

## Appendix J      Full Residential Travel Plan

# Agar Grove, Camden

## Travel Plan

On behalf of **The London Borough of Camden**

Project Ref: 28732/002 | Rev: A | Date: December 2013



## Document Control Sheet

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# 1 Introduction

## 1.1 Background

- 1.1.1 Peter Brett Associates LLP has been commissioned by the London Borough of Camden (LBC) to prepare a Transport Assessment in support of the detailed planning application for the regeneration of the Agar Grove Estate in Camden.

## 1.2 Site Location

- 1.2.1 The site is located to the north east of the Grand Union canal and north of St Pancras International Station. The strategic location of the site is shown in Figure 1.1.
- 1.2.2 Specifically the site is located to the south of Agar Grove, to the west of Camley Street and to the east of Agar Place and Wrotham Road. The site boundary is shown in Figure 1.2; it is bounded to the south by railway lines. To the west it is bounded by residential units, to the north by Agar Grove and to the east by industrial units on Camley Street.

## 1.3 Existing Land Use

- 1.3.1 The Estate currently comprises 249 dwellings, of which 212 are let to Council tenants and 39 are occupied by leaseholders.
- 1.3.2 There is a small convenience store and café located to the Agar Grove frontage and a community room within the base of Lulworth House.
- 1.3.3 There is a small block of flats owned by L&Q and a Sure Start Children Centre within the curtilage of the Estate but not included within the redevelopment proposals.
- 1.3.4 The local site location plan is shown in Figure 1.2.

## 1.4 Development Proposals

- 1.4.1 Following redevelopment the site will have 505 homes. The proposed development quantum is presented in Table 1.1.

Table 1.1: Existing and Proposed Development Quantum

Unit size	Affordable	Intermediate	Market	Total
Total Existing	210	0	39	249
Total Proposed	209	40	256	505

- 1.4.2 A key component of the project brief is to deliver a phasing strategy that will allow the majority of existing residents to be re-located within a single decant without leaving the Estate. The development proposals will retain Lulworth tower, refurbishing it to provide a total of 157 units, ranging in size from studio to three bedroomed.
- 1.4.3 The other blocks on site will be demolished to make space for blocks A to L which between them will provide 348 units, ranging in size from one bedroom to four.
- 1.4.4 In addition to residential land uses there will be commercial and retail space provided, the majority of which will be located in Plot B or Lulworth.

- 1.4.5 This RTP has been prepared by PBA on behalf of LBC for the residential aspect of the redevelopment. The author of this Travel Plan is provided in the document control sheet at front of this report and company contact details are on the front page.
- 1.4.6 LBC will manage the RTP for Agar Grove Estate and will be responsible for the implementation and further development of this Travel Plan. They will appoint a Residential Travel Plan Coordinator (RTPC). The RTPC will then be responsible for managing the future development of this Travel Plan.

## 1.5 Requirement of a Travel Plan

- 1.5.1 Table 3.1 of Transport for London's (TfL's) 'Travel Planning for New Development in London' (2011) sets out the threshold for, and type of, Travel Plan required for each use. Although planning permission has not yet been granted for this development, a redevelopment of this size would require a Travel Plan.
- 1.5.2 Further information on this guidance is provided in Chapter 2, but since the redevelopment comprises of over 80 units, a full RTP is required.
- 1.5.3 This Travel Plan is written in accordance with the TfL's guidance documents on 'Travel Planning for Residential Developments' and 'Travel Planning for New Development in London'.

## 1.6 Travel Plan Context and Scope

- 1.6.1 This Travel Plan addresses the travel behaviour of residents and visitors to, from and within the site. This Travel Plan is considered to be a 'living document'. As such, not only will it be actively promoted with residents and the visitors, but reviewed and revised over time.
- 1.6.2 Deliveries and servicing for the residential units is addressed in the Delivery and Servicing Plan (DSP) and submitted as part of the Transport Assessment.

## 1.7 Travel Plan Structure

- 1.7.1 This RTP is based on current TfL guidance and has been prepared in accordance with the relevant best practice travel planning guidance. The ATTrBuTE software has been used to assess the content of this RTP and is included in Appendix A.
- 1.7.2 This RTP is divided into the following chapters:
- Chapter 2 briefly summarises existing national, regional and local planning policy that informs the writing of this RTP;
  - Chapter 3 outlines site accessibility and the existing travel situation;
  - Chapter 4 presents the development proposals;
  - Chapter 5 outlines objectives and targets;
  - Chapter 6 discusses the delivery of the RTP objectives;
  - Chapter 7 provides the Travel Plan measures and action plan; and
  - Chapter 8 summarises plans and timescales for Travel Plan monitoring and review.



