# APPENDIX A – Transport Related Policy extracts

# 4. Promoting sustainable transport

29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

30. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

31. Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.

32. All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

33. When planning for ports, airports and airfields that are not subject to a separate national policy statement, plans should take account of their growth and role in serving business, leisure, training and emergency service needs. Plans should take account of this Framework as well as the principles set out in the relevant national policy statements and the Government Framework for UK Aviation.

34. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- consider the needs of people with disabilities by all modes of transport.

36. A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

38. For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

39. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41. Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

CS POLICY

# CS1 – Distribution of growth

### Overall approach to growth and development:

The Council will focus Camden's growth in the most suitable locations, and manage it to make sure that we deliver its opportunities and benefits and achieve sustainable development, while continuing to preserve and enhance the features that make Camden such an attractive place to live, work and visit.

We will promote:

a) a concentration of development in the growth areas of King's Cross, Euston, Tottenham Court Road, Holborn and West Hampstead Interchange;

b) appropriate development at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead; and

c) more limited change elsewhere.

Following this approach, the Council expects that in the order of 12,250 additional homes will be provided in Camden between 2010/11 and 2024/25. We will identify, and provide guidance on, the main development opportunity sites in the borough through our Camden Site Allocations Local Development Framework document.

### Making the best use of Camden's limited land

The Council will promote the most efficient use of land and buildings in Camden by:

d) seeking development that makes full use of its site, taking into account quality of design, its surroundings, sustainability, amenity, heritage, transport accessibility and any other considerations relevant to the site;

e) resisting development that makes inefficient use of Camden's limited land;

f) expecting development that will significantly increase the demand of travel to be located in growth areas and other highly accessible parts of the borough;

g) expecting high density development in Central London, town centres and other locations well served by public transport; and

h) expecting the provision of a mix of uses in suitable schemes, in particular in the most accessible parts of the borough, including an element of housing where possible.

CS POLICY

# CS11 – Promoting sustainable and efficient travel

The Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network.

## Improving strategic transport infrastructure to support growth

The Council will promote key transport infrastructure proposals to support Camden's growth, in particular:

a) King's Cross station improvements;

b) the redevelopment of Euston Station and the provision of an improved public transport interchange;

c) Crossrail services and associated station improvements at Tottenham Court Road;

d) improved interchange at West Hampstead;

e) improvements to facilities at Camden's London Underground and Overground stations, including at Camden Town and Holborn; and

f) improvements to encourage walking and cycling as part of transport infrastructure works.

The Council will protect existing and proposed transport infrastructure (including routes for walking, cycling and public transport, interchange points, depots and storage facilities) against removal or severance.

## Promoting sustainable travel

In order to support Camden's growth and to promote walking, cycling and public transport, the Council will:

g) improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme;

h) continue to improve facilities for cyclists, including increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme, and enhancing cycle links; and

i) work with Transport for London to improve the bus network and deliver related infrastructure, and support proposals to improve services and capacity on the tube, London Overground and Thameslink.

## Making private transport more sustainable

As part of its approach to minimising congestion and addressing the environmental impacts of travel, the Council will:

j) expand the availability of car clubs and pool cars as an alternative to the private car;

k) minimise provision for private parking in new developments, in particular through:

- car free developments in the borough's most accessible locations and
- car capped developments;

l) restrict new public parking and promote the re-use of existing car parks, where appropriate;

m) promote the use of low emission vehicles, including through the provision of electric charging points; and

n) ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network.

## Promoting the sustainable movement of freight

The Council will seek to reduce freight movement by road; encourage the movement of goods by canal, rail and bicycle; and minimise the impact of freight movement on local amenity, traffic and the environment.

DP POLICY

## DP16 – The transport implications of development

The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

a) movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;

b) additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. 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 transport assessments and travel plans;

c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.

DP POLICY

## DP17 – Walking, cycling and public transport

The Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide for interchanging between different modes of transport. Provision may include:

a) convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;

b) other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;

c) safe road crossings where needed;

d) bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

The Council will resist development that would be dependent on travel by private motor vehicles.

The Council will seek to secure travel interchange facilities in locations that maximise travel benefits and minimise environmental harm. Passenger transport interchanges should provide for the co-ordination of arrival and departure timetabling on different services as far as possible. Interchanges catering for longer distance journeys should include toilets, baby changing facilities and facilities to provide refreshment for travellers.

DP POLICY

## DP18 – Parking standards and limiting the availability of car parking

The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.

Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people). Developments in areas of on-street parking stress should be 'car capped'.

For car free and car capped developments, the Council will:

a) limit on-site car parking to:
   - spaces designated for disabled people,
   - any operational or servicing needs, and
   - spaces designated for the occupiers of development specified as car capped;

b) not issue on-street parking permits; and

c) use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2.

The Council will:

d) strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and

e) seek the provision of electric charging points as part of any car parking provision.

LBC Adopted Parking Standards – CDP Appendix 2

Camden Development Policies – Appendix 2

| Vehicle Type | Standard |
|---|---|
| **C3 – Residential development (housing)** | |
| Cycles | Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability.<br>Visitors – from threshold of 20 units, 1 space per 10 units or part thereof. |
| People with disabilities | Wheelchair housing: 1 space per dwelling, with dimensions suitable for use by people with disabilities.<br>General housing: where justified by the likely occupancy of the dwelling and reserved for use by people with disabilities, above a threshold of 10 units, 1 space per 20 units or part thereof, with dimensions suitable for use by people with disabilities. |
| General car parking | Low parking provision areas: maximum of 0.5 spaces per dwelling.<br>Rest of borough: maximum of 1 space per dwelling. |

CDP – Further detail about key transport policy

## Car-free development

18.2 The Council generally expect development in Low Parking Provision Areas (i.e. the Central London area, our town centres and other areas with high public transport accessibility) to be car-free. Camden has been successfully securing car-free housing since 1997 as a way of encouraging car-free lifestyles, promoting sustainable ways of travelling, and helping to reduce the impact of traffic. Policy DP18 extends the car-free concept to non-residential development, which has the potential to reduce commuting by car and promote car-free work-related journeys. Car-free development can facilitate sustainability and wider objectives, including:

- freeing space on a site from car-parking, to allow additional housing, community facilities, play areas, amenity spaces and cycle parking;
- enabling additional development where parking provision would not be acceptable due to congestion problems and on-street parking stress;
- helping to promote alternative, more sustainable forms of transport.

18.3 Car-free development has no car parking within the site and occupiers are not issued with on-street parking permits. (People with disabilities who are Blue Badge holders may park in on-street spaces without a parking permit.) Car-free development should meet the Council's cycle parking standards and may, where required, include on-site space for people with disabilities, servicing, coach and taxi activity. The Central London Area and our town centres, other than Hampstead, are well-equipped to support car-free households and businesses as they have high levels of public transport accessibility, and provide opportunities to access a range of goods, services, workplaces and homes. Camden will expect development in these areas to be car-free, and will resist the inclusion of general car parking unless supported by a Transport Assessment or other compelling justification. See also paragraphs 18.8 and 18.9 below, which set out the Council's approach to removing rights to on-street parking.

18.4 Much of the rest of the borough has public transport accessibility levels that are moderate to excellent. Provided that parking controls are in force, the Council will expect car-free development where public transport accessibility is equivalent to levels in our town centres, and will strongly encourage it elsewhere.

CDP – Further detail about key transport policy

## Cycle parking

18.12 All developments will be expected to meet the Council's cycle parking standards, as set out in Appendix 2 to this document, as a minimum. The provision of cycle parking in new developments encourages a healthy and more sustainable alternative to the use of the private car.

18.13 Cycle parking provision should be provided with convenient access to street level and must be secure and easy for everyone to use. Cycle parking for residents and employees cannot usually be met off-site due to the security and shelter necessary for long stays. Where applicants demonstrate that cycling provision according to these standards is not feasible on a development site, the Council may seek a contribution to off-site provision in lieu of provision within the site. Please also see policy DP17 for further guidance relating to the provision of facilities for cyclists in new developments. Further guidance on cycle parking and storage is contained in the Camden Planning Guidance supplementary document.

DP POLICY

# DP20 – Movement of goods and materials

### Minimising the movement of goods and materials by road

In order to minimise the movement of goods and materials by road the Council will:

a) expect development that would generate significant movement of goods or materials both during construction and in operation to minimise the movement of goods and materials by road, and consider the use of more sustainable alternatives such as rail and canal links;

b) promote the development and use of freight consolidation facilities and other initiatives with potential to reduce the impact of goods vehicles, and encourage the use of cycle courier services for local deliveries; and

c) seek to promote and protect facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and canal.

### Minimising the impact of the movement of goods and materials by road

The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:

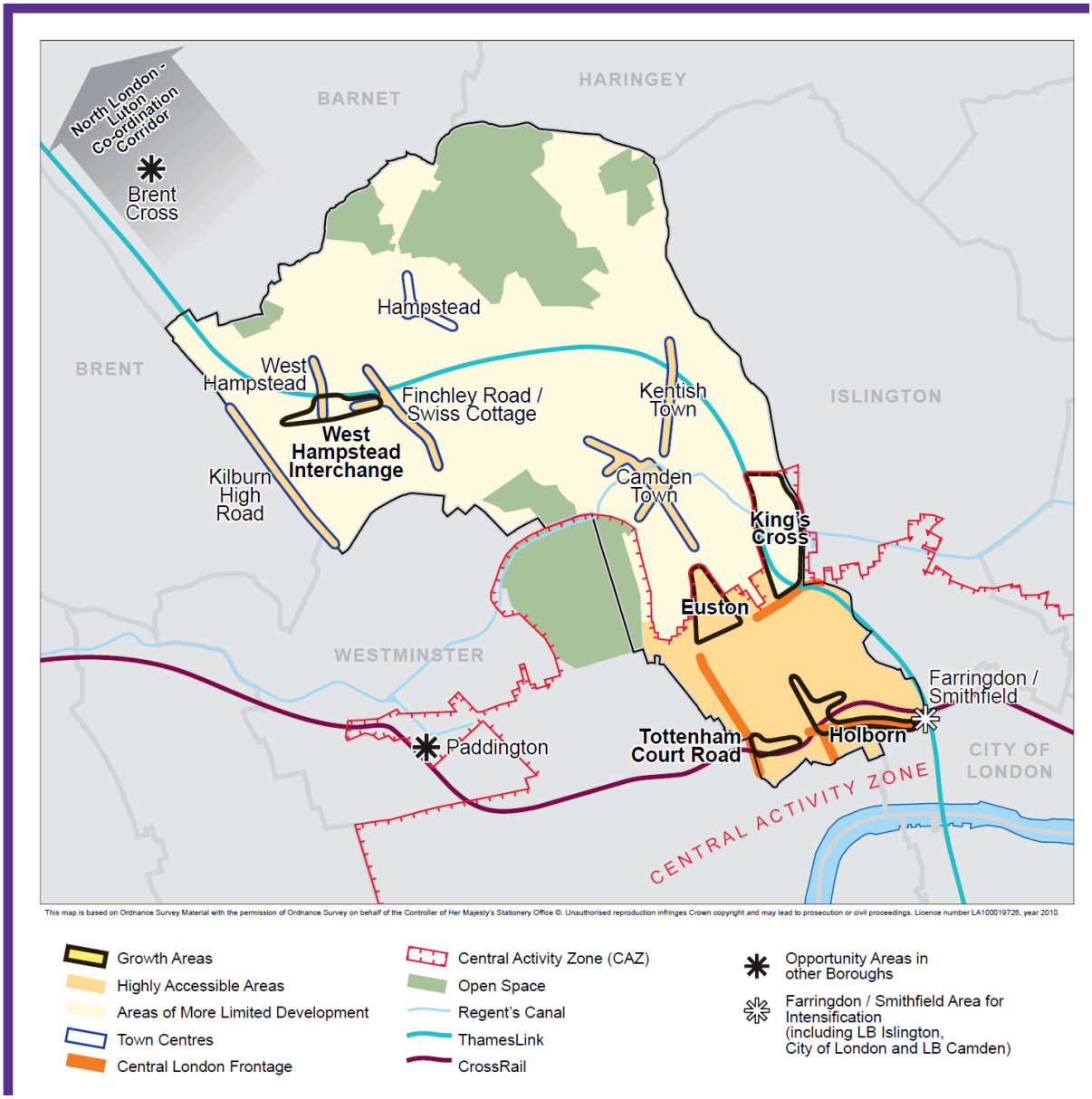
d) be located close to the Transport for London Road Network or other Major Roads;

e) avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;

f) accommodate goods vehicles on site; and

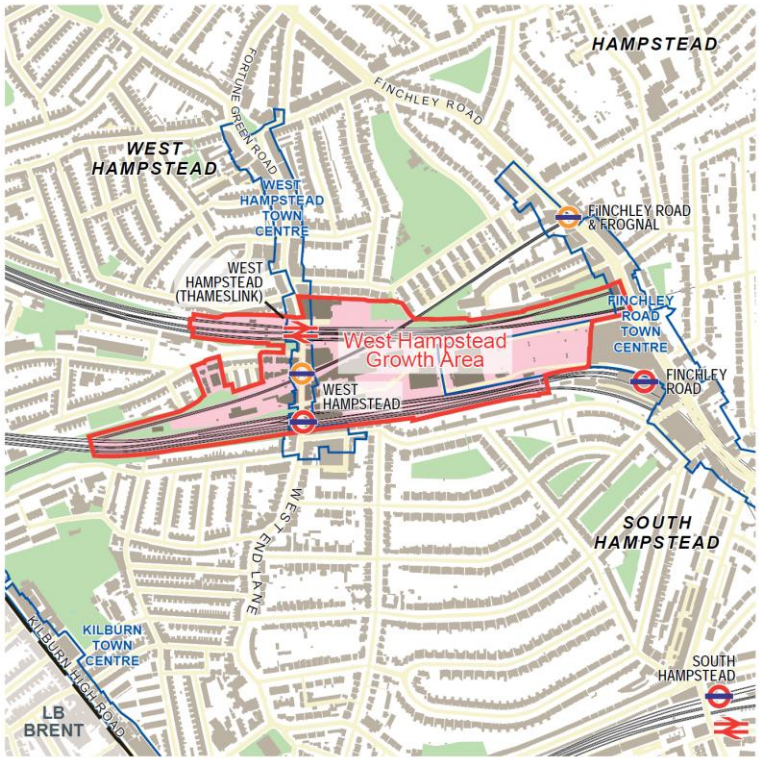
g) seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.

## Map 1: Key Diagram



# West Hampstead Interchange

This area is a significant public transport interchange with three stations (served by London Underground, Thameslink and London Overground) and a number of bus routes. However, links between these are poor and need to be improved. Transport for London have been developing proposals to improve the interchange between the three stations and bus services along West End Lane, including remodelled station entrances and street improvements (see Appendix 1 Key infrastructure programmes and projects - item 49). There are also opportunities for redevelopment of under-utilised sites, particularly along the railway lines.




The London Plan expects a minimum of 2,000 new homes and 500 new jobs to be provided in the area between 2001 and 2026. The draft replacement London Plan (2009) expects a minimum of 800 new homes and 100 new jobs to be provided in the area between 2006 and 2031. However, the Council recognises that it now appears unlikely that a large scale redevelopment scheme incorporating major interchange works as originally envisaged will take place. More incremental development and interchange improvements appear a more realistic and deliverable prospect, and the Council is working with partners (including Transport for London and Network Rail) and local stakeholders to investigate a range of solutions. Individual development schemes in the growth area will be expected to contribute to interchange improvements. The Council anticipates that the scale of growth at West Hampstead Interchange is more likely to be in the region of 1,000 homes and 7,000sq m of business floorspace (along with some other uses), with most development coming forward towards the latter part of the period of this Core Strategy.

Part of the Interchange area falls within West Hampstead town centre. The town centre is considered to be a highly accessible area and a suitable location for uses that are likely to significantly increase the demand for travel. Please see policy CS3 for further information on the Council's approach to Camden's highly accessible areas and policy CS7 for more detail on our town centres.

DP POLICY

## DP9 – Student housing, bedsits and other housing with shared facilities

The Council will support development of housing with shared facilities (other than housing designated for older people, homeless people or vulnerable people) and student housing provided that the development:

a) will not involve the loss of permanent self-contained homes;

b) will not prejudice the supply of land for self-contained homes, or the Council's ability to meet the annual target of 437 additional self-contained homes per year;

c) does not involve the loss of sites or parts-of-sites considered particularly suitable for affordable housing or housing for older people or for vulnerable people, particularly sites identified for such provision in our Camden Site Allocations Local Development Framework document;

d) complies with any relevant standards for houses in multiple occupation (HMOs);

e) will be accessible to public transport, workplaces, shops, services, and community facilities;

f) contributes to creating a mixed and inclusive community; and

g) does not create an over-concentration of such a use in the local area or cause harm to residential amenity or the surrounding area.

Student housing development should:

h) serve higher education institutions based in Camden or adjoining boroughs;

i) be located where it is accessible to the institutions it will serve; and

j) include a range of flat layouts including flats with shared facilities.

The Council will resist development that involves the net loss of student housing unless either:

k) adequate replacement accommodation is provided in a location accessible to the higher education institutions that it serves; or

l) the accommodation is no longer required, and it can be demonstrated that there is no local demand for student accommodation to serve another higher education institution based in Camden or adjoining boroughs.

The Council will resist development that involves the net loss or self-containment of bedsit rooms or of other housing with shared facilities unless either:

m) it can be demonstrated that the accommodation is incapable of meeting the relevant standards for houses in multiple occupation, or otherwise genuinely incapable of use as housing with shared facilities; or

n) adequate replacement housing with shared facilities will be provided that satisfies criteria d), e), f) and g) above; or

o) the development provides student housing that satisfies criteria d) to j) above; or

p) the development provides self-contained social rented homes.

Where the Council is satisfied that a development involving the loss of student housing, bedsit rooms or other housing with shared facilities is justified, we will expect the development to provide an equivalent amount of residential floorspace for permanent housing in Use Class C3, including an appropriate amount of affordable housing, having regard to policy DP3.

CDP – Further detail about key transport policy

9.10 All housing should be located so it that its occupiers have access to public transport, workplaces and services. Student housing serving an individual institution can have a significant impact on a single public transport route, so we will also expect student housing to be located within walking or cycling distance of the institutions it serves, or to be accessible to them by public transport services that have existing or committed capacity to accommodate the demand generated by the development.

Camden's Transport Strategy (LIP August 2011)

***Objective 1: Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a 'low carbon and low waste borough.'***

E3.2 To meet this objective Camden proposes the following measures:

- Car clubs, low emission and electric vehicles
- Car-free developments
- Reducing traffic flows and encouraging a switch towards more sustainable travel
- A road user hierarchy that prioritises walking and cycling
- Encourage better driver behaviour to reduce vehicle emissions
- A greener Camden fleet
- Events and campaigns that promote sustainable travel
- More street trees and urban greening

3.12 The Camden Core Strategy (the borough's Local Development Framework document) outlines its policy of ensuring close integration between land use and transport planning to support sustainable future growth. The Core Strategy sets out a number of policies to achieve this, including locating major developments in highly accessible locations, promoting car-free and car capped housing, supporting car clubs, introducing minimum cycle and maximum car parking standards, and developing electric charging points. These policies help to ensure new developments minimise the impacts of travel on both the transport network and the environment.

5.364 Camden's transport policies outlined in the LDF promote sustainable travel and integration of development with transport provision and seek to:

- Promote development that will encourage travel by walking, cycling and public transport and not permit development that will depend on travel by private motor vehicles;
- Locate development that generates high numbers of additional person trip in locations with good to excellent access to public transport;
- Encourage mixed use development to reduce the need and extent of travel;
- Ensure that the amount of parking provided as part of development is the minimum necessary. In areas that have good to excellent access to public transport, the Council expects new developments to be car-free (i.e., they will not include off-street parking and occupiers would not be eligible for on-street parking permits). Car-free development can still provide off-street parking for disabled drivers who are also eligible for on-street parking permits;
- Ensure all impacts of development are mitigated through appropriate management of servicing, construction and travel behaviour;
- Ensure that there is sufficient capacity in the transport network to accommodate any additional trips generated by a development; and
- Ensure development is properly integrated into the surrounding highway and wider transport network.

