APPENDIX F- FRAMEWORK TRAVEL PLAN

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19 CHARTERHOUSE STREET

Framework Travel Plan

25/03/2025

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DOCUMENT CONTROL ISSUE SHEET

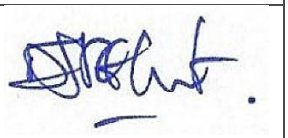
Project & Document Details

Project Name	19 Charterhouse Street
Project Number	M001489
Document Title	

Document History

Issue	Status	Reason for Issue	Issued to
V1	Draft	For Review	Project Team
V2	Final	For Issue	Project Team

Issue Control

Issue	Date	Author	Contributors	Authorisation	
				Name	Signature
V1	07/03/25	KP	BH	AH	
V2	25/03/25	KP	BH	DH	

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1. INTRODUCTION

1.1.1 This Framework Travel Plan (FTP) has been prepared by Momentum Transport Consultancy on behalf of Farrview Limited ('the Applicant') to support the planning application for 19 Charterhouse Street (herein 'the Proposed Development' of 'the Site') in the London Borough of Camden (LBC).

1.1.2 Travel Plans are the key management tool for implementing the transport solutions highlighted in the Transport Assessment and are one of the primary tools for mitigating the transport impacts of a Proposed Development.

1.1.3 The end occupiers of the site are unknown at this stage, so this document is a Framework Travel Plan. The information will remain 'interim' until occupation, at which point, within six months, a full Travel Plan will be submitted to and approved in writing by the Local Planning Authority.

1.1.4 The applicant will manage the FTP and will be responsible for its implementation and further development until a management company or companies are identified.

1.1.5 This Travel Plan has been produced in accordance with the latest Transport for London (TfL) guidance, Travel Planning Guidance (November 2013), and includes objectives aimed at promoting sustainable travel to and from the development.

1.1.6 The Mayor's Transport Strategy (2018, revised in 2022) seeks to increase the share of sustainable modes of travel across London's network, setting out to achieve 80% of travel by public transport or active travel modes (walking and cycling) by the year 2041.

1.2 Site Context

1.2.1 The Proposed Development is located in the southeastern corner of Camden, on the boundary with both the City of London and the London Borough of Islington. The proposals are for an office-led refurbishment and extension, with some retail and affordable jewellery units on the ground and lower ground floors.

1.2.2 The Site location is illustrated on Figure 1-1. The Proposed Development is situated at the corner of the junction between Farringdon Road (A201) to the east and Charterhouse Street to the south. To the north lies Greville Street, which is restricted to cycle access only between Saffron Hill and Farringdon Street. To the west, Saffron Hill runs behind the Proposed Development and has controlled vehicle access. There is no vehicular through access from Saffron Hill to Charterhouse Street at the southern end, although a stairway provides pedestrian access.

1.2.3 The Site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b, the highest rating based on a scale of 1 to 6b, indicating an excellent level of accessibility to public transport. Public transport options include numerous bus routes, as well as three underground stations; Farringdon, St Pauls, Blackfriars, and Chancery Road. These transport hubs allow the Site to link to areas across the whole of London. Farringdon also provides a connection to Elizabeth Line and Thameslink services.

1.2.4 The transport conditions for the Site are fully outlined in the Transport Assessment.

1.3 Policy Context

1.3.1 During the production of this Travel Plan the following national, regional and local planning policies have been considered. These are fully summarised in the Policy Appendix of the TA.

NATIONAL PLANNING POLICY

- National Planning Policy Framework (2024)
- Travel Plans, Transport Assessments and Statements (DLUHC / MHCLG) (2014)
- Equality Act (2010)

REGIONAL PLANNING POLICY

- The London Plan (2021)
- Sustainable Transport Walking and Cycling London Plan Guidance (LPG) (2022)
- The Mayor's Transport Strategy (2018)
- Vision Zero Action Plan (2018)
- London Environment Strategy (2018)
- Guide to the Healthy Streets Indicators (2017)
- London Cycling Design Standards (2014)
- TfL Travel Planning Guidance (2013)

LOCAL PLANNING POLICY

- Camden Local Plan (2017)
- Camden Planning Guidance: Transport (2021) – Specifically Chapter 3: Travel Plans
- Camden Draft Local Plan (2024)

FIGURE 1-1
SITE LOCATION

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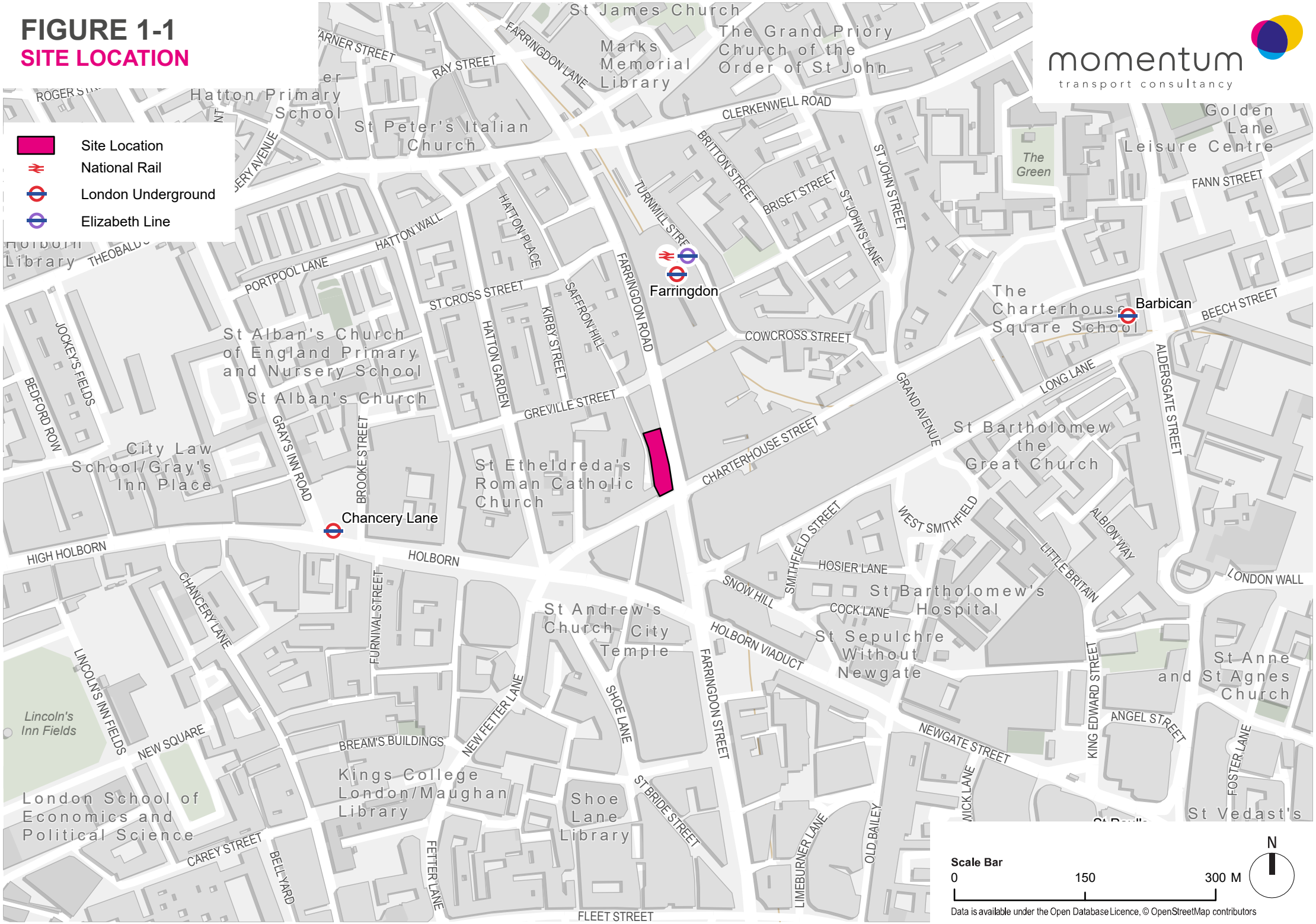

2. SITE ASSESSMENT

2.1 Pedestrian Facilities

2.1.1 Figure 1-1 provides an overview of the walking catchment from the Proposed Development.

2.1.2 Pedestrian access around the Site is good. There are wide footways around the immediate vicinity of the Site and several signalised crossings, including at the junction of Farringdon Road and Charterhouse Street and north of the Site on Farringdon Road providing access to Farringdon Station.

2.2 Cycling Facilities and Network

2.2.1 Local Santander Cycle Hire docking facilities nearby the Site are presented on Figure 2-2. The closest docking station is situated approximately 280m to the west of the Site on Hatton Garden.

2.2.2 Lime and Human Forest currently operate dockless bike hire within LB Camden and the City of London

2.2.3 Local cycling routes, including Cycle Superhighways, Cycleways and Quietway's, are shown on Figure 2-3.

2.2.4 The closest cycle route to the Site is Cycleway 6, connecting Kentish Town to Elephant and Castle, which runs adjacent to the Site along Farringdon Road, Greville Street and a section of Saffron Hill to the north of the Site.

2.2.5 Quietway 11 is also in close proximity to the Site. Connecting Farringdon Road to the South of the Site to Islington.

2.2.6 Short-stay cycle parking is provided on surrounding streets including Sheffield standards on both Farringdon Road and Charterhouse Street within 100metres of the Site.

2.2.7 The cycling catchment for the Site is presented on Figure 2-4.

2.3 Public Transport Accessibility

2.3.1 The Public Transport Accessibility Level (PTAL) is a measure of the accessibility of a point of interest to the public transport network, taking into account walking access time and service availability. PTAL is categorised in 6 levels, 1 to 6, where 6b represents a high level of public transport accessibility and 1 a low level of public transport accessibility. The PTAL estimate applies a walking speed of 80m per minute with a maximum walking distance of 640m to bus stops and 960m to rail and Underground stations.

2.3.2 The TfL WebCAT Planning Tool has been used to calculate the PTAL for the Site. The results show that the development site has a PTAL rating of 6b, indicating an excellent level of accessibility to public transport. This demonstrates ease of access to public transport connections for building users. The full WebCAT report is included as Appendix C and a summary of key transport links shown in Figure 2-2.

2.4 National Rail

2.4.1 In accordance with PTAL walk access times, the maximum walk distance to a rail station is 960m, which equates to a 12-minute journey time by foot.

2.4.2 Farringdon Station is the closest National Rail station, approximately 237m to the northeast of the Site. Thameslink and Elizabeth Line services operate from the station. City Thameslink and Blackfriars Stations are also within a 12-minute journey by foot.

2.4.3 A summary of the frequent services to key destinations is the south and southeast is shown in Table 2.1.There is an average of 92 services departing during the AM and PM peak hours.

Table 2.1 Summary of key services to key destinations from Farringdon National Rail Station

Operator	Destination
Thameslink	Sutton
	Rainham (Kent)
	Reading
	Luton
	Three Bridges
	Peterborough
	St Albans
	Bedford
	Horsham
	Brighton
	Cambridge
Elizabeth Line	Reading
	Heathrow (T4 &T5)
	Abbey Wood
	Shenfield

2.5 London Underground

2.5.1 In accordance with PTAL walk access times, the maximum walking distance to a London Underground or Overground station is 960m, a 12-minute journey time by foot. Within this catchment are St Paul's, Blackfriars, Farringdon, Barbican, and Chancery Lane London Underground Stations. These stations are located on Figure 2-2.

