

## **Appendix H**

Framework Travel Plan



Proposed Building Refurbishment and  
Extension  
124 Theobalds Road, London

**Framework Travel Plan**

For

Theobald Investment Limited

## Document Control Sheet

Proposed Building Refurbishment and Extension

124 Theobalds Road, London

Theobald Investment Limited

This document has been issued and amended as follows:

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11/04/2024	d1.0	WMC	PdeJ
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## 1.0 Introduction

- 1.1 This Framework Travel Plan (FTP) has been prepared Motion on behalf of Theobald Investment Ltd. ('the applicant') in support of a full planning application for the refurbishment and extension of the existing commercial building at 124 Theobalds Road, London, WC1X 8RX (herein after referred to as 'the site').
- 1.2 Accordingly, the description of development for the full planning application is as follows:
- "Refurbishment and extension of the existing building to provide additional commercial, business and service use (Class E) including external alterations, introduction of a rooftop terrace, new hard and soft landscaping, provision of cycle parking, provision of publicly accessible café space, and other associated works"*
- 1.3 The site lies in an urban area of Camden approximately 850m northwest of Holborn and is surrounded by pre-dominantly retail and office buildings, bound by the Warner Bros Entertainment UK office to the east and leisure facilities to the west.
- 1.4 The existing building accommodates some 11,937sqm (GIA) of B1 Office use and the development proposals will increase this up to 12,546sqm (GIA) which represents a GIA uplift of +609sqm. The arrangements will also provide a dedicated service bay for delivery vehicles up to 7m long and an accessible parking bay to support the redeveloped site.
- 1.5 This Framework Travel Plan sets out applicable transport and planning policy informing the objectives, measures and targets to be delivered through implementation of this Plan.
- 1.6 As occupants of the approved development will be operators of self-contained business units, this FTP details the responsibility placed on those operators to work with the site-wide Travel Plan Co-Ordinator (SWTPC) to ensure successful delivery of this Framework Travel Plan.
- 1.7 A mechanism will be in place to ensure that the Travel Plan continuously develops; therefore, the plan will be regularly monitored, updated and reviewed.
- 1.8 The contact details for the Consultant who has prepared the Framework Travel Plan for the 124 Theobalds Road project are provided as follows:

Consultant:

Motion

84 North Street

Guildford

Surrey, GU1 4AU

Contact Name: Phil de Jongh

Tel Number: 01483 531500

### Structure of the Travel Plan

- 1.9 This Travel Plan contains the following information:
- ▶ Section 2 reviews applicable national and local policy and guidance, and sets out the Travel Plan objectives, as informed by that policy and guidance;
  - ▶ Section 3 describes the site location and its accessibility;
  - ▶ Section 4 details the development proposals;

- ▶ Section 5 discusses the development impact;
- ▶ Section 6 explains how the plan will be managed;
- ▶ Section 7 sets out the measure that will be implemented to support use and, or active sustainable travel modes for trips to and from the development;
- ▶ Section 8 explains how the setting of targets will be handled and delivered upon;
- ▶ Section 9 describes the monitoring and review programme that will be implemented to track progress being made towards achievement of the plan targets, necessarily involving rolling reports and modification, as necessary, of the Plan implementation measures; and
- ▶ Section 10 provides an Action Plan summarising the scheme design elements relating to travel, the Plan management and implementation measures, the party/ies responsible in each instance and an indicative timeline.

## 2.0 Policy and Guidance

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

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

2.2 The objectives in this Travel Plan have been derived from the above-referenced policy and guidance.

### National Policy

#### National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) was first published in 2012, and most recently updated in December 2023. It sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.

2.4 The NPPF promotes incorporation of sustainable transport in development proposals (par. 104) and states that the planning system should actively manage patterns of growth such that a genuine choice of transport modes is offered (par. 105).

2.5 With regard to the delivery of sustainable transport the NPPF states at paragraph 113 that:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed"*

2.6 The NPPF goes on to describe a Travel Plan as: "A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed." (NPPF pg. 73).

#### National Design Guide (NDG)

2.7 The National Design Guide (NDG) sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the Government's collection of planning practice

guidance and should be read alongside the separate planning practice guidance related to design process and tools.

- 2.8 With respect to consideration of 'movement' in the design of new development, the NDG promotes assessment of existing and delivery of new features that result in developments being accessible and easy to move around within and between by all applicable transport modes, with priority being placed on active and/or sustainable modes.

### **Planning Practice Guidance (PPG)**

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

### **Active Travel – Walking and Cycling**

#### **Working Together to Promote Active Travel – A Briefing for Local Authorities**

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

#### **Planning for Walking and Cycling**

- 2.14 Walking and cycling are active and sustainable forms of transport in their own right and as linking modes for accessing public transport, for example, when making longer journeys.
- 2.15 The Chartered Institution of Highways and Transportation (CIHT) documents 'Planning for Walking' and 'Planning for Cycling' provide an insight into these modes of transport:



- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015, pg.6).
- ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014, pg.4).

- 2.16 The CIHT also published 'Guidelines for Providing for Journeys on Foot' (2000) to support implementation of the central Government publication 'Encouraging walking: advice to local authorities'. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 2.1.

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

Table 2.1 - Suggested Walking Distances (CIHT, 2000, 'Guidelines for Providing Journeys on Foot')

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

#### Manual for Streets and National Travel Survey

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

### Regional Policy

#### The London Plan (2021)

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

#### Mayor's Transport Statement

- 2.22 Transport for London (TfL) reiterates the description of Travel Plans set out in the London Mayor's Transport Strategy: "... long-term management strategies which should support sustainable and active travel at both new and existing developments."
- 2.23 The guidance covers: the benefits of a travel plan, recommended contents, TfL's monitoring process, and how TfL secures and enforces the achievement of Travel Plan targets.

- 2.24 The thresholds for requiring a Travel Plan according to the nature and scale of the proposed/approved development are provided in the 'Transport Assessment' section of the TfL website.

### Objectives

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

### 3.0 Site Location and Accessibility

- 3.1 The site is located on the northern boundary of the Theobalds Road carriageway, approximately 240m east of Bloomsbury Square Garden. The site is located in a mixture of business and commercial land-use and is illustrated below in Figure 3.1.

