

**Risetall Ltd**

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## **10 and 10a Belmont Street, Camden**

### Work Place Travel Plan

Doc Ref: D121139  
August 2009, v0.1



**Prepared for:**  
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## SCOTT WILSON

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**10 and 10a Belmont Street, Camden**

### Work Place Travel Plan

August 2009, v0.1

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## 1. INTRODUCTION

### Overview

- 1.1 The aim of this Travel Plan is to identify measures through which this development can contribute and conform to the aims of strategic and sustainable transportation development in the London area. These measures will be aimed at maximising the use of the existing and planned public transportation network and other alternative transport modes, whilst minimising, but recognising the need for, private car traffic.
- 1.2 This Travel Plan relates to the student accommodation and office development at 10 and 10a Belmont Street, in the London Borough of Camden. The development will comprise of the following:
- 2146 sqm office space
  - 163 student bedrooms;
  - 110 bicycle storage;
  - Student Laundry & store;
  - Waste storage;
  - Student communal space (including a screen room, quiet study area and seating area with roof terrace)
  - Plant room
- 1.3 The development plans can be found in Appendix A.
- 1.4 This Travel Plan details the measures that have been incorporated into the design of the building to assist sustainable travel, as well as providing details of the framework by which initiatives have been implemented, and their ongoing monitoring by occupiers of the development.
- 1.5 This Travel Plan is structured to initially put the development and its surroundings into context. The remainder of the document then details the initiatives adopted and provides the framework for their implementation.

### Policy Context

- 1.6 The Travel Plan has been formulated in the context of both Transport for London Guidance and that provided by London Borough of Camden Council and the North Central Travel Plan Network.

### *Transport for London Guidance*

- 1.7 Transport for London's 'Guidance for workplace travel planning for development' aids the preparation of travel plans associated with new developments in London and supports the achievement of transport objectives in the 'London Plan' and the 'Mayor's

Transport Strategy'. The Department for Transport (DfT)/ Department for Communities and Local Government publication entitled 'Guidance on Transport Assessments' (March 2007) encourages planning applicants in the Capital and borough officers to refer to London-specific guidance on development-related travel plans when preparing and securing travel plans.

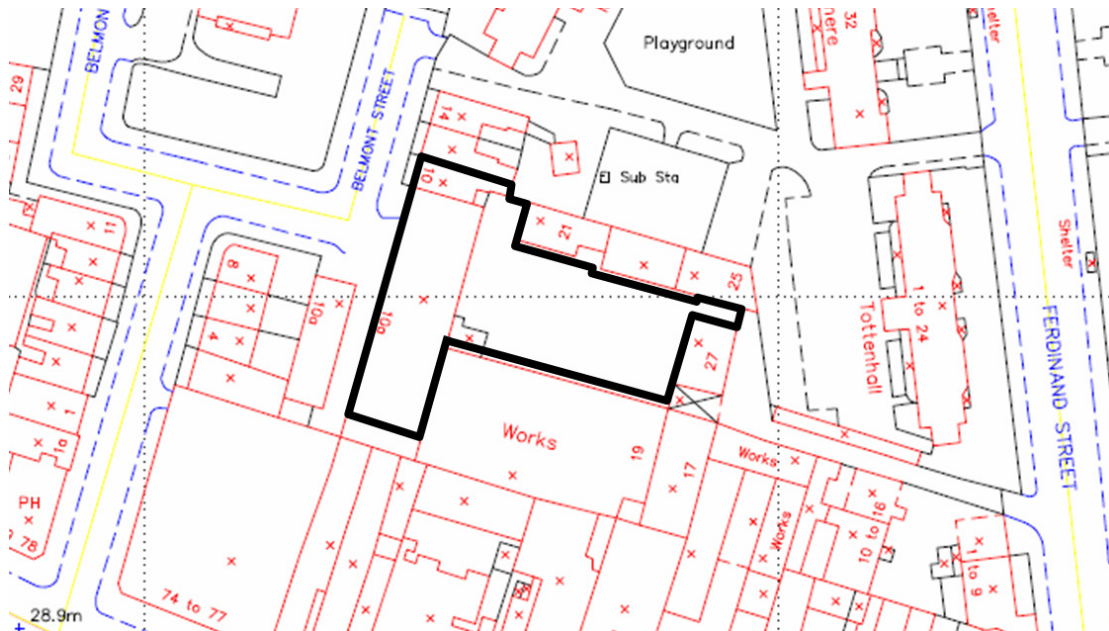
***North Central Travel Plan Network***

- 1.8 Consultation with the London Borough of Camden's Travel Plan officers has ensured that this Travel Plan is consistent with local policy requirements.





park/service area forming approximately 750m<sup>2</sup> of this total. The gross area of the site is 634.5 m<sup>2</sup>, and can be seen below.