2.5.2 The peak hour frequencies of services from each station are presented below in Table 2.2.

Table 2.2 London Underground services within walking distance

Station	Distance from the Site (meters)	Service	PM Peak Hour Frequency (tph both direction)
St Paul's	751	Central	42
Blackfriars	858	Circle	12
		District	42
Farringdon	237	Circle	11
		Hammersmith and City	11
		Metropolitan	33
Chancery Lane	455	Central	42

2.6 London Buses

2.6.1 The Site is currently well served by the local bus network. In accordance with PTAL walking times, TfL states a maximum walking distance to a bus stop is 640 metres, which equates to an 8-minute journey time by foot. Bus services within the 640-metre catchment and during the AM peak are provided in Table 2.3.

Table 2.3 Bus stops within walking distance

Stop	Distance from Site (meters)	Bus Route	PM Peak Hour Frequency (vph per hour)
Charterhouse Street	90	17	7.5
		45	7
Farringdon St Smithfield	92	63	12
Snow Hill	97	40	6
		341	6
Holborn Circus East	138	8	10
		521	27
		242	7
		46	6
		25	8
St Barts West Smithfield	391	56	9
Clerkenwell Green	550	55	10
Hatton Garden	561	243	11
Barbican Station	619	153	5
		4	6
Fleet Street Shoe Lane	620	11	7.5
		23	8
		26	7.5
		15	7.5
		76	8
		172	6
Total			**182**

2.6.2 A total of approximately 182 buses serve the Site during each peak hour. Nearby bus stops are shown on Figure 2-2.

2.7 Highway Network

2.7.1 The Site is located within the Congestion Charging Zone and the Ultra Low Emission Zone (ULEZ). The key roads surrounding the Site are outlined below and shown on Figure 1-1.

Farringdon Road (A201)

2.7.2 Farringdon Road to the east of the Site is managed by TfL and is a major arterial route into central London which runs north-south from Kings Cross in the north, across the river Thames at Blackfriars Bridge to Elephant and Castle in the south. Farringdon Road varies from a four-lane road with two-lanes in either direction, to a single lane in each direction.

Segregated cycle routes run along the majority of the route, although these merge with bus lanes north of the Site past Greville Street.

Charterhouse Street

2.7.3 Charterhouse Street at the south of the Site runs southwest to northeast and connects Holborn (A40) to the Aldersgate Street. The carriageway is two-way with footways on either side. Cyclist Advanced Stop Lines (ASLs) are provided at the signalised junctions and painted cycle lanes on the section between the A40 and Farringdon Road.

Saffron Hill

2.7.4 At the rear of the building runs Saffron Hill, which at the southern end is has vehicle-controlled access (operated by De Beers Group located at 17 Charterhouse Street) for delivery and servicing vehicles as well as access to current lower ground floor parking. There is no through access for vehicles from Saffron Hill to Charterhouse Street at the southern end of the street. Stairs provide a pedestrian link between the two roads. Saffron Hill is a private road to the south of the access control bollards.

Greville Street

2.7.5 To the north of the Site is Greville Street which is a main pedestrian and cycle link (Cycleway 6) from Farringdon Station, there is no vehicular access on the section of road immediately to the north of the Site.

FIGURE 2-1
WALKING CATCHMENT

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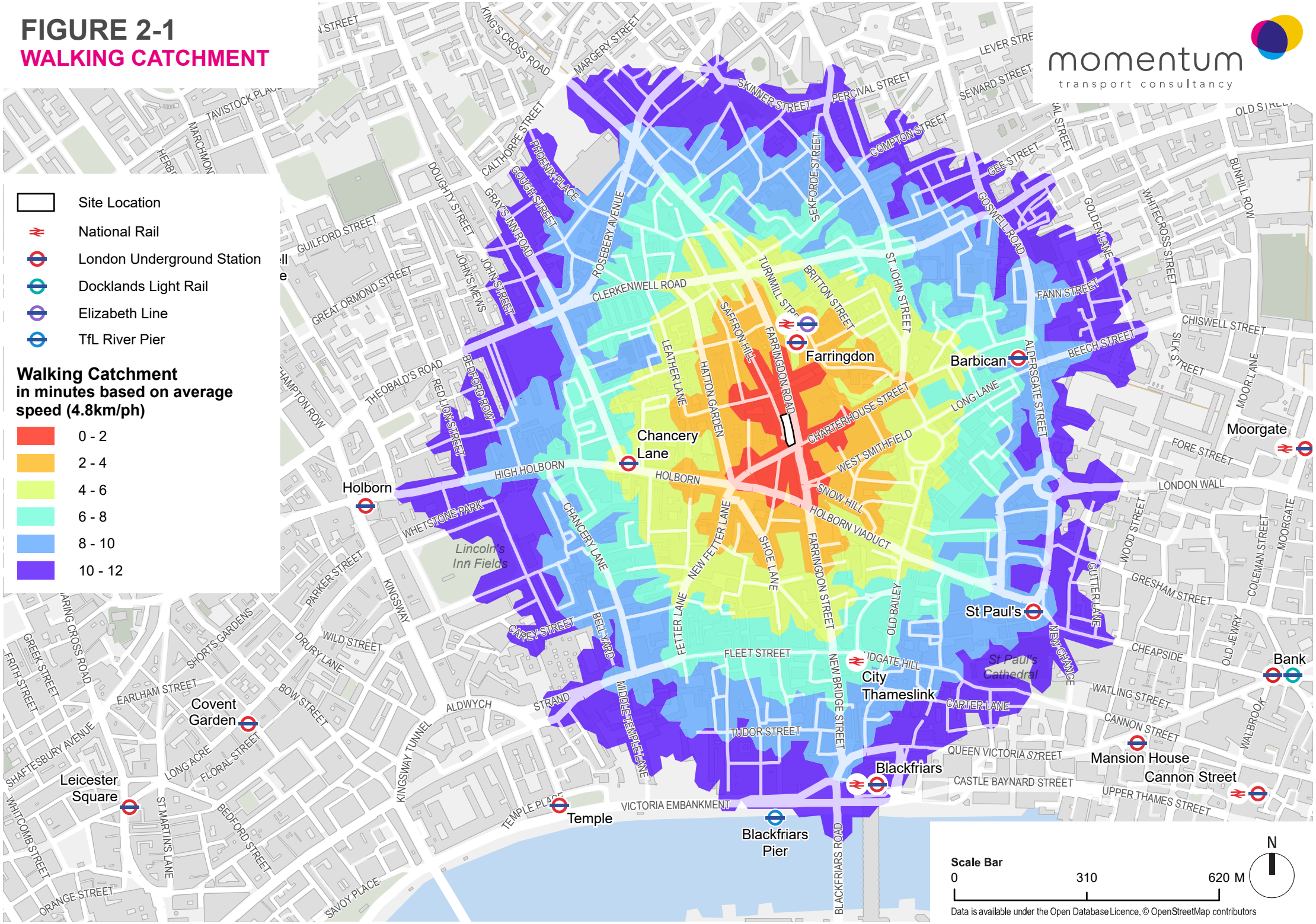

FIGURE 2-2
LOCAL PUBLIC TRANSPORT

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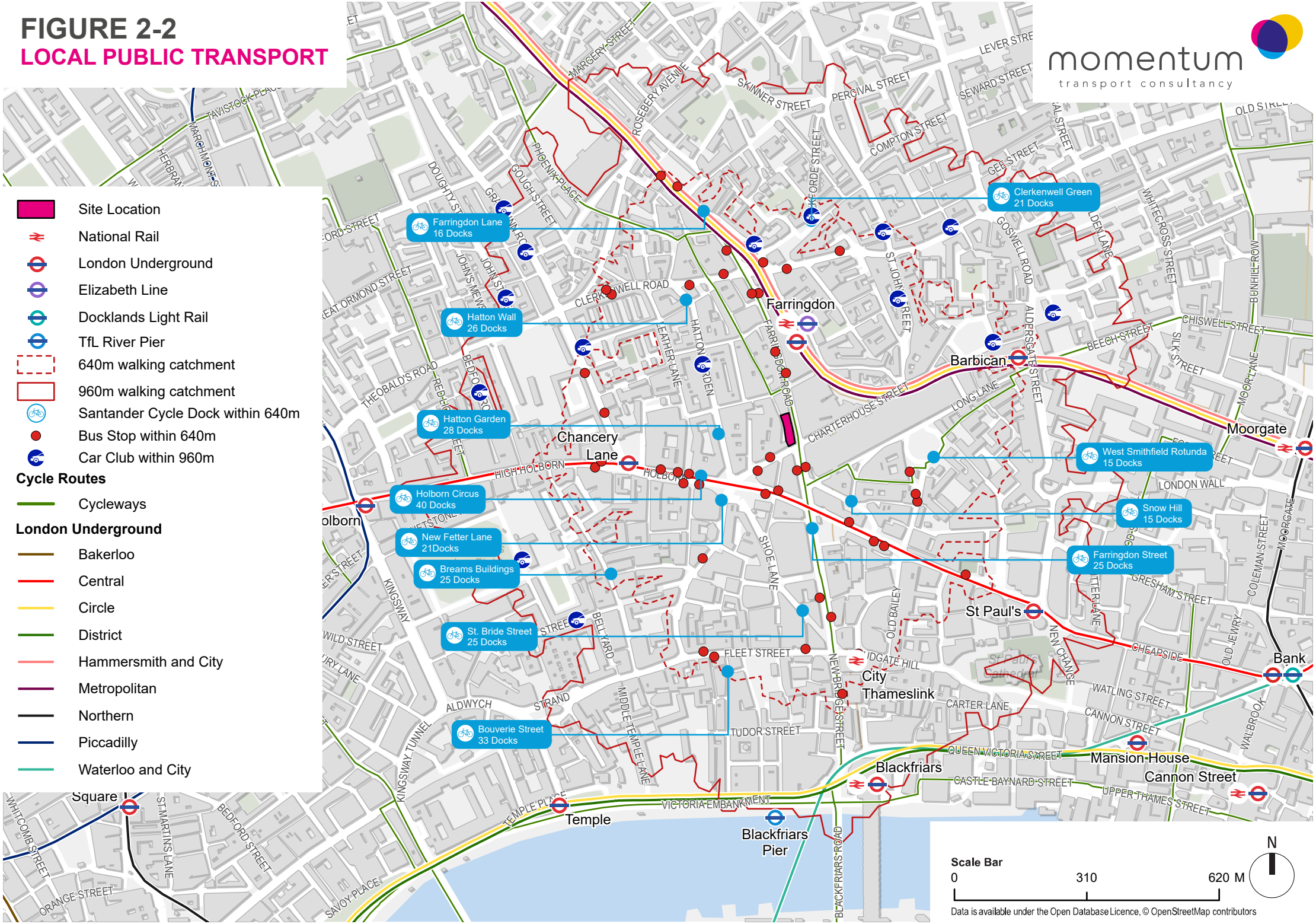

