

**London Buildings  
Highgate Ltd**

**30A HIGHGATE ROAD  
CAMDEN**

**Travel Plan**

**April 2012**

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## Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
	Background .....	1
	The Development.....	1
	Travel Plan Scope.....	2
<b>2</b>	<b>POLICY GUIDANCE .....</b>	<b>3</b>
	National Policy .....	3
	Regional Policy.....	3
	Local Policy .....	5
<b>3</b>	<b>ACCESSIBILITY .....</b>	<b>7</b>
<b>4</b>	<b>OBJECTIVES AND TARGETS .....</b>	<b>11</b>
	Objectives .....	11
	Targets .....	11
<b>5</b>	<b>TRAVEL PLAN MANAGEMENT .....</b>	<b>13</b>
	Travel Plan Coordinator .....	13
	Travel Plan Strategy .....	14
<b>6</b>	<b>TRAVEL PLAN MEASURES .....</b>	<b>15</b>
	Hard / Physical Measures .....	15
	Soft Measures .....	15
<b>7</b>	<b>SERVICING MANAGEMENT PLAN.....</b>	<b>19</b>
	Objectives .....	19
	Servicing Movements and Vehicles.....	19
	Initiatives of the Plan .....	20
<b>8</b>	<b>MONITORING AND REVIEW .....</b>	<b>22</b>
	Monitoring.....	22
	Review .....	23
<b>9</b>	<b>ACTION PLAN .....</b>	<b>24</b>

## **Figures**

**Figure 1            -        Development Location**

**Figure 2            -        Accessibility Plan**

## **Appendices**

**Appendix A        -        Bus Map and Timetables**

**Appendix B        -        Useful Contact Details**

**Appendix C        -        Employee Travel Questionnaire**

# **1 INTRODUCTION**

## **Background**

- 1.1 This Travel Plan has been prepared by TTP Consulting Ltd for the Development at 30A Highgate Road in the London Borough of Camden (LB Camden).
- 1.2 Planning permission was granted for the Development subject to a Section 106 legal agreement on 3<sup>rd</sup> February 2012 (planning reference 2011/5391/P). This Travel Plan has been written as a requirement of the Section 106 agreement.
- 1.3 Travel plans provide long-term strategies aimed at changing travel habits towards sustainable transport through the promotion of non-car modes, an approach which reflects current central and local government policy.
- 1.4 This Travel Plan has been prepared in accordance with Travel Plan guidance issued by Transport for London (TfL) – *Travel Planning for New Development in London*. It demonstrates the sustainability of the development and its accessibility.

## **The Development**

- 1.5 The Development comprises the following:
- 9 residential units comprising:
    - 2 x 3 bed mews houses
    - 4 x 2 bed flats
    - 3 x 3 bed flats
  - 3 x B1 units totalling 593sq m GFA
  - 19 cycle parking spaces
  - Retention of the existing vehicular access

## **Travel Plan Scope**

- 1.6 Although the Development is mixed use, this document has been produced for the B1 office element only, and is therefore intended as a Workplace Travel Plan concerned with staff travel by sustainable transport modes.
- 1.7 This Travel Plan aims to increase awareness of the advantages and potential for travel by more environmentally friendly modes and sets out the physical and management measures that will assist travel by alternative modes.
- 1.8 In addition, this document includes a Servicing Management Plan which sets out how deliveries associated with the Development will be managed in an effective manner to minimise the impact of servicing activity.
- 1.9 The remainder of this document is set out as follows:
- Section 2 - sets out relevant policy guidance
  - Section 3 - details the accessibility of the Development
  - Section 4 - lists the objectives and targets of the Travel Plan
  - Section 5 - sets out the Travel Plan management
  - Section 6 - lists the Travel Plan measures
  - Section 7 - provides details of the Servicing Management Plan
  - Section 8 - specifies the monitoring and review process
  - Section 9 - includes a copy of the Action Plan

## 2 POLICY GUIDANCE

- 2.1 This section provides an overview of key national, regional and local policies relevant to securing travel plans. Further details can be found on the new way to plan website ([newwaytoplan.tfl.gov.uk](http://newwaytoplan.tfl.gov.uk)).

### National Policy

- 2.2 The need to manage transport in new developments is enshrined in many national policy and guidance documents. Over the past ten years, the need to reduce car dependency, increase travel choices and encourage sustainable distribution has been established through key documents such as Planning Policy Guidance 13 (PPG13): Transport (updated 2011). This has now been surpassed by the National Planning Policy Framework (NPPF), which was published on 27<sup>th</sup> March 2012.

- 2.3 The NPPF states that *"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; and,*
- *consider the needs of people with disabilities by all modes of transport."*

- 2.4 It goes on to state that *"a key tool to facilitate this will be a travel plan."*

- 2.5 The DfT's *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* (2009) outlines the role and benefits of travel plans in the planning process, the way to secure them and their inter-relationship with transport assessments. It also discusses the requirements and elements of an effective travel plan.

### Regional Policy

- 2.6 The Mayor's London Plan was revised in July 2011 and is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The travel planning aspects of the London Plan are discussed in the following paragraphs.

2.7 The London Plan's objectives of greatest relevance to travel planning are:

- *'A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan.*
- *A city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively.'*

2.8 The integration of transport and development to reduce the need to travel is a strategic focus of the London Plan (Policy 6.1). The plan also addresses the need to:

- *"Reduce emissions from transport;*
- *Provide for pedestrians and cyclists;*
- *Consider development proposals in light of existing transport capacity and proximity to major freight routes (as relevant); and,*
- *Promote actions to achieve wider environmental sustainability in London."*

2.9 Critically, Policy 6.3 of The Plan asserts that:

- a) *"Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance...; that*
- b) *Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be coordinated with travel plans; and that*
- c) *LDFs should include policy requiring transport assessments, travel plans, construction logistics and delivery/ servicing plans as set out above;"*

2.10 The Mayors' Transport Strategy (2010) sets out the Mayor's transport vision for London over the next 20 years to accommodate the projected housing and employment growth in a sustainable manner. London boroughs are required to devise schemes through their Local Implementation Plan to implement the strategy in their areas. Like the London Plan, the

Mayors' Transport Strategy emphasises the importance of integrating land-use planning and transport to support the use of sustainable transport modes.

2.11 The London Freight Plan, Sustainable freight distribution: A plan for London (2007) sets out the vision for sustainable freight distribution in London over the next five to ten years: "...*the safe, reliable and efficient movement of freight and servicing trips to, from, within and, where appropriate, through London to support London's economy, in balance with the needs of other transport users, the environment and Londoners' quality of life.*"

2.12 Four key projects are assisting the achievement of this vision: Delivery and servicing plans (either as a consideration as part of a travel plan or as a stand-alone document); The Freight Operator Recognition Scheme (FORS); the Freight Information Portal and Construction Logistics Plans (CLPs).

- The Freight Operator Recognition Scheme provides a quality benchmark with members achieving bronze, silver or gold status dependent on levels of fleet and freight vehicle operational efficiency. Members are rewarded for amongst other things reductions in CO2 levels and collisions between Heavy Goods Vehicles and cyclists.
- Delivery and Servicing Plans will be used to improve building operational efficiency by reducing delivery and servicing impacts to premises, specifically CO2 emissions and congestion. The aim of the plans will be to reduce unnecessary deliveries, particularly during peak periods and make more efficient use of servicing areas.
- The purpose of the Freight Information Portal is to provide a single interface for information on freight between London public authorities and freight operators. The project aims to reduce costs for operators and improve freight journey planning.
- Construction Logistic Plans which have similar objectives to Delivery and Servicing Plans are applied to the construction phases of a Site with the specific aim to improve construction freight efficiency.

## Local Policy

2.13 Camden's Transport Strategy forms part of the Council's Local Implementation Plan and was published in August 2011. Policy 2.2 states the following:

*"Camden will implement initiatives that promote the health and environmental benefits of walking and cycling through campaigns and travel plan development with schools, businesses*



*and other organisations. Camden will continue to develop and improve health partnerships with key health practitioners, such as NHS Camden and to promote the integration of walking and cycling into leisure and commuting trips."*

2.14 Policy 2.22 goes on to state:

*"Camden will encourage workplaces to develop and implement travel plans, to recognise the significant health, environmental and economic benefits of travelling by more sustainable modes of transport."*

### 3 ACCESSIBILITY

#### Development Description

- 3.1 The Development is located on the east side of the B518 Highgate Road which meets with Burghley Road to the north and Fortess Walk to the south. Between the Development and Fortess Walk is a fire station, whilst the other adjoining properties to the north, east and west are primarily residential in nature.
- 3.2 The Development's location in the context of the local area is shown at **Figure 1**.
- 3.3 The site of the Development is currently occupied by a workshop and warehouse buildings which have previously been used for a variety of commercial purposes. The surrounding area comprises a mixture of residential streets and light industrial and storage uses.

#### Parking

- 3.4 Camden has a number of Controlled Parking Zones (CPZ) which cover the entire Borough.
- 3.5 The site is situated within the East Kentish Town CPZ (Zone CA-M), which has restrictions in place from Monday to Friday from 08:30 to 18:30 for both resident and pay & display parking.

#### Pedestrians

- 3.6 There are footways along both sides of the majority of roads in the vicinity of the Development providing access to residential, commercial, community and leisure facilities along with public transport services.
- 3.7 Informal crossings exist on some of the residential roads adjoining Highgate Road. There is a zebra crossing immediately to the north of the junction with Burghley Road and signalised pedestrian crossings at the junction with Fortess Road.

#### Cyclists

- 3.8 There are a number of cycle routes within the area surrounding the Development with Highgate Road forming part of the London Cycle Network which provides connections with central and north London.
- 3.9 Highgate Road and part of Burghley Road are designated by TfL as '*routes on quieter roads that have been recommended by other cyclists and/or may connect blue route sections*'. The blue route sections exist along the northern part of Highgate Road and on other nearby roads and are defined by TfL as '*routes signed for use by cyclists on a mixture of quiet and busier roads; some have cycle lanes marked on the road surface*'.

## Bus Services

3.10 There are numerous bus services available within the locality of the Development. The nearest bus stop is opposite on Highgate Road which provides northbound services for routes 214 and C2. The bus stop for southbound services for the same routes is situated approximately 100 metres to the north.

3.11 **Table 3.1** sets out information regarding the service frequency of each route.

<b>Table 3.1 – Summary of Bus Service Frequency</b>					
<b>Route No.</b>	<b>Route</b>	<b>Weekday Frequency</b>		<b>Weekend Frequency</b>	
		<b>Peak</b>	<b>Off-Peak</b>	<b>Saturday</b>	<b>Sunday</b>
<b>24</b>	Grosvenor Rd – Royal Free Hospital	4-8	10	5-8	7-10
	South End Green – Grosvenor Rd	4-8	10	4-8	7-11
<b>46</b>	Lancaster Gate – Stonecutter St	10-12	15	8-10	15
	Stonecutter St – Westbourne St	10-12	15	10	15
<b>134</b>	North Finchley Rd Stn – Tottenham Court Rd	4-8	10	5-8	6-10
	Tottenham Court Rd – Tally Ho Corner	3-6	4-8	3-7	6-8
<b>214</b>	Highgate School – Finsbury Square	6-10	10-12	6-10	11-12
	Finsbury Square – Highgate School	6-10	10-12	7-10	10-12
<b>393</b>	Lea Bridge Roundabout – Chalk Farm	10-12	20	10-13	20
	Chalk Farm – Clapton Pond	10-12	20	11-12	20
<b>C2</b>	Parliament Hill Fields – Victoria Bus Stn	6-10	6-10	6-10	8-12
	Victoria Bus Stn – Parliament Hill Fields	5-8	8-10	6-10	10-12

3.12 The bus routes listed above provide regular connections to destinations throughout London with stops at public transport interchanges enabling people to readily access a wide variety of other services.

3.13 The local area bus spider map is included at **Appendix A** along with timetables detailing the frequency of each service.

## Underground Services

- 3.14 The nearest underground station to the Development is Kentish Town which is located approximately 330 metres (4 minutes walk) to the south on the A400 Kentish Town Road. Services operate on the Northern Line between Edgware or High Barnet and Morden via either the Charing Cross or Bank branch.
- 3.15 Tufnell Park is also within walking distance, being situated to the north of Kentish Town, with services also on the Northern Line.