# APPENDIX B – Public Transport Accessibility Level

# TfL Planning Information Database

**Please note the change of website address: www.webptals.org.uk**

Decrease map size
Increase map size

PTAL start point selector

# PTAI Study Report File Details

| | |
|---|---|
| Date | 28/09/2012 10:12 |
| Day of week | M-F |
| Time period | AM peak |
| Walk speed | 4.8 kph |
| Walk file | PLSQLTest |

POI Name: 526189, 184892

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## Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop FINCHLEY RD STN S/B
Walk time to stop from POI is 3.3 minutes
Walk distance to stop from POI is 263.9 metres
- Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
- Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
- Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
- Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
- Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
- Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
- Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop FINCHLEY RD STATION
Walk time to stop from POI is 3.96 minutes
Walk distance to stop from POI is 316.77 metres
- Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
- Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
- Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop FINCHLEY R & FROGNAL STN
Walk time to stop from POI is 2.31 minutes
Walk distance to stop from POI is 184.43 metres
Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop FINCHLEY RD ARKWRIGHT RD
Walk time to stop from POI is 5.25 minutes
Walk distance to stop from POI is 420.24 metres
Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop FINCHLEY RD FROGNAL LA
Walk time to stop from POI is 7.73 minutes
Walk distance to stop from POI is 618.43 metres
Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop FITZJOHNS AV NUTLEY TERR
Walk time to stop from POI is 7.64 minutes
Walk distance to stop from POI is 611.47 metres
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Stop BROADHURST GDS C'FLD GDS

Walk time to stop from POI is 5.62 minutes
Walk distance to stop from POI is 449.2 metres
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Stop FINCHLEY R O2 CENTRE STD
Walk time to stop from POI is 2.27 minutes
Walk distance to stop from POI is 181.69 metres
Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Stop FNCH R O2 CENTRE HOMEBASE
Walk time to stop from POI is 4.86 minutes
Walk distance to stop from POI is 388.97 metres
Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Stop FINCHLEY RD SHOPS
Walk time to stop from POI is 7.6 minutes
Walk distance to stop from POI is 607.7 metres
Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop FAIRFAX RD FINCHLEY RD
Walk time to stop from POI is 6.57 minutes
Walk distance to stop from POI is 525.8 metres
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

TATs for this mode
Route 187 Stop FINCHLEY R O2 CENTRE STD TAT 9.27 minutes EDF 3.24
Route 82 Stop FINCHLEY R & FROGNAL STN TAT 7.73 minutes EDF 3.88
Route 113 Stop FINCHLEY R & FROGNAL STN TAT 8.59 minutes EDF 3.49
Route 268 Stop FINCHLEY R O2 CENTRE STD TAT 10.27 minutes EDF 2.92
Route C11 Stop FINCHLEY RD STN S/B TAT 9.3 minutes EDF 3.23
Route 13 Stop FINCHLEY R & FROGNAL STN TAT 8.06 minutes EDF 3.72
Route 46 Stop FITZJOHNS AV NUTLEY TERR TAT 14.64 minutes EDF 2.05
Route 31 Stop FAIRFAX RD FINCHLEY RD TAT 11.57 minutes EDF 2.59

Best EDF is 3.88
Half of all other EDFs is 10.62

AI for this mode is 14.5

---

# Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Finchley Road
Walk time to stop from POI is 3.11 minutes
Walk distance to stop from POI is 248.96 metres
- Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes
- Route Jubilee Line Stratford to Stanmore Direction N/B Frequency 17.8 giving AWT of 1.69 minutes
- Route Jubilee Line Wembley Park to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
- Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes
- Route Metropolitan Line Watford to Baker Street Direction E/B Frequency 3.0 giving AWT of 10.0 minutes
- Route Jubilee Line Stratford to Wembley Park Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
- Route Metropolitan Line Rickmansworth to Baker Street Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Jubilee Line Stanmore to Stratford Direction S/B Frequency 17.8 giving AWT of 1.69 minutes
- Route Metropolitan Line Aldgate to Uxbridge Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
- Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
- Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes
- Route Metropolitan Line Baker Street to Amersham Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
- Route Metropolitan Line Baker Street to Uxbridge Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Metropolitan Line Baker Street to Uxbridge Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
- Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Metropolitan Line Watford to Baker Street Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Metropolitan Line Baker Street to Watford Direction W/B Frequency 1.7 giving AWT of 17.65 minutes
- Route Metropolitan Line Hillingdon to Baker Street Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Metropolitan Line Uxbridge to Baker Street Direction E/B Frequency 3.0 giving AWT of 10.0 minutes
- Route Jubilee Line Willesden Green to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
- Route Jubilee Line Stratford to Willesden Green Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
- Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 2.3 giving AWT of 13.04 minutes
- Route Metropolitan Line Baker Street to Wembley Park Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Metropolitan Line Baker Street to Harrow-on-the-Hill Direction W/B Frequency 0.3 giving AWT of 100.0 minutes

Stop Swiss Cottage

Walk time to stop from POI is 9.27 minutes
Walk distance to stop from POI is 741.31 metres
Route Jubilee Line Stanmore to Stratford Direction S/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Willesden Green to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stratford to Willesden Green Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stratford to Stanmore Direction N/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Stratford to Wembley Park Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Wembley Park to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Stop West Hampstead
Walk time to stop from POI is 9.95 minutes
Walk distance to stop from POI is 796.05 metres
Route Jubilee Line Wembley Park to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stanmore to Stratford Direction S/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Stratford to Stanmore Direction N/B Frequency 17.8 giving AWT of 1.69 minutes
Route Jubilee Line Willesden Green to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stratford to Willesden Green Direction N/B Frequency 4.4 giving AWT of 6.82 minutes
Route Jubilee Line Stratford to Wembley Park Direction N/B Frequency 4.4 giving AWT of 6.82 minutes

TATs for this mode
Route Metropolitan Line Aldgate to Wembley Park Stop Finchley Road TAT 33.86 minutes EDF 0.89
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Stop Finchley Road TAT 16.91 minutes EDF 1.77
Route Jubilee Line Stratford to Stanmore Stop Finchley Road TAT 5.55 minutes EDF 5.41
Route Jubilee Line Wembley Park to Stratford Stop Finchley Road TAT 10.68 minutes EDF 2.81
Route Metropolitan Line Amersham to Aldgate Stop Finchley Road TAT 13.86 minutes EDF 2.16
Route Metropolitan Line Watford to Baker Street Stop Finchley Road TAT 13.86 minutes EDF 2.16
Route Metropolitan Line Rickmansworth to Baker Street Stop Finchley Road TAT 103.86 minutes EDF 0.29
Route Metropolitan Line Uxbridge to Aldgate Stop Finchley Road TAT 8.62 minutes EDF 3.48
Route Metropolitan Line Watford to Aldgate Stop Finchley Road TAT 16.91 minutes EDF 1.77
Route Metropolitan Line Aldgate to Watford Stop Finchley Road TAT 11.36 minutes EDF 2.64
Route Metropolitan Line Baker Street to Amersham Stop Finchley Road TAT 16.91 minutes EDF 1.77
Route Metropolitan Line Baker Street to Uxbridge Stop Finchley Road TAT 103.86 minutes EDF 0.29
Route Metropolitan Line Uxbridge to Baker Street Stop Finchley Road TAT 13.86 minutes EDF 2.16
Route Metropolitan Line Chesham to Aldgate Stop Finchley Road TAT 46.72 minutes EDF 0.64
Route Metropolitan Line Baker Street to Watford Stop Finchley Road TAT 21.51 minutes EDF 1.39
Route Metropolitan Line Hillingdon to Baker Street Stop Finchley Road TAT 103.86 minutes EDF 0.29
Route Jubilee Line Willesden Green to Stratford Stop Finchley Road TAT 10.68 minutes EDF 2.81
Route Metropolitan Line Croxley to Aldgate Stop Finchley Road TAT 103.86 minutes EDF 0.29
Route Metropolitan Line Baker Street to Wembley Park Stop Finchley Road TAT 103.86 minutes EDF 0.29
Route Metropolitan Line Baker Street to Harrow-on-the-Hill Stop Finchley Road TAT 103.86 minutes EDF 0.29

Best EDF is 5.41
Half of all other EDFs is 14.1

AI for this mode is 19.51

## Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop WEST HAMPSTEAD
Walk time to stop from POI is 10.29 minutes
Walk distance to stop from POI is 823.03 metres
Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes
Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes
Stop FINCHLEY ROAD AND FROGNAL
Walk time to stop from POI is 2.8 minutes
Walk distance to stop from POI is 223.8 metres
Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes
Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes
Stop SOUTH HAMPSTEAD
Walk time to stop from POI is 11.53 minutes
Walk distance to stop from POI is 922.43 metres
Route LONDON EUSTON BR to WATFORD JUNCTION Direction T50-T31 Frequency 3.0 giving AWT of 10.0 minutes

TATs for this mode
Route RICHMOND to STRATFORD Stop FINCHLEY ROAD AND FROGNAL TAT 11.05 minutes EDF 2.72
Route CLAPHAM JUNCTION to STRATFORD Stop FINCHLEY ROAD AND FROGNAL TAT 18.55 minutes EDF 1.62
Route LONDON EUSTON BR to WATFORD JUNCTION Stop SOUTH HAMPSTEAD TAT 22.28 minutes EDF 1.35

Best EDF is 2.72
Half of all other EDFs is 1.48

AI for this mode is 4.2

Total AI for this POI is 38.21. X: 526189, Y: 184892.

PTAL Rating is 6a.

**Table 3 Public Transport Accessibility Levels**

| PTAL | Range of Index | Map Colour | Description |
|---|---|---|---|
| 1a (Low) | 0.01 – 2.50 | | Very poor |
| 1b | 2.51 – 5.00 | | Very poor |
| 2 | 5.01 – 10.00 | | Poor |
| 3 | 10.01 – 15.00 | | Moderate |
| 4 | 15.01 – 20.00 | | Good |
| 5 | 20.01 – 25.00 | | Very Good |
| 6a | 25.01 – 40.00 | | Excellent |
| 6b (High) | 40.01 + | | Excellent |

The PTAL is borderline 6a/6b – both classed as ‘Excellent’

# APPENDIX C – Photos of the Midland Crescent Site Perimeter

Photo 1 – Finchley Road footway next to Midland Crescent site looking south towards Blackburn Road.


Photo 2 - Advertising Hoarding (and hoarded access) in place in 2008.


Photo 3 – Red Route controls linked with the northbound bus lane that runs in front of the Midland Crescent site – operational 4pm to 7pm.