FIGURE 2-3
CYCLE ROUTES

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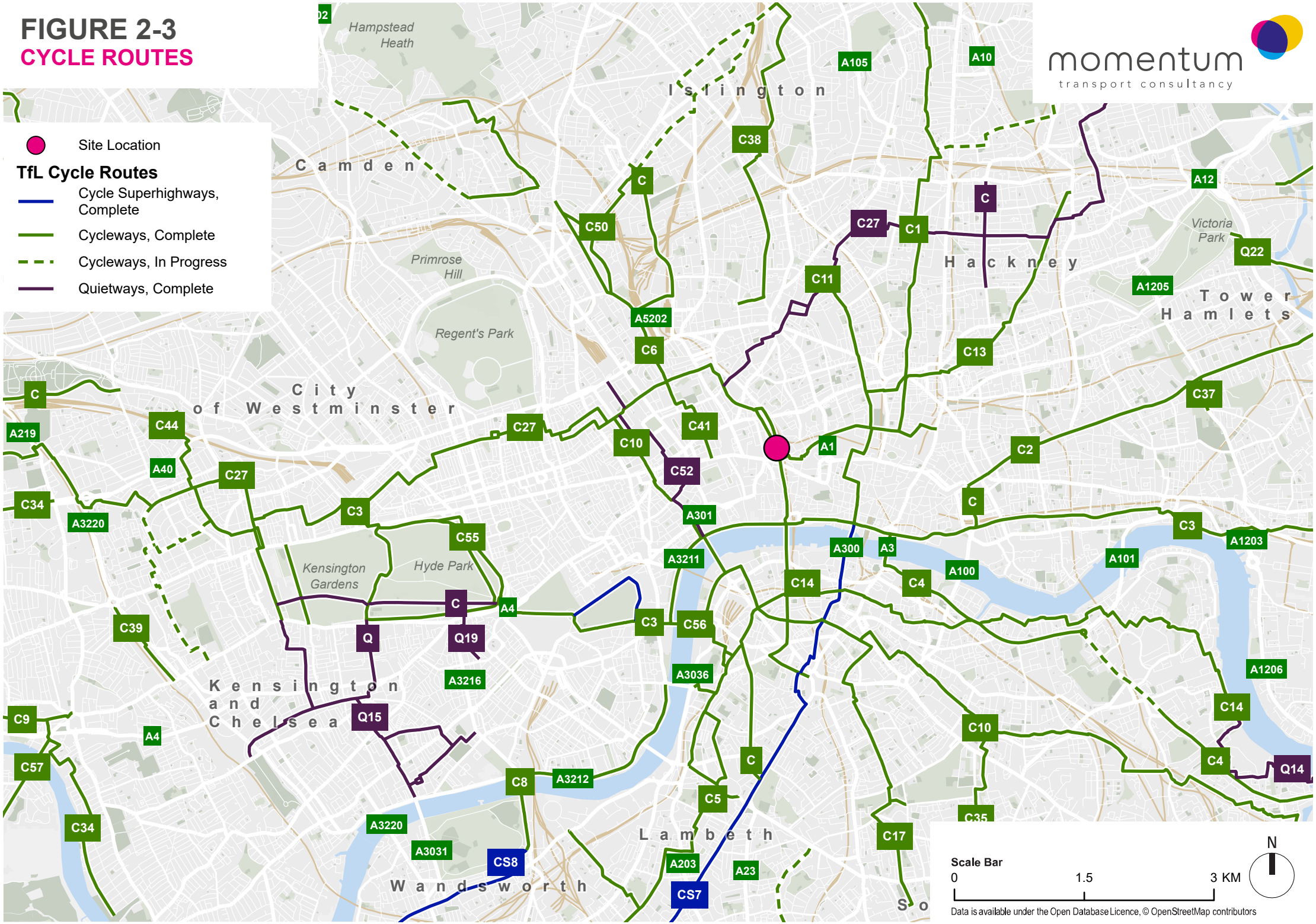

FIGURE 2-4
CYCLING CATCHMENT

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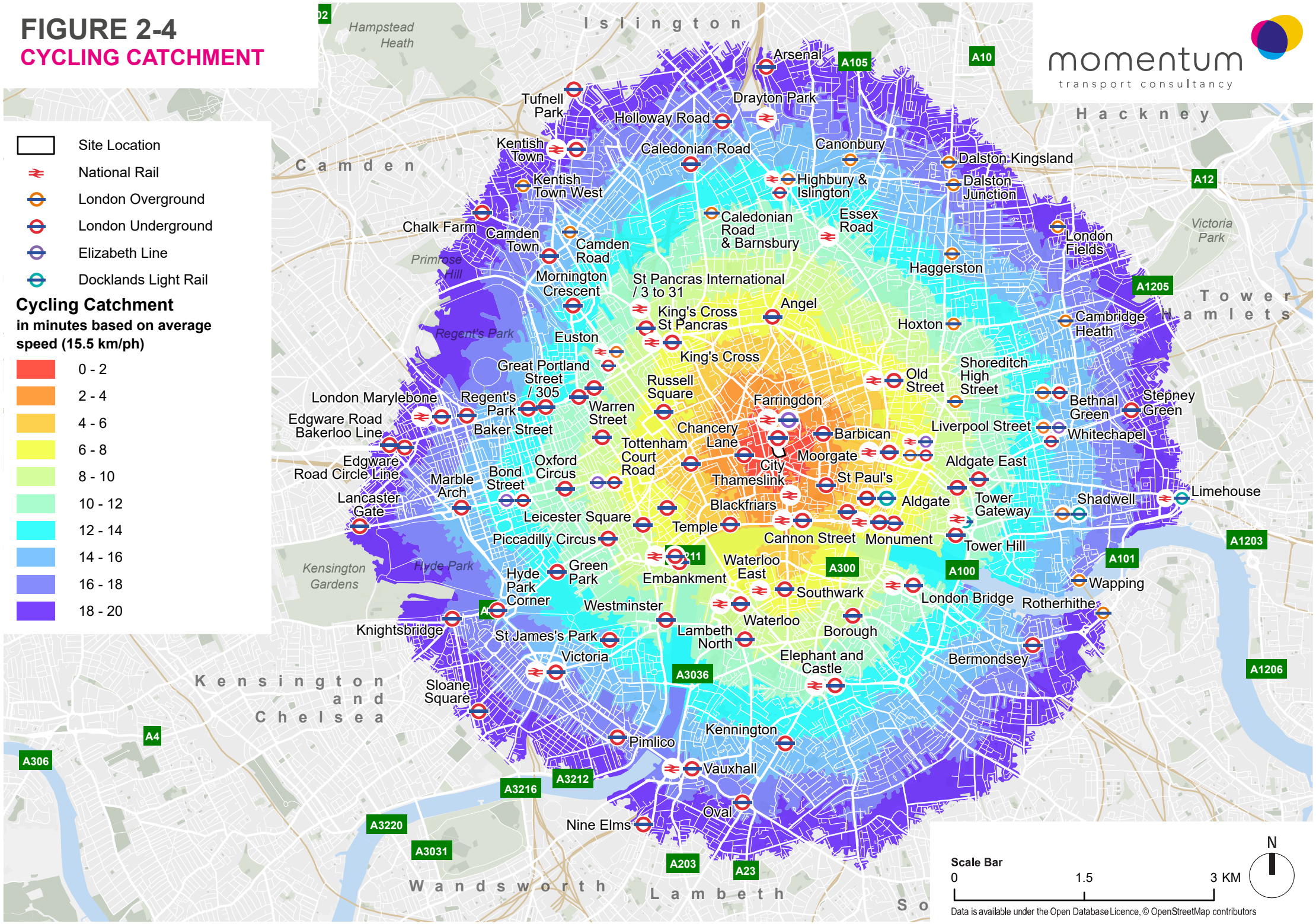

2.8 Cycle Parking

2.8.1 The development proposals include the provision of a high-quality cycle store, which would be accessed at grade from Saffron Hill.

2.8.2 The cycle store would provide 218 long stay cycle parking spaces, across the various stand types shown in Table 2.4.

Table 2.4: Long Stay Cycle Parking Stands

Stand Type	Long-stay spaces	Percentage
Two-tier	176	81%
Sheffield stand	10	5%
Foldable bike lockers	20	9%
Accessible spaces	12	6%
Total*	**218**	**100%**

**Differences occur due to rounding.*

2.8.3 In addition to these stands, the cycle store would provide 22 showers and 146 lockers.

2.8.4 The proposed cycle parking would play a key role in encouraging building users to travel to the Site by cycle. By providing long stay cycle parking above the London Plan (2021) requirement, in line with LB Camden policy, the cycle store ensures that all building users who wish to use the cycle store can do so.

3. MODE SHARE

3.1.1 Travel Plans are typically implemented as part of a planning condition associated with a development's planning permission. Since they are produced prior to construction and occupation, they are not expected to contain baseline data or targets but should indicate likely modal split and aspirational targets.

3.1.2 This chapter provides information on the likely mode share for the Site. The mode share, presented in Table 3.1, has been used for the purposes of the trip generation exercise within the 'Healthy Streets' Transport Assessment.

3.1.3 The forecast baseline mode share has been extracted from 2021 Census data. The 'Workplace population by method used to travel to work (2001 specification)' dataset has been used for Camden, which is the most recent information available.

3.1.4 The travel to work dataset has been used as it has been assumed that all trips associated with the non-office land uses, i.e. the proposed retail facilities and affordable jewellery associated with the Site would likely be linked trips, barring staff trips.

3.1.5 The categories 'working mainly at or from home' and 'other' were removed. The mode share data has been amended to take into consideration the car-free nature of the proposed development, with the car mode share reproportioned to other modes. The Elizabeth line has also been included with an assumed 10% mode share, the remaining modes were proportionally decreased to allow for this.

3.1.6 Also included are target mode shares for subsequent years per TfL Travel Planning Guidance (2013), which will be monitored via travel surveys. These surveys will be the responsibility of the Travel Plan Coordinator.

Table 3.1 Mode share targets

Mode	Proposed Mode Share (%)	1st Year Target	3rd Year Target	5th Year Target
Rail	17	16	15	14
Underground	44	42	40	39
Elizabeth Line	10	10	10	9
Walk	10	10	12	13
Bus or Coach	11	11	10	10
Taxi	1	1	0	0
Bicycle	7	9	12	15
Motorcycle	0	0	0	0
Car Driver	0	0	0	0
Car Passenger	0	0	0	0
Total*	**100**	**100**	**100**	**100**

**Differences occur due to rounding*

3.1.7 Ambitious targets have been set for active transport modes (walking and cycling). Due to the proximity of the Proposed Development to excellent rail, underground and bus links these modes will continue to form a significant percentage of all trips.

3.1.8 Targets would be developed further once the baseline data has been established through surveys conducted within the first six months of occupation or once the building is at 75% occupancy. The baseline data will provide a better understanding of what is achievable and what modal share targets should be set.

4. OBJECTIVES AND TARGETS

4.1.1 This section of the report sets out the objectives and targets of the FTP based on a review of regional and local policies, and the estimated trip generation for the Proposed Development.

4.1.2 The targets proposed as part of the interim FTP relate to information provided in the TA. The targets are specific, measurable, attainable, realistic and time-bound, and link directly to the objectives of this interim FTP.