### Figure 1.1: Strategic Site Location

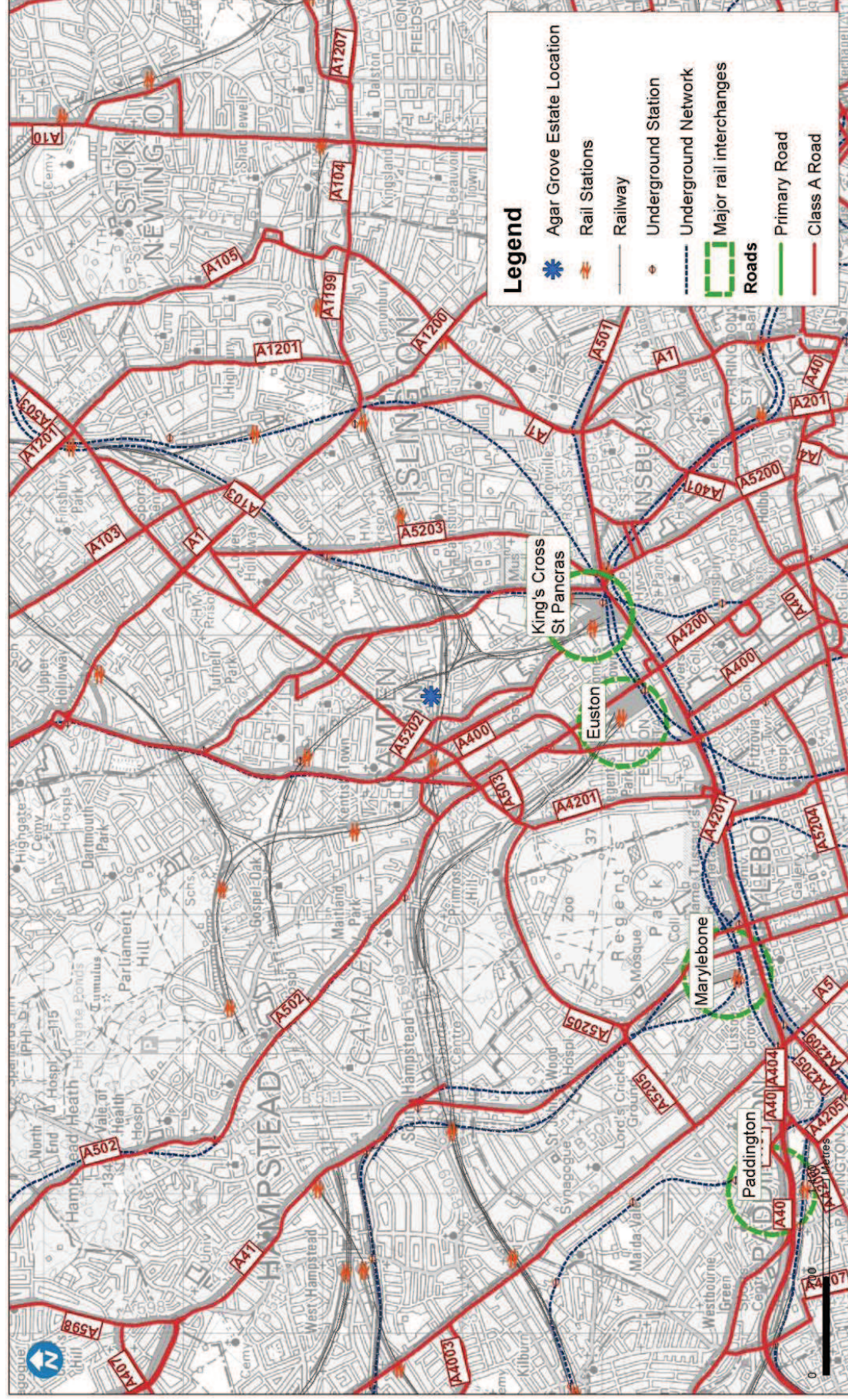




Figure 1.2: Site Location



## 2 Policy Review

### 2.1 Overview

- 2.1.1 This section provides a review of the key national, regional and local policy documents relevant to Travel Planning on the Agar Grove Estate.
- 2.1.2 The National Planning Policy Framework (NPPF) provides national policy. Regional Policy is provided by The London Plan, Mayor's Transport Strategy and Transport for London's (TfL's) Travel Planning for New Development in London. LBE's Local Development Framework (LDF) provides local guidance.

### 2.2 National Planning Policy Framework (2012)

- 2.2.1 The NPPF defines Travel Plans as "a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed."
- 2.2.2 It identifies Travel Plans as a key tool to protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

### 2.3 Mayor's Transport Strategy (2010)

- 2.3.1 The Mayor's Transport Strategy highlights the importance of travel planning and smarter travel initiatives to promote the range of health and environmental benefits of walking, particularly in schools, workplaces and in deprived areas where the cost of public transport may be a barrier to travel.
- 2.3.2 Proposal 62 states:

*"The Mayor, through TfL, working with London boroughs, developers and other stakeholders will promote walking and its benefits through information campaigns, events to raise the profile of walking, and smarter travel initiatives such as school and workplace Travel Plans."*

### 2.4 The London Plan (2011)

- 2.4.1 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years
- 2.4.2 The Plan's objectives pertaining to Travel Plans are as follows:
- To ensure that London is a city where everyone can access jobs, opportunities and facilities with an efficient and effective transport system that actively encourages walking and cycling and makes better use of the Thames;
  - To improve the environment locally and globally, so that London becomes a world leader and is at the forefront of policies to tackle climate change, reduce pollution, develop a low carbon economy and consume fewer resources and use them more effectively.



## 2.5 Travel Planning for New Developments in London (2011)

- 2.5.1 The guidance states that two forms of a Travel Plan can be submitted for developments including: Local level Travel Plan and Strategic level Travel Plan.
- 2.5.2 Table 3.1 of the guidance sets out the thresholds for the requirements of Travel Plans in relation to land uses. The thresholds for a Travel Plan in regard to residential use are summarised alongside proposed units at the Agar Grove Estate in Table 2.1.

Table 2.1: Residential Travel Plan Threshold Requirements in Relation to the Agar Grove Estate

Land Use	Local Level TP	Strategic Level TP	Agar Grove Estate
C3: Residential	Between 50 and 80 units	Equal or more than 80 units	505 units in total

## 2.6 LBC Core Strategy

- 2.6.1 Policy CS11 promotes sustainable and efficient travel. To achieve this policy the LBC aim to improve public transport, cycling and pedestrian facilities. It also aims to expand the availability of car clubs and minimise provision for private parking in new developments.

## 2.7 LBC Development Policies

- 2.7.1 Within the Development Policies document policy DP16 relates to the transport implications of development. This policy states that where appropriate the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using travel plans and transport assessments.
- 2.7.2 The document states that where a Transport Assessment is needed or in smaller developments where transport impacts are considered severe, submission of a travel plan is also expected as one way of mitigating the transport impact of the development.

## 2.8 Camden Planning Guidance: Transport

- 2.8.1 According to the Travel Plan guidance in this document, Travel Plans should require monitoring on at least an annual basis, and the Council will usually require submission of a monitoring report.
- 2.8.2 Travel Plans are to be developed over time, with a three-year target being specified for a reduction in the number of motor vehicle trips. This can be achieved by promoting and increasing cycling, walking, and the use of public transport. If a development does not replace an existing use, the Council will advise on the appropriate modal split targets.
- 2.8.3 Residential Travel Plans should be site specific, with detailed measures partly determined by site opportunities and constraints. Measures for parking restraint should be included and walking, cycling and use of public transport should be supported. A Residential Travel Plan should include both hard measures (e.g. site design or provision of infrastructure and new services) and soft measures (e.g. marketing, promotion and awareness-raising amongst residents). A section 106 agreement securing a Residential Travel Plan will also need to require that all future residents are informed of the existence of the Travel Plan and any restrictions it implies.
- 2.8.4 The main objectives of a Residential Travel Plan is to:

- Address residents' need for access to a full range of facilities for work, education, health, leisure, recreation and shopping. In some cases this will mean providing facilities that reduce the need to travel (e.g. a local shop).
  - Reduce the traffic generated by the development to a significantly lower level of car trips than would have been predicted for the site without the implementation of the Travel Plan.
  - Promote healthy lifestyles and sustainable, vibrant communities
  - Encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements.
  - Address specific problems identified in the site's Transport Assessment (e.g. a road safety problem that prevents children or older people from gaining access to key facilities).
- 2.8.5 It is important that an effective management structure is put in place to enable the overarching responsibility of the plan to be passed from the developer to the residents or a residents' management company or another body such as the Council.
- 2.8.6 A Residential Travel Plan will need to specify its own management structures, which should generally have the following characteristics:
- Identifying the developer as the party responsible for delivering the Travel Plan and for initial implementation, including responsibility for achieving the targets and objectives established in the Travel Plan. The plan should specify at what point the developer can pass on responsibility for the plan wholly to residents, a management committee or similar. Up until that time, steering groups and other management structures may assist in implementing the Travel Plan, provided that the developer retains ultimate responsibility.
  - Establishing the on-going management committee or group with a clear purpose, accountability and ability to take action
  - Providing funding to ensure on-going administrative support for the group once established and adequate resources to carry out continuing Travel Plan measures.

## 2.9 Summary

- 2.9.1 This travel plan will ensure that the proposed redevelopment of the Agar Grove Estate complied with established National, Regional and Local policy objectives.