## Rail Services

- 3.16 In addition to underground services, Kentish Town also provides national rail services operated by First Capital Connect.
- 3.17 Services operate between Luton and Wimbledon/Sutton via a number of stations including St Albans, St Pancras, Farringdon and London Blackfriars.
- 3.18 The London Overground network is also within walking distance of the Development, with Gospel Oak Station being 850 metres to the north west (11 minutes walk).
- 3.19 Overground services to/from Barking originate at Gospel Oak, which also provides an interchange on the line between Richmond and Stratford.

## Public Transport Accessibility Level (PTAL)

- 3.20 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.21 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.
- 3.22 Using the Transport for London (TfL) Planning Information Database, it has been determined that the Development has a PTAL rating of 6A, demonstrating an excellent level of accessibility to public transport.

## Section Summary

- 3.23 The Development is accessible by all modes being within acceptable walking and cycling distances from nearby local amenities, and benefits from excellent public transport links being located close to numerous bus routes and rail services. **Figure 2** illustrates the location of the nearest bus stops and rail stations relative to the Development.

## 4 OBJECTIVES AND TARGETS

### Objectives

- 4.1 This Travel Plan is for a car free development with no parking provided on-site. The Travel Plan will focus primarily on providing the necessary information that employees will need to make informed choices about how to access the Development by sustainable modes of travel.
- 4.2 The objectives of this Travel Plan are to:
1. Provide viable sustainable travel options for accessing the Development through the promotion, enhancement and facilitation of the use of walking, cycling and public transport.
  2. Promote the health and environmental benefits of walking and cycling through information provision.
  3. Enhance the attractiveness of the Development as a convenient location to work by promoting all sustainable transport options available and demonstrating that travel by car is unnecessary.
  4. Ensure that the travel needs of all those working at the Development are met and accommodated for.

### Targets

- 4.3 Targets are an essential part of the travel plan. Targets should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 4.4 Targets can take a number of forms including 'aim type' targets, for example meeting set modal splits, and 'action type' targets which set targets for meeting actions that are necessary for the delivery and implementation of the travel plan.
- 4.5 Due to the accessible location of the Development and the lack of viable parking opportunities (both on and off-site), it is anticipated that most, if not all, staff will use public transport, walk or cycle to travel to work and, as such, it is not considered appropriate to set aim targets for the reduction in car use or for increasing the use of sustainable modes.

4.6 In this regard, the key targets are set out below:

- The Travel Plan Coordinator will be appointed prior to first occupation of the Development.
- Undertake the initial Travel Survey and a substantial review within six months of occupation.
- Issue Travel Information Packs to all new employees.
- Update noticeboards monthly ensuring details on local facilities and bus stops are up to date.

4.7 The targets will be discussed with LB Camden Highway Officers and verified following receipt of the results from the initial survey. The targets will then be monitored over the course of the life of the Travel Plan and will be reviewed as is necessary.

## 5 TRAVEL PLAN MANAGEMENT

### Travel Plan Coordinator

5.1 The appointment of a Travel Plan Coordinator (TPC) is one of the most important aspects of the Travel Plan as they will drive the development and implementation of the Travel Plan and the measures set out within the document. They will also be the point of contact for all concerned stakeholders.

5.2 The TPC contact details are as follows;

Name: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

5.3 The TPC will be responsible for all aspects of the Travel Plan and his/her primary functions will include:

- Implementation and up-keep of sustainable transport measures and promotion of them to employees;
- Creation and dissemination of a Travel Information Pack for all employees;
- Liaison with LB Camden Travel Plan Officers regarding monitoring and review of the Travel Plan;
- Promotion of the objectives and benefits of the Travel Plan;
- Coordination and undertaking of the required initial travel survey and all monitoring, including up-take of measures.
- Maintenance of all necessary systems, data and paperwork;
- Acting as the point of contact for travel information;
- Increasing travel awareness through means such as: publicity information; workshops; and other suitable media to enable informed travel choices to be made.



## **Travel Plan Strategy**

- 5.4 This document has been designed to set out what should typically be included within a Travel Plan for a development of this nature, with site specific details also included. Once the Travel Plan has been adopted it may be necessary to adapt it to reflect changes in circumstances and/or organisational policies.
- 5.5 As part of the development of the Travel Plan, the TPC will be required to meet with each occupier to promote the concepts and benefits of the Travel Plan. The meetings will provide an opportunity to identify a common set of objectives which encourage the use of sustainable transport modes and reduce reliance on the private car.

## **Marketing**

- 5.6 Occupants of the Development will be made aware of the existence of the Travel Plan upon the commencement of their occupation. The details of the Travel Plan, its objectives in protecting the environment and the role of individuals in achieving the objectives of the Travel Plan will be set out upon acceptance of tenancy / employment.
- 5.7 The following could be used as a means of disseminating information to promote events/campaigns/promotions/services/initiatives:
- Notice boards
  - Newsletters
  - Travel Information Pack
  - Internet/intranet sites
  - E-groups and forums

## **6 TRAVEL PLAN MEASURES**

6.1 This section outlines measures that will be considered to assist and encourage staff to travel to and from the development by sustainable modes with the aim of achieving the objectives identified in Section 4. The measures which form the core of the Travel Plan have been grouped as follows:

- Hard / physical measures incorporated into the design; and,
- Soft marketing and management measures which will be implemented to ensure that sustainable travel behaviour is maximised.

### **Hard / Physical Measures**

6.2 It is recognised that physical aspects of the design can influence travel patterns and will have an impact upon the mode and extent of use of sustainable transport from the outset. The measures that will be incorporated into the design are set out below.

#### **Cycle Parking**

6.3 The Development includes the provision of 5 secure cycle parking spaces for use by employees.

#### **Deliveries and Servicing**

6.4 Delivery and servicing activity for the Development will be undertaken using an off-street service area.

6.5 Further information regarding the servicing of the site is included within the Servicing Management Plan at Section 7 which sets out how servicing activity associated with the Development will be managed and controlled, and how the measures and initiatives will be implemented.

### **Soft Measures**

#### **Information Provision and Travel Awareness**

6.6 In order for a Travel Plan to be successful the benefits of sustainable travel must be made known constantly and coherently. Therefore, travel awareness and information provision are key features of any Travel Plan.

- 6.7 All staff will be provided with a Travel Information Pack upon arrival. This information pack will include details, maps and timetables for local buses and rail services; information regarding local facilities (banks, local shops, local cycle outlets etc.) and other useful information (including Transport for London Journey Planner phone numbers and website details, and contact details for registered local taxi operators).
- 6.8 The Travel Information Pack will also contain information about the Travel Plan including its purpose and objectives, as well as contact details for the TPC.
- 6.9 A dedicated travel notice board will be set up in logical common areas such as reception and communal areas. This will include not only public transport, walking, and cycling information but also details of the Travel Plan itself and the contact details of the TPC.
- 6.10 A list of useful contact details has been included at **Appendix B**.

### **Walking and Cycling**

- 6.11 The TPC will encourage walking by providing information about the most suitable/appropriate pedestrian routes to/from the Development, and also to local amenities.
- 6.12 The TPC will monitor and encourage maintenance of all pedestrian routes to a high standard and discuss with LB Camden any further improvements to pedestrian routes and linkages. For example, they will seek to identify any particular safety hazards, poorly lit areas, 'missing links' etc.
- 6.13 As set out previously, the Development includes the provision of 5 secure cycle parking spaces for employees.
- 6.14 The TPC will administer and promote travel by bicycle primarily through information provision, however, the following measures will also be considered:
- Cycle to work scheme whereby employees are able to purchase bicycles and equipment at a reduced rate as part of the Government's Green Transport Plan.
  - Holding cycle maintenance sessions in association with local cycle retailers or similar organisations/companies that offer 'Dr Bike' services;
  - Promote participation in cycle-related events such as the London to Brighton bike ride;

- Creation of a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling in London can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling.

6.15 The TPC will provide information on the safest cycle routes in the area and promote the use of cycling to access the Development. They will identify, through travel surveys, problems with cycle routes and discuss possible improvements with the highway authority.

### **Public Transport**

6.16 The TPC will ensure that all underground, train and bus services are well publicised and promoted to all occupiers. Bus and train routes and timetable information will be included within the Travel Information Packs and on-site travel notice boards;

6.17 Promotion of TfL Journey Planner and National Rail web sites and phone numbers for Transport for London and National Rail.

### **Interest Free Loans**

6.18 The TPC will actively encourage occupiers of the Development to provide interest-free loans for annual season tickets/travelcards for use on public transport.

### **Car Clubs**

6.19 Car Clubs are an excellent way to enable employees to use cars without the hassle and expense of ownership.

6.20 There are several Car Club facilities in the local area, with the nearest situated a short distance to the west on Greenwood Place, which is operated by Zipcar. An additional facility is located to the south east on Falkland Road.

6.21 The TPC will encourage staff that need to travel by car to use Car Club cars, and will advertise promotions associated with Car Club operators in the area. Information will be provided through means such as noticeboards in reception areas, and include details such as how to join a Car Club, their locations, the benefits they offer and upcoming events/promotions.

### **Taxi/Minicab**

6.22 A free telephone service will be provided in the main reception areas for staff of the Development to contact a reputable local taxi firm if required.

- 6.23 Taxis picking up/dropping off at the development would be able to do so on-site where the turning area provided would ensure that vehicles enter and exit in forward gear.

### **Visitor Travel**

- 6.24 Employees will be provided with advice to ensure that visitors are advised to travel by modes other than the private car wherever possible. Where travel by private car is required, advice will be provided so that visitors can be directed to the nearest appropriate on-street spaces.

## **7 SERVICING MANAGEMENT PLAN**

### **Objectives**

- 7.1 The primary objectives of the Servicing Management Plan are to manage deliveries and servicing to, from and within the premises in order to ensure the successful operation of the servicing area, so that the potential for conflict with other vehicles and pedestrians is avoided.
- 7.2 The Servicing Management Plan will manage deliveries and servicing to the premises in order to:
- Ensure that, where possible, deliveries are planned so that there is no need for vehicles to wait off-site at any time.
  - Ensure that, where possible, deliveries are undertaken by small to medium sized vehicles e.g. transit vans.
  - Ensure that vehicles park/wait within the service area for the minimum time necessary, in order to ensure that facilities are available for incoming vehicles whenever possible.

### **Servicing Movements and Vehicles**

- 7.3 The service area will be capable of accommodating small to medium sized vehicles and includes a turning area that is sufficient to enable vehicles to depart the site in forward gear. A swept path analysis of a vehicle servicing the site is included within the Transport Statement that was submitted as part of the planning application.
- 7.4 The number of deliveries will be dependent on the nature of the occupier. However, an estimation of the likely number of deliveries has been derived based on experience, which suggests that it is reasonable to assume that B1 office use generates approximately 0.25 deliveries per 100sq m. On this basis, the Development (comprising 593sq m) would generate approximately 2 deliveries per day.
- 7.5 It is anticipated that the vast majority of deliveries will be undertaken by small to medium sized vehicles. This is supported by information contained within the TRAVL database which indicates that an office development of this size will typically be serviced by transit sized vehicles.

## **Initiatives of the Plan**

- 7.6 A Goods In Manager will be appointed to oversee on-site servicing activity and ensure its smooth operation.
- 7.7 The Goods In Manager will be aware of forthcoming servicing activity, particularly, if/when exceptional activity is planned/expected.
- 7.8 In order to meet the objectives of the Servicing Management Plan, the following initiatives will be adopted:
- The Goods In Manager will issue written/email instructions to all suppliers who book deliveries setting out the delivery procedures to be adopted by them.
  - Suppliers will be required to pre-book 30 minute delivery slots including details of the type of vehicle that will be used to undertake the delivery and the scale/nature of goods to be supplied (although the majority of deliveries would only take 5-10 minutes to undertake, the 30 minute slots would allow for the vagaries of London traffic etc.).
  - Deliveries will be programmed so as to avoid waste/recycling collections.
  - Drivers will be informed that vehicle engines must be switched off whilst goods are being loaded/unloaded (i.e. when their vehicle is stationary).
  - Vehicles not associated with deliveries of goods (excluding taxis) will not be permitted to park/wait in the service area. They will instead be directed to pay & display bays nearby in the immediate vicinity of the site.
  - The Goods In Manager will be responsible for the transfer of goods from the point of receipt to their ultimate destination.
- 7.9 The Goods In Manager will be responsible for the smooth and efficient operation of the "Plan".

