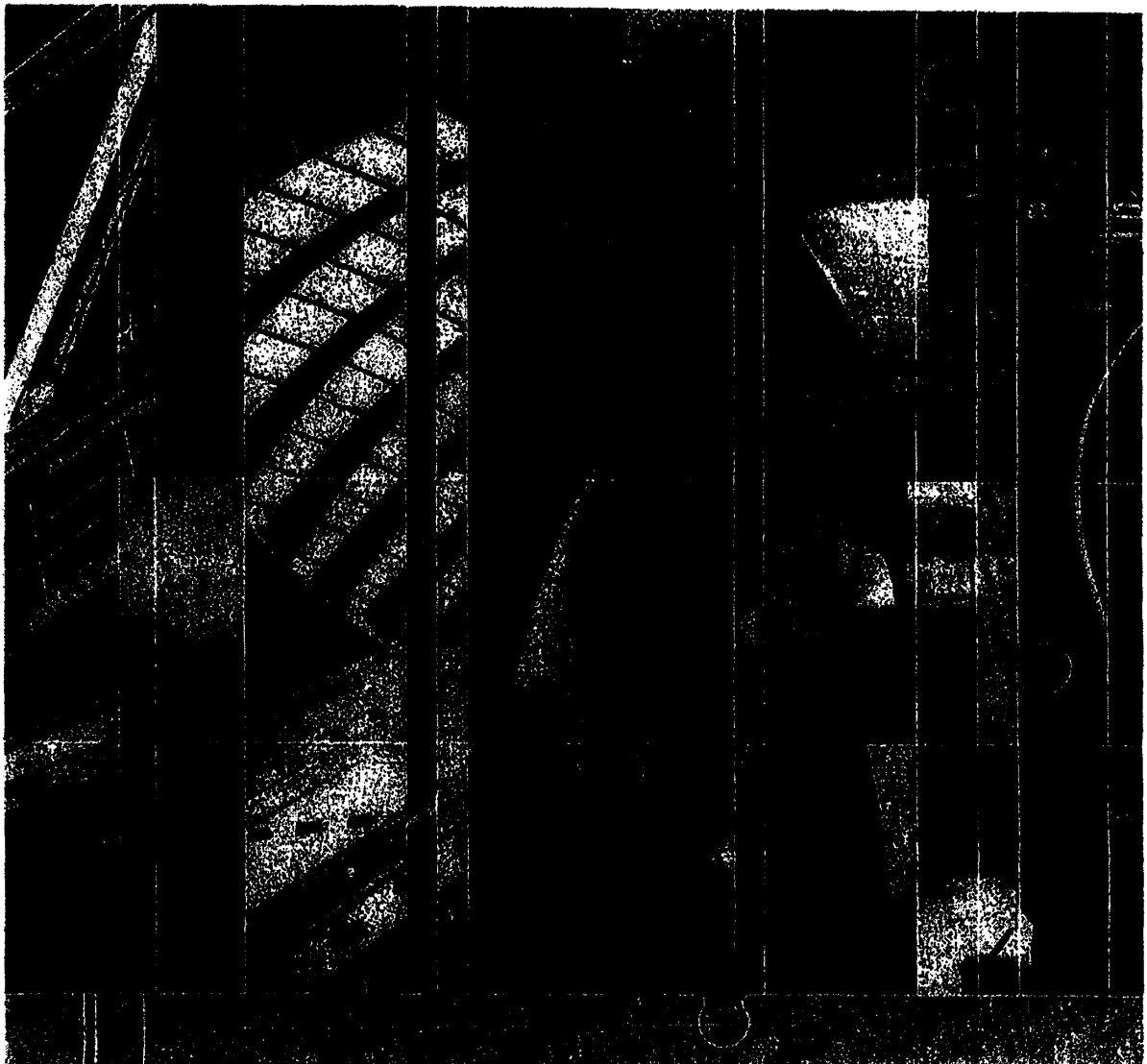


THE SECOND SCHEDULE

DRAFT TRAVEL PLAN



43-45 Bloomsbury Square
Draft Travel Plan

Holborn Links Ltd

May 2010

CAPITA SYMONDS

86 Fetter Lane, London EC4A 1EN

Tel 020 7870 9300 Fax 020 7870 9399 www.capitasymonds.co.uk

Capita Symonds Ltd

www.capitasymonds.co.uk

Quality Management

Job No	CS/43419	Doc No.	D1
Title	Draft Travel Plan		
Location	43-45 Bloomsbury Square		
Document Ref	CS/43419		
File reference	CS/43419/D1		
Date	9 ⁿ April 2010		
Prepared by	WLL	Signature (for file)	
Checked by	HJFW	Signature (for file)	
Authorised by	WLL	Signature (for file)	

Contents

Executive Summary	1
1. Introduction	2
2. Accessibility and Existing Travel Situation	7
3. Objectives and Targets	13
4. Travel Plan Strategy	15
5. Package of Measures	17
6. Action Plan	19

Figures

Figure 1 Site Plan

Appendices

Appendix A London Cycle Network
Appendix B Local Bus Facilities
Appendix C Travel Questionnaire

Executive Summary

This Draft Travel Plan (TP) has been prepared by Capita Symonds for 43-45 Bloomsbury Square, located within the London Borough of Camden. This TP has been prepared as part of the planning application for the change of use of the existing buildings at 43-45 Bloomsbury Square from Class B1 use to dual Class B1 and Class D1 use.

There is no increase in floorspace as a result of the proposal as the proposal involves a material change of use only. An application for listed building consent for alterations (and a rear extension) is also being submitted. This TP only relates to the application for planning permission for the change of use of the buildings.