## 3 Site Accessibility and Baseline Conditions

### 3.1 Overview

- 3.1.1 This section presents the baseline conditions at the site in terms of transport and access. Pedestrian, cycle, public transport and private hire modes are considered.

### 3.2 Existing Site Use

- 3.2.1 The Agar Grove Estate in its current state includes 249 dwellings, a small convenience store and a café. Following the redevelopment of the site there will be 505 units ranging in size from one bedroom to four. In addition to residential uses there will be commercial and retail space provided, the majority of which will be located in Plot B or Lulworth.
- 3.2.1 There are currently approximately 118 parking spaces on site, 20 of which are garages and 98 are on-street spaces. Of these 118 spaces, 59 spaces are presently void; the remaining 59 are let to permit holders. Nine of the permit holder spaces are let to people residing elsewhere and not on the Estate.
- 3.2.2 It is LBC's aspiration that the returning residents will be re-provided with car parking spaces if they already have one on the existing site. The rest of the development will be car-free. Therefore 50 spaces are proposed to be re-provided for the returning residents.
- 3.2.3 The Agar Grove estate lies within Controlled Parking Zone (CPZ) CAN. The parking in this zone is restricted to residents with parking permits only during the hours of 08:30 and 18:30 from Monday to Friday.
- 3.2.4 Agar Grove has 25 parking spaces for Permit Holders only, between St Pancras Way and Murray Street. There are also six pay and display parking bays on Agar Grove outside of the Ashmore block. Agar Place has four bays for Permit Holders only and Wrotham Road has six Permit Holders only bays.

### 3.3 Public Transport

#### Bus

- 3.3.1 Bus service 274 runs directly past the site, with two eastbound stops and two westbound stops outside of the site on Agar Grove. There is an eastbound and a westbound stop between the Agar Grove Estate shops and Agar Place; the other eastbound and westbound stops are on Agar Grove, slightly east of the junction with Murray Street.
- 3.3.2 When considering access to public transport, TfL consider eight minutes to be the maximum time a person will walk to access a bus stop, only including bus stops within 640m of the point of interest in PTAL calculations. Table 3.1 details the services which stop within 640m (eight minutes walking distance) of the site.
- 3.3.3 As can be seen in Table 3.1, there are six bus services that stop within 640m walking distance of the Agar Grove Estate in both directions. These six bus services have a combined peak frequency of 101 buses per hour during the morning and evening network peaks.
- 3.3.4 In addition to these services there are a further seven bus services which stop within 640m walking distance of the site in southbound direction only; this is because Camden Gardens is within a one-way system. In the other direction these services either stop at Hawley Road

which is 700m walking distance from the site, or at Camden Town which is 900m walking distance from the site. These services have a combined peak frequency of 125 buses per hour during the morning peak and 128 buses per hour during the evening peak.

- 3.3.5 Though the bus stops on both these roads are not within the TfL defined 640m walking distance, some residents may still choose to use them. If the frequencies of these routes are combined with the frequencies of the six routes which are within 640m in both directions then there is a total peak frequency of 226 buses per hour in the morning peak and 229 buses per hour in the evening peak.

Table 3.1: Bus Services within 640m of Agar Grove and their Peak Hour Frequencies

Number	Route	Nearest stop	Peak Frequency (buses per hour)	
			AM	PM
274	Angel Islington – Lancaster Gate Station	Agar Grove Estate/ Murray St	14	14
29	Lordship Lane – Trafalgar Square/Charing Cross Stn	Murray Street (on Camden Road) or Camden Road Station – both approx. 300m walk from site	24	24
253	Hackney Central Station – Euston Bus Station	As before	20	20
46	Lancaster Bus Station – St Bartholomew's Hospital	Camden Gardens (600m) or Camden Road Station (300m)	11	11
390	Archway Station – Palace Gardens Terrace/ Notting Hill Gate	Vale Royal/ Maiden Lane (600m) or Agar Grove/Maiden Way (600m)	16	16
88	Camden Gardens – Clapham Common Old Town	Camden Gardens (600m) <i>(terminates at Camden Gardens)</i>	16	18
<b>Total buses per hour for routes within 600m of the site in both directions:</b>			<b>101</b>	<b>101</b>
24	Grosvenor Road – Royal Free Hospital	Camden Gardens (600m) *	21	21
27	Chiswick Business Park – Chalk Farm/ Morrisons	Camden Gardens (600m) *	15	15
214	Highgate School/Hampstead Lane – Finsbury Square	Camden Gardens (600m) *	14	14
134	North Finchley Bus Station – Tottenham Court Road Station	Camden Gardens (600m) *	21	24
168	Royal Free Hospital – Dunton Road	Camden Gardens (600m) *	20	20
31	Bayham Street – White	Camden Gardens (600m) *	19	19

Number	Route	Nearest stop	Peak Frequency (buses per hour)	
	City Bus Station			
C2	Parliament Hill Fields – Victoria Bus Station	Camden Gardens (600m) *	15	15
(Buses per hour for routes that stop within 600m of the site in one direction only)			(125)	(128)
*Route only stops at Camden Gardens in one direction, these routes stop at either Camden Town or Hawley Road in the opposite directions. These stops are 900m and 700m walk from the site respectively.				

## Rail and Underground

- 3.3.6 TfL consider 12 minutes be the maximum time a person would walk to reach a National Rail or London Underground Station and therefore only consider stations within 960m of the point of interest in public transport accessibility level (PTAL) calculations.
- 3.3.7 The nearest railway connection to the site is Camden Road Station which is approximately 300m walking distance from the site. Camden Road Station is served by the London Overground; specifically it lies on the line between Clapham Junction/ Richmond and Stratford. There is a regular service with circa eight trains in each direction during the morning peak hour.
- 3.3.8 Camden Town Station which is part of the London Underground network lies approximately 700m walking distance to the west of the site. It is on the Northern Line with a regular service, particularly during the peak hours with an approximate frequency of 80 trains per hour.
- 3.3.9 The services from Camden Road and Camden Town stations during the peak hours are summarised in Table 3.2. As can be seen in Table 3.2, the two stations have combined frequencies of nearly 100 trains per hour during the peak hours.
- 3.3.10 Figure 3.1 shows the local transport network in relation to the site.

Table 3.2: Frequency of Services from Camden Road and Camden Town Stations

Station	Direction	Peak Frequency (trains/tubes per hour)	
		AM	PM
Camden Road (Overground) (300m walk)	Eastbound	8	8
	Westbound	8	8
Camden Town (Northern Line) (700m walk)	North (Edgware)	20	19
	North (High Barnet/ Mill Hill East)	21	19
	South (Kennington/Morden from High Barnet/Mill Hill East)	19	21



Station	Direction	Peak Frequency (trains/tubes per hour)	
		AM	PM
	South (Kennington/Morden from Edgware)	20	21
<b>Total</b>		<b>96</b>	<b>96</b>

### 3.4 Existing Public Transport Accessibility

- 3.4.1 Public Transport Accessibility Levels (PTALs) are a measure of the accessibility of a point from a development site to the public transport network, taking into account walk access times and service availability. The method is essentially a way of measuring the density of the public transport network at particular points. A PTAL score can range from 1a to 6b, where a score of 1 indicates a “very poor” level of accessibility and 6b indicates an “excellent” accessibility level.
- 3.4.2 The PTAL on the Agar Grove estate varies between 5 and 6a near Agar Grove. Towards the centre of the site, the PTAL is between 2 and 3. Around the site’s perimeter the PTAL is much higher, between 5 and 6a. PTALs have been calculated using Transport for London (TfL)’s online calculator at ([www.webptals.org.uk](http://www.webptals.org.uk)).
- 3.4.3 The site is generally easily accessed from public transport. Bus route 274 runs past the site on Agar Grove and the Overground station is approximately 700m walk from the site. St Pancras Way and York Way provide access to further bus routes.