## **Monitoring and Review**

- 7.10 The Goods In Manager will maintain a record of servicing, which will include the following information:
- Day
  - Date

- Delivery slot(s) booked
- Type of vehicle
- Goods carried
- Time of arrival
- Time of departure
- Any other comments

- 7.11 The Goods In Manager will constantly monitor/review the success of the Plan and, if considered necessary/appropriate, will propose changes to the Plan to be approved by the Local Planning Authority (LPA).
- 7.12 As part of the wider reviewing of the Travel Plan, the Servicing Management Plan will be the subject of a regular review (six months after first occupation and annually thereafter) with the LPA, unless the LPA confirm (in writing) that a formal review is not necessary.



## 8 MONITORING AND REVIEW

- 8.1 This section sets out the monitoring programme detailing what and how frequently surveys will be undertaken, by whom, and how they will be reported.

### Monitoring

- 8.2 LB Camden requires that the progress of the Travel Plan is effectively monitored and the results are reported back. Surveys will therefore be undertaken to understand employee travel habits and attitudes towards sustainable modes of transport.
- 8.3 The Travel Plan Coordinator will arrange the initial full multi-modal travel survey to be undertaken for the Development prior to the initial review of the Travel Plan, which is to take place within six months of occupation. Additional surveys will then be undertaken every year to inform an annual review of the Travel Plan. The survey will comprise of the following elements:
- Questionnaire surveys of employees to identify the mode share for travel to work, focusing on barriers to more sustainable travel in the longer term, especially active modes of travel. (A copy of the proposed Employee Travel Questionnaire is attached at **Appendix C**);
  - The level of usage of cycle stands;
  - Changes to any information provided on travel noticeboards, e.g. timetables;
  - Demand for additional cycle parking facilities;
  - Condition of on and off site pedestrian and cycle facilities;
  - Comments received from employees relating to the operation and implications of the Travel Plan;
  - Visitor questionnaire surveys; and,
  - Cycle parking utilisation survey.
- 8.4 The results will be discussed with the LPA and action taken if considered necessary or appropriate.
- 8.5 The Travel Plan recognises that it is not possible to force people to complete surveys, but possible incentives could be put forward to increase response rates.

## **Review**

- 8.6 The Travel Plan Coordinator will discuss the results of the surveys with LB Camden Highways Officers within one month of each survey. Borough officers together with the Travel Plan Coordinator will then review the results and, if appropriate review progress towards any agreed targets.

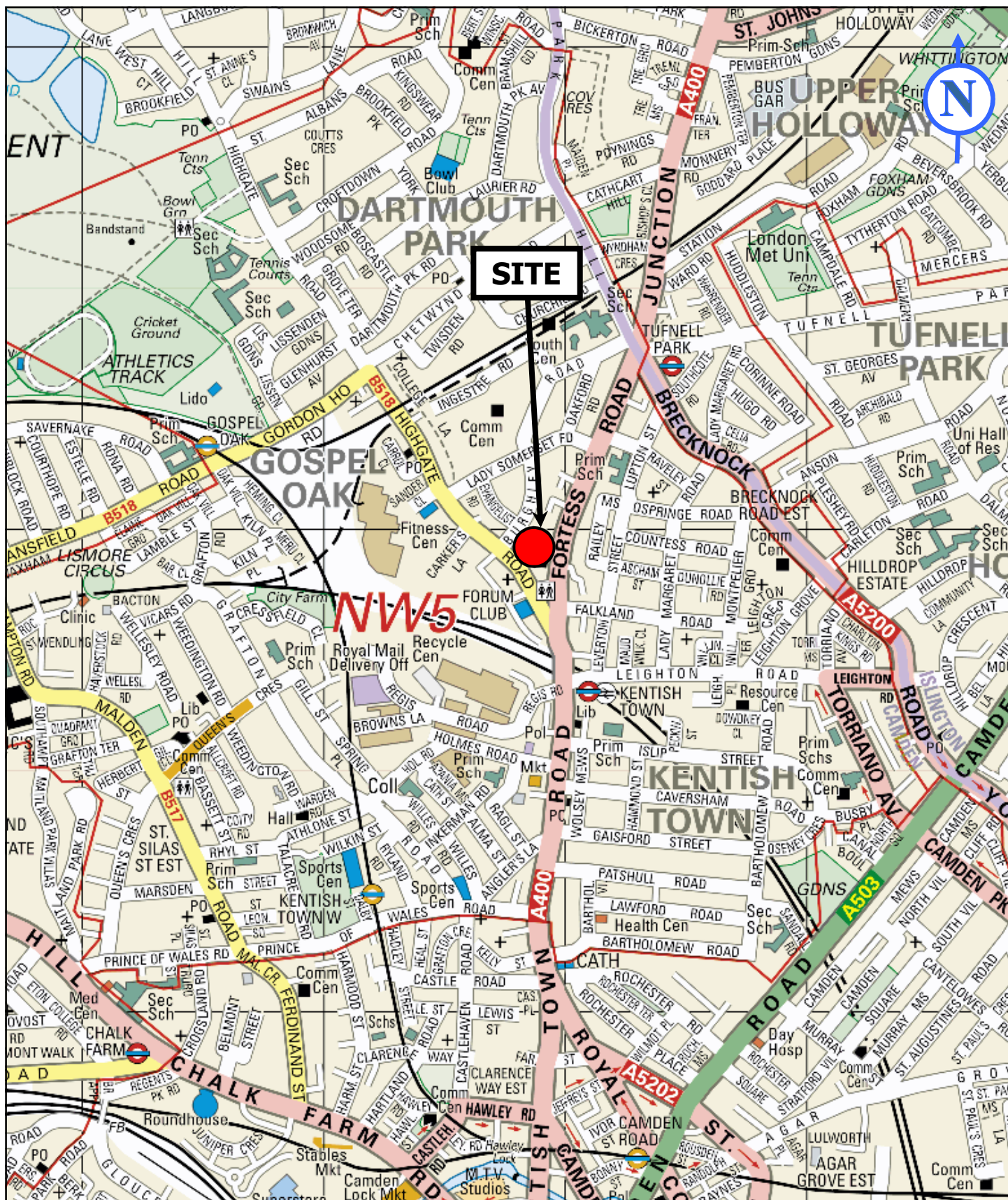
## 9 ACTION PLAN

**Table 9.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured. The Action Plan will be constantly reviewed by the Travel Plan Coordinator adding and amending actions as appropriate and necessary.

Table 9.1 – Action Plan				
Measures	Notes	Status/ Target Date	Method of Monitoring	Responsibility
<b>General</b>				
Appointment of Travel Plan Coordinator (TPC)	Developer/Occupier to appoint a TPC as necessary	Prior to occupation	N/A	Development Management
<b>Information Provision</b>				
Travel Information Packs	All staff will receive a Travel Information Pack outlining the sustainable travel options, the existence and purpose of the Travel Plan and location of cycle parking etc.	Upon commencement of employment	N/A	TPC
Noticeboards	Noticeboards will be placed in a prominent location in communal and reception areas	Prior to Development opening	N/A	TPC to update information monthly
Personalised Travel Planning Sessions	The TPC will offer planning services to new employees	When necessary upon employment	The TPC will keep a record of which staff have utilised the service as well as the nature of the service (group, one on one)	TPC
<b>Cycling</b>				
Promotion of the cycle facilities available	Cycle parking to be provided for staff	Once facilities are installed	Spot checks as part of maintenance rounds	TPC
Staff discount on cycles and safety equipment	Cycle to Work Scheme if appropriate		Uptake of offer monitored by developer and info requested from them by TPC	TPC
Provide cycle route maps and other information relating to cycle facilities	Greater cost if bespoke information needs to be printed. Less if existing maps etc. are used	Upon first occupation	TPC to monitor uptake	TPC
Encourage cycling through awareness events such as National Bike Week and social bike rides		Annual event – summer and spring	TPC to monitor participation levels and interest	TPC

<b>Walking</b>				
Walk to Work days and social walking events	Health and financial benefits advertised	Spring and Summer (annually)	TPC to monitor uptake	TPC
Staff to be provided with information related to safe walking routes.	As part of Welcome Packs or induction sessions	Prior to building being occupied and on-going through recruitment	NA	TPC/HA
<b>Public Transport</b>				
Noticeboard with timetable information	Located in communal areas	Upon building completion	Administrative - TPC	TPC

## FIGURES



30A Highgate Road, London

London Buildings Highgate Ltd

## Development Location Plan

### TTP Consulting

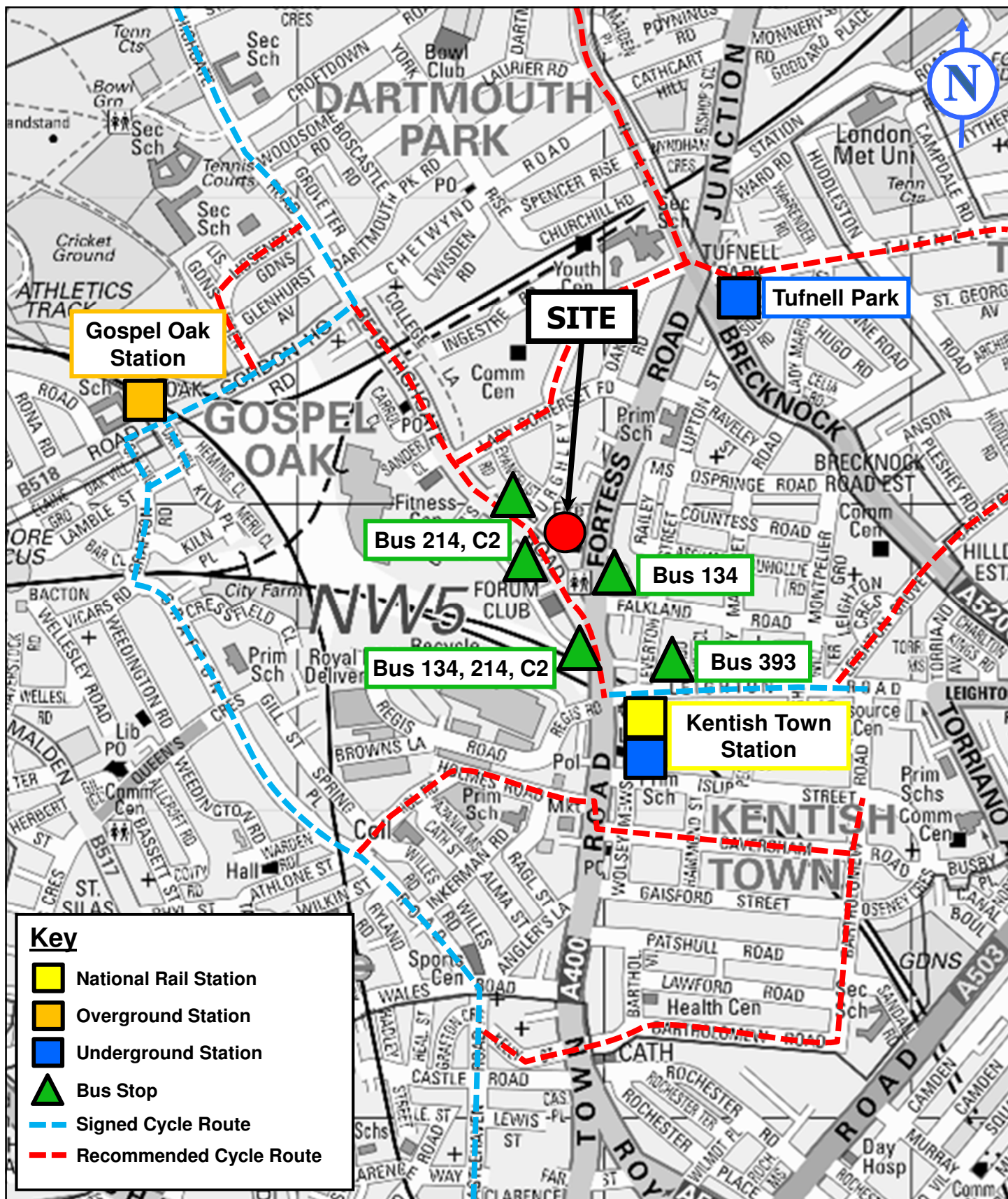
131-151 Great Titchfield Street  
London  
W1W 5BB