**Figure 2-2 Existing Site Layout and Application Black Line Boundary (Not to Scale) Source: John Pardey Architects**

## Site Boundary and Surrounding Land Uses

- 2.3 The area immediately surrounding the development site demonstrates a wide range of land uses. The development site is located on Belmont Street, which directly accesses Chalk Farm Road to the South, and to the West accesses Ferdinand Street.
- 2.4 The site's proximity to Chalk Farm Road and Camden High Street means there is easy access to an array of facilities and amenities, including local schools and a health centre. This includes shopping facilities such as a market, a Morrison's Superstore, retail outlets on Camden High Street, and educational facilities including a library, sports centres, and both primary and secondary schools. Overall the site is strategically placed in close proximity to all local amenities, services and transport links, allowing easy access for residents and visitors to the development.

## Summary of the Development Proposals

- 2.5 The development proposals are for the provision of high quality student accommodation and facilities on a single site. This will consist of the demolition of the 5-story former piano factory at 10a Belmont Street and neighbouring terrace house at 10 Belmont Street. This will enable erection of a new 7-storey (with additional basement (-1), lower basement (-2) and roof terrace) to provide student accommodation and offices.
- 2.6 The proposed development will house 163 residential units with shared bathrooms and kitchen facilities, and 2146m<sup>2</sup> of office space. 13 of the 163 bedrooms will be accessible for disabled residents.



- 2.7 There will be no vehicle parking and will be accessible by pedestrians and service vehicles only. The main pedestrian access will be on Belmont Street for both the students and office users. The office users will be served by a separate entrance to that of the student residents.
- 2.8 There will be 110 bicycle parking spaces for the development. 86 of which will be in the lower basement (-2), providing spaces for students. 24 other cycle parking spaces will be available to the rear of the development. These spaces are allocated for office staff and visitors.
- 2.9 The bicycle parking will be 'Sheffield' design of stand as described in Camden's Streetscape Design Manual and in the Josta 2-tier system. The table below provides a summary of the development proposals and floor space:

| Floor                        | Land Use              | GFA (sqm)    | Total No. of Bedrooms | No. of Bedrooms (Disabled) |
|------------------------------|-----------------------|--------------|-----------------------|----------------------------|
| -2                           | Offices               | 587          | 0                     | 0                          |
|                              | Student Accommodation | 524          |                       |                            |
|                              | <b>Total GIA</b>      | <b>1,111</b> |                       |                            |
| -1                           | Offices               | 1,073        | 0                     | 0                          |
|                              | Student Accommodation | 0            |                       |                            |
|                              | <b>Total GIA</b>      | <b>1,073</b> |                       |                            |
| Ground                       | Offices               | 486          | 0                     | 0                          |
|                              | Student Accommodation | 79           |                       |                            |
|                              | <b>Total GIA</b>      | <b>565</b>   |                       |                            |
| 1                            | Offices               | 0            | 24                    | 2                          |
|                              | Student Accommodation | 554          |                       |                            |
|                              | <b>Total GIA</b>      | <b>554</b>   |                       |                            |
| 2                            | Offices               | 0            | 25                    | 3                          |
|                              | Student Accommodation | 554          |                       |                            |
|                              | <b>Total GIA</b>      | <b>554</b>   |                       |                            |
| Floors 3 to 6 (each)         | Offices               | 0            | 25                    | 3                          |
|                              | Student Accommodation | 539          |                       |                            |
|                              | <b>Total GIA</b>      | <b>539</b>   |                       |                            |
| 7                            | Offices               | 0            | 14                    | 8                          |
|                              | Student Accommodation | 443          |                       |                            |
|                              | <b>Total GIA</b>      | <b>443</b>   |                       |                            |
| <b>Grand Total GIA (sqm)</b> |                       | <b>6,456</b> | <b>163</b>            | <b>13</b>                  |

