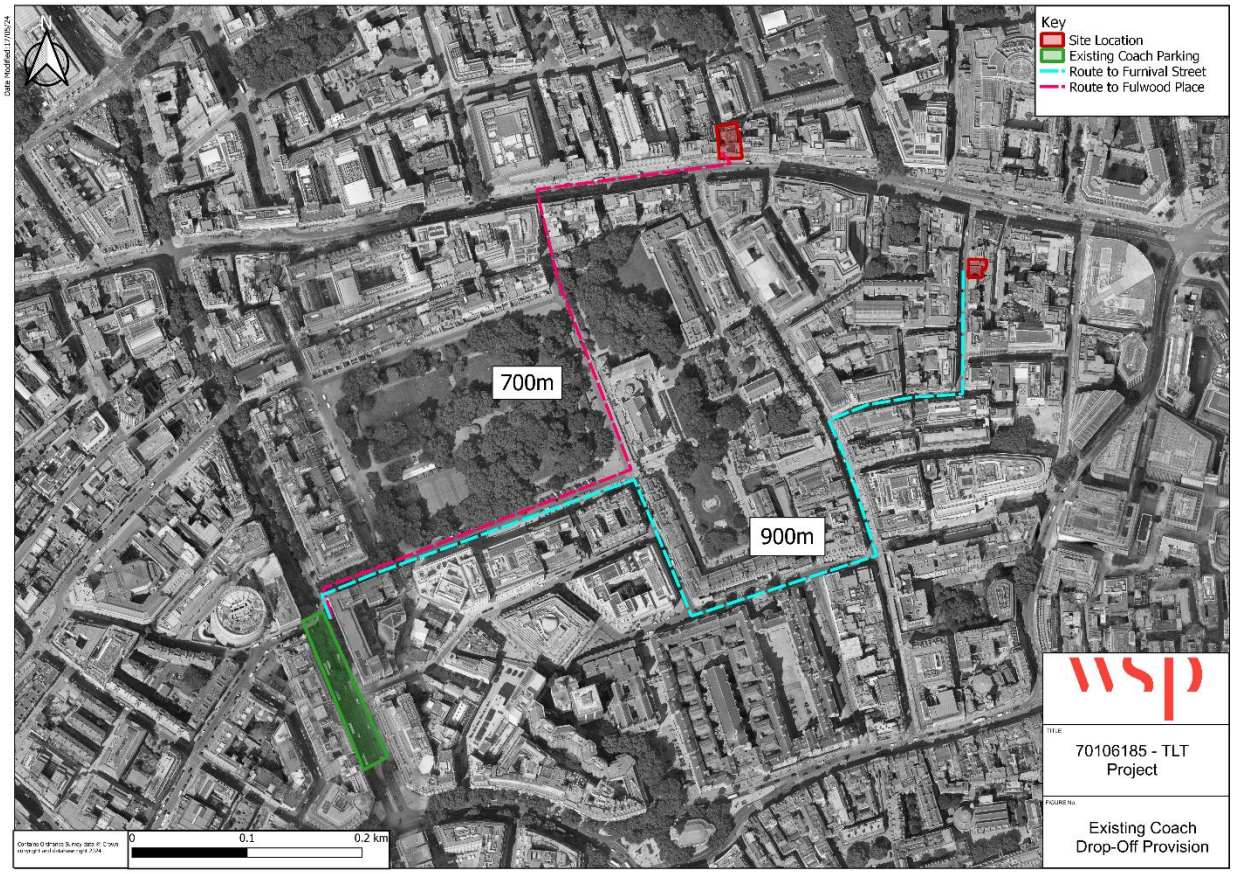
COACHES

6.3.16. The strategy for the development is to discourage travel to the site by coach, which will be communicated to visitors during the pre-paid ticket booking process and managed by the Travel Plan. Due to the nature of the site and the tour duration of approximately 90 minutes, many trips are likely to form part of a linked trip with other activities across London, and should trips occur via coach, drop off would reasonably take place elsewhere in London beforehand.