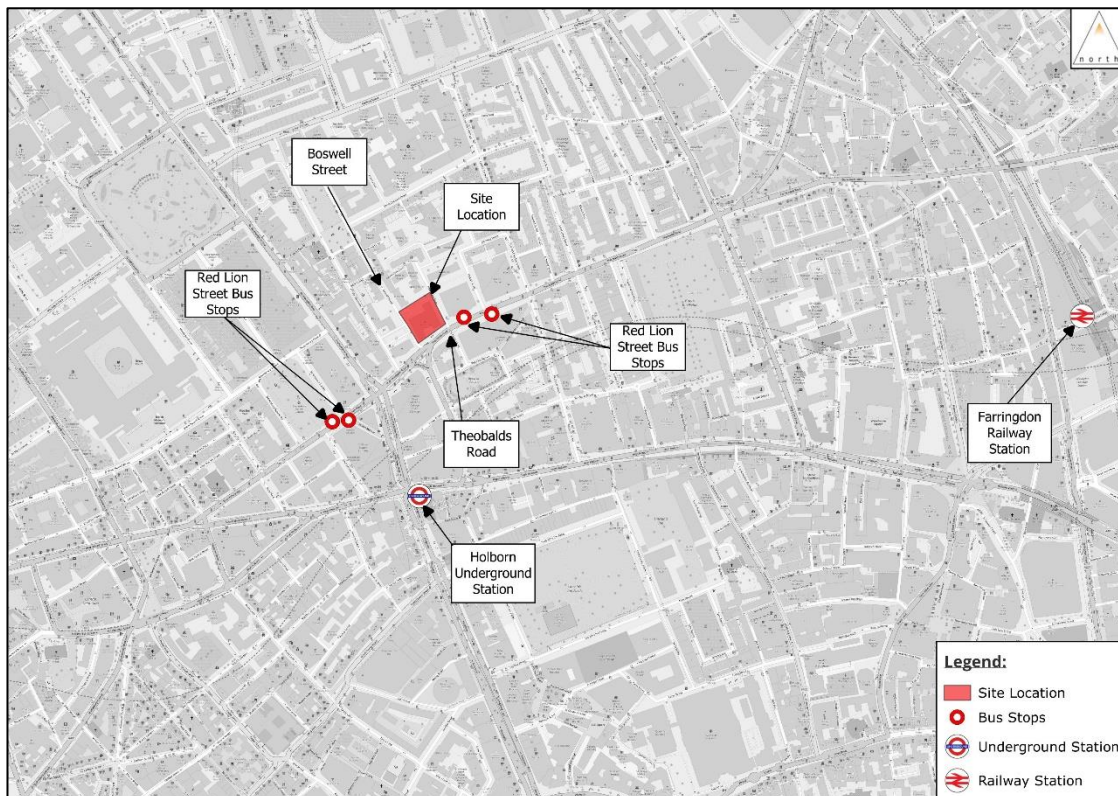


Figure 3.1 - Site Location and Sustainable Transport Facilities

- 3.2 Theobalds Road forms the southern boundary of the site, whilst New North Street and Boswell Street form the eastern boundary and the western boundary of the site, respectively. The north of the site is bound by business offices.

#### Local Highway Network

- 3.3 The A40 Theobalds Road is a two-way single carriageway road running on an east-west axis subject to a 20mph speed limit. The A40 Theobalds Road provides direct eastbound access onto the A501 which runs on a north-south axis. The A501 connects the site to Spitalfields and Whitechapel to the south and Islington to the north.
- 3.4 Alternatively, A40 Theobalds Road provides westbound access towards the A4202 to the south and the A5 to the west. The A4202 connects the site to Westminster and Chelsea to the south, whereas the A5 connects the site to Cricklewood to the north.

#### Accessible Parking Provision

- 3.5 There are several on-street blue badge car parking bays close to the development site. The nearest bays within 750m of the site are as follows:
- ▶ Red Lion Square (1 Space) – 110m to the southeast;
  - ▶ Bloomsbury Square (4 Spaces) – 225m to the southwest;

- ▶ 42 Queen Square (2 Spaces) – 250m to the north;
- ▶ Great Russell Street (1 Space) – 450m to the west;
- ▶ Newton Street (1 Space) – 480m to the southwest;
- ▶ Coptic Street (2 Spaces) – 520m to the southwest;
- ▶ Great Queen Street (3 Spaces) – 560m to the south;
- ▶ Portpool Lane (1 Space) – 635m to the east;
- ▶ Laystall Street (1 Space) – 665m to the northeast;
- ▶ Great Ormond Street (1 Space) – 700m to the north;
- ▶ Guilford Street (2 Spaces) – 720m to the north
- ▶ Baldwin's Gardens (1 Space) – 740m to the southeast;
- ▶ Southampton Buildings (1 Space) – 750m to the southeast; and
- ▶ 12 Queen Squar (3 Spaces) – 750m to the north.

### Sustainable Transport Accessibility

#### Accessibility on Foot

- 3.6 Footways and street lighting are provided along Theobalds Road and connect the site to nearby sustainable transport facilities. A signalised pedestrian crossing with tactile paving is located to the west of the site and provides a connection south onto Drake Street.
- 3.7 The Chartered Institute of Highways and Transportation (CIHT) provides guidance on distances considered suitable for a journey on foot indicating that a journey of up to 2 kilometres is considered acceptable by most people. Using an average walking speed of 80 metres per minutes, this equates to a 25 minute journey.
- 3.8 Pedestrian infrastructure in this area is good. Footways with street lighting provide a route from the site to central Holborn and provides access to a wide array of amenities. Within the vicinity of the site it is possible to access cashpoints, childcare facilities, doctor surgery, post office, community centre, supermarkets, including Tesco Express and Sainsbury's, pharmacies, leisure centres and restaurants. Pedestrian Isochrone mapping has been produced showing the areas that can be reached on foot within 2km (25 minutes) of the site and are provided at **Appendix A**. A summary of key amenities is provided below in Table 3.1.

Amenity	Name/Facility	Distance from Site
Food Store/Supermarket	Jasy Stores	130m
Outdoor Open Space	Red Lion Square Garden	140m
Food Store/Supermarket/ATM	Sainsbury's Local	150m
Leisure Centre / Gym	PureGym Holborn	190m
Mini-Mart/ATM	West End Mini Mart	200m
Pharmacy	Holborn Pharmacy	220m
Post Office	Southampton Row Post Office (Rymans)	225m
Childcare facility	Kids Club	260m
Leisure Centre / Gym	Gymbox Holborn	280m
Church	St George the Martyr Church	290m
ATM	Metro Bank	300m
Pharmacy	Ways Pharmacy	300m
Community Facility	Holborn House Community Centre	330m
Pharmacy	Zen Pharmacy	410m
Childcare facility	Chapman's Daycare	470m
Doctors Surgery	Private GP Surgery	640m
Leisure Centre / Gym	Oasis Sport Centre (LBC)	735m
Mosque	Grays Inn Mosque	750m

Table 3.1 - Summary of Key Amenities

- 3.10 There are also several step-free controlled crossing points and wide footways within the vicinity of the site, making the area safe and accessible for pedestrian and wheelchair use. The implementation of tactile paving into numerous crossings accommodates the needs for those who are visually impaired.