**Table 2-1 Development Land Use Schedule**

| Land Use              | Total GIA (sqm) |
|-----------------------|-----------------|
| Offices               | 2,146           |
| Student Accommodation | 4,310           |
| <b>Total GIA</b>      | <b>6,456</b>    |

**Table 2-2 Summary of GIA Schedule**

### Car Parking

- 2.10 The proposed development will have no vehicle parking, but will provide access for service vehicles via the service yard at the rear of the development. No vehicle parking will deter residents from travelling by car and will promote the use of public transport.
- 2.11 Street parking within the vicinity of the Belmont Street site is permit holder bays and, pay and display. The area surrounding the site is subject to a number of parking restrictions.
- 2.12 Parking on the surrounding roads is currently restricted and is in the London Borough of Camden's Controlled Parking Zones (CPZ) which are shown in Table 2-3 below.

| Distance from site | Location               | Hours of Operation   | No. of Bays | Pay and Display Tariff         | CPZ  |
|--------------------|------------------------|--|-------------|--------------------------------|------|
| 10m                | Chalk Farm Road NW1    | Mon to Fri 8.30am to 6.30pm                                | 9           | £1.60 per hour, 20p for 5 mins | CA-F |
| 100m               | Crogsland Road NW1     | Sat & Sun 9.30am to 5.30pm                                 | 9           |                                |      |
| 100m               | Belmont Street NW1     |  | 7           |                                |      |
| 130m               | Haverstock Hill NW3    | Mon to Fri 9.00am to 6.30pm<br>Sat 9.30am to 1.30pm        | 20          | £1.60 per hour, 20p for 5 mins | CA-B |
| 140m               | Ferdinand Street NW1   | Mon to Fri 8.30am to 6.30pm                                | 2           | £1.60 per hour, 20p for 5 mins | CA-F |
| 160m               |                        | Sat & Sun 9.30am to 5.30pm                                 | 4           |                                |      |
| 180m               | Regent's Park Road     | Mon to Fri 8.30am to 6.00pm                                |             | £2.40 per hour, 20p for 5 mins | CA-J |
| 200m               | Ferdinand Place NW1    | Mon to Fri 8.30am to 18.30pm<br>Sat & Sun 9.30am to 5.30pm | 2           | £1.60 per hour, 20p for 5 mins | CA-F |
| 200m               | Chalk Farm Road NW1    | Mon to Fri 8.30am to 6.30pm<br>Sat & Sun 9.30am to 5.30pm  | 3           | £1.60 per hour, 20p for 5 mins | CA-F |
| 200m               | Regent's Park Road NW1 | Mon to Fri 8.30am to 6.00pm                                | 10          | £2.40 per hour, 20p for 5 mins | CA-J |
| 210m               | Malden Crescent NW1    | Mon to Fri 8.30am to 18.30pm<br>Sat & Sun 9.30am to 5.30pm | 3           | £1.60 per hour, 20p for 5 mins | CA-F |

**Table 2-3 Street Car Parking Restrictions surrounding Belmont Street (Source: [www.park-up.com](http://www.park-up.com))**

- 2.13 There are 2 motorcycle parking areas located within walking distance from the site. The nearest is on Belmont Street which is 10m from the site in parking zone CA-F and the second is on Regents Park Road 180m from the site in car parking zone CA-J.
- 2.14 Disabled Parking is located on Belmont Street 60m from the site in Car Parking Zone CA-F. Maximum parking time is 3-4 hours

### **Cycle Parking**

- 2.15 The London Borough of Camden Planning Standards Guidelines recommend that in residential institutions C2 land uses and B1 Office uses, the following cycle parking standards should be used:-

| LBC Regulation | Standard                        | Total Parking Spaces Required for the Development |
|----------------|---------------------------------|---|
| C2 Staff       | from 500sqm, 1 space per 250sqm | 17  |
| C2 Visitor     | from 500sqm, 1 space per 250sqm | 17  |
| C2 Residents   | 1 per 2 rooms                   | 82  |
| B1 Staff       | from 500sqm, 1 space per 250sqm | 9   |
| B1 Visitor     | from 500sqm, 1 space per 250sqm | 9   |