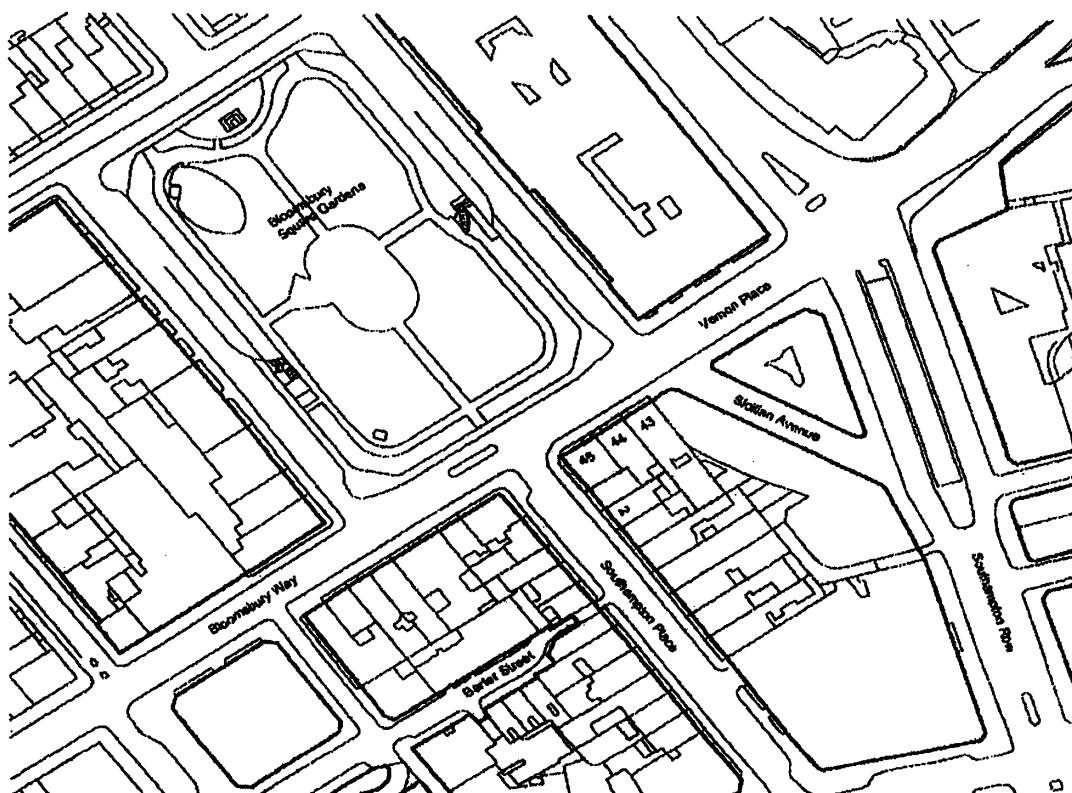
The TP outlines a commitment to travel plan development on the site for Class D1 Use only and the strategy for this. The Draft Travel Plan offers a coordinated approach for the future Class D1 Use occupier of site.

This Travel Plan promotes sustainable transport patterns to 43-45 Bloomsbury Square. It is aimed at reducing dependency on the private car while encouraging walking, cycling and public transport use. It is a long term strategy and its progress is to be monitored and reviewed on a regular basis.

1. Introduction

Background

- 1.1 This Draft Travel Plan has been prepared by Capita Symonds for 43-45 Bloomsbury Square, London, WC1A 2RA within the London Borough of Camden (LBC). It is submitted in as part of a planning application for change of uses of the buildings from Class B1 Use to Dual Use Class B1 and Class D1. **Figure 1** below shows the site location.



- 1.2 Holborn Links Ltd, as the owners of the site, recognise the need to encourage sustainable travel patterns and, where possible, reduce car journeys to the site and the benefits that this will have for occupier, visitors and the local community in general. As a result, the main aim of this TP is to increase use of sustainable modes of travel as a means of accessing relative to a reduction in the use of the private car. The success of the TP will be based on partnerships, both internally and externally, including with the LBC.

- 1.3 The most effective way of promoting more use of sustainable modes of transport is to instigate a continually evolving Travel Plan (TP) that will be updated and expanded as the site comes into use and matures, particularly at a stage when future travel patterns can be determined. This document therefore, establishes the initial framework for travel initiatives to be pursued.
- 1.4 This document reviews the different modes of transport that can be used to travel to the site. The Central London location of the site provides an excellent level of public transport accessibility. Coupled with the high cost and restrictive public car parking, car usage is likely to be nominal. Therefore, this Travel Plan will not provide any formal modal shift targets and instead aim to promote and educate employees and visitors towards public transport and the health benefits of cycle and walk modes.
- 1.5 A copy of this Draft Travel Plan will be given to the site occupier and is intended to act as a framework for the occupier to tailor to their own individual requirements.

Change of Land Use Proposals

- 1.6 The buildings are located on the south side of Bloomsbury Square which is located between Bloomsbury Way to the south and Great Russell Street/Bloomsbury Place to the north.
- 1.7 The buildings are no longer suitable for the current tenant's modern occupational requirements and they are relocating from this building to the new office development which has recently been completed, by Holborn Links Limited at 125 High Holborn (now known as 1 Southampton Row).
- 1.8 The buildings on the site offer inflexible, outdated accommodation not suitable to modern office occupier requirements. There is limited demand for office floorspace of this sort within listed buildings.
- 1.9 The proposal for dual Class B1 and Class D1 use will ensure sufficient flexibility for use as either offices or an educational establishment to allow the buildings to come back into beneficial use once the existing tenants vacate and to secure its long term viable future. Table 1.1 shows the floor area and land use of the existing and proposed class uses.

Table 1.1 Floor areas and land use

Address	Existing (sqm) GEA	Proposed (sqm) GEA
	Class B1 Use	Class B1/Class D1 Use
43 Bloomsbury Square	1174.7	1147.7
44 Bloomsbury Square	757.7	757.7

45 Bloomsbury Square	739.1	739.1
Total	2,671.5	2,671.5

- 1.10 There is no increase in floorspace as a result of the proposal as the proposal involves a material change of use only.
- 1.11 The proposal will enable the existing buildings which are outdated for modern office occupier requirements to be occupied by an educational establishment whilst retaining the flexibility to use the space for Class B1a purposes if demand arises.

Policy Context

- 1.12 Travel plans have become an essential tool for the delivery of national, regional and local transport policy, and are increasingly important within the planning process where they can be critical to the acceptability of a development proposal. They can assist in increasing accessibility whilst reducing congestion and local air pollution. A well-developed travel plan can mitigate adverse traffic impacts of a development and the Government recognises their importance in achieving improvements in transport conditions at the local level.
- 1.13 Planning Policy Guidance Note 13 Transport (PPG 13) issued by Government in 2001 established the policy background for this subject area, stating that travel plans should be submitted with all planning applications for developments likely to have significant transport implications.
- 1.14 PPG13 advises that the relevance of the Travel Plan to planning lies in the delivery of sustainable transport objectives including;
- *a reduction in car uses (particularly single occupancy journeys) and increased use of public transport, walking and cycling;*
 - *Reducing traffic speeds and improving road safety and personal security particularly for pedestrians and cyclists.*
- 1.15 It further provides that where Travel Plans are submitted alongside a planning application, they should be developed in consultation with the local authority.
- 1.16 PPG13 was followed in 2002 by the joint Department for Transport and Office of the Deputy Prime Minister best practice guidance document 'Using the Planning Process to Secure Travel Plans'. The objective of this Best Practice Guidance is to establish a process to achieve consistency in the way high quality travel plans associated with development proposals are prepared, secured and implemented across Greater London.