Tel: 020 3008 8940  
www.ttp-consulting.co.uk

Registered in England: 7441800

DRAWN: G.S	CHECKED: ---	DATE: 29.03.12	SCALE: NTS	DRAWING REFERENCE: Figure 1	REVISION: .
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30A Highgate Road, Camden

London Buildings Highgate Ltd

## Accessibility Plan

### TTP Consulting

131-151 Great Titchfield Street  
London  
W1W 5BB

Tel: 020 3008 8940  
www.ttp-consulting.co.uk

Registered in England: 7441800

DRAWN: G.S	CHECKED: ---	DATE: 30.03.12	SCALES: NTS	DRAWING REFERENCE: Figure 2	REVISION: .
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# **APPENDIX A**

## **Bus Map and Timetables**



# Route finder

Day buses including 24 hour services

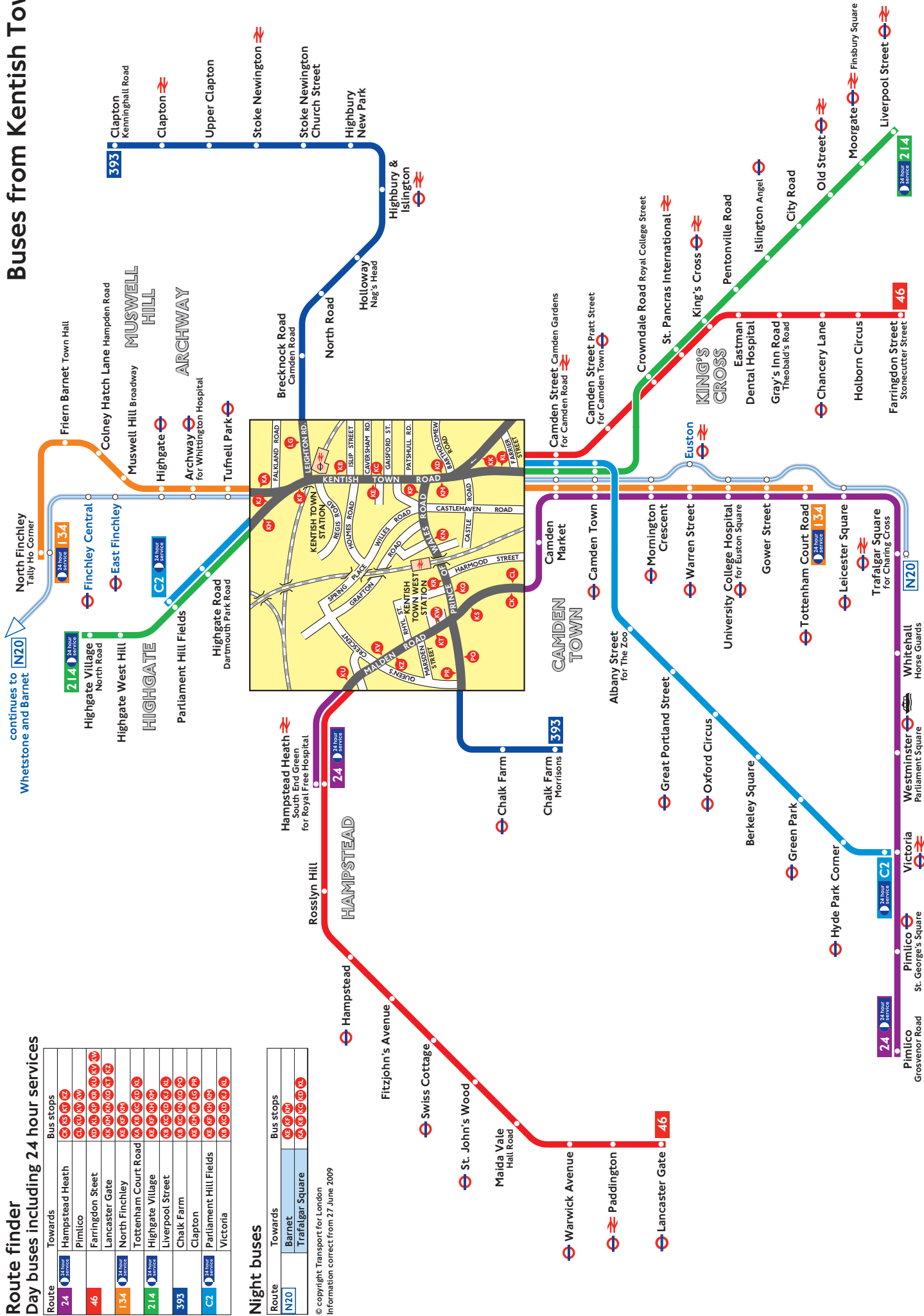
Route	Towards	Bus stops
24	Hampstead Heath	35 36 37 38
	Pimlico	39 40 41 42
46	Farringdon Street	43 44 45 46 47 48
	Lancaster Gate	49 50 51 52 53 54
134	North Finchley	55 56 57 58 59 60
	Tottenham Court Road	61 62 63 64 65 66
214	Highgate Village	67 68 69 70 71 72
	Liverpool Street	73 74 75 76 77 78
393	Chalk Farm	79 80 81 82 83 84
	Clapton	85 86 87 88 89 90
C2	Parliament Hill Fields	91 92 93 94 95 96
	Victoria	97 98 99 100 101 102

# Night buses

Route	Towards	Bus stops
N20	Barnet	103 104 105 106
	Trafalgar Square	107 108 109 110

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Information correct from 27 June 2009

# Buses from Kentish Town



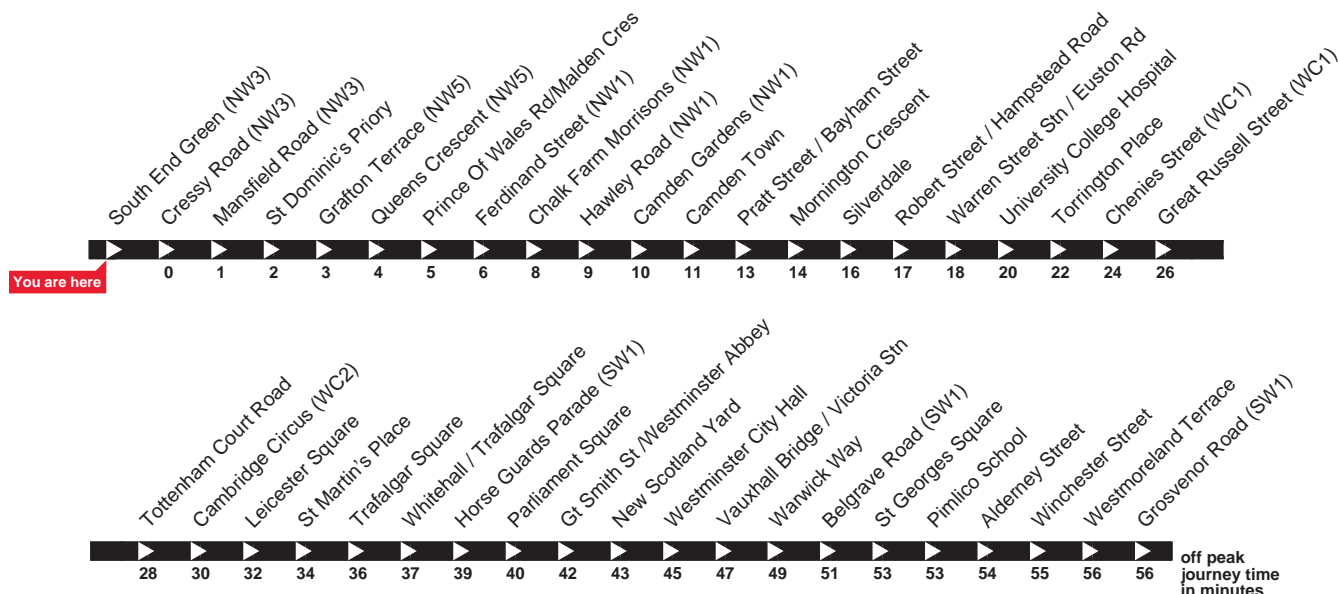
# London Buses

# 24


**24 hour service**



Buses towards Grosvenor Road (SW1)



Monday - Thursday							
Midnight to 00:30am	00:30 to 1am	1 to 6am	6 to 7am	7 to 8am	8am to 8pm	8 to 11pm	11pm to Midnight
00 00 00 15	00 30 00 45	At these minutes past the hour	00 15 <b>5-9</b> minutes	<i>about every</i> <b>3-5</b> minutes	<i>about every</i> <b>4-8</b> minutes	<i>about every</i> <b>10</b> minutes	23 00 23 15 23 30 23 45
Friday							
Midnight to 00:30am	00:30 to 1am	1 to 6am	6 to 7am	7 to 8am	8am to 8pm	8 to 11pm	11pm to Midnight
00 00 00 15	00 30 00 45	At these minutes past the hour	00 15 <b>5-9</b> minutes	<i>about every</i> <b>3-5</b> minutes	<i>about every</i> <b>4-8</b> minutes	<i>about every</i> <b>10</b> minutes	23 00 23 15 23 30 23 45
Saturday (also Good Friday)							
Midnight to 00:30am	00:30 to 1am	1 to 6am	6 to 7am	7 to 8am	8am to 7pm	7 to 11pm	11pm to Midnight
00 00 00 15	00 30 00 45	At these minutes past the hour	00 06 00 00 15 06 15 00 30 06 30 00 45 06 40 00 50 06 50	<i>about every</i> <b>10</b> minutes	<i>about every</i> <b>4-8</b> minutes	<i>about every</i> <b>10</b> minutes	23 00 23 15 23 30 23 45
Sunday and other Public Holidays							
Midnight to 00:30am	00:30 to 1am	1 to 7am	7am to 11pm			11pm to Midnight	
00 00 00 15	00 30 00 45	At these minutes past the hour	<i>about every</i> <b>7-11</b> minutes			23 00 23 15 23 30 23 45	

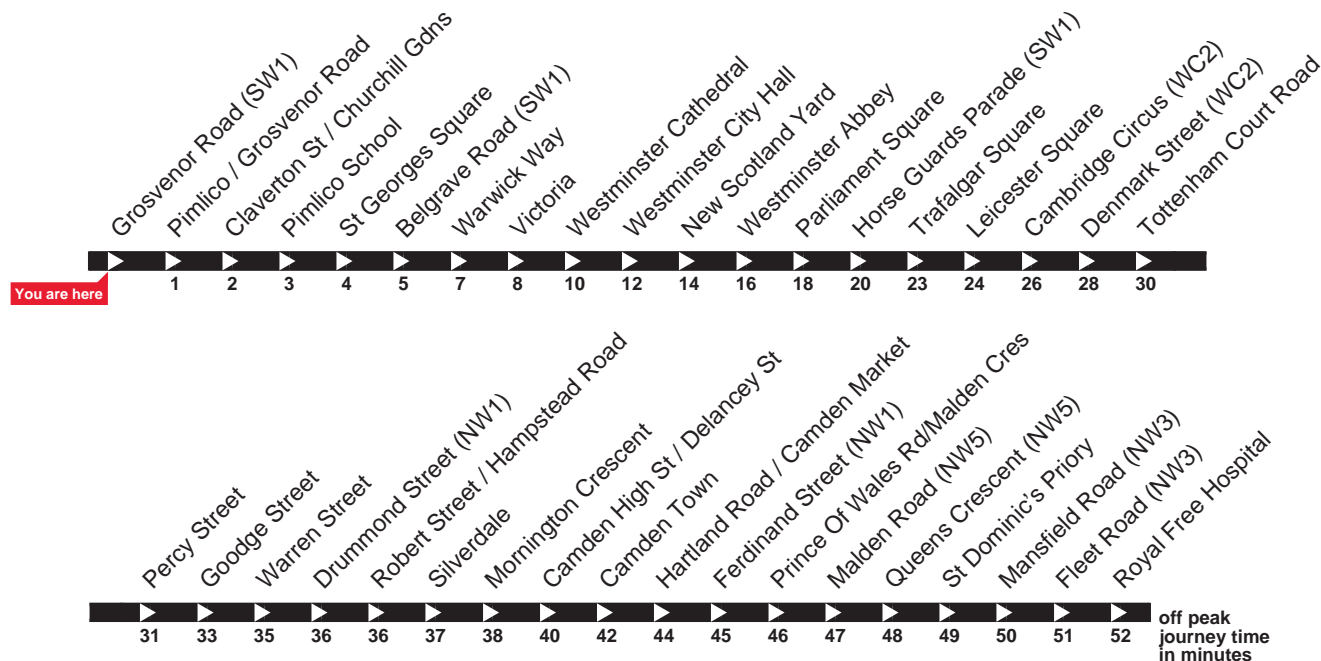
Operated by London General for London Buses