### Accessibility by Cycle

- 3.11 The existing development site does not have any dedicated cycle parking or shower/changing facilities. The local area has a good cyclable environment, with numerous cycleways present within the vicinity of the site. Cycleways C6, C27, C41 and C52 connect the site to various areas across London. The local cycleways have been illustrated below in Figure 3.2.

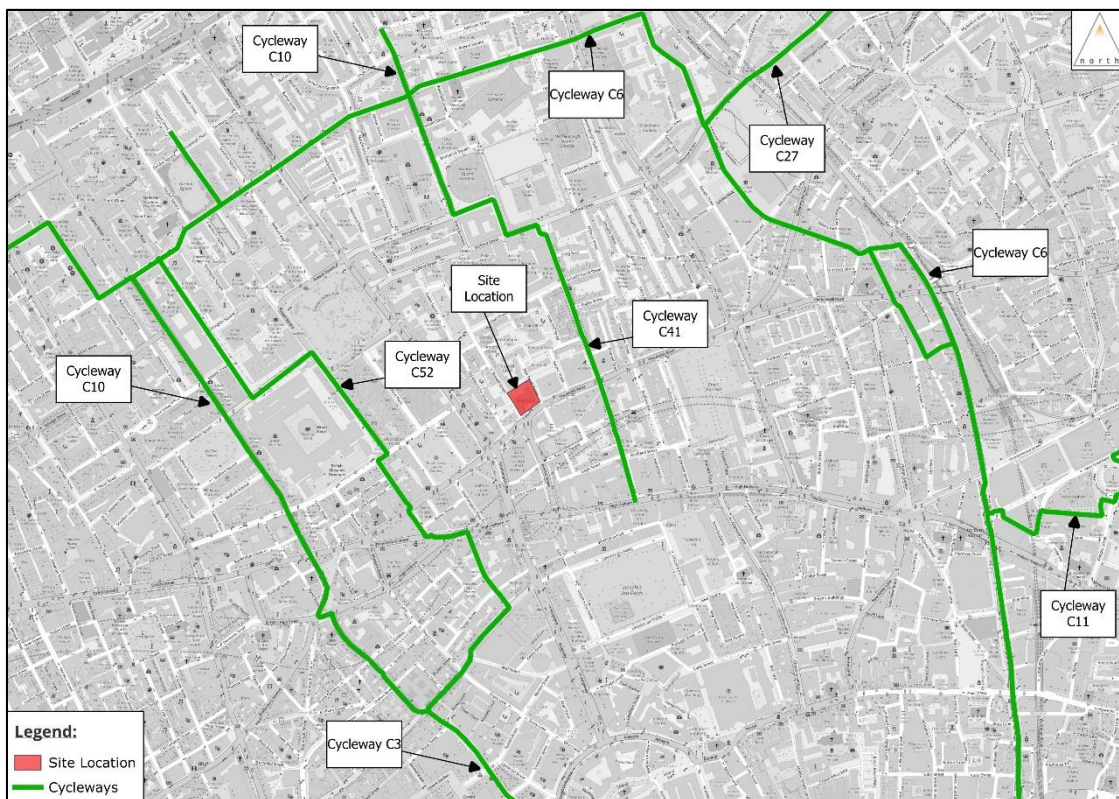


Figure 3.2 – Local cycleways

- 3.12 Cycling infrastructure in this area is good. Within the vicinity of the site it is possible to access a number of key amenities. The site is sufficiently proximate to numerous cycleways that serve a variety of locations within London. Cycling Isochrone mapping has been produced showing the areas that can be reached by cycle within a 5km distance and are provided at **Appendix B**.
- 3.13 The Chartered Institute of Highways and Transportation (CIHT) provides guidance on distances considered suitable for travelling by cycle. It considers that 5km is the distance most people are willing to travel by cycle to reach a specific destination.

### London Cycle Hire Facilities

- 3.14 London/Santander Cycle Hire Stations are prevalent throughout London to encourage sustainable transport and reduce reliance upon the private car. Cycle Hire stations with the vicinity of the site are as follows:
- ▶ Red Lion Square Cycle Hire - 73m south of the site;
  - ▶ Theobalds Road Cycle Hire – 233m east of the site;
  - ▶ Red Lion Street Cycle Hire – 422m southeast of the site;
  - ▶ Bury Place Cycle Hire – 400m southwest of the site;

- ▶ Southampton Place Cycle Hire – 400m southwest of the site; and
- ▶ British Museum Cycle Hire – 450m west of the site.

3.15 The locations of the nearby Santander cycle hire docking stations in relation to the proposed development site are illustrated below in Figure 3.3.

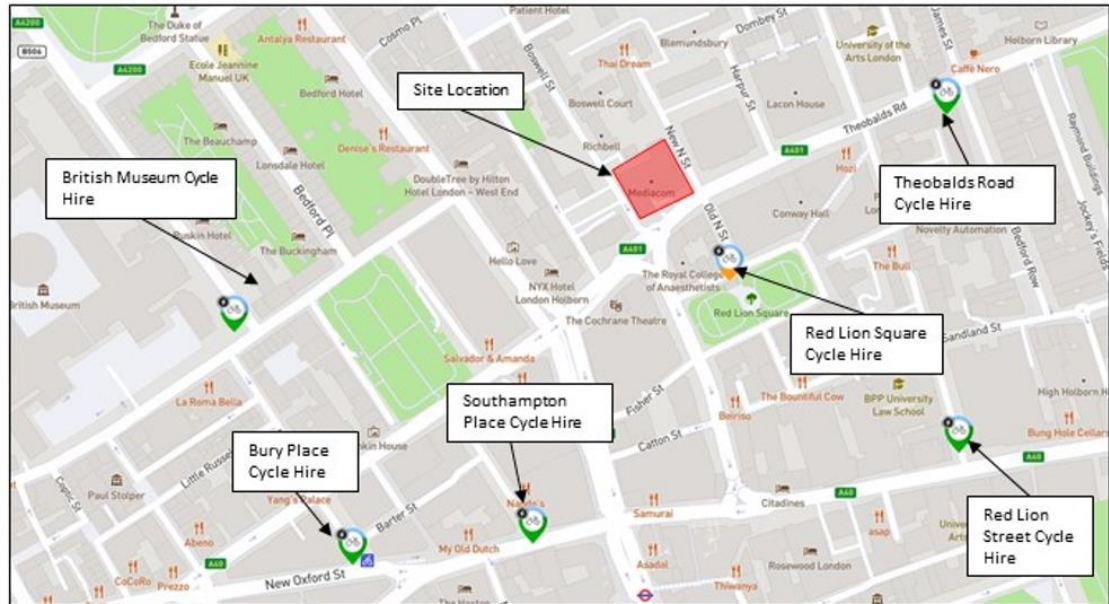


Figure 3.3 - Location of Santander Cycle Docking Stations

**Car Clubs**

- 3.16 The Camden area is served by several car club vehicles which can help to reduce car ownership, relieve parking pressures and reduce the reliance on the private motor-vehicle by local businesses. A car club is also beneficial for employees given parking, repairs, servicing and the renewing of insurance are not the responsibility of the owner. The local car club vehicles available within the vicinity of site are illustrated below in Figure 3.4.