- 1.17 On a regional level, The London Plan (consolidated with alterations since 2004, published 2008) provides that Travel Plans present a comprehensive and integrated package of measures designed to reduce journeys by car, especially single occupancy, and encourage greater use of alternatives to a specific site. Travel Plans should be developed either on a voluntary basis by employers and other organisations or they form an integral part of Transport developments.
- 1.18 The most recent guidance on Travel Plans was published earlier this year. TfL's Guidance for Workplace Travel Planning for Development (March 2008) accompanies The London Plan (consolidated with alterations since 2004, published 2008) and provides guidance on preparing travel plans for new developments within London.
- 1.19 Travel Plans can assist workplaces in reducing the impact they have on the local transport network. The Guidance for Workplace Travel Planning for Development states that:
- "By managing the daily work-related trips, placing emphasis on more sustainable methods, smarter working and improved information, the number of trips can be reduced and more efficiently scheduled".*
- 1.20 The guidance cements the importance of Travel Plans in being able to produce modal shift by helping employers manage daily work related trips, placing more emphasis on more sustainable methods, smarter working and improved information.
- 1.21 This document sets out when a Travel Plan is required in London, provides advice on preparing a TP, offers guidance on the legal mechanisms for securing travel plans and provides advice on how to successfully implement a travel plan. It states that poorly conceived or incomplete documents can delay determination and that this guidance should be followed.
- 1.22 At the local level, LBC aims to reduce and restrain motor traffic in accordance with the Mayor's Transport Strategy. Therefore, traffic restraint and measures to promote site access by walking, cycling and public transport will be the primary means of accommodating travel demand, rather than the alternative of promoting off-site road improvements.
- 1.23 This Travel plan has been undertaken in accordance with guidance set out in Department for Transport (DfT) Transport Energy best practice guidance documents entitled 'A guide on travel plans for developers' and 'The travel plan resources pack for employers' and also TfL's 'Guidance for workplace travel planning for development'.
- 1.24 Following this Introduction, the rest of the report is set out as follows:
- Section 2 – explains the accessibility and existing travel situation at the site;

- Section – 3 outlines the objectives and targets of the travel plan;
- Section – 4 details the strategy of the travel plan including its management and marketing;
- Section 5 – details a package of measures for employees, walking, cycling, public transport, managing private car use and measures for freight movements of goods and supplies associated with the construction of the site. This section also details the proposed monitoring process of the travel plan; and
- Section 6 – contains a programme for the implementation of measures in the Action Plan.

2. Accessibility and Existing Travel Situation

Site Assessment

- 2.1 This section explains the existing travel situation associated with the site.
- 2.2 43-45 Bloomsbury Square is highly accessible from the wider area and Central London by non-car modes of travel, in particular walking, cycling, bus and tube. These are summarised in the following paragraphs.

Walking

- 2.3 The Proposed Development is deemed accessible in accordance with Paragraph 75 of PPG13, which states that:

'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.

- 2.4 As previously stated the site is located on the south side of Bloomsbury Square. Bloomsbury Square is located between Bloomsbury Way to the south and Great Russell Street/Bloomsbury Place to the north.
- 2.5 The immediate road network supporting the site includes Bloomsbury Way, Southampton Place and High Holborn. There are footways on both sides of aforementioned roads with pedestrian crossings.
- 2.6 Pedestrian connections and facilities from the site are excellent and represent a cheap, healthy alternative to taking a bus or tube. In the north, east, south and west directions connections can be made to Clerkenwell, Bank, the River Thames and Covent Garden/ Oxford Street respectively. All of these destinations offer further connection to the wider public transport networks within the city of London.

Cycling

- 2.7 A copy of the London Cycle Network (LCN) map is contained within **Appendix A** of this report. From the map it can be seen that the site is connected to the LCN and offers LCN routes in the north, east, south and westbound directions, therein providing further opportunity for the end users of the site to choose cycling as a mode of transport through the good cycle parking provision proposed for the site.
- 2.8 This demonstrates that the site is well located for access by cycle from surrounding areas and is thus accessible in accordance with Paragraph 78 of PPG13, which states that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5km'.

- 2.9 The change of use proposals include a total of 39 secure cycle parking spaces to be provided at Basement floor level for the users of the site.
- 2.10 In addition, there are a number of prime cycle stand locations within the City of London (www.cityoflondon.gov.uk). Maps can be provided which details the locations of public cycle parking stands to the east of the development.

Public Transport Accessibility Level (PTAL)

- 2.11 As previously stated the site is located in an area of high public transport accessibility. Using the information contained in the TfL website, www.londonprofiller.org and the PTAL map from the London Plan 2008 (consolidated with alterations since 2004) the site is shown as having a PTAL of 6b – the highest PTAL rating in the scoring mechanism. PTAL ranges run from 1 to 6b, with 1 being the lowest level of public transport accessibility and 6 being the highest.

London Underground Services

- 2.12 The site is located to the northwest of Holborn London Underground Ltd (LUL) train station which offers both Piccadilly and Central Line services. These services offer connection to the wider LUL network including major train stations and interchanges.

Bus Services

- 2.13 In addition, the site is well served by the London Bus network with high numbers of day and night bus services available to the end users of the redevelopment site. Numerous bus stops are located within a 640m walking distance of the site.
- 2.14 Table 2.1 below details the services are operating in the vicinity of the site and as such provide a sustainable travel option for the end users of the site.