# London Buses

# 24


**24 hour service**

## Buses towards Royal Free Hospital



### Monday - Thursday

Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6 to 7am	7am to 9pm	9 to 11pm	11pm to Midnight
00 00 00 15	00 30 00 45	At these minutes past the hour 00 15 00 30 00 45	00 05 00 05 15 05 29 05 44 05 59	06 14 06 29 06 44 06 54	about every <b>4-8</b> minutes	about every <b>10</b> minutes	23 03 23 13 23 23 23 33 23 45

### Friday

Midnight to 00:30am	00:30 to 1am	1 to 2am	2 to 5am	5 to 6am	6 to 7am	7am to 9pm	9 to 11pm	11pm to Midnight
00 05 00 20	00 35 00 50	01 05 01 15 01 30 01 45	At these minutes past the hour 00 15 00 30 00 45	00 05 00 05 15 05 29 05 44 05 59	06 14 06 29 06 44 06 54	about every <b>4-8</b> minutes	about every <b>10</b> minutes	23 03 23 13 23 23 23 35 23 50

### Saturday (also Good Friday)

Midnight to 00:30am	00:30 to 1am	1 to 3am	3 to 4am	4 to 5am	5 to 6am	6 to 7am	7 to 9am	9am to 8pm	8 to 11pm	11pm to Midnight
00 05 00 20	00 35 00 50	At these minutes past the hour 05 20 05 35 05 50	03 05 03 19 03 33 03 48	04 03 04 17 04 31 04 45	05 00 05 15 05 29 05 44 05 59	06 14 06 29 06 44 06 59	about every <b>10-14</b> minutes	about every <b>5-8</b> minutes	about every <b>10</b> minutes	23 03 23 13 23 23 23 35 23 50

### Sunday and other Public Holidays

Midnight to 00:30am	00:30 to 1am	1 to 2am	2 to 3am	3 to 4am	4 to 5am	5 to 6am	6 to 7am	7 to 8am	8am to 11pm	11pm to Midnight
00 00 00 15	00 30 00 45	01 00 01 20 01 35 01 50	02 05 02 20 02 35 02 50	03 05 03 19 03 33 03 48	04 03 04 17 04 31 04 45	05 00 05 15 05 29 05 44 05 59	06 14 06 29 06 44 06 59	07 14 07 29 07 44 07 55	about every <b>7-10</b> minutes	23 03 23 13 23 23 23 33 23 45

Operated by London General for London Buses

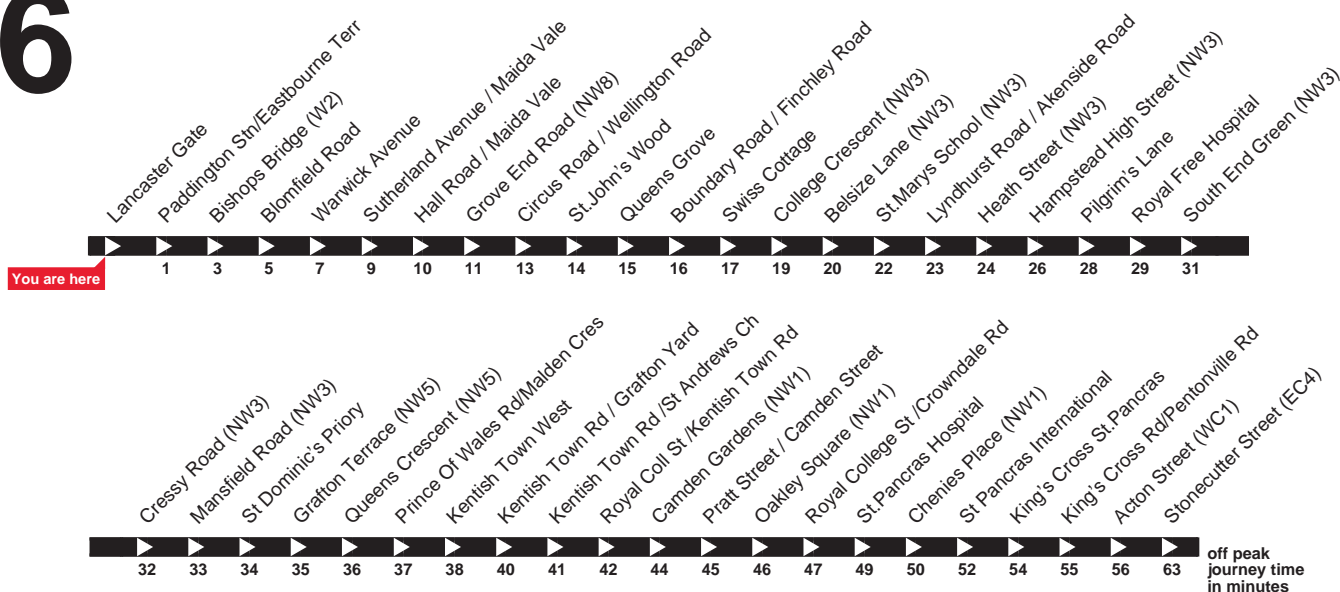
# London Buses

# 46

Daily



Buses towards Stonecutter Street (EC4)



## Monday - Friday

First bus	5 to 6am	6 to 7am	7 to 8am	8am to 7pm	7 to 8pm	8pm to Midnight	Last bus
04 55	05 10 05 25 05 37 05 49	<i>about every</i> <b>10-12</b> <i>minutes</i>	<i>about every</i> <b>7-10</b> <i>minutes</i>	<i>about every</i> <b>10-12</b> <i>minutes</i>	19 04 19 16 19 28 19 40 19 55	<b>At these</b> 10 <b>minutes</b> 25 <b>past the</b> 40 <b>hour</b> 55	00 10

## Saturday (also Good Friday)

First bus	5 to 7am	7 to 8am	8 to 9am	9am to 6pm	6pm to Midnight	Last bus
04 55	<b>At these</b> 15 <b>minutes</b> 35 <b>past the</b> 55 <b>hour</b>	07 15 07 35 07 50	08 05 08 20 08 34 08 46 08 59	<i>about every</i> <b>8-10</b> <i>minutes</i>	<b>At these</b> 10 <b>minutes</b> 25 <b>past the</b> 40 <b>hour</b> 55	00 10

## Sunday and other Public Holidays

First buses	7 to 9am	9 to 10am	10am to Midnight	Last bus
06 05 06 35	<b>At these</b> 05 <b>minutes</b> 25 <b>past the</b> 45 <b>hour</b>	09 00 09 15 09 30 09 44 09 55	<b>At these</b> 10 <b>minutes</b> 25 <b>past the</b> 40 <b>hour</b> 55	00 10

Operated by Metroline for London Buses

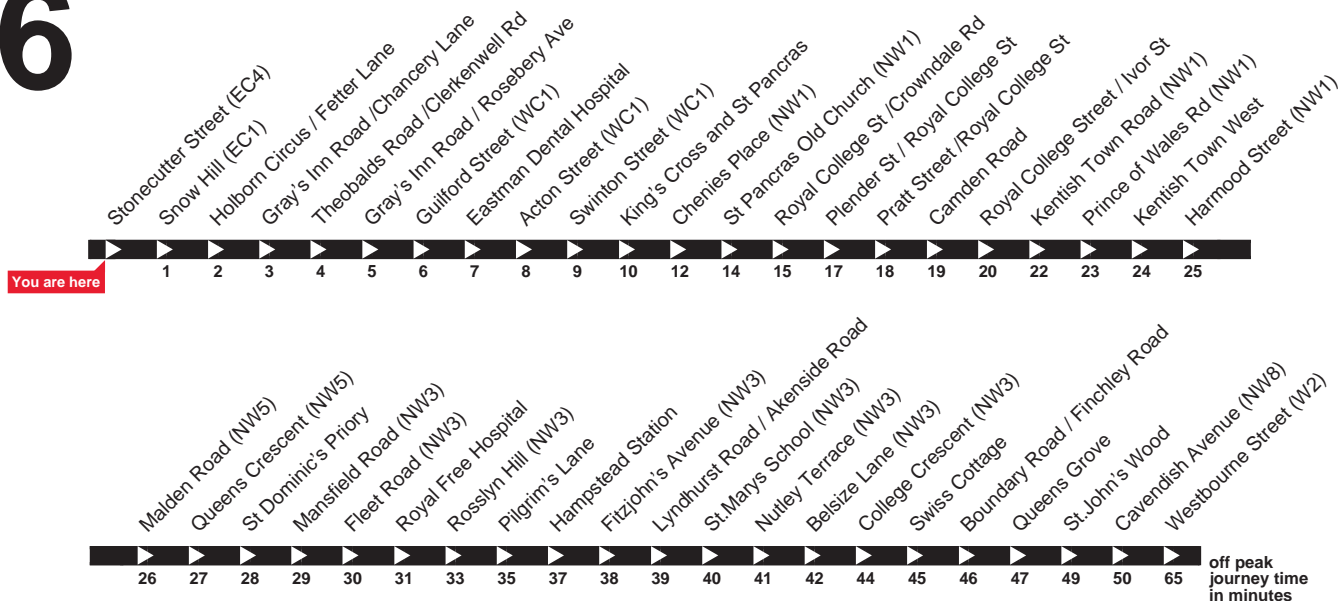
# London Buses

# 46

Daily



Buses towards Westbourne Street (W2)



## Monday - Friday

First buses	6am to 8pm	8 to 11pm	Last buses
0525	<i>about every</i>	<b>At these</b> 05	2305
0540	<b>10-12</b>	<b>minutes</b> 20	2320
0555	<i>minutes</i>	<b>past the</b> 35	2335
		<b>hour</b> 50	2350

## Saturday (also Good Friday)

First buses	6 to 8am	8 to 9am	9am to 6pm	6 to 11pm	Last buses
0525	<b>At these</b> 05	0805	<i>about every</i>	<b>At these</b> 05	2305
0545	<b>minutes</b> 25	0825	<b>10</b>	<b>minutes</b> 20	2320
	<b>past the</b> 45	0840	<i>minutes</i>	<b>past the</b> 35	2335
	<b>hour</b>	0855		<b>hour</b> 50	2350

## Sunday and other Public Holidays

First buses	7 to 9am	9am to 8pm	8 to 9pm	9 to 11pm	Last buses
0610	<b>At these</b> 15	<b>At these</b> 10	2007	<b>At these</b> 05	2305
0635	<b>minutes</b> 35	<b>minutes</b> 25	2020	<b>minutes</b> 20	2320
0655	<b>past the</b> 55	<b>past the</b> 40	2035	<b>past the</b> 35	2335
	<b>hour</b>	<b>hour</b> 55	2050	<b>hour</b> 50	2350