6.3.17. In the event a coach does arrive at site, the coach will likely be associated with a school trip. It is proposed that a coach will use the existing coach parking provision in the local areas to drop-off / pick-up, passengers would then walk to the site.

6.3.18. As stated, the booking system and Travel Plan will seek to discourage coach trips by general visitors, but it is acknowledged that school coach trips could occur. Figure 6-1 details the location of the existing coach parking provision and walking routes to the site.

Figure 6-1 – Existing Coach Parking Locations



PEDESTRIAN ROUTES FROM EXISTING COACH PARKING

6.3.19. From the existing coach parking on the Kingsway, a 700m walking route has been identified to the site access on Fulwood Place. This route is largely quiet from vehicle traffic and provides a relaxed environment for pedestrians. There are two zebra crossings at the start of the route, allowing ease of access to the Lincoln's Inn Fields area. Lincoln's Inn Fields is the largest public square in London, and is a leafy, well-used green space with little vehicle traffic in the encircling highway network. From here the route cuts past the Penderel's Oak pub on Holborn, where there are numerous pelican and uncontrolled crossings, allowing an easy journey over the highway to the site access on the northern side of the road. The route is well lit throughout and there are many resting points around Lincoln's Inn Fields.

6.3.20. From the existing coach parking on Holborn, the route to the Fulwood Place access is a 350m walk eastbound along Holborn. Holborn is a busy highway link, however this is countered by wide pavements and frequent controlled crossings, improving the accessibility of pedestrians along the

route. This section of highway has been further examined in Chapter 6, as part of Route 2 in the Active Travel Zone assessment.

6.3.21. To access the site on Furnival Street from the existing coach parking on Kingsway, a slightly longer route (900m) has been identified. The initial stage of this route follows the route from this parking to the Fulwood Place access. Approximately 300m the route splits to the south (the Fulwood Place route continues north) and resumes along Carey Street, past the historic Seven Stars pub and onto Chancery Lane. Chancery Lane is a one-way road that runs from Fleet Street in the south to Holborn in the north. Chancery Lane is an attractive street relatively quiet from vehicle traffic. Pavements are wide and it is well lit throughout. From Chancery Lane the route turns east onto Cursitor Street, a semi pedestrianised street with benches and little vehicle traffic. Cursitor Street connects with the south of Furnival Street.

7 MONITORING AND REVIEW

7.1 INTRODUCTION

7.1.1. A programme of monitoring and review will be implemented to generate information by which the success of the Travel Plan can be evaluated. This can help to establish whether objectives and targets are being met. Monitoring and review would be the responsibility of the TPC.

7.2 MONITORING

7.2.1. The Travel Plan would be part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant to the occupants of the Site.

7.2.2. The TPC would arrange the initial baseline travel survey to be undertaken at the Site within six months of full opening of the development to the public. The travel survey could then be undertaken at the first, third and fifth anniversary of the Year 0 surveys. The specification of the travel surveys would be agreed with CoL / LBC prior to being undertaken, however it is envisaged that they would comprise TRICS compliant survey of trips to and from the site.

7.3 REPORTING AND REVIEW

7.3.1. The TPC is expected to report the survey results to CoL / LBC within three months of each survey. If appropriate, the TPC will revise any targets accordingly. The results of the travel survey and revised targets would be included in the subsequent revision of the Travel Plan.

7.3.2. Travel Plan review meetings will be held with CoL / LBC on the third and fifth anniversaries of first occupation (if necessary). If the monitoring results identify that targets are not being met, remedial measures would be discussed with CoL / LBC accordingly.

8 ACTION PLAN

8.1.1. The action plan for the development will set out tasks, intended implementation dates and funding sources. It is intended to be a live document which will be updated by the TPC to reflect the outcome of consultation with the local planning authority, once the first full multi-modal travel survey has been completed. The action plan for the development proposals is set out below.