4.2 Objectives

4.2.1 The principal objective of the FTP is to 'Facilitate sustainable travel to and from the Proposed Development'.

4.2.2 To achieve the principal objective, the following items have been set out:

- Site accessibility (this includes all groups of people including those with mobility impairments);
- Use of sustainable transport modes (walking and cycling);
- Creating awareness of the FTP with the tenants and other users;
- Influence the travel behaviour of visitors; and
- Improve the health of staff and minimise the development impacts on the environment.

4.2.3 These objectives support the principles of the wider Travel Plan policy.

4.3 Benefits

4.3.1 Modal shift towards sustainable transport for the Proposed Development would provide the following wider benefits:

- Significant health and well-being benefits from walking and cycling;
- Reducing carbon emissions and their contribution to climate change;
- Improved air quality and a reduction in noise pollution.

5. TRAVEL PLAN MANAGEMENT

5.1.1 The effective management of the TP with clearly defined roles, responsibilities and targets is central to achieving the objectives. This section explains how the TP will be taken forward once it has been implemented.

5.2 Delivery and Travel Plan Management

5.2.1 The Applicant is responsible for the FTP at this stage and would appoint a Travel Plan Coordinator (TPC) prior to occupation. The TPC may or may not be from the facilities management team. The TPC would be responsible for implementing specific measures. The TPC's responsibilities will include:

- Achieving commitment and support from all staff members;
- Ensure that all staff are aware of the TP and its objectives by a specific period (e.g. within 6 months of TP approval);
- Consult with and provide travel advice to staff;
- Consult with other stakeholders (TfL and public transport operators) whenever necessary;
- Coordinating the data collection and monitoring the TP programme;
- Presenting a business case to secure a budget for developing the TP and ensuring its efficient use; and
- Achieve an increase in public transport usage.

5.3 Travel Plan Awareness

5.3.1 The success of the TP is dependent on the occupant's awareness through promotion and advertisement which will be developed by the management company in conjunction with the future occupiers. Various forms of suitable communication will be used to advice and inform visitors about the travel options and other facilities.

5.3.2 The Action Plan provides more details of the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling, walking, public transport and the use of other non-single occupant modes of travel.

5.4 Staff Travel

5.4.1 The creation of excellent cycling facilities with showers and lockers will encourage staff to the site to use more low carbon forms of travel, in accordance with the FTP and wider Camden Council policy travel targets.

5.4.2 Staff will be provided with guidance on how to reach the site by all modes of transport so they are able to make an informed decision

5.4.3 The lack of on-site parking and excellent public transport accessibility (PTAL) means the Site is expected to be car-free.

5.5 Visitor Travel

5.5.1 Visitors to the Site will be provided with information on how to reach the Site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes.

6. MEASURES TO SUPPORT THE TRAVEL PLAN

6.1 Design of the Proposed Development

6.1.1 Due to the following features of the development, travel to the Site by means other than car use is expected to be the norm. The location of the Site, the proximity of nearby public transport connections, the lack of on-site car parking, and the provision of on-site cycle facilities will encourage sustainable modes of transport to be chosen.

6.1.2 The Site has an excellent Public Transport Accessibility Level (Level 6b), due to the excellent connections between the Site and the surrounding area.

6.2 Measures

6.2.1 This section details the measures that will be introduced by the management company / TPC to the tenants. This is to encourage tenants to implement sustainable transport modes and support the mode share targets outlined in Table 3.1.Table 6.1 sets out the action plan, benefits of the various measures offered and the timescale for their implementation. Implementation will be phased depending on the level of occupation.

INFORMATION PROVISION

6.2.2 The following information will be provided to employees and visitors where applicable:

- Details of the purpose and objectives of the Site TP;
- The contact details of the relevant TPC;
- The relevant bus network diagram from TfL;
- A pamphlet from TfL promoting the use of Oyster cards and / or contactless payments;
- Any other information relevant to employee travel including company policies related to allowances and public transit operators and cycle stores (where applicable);
- Public Transport information including bus timetables. TfL Journey Planner and National Rail phone numbers and web addresses; and
- Cycle information including the location of the various cycle facilities provided and nearest safe cycle routes.

6.2.3 Other means of providing information on travel options will be communicated using the following means:

- Notice boards;
- Staff newsletters;
- Screens; and
- Company intranet sites where available

CYCLING AND WALKING

6.2.4 The Site TP will include information on safe walking and cycling routes to key off-site destinations, including public transport links. The information will be made available through the internet (where appropriate) and at key locations on site.

6.2.5 Key schemes such as the ‘cycle to work scheme’ would be discussed and encouraged with staff to help achieve the targeted modal shift. Moreover, the provision of secure cycle parking with storage and changing facilities are also to be provided as part of the development with access to these facilities to be made available to all tenants.

6.2.6 One key concern preventing people from taking up cycling is safety and confidence and so the offer of cycle training sessions would also be an option to encourage take up of this mode. The potential for facilitating the accompanying cycle buddies among staff should also be investigated to help novice cyclists be accompanied by more experienced cyclists on their journey to work

6.2.7 Additional information about the TP actions is found in Table 6.1.

Table 6.1 Travel Plan actions

Actions	Description	Measures	Benefit(s)	Timescale	Responsibility
Adoption of TP	Acceptance of the TP ensures it will be a living document	Encourage the tenant to adopt the TP	Adoption of the TP ensures future commitment to the development and implementation	Upon occupancy	Applicant
Travel Plan Coordinator	A TPC will be responsible for managing the on-going development, delivery and promotion of the TP	Work with the tenants to identify a TPC for the Site	This will ensure that the TP is taken forward and results are delivered	Upon reaching appropriate level of occupancy	Applicant
Establish the Tenant's Forum	The Forum will enable the discussion of sitewide issues and the exchange of TP process / information between the tenant and the management company	Work with the tenants of the development to sign up and attend quarterly meetings	This will ensure that site-wide issues are addressed and that the results are delivered	Upon reaching appropriate level of occupancy	TPC
Feedback to the tenant	Promote the TP and achievements made through the Tenants Forum	Feedback to tenant on progress against issues	This feedback will keep the tenant involved and aware of the TP	Upon reaching appropriate level of occupancy	TPC
Site and TP Information	Provide information about the Site and the TP	Provide information such as access arrangements, walking, cycling, PT and maps, website links, and real-time journey information	This will provide staff and visitors with a high level of information to choose their travel options. Catchment maps will show the proximity of the local	Before occupation and on-going	TPC

		through fliers and notices	facilities, amenities and employment		
Pedestrian facilities	Good pedestrian access and permeability	Develop good pedestrian networks within the Site and create links with the wider area	The development will encourage employees to walk and provide a pleasant environment	Construction through to occupancy	Applicant
Cycle Parking	Provide secure cycle parking, storage and changing facilities	Provide cycle parking spaces as detailed in the TA and agree to monitor demand and usage	Provision of secure cycle parking will encourage tenants and their visitors to use bicycles as a mode of travel	This will be implemented when the Site is complete	Applicant
Cycle Maintenance Facilities	Provide a bicycle maintenance station and classes on basic cycle maintenance	Provide a BREEAM compliant cycle maintenance station. Establish monthly cycle maintenance classes. Arrange on-site bicycle repair service events.	Provision of a bicycle maintenance station and classes would encourage cycling as a mode of travel	Provided as part of the development	Applicant
Hold promotional events	Raise awareness of sustainable transport modes by holding activities and running events	Participate in travel plan promotional events such as 'Bike Week'	Engage employees and raise awareness of benefits of sustainable transport	Within 3 months of occupation	TPC
Personalised travel planning services	Ensure employees are aware of the different travel options available to them and the time and cost they take	Assist employee's route-planning their commute via public transport or cycle	Encourage employees to take public transport and cycle	At occupation	TPC

Bike to work buddy-system	Partnering newer cyclists with more experienced cyclists to cycle to work together to help them gain confidence and advice	Create a buddy-system for newer cyclists commuting to work	Encourage the uptake of cycling and ensure new cyclists feel safe and confident	Within 3 months	TPC
Cycle to work scheme	Loan provided to permanent staff to purchase a bicycle	Liaise with finance to determine implications	Offsetting of the financial burden of a new bicycle will facilitate usage	Within 6 months of occupancy	TPC

7. MONITORING AND REVIEW

7.1 Travel Surveys

7.1.1 The monitoring of the site TP will be the responsibility of the TPC who will implement a programme to survey travel patterns and evaluate the success of the plan.

7.1.2 Travel Plans are normally monitored on a five-year cycle, and comprehensive TRICS surveys are not necessary on an annual basis after the initial baseline survey. Therefore, TRICS surveys will be carried out at 19 Charterhouse Street on the first, third and fifth anniversary of the initial baseline travel survey. Collected survey data will be suitable for inclusion in the TRICS database.

7.1.3 These surveys will monitor whenever the mode share targets are met by each land use set out in this document and provide the basis on which any necessary modifications can be made if the site TP targets are not being achieved.

7.1.4 It is proposed that this monitoring will be an ongoing process throughout the lifecycle of the development.

7.1.5 The surveys will follow TfL guidance to ensure their compatibility with iTRACE (the Travel Plan project management tool used by London Borough's). The TPC will be responsible for populating the iTRACE database.

7.1.6 A standard questionnaire which will need to be adapted to suit the site will usually ask for the following information:

- Time in and out of the Site;
- Origin and destination postcodes (full if known);
- Main mode used to access the site – form of travel used for the greatest amount of time;
- Final mode used to access the site – the last form of travel used before arriving at the site;
- Time to walk to the Site (if applicable);
- First mode used to leave the site – the first form of travel used when leaving site;
- Main mode used to leave the site - form of travel used for the greatest amount of time; • Car parking location (if applicable); and
- If a visitor has a disability affecting their travel to work.

7.1.7 The surveys will be commissioned by the TPC and will be undertaken by an independent fieldwork provider (IFP).

7.1.8 The TPC will be responsible for notifying Camden Council in writing when surveys are going to be undertaken with the name of the IFP who will be carrying out the survey and data analysis work.

7.1.9 The TPC will also monitor the uptake of blue badge parking demand to ensure that sufficient facilities are in place to cater for demand.

7.1.10 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. These factors should be monitored on a regular basis by the TPC by:

- Monitoring the level of usage of cycle parking;
- Monitoring demand for additional cycle parking facilities; and

- Recording comments received from employees relating to the operation and effect of the Travel Plan.

7.2 Reporting

7.2.1 Monitoring reports will be submitted to Camden Council by the TPC after monitoring surveys. The Monitoring Reports will consider any results from the latest surveys. In the alternate years when surveys have not been undertaken, the TPC will submit a report to Camden Council to outline the progress the TPC has made towards the implementation of measures set out in the TP/previous monitoring report. It will also include any relevant information from the commercial tenants.

7.2.2 There will be several different surveys that will be conducted for staff and visitors. These include;

- Travel Surveys; and
- Pedestrian Surveys.

7.2.3 Additional monitoring of the following will be used to assess whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a regular basis:

- The level of usage of cycle stands; and
- Comments received from employees and visitors relating to the operation and effects of the site TP.

7.2.4 Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). This information will be made available to Camden Council and TfL.

7.3 Review

7.3.1 The Site TP will be reviewed on an ongoing basis and updated on an annual basis within two months of completing the monitoring surveys. It is anticipated that feedback made by Camden Council on the Monitoring Reports will be used in the review process.