**Table 2-4 LBC Cycle Parking Standards, C2: Residential and Business Institutions**

- 2.16 The TfL guidelines set out in TfL's Cycle Parking Standard Guidelines indicate that one cycle parking space should be allocated per 250sqm for the office section and for the student accommodation 1 cycle rack per 2 student rooms should be provided.
- 2.17 Based on Camden's standards described above, a total of 134 cycle spaces are recommended, given the proposed 2146 sqm GFA of office space and 4310 sqm GFA residential element with 163 bedrooms.
- 2.18 The development proposals incorporate 110 cycle spaces, thereby exceeding the required 100 spaces required by the TfL's cycle parking standards but a slight shortfall on Camden's specifications. A total of 86 cycle parking spaces will be provided in the lower basement (-2) with a further 24 spaces located to the rear of the development.
- 2.19 B1 office allocated cycle parking is allocated to the cycle stands at rear of the development. Access to the cycle parking is available via the front and rear entrances. There is easy access for cyclists to walk their bicycles through the building from the Belmont Street entrance to the rear.
- 2.20 C2 residential allocated cycle parking will be located internally within the basement floor (-2) of the development. These can be accessed via the front and rear student entrances on the ground floor. The visitors will gain access to the building via the resident's keycards and use the lift to access the lower basement.
- 2.21 The lift down to the lower basement level parking area will enable easy access for cyclists to the area as the lift is located adjacent to the rear access point. The lifts will be

provided to an adequate size to enable easy movement of bicycles between floors (6.75m x 4.5m).

- 2.22 The cycle parking spaces to the rear of the development will be provided in the form of 'Sheffield' type stands as described in Camden's Streetscape Design Manual. Cycle parking in the lower basement will utilise the Josta 2-tier system.
- 2.23 The individual student bedrooms will each have shower facilities and it is not therefore proposed to provide separate shower and locker facilities for student residents. Shower facilities for use by employees are provided within the office section of the building in the upper basement (-1). These shower facilities will also serve employees associated with the student accommodation element of the development.

### ***Servicing and Refuse Collection***

- 2.24 Servicing of the offices and student accommodation will be undertaken via the service yard at the rear of the development in the 'servicing/deliveries area' as shown in the site plans available Appendix B.
- 2.25 The refuse storage area will be located in the basement levels (-1 and -2). It is proposed that there will be twelve 1,100 litre Eurobins in the lower basement (6 for the residential element and 6 for the office) and 2 Wheeled-bins in the upper basement for office recycling waste. Cleaning staff will collect the waste from the student accommodation and the offices and place the waste in the allocated containers.
- 2.26 Refuse will be compacted daily. On designated collection days, refuse vehicles will collect refuse from the delivery yard to the rear of the site accessed from Ferdinand Street. The lift is of adequate size to accommodate the bins from the lower basement to the ground floor.
- 2.27 The majority of deliveries to the development will take place via the service yard at the rear of the site, however due to the 3.2meter height restriction the front entrance on Belmont Street may have to be used in some circumstances.
- 2.28 Emergency vehicles will access the site from Belmont Street.
- 2.29 The biomass boiler and fuel store is located in the lower basement at the front of the development. The pipe to connect to the fuel store is located on Belmont Street and therefore deliveries will take place from here. Deliveries to the biomass store were impossible via the rear of the development due to the 3.2 meter height restriction located 45 meters from the building.
- 2.30 The new development proposals will not require any alterations to the existing highway layout.

### 3. SITE ACCESSIBILITY ASSESSMENT

#### Public Transport

- 3.1 Access from the site to both rail and the bus services are considered to be very good, with many key interchange points accessible by a single journey leg.
- 3.2 A summary of public transport access and provision can be found below.

#### *Rail Services*

- 3.3 The closest Overground rail station to the proposed development site is Kentish Town West Rail Station, approximately 600m from the site (7 minute walk). This station provides access to London Overground services between Stratford (East London) and Richmond (West London). The journey time from Kentish Town West to Stratford is 25 minutes, with Richmond approximately 40 minutes away. Approximately 4 trains per hour operate in each direction.
- 3.4 Kentish Town national rail station is approximately 1300 meters (15 minute walk time) to the northeast of the development site and provides half hourly services to Wimbledon, Sutton (Surrey) as well as services to St Pancras International Rail Station and Luton Airport. Access to Gatwick Airport and Brighton as well as various destinations in Europe are available via St Pancras. Although Kentish Town station lies outside of the comfortable 10 minute walk time, it may still provide a convenient access point to the national rail network for infrequent journeys using direct services to the destinations served.
- 3.5 Kentish Town West and Kentish Town Station are not step-free and cannot therefore be accessed by wheelchair users or easily utilised by the mobility impaired.
- 3.6 Walking times are estimates and assume an average walking speed of 4.8kph. It should be noted that these walking time estimates do not take into account waiting times to cross roads.