Operated by Metroline for London Buses

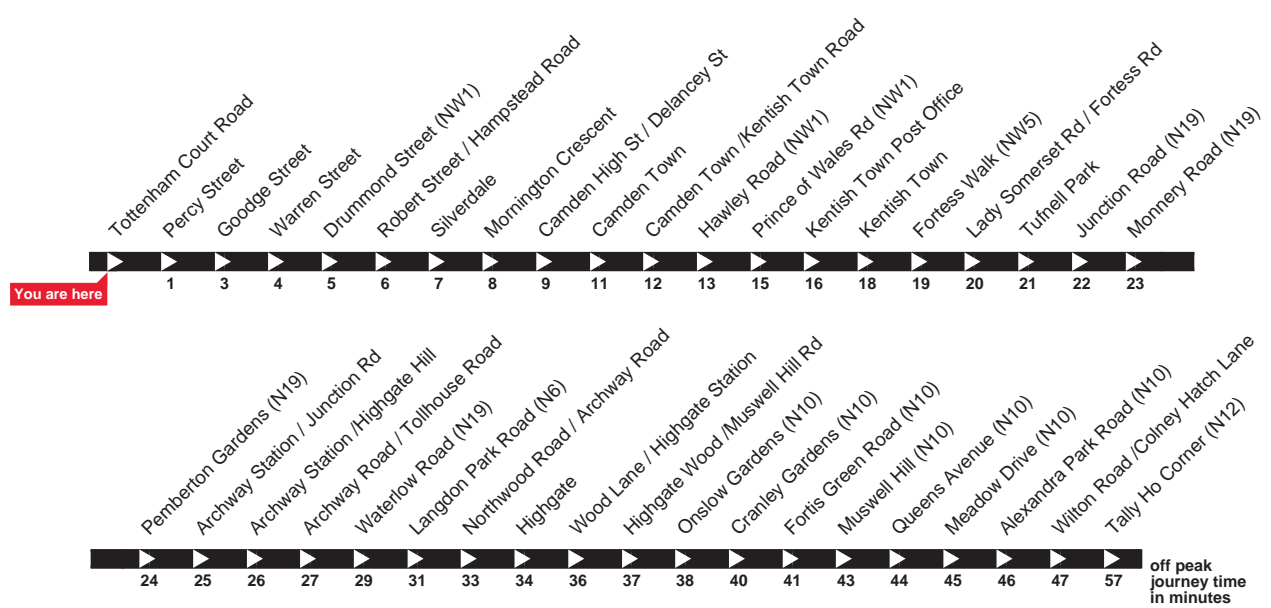
# London Buses

# 134

24 hour service



Buses towards Tally Ho Corner (N12)



Monday - Friday										
Midnight to 00:30am	00:30 to 1am	1 to 6am	6 to 7am	7 to 8am	8am to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight
00 00 00 15	00 30 00 45	At these minutes past the hour	00 06 10 15 20 25 30 34 38 43 48 53	about every 5-8 minutes	about every 3-6 minutes	19 00 06 12 18 24 30 33 37 45 51 56	20 00 04 07 15 22 30 37 45 52	about every 4-8 minutes	about every 10 minutes	23 00 10 20 30 40 50

Journeys at 09:27, 10:03, 18:51, 19:33, 19:56, 20:04, and 21:11 run as far as Archway Station /Highgate Hill.

Saturday (also Good Friday)											
Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10am to 7pm	7 to 10pm	10 to 11pm	11pm to Midnight
00 00 00 15 00 27	00 39 00 51	about every <b>12</b> minutes	05 03 05 15 05 30 05 45	06 00 06 10 06 25 06 40 06 52	about every <b>10-12</b> minutes	about every <b>7-10</b> minutes	about every <b>5-8</b> minutes	about every <b>3-6</b> minutes	about every <b>4-8</b> minutes	about every <b>10</b> minutes	23 00 23 10 23 20 23 30 23 40 23 50

Journeys at 18:15, 18:51, 19:56, and 21:11 run as far as Archway Station /Highgate Hill.

Sunday and other Public Holidays													
Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10am to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight
00 00 00 15 00 27	00 39 00 51	about every 12 minutes	05 03 05 15 05 30 05 45	06 00 06 10 06 25 06 40 06 55	07 10 07 25 07 40 07 55	08 10 08 25 08 40 08 52	09 04 09 16 09 28 09 40 09 48 09 55	about every 6-8 minutes	19 02 19 09 19 16 19 23 19 27 19 30 19 37 19 45 19 52 19 56	about every 7-10 minutes	21 00 21 10 21 20 21 25 21 30 21 40 21 50	about every 10 minutes	23 00 23 10 23 20 23 30 23 40 23 50

Journeys at 19:27, 19:56, and 21:25 run as far as Archway Station /Highgate Hill.

Operated by Metroline for London Buses

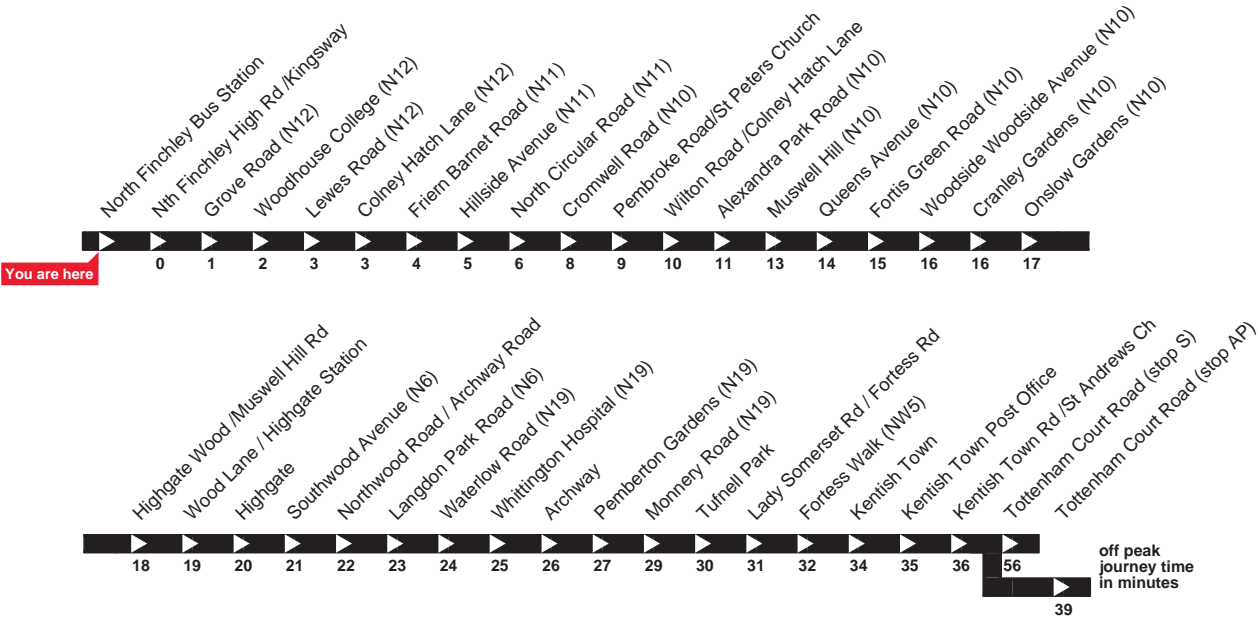
# London Buses

# 134

24 hour service



Buses towards Tottenham Court Road



Monday - Friday							
Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6am to 9pm	9 to 11pm	11pm to Midnight	
00 00 00 15	00 30 00 45	At these minutes past the hour	00 05 00 15 05 15 30 05 24 45 05 36 05 48	about every 5-8 minutes	about every 10 minutes	23 00 23 10 23 30 23 45	

Journeys at 00:00, 00:15, 00:30, 00:45, 01:00, 01:15, 01:30, 01:45, 02:00, 02:15, 02:30, 02:45, 03:00, 03:15, 03:30, 03:45, 04:00, 04:15, 04:30, 04:45, 05:00, 05:15, 23:30, and 23:45 run as far as Tottenham Court Road (stop AP).

Saturday (also Good Friday)							
Midnight to 00:30am	00:30 to 1am	1 to 4am	4 to 5am	5 to 6am	6 to 7am	7am to 11pm	11pm to Midnight
00 01 00 13 00 25	00 37 00 49	about every 12 minutes	04 01 04 15 04 30 04 45	05 00 05 15 05 24 05 39 05 51	about every 11-12 minutes	about every 6-10 minutes	23 00 23 10 23 25 23 37 23 49

Journeys at 00:01, 00:13, 00:25, 00:37, 00:49, 01:01, 01:13, 01:25, 01:37, 01:49, 02:01, 02:13, 02:25, 02:37, 02:49, 03:01, 03:13, 03:25, 03:37, 03:49, 04:01, 04:15, 04:30, 04:45, 05:00, 05:15, 23:25, 23:37, and 23:49 run as far as Tottenham Court Road (stop AP).

Sunday and other Public Holidays								
Midnight to 00:30am	00:30 to 1am	1 to 4am	4 to 5am	5 to 6am	6 to 8am	8 to 9am	9am to 11pm	11pm to Midnight
00 01 00 13 00 25	00 37 00 49	<i>about every</i>  <b>12</b> <i>minutes</i>	04 01 04 15 04 30 04 45	05 00 05 15 05 24 05 39 05 51	At these minutes past the hour	06 08 03 21 08 15 36 08 27 51 08 39 08 51 08 58	<i>about every</i>  <b>6-10</b> <i>minutes</i>	23 00 23 10 23 25 23 37 23 49

Journeys at 00:01, 00:13, 00:25, 00:37, 00:49, 01:01, 01:13, 01:25, 01:37, 01:49, 02:01, 02:13, 02:25, 02:37, 02:49, 03:01, 03:13, 03:25, 03:37, 03:49, 04:01, 04:15, 04:30, 04:45, 05:00, 05:15, 23:25, 23:37, and 23:49 run as far as Tottenham Court Road (stop AP).

Operated by Metroline for London Buses

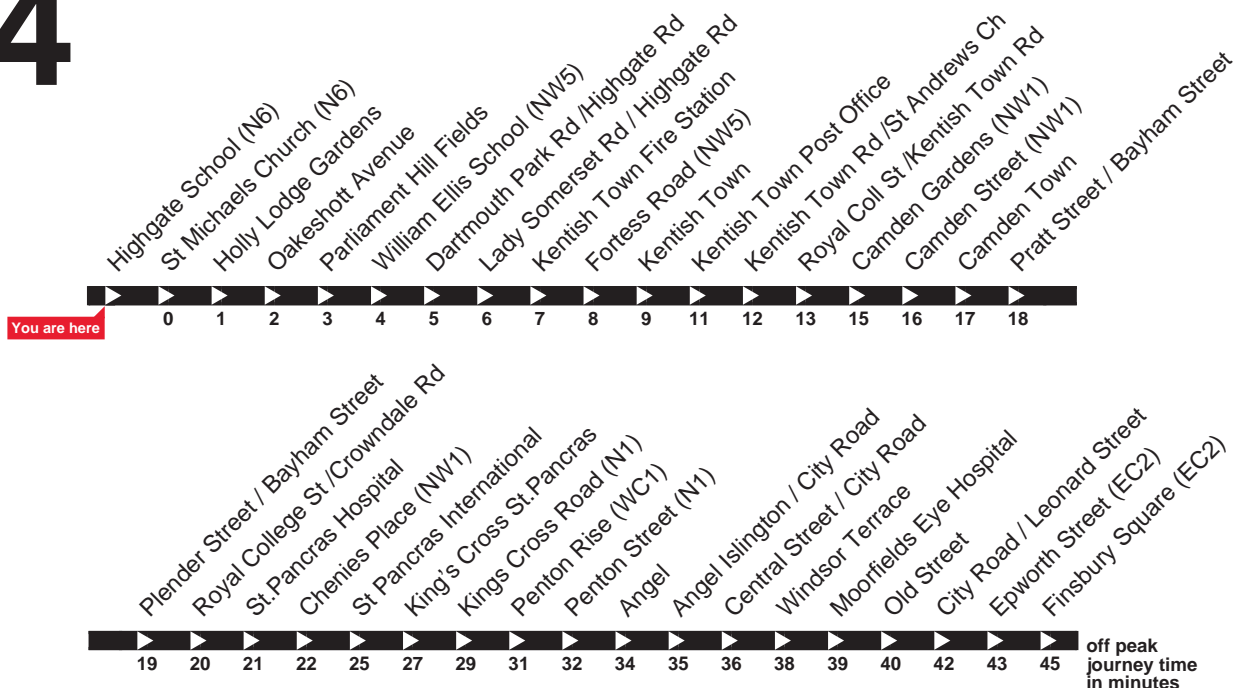


# 214

Daily



## Buses towards Finsbury Square (EC2)



### Monday - Friday

First buses	6am to 8pm	8 to 11pm	Last buses
0510	<i>about every</i>	<i>about every</i>	2301
0525	<b>6-10</b>	<b>10-12</b>	2313
0540	<i>minutes</i>	<i>minutes</i>	2325
0552			2340