### 3.5 Existing Pedestrian and Cycle Accesses

- 3.5.1 Cycle and pedestrian access from the north is from Agar Grove and to the west from Wrotham Road via St Pancras Way and Agar Place via Agar Grove.
- 3.5.2 The frontage of the estate onto Agar Grove is fenced with private gated pedestrian accesses at the entrances to the blocks. At the north eastern corner of the site there is a pedestrian and vehicle access which runs along the eastern border of the site and towards the car park at the centre of the site and Lulworth. This access does not provide a through route to the south or east of the site.
- 3.5.3 Pedestrian connections to the site are good. Agar Grove is within a 20mph speed restricted area and has traffic calming measures. There is a good quality at-grade zebra crossing near to the intersection of Agar Grove and Murray Street providing a safe and convenient way for residents of the estate and the wider community to access the retail units here. At the crossroads between Agar Grove, Randolph Street and St Pancras Way, there are signalised crossing points on three arms of the junction, providing pedestrian access to Camden Road Station, Camden Town Station and Camden Town centre.
- 3.5.4 Figure 3.2 presents the walking catchments for the site, identifying the facilities within a 5, 10 or 15 minute walking time. As can be seen in Figure 3.2 there is a cycle hire docking station, a GPs surgery and two car clubs within five minutes walking distance of the site. Within ten minutes walking distance there are primary and secondary schools.

- 3.5.5 Figure 3.3 presents cycling catchments showing what is 5, 10 and 15 minutes cycling time of the site. As shown London Underground services can be accessed from Kentish town within 5 minutes cycling time or King's Cross within 10 minutes cycling time.
- 3.5.6 Alongside Camley Street there is a segregated pedestrian and cycle route, however it does not provide a direct access route to the estate.
- 3.5.7 There is an off-carriageway cycle route between Agar Grove and Stratford Villas to the north of the site. Agar Place, to the west of the site, has a dedicated cycle turning lane onto Agar Grove. The Grand Union Towpath offers an off-carriageway cycle route to the south of the site.
- 3.5.8 The nearest cycle hire docking station to the site is located at Camden Road Overground Station and has 45 cycle hire docking stations.
- 3.5.9 There are no formal cycle parking spaces currently provided on site.

### **3.6 Existing Highway Network**

- 3.6.1 The vehicular access to the site is via Agar Grove which links to York Way (A5200) in the east and St Pancras Way (A5202) in the west. A5202/Agar Grove junction and Agar Grove/A5200 junction are signal-controlled junctions.
- 3.6.2 Agar Grove is an approximately 5.46m wide two-lane carriageway with 2.7m footways on both sides and drop kerbs at accesses. There is also on-street parking on both sides of the road. Traffic calming is in place along Agar Grove in the form of speed cushions. Towards the St Pancras Way (A5202)/ Agar Grove junction, there is a dedicated cycle lane and Advanced Stop Lines (ASLs). ASLs can also be found at the Agar Grove/ York Way (A5200) junction.
- 3.6.3 St Pancras Way is restricted to one-way vehicular movements only; it provides two lanes in a southbound direction and is approximately 5.31m in width. Signal controls are in place at its junctions with Agar Grove and Camden Road. There are dedicated cycle lanes in place for the majority of the length of the road, including contraflow lanes between Georgiana Street and Camden Road. Footways are narrow on both sides of the carriageway of around 1.5m wide. Parking is restricted closer to the site but some on-street parking can be found near the St Pancras Way (A5202)/ Camden Road junction.
- 3.6.4 Camden Road (A503) runs to the north of the site and is part of the Transport for London Road Network (TLRN). Camden Road is approximately 11.4m in width and is signal-controlled at its junction with St Pancras Ways. Turning lanes are provided on junction approaches and bus lanes are in place along sections of the road. Footways are approximately 3m wide on both sides of the carriageway and are well-maintained.
- 3.6.5 The A1 is approximately two kilometres east of the site. The A1 is a major A road which connects London to Edinburgh, the part of the route that lies within London is TLRN road. Closer to the site, following the Highbury roundabout is a wide single carriageway of approximately 6m in width with bus lanes running on both sides. It then widens out into a dual carriageway passing the A103 until crossing with A503. Various parking restrictions can be found along A1, predominately red routes. Footways are wide, ranging from 4-6m in width with signal-controlled crossings and drop kerbs at accesses. Cycling facilities like storage racks and ASLs can be found along A1.