#### *London Underground*

- 3.7 Chalk Farm Underground Station is the closest station to the development, located approximately 300m from the site. This is in zone 2 and accesses the Edgware branch of the Northern Line. The northern line crosses London north to south from Edgware/Barnet in the north to Morden in the south, following two routes through the city centre – via Bank and via Charing Cross. Northern Line trains serve Chalk Farm Station every 2-6 minutes on weekdays, with an average of 16 trains an hour in each direction. The journey time on the Northern Line from Chalk Farm to London Euston is 5 minutes and to Waterloo is 15 minutes.
- 3.8 Camden Town and Belsize Park are both within easy walking distance to the site; however these join the same branch of the Northern Line as Chalk Farm which is within closer distance to the site.



- 3.9 Camden Town underground station is the nearest station to access to the High Barnet/Mill Hill East Branch of the Northern Line. This is located 900 metres from the site which is approximately 10 minutes walk.
- 3.10 Chalk Farm and Belsize Park underground stations are not step-free and cannot therefore be accessed by wheelchair users or easily utilised by the mobility impaired. Camden Town underground station does not have step-free access but it is possible to change between platforms serving the Northern Line Northbound towards Woodside Park and the Northern Line Northbound towards Hendon Central.

### ***Bus Services***

- 3.11 The Belmont Street development site is served by a number of bus services on Chalk Farm Road. Bus stop CF is the closest northbound bus stop to the development, located approximately 100 metres from the development site. Bus stop CE is the closest southbound bus stop to the development, approximately 200m from the development located on the same side of the highway. Bus stop CK is located on Ferdinand Street, which is approximately 100m from the site and serves buses northbound towards Hampstead Heath and southbound towards Pimlico.
- 3.12 Bus route 31 serves Camden Town and Shepherds Bush and runs approximately every 5 minutes.
- 3.13 Bus route 168 serves Central London and Hampstead Heath and runs every 6 minutes.
- 3.14 Bus route 393 serves Chalk Farm and Clapton running every 12 minutes.
- 3.15 The 24-hour 24-bus route serves Pimlico and Hampstead Heath and runs every 5 minutes.
- 3.16 The 24-hour 27-bus route from Chalk Farm to Turnham Green and runs every 6 minutes.
- 3.17 The proposed development site is also in the proximity of Night bus routes. N5 Serves Edgware and Trafalgar Square. N28 links Camden with Wandsworth and N31 links Camden with Clapham Junction.
- 3.18 This is comfortably within the acceptable 400meter walk catchment typically recommended for bus services (Planning for Public Transport in Developments, Institution of Highways and Transportation, 1999). A map of the bus network surrounding the development is shown in figure 3-1.