Table 2.1: Local Bus Facilities

Service	Route	Peak Hour Frequency
1	Tottenham Court Road-Holborn-Aldwych- Waterloo-Elephant-Bermondsey-Surrey Quays- Canada Water	10 min
8	Victoria-Mayfair-Oxford Circus-Holborn-Bank- Liverpool Street-Shoreditch-Bow	7 min
19	Finsbury Park-Islington-Bloomsbury-Piccadilly- Knightsbridge-Sloane Square	8 min

Service	Route	Peak Hour Frequency
	-Chelsea-Battersea Bridge	
25	Oxford Circus-Holborn-Bank-Aldgate-Bow-Stratford-Ilford	7-8 min
38	Victoria-Piccadilly-Bloomsbury-Islington-Hackney-Clapton	3 min
55	Oxford Circus-Bloomsbury-Old Street-Shoreditch-Hackney-Clapton-Leyton Green	10 min
59	Euston-Russell Square-Holborn-Aldwych-Waterloo-Brixton-Streatham Hill	10-12 min
68	Euston-Russell Square-Holborn-Aldwych-Waterloo-Elephant-Camberwell-West Norwood	8 min
91	Trafalgar Square-Aldwych-Holborn-Russell Square-Euston-King's Cross-Holloway -Crouch End	10 min
98	Holborn-Oxford Circus-Marble Arch-Kilburn-Willesden	6-7 min
168	Elephant-Waterloo-Aldwych-Holborn-Russell Square-Euston-Camden Town-Hampstead Heath	12 min
171	Holborn-Aldwych-Waterloo-Elephant-Camberwell-Peckham-Brockely-New Cross – Catford	8-10 min
188	Russell Square-Holborn-Aldwych-Waterloo-Elephant-Canada Water-Surrey-Quays – Deptford-Greenwich-North Greenwich	10 min
242	Tottenham Court Road-Holborn-Bank-Liverpool Street-Shoreditch-Dalston-Hackney-Clapton Park-Homerton Hospital	8 min
243	Waterloo-Aldwych-Bloomsbury-Old Street-Shoreditch-Stoke Newington- Tottenham-Wood Green	8 min

note: Transport for London Website (<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/pdf/holbornstation-2128.pdf>) and <http://www.londonbusroutes.net/routes.htm>

- 2.15 A copy of the Day Buses from Holborn Spider Map is contained within **Appendix B** of this report. The TfL produced map indicates that the closest bus stops to the site are Bus Stops 'X' and WB on Bloomsbury Way/Vernon Place, 'A' and 'Y' on Southampton Way, with Bus Stop 'Q' on High Holborn and bus stop 'P' and 'N' on Kingsway. Therefore, it is considered that the site has excellent accessibility to London Bus services.

Review of Public Car Parking, Controlled Parking Zones and the Congestion Charge

- 2.16 There are a number of public car parks in the area and these include the following:
- Bloomsbury Square (LBC Operated) – Located on Bloomsbury Square, this car park has a capacity of 450 spaces over seven levels. This is designated as a Long Stay car park (£13 per 6 hours, £19 per 9 hours, or £4,940 per annum (assuming 5 days per week, 9 hours per day);
 - London Holborn (Operated on behalf of National Car Parks (NCP) – Located on Museum Street (0.20km). This is a multi-storey car park with capacity of 228 car parking spaces. Hourly rates are £6 for 1 hour, £11 for 1 -2 hours, £18 for 2 – 3 hours, £24.00 for 3 – 4 hours, £30.00 for 4 – 5 hours and £36.00 for 5 – 24 hours;
 - London Drury Lane Car Park (Operated on behalf of National Car Parks (NCP) – Located on Drury Lane (0.20km) 24 hour car parking facility, seven days per week. Hourly rates are £6 for 1 hour, £11 for 1 -2 hours, £18 for 2 – 3 hours, £24.00 for 3 – 4 hours, £30.00 for 4 – 5 hours and £36.00 for 5 – 24 hours;and
 - London YMCA Adeline Place Car Park – Located on Great Russell Street (0.33km). 24 hour car parking, seven days per week. Hourly rates are £6 for 1 hour, £11 for 1 -2 hours, £18 for 2 – 3 hours, £24.00 for 3 – 4 hours, £30.00 for 4 – 5 hours and £36.00 for 5 – 24 hours;
 - Controlled Parking Zones (CPZ) in the London Borough of Camden
- 2.17 The site is located in an area of Controlled Parking Zones (CPZ) which act as a restrictive measure to protect resident and business needs for parking and prevent private vehicle cars entering the borough from dominating the streetscape.
- 2.18 The site is located in the Holborn and Covent Garden CPZ (CPZ Reference: CAC 08.30- 18.30 Mon –Sat) which encompasses the area around the site.
- 2.19 The majority of local roads have double yellow lines and on street parking is limited and provide a maximum stay of 2 hours.

Congestion Charge Zone

- 2.20 In addition to the CPZ system in place around the site is also located within the London Congestion Charging Zone and is operational between the hours of 0700-1800, Monday to Friday at a cost of £8 per day.

- 2.21 It is considered that there will be minimal traffic generation associated with the development as a result of the no car parking provision. Furthermore it is considered that the above traffic restraint systems on the parking conditions in the area (CPZ), plus the costs associated, will discourage private vehicle drivers to the site.

Crossrail

- 2.22 Crossrail will create a new network of services linking the west and the east of London. The route will pass through the centre of London (using tunnels) with new stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel, Isle of Dogs (Canary Wharf) and Woolwich as well as upgrading existing stations.
- 2.23 The new network will allow existing suburban rail services to run through London offering a range of possible connections to the wider national transport network. The nearest accessible stations to the redevelopment site discussed herein will be Farringdon and Tottenham Court Road.

Summary

- 2.24 In summary, the site is exceptionally well located in terms of major public transport nodes with Holborn Underground Station and a number of major bus corridors located within a very short walking distance of the site. It is very well located in terms of the surrounding highway network and enjoys excellent interconnectivity with the inner London and wider areas.

Existing Modal Split

- 2.25 According to The Best Practice for Workplace Travel Planning for New Development 2006 TfL and GLA travel plan surveys are a beneficial way of identifying existing travel patterns at the site.
- 2.26 In the absence of questionnaire survey data, the baseline modal split has been predicted using the 2001 'Journey to Work' Census Data.
- 2.27 The predicted baseline modal split has been determined using an average of the modal split for B1 office, as shown in Table 2.1.
- 2.28 Information has been obtained from the 2001 Census in relation to the modal share of people who work in the Holborn Ward of the London Borough of Camden. This data was obtained from National Statistics Online, a government website, and is summarised in Table 2.1.

Table 2.1 – 2001 'Journey to Work' Census Modal Share

Mode	Tube/	Bus	Car	Car	Motor	Bicycle	Walk	Total
------	-------	-----	-----	-----	-------	---------	------	-------

	Rail		Driver	Passenger	Cycle			
Census	71%	9%	10%	1%	2%	3%	4%	100%

Note: The modal share identified in this table relates to journey to work travel of those who work in the Holborn and Covent Garden ward of Camden

- 2.29 In order to take into account there are no car parking spaces provided at the site, modifications have been made to the modal share. The modal share for car driver has been reduced and the residual modes have been increased proportionately. The estimated modal split using each mode in travel to and from the development is given in Table 2.2 below.