Figure 3.1: Bus Routes Serving the Agar Grove Estate

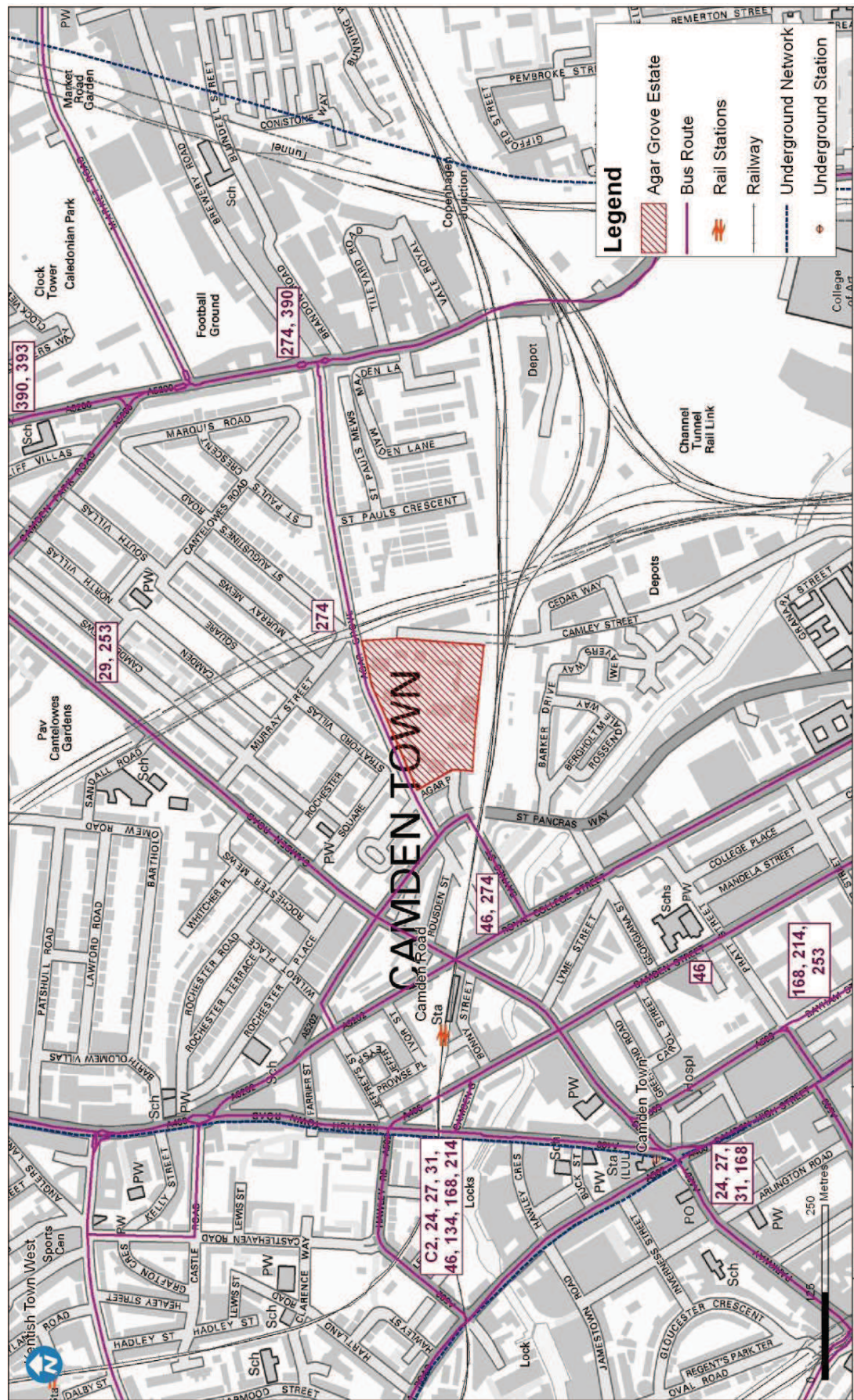




Figure 3.3: Pedestrian Catchments from the Agar Grove Estate

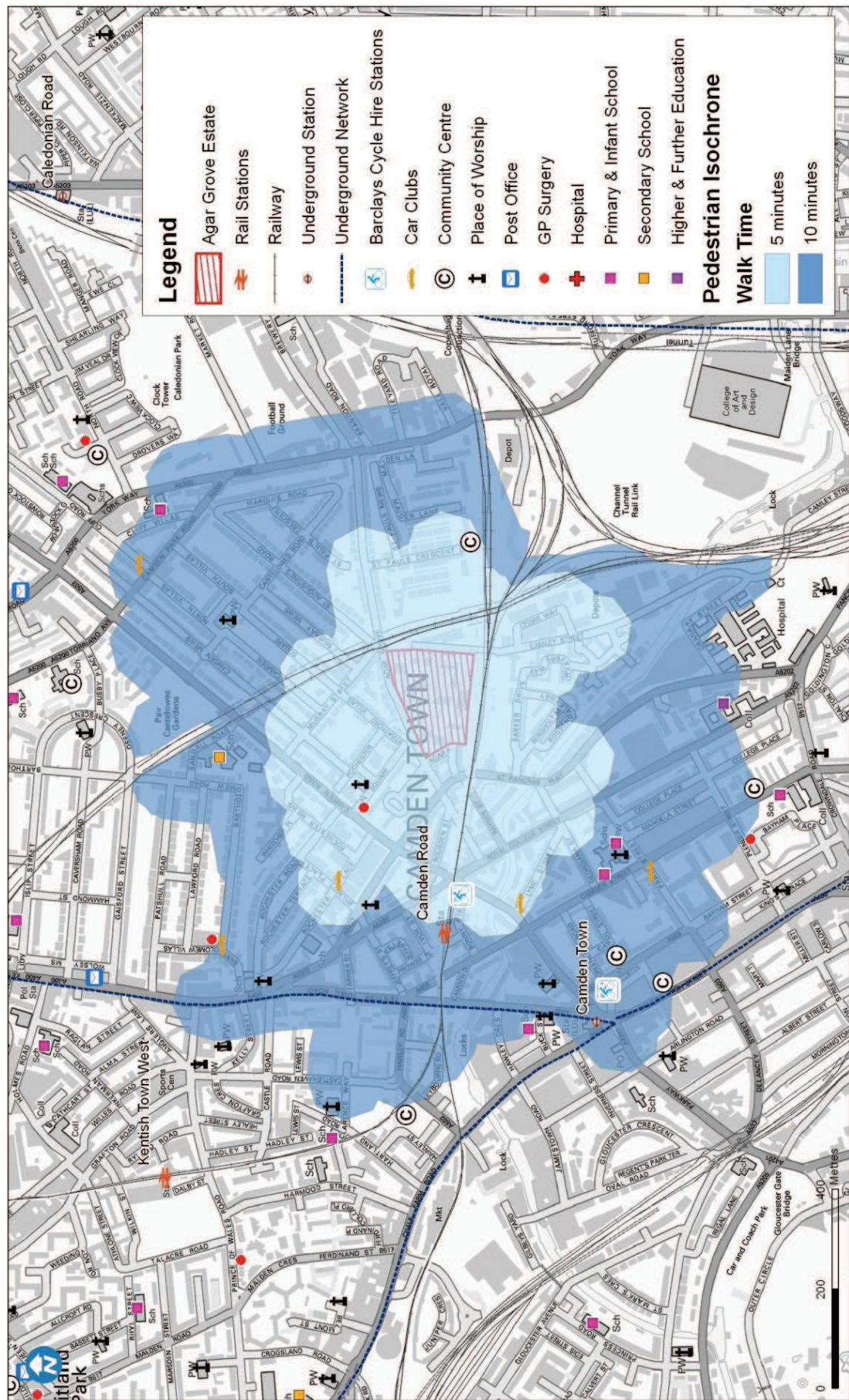
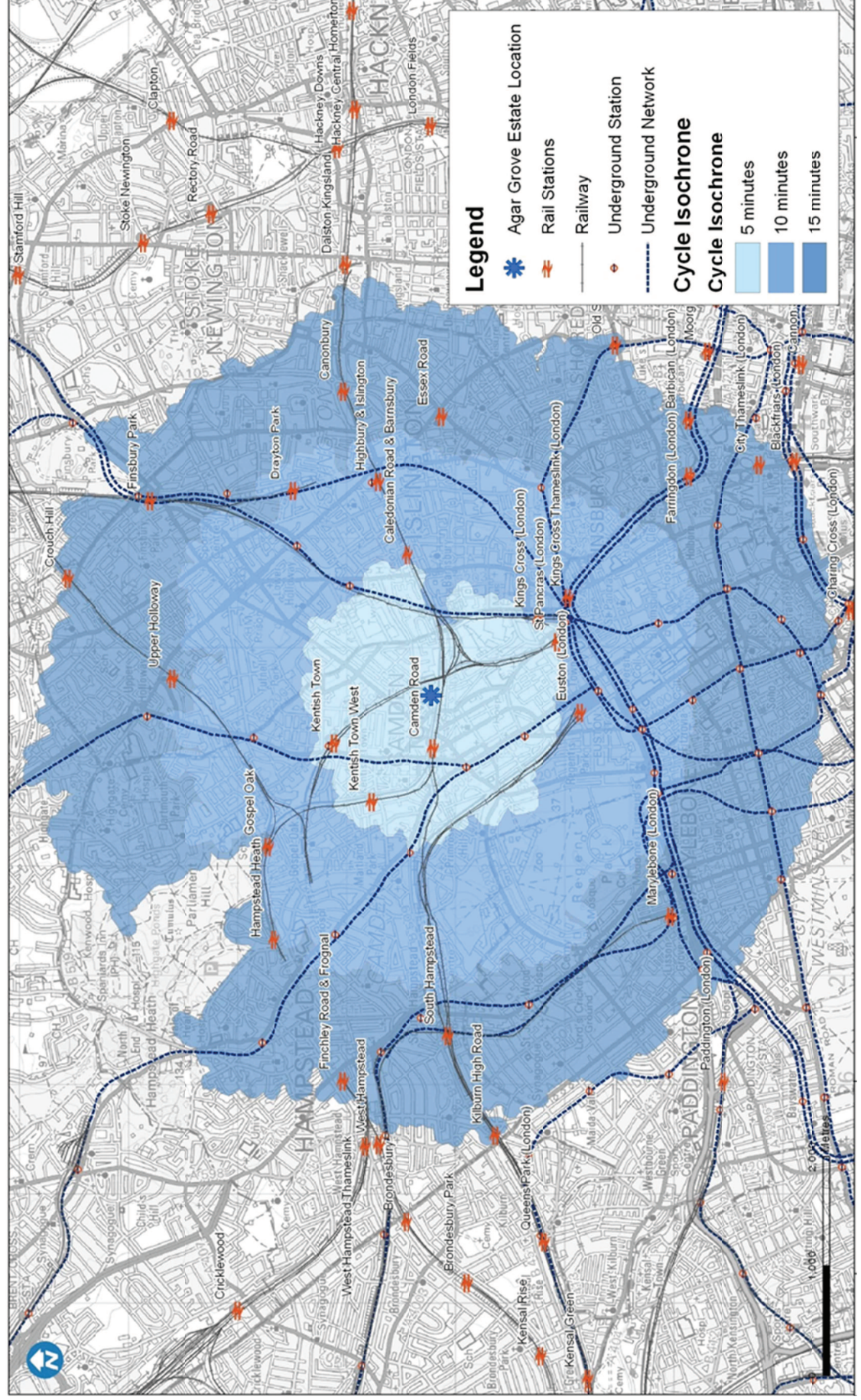