## 10 and 10a Belmont Street, Camden Work Place Travel Plan

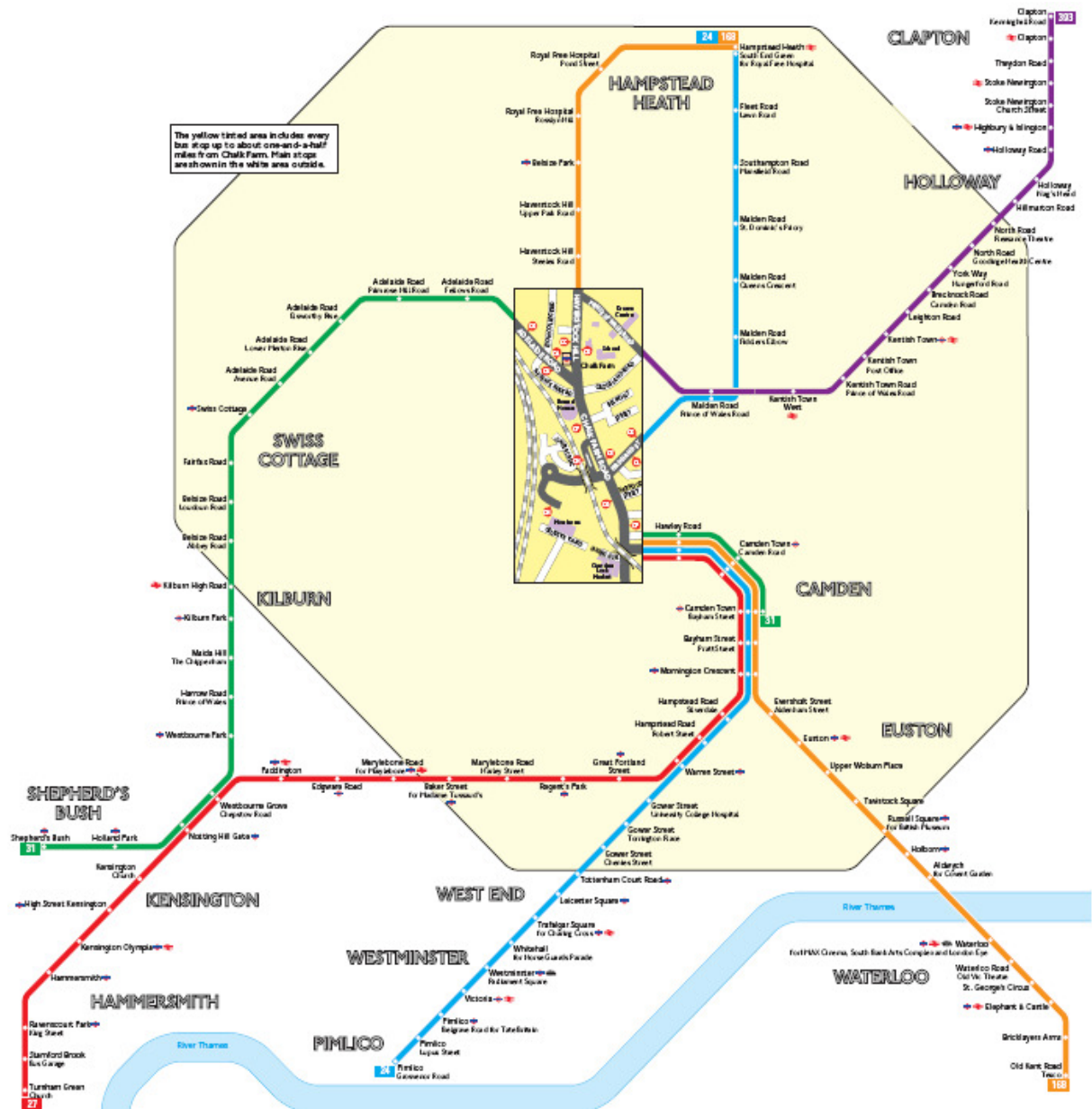


Figure 3-1 Bus network surrounding the proposed development (Source: TFL Website)

- 3.19 As shown in figure 3-1, the local bus network near the proposed site is extensively developed. The destinations served by the bus network and weekday peak hour service frequencies are shown in the table below. Most of the frequencies stated also apply in the inter-peak daytime periods with the frequency levels reduced slightly in the late evenings and during weekends.