7.3.2 The review (and subsequent targets) will be discussed. If the targets are not being met, then measures will be discussed with the Camden Council as to how ensure that targets can be achieved.

7.4 Summary

7.4.1 The applicant will work with the tenants to identify a TPC to ensure the future development of the TP.

7.4.2 The management company will oversee the monitoring and review of the TP to ensure the document reflects the changing requirements of the Site and is up to date with travel planning options available.

7.4.3 The applicant will ensure suitable funding, through agreement between the management company and the tenants, for how the TP is delivered and the on-going monitoring and review.

7.4.4 Table 7.1 provides the plans and timescales for the monitoring and review of the TP

Table 7.1 Travel Plan timescales

Action	Timescale
Baseline travel surveys (TRICS/iTRACE)	Within 6 months of occupancy
Future travel surveys (TRICS/ iTRACE)	3rd and 5th year
Tennant Forum Meetings	Quarterly
Feedback to the management company	Quarterly
Comprehensive and strategic review of all aspects of the TP	6 months, 3rd year and 5th year

8. CONCLUSION

8.1.1 This FTP has been produced by Momentum Transport Consultancy for 19 Charterhouse Street on behalf of the Applicant to set out the aims and objectives of the Travel Plan. It serves as an appendix to the TA.

8.1.2 Travel Plans are tools to minimise vehicle trips to a prospective development by setting out an effective framework encouraging public and active transport usage. This works in line with the Mayor's aims of promoting these transport methods and it is highly important that tenants support and implement the Framework Travel Plan as an overarching strategy for the Site.

8.1.3 This FTP sets out an initial framework of the key actions which will be taken to achieve the mode share targets which have been set for the Proposed Development. These will aim to far exceed the Mayoral target to 80% of trips by public transport or active travel by 2041 within Central London, with 99% of trips targeted to be by public transport or active travel from the outset of occupation.

8.1.4 Furthermore, the Proposed Development seeks to steadily increase the active travel mode share over the course of the monitoring period, from 17% at the baseline to 33% in the 5th year of occupation.

8.1.5 Travel surveys will be carried out to assess the travel patterns of difference user groups within the Development. The results of these surveys will be used to assess the efficiency of the Travel Plan and determine whether changes should be made.

APPENDIX A- WEBCAT PTAL REPORT

WebCAT PTAL Report
==========
Site Details

Grid Cell: 86369

Easting: 531545
Northing: 181652

Report Date: 05/08/2024
Scenario: Base Year

Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8 kph
Bus Node Max Walk Access Time (mins): 8
Bus Reliability Factor: 2.0
LU Station Max Walk Access Time (mins): 12
LU Reliability Factor: 0.75
National Rail Station Max Walk Access Time (mins): 12
National Rail Reliability Factor: 0.75

Mode	Stop	Route		Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI	
Bus	HOLBORN CIRCUS		341	303.79	6	3.8	7	10.8	2.78	0.5	1.39
Bus	FLEET STREET SHOE LANE		11	619.58	7.5	7.74	6	13.74	2.18	0.5	1.09
Bus	FLEET STREET SHOE LANE		23	619.58	8	7.74	5.75	13.49	2.22	0.5	1.11
Bus	FLEET STREET SHOE LANE		26	619.58	7.5	7.74	6	13.74	2.18	0.5	1.09
Bus	FLEET STREET SHOE LANE		15	619.58	7.5	7.74	6	13.74	2.18	0.5	1.09
Bus	FLEET STREET SHOE LANE		76	619.58	8	7.74	5.75	13.49	2.22	0.5	1.11
Bus	FLEET STREET SHOE LANE		172	619.58	6	7.74	7	14.74	2.03	0.5	1.02
Bus	CHARTERHOUSE STREET		17	89.5	7.5	1.12	6	7.12	4.21	0.5	2.11
Bus	CHARTERHOUSE STREET		45	89.5	7	1.12	6.29	7.4	4.05	0.5	2.03
Bus	HOLBORN CIRCUS EAST		8	138.19	10	1.73	5	6.73	4.46	0.5	2.23
Bus	HOLBORN CIRCUS EAST		521	138.19	27	1.73	3.11	4.84	6.2	1	6.2
Bus	HOLBORN CIRCUS EAST		242	138.19	6.5	1.73	6.62	8.34	3.6	0.5	1.8
Bus	HOLBORN CIRCUS EAST		46	138.19	6	1.73	7	8.73	3.44	0.5	1.72
Bus	HOLBORN CIRCUS EAST		25	138.19	8	1.73	5.75	7.48	4.01	0.5	2.01
Bus	FARRINGDON ST SMITHFIELD		63	92.06	12	1.15	4.5	5.65	5.31	0.5	2.65
Bus	ST BARTS WEST SMITHFIELD		56	390.55	9	4.88	5.33	10.22	2.94	0.5	1.47
Bus	BARBICAN STATION		153	618.78	5	7.73	8	15.73	1.91	0.5	0.95
Bus	BARBICAN STATION		4	618.78	6	7.73	7	14.73	2.04	0.5	1.02
Bus	HATTON GARDEN		243	560.91	11	7.01	4.73	11.74	2.56	0.5	1.28
Bus	CLERKENWELL GREEN		55	549.7	10	6.87	5	11.87	2.53	0.5	1.26
LUL	St Paul's	'Hainault-NP-Northolt'		751.42	1	9.39	30.75	40.14	0.75	0.5	0.37
LUL	Blackfriars	'Upminster-EalingBwy '		858.23	5	10.73	6.75	17.48	1.72	0.5	0.86
LUL	Blackfriars	'TowerHill-EalingBwy '		858.23	0.33	10.73	91.66	102.39	0.29	0.5	0.15
LUL	Blackfriars	'EalingBwy-Barking '		858.23	1.33	10.73	23.31	34.03	0.88	0.5	0.44
LUL	Blackfriars	'Upminster-Richmond '		858.23	6	10.73	5.75	16.48	1.82	0.5	0.91
LUL	Blackfriars	'Richmond-DagEast '		858.23	0.67	10.73	45.53	56.25	0.53	0.5	0.27
LUL	Blackfriars	'Wimbledon-Upminster '		858.23	4	10.73	8.25	18.98	1.58	0.5	0.79
LUL	Blackfriars	'Wimbledon-DagEast '		858.23	1	10.73	30.75	41.48	0.72	0.5	0.36
LUL	Blackfriars	'Barking-Wimbledon '		858.23	0.67	10.73	45.53	56.25	0.53	0.5	0.27
LUL	Blackfriars	'TowerHill-Wimbledon '		858.23	2.67	10.73	11.99	22.71	1.32	0.5	0.66
LUL	Blackfriars	'DagEast-EalingBwy '		858.23	0.67	10.73	45.53	56.25	0.53	0.5	0.27
Rail	Farringdon	'BEDFDM-SVNOAKS 1E62 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BROMLYS 1E83 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-ORPNGTN 1L60 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-SUTTON 1O13 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-KENTHOS 1S85 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1T11 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1T15 '		236.39	0.67	2.95	45.53	48.48	0.62	0.5	0.31
Rail	Farringdon	'BRGHTN-BEDFDM 1T83 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-SUTTON 1V23 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-SUTTON 1V82 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 1W06 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 1W81 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1W84 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 1W86 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SVNOAKS 2E11'		236.39	1	2.95	30.75	33.7	0.89	1	0.89
Rail	Farringdon	'BEDFDM-SVNOAKS 2E19 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'LUTON-SVNOAKS 2E21 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SVNOAKS 2E95'		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-LUTON 2O00 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-BEDFDM 2O04 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-STALBCY 2O06 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-LUTON 2O10 '		236.39	1	2.95	30.75	33.7	0.89	0.5	0.45
Rail	Farringdon	'LUTON-SUTTON 2O17 '		236.39	0.67	2.95	45.53	48.48	0.62	0.5	0.31
Rail	Farringdon	'STALBCY-SUTTON 2O21 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SUTTON 2O29 '		236.39	0.67	2.95	45.53	48.48	0.62	0.5	0.31
Rail	Farringdon	'LUTON-BCKNHMJ 2S91 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-BROMLYS 2S93'		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2T02 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2T04 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-BRGHTN 2T15 '		236.39	1	2.95	30.75	33.7	0.89	0.5	0.45
Rail	Farringdon	'BEDFDM-BRGHTN 2T25 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-LUTON 2T99 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-STALBCY 2V02 '		236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-STALBCY 2V08 '		236.39	0.67	2.95	45.53	48.48	0.62	0.5	0.31

Rail	Farringdon	'BEDFDM-SUTTON 2V15 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-BEDFDM 2V16 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'LUTON-SUTTON 2V19 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SUTTON-KNTSHTN 2V20 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'STALBCY-SUTTON 2V27 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'LUTON-SUTTON 2V31 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2W08 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2W12 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BRGHTN-BEDFDM 2W16 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'ASHFKY-BEDFDM 1E61 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'ASHFKY-BEDFDM 1E63 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'RCHT-BEDFDM 1E67 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-BEDFDM 1E69 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BROMLYS-BEDFDM 1E82 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BCKNHMJ-BEDFDM 1G65 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'KENTHOS-BEDFDM 1G71 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-STALBCY 2D93'	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-LUTON 2D95 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-STALBCY 2E59'	236.39	0.67	2.95	45.53	48.48	0.62	0.5	0.31
Rail	Farringdon	'SVNOAKS-LUTON 2E61 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-WHMPSTM 2E63'	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-KNTSHTN 2E65'	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'SVNOAKS-KNTSHTN 2E67'	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BROMLYS-LUTON 2E93 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-LUTON 2L59 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'ORPNGTN-KNTSHTN 2L65'	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-ELPHNAC 1J87 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
Rail	Farringdon	'BEDFDM-ELPHNAC 1J88 '	236.39	0.33	2.95	91.66	94.61	0.32	0.5	0.16
LUL	Farringdon	'Edgware-Hammersmith '	236.39	6	2.95	5.75	8.7	3.45	0.5	1.72
LUL	Farringdon	'Barking-Hammersmith '	236.39	6.34	2.95	5.48	8.44	3.56	1	3.56
LUL	Farringdon	'Hammersmith-Plaistow'	236.39	1	2.95	30.75	33.7	0.89	0.5	0.45
LUL	Farringdon	'Aldgate-AmerFast '	236.39	1	2.95	30.75	33.7	0.89	0.5	0.45
LUL	Farringdon	'Ches-AldgateFast '	236.39	2	2.95	15.75	18.7	1.6	0.5	0.8
LUL	Farringdon	'Uxbridge-AldSlow '	236.39	5.33	2.95	6.38	9.33	3.21	0.5	1.61
LUL	Farringdon	'Watford-AldSfast '	236.39	3.67	2.95	8.92	11.88	2.53	0.5	1.26
LUL	Farringdon	'Aldg-WatfordSlow '	236.39	3.67	2.95	8.92	11.88	2.53	0.5	1.26
LUL	Farringdon	'Ald-HarrowHill '	236.39	1.33	2.95	23.31	26.26	1.14	0.5	0.57
LUL	Chancery Lane	'Epping-Ealing '	455.29	3	5.69	10.75	16.44	1.82	0.5	0.91
LUL	Chancery Lane	'WRuislip-Epping '	455.29	3	5.69	10.75	16.44	1.82	0.5	0.91
LUL	Chancery Lane	'RuislipGar-Epping '	455.29	1	5.69	30.75	36.44	0.82	0.5	0.41
LUL	Chancery Lane	'WhiteCity-Epping '	455.29	0.33	5.69	91.66	97.35	0.31	0.5	0.15
LUL	Chancery Lane	'Epping-NActon '	455.29	1	5.69	30.75	36.44	0.82	0.5	0.41
LUL	Chancery Lane	'Northolt-Epping '	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29
LUL	Chancery Lane	'Debden-WRuislip '	455.29	0.33	5.69	91.66	97.35	0.31	0.5	0.15
LUL	Chancery Lane	'WhiteCity-Debden '	455.29	0.33	5.69	91.66	97.35	0.31	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt '	455.29	1	5.69	30.75	36.44	0.82	0.5	0.41
LUL	Chancery Lane	'RuislipGdns-Debden '	455.29	0.33	5.69	91.66	97.35	0.31	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip '	455.29	1	5.69	30.75	36.44	0.82	0.5	0.41
LUL	Chancery Lane	'NActon-Loughton '	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29
LUL	Chancery Lane	'RuislipGdns-Loughton'	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29
LUL	Chancery Lane	'Loughton-WhiteCity '	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29
LUL	Chancery Lane	'Loughton-Northolt '	455.29	0.33	5.69	91.66	97.35	0.31	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton '	455.29	1	5.69	30.75	36.44	0.82	0.5	0.41
LUL	Chancery Lane	'Ealing-NewburyPark '	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29
LUL	Chancery Lane	'WRuislip-NewburyPark'	455.29	0.33	5.69	91.66	97.35	0.31	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark '	455.29	0.33	5.69	91.66	97.35	0.31	0.5	0.15
LUL	Chancery Lane	'Hainault-Ealing '	455.29	5.33	5.69	6.38	12.07	2.49	0.5	1.24
LUL	Chancery Lane	'Hainault-Nacton '	455.29	1.33	5.69	23.31	29	1.03	0.5	0.52
LUL	Chancery Lane	'Hainault-WRuislip '	455.29	3.33	5.69	9.76	15.45	1.94	0.5	0.97
LUL	Chancery Lane	'RuislipGdns-NP-Hain '	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29
LUL	Chancery Lane	'WhiteCity-Hainault '	455.29	1.67	5.69	18.71	24.41	1.23	0.5	0.61
LUL	Chancery Lane	'GrangeHill-WD-Eal '	455.29	1	5.69	30.75	36.44	0.82	0.5	0.41
LUL	Chancery Lane	'GrangeHill-Wdfd-Whit'	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	455.29	0.67	5.69	45.53	51.22	0.59	0.5	0.29