Table 2.2 – Estimated Modal Share

Mode	Tube/ Rail	Bus	Car Driver	Car Passenger	Motor Cycle	Bicycle	Walk	Total
%	74	11.1	0	0	4.1	5.1	6.1	100%

- 2.30 Table 2.2 above shows that, the site operates with a highly sustainable travel profile with a high dependency on public transport (tube, rail and buses), followed by cycling and walking.
- 2.31 It should be noted that the predicted travel profile established using the 2001 Census data will have to be reviewed by the future occupiers at the 'first occupation surveys' stage.

3. Objectives and Targets

- 3.1 As demonstrated in the preceding section, the existing and predicted travel profile of the site is highly dependent on sustainable travel options, utilising public transport, walking and cycling.
- 3.2 Predicted car trips to the development are minimal, as such it is envisaged that the appropriate targets for the development are not likely in terms of modal shift from private vehicle. It is considered that private vehicle trip generation is already as low as it may be through none car parking provision on site and the restriction of the parking provision on the local highway network.
- 3.3 Further to this it is also considered that the disincentives of using a private vehicle to access public car parking spaces, such as the fee for the Congestion Charge or the personal time consumption as a result of potential congestion, are unlikely to have any impact.
- 3.4 However, it is noted that there could be shifts from public transport to more sustainable and healthy modes of transport such as cycling and walking.

Objectives

- 3.5 The objective of a Travel Plan is to develop a set of practical measures and initiatives that can help organisations to reduce the impact of travel on the environment. The Travel Plan will endeavour to encourage environmentally sustainable and healthier travel choices by employees to the site, or make more efficient use of existing modes, and to introduce and promote the health benefits of more sustainable travel.
- 3.6 The key objectives of a TP include:
- Encourage walk and cycle modes.
 - Promoting healthy lifestyles and sustainable, vibrant local communities.
 - Encouraging good design and providing safe pedestrian and cycle access to the site.
- 3.7 SMART targets must be introduced. SMART Targets are defined in TfL's Guidance on TP's as;
- Specific: identifying precisely what is to be achieved;
 - Measurable over the duration of the target period; allowing for regular evaluation of effectiveness;
 - Appropriate: and linked to the overall objectives and aims;

- **Realistic:** in terms of the potential to actually be achieved over the duration of the target;
- **Timed:** the target must define a date and series of dates by which it is expected to be achieved.

- 3.8 The key objective of this TP is to minimise the number of car trips to and from the site and increase cycle mode. It comprises a package of measures to encourage the occupiers to use sustainable modes of travel to improve the environment and health of occupants and visitors.
- 3.9 Given the non-provision of car parking within the proposals, it is considered appropriate to put measures in place that promote sustainable travel through education and the dissemination of information.
- 3.10 Flexibility will be essential to ensuring that initiatives can be built upon and developed and as such flexibility will be a key component of the proposed TP.

Targets

- 3.11 The achievement of objectives has a target for a five year timeframe, with interim targets at year three of implementation.

4. Travel Plan Strategy

Travel Plan Management

- 4.1 A number of measures and initiatives will be utilised to encourage sustainable travel awareness and usage amongst occupants of the Class D1 Use. These aim to reduce unnecessary travel and reduce reliance on private car use by influencing travel behaviour in favour of walking, cycling and public transport from the outset.
- 4.2 The buildings occupants will have responsibility for assisting with the development, management and implementation of the TP.
- 4.3 The future occupiers will seek to actively encourage and promote the measures and initiatives within this TP.
- 4.4 The future occupiers will be responsible for monitoring the progress of the TP towards meeting objectives and targets. The future occupiers will work to ensure that they are supportive of the overall aim and objectives of the Travel Plan and will seek to implement measures contained in the plan.

Marketing and Communication

- 4.5 Travel information packs could be distributed to existing and new occupiers of the site. The packs could include plans with recommended walking and cycling routes in the local area, walk and cycle distances from local points of interest including London Underground and National Rail Stations, details of local bus and river stops and timetable information for bus, river, tube and rail services. For those who must travel by car, information on on-line car share groups such as www.sharethecar.org and the location of car parks may be provided.
- 4.6 As well as up-to-date timetable information, maps and information on transportation, the future occupiers could ensure that all employees are aware of contact telephone numbers and websites which provide information on access to the site by non-car modes of travel. Table 4.1 below lists these primary websites.

Table 4.1: Travel and Transport Websites

Internet Address	Internet Site Details
www.lbc.gov.uk	Local Authority internet site provides details on access to LBC by all modes of transport and local information relating to facilities in the Borough.
www.tfl.gov.uk	Providing up-to-date travel information for all modes within London.
www.networkrail.co.uk	Provides the full mainline rail timetable and could provide journey times and could plan your mainline rail journey from origin to destination.
www.thetrainline.com	Permits rail tickets to be purchased.
www.travelwise.org.uk	Background information on the content and operation of Travel Plans.
www.traveline.org.uk	A national travel helpline to provide up to date public transport information.

- 4.7 The future occupiers could also promote visitors/customers using sustainable modes of transport to visit the site. Employees and Visitors could be provided with standard travel information which could be provided within correspondence and when arranging on site meetings.
- 4.8 The future occupiers could provide a personalised journey planning service for occupiers. This could be via a prior appointment or a drop-in arrangement. This would assist occupiers in evaluating alternative transport options. A comparison in terms of cost and journey time between home and the site for the different modes of travel available to the individual would highlight the ability to shift to more sustainable or healthier modes such as walking and cycling.
- 4.9 Travel information contained in employee information packs could also be made available on dedicated travel notice boards in public area(s).
- 4.10 A leaflet on the accessibility of the site by non-car modes could be available at reception areas and distributed to visitors on request. In particular, leaflets could be distributed by e-mail or post to all attendees or visitors to the site. Comprehensive travel information could also be available on any websites associated with the site.
- 4.11 The future occupiers could consider undertaking periodic marketing campaigns on the health and environmental benefits of sustainable travel.
- 4.12 The future occupiers could consider ways to market the objectives of the TP to occupiers and visitors. This could include an official launch or information session.