| Route | Description  | Buses/hr |
|-------|--|----------|
| 24    | Hampstead Heath – Maiden Road – Chalk Farm – Camden Town – Warren Street – Tottenham Court Road – Leicester Square – Trafalgar Square – Westminster – Victoria – Pimlico.  | 7        |
| 27    | Chalk Farm – Camden Town – Great Portland St – Regents Park – Baker Street – Marylebone – Edgware Road – Paddington – Notting Hill Gate – High Street Kensington – Kensington Olympia – Hammersmith – Ravenscourt Park – Stanford Brook – Turnham Green. | 9        |
| 31    | Shepherds Bush – Holland Park – Notting Hill Gate – Westbourne Grove – Westbourne Park – Maida hill – Kilburn Park – Kilburn High Road – Swiss Cottage – Adelaide Road – Chalk Farm – Camden Town  | 9        |
| 168   | Hampstead Heath – Belsize Park – Chalk Farm – Camden Town – Euston – Russell Square – Holborn – Aldwych – Waterloo – Elephant and Castle – Old Kent Road.  | 8        |
| 393   | Clapton - Theydon Road - Warwick Grove - Upper Clapton - Cazenove Road - Stoke Newington - Highbury New Park - Highbury - Holloway - North Road - Prince of Wales Road - Chalk Farm <i>Morrisons</i>   | 5        |
| N5    | Trafalgar Square – Tottenham Court Road – Goodge Street – Warren Street – Euston – Camden Town – Chalk Farm – Belsize Park – Hampstead – Golders Green – Hendon Central Station - Edgware Station.   | 6        |
| N28   | Camden Town – Westbourne Park – Westbourne Grove – Notting Hill Gate – High Street Kensington – Holland Road – Kensington Olympia – West Kensington – Fulham Broadway – Wandsworth.  | 2        |
| N31   | Camden Town – Chalk Farm – Swiss Cottage – Kilburn High Road – Kilburn Park – Maida Hill – Westbourne Park – Westbourne Grove – Nottig Hill gate – Clapham Junction  | 2        |

**Table 3-1 Bus Service Routes and Frequencies (Source: Taken from TfL's website)**

3.20 Bus route 168 is the most frequent service with 10 buses per hour in the peak periods. Other bus routes provide a generally high level of service frequency with at least 5 buses per hour in the daytime and at least one every half an hour for the nightly service.

3.21 The Table below displays a summary of public transport in the surrounding area of the development

| Mode              | Route                | Journey Time to Key Interchange Points  | Peak Service Frequency | Access Point              | Estimated Walk Distance From Site (metres) | Estimated Walk Time From Site (minutes) |
|-------------------|----------------------|---|------------------------|---------------------------|--|---|
| London Overground | Stratford - Richmond | Willesden Junction (17 minutes)<br>West Hampstead (8 minutes)<br>Gospel Oak (2 minutes) | Every 15 minutes       | Kentish Town West Station | 600  | 7                                       |

## 10 and 10a Belmont Street, Camden

### Work Place Travel Plan



|                           |                                     |   |                     |                      |             |       |
|---------------------------|-------------------------------------|---|---------------------|----------------------|-------------|-------|
|                           |                                     | Highbury & Islington (8 minutes)<br>Stratford (27 minutes)  |                     |                      |             |       |
|                           | Luton - Sutton                      | Luton (47 minutes)<br>Kings Cross<br>Thameslink (12 minutes)<br>London Blackfriars (20 minutes)<br>Walthamstow Queens Road (19 minutes)<br>Barking (34 minutes) | Every 30 minutes    | Kentish Town Station | 1200        | 16    |
| <b>London Underground</b> | Northern Line (Edgware Branch)      | Euston (6 minutes)<br>Kings Cross (8 minutes)<br>Embankment (15 minutes)<br>Bank (17 minutes)<br>Waterloo (17 minutes)  | Every 2 - 5 minutes | Chalk Farm           | 300         | 4     |
| <b>Bus Route 24</b>       | Hampstead Heath - Pimlico           | Tottenham Court Road (20 minutes)<br>Trafalgar Square (28 minutes)<br>Victoria (42 minutes)   | Every 3-6 minutes   | Bus Stop CK and CP   | 100 and 400 | 2 - 5 |
| <b>Bus Route 27</b>       | Chalk Farm - Turnham Green          | Baker Street (19 minutes)<br>Marylebone (20 minutes)<br>Paddington (27 minutes)<br>Kensington Olympia (53 minutes)  | Every 5-7 minutes   | Bus Stop CE          | 200         | 3     |
| <b>Bus Route 31</b>       | Shepherds Bush - Camden Town        | Kilburn High Road (18 minutes)<br>Shepherds Bush Green (45 minutes)   | Every 3-7 minutes   | Bus Stop CE and CF   | 200 and 100 | 1 - 3 |
| <b>Bus Route 168</b>      | Hampstead Heath - Old Kent Road     | Euston (12 minutes)<br>Waterloo (25 minutes)  | Every 5-8 minutes   | Bus Stop CE and CF   | 200 and 100 | 1 - 3 |
| <b>Bus Route 393</b>      | Clapton - Chalk Farm                | Highbury & Islington Station (14 minutes)   | Every 10-13 minutes | Bus Stop CF          | 100         | 1     |
| <b>Bus Route N5</b>       | Trafalgar Square - Edgware Station. | Euston (6 minutes)<br>Tottenham Court Road (10 minutes)<br>Trafalgar Square (20 minutes)<br>Golders Green Station (13 minutes)<br>Edgware station               | Every 6-10 minutes  | Bus Stop CE and CF   | 200 and 100 | 1 - 3 |