Photo 4 – Street furniture located adjacent to the Red Route Loading Bay adjacent to the Midland Crescent site

# APPENDIX D – Midland Crescent TRAVL-based Trip Generation Calculation and Supporting Information

# TRAVL - Daily Trip Rate by Mode

Report ID 7

## Surveys in Selection

| | | | |
|---|---|---|---|
| **Address** | Arcade Hall<br>385-401 Holloway Rd<br>Holloway<br>N7 0RT | **Business** | Student Hostel |
| | | **Class** | C1 - Hostel & Halls of Residence |
| | | **Location** | Inner |
| | | **No of Beds** | 367 |
| **SurveyCode** | 336 | **PTAL** | 6 |
| **Survey Date** | 18/10/2001 | **Parking Total** | 6 |
| **Survey Hours** | 07:00-24:00 | **Proposed Units** | 138 |



# TRAVL - Daily Trip Rate by Mode

Report ID 7

## Final Mode

| Mode | ModeTrips | Trip Rate | Percent | Predicted Trips |
|---|---|---|---|---|
| All Car Drivers | 10 | 0.03 | 1 | 4 |
| Bus | 95 | 0.26 | 11 | 36 |
| Car Passenger | 17 | 0.05 | 2 | 6 |
| Coach | 4 | 0.01 | 0 | 2 |
| Pedal Cycle | 4 | 0.01 | 0 | 2 |
| Walk | 751 | 2.05 | 85 | 282 |
| **Total** | 881 | 2.40 | 100 | 331 |

## Main Mode

| Mode | Mode Trips | Trip Rate | Percent | Predicted Trips |
|---|---|---|---|---|
| All Car Drivers | 10 | 0.03 | 1 | 4 |
| Bus | 84 | 0.23 | 10 | 32 |
| Car Passenger | 17 | 0.05 | 2 | 6 |
| Coach | 4 | 0.01 | 0 | 2 |
| Pedal Cycle | 4 | 0.01 | 0 | 2 |
| Rail | 3 | 0.01 | 0 | 1 |
| Underground | 66 | 0.18 | 8 | 25 |
| Walk | 690 | 1.88 | 79 | 259 |
| **Total** | 878 | 2.39 | 100.00 | 330 |

1. Main Mode excludes those that are not final arrival and first departure trips (trip end trips)
2. 'Walk' trip in final mode accounts for all walk trips more than 5 mins to the destination

# TRAVL - Average Trip Rate by Mode and Time

Report ID 9

## List of Surveys:

| Name | Address | Postcode | Survey Date |
|---|---|---|---|
| Arcade Hall | 385-401 Holloway Rd | N7 0RT | 18/10/2001 |

**Number of sites considered**

1

## Counts By Mode:

**Mode:** **All Modes**

| Time Band | No of Sites | Trip Rate In | Trip Rate Out | Total Trip Rate | Predicted Trips In | Predicted Trips Out | Predicted Trips Total |
|---|---|---|---|---|---|---|---|
| 07:00-07:30 | 1 | 0.00272 | 0.00000 | 0.00272 | 0 | 0 | 0 |
| 07:30-08:00 | 1 | 0.00272 | 0.01090 | 0.01362 | 0 | 2 | 2 |
| 08:00-08:30 | 1 | 0.00000 | 0.01907 | 0.01907 | 0 | 3 | 3 |
| 08:30-09:00 | 1 | 0.00817 | 0.09264 | 0.10082 | 1 | 13 | 14 |
| 09:00-09:30 | 1 | 0.01362 | 0.10354 | 0.11717 | 2 | 14 | 16 |
| 09:30-10:00 | 1 | 0.01090 | 0.14714 | 0.15804 | 2 | 20 | 22 |
| 10:00-10:30 | 1 | 0.01090 | 0.08174 | 0.09264 | 2 | 11 | 13 |
| 10:30-11:00 | 1 | 0.00817 | 0.06812 | 0.07629 | 1 | 9 | 11 |
| 11:00-11:30 | 1 | 0.02452 | 0.06267 | 0.08719 | 3 | 9 | 12 |
| 11:30-12:00 | 1 | 0.04360 | 0.07902 | 0.12262 | 6 | 11 | 17 |
| 12:00-12:30 | 1 | 0.05450 | 0.05450 | 0.10899 | 8 | 8 | 15 |
| 12:30-13:00 | 1 | 0.08719 | 0.11989 | 0.20708 | 12 | 17 | 29 |
| 13:00-13:30 | 1 | 0.10082 | 0.06812 | 0.16894 | 14 | 9 | 23 |
| 13:30-14:00 | 1 | 0.06812 | 0.19074 | 0.25886 | 9 | 26 | 36 |
| 14:00-14:30 | 1 | 0.10082 | 0.06267 | 0.16349 | 14 | 9 | 23 |
| 14:30-15:00 | 1 | 0.09264 | 0.02180 | 0.11444 | 13 | 3 | 16 |
| 15:00-15:30 | 1 | 0.06267 | 0.04632 | 0.10899 | 9 | 6 | 15 |
| 15:30-16:00 | 1 | 0.07357 | 0.08174 | 0.15531 | 10 | 11 | 21 |
| 16:00-16:30 | 1 | 0.11717 | 0.08992 | 0.20708 | 16 | 12 | 29 |
| 16:30-17:00 | 1 | 0.08174 | 0.04360 | 0.12534 | 11 | 6 | 17 |
| 17:00-17:30 | 1 | 0.10627 | 0.09264 | 0.19891 | 15 | 13 | 27 |
| 17:30-18:00 | 1 | 0.13351 | 0.08992 | 0.22343 | 18 | 12 | 31 |
| 18:00-18:30 | 1 | 0.12534 | 0.11172 | 0.23706 | 17 | 15 | 33 |
| 18:30-19:00 | 1 | 0.10082 | 0.10354 | 0.20436 | 14 | 14 | 28 |
| 19:00-19:30 | 1 | 0.09537 | 0.05722 | 0.15259 | 13 | 8 | 21 |
| 19:30-20:00 | 1 | 0.11444 | 0.05722 | 0.17166 | 16 | 8 | 24 |
| 20:00-20:30 | 1 | 0.07629 | 0.08447 | 0.16076 | 11 | 12 | 22 |
| 20:30-21:00 | 1 | 0.11172 | 0.13624 | 0.24796 | 15 | 19 | 34 |
| 21:00-21:30 | 1 | 0.07902 | 0.05450 | 0.13351 | 11 | 8 | 18 |
| 21:30-22:00 | 1 | 0.12262 | 0.03542 | 0.15804 | 17 | 5 | 22 |
| 22:00-22:30 | 1 | 0.11172 | 0.07902 | 0.19074 | 15 | 11 | 26 |
| 22:30-23:00 | 1 | 0.10899 | 0.06267 | 0.17166 | 15 | 9 | 24 |
| 23:00-23:30 | 1 | 0.10082 | 0.04905 | 0.14986 | 14 | 7 | 21 |
| **Total** | | **2.35149** | **2.45777** | **4.80924** | **325** | **339** | **664** |

| **Peak Period For** | **All Modes** | |
|---|---|---|
| **In** | **17:30-18:00** | **0.13** |
| **Out** | **13:30-14:00** | **0.19** |
| **Total** | **13:30-14:00** | **0.26** |

## TRAVL - Site Report

Report ID 1

| | | | |
|---|---|---|---|
| **Name** | Arcade Hall | **Survey Date** | 18/10/2001 |
| **Business** | Student Hostel | **Survey Hours 1** | 07:00-24:00 |
| **Address** | 385-401 Holloway Rd | **Survey Hours 2** | |
| | | **Survey Code** | 336 |
| **District** | Holloway | | |
| **Borough** | ISLINGTON | | |
| **Postcode** | N7 0RT | **Site Area (sq.m)** | 0 |
| **Location** | Inner **PTAL** 6 | **Gross Floor Area (sq.m)** | 7047 |
| **Class** | C1 - Hostel & Halls of Residence | **Retail Floor Area (sq.m)** | 0 |
| **Construction Phase** | | **Employees** | 10 |

| | Total | Disabled | Visitor | Employee | Coaches | Load Bays |
|---|---|---|---|---|---|---|
| **Parking** | 6 | 2 | 0 | 4 | 0 | 0 |

**Managed Parking** N **Waiting Restriction** C

| | Monday | Tuesday | Wednesc | Thursday | Friday | Saturday | Sunday |
|---|---|---|---|---|---|---|---|
| **Open Hours** | | | | | | | |

| | 0 Beds | 1 beds | 2 beds | 3 beds | 4 beds + |
|---|---|---|---|---|---|
| **Num Dwellings** | | | | | |
| **Residential Units** | 0 | | | | |

**% Car ownership**

**Distance To School** **Distance To Shops**

| | Home | Work | Else |
|---|---|---|---|
| **Home** | 22 | 0 | 9 |
| **Work** | 13 | 26 | 17 |
| **Else** | 18 | 4 | 765 |

| | |
|---|---|
| **Disabled Access** | No |
| **Owner Code** | Private |
| **Travel Plan** | No |

## TRAVL - Mode by Interview Type

| | | | |
|---|---|---|---|
| **Address** | Arcade Hall | **Business** | Student Hostel |
| | 385-401 Holloway Rd | **Class** | C1 - Hostel & Halls of Residence |
| | Holloway | **Location** | Inner |
| | N7 0RT | **No of Beds** | 367 |
| **SurveyCode** | 336 | **PTAL** | 6 |
| **Survey Date** | 18/10/2001 | **Total parking spaces** | 6 |

**Residents - Final Mode - IN**

| Mode | Trips | Rate | Percent | Predicted Trips |
|---|---|---|---|---|
| Walk | 656 | 1.79 | 89 | 0.00 |
| Bus | 68 | 0.19 | 9 | 0.00 |
| Car Passenger | 13 | 0.04 | 2 | 0.00 |
| **Total** | **737** | **2.01** | **100** | **0.00** |

**Residents - Main Mode - IN**

| Mode | Trips | Rate | Percent | Predicted Trips |
|---|---|---|---|---|
| Walk | 623 | 1.70 | 85 | 0.00 |
| Bus | 57 | 0.16 | 8 | 0.00 |
| Underground | 44 | 0.12 | 6 | 0.00 |
| Car Passenger | 13 | 0.04 | 2 | 0.00 |
| **Total** | **737** | **2.01** | **100** | **0.00** |

**Staff - Final Mode - IN**

| Mode | Trips | Rate | Percent | Predicted Trips |
|---|---|---|---|---|
| Walk | 3 | 0.01 | 75 | 0.00 |
| All Car Drivers | 1 | 0.00 | 25 | 0.00 |
| **Total** | **4** | **0.01** | **100** | **0.00** |

**Staff - Main Mode - IN**

| Mode | Trips | Rate | Percent | Predicted Trips |
|---|---|---|---|---|
| Rail | 3 | 0.01 | 75 | 0.00 |
| All Car Drivers | 1 | 0.00 | 25 | 0.00 |
| **Total** | **4** | **0.01** | **100** | **0.00** |

**Visitor - Final Mode - IN**

| Mode | Trips | Rate | Percent | Predicted Trips |
|---|---|---|---|---|
| Walk | 92 | 0.25 | 66 | 0.00 |
| Bus | 27 | 0.07 | 19 | 0.00 |
| All Car Drivers | 9 | 0.02 | 6 | 0.00 |
| Car Passenger | 4 | 0.01 | 3 | 0.00 |
| Coach | 4 | 0.01 | 3 | 0.00 |
| Pedal Cycle | 4 | 0.01 | 3 | 0.00 |
| **Total** | **140** | **0.38** | **100** | **0.00** |

## TRAVL - Deliveries By Time

Report ID 3

| | | | |
|---|---|---|---|
| **Address:** | Arcade Hall | **Business** | Student Hostel |
| | 385-401 Holloway Rd | **Class** | C1 - Hostel & Halls of Residence |
| | Holloway | **Location** | Inner |
| | N7 0RT | **No of Beds** | 367 |
| **SurveyCode** | 336 | **PTAL** | 6 |
| **Survey Date** | 18/10/2001 | | |