5. Package of Measures

Proposed Measures

- 5.1 This section outlines a package of measures and initiatives designed to achieve the objectives of this Travel Plan. The package is designed to offer flexibility of implementation: a proportion of measures could require immediate implementation whereas others could be implemented in stages or continuously over the lifetime of the plan.
- 5.2 The measures and initiatives can be grouped as follows:
- Group 1: Measures to encourage walking and cycling;
 - Group 2: Measures to encourage use of public transport; and
 - Group 3: Measures to reduce car journeys.
- 5.3 The remainder of this section provides further detail on each group of measures. It should be noted that where practicable, measures contained in the Travel Plan would be implemented prior to occupation.

Group 1: Measures to Encourage Walking and Cycling

- 5.4 Class D1 use occupiers to promote the use of walking and cycling as a sustainable and healthy mode choice for access to the site. The location of these facilities and relationship of the site to the local footway network and London Cycle Network could be promoted through the marketing and communications channels identified in paragraphs 4.9-4.16 above.
- 5.5 In order to encourage cycle use as a mode of access to the site the future occupiers could seek to promote and encourage the following incentives:
- an assisted cycle purchase scheme to employees on site and could encourage other employers to follow suit, this may be loans at competitive interest rates;
 - mileage allowance for cyclists;
 - negotiations for discounts at a local bicycle shop providing incentives towards the purchase of cycles, equipment and repairs; and
 - cycle pool for employees on site for work related journeys.
- 5.6 The change of uses proposals also includes a total of 39 secure cycle parking spaces to be provided at Basement floor level for the users of the site.

Group 2: Measures to Encourage Public Transport Use

- 5.7 Interest free season ticket loans for travel by public transport may be made available to employees. The future occupiers could encourage employers at the site to provide this for their employees.

Group 3: Measures to Reduce Car Journeys

- 5.8 The future occupiers could promote existing on-line car sharing services, including www.sharethecar.org through the marketing and communications channels and seek to promote an emergency taxi ride home facility to employees who undertake to use sustainable modes of travel, including car sharing.

Monitoring and Review

- 5.9 The future occupiers will ensure that the objectives and targets set out within the TP are monitored regularly and consider additional measures that could be introduced to encourage employees to utilise sustainable travel options.

6. Action Plan

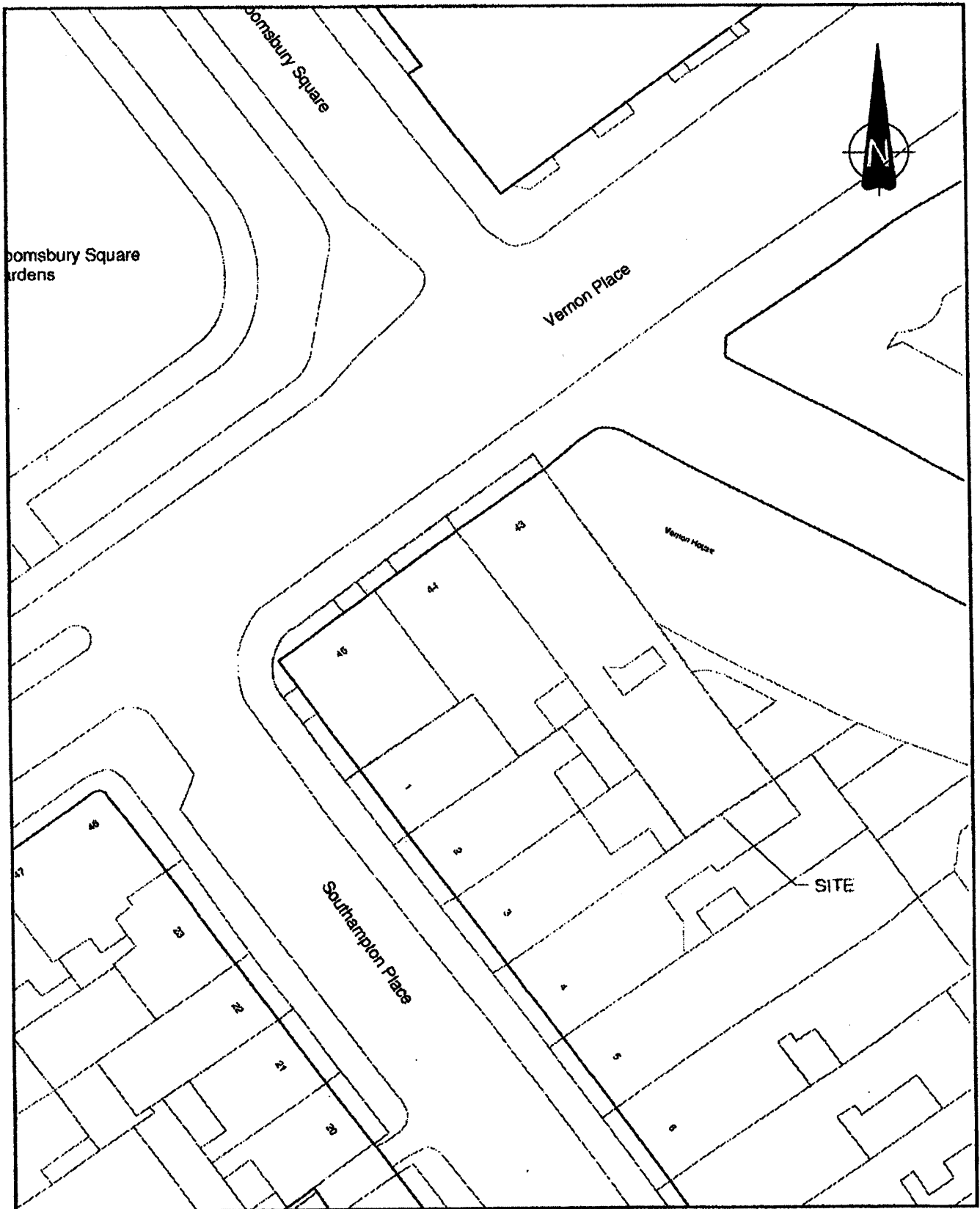
- 6.1 The following action plan summarises the measures that could be taken by the future occupiers.