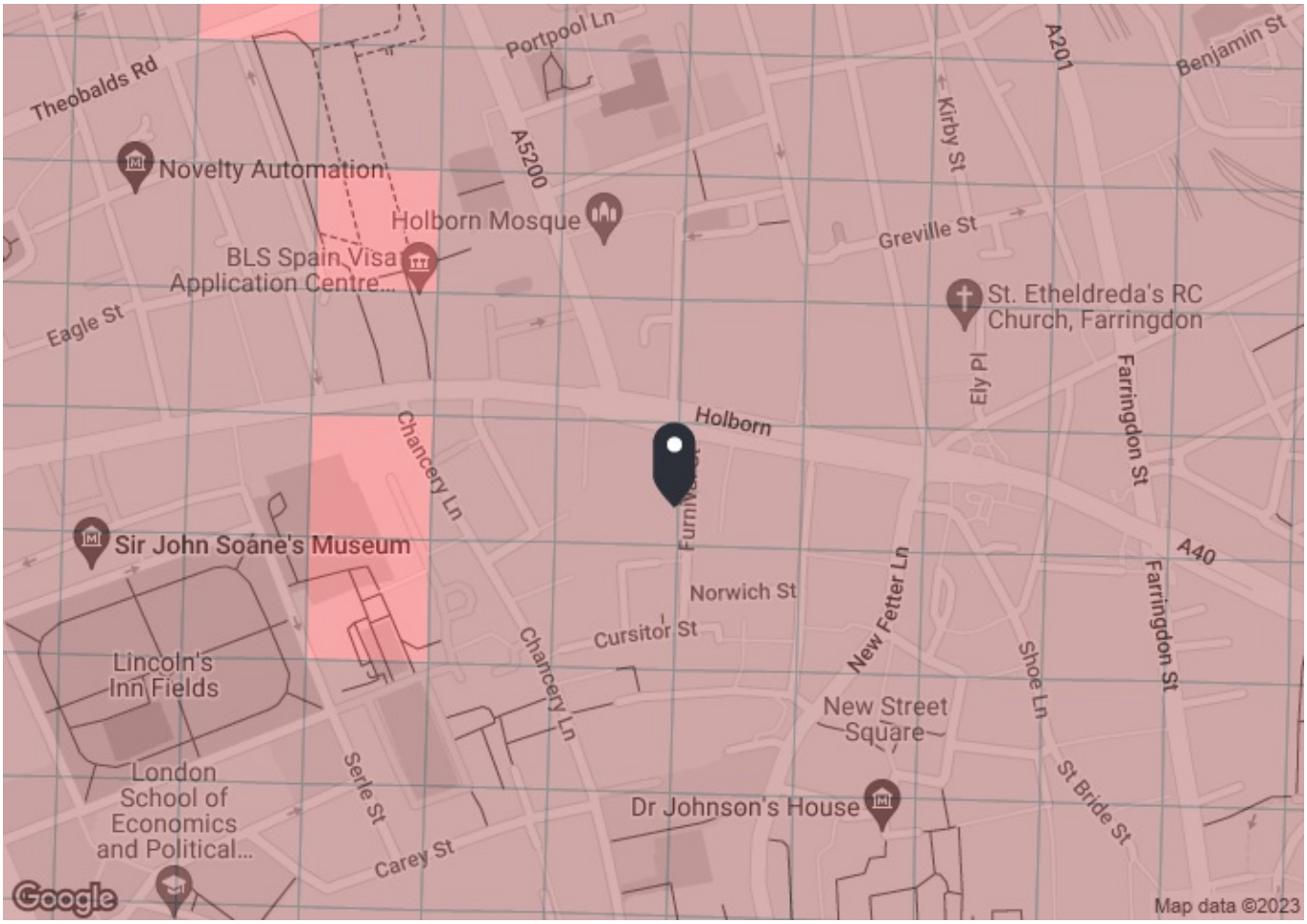
Table 8-1 – A1-Action Plan

Action	Timescales	Funding	Indicator	Suggested Responsibility
Appointment of TPC	Prior to Opening	Developer	Appointment of TPC and details provided to CoL / LBC	Developer
Provision of 'hard' engineering measures (cycle parking, etc)	Prior to Opening	Developer	Completion of on-site / off-site physical features	Developer
Production of supporting Travel Plan material to visitors and staff as appropriate	Prior to Opening	Developer	Travel survey	TPC
Promotion of Travel Plan	Upon Opening	Developer	Completion of events and initiatives	TPC
Undertake Initial Baseline Travel Survey	Within six months of the building opening to the public	Developer	Survey results	TPC
Agree Travel Mode Targets	Within 3 months of survey	Developer	Survey results	TPC
Monitor and Review	1, 3 and 5 years on anniversary of initial baseline travel survey	Developer	Survey results	TPC