Car

| Time | In | Out | % In | % Out |
|---|---|---|---|---|
| 09:00-09:30 | 1 | 1 | 33 | 33 |
| 09:30-10:00 | 1 | 1 | 33 | 33 |
| 15:30-16:00 | 1 | 1 | 33 | 33 |
| **Total** | 3 | 3 | 100 | 100 |



## TRAVL - Car Parking by Interview Type

Report ID 2

| | | | |
|---|---|---|---|
| **Address** | Arcade Hall | **Business** | Student Hostel |
| | 385-401 Holloway Rd | **Class** | C1 - Hostel & Halls of Residence |
| | Holloway | **Location** | Inner |
| | N7 0RT | **No of Beds** | 367 |
| **SurveyCode** | 336 | **PTAL** | 6 |
| **Survey Date** | 18/10/2001 | **Parking Total** | 6 |

| Interview Type | On Site | On Street | Off Street | Other | All |
|---|---|---|---|---|---|
| Staff | 2 | 0 | 0 | 0 | 2 |
| Visitor | 6 | 6 | 6 | 0 | 18 |
| **Total** | **8** | **6** | **6** | **0** | **20** |

# APPENDIX E – Draft Travel Plan

# MIDLAND CRESENT STUDENT ACCOMODATION – DRAFT TRAVEL PLAN

**November 2012**

**Prepared for Stadium Capital Holdings**

**Prepared by**

TimSpencer & Co

## CONTENTS

## 1. INTRODUCTION AND BACKGROUND

1.1 This draft full Travel Plan (TP) has been prepared on behalf of Stadium Capital Holdings in support of a pre-planning submission for the development of land at Midland Crescent, Finchley Road, Camden, London and is submitted alongside the Transport Assessment document (TA). The TP is the management tool for implementing the transport measures and actions highlighted by the TA. At this stage the document is draft. Assuming planning permission is granted, the Section 106 agreement will require that a formal and final version of this document is submitted for approval.

1.2 The proposed development consists of a new 138 room student accommodation within a 4-storey building at street level. The development includes landscaping and public realm improvements and extensive cycle parking. There is no car parking proposed for general use.

1.3 The purpose of the TP is to deliver substantial benefits to the community by helping to reduce vehicle trips, and in turn, traffic congestion, noise and air pollution, and greenhouse gas emissions.

1.4 The student accommodation at Finchley Road will be a community and the tenants will know each other and socialise within study / social areas provided. Management of Student Blocks is a specialist service and Corporate Residential Management Limited (CRM) will be responsible for the full-time management of Midland Crescent, Finchley Road, London on behalf of the owner. CRM is a provider of specialist property management solutions throughout the UK.

1.5 This TP is based on the suggested structure in Transport for London's (TfL) Guidance (for Workplace and Residential Plans). This full TP will be submitted alongside the application, as required by the National Planning Policy Framework (NPPF), Camden Coucil and TfL, to ensure compliance with London Plan policy 6.3 'Assessing transport capacity'. The plan has been tested using the ATTrBuTE assessment tool and a copy of the results is provided in Appendix A.

## 2. POLICY CONTEXT

2.1 The Government has established the need to reduce car dependency and increase travel choices. Key transport planning policy statements are presented in Appendix A. This is shown 'top down' from the NPPF, the Camden Core Strategy, the Camden Development Policies 2010 – 2015 and Camden's Transport Strategy.

2.2 PPG 13 on Transport which was re-issued by the Government in 2001 was replaced by the NPPF in March 2012 - which re-established the policy background for this subject area, stating that Transport Assessments and Travel Plans should be submitted with all planning applications for developments likely to have significant transport implications.

2.3 Both the 'London Plan' and the 'Mayor's Transport Strategy' develop the national policy approach in putting emphasis on achieving a sustainable city. Policy 3C.1 Integrating transport and development states that: 'The Mayor will work with TfL, the government, boroughs and other partners to ensure the integration of transport and development by:

- encouraging patterns and forms of development that reduce the need to travel, especially by car;
- seeking to improve public transport, walking and cycling capacity and accessibility where it is needed, for areas of greatest demand and areas designated for development and regeneration, including the Thames Gateway, Central Activities Zone, Opportunity Areas; Areas for Intensification and town centres and other parts of suburban London in which improved access is needed;
- in general, supporting high trip generating development only at locations with both high levels of public transport accessibility and capacity, sufficient to meet the transport requirements of the development. Parking provision should reflect levels of public transport accessibility;
- encouraging integration of the major transport infrastructure plans with improvements to the public realm, particularly in key areas around major rail and Underground stations and interchanges, using land assembly powers where necessary.

**The London Plan**

2.4 The Mayor is responsible for Strategic Planning in London. One of his duties is to produce a Spatial Development Strategy for London, called the London Plan. In accordance with the Greater London Authority Act 1999 the London Plan deals only with matters of strategic importance to Greater London and its content is set out in Government Circular 1/2000.

2.5 The London Plan is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London, looking forward over a period of 15-20 years. It provides the basis for the 33 individual boroughs to develop their local planning policies as well as setting the policy framework for the Mayor's involvement in major planning decisions in London.

2.6 The London Plan adopted on 31st July 2011 sets out the Mayor's vision to drive policy across the Capital. The Mayor's six key objectives for the new London Plan are to ensure that London is:

1. A city that meets the challenges of economic and population growth to ensure a sustainable, good and improving quality of life for all Londoners and helps tackle the huge inequalities among Londoners, including inequality in health.

2. A globally competitive and successful city with a strong and diverse economy and an entrepreneurial spirit that benefits all Londoners and all parts of London - a city at the leading edge of innovation and research that makes the most of its rich heritage and cultural resources.

3. A diverse, strong and accessible city to which Londoners feel attached, that give all its residents, workers, visitors and students a chance to realise and express their potential and a high quality environment in which to enjoy, live together and thrive.

4. A city that delights the senses and takes care of its buildings and streets, with the best of modern architecture while making the most of its built heritage. A place that gets the best out of its wealth of open and green spaces and waterways, realising its potential for improving Londoners' health, welfare and development.

5. A world leader in improving the environment locally and globally, 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.

6. 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, and supports all the objectives of this plan.

2.7 The policies contained within the London Plan which are relevant to the proposed development are as follows:

**Policy 6.1** - The Mayor will work with all relevant partners to encourage the closer integration of transport and development by: a) encouraging patterns of development that reduce the need to travel, especially by car (boroughs should use the standards set out in Table 6.1 to set maximum car parking standards in DPDs), b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand (boroughs should use the standards set out in Table 6.2 to set minimum cycle parking standards in DPDs) and c) supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements.

**Policy 6.3** - Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or Residential8 Travel Plans should be provided for planning

applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction Logistics Plans and Delivery & Servicing Plans should be secured in line with the London Freight Plan and should be coordinated with Travel Plans.

**Policy 6.9** - Developments should provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.2 and provide on-site changing facilities and showers for cyclists.

**Policy 6.10** - The Mayor will work with all relevant partners to bring about a significant increase in walking in London, by emphasizing the quality of the pedestrian and street environment, including the use of shared space principles – promoting simplified streetscape, de-cluttering and access for all and ensuring pedestrian environments in and around new developments emphasize the quality of the pedestrian and street space.

**Policy 6.13** - The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use by applying maximum parking standards. In addition, developments must: a) ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles, b) provide parking for disabled people, c) meet minimum cycle parking standards and d) provide for the needs of businesses for delivery and servicing.

**The Mayor's Transport Strategy**

The Mayor's Transport Strategy (MTS) published in May 2010 is a statutory document, developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision. Under improving transport opportunities for all Londoners, the MTS states that better integration of land use and transport planning will also ensure that new housing and employment is supported by good public transport accessibility and adequate capacity. These goals are supported by a range of policies. The policies most relevant to this development are:

**Policy 9** - The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other transport stakeholders, will use the local and strategic development control processes to seek to ensure that: a) All high trip generating developments are located in areas of high public transport accessibility, connectivity and capacity (either currently or where new transport schemes are committed); b) The design and layout of development sites maximise access on foot, cycle and to public transport facilities, for example, via safe walking and cycling routes and provision of secure cycle parking and c) Access for deliveries and servicing that maximise the opportunities for sustainable freight distribution where possible.

**Policy 11** - The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to reduce the need to travel, encourage the use of more sustainable, less congesting modes of transport (public transport, cycling, walking and the Blue Ribbon Network), set appropriate parking standards, and through investment in infrastructure, service improvements, promotion of smarter travel initiatives and further demand management measures as appropriate, aim to increase public transport, walking and cycling mode share.

**Policy 17** - The Mayor, through TfL, and working with the DfT and other government agencies, the London boroughs, health authorities and other stakeholders, will promote healthy travel options such as walking and cycling.

The MTS includes a range of proposals for delivering the six goals which include:

**Proposal 57** - The Mayor will seek to use his planning powers and work with the London boroughs to encourage cycling by supporting development that: a) Provides cycle parking to an appropriate standard and b) Integrates the needs of cyclists into the design.

**Proposal 60** - The Mayor, through TfL, and working with the London boroughs and other stakeholders, will improve the walking experience by enhancing the urban realm and taking focused action to ensure safe, comfortable and attractive walking conditions, including, supporting developments that emphasise the quality and permeability of the pedestrian environment.

**Proposal 116** - The Mayor, through TfL, and working with the London boroughs and other stakeholders, will use smarter travel initiatives across London to facilitate more efficient use of the transport system, achieve mode shift to cycling, walking and public transport and encourage the take-up of healthier travel options.

2.8 The key transport-related planning policy is presented in Appendix A of the Transport Assessment. These policies are entirely consistent with the requirements of the London Plan and the Mayor's Transport Strategy. The 'top down' policy is led by the objectives set out in policy CS1 which would support high density development of the Midland Crescent site. The headline transport policy is set out in CS11 – Promoting sustainable and efficient travel. The relevant Development Policies are set out in DP16, DP17, DP18 (and associated parking standards), DP20, THE West Hampstead Interchange and Growth Area policies, the DP9 policy related to Student housing and Objective 1 of the Transport Strategy as detailed in paragraph 5.364 below.

5.364 Camden's transport policies outlined in the LDF promote sustainable travel and integration of development with transport provision and seek to:

- Promote development that will encourage travel by walking, cycling and public transport and not permit development that will depend on travel by private motor vehicles;
- Locate development that generates high numbers of additional person trip in locations with good to excellent access to public transport;
- Encourage mixed use development to reduce the need and extent of travel;
- Ensure that the amount of parking provided as part of development is the minimum necessary. In areas that have good to excellent access to public transport, the Council expects new developments to be car-free (i.e., they will not include off-street parking and occupiers would not be eligible for on-street parking permits). Car-free development can still provide off-street parking for disabled drivers who are also eligible for on-street parking permits;
- Ensure all impacts of development are mitigated through appropriate management of servicing, construction and travel behaviour;
- Ensure that there is sufficient capacity in the transport network to accommodate any additional trips generated by a development; and
- Ensure development is properly integrated into the surrounding highway and wider transport network.