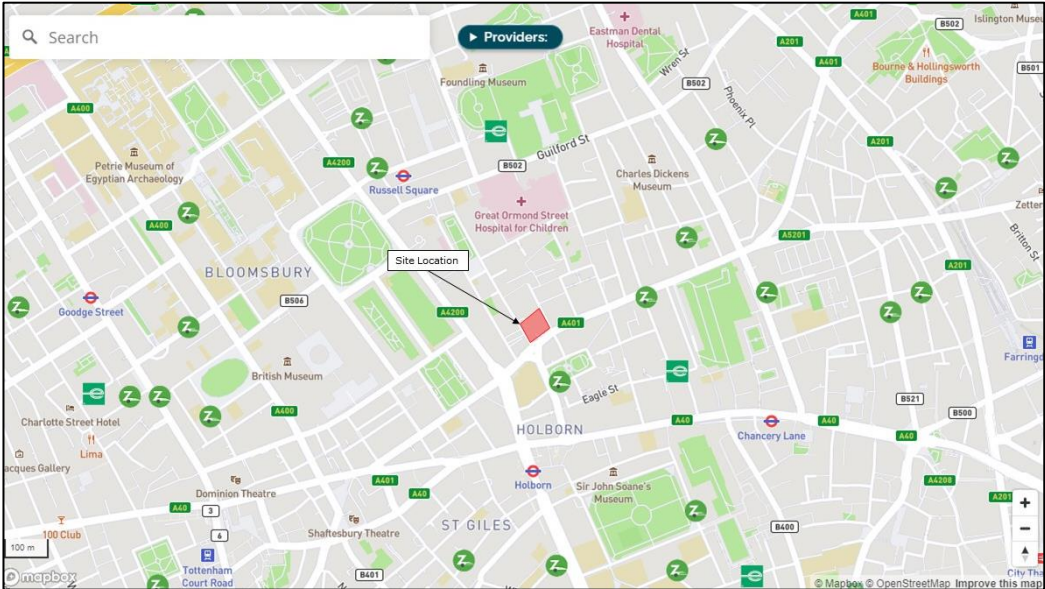


Figure 3.4 - Local Car Club Vehicles

**Public Transport**

**Public Transport Accessibility Level (PTAL)**

- 3.17 Transport for London has published guidelines on Public Transport Accessibility Levels (PTAL), providing criteria for the identification of public transport access points (including stops and stations) that are within walking distance of an application site. PTAL scores range from 1 – 6 with 6 being high and 1 being low. It should be noted that PTAL scores reflect access to public transport services and not accessibility by public transport. The scores use the thresholds of 640m to a bus stop and 940m to a rail or tube station. A site’s PTAL does not consider: the speed or utility or accessible services; crowding, including the ability to board services; or the ease of interchange.
- 3.18 The TfL PTAL calculator indicates that the site achieves a PTAL of 6b (Accessibility Index of 57. 8), demonstrating that the site has the best possible level of accessibility to public transport. The PTAL of the site is illustrated below in Figure 3.5.