Total Grid Cell AI: 74.62
PTAL: 6b

APPENDIX G: ATZ KEY ROUTES SURVEY

momentum
transport consultancy

The way the world moves. By design.

19 CHARTERHOUSE

Active Travel Zone Neighbourhood Key Routes Survey

25/03/2025

DOCUMENT CONTROL ISSUE SHEET

Project & Document Details

Project Name	19 Charterhouse
Project Number	M001489
Document Title	Active Travel Zone Neighbourhood Key Routes Survey

Document History

Issue	Status	Reason for Issue	Issued to
1.0	Draft	For Comment	Project Team

Issue Control

Issue	Date	Author	Contributors	Authorisation	
				Name	Signature
0.1	25/03/25	KP	JB, NBE	DH	

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1. INTRODUCTION

1.1 Introduction

1.1.1 An Active Travel Zone (ATZ) key routes survey has been prepared by Momentum Transport Consultancy on behalf of Morgan Capital in support of the Application for 19 Charterhouse in the London Borough of Camden ('the Site').

1.1.2 The Proposed Development includes the refurbishment and extension of the existing university building to an office, and the provision of new affordable retail space on the ground and basement floors.

1.1.3 This assessment comprises an analysis key active travel routes from the Proposed Development during the daytime and night-time. These active travel routes have been agreed with TfL during the pre-planning application process. These key destinations have been selected as they have been deemed the most relevant when compared to all other potential destinations in the ATZ.

1.1.4 The key active travel routes are as below:

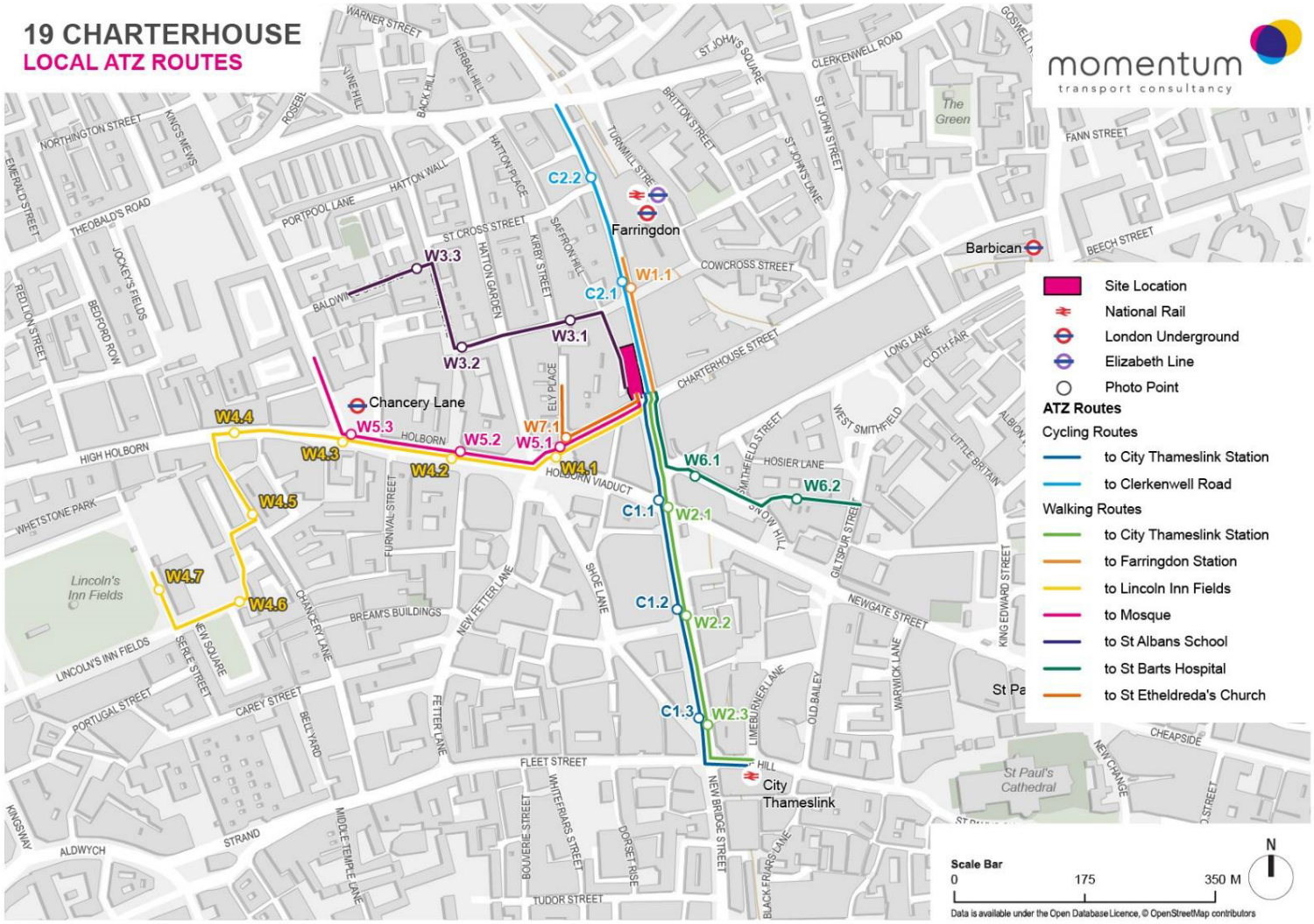
- City Thameslink Station
- Farringdon Station
- Lincoln Inn Fields
- Holborn Mosque
- St. Albans School
- St. Barts Hospital
- St. Etheldreda's Church
- City Thameslink Station (Cycle Route)
- Clerkenwell Road (Cycle Route)

1.1.5 Each photograph has an ID that references a specific location on the route map, indicated in Figure 1.1.

1.1.6 Issues have been identified for each of these routes, along with suggested potential improvements.

1.1.7 To avoid repetition, route photographs and descriptions have not been repeated where they overlap.

Figure 1.1: ATZ Survey Routes



2. ROUTE DESCRIPTION

2.1.1 This section provides a summary of the key routes in the ATZ of the Proposed Development.

WALKING ROUTE TO CITY THAMESLINK STATION

2.1.2 The walking route to City Thameslink Station provides access to a National Rail services.

2.1.3 The walking route is around 600m from the front of the Site and takes around 9 minutes to walk.

WALKING ROUTE TO FARRINGDON STATION

2.1.4 The walking route to Farringdon Station provides access to the nearest train station to the Site, with underground, Elizabeth Line, and national rail services.

2.1.5 It takes 3 minutes to walk around 250 metres from the Site to the station.

WALKING ROUTE TO LINCOLN INN FIELDS

2.1.6 The walking route to Lincoln Inn Fields provides access to an area of green space with various amenities provided.

2.1.7 It takes approximately 16 minutes to walk the 1.2km from the Site to the field.

WALKING ROUTE TO HOLBORN MOSQUE

2.1.8 The walking route is 600m and takes approximately 8 minutes to walk to from the Site.

WALKING ROUTE TO ST. ALBANS SCHOOL

2.1.9 The walking route is 600m and takes approximately 8 minutes to walk from the Site.

WALKING ROUTE TO ST. BARTHOLOMEW'S HOSPITAL

2.1.10 The walking route is 450m and takes approximately 6 minutes from the Site.

WALKING ROUTE TO ST. ETHELDREDA'S CHURCH

2.1.11 The walking route is 180m and takes approximately 2 minutes via Rowan Road and Bute Gardens.

CYCLING ROUTE TO CITY THAMSELINK STATION

2.1.12 The walking route to City Thameslink Station provides access to a National Rail services.

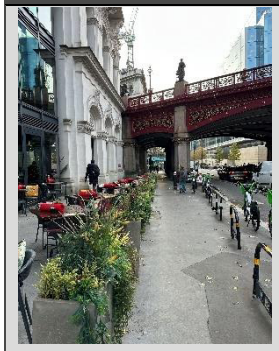
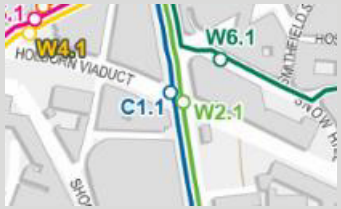
2.1.13 The route is 600m and takes approximately 2 minutes to cycle from the Site along Hammersmith Road.

CYCLING ROUTE TO CLERKENWELL ROAD

2.1.14 The cycling route to Clerkenwell Road gives access to various amenities including shops, pubs, and places of work. From this location many different cycle routs can be accessed providing safe journeys across London.