Appendix A

PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

EC4A 1AB
Furnival St, London EC4A 1AB, UK
Easting: 531195, Northing: 181523

Grid Cell: 85857

Report generated: 04/08/2023

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FLEET ST CHANCERY LANE	11	565.19	7.5	7.06	6	13.06	2.3	0.5	1.15
Bus	FLEET ST CHANCERY LANE	23	565.19	8	7.06	5.75	12.81	2.34	0.5	1.17
Bus	FLEET ST CHANCERY LANE	26	565.19	7.5	7.06	6	13.06	2.3	0.5	1.15
Bus	FLEET ST CHANCERY LANE	4	565.19	6	7.06	7	14.06	2.13	0.5	1.07
Bus	FLEET ST CHANCERY LANE	15	565.19	7.5	7.06	6	13.06	2.3	0.5	1.15
Bus	FLEET ST CHANCERY LANE	76	565.19	8	7.06	5.75	12.81	2.34	0.5	1.17
Bus	FLEET ST CHANCERY LANE	172	565.19	6	7.06	7	14.06	2.13	0.5	1.07
Bus	GRAYS INN RD CHANCERY LN	46	404.54	6	5.06	7	12.06	2.49	0.5	1.24
Bus	GRAYS INN RD CHANCERY LN	17	404.54	7.5	5.06	6	11.06	2.71	0.5	1.36
Bus	GRAYS INN RD CHANCERY LN	45	404.54	7	5.06	6.29	11.34	2.64	0.5	1.32
Bus	GRAYS INN RD CHANCERY LN	341	404.54	6	5.06	7	12.06	2.49	0.5	1.24
Bus	CHANCERY LANE STATION	8	283.81	10	3.55	5	8.55	3.51	0.5	1.75
Bus	CHANCERY LANE STATION	521	283.81	27	3.55	3.11	6.66	4.51	1	4.51
Bus	CHANCERY LANE STATION	242	283.81	6.5	3.55	6.62	10.16	2.95	0.5	1.48
Bus	CHANCERY LANE STATION	25	283.81	8	3.55	5.75	9.3	3.23	0.5	1.61
Rail	City Thameslink	'BEDFDM-SVNOAKS 1E62'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-BROMLYS 1E83'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-ORPNGTN 1L60'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-SUTTON 1O13'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-KENTHOS 1S85'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-BRGHTN 1T11'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-BRGHTN 1T15'	913.58	0.67	11.42	45.53	56.95	0.53	0.5	0.26
Rail	City Thameslink	'BRGHTN-BEDFDM 1T83'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-SUTTON 1V23'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-SUTTON 1V82'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-BEDFDM 1W06'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-BEDFDM 1W81'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-BRGHTN 1W84'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-BRGHTN 1W86'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'STALBCY-SVNOAKS 2E11'	913.58	1	11.42	30.75	42.17	0.71	1	0.71
Rail	City Thameslink	'BEDFDM-SVNOAKS 2E19'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'LUTON-SVNOAKS 2E21'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'STALBCY-SVNOAKS 2E95'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-LUTON 2O00'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-BEDFDM 2O04'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-STALBCY 2O06'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-LUTON 2O10'	913.58	1	11.42	30.75	42.17	0.71	0.5	0.36
Rail	City Thameslink	'LUTON-SUTTON 2O17'	913.58	0.67	11.42	45.53	56.95	0.53	0.5	0.26
Rail	City Thameslink	'STALBCY-SUTTON 2O21'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'STALBCY-SUTTON 2O29'	913.58	0.67	11.42	45.53	56.95	0.53	0.5	0.26