## 3. ACCESSIBILITY AND EXISTING TRAVEL SITUATION - SITE ASSESSMENT

**Site and Access**

3.1 The site is located on Finchley Road at the junction with Blackburn Road. There is currently a hoarded vehicular access at the east end of the development site from the Finchley Road. This is the only vehicular access into the development site.

3.2 The student building will cater in the main for students attending central and inner London universities, with shops, entertainment and transport facilities close by.

**Walking**

3.3 There are footways along both sides of Finchley Road, which vary in width between some 2m and 4m, and are in general good condition. The site is very well served by pedestrian crossing facilities. Signalised pedestrian crossing facilities are provided at the Finchley Road/Blackburn Road junction.

**Cycling**

3.5 There are several sign-posted cycle routes within the vicinity of the site. Finchley Road forms part of the Transport for London Road Network (TLRN). There is no cycle parking at the current site. The LCN route 50, from Mill Hill East to St James's Park runs parallel and to the north of the A41 Finchley Road – and is accessed locally in Netherhall Gardens.

**Public Transport**

3.6 The site is well served by bus routes with high frequency bus services along both Finchley Road. There are 6 bus services well within 640m of the development site (the PTAL threshold distance) which all run along Finchley Road; the nearest bus stops are located 100m south-east of the development site adjacent to Finchley Road Underground station, a 2 minute walk from the site.

3.7 The development is located within acceptable walking distance of both Finchley Road and West Hampstead London Underground stations (confirmed by TfL). Both stations are located on the Jubilee line.

3.8 Finchley Road and Frognal London Overground railway station is within a five minute walk from the site. In addition, West Hampstead railway station is within a 10 minute walk.

**Public Transport Accessibility Level**

3.9 The Public Transport Accessibility Level (PTAL) is categorised in levels 1 to 6, where 1 represents the lowest accessibility. Level 6, the highest category, has been further sub-divided into 2 sub-levels to provide greater clarity. London Borough of Camden's (LBC) PTALs for Camden plan illustrates that the site has a PTAL of 6a, which is the second highest category. This PTAL figure has been confirmed by the use of the TfL on-line calculator – which is presented in Appendix B.

**Car Use**

3.10 No car parking is proposed as part of the new development. The proposal is therefore for a car free development and associated planning obligations.

## 4. TRAVEL SURVEY

4.1 An appropriate travel survey has not been undertaken prior to occupation. Trip generation data taken from the TRAVL database has been used in the TA and this has been drawn on to provide an initial position for target setting (Section 5). It is proposed that a monitoring period of five years will be undertaken with a travel plan survey completed at one, three and five years after approval of the TP. More detail is provided in Section 9 Monitoring and Review.

## 5. OBJECTIVES AND TARGETS

**Objectives**

5.1 A site specific Travel Plan is to be implemented for the development with the aim of promoting sustainable modes of travel and reducing reliance on the private car. The principal objectives should be site specific and aim to improve accessibility and promote travel awareness.

5.2 For the student development, the main objectives contained within the plan include:

- To understand and support students' need to travel to and from the development and to and from the linked higher education institutions;
- To identify and seek the provision of appropriate and affordable methods of travel for students avoiding when possible the need for private car travel;
- To provide and promote more sustainable approaches to living and working including travel, and to support and encourage healthy and active lifestyles;
- To reduce environmental impacts from students travel (local, national and global);
- To promote safe and responsible travel to students whilst at University;
- To ensure that the Travel Plan is viable and sustainable both financially and environmentally;
- To develop and deliver the Student Travel Policy and Plan as a partnership between the universities, the students, LBC and the relevant transport providers.

5.3 For workplace (staff) travel plans, the main aim of the TP is to influence a reduction in car trips, particularly single occupancy car trips to the development, and may include:

- Ensure that the site is accessible by a broad range of sustainable transport modes which can help to open the development to new target demographics;
- Raise awareness amongst staff and visitors of all modes of transport available to improve the efficiency of services, where practicable;
- Particularly, promote the use of walking, cycling and public transport as a means of accessing the site for staff and visitors which will encourage healthy lifestyles through active travel; and
- Reduce vehicular travel to the site, particularly single occupancy car use, to reduce local congestion and its associated externalities.

5.5 The above objectives will be addressed through specific actions contained in the plans.

**Targets**

5.6 Targets form an essential ingredient of the TP. All targets within the TP must be SMART (Specific, Measurable, Achievable, Realistic and Time-bound) and come in two forms:

- 'Action type' targets. These are non-quantifiable actions that need to be achieved; and
- 'Aim type' targets. These are quantifiable and relate to the degree of modal shift the plan seeks to achieve.

5.7 Monitoring of the plan will track the core targets (see Section 9). Accurate baseline information on vehicle access (private car and service vehicles) and other modes is essential

and targets will be related to the information provided by TRAVL, which has already formed part of the site's transport assessment.

5.8 In view of the development having no car parking and being 'car free' from day 1, the base case for car usage will be very low and thus any reduction in car use from this already low position will also be low. In selecting targets, levels of car use should be achieved at, or near the start of occupation, since the conditions affecting car use are 'designed in' to the development. Targets will thus be more related to checking and retaining a position of low (almost zero) car usage than seeking a significant 'reduction'.

5.9 A key objective is to promote travel awareness of people using the site. Information on the breakdown of other modes (than car) will be useful, particularly the breakdown of public transport usage, but perhaps of more interest will be the uptake or renewal of travel passes (Oyster cards), bike purchase etc, demonstrating an increased awareness of sustainable travel. Travel Plan awareness targets can reflect the impact of sustainable travel information and activity on student residents' attitudes. Targets should aim to achieve a significant awareness of the TP, with sub information on whether students attended the meet and greet induction and/or received a welcome pack. Car usage and travel awareness targets are shown in Table 5.1.

**TABLE 5.1: TARGETS**

| | |
|---|---|
| *Car Usage* | For student population, expect a car driver mode share of no more than 1% and car passenger share of no more than 2%. For staff at the student accomodation, expect 0% mode share for drivers and car passengers.<br><br>These targets to be adopted as a baseline prediction and achieved for the full length of the five year monitoring period. |
| *Travel Awareness* | An increase in number of bicycles owned by residents and site staff (5% rise annually over the five year period)<br><br>An increase in the number of Oyster cards purchased by students (5% rise annually)<br><br>A target of 95% of students who have attended the Meet and Greet induction<br><br>A target of 90% of students who have received a Welcome Pack and read the travel information |

## 6. RESOURCING AND MANAGEMENT

**Travel Plan Coordinator**

6.1 The Travel Plan Coordinator will be identified and will be responsible for overseeing the implementation, monitoring, promotion and reporting of the TP. The day-to-day management of the plan and the administration of new initiatives will be through the TP Coordinator. The TP Coordinator will be the main contact for the TP and must be recognised by all parties involved in the process. The TP Coordinator is likely to make regular visits to the site rather than be located on site and will become a familiar person. The TP coordinator will work closely with management of the student building and residents of the archway units.

6.2 It will be the responsibility of the TP Coordinator to oversee implementation of the measures outlined within the TP. For the student building this will include:

- Explaining the purpose of the TP and its opportunities to students and staff, and obtaining and maintaining commitment from them. This includes, of course, giving advice and information on sustainable travel, and particularly highlighting the benefits and opportunities for walk and cycle travel to and from the development. This should be undertaken as a main focus event at least once a year, at the beginning of term time as part of the Meet and Greet process, and reinforced at the beginning of subsequent terms with opportunity for surgeries for students ; ensuring that staff of the buildings are properly trained and able to market the TP as an integral part of the site;
- Offering personal journey planning advice about sustainable travel that is specifically geared to the journey needs of an individual;
- Ensuring that an effective marketing campaign for the TP is implemented and helping to promote measures. This will include attending meet and greet meetings and having an input into the Welcome Pack at move in, mounting displays in communal areas, obtaining latest information from relevant agencies for display and dissemination purposes and providing advice on cycling and walking routes in the local area, regular review of the welcome packs to ensure they are up to date;
- Liaising with parties within the organisation and with all interested parties such as stakeholders, partner universities, LBC, TfL and transport providers and visitors as necessary to attend Management Group meetings;
- Setting up and facilitating meetings with the student block management group (CRM) as necessary. At least a formal meeting every term would be required with other meetings as necessary. Ensuring that the input and actions from CRM are effective and timely;
- Coordinating the necessary data collection exercises and monitoring programme for the plan and reporting progress, gathering feedback form the dedicated travel leaflet; and
- Managing a budget for developing the travel plan and ensuring its efficient use.

6.3 The duration of appointment for the TP Coordinator should be for at least five years after occupation, in line with the monitoring period. The resource will be secured in the section 106.

6.4 Thereafter, there will be a requirement to outline how future monitoring will be undertaken and a decision taken to extend, or otherwise, the TP Coordinator role and appointment.

**Corporate Residential Management**

6.5 It is proposed that Corporate Residential Management Limited (CRM) will be responsible for the full-time management of the student building at Finchley Road London on behalf of the owner. CRM will have an important role in delivering the Travel Plan and ensuring that some specific objectives relating to the student development, as identified in Section 5 above, are achieved. In this respect they will work closely with the Travel Plan Coordinator.

6.6 As an element of CRM's continued contribution to reducing the environmental impact of new buildings they actively encourage the use of alternative travel methods than the car. CRM has worked with a number of local authorities throughout the UK in developing travel plans They understand and support students' need to travel to and from the residential development and to and from the University sites. They are experienced in identifying and seeking the provision of appropriate and affordable methods of travel for students, avoiding when possible the need for private car travel and will actively be involved in specific marketing and promotion exercises, such as organising the 'Meet and Greet' induction and providing travel information in the welcome information packs (see Section 7), providing displays and information in the public areas and managing other important measures, such as the 'move in and move out process' and CCTV (see Section 8).

6.7 CRM is a provider of specialist property management solutions throughout the UK and has extensive experience of managing purpose built student accommodation across numerous sites throughout the UK. The management philosophy is to provide a safe and caring environment in which student tenants and staff can live and work whilst always taking into account the sensitivities of the local community. Promoting safe and responsible travel to students whilst at University is an essential element of this philosophy.