2.1.15 The route is approximately 450m and takes around 2 minutes by cycle along Farringdon Road.

Table 2.1: Daytime Walking Route to City Thameslink Station

Photograph	ID	Location	Details of Route Issues / Observations
	W2.1		Located along the busy Farringdon Road, so traffic noise is loud, particularly under the viaduct. Although the footway is wide there is obstructions including bollards, bike stands and outdoor café seating which reduce available width for pedestrians.
	W2.2		This area has a wide and comfortable footway with useful signage. The traffic is loud along Farringdon Road. There is a general lack of greenery and planting along this stretch of footway.

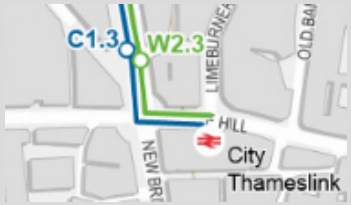
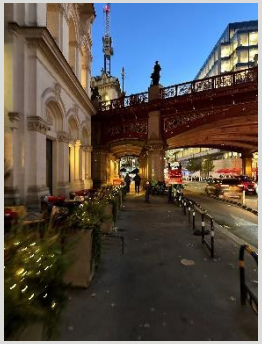
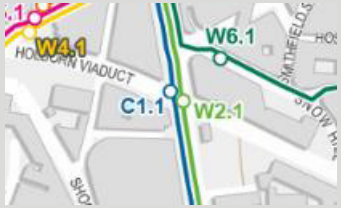
	W2.3		The traffic is loud along Farringdon Road. This area of footway also had some uneven paving slabs.

Table 2.2: Night-time Walking Route to City Thameslink Station

Photograph	ID	Location	Details of Route Issues / Observations
	W2.1		Brightly lit due to passing cars and as it is a busy street, there is a feeling of constant passive surveillance with the outdoor café along this stretch of footway.

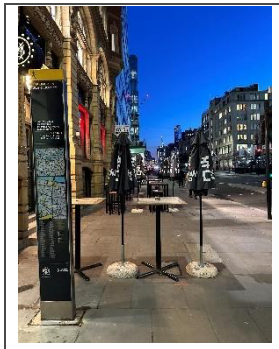
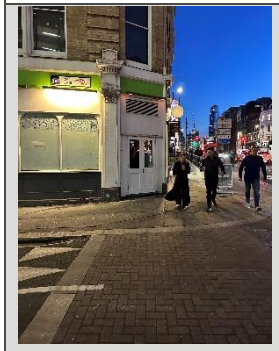
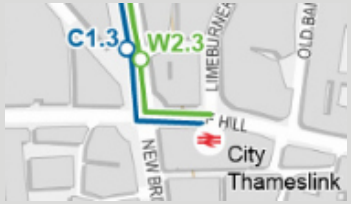
	W2.2		Brightly lit due to passing cars and as it is a busy street, there is a feeling of constant passive surveillance with the outdoor café along this stretch of footway.
	W2.3		Brightly lit due to passing cars and as it is a busy street, lots of people walking along Farringdon Road.

Table 2.3: Daytime Walking Route to Farringdon Station

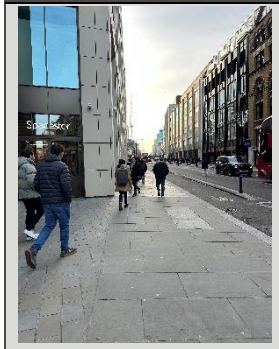
Photograph	ID	Location	Details of Route Issues / Observations
	W1.1		Close to the main entrance/exit of the Farringdon Station with wide comfortable footway.

Table 2.4: Night-time Walking Route to Farringdon Station

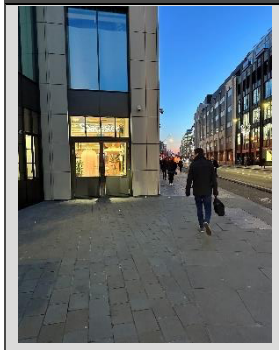
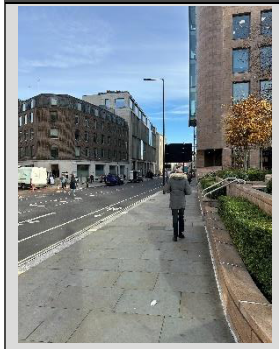
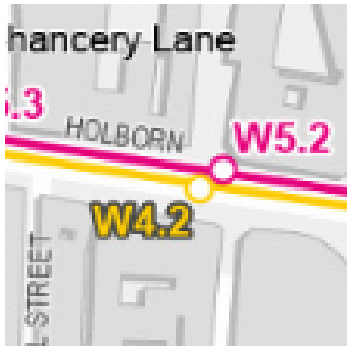
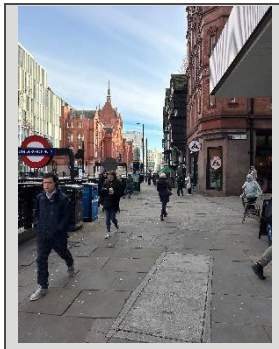
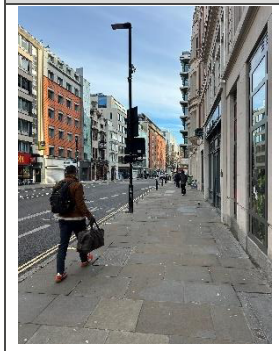
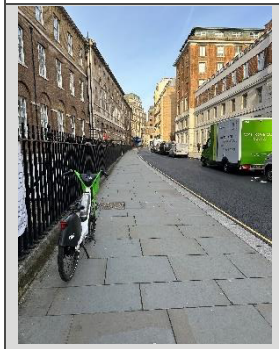
Photograph	ID	Location	Details of Route Issues / Observations
	W1.1		The street is busy with passing traffic and there are many pedestrians from Farringdon Station providing passive surveillance and street/car lights.

Table 2.5: Daytime Walking Route to Lincoln Inn Fields

Photograph	ID	Location	Details of Route Issues / Observations
	W4.1		The footway here is wide and even making it comfortable to walk along. There is adjacent public realm with pleasant green space.
	W4.2		Although the footway is wide there are e-bikes obstructing pedestrian flow in this area and some bike cutting across the path. The traffic is also loud.

	W4.3		Footpath remains wide outside the underground station entrance to deal with large flows of people. The paving is uneven in places again and the traffic remains loud.
	W4.4		Loud traffic along this route. The area has some litter and lacks greenery or planting, making the route unattractive.
	W4.5		Although the footway is wide there are e-bikes obstructing pedestrian flow in this area.

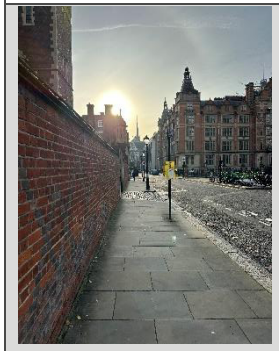
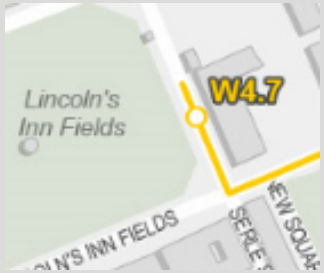
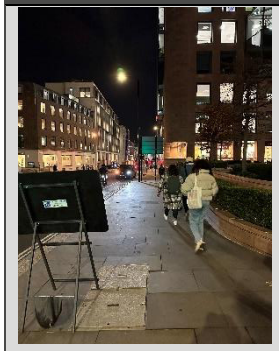
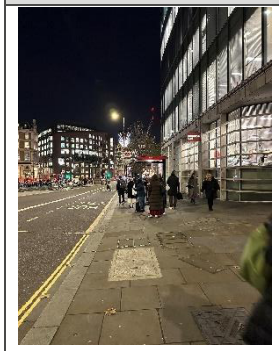
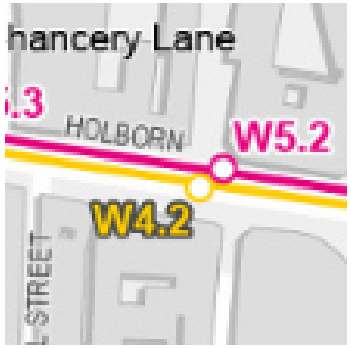
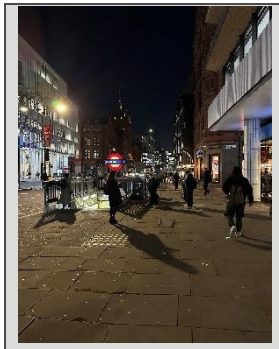
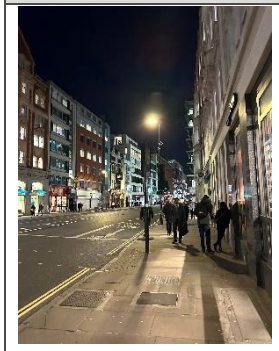
	W4.6		Pleasant route with no improvement needed.
	W4.7		Pleasant route with no improvement needed.

Table 2.6: Night-time Walking Route to Lincoln Inn Fields

Photograph	ID	Location	Details of Route Issues / Observations
	W4.1		Bright streetlights and busy flows of pedestrians provide passive surveillance and adds to sense of safety. There is some highway signage obstructing pedestrian movement along the footway.
	W4.2		There are many lights here to ensure that those using the bus stop feel safe.

	W4.3		Very busy area in the PM peak time but still feels comfortable due to wide footpath. Large number of pedestrians using the station create feeling of safety. Some disruptive people hanging around station entrance.
	W4.4		The street is busy and well-lit from passing traffic and streetlights. There are also many pedestrians creating a feeling of passive surveillance and safety.
	W4.5		Although a quieter area of the route there are still many people walking in the area which creates feeling of safety.

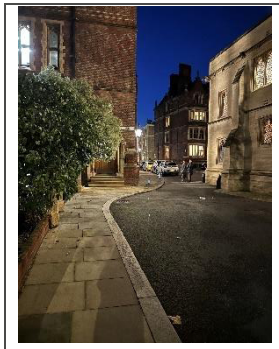
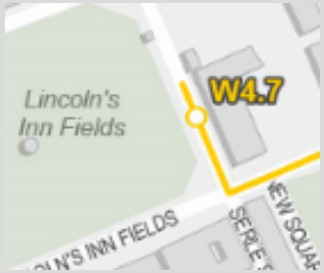
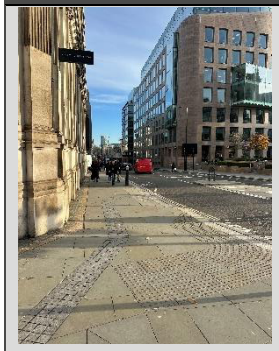
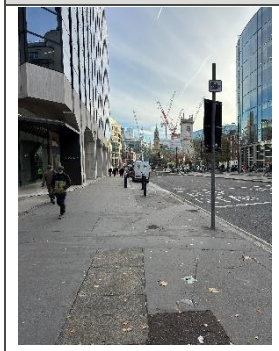
	W4.6		This section of the route is quite with no passing traffic however there were private security in the area which created feeling of safety.
	W4.7		This area has lots of street lighting and pedestrians walking which creates a feeling of safety.

Table 2.7: Daytime Walking Route to the Mosque

Photograph	ID	Location	Details of Route Issues / Observations
	W5.1		Wide comfortable footway. No improvement needed.
	W5.2		Loud traffic noise makes walking this section unpleasant. There is also a lack of greenery and planting in the area.