Rail	City Thameslink	'LUTON-BCKNHMJ 2S91'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'STALBCY-BROMLYS 2S93'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-BEDFDM 2T02'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-BEDFDM 2T04'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-BRGHTN 2T15'	913.58	1	11.42	30.75	42.17	0.71	0.5	0.36
Rail	City Thameslink	'BEDFDM-BRGHTN 2T25'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-LUTON 2T99'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-STALBCY 2V02'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-STALBCY 2V08'	913.58	0.67	11.42	45.53	56.95	0.53	0.5	0.26
Rail	City Thameslink	'BEDFDM-SUTTON 2V15'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-BEDFDM 2V16'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'LUTON-SUTTON 2V19'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SUTTON-KNTSHTN 2V20'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'STALBCY-SUTTON 2V27'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'LUTON-SUTTON 2V31'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-BEDFDM 2W08'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-BEDFDM 2W12'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BRGHTN-BEDFDM 2W16'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	City Thameslink	'ASHFKY-BEDFDM 1E61'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'ASHFKY-BEDFDM 1E63'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'RCHT-BEDFDM 1E67'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SVNOAKS-BEDFDM 1E69'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BROMLYS-BEDFDM 1E82'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BCKNHMJ-BEDFDM 1G65'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'KENTHOS-BEDFDM 1G71'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'ORPNGTN-STALBCY 2D93'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'ORPNGTN-LUTON 2D95'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SVNOAKS-STALBCY 2E59'	913.58	0.67	11.42	45.53	56.95	0.53	0.5	0.26
Rail	City Thameslink	'SVNOAKS-LUTON 2E61'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SVNOAKS-WHMPSTM 2E63'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SVNOAKS-KNTSHTN 2E65'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'SVNOAKS-KNTSHTN 2E67'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BROMLYS-LUTON 2E93'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'ORPNGTN-LUTON 2L59'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'ORPNGTN-KNTSHTN 2L65'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-ELPHNAC 1J87'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
Rail	City Thameslink	'BEDFDM-ELPHNAC 1J88'	913.58	0.33	11.42	91.66	103.08	0.29	0.5	0.15
LUL	Chancery Lane	'Epping-Ealing'	322.01	3	4.03	10.75	14.78	2.03	0.5	1.02
LUL	Chancery Lane	'WRuislip-Epping'	322.01	3	4.03	10.75	14.78	2.03	0.5	1.02
LUL	Chancery Lane	'RuislipGar-Epping'	322.01	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Chancery Lane	'WhiteCity-Epping'	322.01	0.33	4.03	91.66	95.68	0.31	0.5	0.16