Suggested Travel Plan Measures:	Responsibility	Anticipated Target Dates
Establish Travel Plan Management	Future Occupiers	Commencement of Year 1 (90% occupation)
Preparation of Travel Information Packs for distribution	Future Occupiers	Commencement of Year 1 and on demand thereafter
Provision of personalised journey planning service	Future Occupiers	Commencement of Year 1 and on demand thereafter
Provision of dedicated travel notice boards in employee and public areas	Future Occupiers	Commencement of Year 1
Prepare leaflet on the accessibility of the site	Future Occupiers	Commencement of Year 1 and prior to events thereafter

i
o
n

P
l
a
n

Consider periodic marketing campaigns on health and environmental issues	Future Occupiers	During Year 1
Encourage future occupiers to provide interest free season ticket loans to employees of site	Future Occupiers	Commencement of Year 1
Promotion of existing on-line car sharing schemes	Future Occupiers	During Year 1
Seek to provide links on any website for up to date public transport information	Future Occupiers	Commencement of Year 1 and at regular intervals



NTS

CS43419/T/001A

CAPITA SYMONDS
DEVELOPMENT TRANSPORT AND INFRASTRUCTURE

SITE PLAN
FIGURE 1

APPENDICES

Appendix A
London Cycle Network Map



DATE OF ISSUE: MARCH 2009

THE LONDON CYCLE NETWORK PLUS

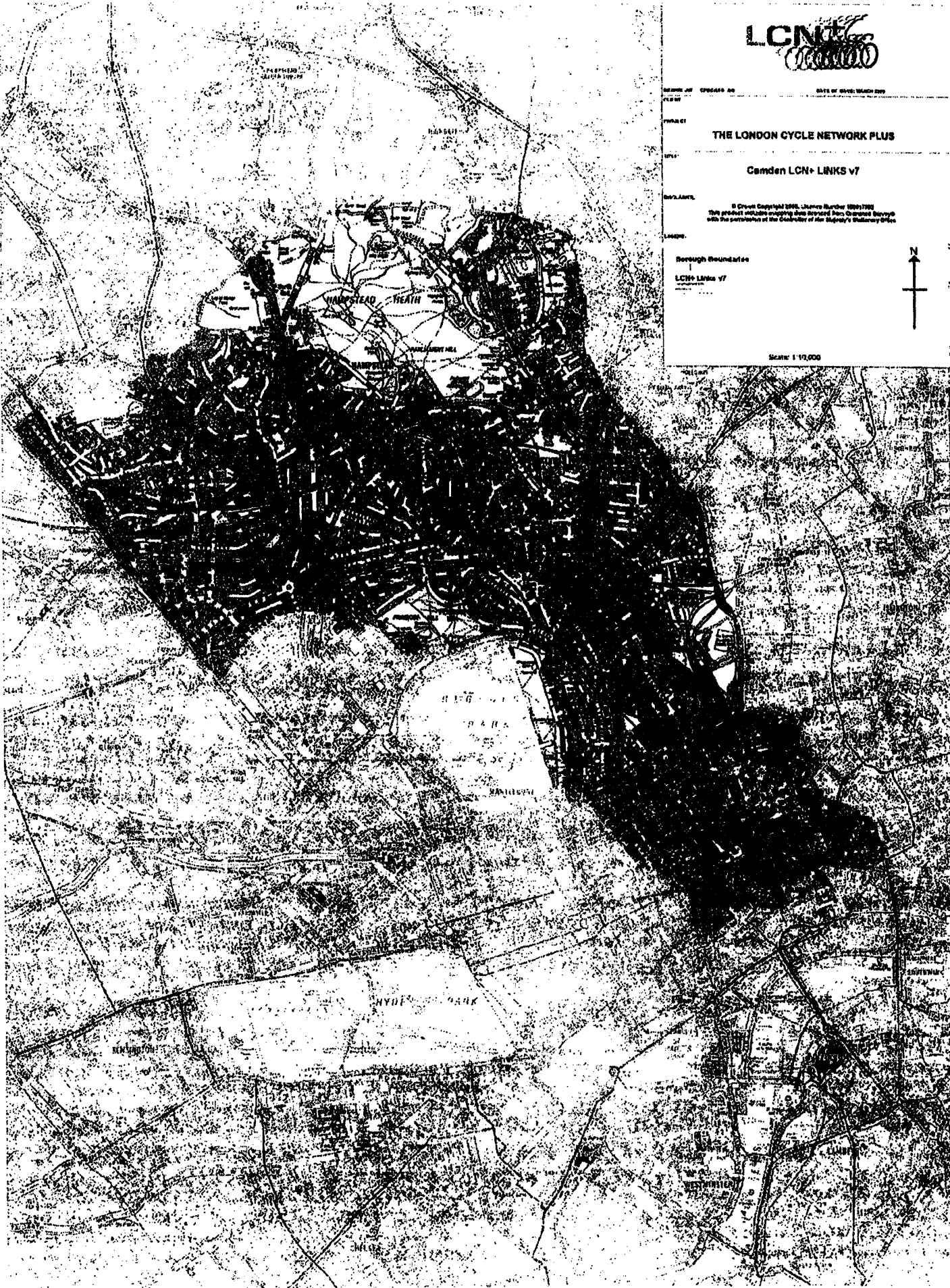
Camden LCN+ LINKS v7

© Crown Copyright 2008. Licence Number 100017000
This product includes copyright data derived from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office