6.8 The site will be managed by an on-site manager Monday to Friday 8am to 6 pm (times may vary depending on needs of service). The management team will consist of a Manager and Assistant Manager. On site staff will be employed directly by the managing agent CRM and all aspects of personnel are managed by CRM's human resources department. Out of core hours will be covered by retained student wardens with a mature outlook who are resident on the site. Their role will be to provide a visible presence and a point of contact for all student residents and any other parties. The objective is to have an onsite presence at all times when students are in residence. CRM's recruitment philosophy is to always seek to employ the site staff from the local community or within reasonable travel distance. Whilst this supports the local community the site team also then has a greater understanding and empathy with that community and will often live locally. The management team will thus be able to provide knowledgeable and specific information to students and visitors on safe and responsible travel at all times.

6.9 With their day to day knowledge of the running of the site and local background information CRM will be in an excellent position to work closely with the TP Coordinator in helping to deliver the Travel Plan. A key aim will be to dispense Student Travel Policy and the Plan as a partnership between the partner universities, the students, LBC and the relevant transport providers. Additionally, CRM will act as a focus for local interest. CRM is proactive in working with and developing a constructive relationship with nearby residents, businesses and representatives of the local community. CRM views this approach as critical to ensuring that as far as possible the numerous local interest groups coexist harmoniously. It is important that nearby long term local residents and other organisations have a point of contact with the site to raise any concerns or specific problems that the local management can address. CRM would actively seek to join local resident groups to demonstrate that they

are a member of the local community. A well-managed and at all times visible presence to the local community enhances the sense of security, control and consideration for that community and underpins the professional approach to initiatives such as promoting sustainable travel. Consultation is an essential part of the process. A plan that is imposed is unlikely to be supported by those on whom it impacts, whether they are staff, visitors or residents.

**Managing the Plan**

6.10 The travel plan process will initially be managed by a partnership 'Management Group', whose role will be to oversee the progress of the TP. The Group will include the original developer, or their representative, who will have ultimate direct control and responsibility for the plan, CRM, student and arches representatives, LBC and TfL. At this stage it is not known if the original developer of the scheme will remain responsible for the site indefinitely. If it is the case that the developer will remain responsible, the developer may want to retain direct control of the travel plan and its implementation. If not, and the development is sold on, other management options exist for the oversight of the plan, which could include a steering group, created by partnership between stakeholders, a community trust or another management company to ensure that the plan will be delivered. Whichever structure selected for the management of the plan, the applicant will commit to funding the TP for a five year period to ensure the group is adequately financed.

## 7. MARKETING AND PROMOTION

7.1 A number of marketing and promotion events will be undertaken in order to disseminate information and raise awareness of the Travel Plan.

**Meet and Greet Induction**

7.2 A "Meet & Greet" induction evening event will be arranged during the move in week and will be held in the Communal Study Room. All new students will be encouraged to attend. This meeting, wherever possible, will be held in conjunction with the Police and Fire Services, who provide short presentations. Travel management will be an important subject item. It is an opportunity to reinforce the objectives and benefits of sustainable travel and to explain the Travel Plan and how students (and staff) are expected to contribute to the achievement of targets, particularly through walking and cycling. The Travel Plan Coordinator will be expected to attend to advise and provide information.

7.3 This meeting will deliver a strong message regarding acceptable behaviour and how students should live within the community. The meeting reinforces the importance attached to the need to be a good neighbour both inside and outside the block and promotes more sustainable approaches to living and working, including travel. It demonstrates how student travel can support and encourage healthy and active lifestyles and reduce environmental impacts.

**Welcome Pack**

7.4 CRM will provide students with site specific information as part of the welcome pack. This welcome information will include travel information including a dedicated leaflet on student travel at Midland Crescent, Finchley Road. This leaflet will provide an opportunity to provide feedback, which the Travel Coordinator will manage. Additionally, there will be details of local public transport services, timetables how to purchase tickets, oyster cards, cycle and walk mapping etc. in these packs.

**Events and publicity in the Communal study / common room**

7.5 Finchley Road has been designed and configured to provide the resident students with communal facilities within the development. This amenity provides a rich element in helping to provide an opportunity for development of community within the student body. A part of the management and warden's role will be to encourage use of this space and support social and other events to develop that sense of community. These communal facilities are for the use of residents and occasional guests only.

7.6 This facility provides an opportunity to act as a focus for dissemination and display of information, advice and publicity throughout the year, and for the TP Coordinator to meet people on a formal and informal basis. A noticeboard for travel information, regularly updated, will promote sustainable travel on an ongoing basis. Different marketing initiatives will be employed at regular intervals to keep messages fresh. As well as at the Meet and Greet Induction, the TP Coordinator will be expected to meet students on a termly basis and offer surgeries, where for example, personal travel advice could be provided about sustainable travel that is specifically relating to the journey needs of an individual. With the agreement of the student management it will also be possible to offer meetings with the arches residents. . As well as reinforcing important messages, these meetings will provide the TP Coordinator with an opportunity to review the success of travel arrangements.

**Website/Intranet**

7.7 It is proposed that a dedicated travel plan website is set up, regularly updated to provide comprehensive travel information of the type included in the Student Welcome Pack, with details of any forthcoming travel events, timetable changes and new promotional offers, and useful links such as interactive mapping. There would be opportunity to provide feedback to the TP Coordinator about travel arrangements.

## 8. MEASURES

**Overview**

8.1 A package of measures and actions is proposed to encourage greater sustainable travel and reduce car based travel, and together achieve the travel plan objectives. The measures and actions are mostly 'carrots', to assist sustainable travel. The primary 'stick' to restrict and reduce the attractiveness of car-based travel is the proposal for no car parking to be provided on site, other than for spaces for disabled persons. Extensive agreement has been reached with TfL on the development of these proposals.

**Walking**

8.2 The TA demonstrates that future walk trips to and from the proposed development would be distributed in different directions between a number of routes and the volumes generated would be satisfactorily accommodated within the footway network. The applicant agrees a contribution should be considered, secured by way of the section 106 agreement, to ensure local walk routes adjacent to the development are of consistently good quality, thus encouraging walk travel.

8.3 As part of the proposals a way-finding strategy will be developed for directing pedestrians to public transport facilities and other important attractions in the immediate area. The system shall follow the principles of Legible London, a system being developed which uses a range of information, including street signs and printed maps, to help people find their way. It is also integrated with other transport modes so when people are leaving the Underground, for example, they can quickly identify the route to their destination.

8.7 The health benefits of walking, together with provision of relevant information, will be promoted through the travel plan marketing initiatives, as described in Section 7.

**Cycling**

8.8 In order to encourage cycle travel, covered and secure student cycle storage (well in excess of 138 spaces) will be provided, which is in line with TfL's Cycle Parking standards for new developments. Additionally, some cycle parking would be provided on street for visitors to the student accommodation.

8.9 This storage will have secure access arrangements and CCTV coverage to enhance levels of security and safety. This CCTV will be monitored from site. All students will have access to shower facilities.

8.10 The benefits of cycling will be promoted through marketing initiatives contained within the TP.

**Public Transport**

8.11 In consultation with TfL, the developer agrees to contribute towards local footway improvements in the vicinity, where needed and secured through a Section 106 Agreement, to ensure that existing footway complies with TfL's design guidance.

**Managing Private Car Use**

8.12 No car parking is proposed on site. Visitors who are holders of Blue Badges can park on street on the single yellow line (and free of charge for up to three hours). In view of the good transport links enjoyed at this location, the development is to be otherwise car free.

**Access**

8.13 The proposal to remove the footway crossover will improve conditions for pedestrians walking along Finchley Road by reducing the crossing distance across the site access and improving visibility between pedestrians and drivers of vehicles leaving the site.

**Construction, Delivery and Servicing**

8.14 Daily trips for all servicing and deliveries have been forecast at 2-3 vehicles per day. Full details are provided in the TA. Deliveries, waste collection and taxi services for the student building will be from the Red Route loading bay in front of the development.

8.15 The development will be supported by a Construction Management Plan (CMP) and a Servicing Management Plan (SMP), both these being secured by way of a section 106 agreement with the LB Camden. The aim of the CMP is to minimise the impact of construction traffic on the local area. This will, amongst other requirements, control the times at which construction works can be carried out and therefore the times construction vehicles can access the site, as well as specifying the construction vehicle routes to and from the site. The SMP's aims include reducing the impacts of goods trips to the site and establishing any appropriate time restrictions for servicing.

**Management Measures**

***Move In Process at Midland Cresent***

8.16 The 'move in' process will be managed by the on-site management team, employed directly by the managing agent, CRM. The main move in period for new students at the beginning of every academic year will be spread over a long week end, over three or four days. The length of the move in weekend is dictated by the start of the academic year for the majority of students who are residents at Midland Crescent, Finchley Road. In addition to the main move in weekend the site will have further students arriving on an ad hoc basis during the period following the main move in, most of which will be students from overseas or where there are differing start dates for each course. This is particularly relevant for postgraduate studies. Move in will be coordinated with events at the Emirates stadium.

8.17 All students after reserving their room, paying a booking fee and completing their tenancy agreement will be advised of the date and time for arrival to take up occupancy of their room.

8.18 In the weeks prior to move in as tenancy agreements are returned welcome packs are prepared for each student. The welcome pack includes details of the site and how it is run, advice on living at Finchley Road and local information, including travel information (see above Section7). Preparation of this information enables a swift and largely trouble free process enabling CRM to welcome students and direct them to their rooms quickly and efficiently. It is made clear to students that the allocation of time slots is for their benefit to ensure a smooth and trouble free move in and minimise any localised disruption in terms of vehicular movements. If students and parents choose to ignore these timings CRM reserve the right to refuse access until the site is able to accept them.

8.19 In all cases CRM liaise with local police and traffic management to advise of the weekend and agree a strategy for management of vehicle movements including temporary suspension of on street parking restrictions. CRM have found this process to work effectively in major conurbations where they have similar situations. CRM operate in many city centres including

Cambridge with 900 beds, Nottingham with 650 beds, Sheffield with 450 beds, London with 225 beds, Lincoln with 350 beds, Salford with 540 beds, and Dundee with over 500 beds, as examples. All these sites are in areas with restricted parking and within commercial and residential areas.

8.20 To further assist in a smooth intake additional staffing support is provided on move in weekends. The staff will be there to assist in directing new students to reception areas where they can collect keys and welcome packs etc. unloading from cars or provide assistance from cabs or those using public transport. Where assistance is provided all personal goods are stored in a secure location on the ground floor. This enables those with cars to unload quickly and move the vehicle to long term parking, away from the site. As part of communication to students and parents prior to move in, details of public transport and parking locations in the general area are provided. This enables students, and in particular parents, to pre-plan their journey, journey times and next steps after unloading.

***Move out process***

8.21 Student 'move out' is not so time constrained as individual courses within Universities finish at different times. Experience has shown that students move out over an extended period of time at the end of the academic year. All students will be advised prior to the end of their tenancy period of the move out procedure and dates on which they would be expected to finally vacate.