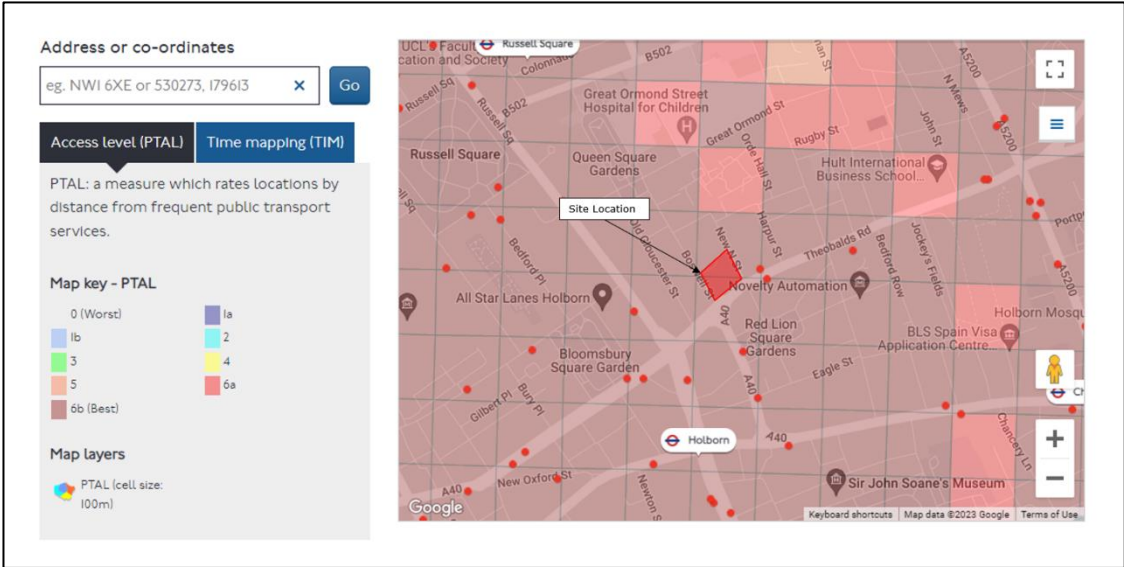


Figure 3.5 - Public Transport Accessibility Level (PTAL) of the Site

### Accessibility by Bus

- 3.19 The nearest bus stop is the Red Lion Street Bus Stop and is located approximately 75m to the east of the site. The Red Lion Bus Stop is flagged by a pole, sign, bus shelter and its respective timetable and services numerous bus routes which are summarised below in Table 3.2.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
19	Finsbury Park Interchange – Mount Pleasant – <b>Red Lion Street</b> – Bloomsbury Square – Tottenham Court Road Station – Parkgate Road	Every 8-12 minutes	Every 9-13 minutes	Every 9-12 minutes
38	Clapton Pond – Hackney Central Station – Islington Green – Gray's Inn Road – <b>Red Lion Street</b> – Tottenham Court Road Station – Piccadilly Circus – Hyde Park Corner – Victoria Bus Station	Every 4-8 minutes	Every 5-9 minutes	Every 5-9 minutes
55	Walthamstow Bus Station – Pembury Circus – Hackney Central Station – Farringdon Station – Hatton Garden – <b>Red Lion Street</b> – Tottenham Court Road Station – Great Titchfield Street	Every 6-10 minutes	Every 7-11 minutes	Every 9-12 minutes
243	Redvers Road – Stamford Hill Broadway – Falkirk Street – Barbican Station – City Thameslink Station – Farringdon Station – <b>Red Lion Street</b> – Waterloo Bridge – Waterloo Station	Every 6-10 minutes	Every 7-11 minutes	Every 10-12 minutes
N19	Finsbury Park Interchange – Highbury Grange – Islington Town Hall – Angel Station – Mount Pleasant – <b>Red Lion Street</b> – Bloomsbury Square – Tottenham Court Road Station – Falcon Grove – Clapham Junction Station	10 services between 01:13-05:40	11 services between 01:20-05:40	10 services between 01:13-05:40
N38	Walthamstow Bus Station – Hackney Central Station – Stannard Road – Gray's Inn Road – <b>Red Lion Street</b> – Tottenham Court Road Station – Piccadilly Circus – Hyde Park Corner – Victoria Bus Station	17 services between 01:07 – 06:04	28 services between 01:10 – 05:53	17 services between 01:07 – 06:04
N41	Trafalgar Square – Tottenham Court Road Station – Museum Street – <b>Red Lion Street</b> – Rosebury Avenue – Sadler's Wells Theatre – Philip Lane – Seven Sisters Station – Tottenham Hale Bus Station	9 services between 01:24 – 05:17	9 services between 01:32 – 05:18	9 services between 01:24 – 05:17
N55	St Thomas of Canterbury Church – Churchill Memorial – Goswell Road – Barbican Station – Farringdon Station – <b>Red Lion Street</b> – Tottenham Court Road Station – Great Titchfield Street	8 services between 01:22 – 04:51	8 services between 01:29 – 04:48	8 services between 01:20 – 04:49

Table 3.2 - Summary of Bus Services at Red Lion Street Bus Stop

### Accessibility by Rail

- 3.20 The closest railway station to the site is Holborn Underground Station located approximately 300m south of the site, equivalent to a 6-minute walk or a 1 minute-cycle. Holborn Underground Station operates on the Central Line. The nearest overground station is Farringdon Railway Station, which is located approximately 1.7km east of the site, equivalent to a 17-minute walk or a 6-minute cycle. Farringdon Railway Station contains 16 bicycle parking space with CCTV surveillance and operates on the Thameslink line, alongside underground services on the Circle, Metropolitan and Hammersmith and City Lines. A summary of which is illustrated below in Table 3.3.

Destination	Route	Frequency of Services		
Holborn Underground Station				
Epping Underground Station (Circle Line)	Ealing Broadway – Oxford Circus – Tottenham Court Road – <b>Holborn</b> – Chancery Lane – Woodford – Buckhurst Hill – Loughton – Debden – Theydon Bois – <b>Epping Underground Station</b>	Every 5-10 minutes	Every 5-10 minutes	Every – 5-10 minutes
Farringdon Railway Station				
Bedford	<b>Farringdon</b> – London St Pancras – West Hampstead – St Albans City – Harpenden – Luton Airport Parkway – Luton – Leagrave – Harlingotn – Flitwick - <b>Bedford</b>	Every 15 minutes	Every 15 minutes	Every 15 minutes
Brighton	<b>Farringdon</b> – City Thameslink – London Blackfriars – London Bridge – Gatwick Airport – Three Bridges – Haywards Heath – Burgess Hill - <b>Brighton</b>	4 services every hour	4 services every hour	Every 30 minutes
Cambridge	<b>Farringdon</b> – London St Pancras – Finsbury Park – Letchworth Garden City – Baldock – Ashwell and Morden – Royston - <b>Cambridge</b>	Every half hour	Every half hour	Every hour
Luton	<b>Farringdon</b> – London St Pancras – Kentish Town – West Hampstead Thameslink – Elstree and Borehamwood – Radlett – St Albans City – Harpenden – Luton Airport Parkway – <b>Luton</b>	6 services every hour	6 services every hour	6 services every hour
Rainham	<b>Farringdon</b> – City Thameslink – London Blackfriars - Charlton – Woolwich Arsenal – Abbey Wood – Swanscombe – Northfleet– Strood – Rochester – Chatham – Gillingham - <b>Rainham</b>	Every half hour	Every half hour	Every half hour
St Albans City	<b>Farringdon</b> – London St Pancras – Kentish Town – Cricklewood – Hendon – Mill Hill Broadway – Elstree and Borehamwood – Radlett – <b>St Albans City</b>	10 services every hour	7 services every hour	6 services every hour
Sutton	<b>Farringdon</b> – City Thameslink – London Blackfriars – Wimbledon – Wimbledon Chase – Morden South – St Helier – Sutton Common – West Sutton - <b>Sutton</b>	4 services every hour	4 services every hour	Every half hour
West Hampstead	<b>Farringdon</b> – London St Pancras – Kentish Town – <b>West Hampstead</b>	8 services every hour	8 services every hour	6 services every hour

Table 3.3 - Summary of Rail Services Operated at Holborn Underground Station and Farringdon Railway Station

## 4.0 Development Proposals

### General

- 4.1 The existing building accommodates some 11,937sqm (GIA) of B1 Office use and the development proposals will increase this up to 12,535sqm (GIA). The description of development for the full planning application is as follows:

*"Refurbishment and extension of the existing building to provide additional commercial, business and service use (Class E) including external alterations, introduction of a rooftop terrace, new hard and soft landscaping, provision of cycle parking, provision of publicly accessible café space, and other associated works."*

- 4.2 The proposals comprise the refurbishment of the existing building to provide an additional 609sqm of commercial, business and service use (Class E) floorspace. This will be achieved by a high-quality front extension and by infilling the existing atrium at levels 6-8.
- 4.3 The arrangements will also provide a dedicated service bay for delivery vehicles up to 7m long and an accessible parking bay to support the redeveloped site.
- 4.4 The basement will also create space for a gym to be made available for future employees working in the building. The gym will provide a benefit to occupiers in terms of mental health and wellbeing and support an active lifestyle.

### Access

#### Pedestrian Access

- 4.5 Pedestrians will access the site via the existing access on the western boundary of New North Street. The pedestrian access is adjacent to the vehicular access and is gated. The existing access will be retained and will be available as a shared access for pedestrians, cycles and cars. The rear of the site will be treated as a shared surface.

#### Vehicular Access

- 4.6 Access to the site will be achieved via the existing access on the western boundary of New North Street. All vehicles will access the site in forward gear, turn on-site and egress in forward gear via New North Street.
- 4.7 The site is located in a PTAL 6b zone and in accordance with the London Borough of Camden Local Plan and the London Plan (2021), the development is to be car-free with the exception of accessible parking. A car will enter the site in forward gear, park in the accessible bay provided in the rear courtyard and be required to turn on-site and exit in forward gear.
- 4.8 Delivery vehicles will unload within the designated servicing bay within the rear courtyard, turn-on site and egress in forward gear via New North Street.
- 4.9 All vehicles passing through the access will be travelling at low speeds. The existing access is currently wide enough to accommodate a 7m Delivery Van entering and exiting the site.