### Saturday (also Good Friday)

First buses	6 to 7am	7 to 8am	8am to 5pm	5 to 11pm	Last buses
0510	0610	0710	<i>about every</i>	<i>about every</i>	2301
0525	0625	0725	<b>6-10</b>	<b>10-13</b>	2313
0540	0640	0740	<i>minutes</i>	<i>minutes</i>	2325
0555	0655	0755			2340

### Sunday and other Public Holidays

First buses	6 to 7am	7 to 8am	8am to 11pm	Last buses
0510	0610	0710	<i>about every</i>	2301
0525	0625	0725	<b>11-12</b>	2313
0540	0640	0740	<i>minutes</i>	2325
0555	0655	0755		2340

Operated by Metroline for London Buses



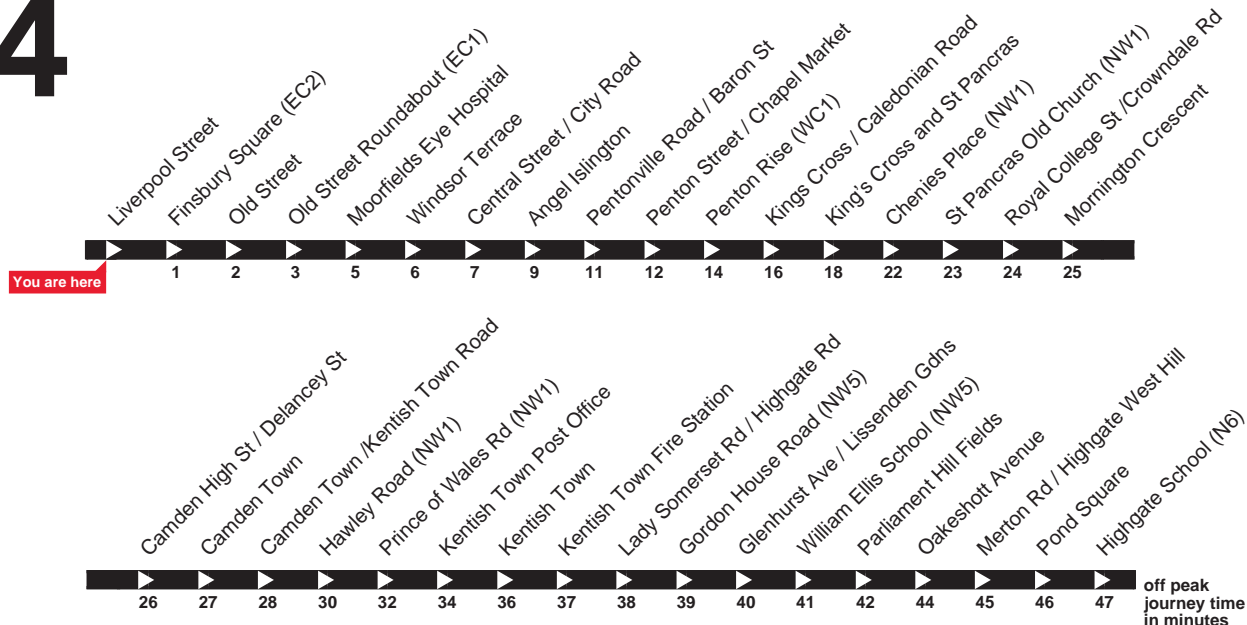
# London Buses

# 214

Daily



Buses towards Highgate School (N6)



## Monday - Friday

First buses	5 to 6am	6 to 7am	7am to 9pm	9 to 11pm	Last buses
0008 0023	0553	0608 0623 0635 0647 0654	<i>about every</i> <b>6-10</b> <i>minutes</i>	<i>about every</i> <b>10-12</b> <i>minutes</i>	2308 2320 2332 2344 2356

## Saturday (also Good Friday)

First buses	5 to 6am	6 to 9am	9am to 6pm	6 to 11pm	Last buses
0008 0023	0553	At these 08 minutes 23 past the 38 hour 53	<i>about every</i> <b>7-10</b> <i>minutes</i>	<i>about every</i> <b>10-12</b> <i>minutes</i>	2308 2320 2332 2344 2356

## Sunday and other Public Holidays

First buses	5 to 6am	6 to 9am	9am to 11pm	Last buses
0008 0023	0553	At these 08 minutes 23 past the 38 hour 53	<i>about every</i> <b>10-12</b> <i>minutes</i>	2308 2320 2332 2344 2356

Operated by Metroline for London Buses

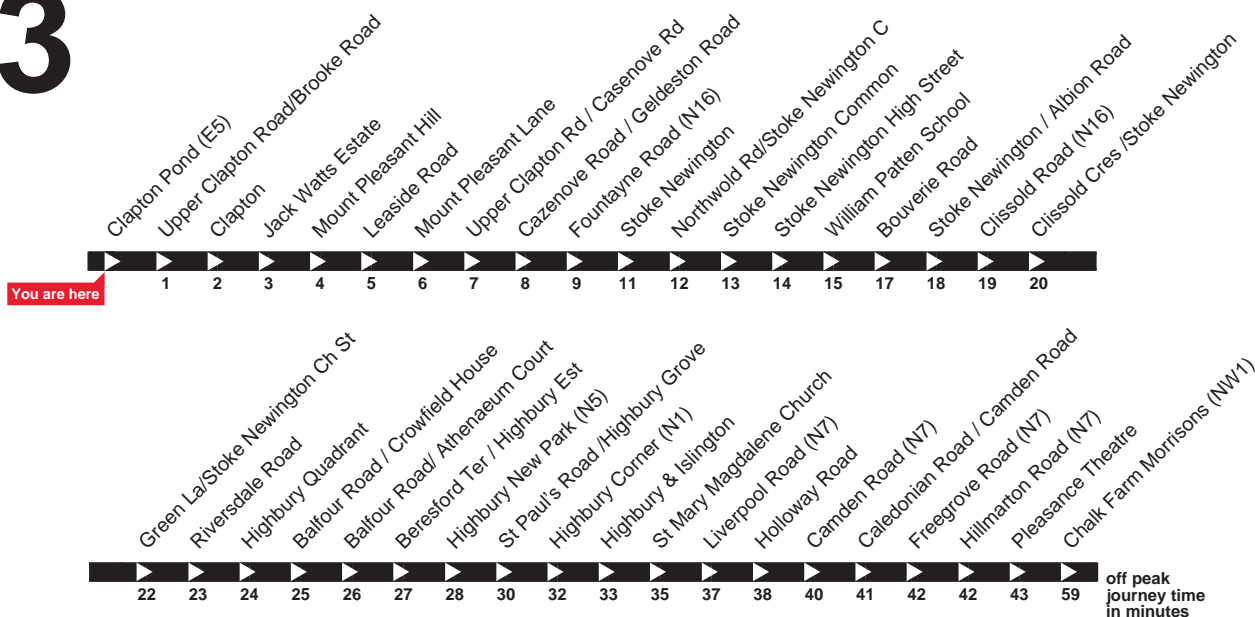
# London Buses

# 393

Daily



Buses towards Chalk Farm Morrisons (NW1)



## Monday - Friday

First buses	6 to 7am	7 to 8am	8 to 9am	9am to 6pm	6 to 7pm	7 to 8pm	8 to 10pm	10 to 11pm	11pm to Midnight	Last bus
05 22	06 07	about every	08 11	about every	18 04	19 10	At these 10	22 11	23 13	00 13
05 37	06 20	<b>8-12</b>	08 23	<b>10-12</b>	18 16	19 25	minutes 30	22 32	23 33	
05 52	06 33		08 29		18 28	19 40	past the 50	22 53	23 53	
	06 43		08 35		18 40	19 55	hour			
	06 51		08 47		18 55					
	06 59	minutes	08 59							

## Saturday (also Good Friday)

First buses	6 to 8am	8 to 9am	9am to 6pm	6 to 7pm	7 to 10pm	10 to 11pm	11pm to Midnight	Last bus
05 22	At these 02	08 02	about every	18 08	At these 10	22 11	23 13	00 13
05 42	minutes 22	08 20	<b>10-13</b>	18 23	minutes 30	22 32	23 33	
	past the 42	08 33		18 38	past the 50	22 53	23 53	
	hour	08 46		18 54	hour			
		08 59						

## Sunday and other Public Holidays

First buses	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to 10pm	10 to 11pm	11pm to Midnight	Last bus
06 33	07 13	08 13	09 08	10 05	At these 10	22 11	23 13	00 13
06 53	07 33	08 32	09 27	10 20	minutes 30	22 32	23 33	
	07 53	08 50	09 46	10 35	past the 50	22 53	23 53	
				10 50	hour			

Operated by Arriva London for London Buses

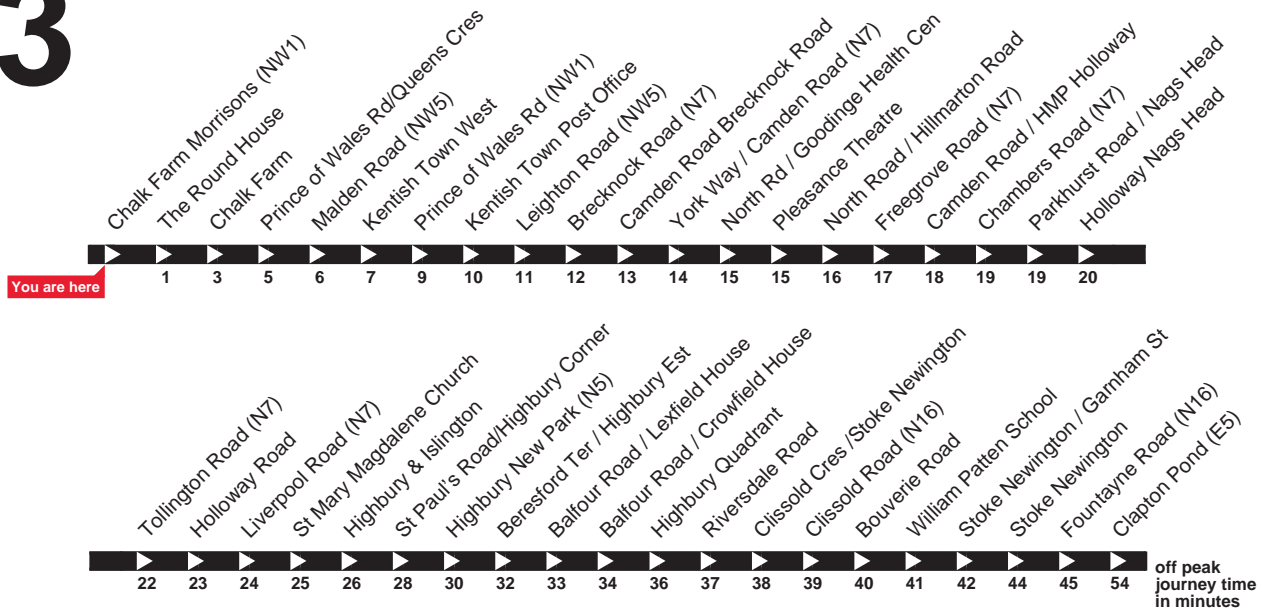
# London Buses

# 393

Daily



Buses towards Clapton Pond (E5)



## Monday - Friday

First buses	6 to 7am	7am to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Last buses
05 30	06 10	<i>about every</i>	19 01	20 14	21 01	22 01	23 03	00 03
05 50	06 25	<b>10-12</b>	19 14	20 29	21 21	22 22	23 23	00 23
	06 36	<i>minutes</i>	19 29	20 45	21 41	22 43	23 43	
	06 47		19 44					
	06 57		19 59					

## Saturday (also Good Friday)

First buses	6 to 8am	8am to 7pm	7 to 8pm	8 to 10pm	10 to 11pm	11pm to Midnight	Last buses
05 30	At these 10	<i>about every</i>	19 07	At these 01	22 01	23 03	00 03
05 50	minutes 30	<b>11-12</b>	19 24	minutes 21	22 22	23 23	00 23
	past the 50	<i>minutes</i>	19 41	past the 41	22 43	23 43	
	hour			hour			