***CCTV***

8.23 A comprehensive system of CCTV will be installed with full night vision capability which is also a major deterrent to anti-social behaviour likely to cause offence both internally and externally to the building, and which provides an important encouragement to walk and cycle travel.

## 9. MONITORING AND REVIEW

9.1 On-going monitoring and reporting of the TP is necessary to ensure the continuous effectiveness of the plan and continued achievement of objectives over time. The proposal is for a five year cycle, in line with TfL guidance. Trip generation data has been used to provide an initial position for setting targets (Section 5). A baseline travel survey should be undertaken in Year 1 following full occupation of the student building, ideally within three months of occupation, or at least to a position of at least 60% occupancy (to be agreed with LBC). Follow up surveys will then be undertaken at years three and five at around the anniversary of the Year 1 survey, and the results reported to the LBC.

9.2 In addition to this formal monitoring, it is proposed that a limited number of additional 'snapshot' surveys will be carried out in line with the target setting described above. This would include records of meet and greet attendances, take up of personal travel planning, bicycle ownership, gathering feedback from the travel leaflets and website, bicycle purchases etc. This would provide useful information about perceived transport choices, the impact of the travel plan and ways of improving it. After the initial five-year cycle, monitoring should ideally continue on a voluntary basis every two years thereafter. At the completion of each five-year cycle, a review of the travel plan and targets should take place, before new objectives, targets and appropriate measures are set and a new five-year cycle begins.

9.3 Monitoring will include a minimum dataset of these core elements:

- Site management questionnaire – for the student block and each business unit, factual information relating to the site such as number of employees, number and type of parking spaces etc;
- Multi-modal count of all trips to and from site, including taxis – observations at the Finchley Road entry/exit point;
- Student questionnaire – self completion;
- Visitor questionnaire – personal interview;
- Employee questionnaire – self completion;
- Service and delivery traffic to the site – classified freight counts every quarter hour, observation of type of goods.

9.4 The count and questionnaire information is combined for one day to produce a more complete picture of travel to a site. Freight data show a representation of this activity at the site. Parking surveys are not included as the site will be 'car free'.

9.5 The surveys will be secured through a planning obligation using the standardised survey methodology and undertaken by an Independent Field Company (IFC). The legal agreement will include an allowance for monitoring survey fees and for monitoring administration fees, which will account for the duration of the agreed five year monitoring period. The key requirement is that data will be collected using the standard methodology (TRAVL, with results fed into iTRACE).which enables all travel plans to be monitored and assessed consistently by the organisation, the LBC officer and TfL.

9.6 The results of the travel surveys will be reported to LBC.

## 10. ACTION PLAN

10.1 Table 10.1 shows a programme for implementation, which summarises roles, activities and responsibility for funding.

**Table 10.1 Development Timetable**

| Phase | Management | Activity | Mechanism Used | Funding |
|---|---|---|---|---|
| Construction | -TP prepared<br><br>-TP Coordinator in place before students move in<br>-Key members of Management Group established | -Agreed appointment of TP -Coordinator<br>-Early Preparation of marketing materials<br><br>-Ensure TP measures in place<br>-Meet CRM to agree role and actions<br>-Publicity and launch of TP | -Planning consent including S106<br>-TP Coordinators responsibilities outlined in the TP<br>-implementation of identified measures | -TP paid for by developer<br>-Coordinator paid for by developer<br><br>-Developer contributions |
| Early Moving in period | -TP Coordinator in place<br>-Final members of Management Group appointed and in place | -Provision of TP initiatives (meet and greet induction, move in process, etc)<br>-Promotion of Plan measures (displays, personalised travel)<br>-Establish Management Group and initiate meetings<br>-Arrange Year 1 monitoring<br>-Monitoring and reporting (and amendment) of plan | --Plan measures in TP<br><br>-Management structure in TP<br><br>-Monitoring programme in TP | -Paid for by developer |
| Established development and into the future | -Original or new management structure to take on responsibility for plan<br>-Travel Plan Coordinator may continue beyond 5 years | -Monitoring, reporting and amendment to plan based on review up to 5 years<br>-possible other management structure in place<br>-TP coordinator responsibilities transfer to new structure | -Transfer of responsibilities outlined in original TP | -Paid for by developer up to 5 years. |

# APPENDIX A:
# ATTrBuTE Assessment

**Appendix A: ATTrBuTE Assessment**

| | |
|---|---|
| Section 1 - Travel Plan : Background | 11/13 |
| Section 2 - Policy And Best Practice | 3/3 |
| Section 3 - Site Assessment | 9/9 |
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| Section 7 - Travel Plan Management | 14/14 |
| Section 8 - Measures | 7/7 |
| Section 9 - Monitoring And Review | 6/6 |
| Section 12 - Action Plan | 2/2 |
| Section 10 - Securing And Enforcement | 2/6 |
| Section 11 - Travel Plan Funding | 10/12 |
| Section 13 - Final Comments | 0/0 |
| | |

| SECTION 1 - Travel Plan : Background | | 11/13 |
|---|---|---|
| 1. Does the travel plan include<br>1) full address of the development and<br>2) contact details for the person responsible for preparing the travel plan? | | 2/2 |
| 2. Does the travel plan include:<br>1) a breakdown of the different land uses expected on site;<br>2) details of the size of each type of land use? | | 2/2 |
| 3. Does the travel plan include introductory text that adequately sets the scene, including details of any proposed or known occupiers? | | 3/3 |
| 4. Does the plan include details of the number of staff expected on site? | | 1/1 |
| 5. Does the plan include details of the number of residents expected on site? | | 1/1 |
| 6. Does the plan include details of the number of other users (e.g. visitors, deliveries) expected on site, if these are likely to be significant? | | 1/1 |

| | | |
|---|---|---|
| 7. Does the travel plan include details of how build-out of the development will be phased? | Not relevant. First student move in will only be undertaken when the building is fully operational | 0/0 |
| 8. Has a completed iTRACE pro-forma document been submitted with the travel plan? | | 0/2 |
| 9. Does the Framework Travel Plan include a commitment for occupiers of the site to develop individual travel plans within the context of the over-arching plan? | | 1/1 |
| SECTION 2 - Policy And Best Practice | | 3/3 |
| 10. Does the travel plan include reference to<br>1) national and regional policy and<br>2) local/borough policies linked to travel planning? | | 2/2 |
| 11. Does the travel plan demonstrate awareness of travel planning best practice? | | 1/1 |
| SECTION 3 - Site Assessment | | 9/9 |
| 12. Are details of the local road network provided? | | 1/1 |
| 13. Is walking infrastructure in and around the site considered? | | 1/1 |
| 14. Is cycling infrastructure in and around the site considered? | | 1/1 |
| 15. Is use of the car considered? | | 1/1 |
| 16. Have details of all relevant public transport services been provided? | | 3/3 |
| 17. Is it clear what local services/amenities are accessible from the site? | | 2/2 |

| | | |
|---|---|---|
| SECTION 4 - Travel Survey | | 8/8 |
| 18. Have iTRACE (TRAVL where applicable) compliant site user travel surveys been proposed? | | 3/3 |
| 19. Has an appropriate survey methodology been proposed? | | 2/2 |
| 20. Is a baseline modal split (or maximum number of trips per day) identified for the site? | | 3/3 |
| SECTION 5 - Objectives | | 2/2 |
| 21. Does the travel plan include relevant objectives that are linked to the specific context of the site? | | 1/1 |
| 22. Do objectives cover a range of outcomes e.g. environment and health? | | 1/1 |
| SECTION 6 - Targets | | 13/13 |
| 23. Has a target for mode share of single occupancy vehicles been proposed? | | 3/3 |
| 24. Are the targets SMART (in particular is it clear how progress towards them will be measured)? | | 3/3 |
| 25. Have targets appropriate to the phasing of the development been set? | | 3/3 |
| 26. Are targets linked to objectives? | | 1/1 |
| 27. Is it clear when targets will be finalised? | | 3/3 |
| SECTION 7 - Travel Plan Management | | 14/14 |
| 28. Has a site wide Travel Plan Co-ordinator been proposed? | | 2/2 |
| 29. Have Travel Plan Coordinators been proposed for individual occupiers? | | 2/2 |

| | | |
|---|---|---|
| 30. 1) Have the Travel Plan Co-ordinator roles and responsibilities been made clear; 2) Is the amount of time they will spend on the travel plan sufficient? | | 8/8 |
| 31. Is it clear what marketing activities will be<br>1) carried out and<br>2) by whom? | | 2/2 |
| SECTION 8 - Measures | | 7/7 |
| 32. Are site wide walking measures proposed? | | 1/1 |
| 33. Are site wide cycling measures proposed? | | 1/1 |
| 34. Are site wide public transport measures proposed? | Not relevant. Bus and Underground facilities are available within short distance walk of site. | 0/0 |
| 35. Is the action plan clear about how and when travel plans will be developed among occupying organisations? | | 1/1 |
| 36. Are site wide car-share/car club measures proposed? | The development is proposed as 'car free', with no car park spaces provided | 0/0 |
| 37. Is a site wide car parking management plan proposed? | The development is proposed as 'car free', with no car park spaces provided | 0/0 |
| 38. Are there measures linked to reducing the need to travel? | | 1/1 |
| 39. To what extent do measures support the objectives of the travel plan and context of the site? | | 3/3 |

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|---|---|---|
| SECTION 9 - Monitoring And Review | | 6/6 |
| 40. Is a clear monitoring programme that adheres to the standardised approach included? | | 5/5 |
| 41. Is it clear who will have responsibility for monitoring? | | 1/1 |
| SECTION 12 - Action Plan | | 2/2 |
| 42. Is an Action Plan provided which includes:<br>1) short/medium/long term actions;<br>2) timescales and responsibilities? | | 2/2 |
| SECTION 10 - Securing And Enforcement | | 2/6 |
| 43. Is it clear how the travel plan will be secured? | | 2/2 |
| 44. Is a section 106 agreement drafted/in place that ensures the delivery of the travel plan and/or its measures? | The Travel Plan makes clear that funding will be secured through a S 106. This will be drafted in due course | 0/2 |
| 45. Is the travel plan consistent with the S106 agreement? | See above | 0/2 |
| SECTION 11 - Travel Plan Funding | | 10/12 |
| 46. Have funding streams been identified? | | 2/2 |
| 47. Has a budget been set for travel plan measures? | This is being addressed. See comment for Q44 | 0/2 |
| 48. Are the funding implications clear for the:<br>1) travel plan co-ordinator<br>2) monitoring programme? | | 8/8 |

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|---|---|---|
| SECTION 13 - Final Comments | | |
| 49. Have you got any final comments? | | |
| PASS | | 87/95 |
| | | |