### Parking

#### Car Provision

- 4.10 124 Theobalds Road is located in a PTAL 6b zone and in accordance with the London Borough of Camden Local Plan and the London Plan (2021), the development is to be car-free with the exception of accessible parking. One accessible parking space will be provided in line with Policy T6.5B of the London Plan, which states that:

*"Disables persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay."*

#### Electric Vehicle Charging Provision

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

#### Cycle Parking

- 4.12 It is proposed that 158 long-stay and 12 short-stay cycle parking spaces are to be provided, totalling to 170 cycle parking spaces. The cycle parking arrangements for the basement floor are as follows:
- ▶ 66 x two-tier stands;
  - ▶ 8 x Brompton Lockers; and
  - ▶ 9 x Sheffield Stands.
- 4.13 The basement floor plan is illustrated above in Figure 4.2. Short-stay cycle parking will also be provided to the west of the accessible parking bay on the ground floor as illustrated above in Figure 4.1. This will comprise of 5 standard Sheffield stands (10 spaces) and one for larger cycles (2 spaces), providing a total of 12 spaces.

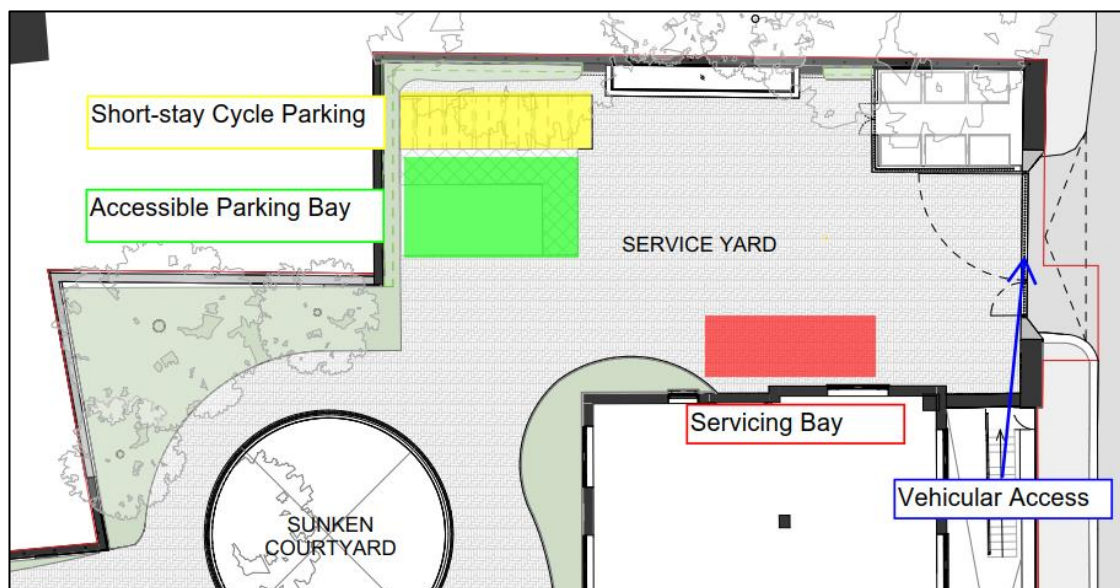


Figure 4.1 - Proposed Ground floor details

- 4.14 The development will be a 'cycle positive' scheme that will actively encourage employees working in the building to use cycles. The long-stay provision will offer future employees a modern cycle parking facility which will include showers and changing facilities nearby. The basement cycle parking is presented on Figure 4.2.

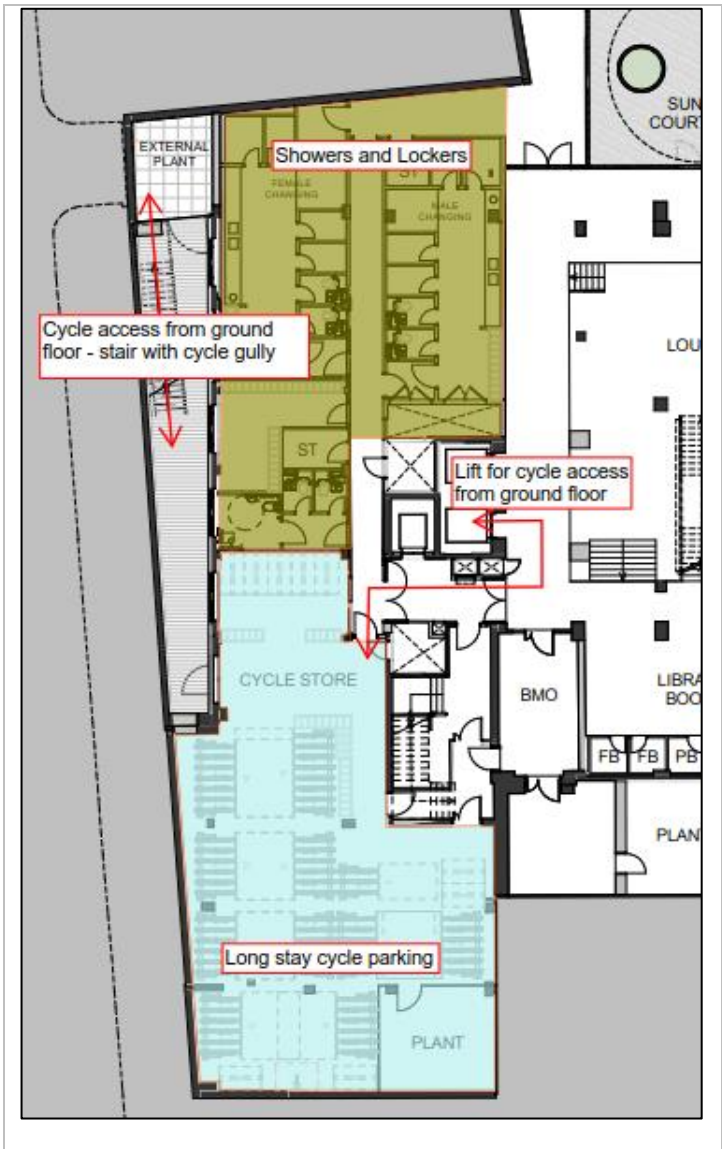


Figure 4.2 – Proposed Basement Floor Details

**Mode Share – Census Data**

- 4.15 The initial mode share for employees travelling to and from the development site have been determined using Census data to determine the starting point for the Framework Travel Plan. Typical travel modes of the local population working in Camden was assess through 'Method of Travel to Work' (2011 output) data. Census data has been adjusted to reflect the 'car-free' nature of the development by reducing the car driver/passenger to 0% and spreading the remaining 6% across the other modes in the associated proportion of the Census demand. The initial mode share is summarised in Table 4.1.