## Sunday and other Public Holidays

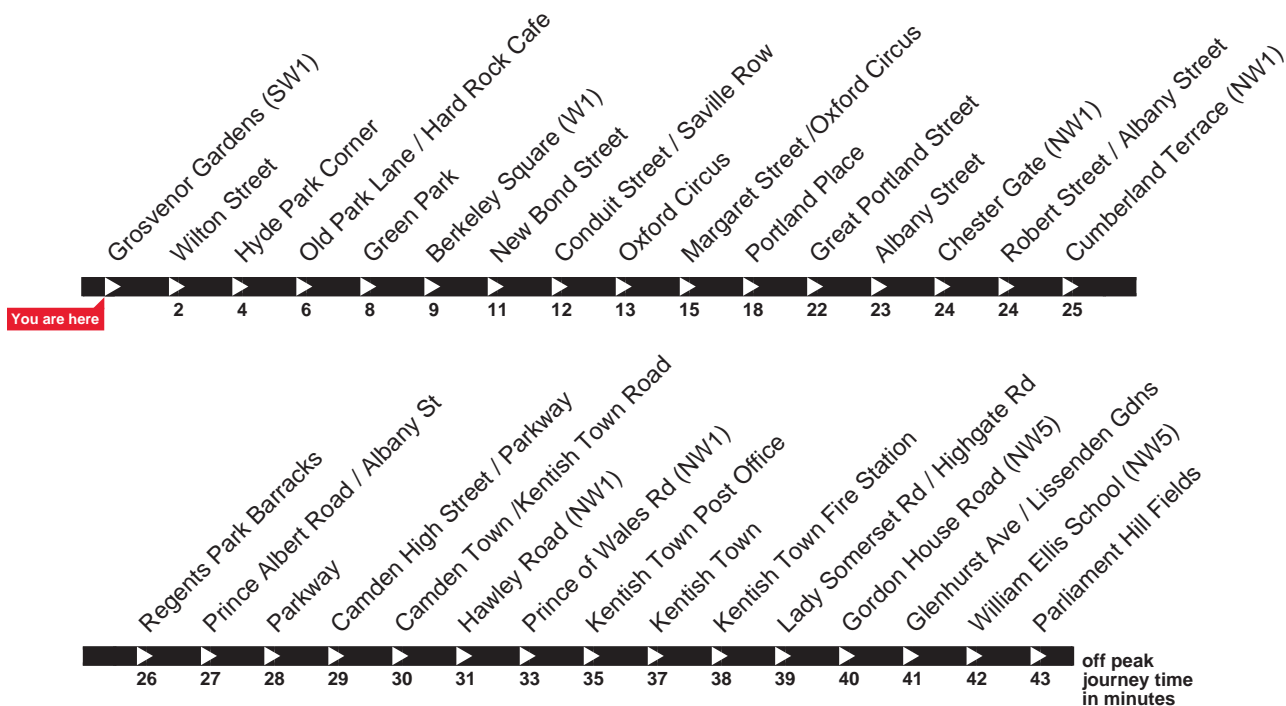
First buses	7 to 9am	9 to 10am	10 to 11am	11am to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Last buses
06 21	At these 01	09 01	10 06	At these 19	20 20	21 01	22 01	23 03	00 03
06 41	minutes 21	09 17	10 23	minutes 39	20 41	21 21	22 22	23 23	00 23
	past the 41	09 33	10 40	past the 59		21 41	22 43	23 43	
	hour	09 49	10 59	hour					

Operated by Arriva London for London Buses

## C2 24 hour service



### Buses towards Parliament Hill Fields



#### Monday - Friday

Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6 to 7am	7am to 8pm	8 to 11pm	11pm to Midnight
00 00 00 10 00 20	00 30 00 50	At these minutes past the hour 20 50	05 20 05 35 05 50	06 05 06 20 06 30 06 40 06 50 06 58	about every <b>5-8</b> minutes	about every <b>8-10</b> minutes	23 00 23 10 23 20 23 30 23 40 23 50

#### Saturday (also Good Friday)

Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6 to 8am	8am to 11pm	11pm to Midnight
00 00 00 10 00 20	00 30 00 50	At these minutes past the hour 20 50	05 20 05 35 05 50	At these minutes past the hour 05 20 35 50	about every <b>6-10</b> minutes	23 00 23 10 23 20 23 30 23 40 23 50

#### Sunday and other Public Holidays

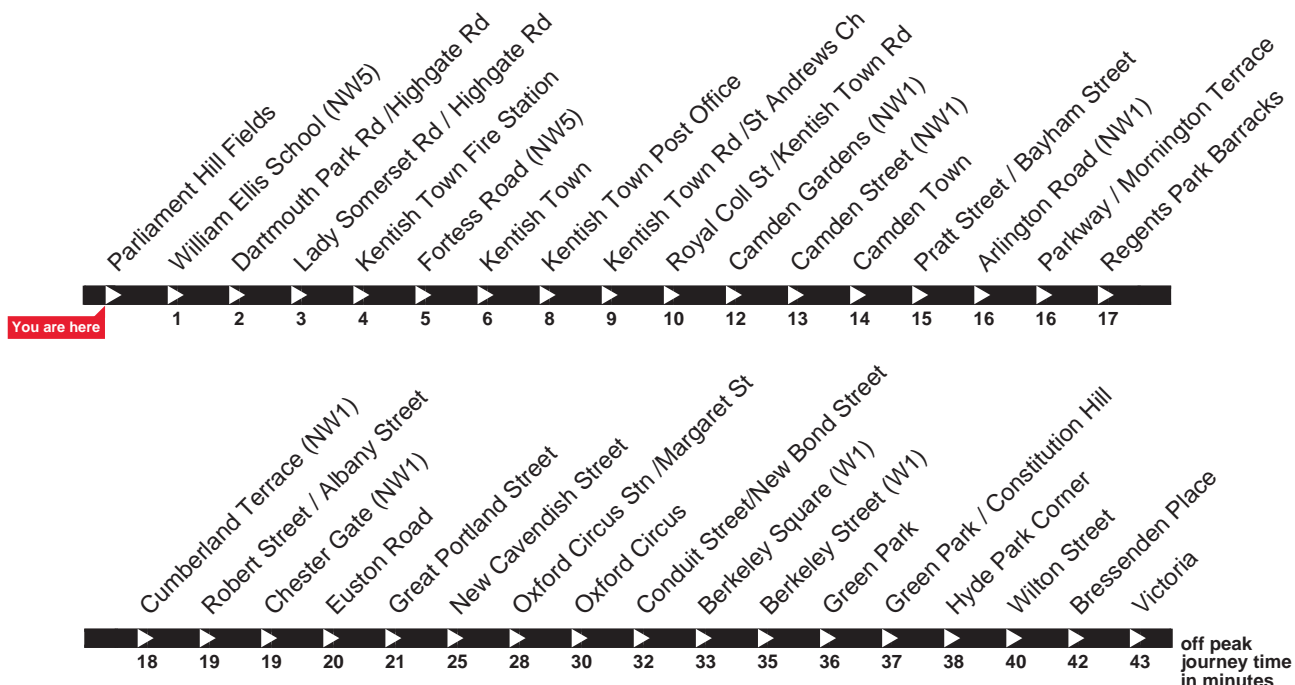
Midnight to 00:30am	00:30 to 1am	1 to 6am	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10am to 11pm	11pm to Midnight
00 06 00 18	00 30 00 50	At these minutes past the hour 20 50	06 20 06 40	07 00 07 20 07 35 07 50	08 05 08 20 08 35 08 50	09 05 09 20 09 35 09 45 09 55	about every <b>10-12</b> minutes	23 06 23 18 23 30 23 42 23 54

Operated by Metroline for London Buses

# London Buses

## C2 24 hour service

### Buses towards Victoria



#### Monday - Friday

Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6 to 7am	7 to 8am	8am to 11pm	11pm to Midnight
00 00 00 15	00 30	At these minutes past the hour	00 30 05 00 05 30 05 45	06 00 06 15 06 30 06 40 06 50	about every <b>5-7</b> minutes	about every <b>6-10</b> minutes	23 00 23 10 23 20 23 30 23 40 23 50

#### Saturday (also Good Friday)

Midnight to 00:30am	00:30 to 1am	1 to 5am	5 to 6am	6 to 7am	7 to 8am	8am to 11pm	11pm to Midnight
00 00 00 15	00 30	At these minutes past the hour	00 30 05 00 05 30 05 45	06 00 06 15 06 30 06 45	07 00 07 15 07 30 07 40 07 50	about every <b>6-10</b> minutes	23 00 23 10 23 20 23 30 23 40 23 50

#### Sunday and other Public Holidays

Midnight to 00:30am	00:30 to 1am	1 to 6am	6 to 7am	7 to 8am	8 to 9am	9am to 11pm	11pm to Midnight
00 00 00 15	00 30	At these minutes past the hour	00 30 06 00 06 20 06 40 06 55	07 10 07 25 07 40 07 55	08 10 08 25 08 40 08 50	about every <b>8-12</b> minutes	23 00 23 12 23 24 23 36 23 48

Operated by Metroline for London Buses

## **APPENDIX B**

### **Useful Contact Details**

## **General**

London Borough of Camden – [www.camden.gov.uk](http://www.camden.gov.uk)

Transport for London – [www.tfl.gov.uk](http://www.tfl.gov.uk)

Department for Transport (DfT) – [www.dft.gov.uk](http://www.dft.gov.uk)

TRAVL standard survey methodology - [www.travl.org.uk](http://www.travl.org.uk)

## **Public Transport**

National Rail – [www.nationalrail.co.uk](http://www.nationalrail.co.uk)

Transport for London (TfL) Journey Planner – [www.tfl.gov.uk/journeyplanner](http://www.tfl.gov.uk/journeyplanner)

## **Cycling**

London Cycling Campaign (LCC) – [www.lcc.org.uk](http://www.lcc.org.uk)

Cycle Rax, Bicycle Parking Systems – [www.cyclerax.com](http://www.cyclerax.com)

Cycle Discounts (Evans Cycles Ride2Work) – Cycle to work scheme [www.evanscycles.com](http://www.evanscycles.com)

Cycle Training – <http://www.tfl.gov.uk/roadusers/cycling/11689.aspx>

## **Walking**

Walking Advice – <http://www.tfl.gov.uk/gettingaround/walking/default.aspx>

## **Car Club and Car Share**

Car Club Membership - [www.zipcar.com](http://www.zipcar.com)

Car Share to Work – [www.liftshare.com](http://www.liftshare.com)

## **Useful Documents**

DfT – ‘*Good practice guidelines: Delivering Travel Plans through the Planning Process*’

TfL – ‘*Travel Planning for New Development in London*’

## **APPENDIX C**

### **Employee Travel Questionnaire**



# Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact \_\_\_\_\_ on \_\_\_\_\_. Please put your completed questionnaire in the box in the reception area. Thank you in advance for your help.

**1. What is your home postcode (last three digits)?** \_\_\_\_\_

**2. What time do you normally arrive at Work?**

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

**3. What time do you normally leave Work?**

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

**4. On average, how long does your journey take?**

0 – 15min (01) ☐ 16 – 30min (02) ☐ 31 – 45min (03) ☐ 46 – 60min (04) ☐

61 – 75min (05) ☐ 76 – 90min (06) ☐ Over 90min (07) ☐

**5. Approximately how far is your journey?**

0 – 1 mile (01) ☐ 1 – 2 miles (02) ☐ 2 – 5 miles (03) ☐ >5 miles (04) ☐

**6. What is your MAIN mode of transport (i.e. the longest part of your journey)?**

Drive alone (01) ☐ Car share - driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

**7. What alternative mode of transport would you consider if your usual mode wasn't available?**

Drive alone (01) ☐ Car share -driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

**8. What would encourage you to use an alternative mode of travel?**

More frequent bus services (01) ☐ Better pedestrian / cycle routes (02) ☐

A cleaner walking / cycling environment (03) ☐ A friend to walk / cycle with (04) ☐

A safer walking / cycling environment (05) ☐ Cycle training (06) ☐

Better information on alternatives (07) ☐ Nothing (08) ☐

**9. In what age category do you fall?**

Under 25 (01) ☐ 26 – 40 (02) ☐ 41 – 60 (03) ☐ Over 60 (04) ☐