Figure 3.4: Cycle Catchments from the Agar Grove Estate





## 4 Development Proposals

### 4.1 Introduction

- 4.1.1 The proposed redevelopment will result in 505 residential units. Lulworth tower will be retained and refurbished whilst the remainder of the estate will be demolished and rebuilt. Table 4.1 presents the proposed development schedule.

Table 4.1: The Agar Grove Estate Development Schedule

Unit size	Affordable	Intermediate	Market	Total
Studio/ One Bedroom unit	52	20	107	179
Two bedrooms	93	17	133	243
Three bedrooms	53	3	16	72
Four bedrooms	11	0	0	11
<b>Total</b>	<b>209</b>	<b>40</b>	<b>256</b>	<b>505</b>

- 4.1.2 As can be seen by comparing Table 1.1 to Table 4.1, there is a net increase of 256 units overall.
- 4.1.1 The redevelopment of Agar Grove is expected to take place in five phases with the first phase completed in 2016 and final phase to be completed by 2023.

### 4.2 Proposed Vehicle Parking

- 4.2.1 It is proposed that no car parking be provided for the new residents and in future, they will not be entitled to on-street parking permits either. It is the aspiration of LBC to re-provide the existing 50 spaces used by existing residents as part of the new development. These spaces will however be phased out over time as no new tenants will be eligible for parking.
- 4.2.2 It is proposed that two of the 50 spaces re-provided will be for disabled users as two permit holders currently have Blue Badge permits. In addition to this five disabled spaces will be provided for disabled users. Further two Car Club bays are also proposed at the junction between new access road and Agar Grove. This will not only provide the access to Car Club spaces for the new Agar Grove residents but also for the community. This gives a total parking provision of 57 parking spaces, of which nine will be Wheelchair Accessible.
- 4.2.3 The London Plan also requires 20% of all parking spaces to be provided with electric vehicle charging points, with a further 20% to be provided in future should this demand increase. Accordingly 11 spaces will be provided with electric vehicle charging points with potential to increase to 22 in future. These spaces are provided distributed throughout the site.

### 4.3 Proposed Cycle Parking

- 4.3.1 It is proposed cycle parking be provided in accordance with London Plan Standards. This translates to a total of 588 cycle parking standards for residents and 13 for visitors.

## 4.4 Proposed Pedestrian and Cycle Accesses

4.4.1 The redevelopment will make the site more integrated with the surrounding network and other residential areas. The existing pedestrian and cycle access points will be retained in addition to the following proposed access points:

- The pedestrian and cycle link that currently exists between Agar Grove and Camley Street is proposed to be connected through to the development.
- Another access point onto Agar Grove will be created to the north of the site called Lulworth Avenue, which will be pedestrian and cycle priority.

4.4.2 The internal road network is designed as shared surface and will have pedestrian and cycle priority at all times.

## 4.5 Mode Share

4.5.1 The Transport Assessment includes forecast trip rates per unit for the various mode splits for the residential uses. These are obtained from the Census 2011 data and have been adjusted for the car-free units. The mode splits for the Agar Grove Estate are presented in Table 4.2.

Table 4.2: Mode Splits for Agar Grove Estate

Mode	2011 Census mode split for Cantelowes ward	Census redistributed (for car-free units)
Underground, Metro, Light Rail, Tram	25.6%	30.3%
Train	6.9%	8.2%
Bus, Minibus or Coach	25.1%	29.7%
Taxi	0.6%	0.6%
Motorcycle, Scooter or Moped	1.2%	1.2%
Driving in a car or van	10.5%	0%
Passenger in a car or van	0.7%	0.7%
Bicycle	12.0%	12.0%
On foot	16.7%	16.7%
Other	0.7%	0.7%
Total	100%	100%

## 5 Objectives and Targets

### 5.1 Overview

5.1.1 This section sets out the overarching Objectives and Targets of the RTP for the Agar Grove Estate redevelopment.

5.1.2 The objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) Targets so that progress towards achieving them can be measured.

### 5.2 Objectives

5.2.1 The objective of this RTP is:

*“To encourage residents, visitors and the local community of the Agar Grove Estate to travel using sustainable modes”*

5.2.2 To support the realisation of this overarching objective, several sub-objectives have been set out:

- Ensure the site is accessible to all and responds to the needs of vulnerable groups e.g. those with mobility problems;
- Increase awareness of the Travel Plan and its constituent measures;
- Encourage greater use of sustainable transport modes, particularly cycling and walking for those in car-free units;
- Encourage the most efficient use of cars and other vehicles;
- Reduce the need to travel overall / and / or in peak times;
- Promote smarter living practices that reduce the need to travel overall or in the peak periods;
- Influence the travel behaviour of visitors; and
- Improve the health of residents and minimise the development impacts on the environment.