LUL	Chancery Lane	'Epping-NActon'	322.01	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Chancery Lane	'Northolt-Epping'	322.01	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Chancery Lane	'Debden-WRuislip'	322.01	0.33	4.03	91.66	95.68	0.31	0.5	0.16
LUL	Chancery Lane	'Debden-Northolt'	322.01	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Chancery Lane	'RuislipGdns-Debden'	322.01	0.33	4.03	91.66	95.68	0.31	0.5	0.16
LUL	Chancery Lane	'Loughton-WRuislip'	322.01	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Chancery Lane	'NActon-Loughton'	322.01	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Chancery Lane	'RuislipGdns-Loughton'	322.01	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Chancery Lane	'Loughton-Northolt'	322.01	0.33	4.03	91.66	95.68	0.31	0.5	0.16
LUL	Chancery Lane	'Ealing-Loughton'	322.01	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Chancery Lane	'Ealing-NewburyPark'	322.01	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Chancery Lane	'WRuislip-NewburyPark'	322.01	0.33	4.03	91.66	95.68	0.31	0.5	0.16
LUL	Chancery Lane	'NActon-NewburyPark'	322.01	0.33	4.03	91.66	95.68	0.31	0.5	0.16
LUL	Chancery Lane	'Hainault-Ealing'	322.01	5.33	4.03	6.38	10.4	2.88	1	2.88
LUL	Chancery Lane	'Hainault-Nacton'	322.01	1.33	4.03	23.31	27.33	1.1	0.5	0.55
LUL	Chancery Lane	'Hainault-WRuislip'	322.01	3.33	4.03	9.76	13.78	2.18	0.5	1.09
LUL	Chancery Lane	'Hain-NP-RuislipGdns'	322.01	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Chancery Lane	'WhiteCity-Hainault'	322.01	1.67	4.03	18.71	22.74	1.32	0.5	0.66
LUL	Chancery Lane	'Hainault-NP-Northolt'	322.01	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Chancery Lane	'GrangeHill-WD-Eal'	322.01	1	4.03	30.75	34.78	0.86	0.5	0.43
LUL	Chancery Lane	'GrangeHill-Wdfd-Whit'	322.01	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	322.01	0.67	4.03	45.53	49.55	0.61	0.5	0.3
LUL	Holborn	'WhiteCity-Debden'	803.31	0.33	10.04	91.66	101.7	0.29	0.5	0.15
LUL	Holborn	'Loughton-WhiteCity'	803.31	0.67	10.04	45.53	55.57	0.54	0.5	0.27
LUL	Holborn	'Cockfosters-LHRT4LT'	803.31	4.67	10.04	7.17	17.22	1.74	0.5	0.87
LUL	Holborn	'RayLane-Cockfosters'	803.31	3.67	10.04	8.92	18.97	1.58	0.5	0.79
LUL	Holborn	'LHRT4LT-ArnosGrove'	803.31	4.67	10.04	7.17	17.22	1.74	0.5	0.87
LUL	Holborn	'ArnosGrove-RayLane'	803.31	0.33	10.04	91.66	101.7	0.29	0.5	0.15
LUL	Holborn	'ArnosGrove-Nthfields'	803.31	3	10.04	10.75	20.79	1.44	0.5	0.72
LUL	Holborn	'Oakwood-RayLane'	803.31	0.33	10.04	91.66	101.7	0.29	0.5	0.15
LUL	Holborn	'Nthfields-Cockfoster'	803.31	1	10.04	30.75	40.79	0.74	0.5	0.37
LUL	Holborn	'LHRT5-Cockfosters'	803.31	6	10.04	5.75	15.79	1.9	0.5	0.95
LUL	Holborn	'Cockfosters-Uxbridge'	803.31	2.67	10.04	11.99	22.03	1.36	0.5	0.68
LUL	Holborn	'Ruislip-Cockfosters'	803.31	2.33	10.04	13.63	23.67	1.27	0.5	0.63
LUL	Holborn	'ArnosGrove-Uxbridge'	803.31	1	10.04	30.75	40.79	0.74	0.5	0.37

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Holborn	'Oakwood-Uxbridge'	803.31	0.33	10.04	91.66	101.7	0.29	0.5	0.15
LUL	Holborn	'Oakwood-Ruislip'	803.31	0.33	10.04	91.66	101.7	0.29	0.5	0.15
									Total Grid Cell AI:	**53.83**

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