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

Table 4.4.1 - Summary of Census Data - Journey to Work Mode Split and Adjusted Values due to reduced car parking provision

## 5.0 Development Impact

### Trip Generation

- 5.1 This section outlines the level of trips that are likely to be generated by the proposed development. The full details are provided in the submitted Transport Statement, and the predicted development trips, based on the mode share provided in Table 4.1 are presented in Tables 6.1.

Mode	AM Peak			PM Peak			Total Daily Movements		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground, metro, light rail, tram	76	8	84	5	69	74	280	279	559
Train	23	2	25	1	21	23	86	86	171
Bus, minibus or coach	46	5	51	3	43	46	172	171	343
Taxi	3	0	3	0	3	3	11	11	21
Motorcycle, scooter or moped	3	0	3	0	3	3	11	11	21
Driving a car or van	0	0	0	0	0	0	0	0	0
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Bicycle	23	2	25	1	21	23	86	86	171
On foot	115	12	127	7	107	114	429	428	857
<b>Total</b>	<b>288</b>	<b>29</b>	<b>317</b>	<b>18</b>	<b>267</b>	<b>285</b>	<b>1074</b>	<b>1071</b>	<b>2145</b>

Table 5.1 - Predicted Multi-Modal Trip Generation - Proposed Scheme (12,546 sqm)



## 6.0 Management

- 6.1 The appointed management team will embed Travel Plan Responsibilities in tenant leases to enact this Framework Travel Plan.
- 6.2 The appointed Site-Wide Travel Plan Co-Ordinator (SWTPC) will undertake the following responsibilities during the lifetime of the Travel Plan:
- ▶ Be the point of contact for tenant companies and their staff, the London Borough of Camden, and the site visitors regarding site-related travel and on-site operations/facilities;
  - ▶ Liaise with the appointed Occupier Travel Plan Coordinator (OTPC) from each tenant company regarding ongoing implementation of this Travel Plan;
  - ▶ Provide and disseminate travel information; and
  - ▶ Report travel survey data and targets to London Borough of Camden.
- 6.3 The SWTPC will provide and disseminate travel information by:
- ▶ Arranging production of the site-wide Travel Information Pack (TIP) in electronic and hard copy format; Providing the TIP on the site specific page(s) of Theobald Investment Ltd.'s site website;
  - ▶ Regularly reviewing and updating TIP to maintain the content as accurate and up-to-date; and
  - ▶ Supplying electronic and hard copy format TIPs to tenant companies as they occupy the site, and in line with each updated version of the TIP, throughout the lifetime of this Travel Plan (i.e. until site-wide targets have been reached and the Plan process has been signed-off by London Borough of Camden).
- 6.4 Tenant companies will appoint an appropriate representative as their Travel Plan Co-ordinator (Occupier Travel Plan Coordinator, OTPC), that person undertaking the following responsibilities during the lifetime of the Travel Plan:
- ▶ Promote the Travel Plan agenda to their staff, as informed by the Travel Plan;
  - ▶ Provide Travel Information Packs;
  - ▶ Carry out and report travel surveys of their staff (as set out in the 'Monitor, Review & Report section' of this Travel Plan);
  - ▶ Derive targets in support of delivering appropriate modal splits (i.e. proportions of staff using each site-related transport mode) and increasing use of their active and/or sustainable transport modes when and where necessary;
  - ▶ Report Travel Plan travel survey data to SWTPC (as set out in the 'Monitoring and Review' section of this report); and
  - ▶ Liaise with the Site-Wide Travel Plan Coordinator (SWTPC) on an ongoing basis.
- 6.5 Contact details for the SWTPC will be provided to the London Borough of Lambeth at the time of appointment, and thereafter maintained as accurate and up to date during the lifetime of the Travel Plan should the responsibility be transferred.
- 6.6 Tenant companies will ensure the SWTPC is apprised of the current contact details for their company specific OTPC.

## 7.0 Measures

- 7.1 The measures detailed in this section are appropriate for the target audience comprising of on-site staff in terms of Travel Plan delivery, as well as addressing all site users in the form of site design and infrastructure provision.
- 7.2 These measures are listed in the 'Action Plan' in Section 9 of this report alongside the party/ies responsible for carrying out and funding each, and a likely timescale for implementation.
- 7.3 In summary, these measures through which this Travel Plan will be implemented consists of physical infrastructure, site facilities, information provision and operational management.

### Physical Infrastructure and Site Facilities

#### *Support for Active Travel Modes – Walking, Running and Cycling*

- 7.4 88 long-stay cycle parking spaces are to provided, in addition to showers, lockers and changing facilities within the basement floor of the development.
- 7.5 Safe pedestrian access will be provided throughout the site, marked clearly for that purpose and segregated from vehicular traffic on-site.

#### *Parking Restraint*

- 7.6 The development proposals will be car-free and car parking provision will be limited to one accessible parking space. This approach seeks to create parking restraint and therefore encouraging staff and visitors to use more sustainable modes of transport.

### Information Provision

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

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

### **Operational Management**

#### ***Travel Plan Co-ordinators***

- 7.10 There will be a Site-Wide Travel Plan Coordinator (SWTPC) prior to the first occupation and each tenant company will appoint their own TPC within one month of occupation (Occupier Travel Plan Coordinator, OTPC).
- 7.11 The responsibilities of these roles are set out in the 'Management' section of this Plan and will be delivered from the point of occupation until the end of the TP monitoring period (as defined in the 'Monitoring and Review' section of this report), on the basis that the TP targets are met within that period.

#### ***Remedial Measures***

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

8.0 Targets

- 8.1 Tenant companies will present specific, measurable, achievable, realistic and timebound modal split targets specifically for their workforce to achieve, and report these to the Site-Wide Travel Plan Co-ordinator (SWTPC). As the nature of each tenant company operations are not yet known, detail regarding their Travel Plan targets will be supplied as their unit-specific Travel Plans are developed following their occupation at the site.
- 8.2 The SWTPC will work with tenant companies to increase use of active and/or sustainable modes from the baseline identified in the initial survey of each tenant companies’ workforce.
- 8.3 Across the site, Travel Plan targets will contribute to the applicable London-wide target for trips made using public transport and/or active modes. At present, the London Plan 2021 indicates the targeted car mode share to be achieved by 2041 in Outer London areas is 25%, as illustrated at Figure 7.1.