5.2.3 Details on how the Travel Plan will deliver these objectives are provided in Chapter 6.

### 5.3 Targets

5.3.1 According to TfL's *Travel Planning for New Development*, comprehensive and compliant surveys need to be conducted when 75% of the development is occupied or within 6 months of occupation. The Targets presented in this section are based on the trip generation presented in the Transport Assessment and will be updated when monitoring surveys for the new build and complete development are conducted.

5.3.2 The site specific mode share targets for single occupancy vehicles, car sharing, walking and cycling for the proposed development are set out in Table 5.1. These targets are based on the forecast modal split for the entire site, as presented within the Transport Assessment.



- 5.3.3 The targets will be reviewed once the baseline travel survey of residents is completed. The baseline data from the surveys will provide a better understanding about what is achievable and what measures best suit the site.

Table 5.1: Agar Grove Estate Residential Mode Split Targets

Mode	Forecast Mode Share	3 <sup>rd</sup> year target	5 <sup>th</sup> year target
Units with parking			
Car Driver	11%	8%	6%
Public Transport	58%	59%	59%
Walk and Cycle	29%	31%	33%
Car-free units			
Public Transport	68%	66%	65%
Walk and Cycle	28%	30%	31%

## 6 Delivering the Travel Plan Objectives

### 6.1 Overview

- 6.1.1 This section explains how this Travel Plan will be taken forward to successfully achieve its Objectives and Targets.

### 6.2 Travel Plan Delivery

#### Travel Plan Management

- 6.2.1 The success of the Travel Plan is dependent upon effective management combined with clearly defined roles. LBC will manage the RTP for the Agar Grove Estate and will have responsibility for implementation and further development of this Travel Plan.
- 6.2.2 The Travel Plan Coordinator at this stage is proposed to be Manu Dwivedi, a Principal Transport Planner at PBA. This will be until LBC housing appoints a Residential Travel Plan Coordinator (RTPC). The appointed RTPC will then be responsible for the management and further development of this Travel Plan.
- 6.2.3 A Residential Steering Group will be established with quarterly meetings with residents and other relevant parties. This is to ensure that the Travel Plan is taken forward and to provide a communication/discussion channel for the residents.

#### Securing and Funding the Travel Plan

- 6.2.4 It is envisaged that this RTP will be secured through agreement. LBC will then fund the future monitoring and development of this Travel Plan.
- 6.2.5 A set of sustainable transport measures will be implemented as part of the development proposals, demonstrating the commitment from LBC to encourage sustainable travel. These measures include:
- A commitment to a car capped development;
  - Provision of car-club bays;
  - Traffic calming through one-way and shared surface systems with pedestrian and cycle priority within the development;
  - The connection of the Agar Grove/ Camley Street pedestrian and cycle link into the development;
  - A new pedestrian and cycle priority access to the north of the site to be called Lulworth Avenue; and
  - Secure cycle parking and provision of spaces in line with the London Plan standards.
- 6.2.6 These measures will encourage sustainable transport modes and improved accessibility for users of the site.

### **6.3 Travel Plan Awareness**

- 6.3.1 The success of this Plan is dependent on the development and implementation of an effective marketing strategy which will be produced by LBC. Once the RTPC has been appointed, they will take over the development and implementation of the marketing strategy.
- 6.3.2 To increase awareness of the Travel Plan Objectives, residents will be given a Travel Welcome Pack on arrival in their new property. This will give information on the sustainable ways to travel around the area and the local services and facilities.
- 6.3.3 A Residential Steering Group will be set up for the Agar Grove Estate; this will provide a communication channel between the residents and LBC. This will ensure that the RTP is taken forward effectively and that there is continued support and resources.

### **6.4 Encouraging Sustainable Travel**

- 6.4.1 Chapter 7 details 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, car sharing and the use of other non-single occupant car modes of travel. The emphasis is placed on providing a good level of accessibility to Agar Grove Estate by all modes and, in doing so, ensuring that those living on and visiting the site have a range of travel options available to them.
- 6.4.2 Other initiatives may include: free / discounted use of public transport services for an initial fixed period, cycles, cycle equipment and car clubs.

### **6.5 Efficient Use of Private Vehicles**

- 6.5.1 This plan recognises that private cars will remain a necessary mode of transport for disabled residents of Agar Grove Estate. However, the plan will encourage all residents to make an informed decision about how they travel and will encourage the rational and responsible use of private cars.
- 6.5.2 Car sharing and car club schemes may be considered in future in order to facilitate low car usage.
- 6.5.3 In addition this Plan advocates good access for servicing, deliveries and emergency vehicle access, to avoid congestion in and around the development.

### **6.6 Reducing the Need to Travel**

- 6.6.1 Need to travel by car is reduced by the good access to the railway station and bus routes from the site. The local availability of shops and services combined with the high quality pedestrian and cycle facilities in proximity to the site encourages sustainable travel further.
- 6.6.2 To encourage localised patterns of sustainable travel, residents will be made aware through their Welcome Packs of the full range of goods and services available and how to access them either on site or in the wider area. The RTPC will also investigate the feasibility of promoting local employment opportunities among residents to encourage living and working in the local area.
- 6.6.3 The provision of internet connectivity in each residential unit and promotion of the merits of online grocery shopping will also reduce the need for residents to travel to the supermarket.

## **6.7 Car Parking Management**

- 6.7.1 The proposals include 57 parking spaces for the entire Agar Grove Estate development of 505 residential units. This is inclusive of two car club bays and seven disabled bays. LBC will be responsible for the management of car parking for residential units and hope overtime to reduce this level of parking as with the exception of blue badge holders no new residents will be entitled to a parking space or on-street permit. This means that as residents who are being re-provided with spaces move on, non-disabled phasing will be phased out of the development to leave behind only blue badge and car club bays.

## 7 Travel Plan Measures and Action Plan

### 7.1 Overview

- 7.1.1 This section details the measures that LBC intend to implement at the Agar Grove Estate and the likely measures that they will encourage to implement in order to promote sustainable transport modes and reduce car use.
- 7.1.2 An Action Plan is provided in Table 7.1. The main aim of the Action Plan is to identify individual initiatives that can assist the residents of the Agar Grove Estate to reduce private vehicle journeys.
- 7.1.3 Table 7.1 sets out the benefits the various measures and the timescales for their implementation. They are grouped by measures that will meet the Travel Plan sub-objectives. Measures relating to servicing and deliveries are included within the separate Delivery and Servicing Plan submitted within the Transport Assessment.