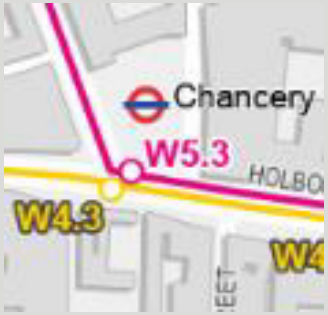
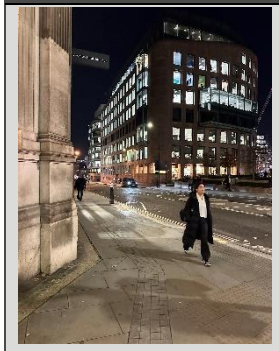
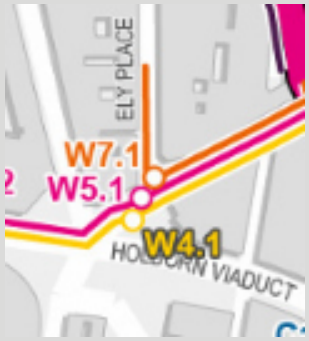
Photograph	ID	Location	Details of Route Issues / Observations
	W5.3		Loud traffic noise makes walking this section unpleasant. There is also a lack of greenery and planting in the area. The paving is uneven in places around the station.

Table 2.8: Night-time Walking Route to the Mosque

Photograph	ID	Location	Details of Route Issues / Observations
	W5.1		This area has lots of street lighting and pedestrians walking which creates a feeling of safety.

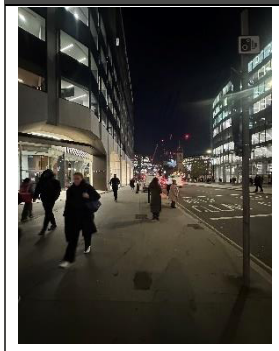
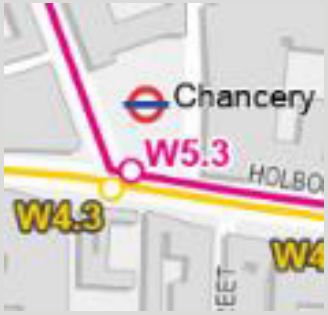
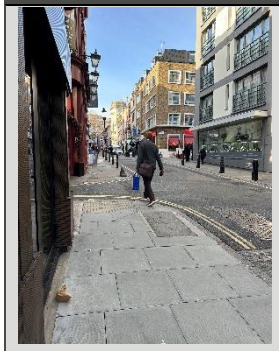
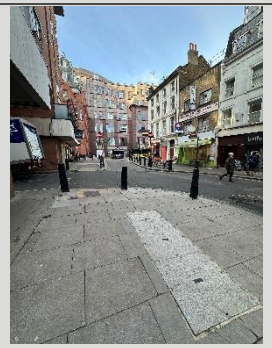
Photograph	ID	Location	Details of Route Issues / Observations
	W5.2		This area has lots of street lighting and pedestrians walking which creates a feeling of safety.
	W5.3		This area has lots of street lighting and pedestrians walking which creates a feeling of safety.

Table 2.9: Daytime Walking Route to St. Albans School

Photograph	ID	Location	Details of Route Issues / Observations
	W3.1		The footway is relatively narrow here for the volume of pedestrians using the route. Although the traffic is light and slow moving along the road, it is still uncomfortable with pedestrians stepping onto the road to overtake.
	W3.2		Loud construction noise in the area. Unloading vans and vehicles onto the footway but as is it is wide in this area it does not cause conflict.

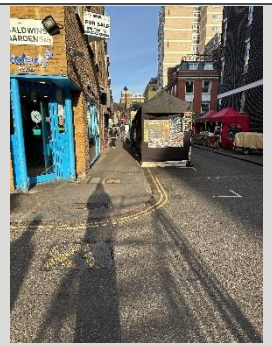
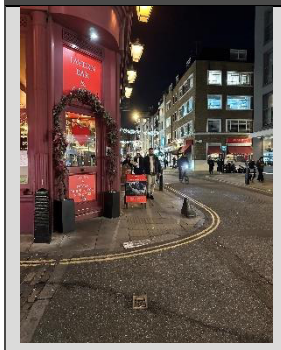
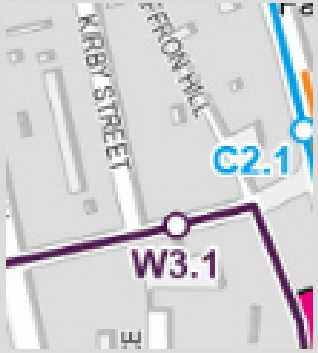
	W3.3		Narrow footway along Leather Lane due to the market set up. There are also lots of people crossing the footway to unload goods which makes it a less relaxing walk.

Table 2.10: Night-time Walking Route to St. Albans School

Photograph	ID	Location	Details of Route Issues / Observations
	W3.1		Very busy route to Farringdon station and well lit. There are several pubs nearby which creates feeling of safety.

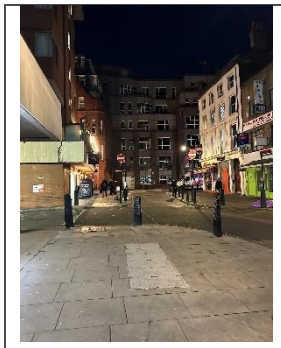
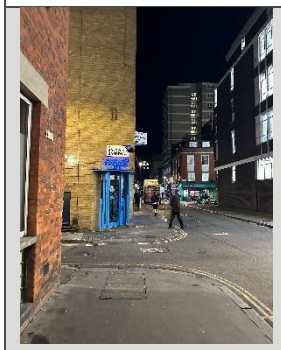
	W3.2		Quiter area of the route and although well lit some may feel less safe in the area.
	W3.3		Again this section of the route has less passing traffic so may feel less safe to some pedestrians.

Table 2.11: Daytime Walking Route to St. Barts Hospital

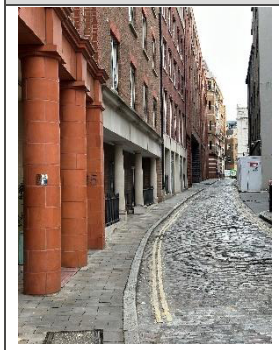
Photograph	ID	Location	Details of Route Issues / Observations
	W6.1		The footway here has many obstructions including the pictured signage in the middle of the paving. There is also temporary highway signage and café seating which reducing pedestrian space. Bicycles observed overtaking traffic by crossing across the footway and creating potential conflict with pedestrians.
	W6.2		Narrow footway but as there is very little traffic this still feels comfortable. Some loud construction noise in the area.

Table 2.12: Night-time Walking Route to St. Barts Hospital

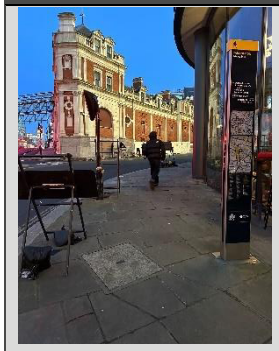
Photograph	ID	Location	Details of Route Issues / Observations
	W6.1		The street here is quiet at night so many feel less safe for some pedestrians.
	W6.2		The street here is quiet and not very well lit at night so many feel less safe for some pedestrians.

Table 2.13: Daytime Walking Route to St. Etheldreda's Church

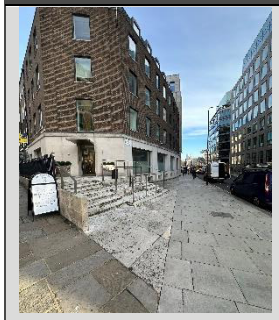
Photograph	ID	Location	Details of Route Issues / Observations
	W7.1		The footpath is wide and provides a comfortable walking environment. However, there is some loud construction noise in the area and unloading activities obstructing the footway.

Table 2.14: Night-time Walking Route to St. Etheldreda's Church

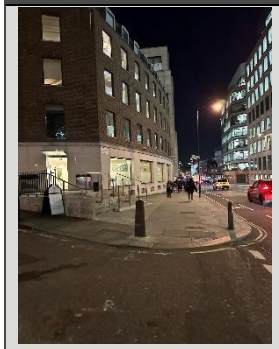
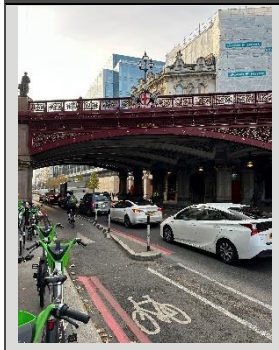
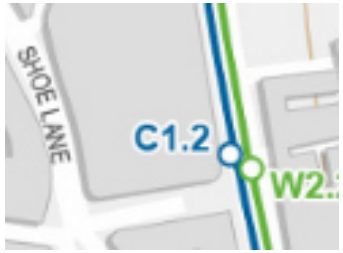
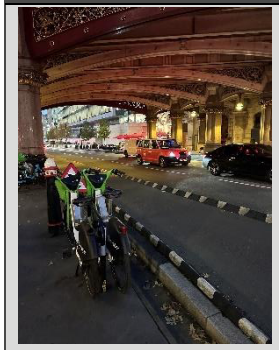
Photograph	ID	Location	Details of Route Issues / Observations
	W7.1		The area is wide and well it so provides a comfortable street environment at night.

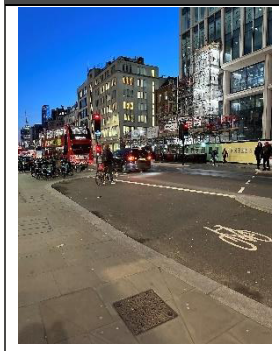
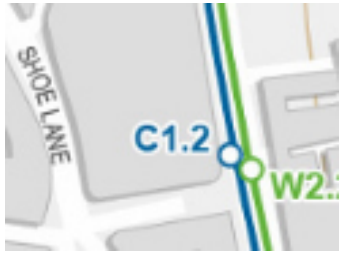
Table 2.15: Daytime Cycling Route to City Thameslink Station

Photograph	ID	Location	Details of Route Issues / Observations
	C1.1		Under the viaduct the cycle route, although segregated is particularly narrow for the volume of people using it. There is also a high curb between the cycle lane and traffic which feels uncomfortable. The volume of traffic and road noise makes cycling unpleasant.
	C1.2		Fully segregated cycle lane. Some pedestrians wait halfway across the road in a narrow area between the cycle lane and road which obstructs the cycle lane.

Photograph	ID	Location	Details of Route Issues / Observations
	C1.3		The road markings in this area are worn. Although there is some signage for cyclists turning onto Farringdon Road from McBride Street there is no signage for Farringdon Road cyclists turning onto McBride Street. The road surface is also uneven at points.

Table 2.16: Night-time Cycling Route to City Thameslink Station

Photograph	ID	Location	Details of Route Issues / Observations
	C1.1		The route is well lit at night although busy.

Photograph	ID	Location	Details of Route Issues / Observations
	C1.2		This area is well lit and fully segregated from traffic so cyclists feel safe.
	C1.3		Cycle lane a bit volume for volume of traffic and could be better lit so the lane line is clearer.