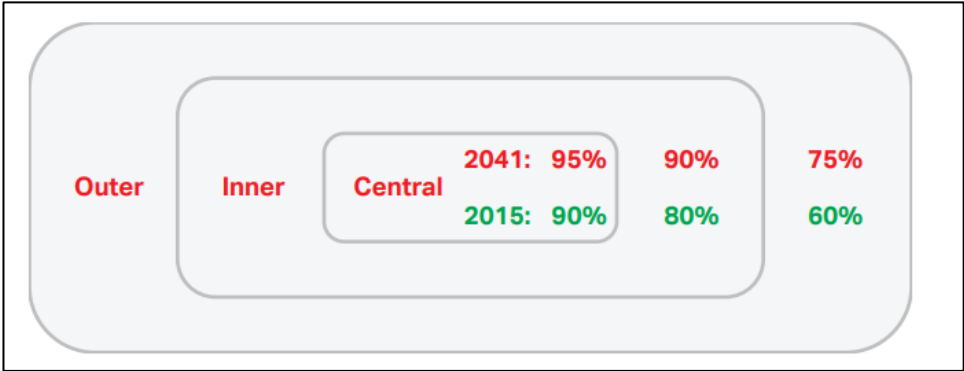


Figure 8.1 - London Plan Modal Split Targets (Figure 10.1 reproduced from the London Plan 2021)

## 9.0 Monitor, Review and Report

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

### **During Occupation**

Liaise and comply with the Site-Wide Travel Plan Co-ordinator (SWTPC).

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

### **Within 1 month of occupation**

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

### **Within 6 months of occupation**

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

### **Within 7 months of occupation**

- 5) Supply the travel survey data and targets to the SWTPC and LBBD in report format.

- 9.2 Stage 2) will be repeated throughout the TP monitoring period (as defined below) in line with changes in staffing.
- 9.3 Stages 3) to 5) above will be repeated on the first, third and fifth anniversaries of each initial travel survey, and reported to the SWTPC within six weeks of the completion of each survey.
- 9.4 The SWTPC will collate and present travel survey data from OTPCs for submission to London Borough of Camden, for review and approval.
- 9.5 Monitoring will start in year zero with a baseline survey followed by anniversary surveys for five years. The Travel Plan monitoring period will conclude upon approval of the fifth anniversary report, assuming the TP targets have been met.

## 10.0 Action Plan

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

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

Table 10.1 (1 of 2) - Action Plan

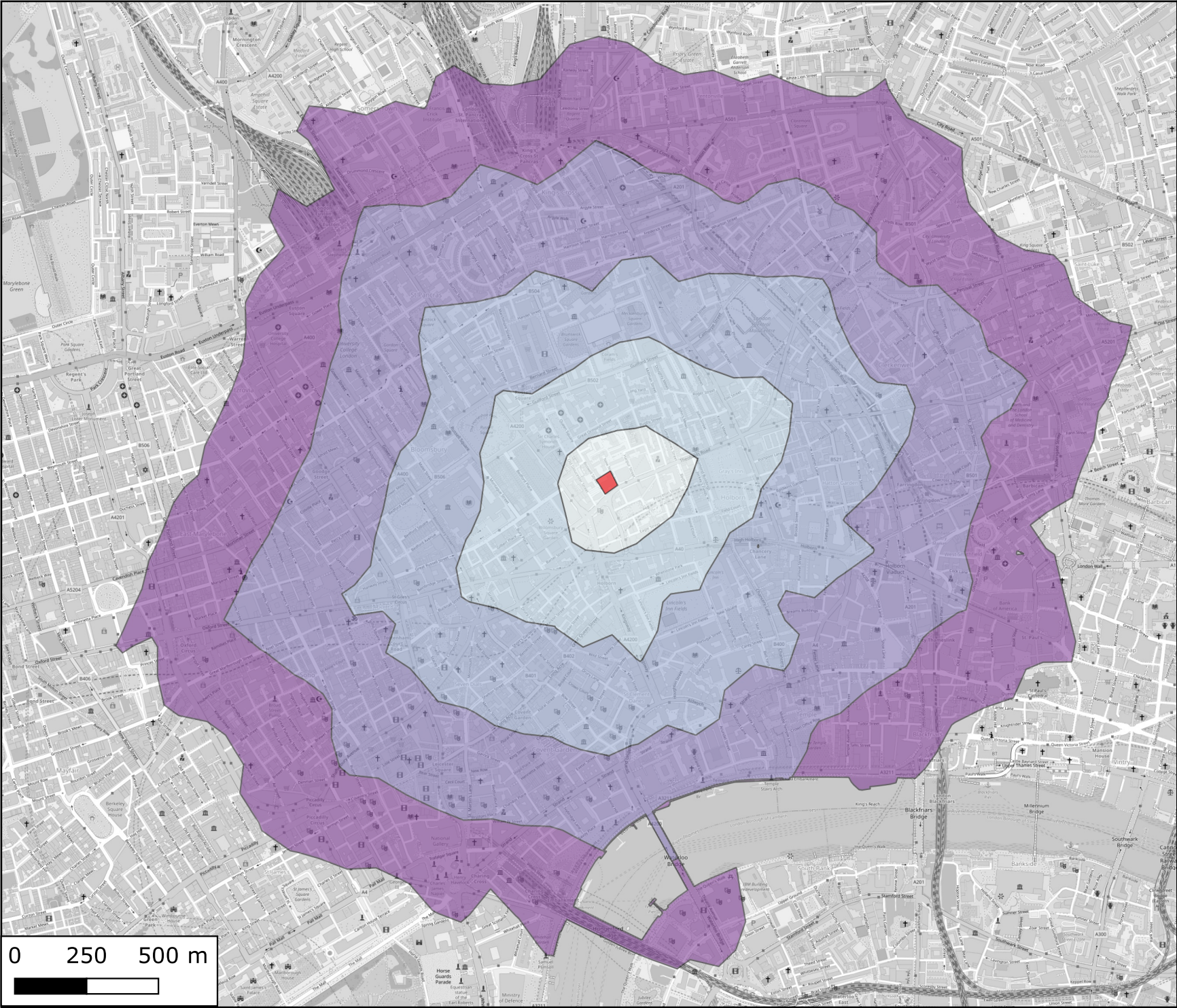
Measure/Action	Indicative Timeline	Party
Appoint Occupier Travel Plan Co-ordinator (OTPC)	Within one month of occupation	Each tenant company
Advise SWTPC of OTPC contact details	During the Plan monitoring period	
Provide Travel Information Pack to staff as part of induction process	Within one month of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

Table 10.1 (2 of 2) - Action Plan

## Appendix A

Pedestrian Isochrone







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**Legend:**


 Site Location


**Walk Catchment**

 5 Minutes

 10 Minutes

 15 Minutes

 20 Minutes

 25 Minutes

Assumed Walk Speed: 4.8 km/h

**Project**

Proposed Redevelopment, 124 Theobalds Road

**Title**

Accessibility by Foot



9 Greyfriars Road, Reading, RG1 1NU  
Tel: +44 (0) 118 206 2930

scale stated	drawn by WMC	date 02/01/2024
drawing number Figure 3.3	rev -	

## Appendix B

Cycle Isochrone