Table 7.1: Agar Grove Estate Action Plan

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
<b>Managing the on-going development and delivery of the Travel Plan with future residents</b>					
Adoption of the Travel Plan	Sign in from the LBC will be vital to ensure that the RTP is an active, living document	Encourage local residents and LBC to adopt the Travel Plan	The involvement of LBC will ensure future commitment to the development of the RTP	On Occupation	LBC
Travel Plan Coordinator	A Travel Plan Coordinator will be responsible for managing the on-going development, delivery and promotion of the Travel Plan	Appoint a RTPC for the Agar Grove Estate	This will ensure that the Travel Plan is taken forward and results are delivered	Prior to Occupation	LBC
Establish Steering Group	The Steering Group should include new and returning residents and allow them to discuss issues with LBC	Establish and work alongside the Steering Group	This will ensure that the Travel Plan is taken forward and results are delivered	On Occupation	RTPC
RTPC to attend Residential Steering Group	Meetings with the Residential Steering Group will enable the discussion of site-wide issues and the exchange of TP progress/information between all site occupiers	Work with the RTPC and Steering Group to meet on a quarterly basis	This will ensure that key site-wide issues are addressed and TP progress/information is exchanged	On Occupation	LBC
<b>Increasing awareness of the Travel Plan and is constituent measures</b>					
Travel Information Packs	To provide Travel Plan Information Packs to each residential unit	To provide information on sustainable ways to travel around the area and the local services and facilities available on the site	Residents will be provided with a high level of information to inform their travel choices, including information on local facilities and the proximity of these facilities	On Occupation	LBC

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Feedback to Residents	Promote the Travel Plan and achievements made	Feedback to residents on progress against Travel Plan targets	This feedback will keep the residents involved and aware of the Travel Plan. This will help residents remember their travel choices	Annually after the development is occupied	RTPC
Provision of travel information to prospective residents	Provide travel information in the marketing suite and / or show homes	Provide information on all modes in the marketing suite and / or show homes and have trained sales/ marketing staff to give information on the options available	Residents will be provided with a high level of information to inform their travel choices before agreeing to occupy the units	When the marketing / show home is opened	LBC
Site specific travel information	Provide site specific travel information to residents	Produce maps on cycle, public transport services. Provide a community notice board where this information can be displayed	Residents will be provided with a high level of information to inform their travel choices.	Prior to occupation	LBC
<b>Encouraging greater use of sustainable transport modes, rather than the car</b>					
Cycle Facilities	The development will provide secure cycle parking, cycle routes and information on cycle facilities.	To provide secure cycle parking spaces in line with London Plan Standards. An information leaflet on cycle facilities available should be given to residents	Provision of cycle facilities will encourage residents to use bicycles as a mode of travel	This will be implemented when the Agar Grove Estate redevelopment is built	LBC
Pedestrian Facilities	Creating pedestrian links and spaces in the development and linking these to the wider area.	To develop good pedestrian networks within the site and create links with the wider local area and public transport facilities	Improved pedestrian links will encourage visitors and employees to walk and provide a pleasant environment separate from traffic	This will be part of the Agar Grove Estate redevelopment when it is built	LBC

Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Discounts on local services and facilities	To provide discounts on the use of sustainable transport modes	To provide discount on the use of public transport, cycles, cycle equipment and car clubs	To encourage travel by sustainable modes and reduce travel by car	LBC will research and put these options forward to the RTPC as the units become occupied. If signed up to then these will then become the responsibility of the RTPC	
<b>Encouraging the best use of cars and other vehicles</b>					
Parking	Limit the number of parking spaces available on the estate to 57.	Limit the spaces to returning residents who previously had a space and blue badge/ car club bays. Parking for returning residents will not be passed on to new occupiers when they vacate their units, it will be phased out.	By not increasing parking provision residents will be encouraged to rationalise their car use and use sustainable travel modes	To be implemented when the Agar Grove Estate redevelopment has been completed	LBC
Disabled Parking	Provide designated parking spaces	Ensure seven disabled parking spaces are reserved for disabled residents	To enable disabled residents to access the development	To be implemented when the Agar Grove Estate redevelopment has been completed	LBC
<b>Reducing the need to travel</b>					
Development Location	The proximity of the rail and bus links combined with the accessibility of local services by high quality pedestrian and cycle links will help reduce trips in private vehicles	The facilities in the local area will be promoted to all occupiers of the Agar Grove Estate	The location of the development within close proximity to schools and GP surgeries and the proposal of provision small retail and community facilities on site will help reduce the need for residents to travel for work / services.	To be implemented when the Agar Grove Estate redevelopment has been completed	LBC



Initiative	Description	Measures	Benefits	Timescale for Implementation	Responsibility
Internet Connectivity	All leading supermarkets offer delivery service for groceries. This can reduce the need to travel by car to local supermarkets.	To allow for internet connections to be made available in each residential unit and promote the merits of online grocery shopping.	Residents can order shopping online and reduce the need to travel by car to their local supermarket.	To be implemented when the Agar Grove Estate redevelopment has been completed	LBC

## 8 Plans and Timescales for Travel Plan Monitoring and Review

### 8.1 Overview

- 8.1.1 The RTP will be the responsibility of LBC who will identify a RTPC. This RTPC and LBC will discuss funding to manage the future development of the RTP, including the on-going monitoring and review. Surveys, monitoring and review of Targets will take place when 75% of the new build units are occupied or within six months of commencement of new built units being occupied. Further Targets will be proposed for the completed development.
- 8.1.2 The RTP will be regularly monitored and reviewed to ensure that the Plan reflects the changing requirements of the site, is up-to-date with travel planning options available and remains challenging.
- 8.1.3 Table 8.1 below gives the plans and timescales for the monitoring and review of the Travel Plan.

Table 8.1: Plans and timescales for Travel Plan Monitoring and Review

Action	Timescale
Baseline travel survey of all residents	When 75% of the proposed residential units are occupied
Update of RTP following baseline surveys	Following baseline travel surveys
Future residential travel surveys	3 <sup>rd</sup> and 5 <sup>th</sup> year
Steering Group Meetings	Quarterly
Feedback to the management company, residents and tenants of Havelock Estate	Quarterly (following Steering Group meetings)
Undertake a comprehensive strategic review of all aspects of the Travel Plan (including the Objectives, Targets, the Action Plan and the monitoring programme)	Following baseline surveys (6 months), 3 <sup>rd</sup> and 5 <sup>th</sup> year

## Appendix A AttrBute Assessment

### ATTrBuTe

Travel plan name	Agar Grove Estate, Camden
Planning application reference number	
Name of travel plan author	Ashleigh Hall
Email address of travel plan author	ahall@peterbrett.com
Telephone number of travel plan author	+44 (0)207 566 8620
Name of travel plan assessor	Manu Dwivedi
Job title/role of travel plan assessor	
Plan Type	Strategic level   Full   Travel Plan (occupiers known)

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The development		3/3
Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	NONE	2
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	1
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		5/5
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	5
Surveys		3/3
Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place?	NONE	2
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
Objectives		3/3
Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	NONE	3

Targets		2/2
Are there targets linking directly to each objective?	NONE	1
Have targets been set for three and five years after occupation?	NONE	1
TP Co-ordinator		3/3
Has a travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
Have the travel plan co-ordinator roles and responsibilities been made clear; and is the amount of time they will spend on the plan sufficient?	NONE	2
Measures		8/8
To what extent do the measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	6
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	2
Monitoring		2/2
Is a clear monitoring programme that adheres to the standardised approach included?	NONE	1
Is it clear who is responsible for monitoring?	NONE	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	NONE	1
Funding		6/6
Has a sufficient budget been set for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Have funding streams been identified for the... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Total - PASS		38