Borough Boundaries

LCN+ Links v7

Scale: 1:10,000



Appendix B

Local Bus Facilities

Day buses from Holborn

Key

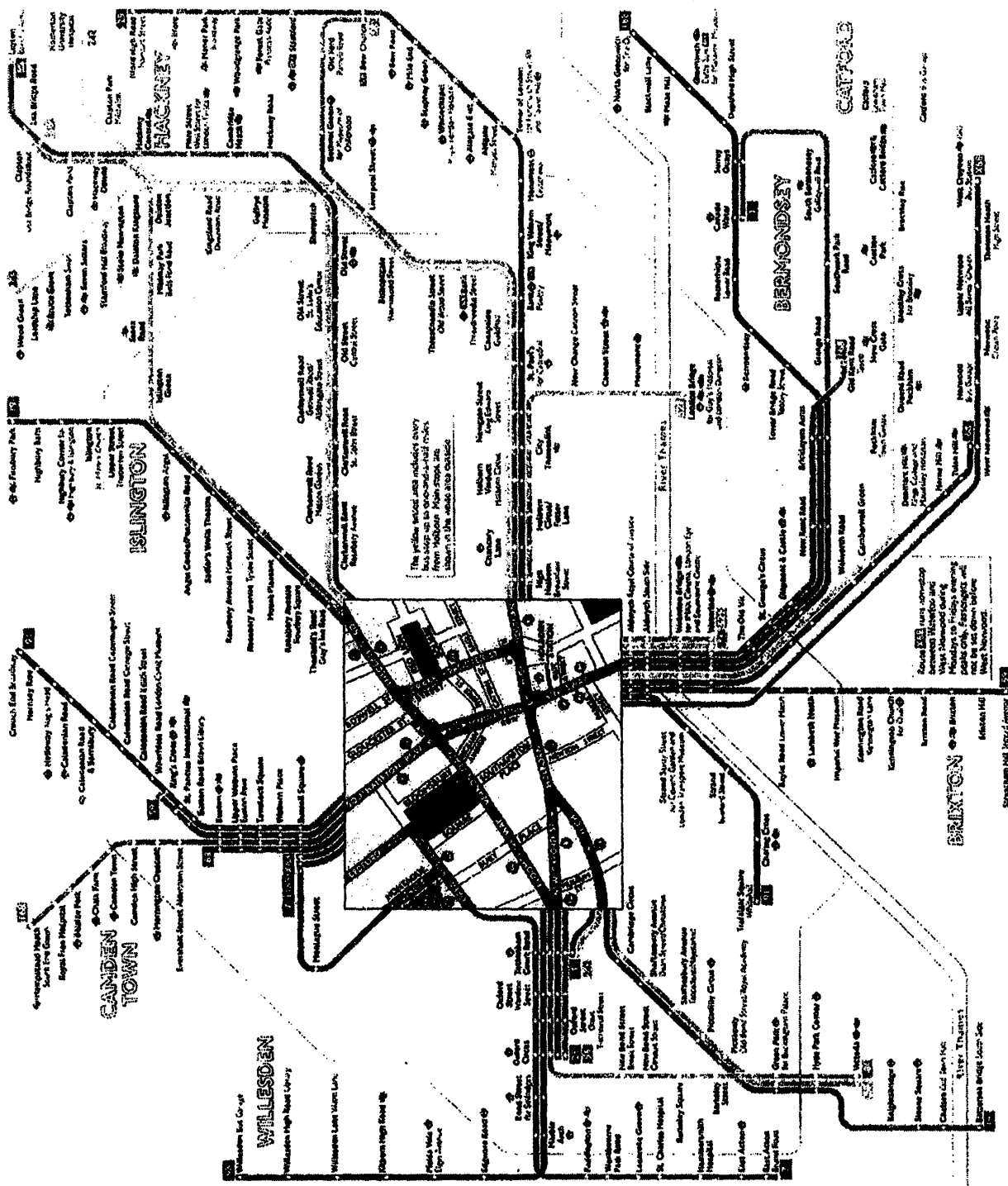
- Connections with Underground
- Connections with National Rail
- Connections with Tramlink
- Connections with Docklands Light Railway
- Limited stops: Mondays to Fridays afternoon peak hours only
- Mondays to Fridays morning peak hours only
- Mondays to Fridays

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour routes

Bus route	Towards	Bus stops
7	Camden Water	7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000



Appendix C

Travel Questionnaire

43-45 Bloomsbury Square and 2 Southampton Place, London

Travel Questionnaire

We are collecting information from all occupants to determine how they travel to and from the site.

The completion of this survey offers the opportunity to comment on your journey issues. This will contribute to the development of an Action Plan aimed at reducing car dependence and offering opportunities to promote and enhance more sustainable and healthier transport modes.

All information obtained will be treated in the strictest confidence.

- 1 **What time did you first arrive to the address this morning?** _____
(24 Hours) e.g. 09.23
- 2 **Where did you come from?** _____
Was it home or elsewhere (postcode) e.g. SW17 8DP
- 3 **What time will you leave approximately?** _____
This will probably be at the end of your shift, e.g. 18.27
- 4 **Where will you go?** _____
Is it home or elsewhere (postcode) SW17 8DP
- 5 **What is the main mode of travel that you used to get here today?**
(i.e. the type used for the longest time period)

Car or Van - Driver	
Car or Van Passenger	
Bus	
Underground	
British Rail	
Taxi or mini cab	
Motorcycle	
Pedal Cycle	
Walk	
Other (please state)	

43-45 Bloomsbury Square and 2 Southampton Place, London

Travel Questionnaire

- 6** **What was the LAST form of transport you used just before you entered the building?**

Car or Van - Driver	
Car or Van Passenger	
Bus	
Underground	
British Rail	
Taxi or mini cab	
Motorcycle	
Pedal Cycle	
Walk	
Other (please state)	

- 7** **If you walked for the last part of your journey, did it take five minutes or less or six minutes or more?**

5 minutes or less	
6 minutes or more	

- 8** **If you drove, where did you park?**

On-site car park	
Tick if designated disabled bay on-site car park	
On-street	
Tick if designated disabled bay on-street car park	
Public Car Park (please state which)	
Other	

- 9** **When you leave , will your journey be made using the same form of transport as your journey to work? i.e. the same as in Q5.**

Yes	
No	

If no, how will you leave? _____

43-45 Bloomsbury Square and 2 Southampton Place, London

Travel Questionnaire

10 Distance travelled to site?

< 1 mile		7 - 10 miles	
1 - 2 miles		10 - 15 miles	
3 - 4 miles		15 + miles	
5 - 7 miles			

11 What other modes of transport would you consider using to travel ?

Car or Van - Driver	
Car or Van Passenger	
Bus	
Underground	
British Rail	
Taxi or mini cab	
Motorcycle	
Pedal Cycle	
Walk	
Other (please state)	

12 Did you leave the building at any time during the day? (do not include journey home, but do include even short walk trips to for lunch etc)

Yes	
No	

If yes, please describe the journey(s) below:

1st Journey	Time In	Time Out
2nd Journey		
3rd Journey		
4th Journey		

13 Do you consider yourself disabled?

Yes	
No	

DATED

24th August

2010

(1) HOLBORN LINKS LIMITED

and

(2) THE ROYAL BANK OF SCOTLAND

and

**(3) THE MAYOR AND BURGESSES OF
THE LONDON BOROUGH OF CAMDEN**

A G R E E M E N T

relating to land known as

43-45 BLOOMSBURY SQUARE, LONDON WC1A 2RA

**pursuant to Section 106 of the Town and Country Planning
Act 1990 (as amended)**

**Andrew Maughan
Head of Legal Services
London Borough of Camden
Town Hall, Judd Street
London WC1H 9LP**

**Tel: 020 7974 2463
Fax: 020 7974 2962**

CLS/COM/CJ/1685.618