|                      |                                |   |                  |                    |             |       |
|----------------------|--------------------------------|---|------------------|--------------------|-------------|-------|
|                      |                                | (37 minutes)  |                  |                    |             |       |
| <b>Bus Route N28</b> | Camden Town - Wandsworth       | Kilburn High Road Station (10 minutes)<br>High Street Kensington (26 minutes)<br>Mapleton Crescent (48 minutes) | Every 30 minutes | Bus Stop CE and CF | 200 and 100 | 1 - 3 |
| <b>Bus Route N31</b> | Camden Town - Clapham Junction | Kilburn High Road Station (9 minutes)<br>High Street Kensington (25 minutes)<br>Clapham Junction (45 minutes)   | Every 30 minutes | Bus Stop CE and CF | 200 and 100 | 1 – 3 |
|                      |                                |   |                  |                    |             |       |

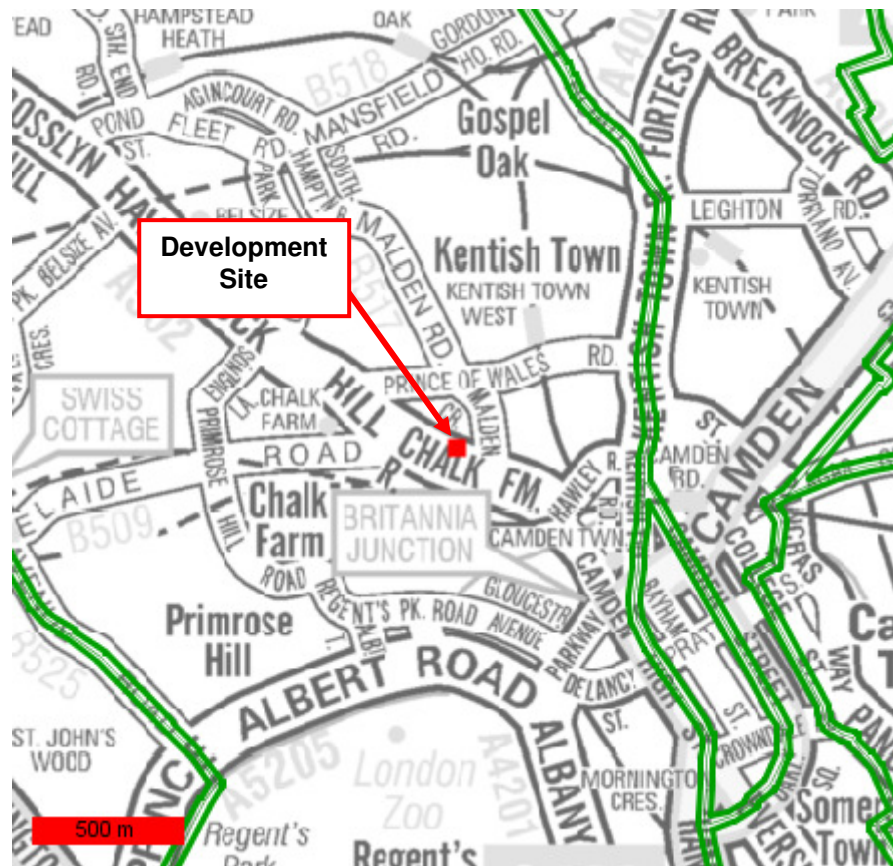
*Table 3-2 Summary of public transport in the surrounding area of the development.*

## Walking and Cycling

### Cycling

- 3.22 Belmont Street itself is not noted by the London Cycle Network (LCN). The nearest access point onto the cycle network is via Chalk Farm Road (A502), following onto Hawley Road (A502), which joins the LCN on Kentish Town Road (A400) approximately 700m to the East of the site.
- 3.23 LCN Route 27 on Kentish Town Road (A502) runs in a north-south alignment. To the north it accesses Kentish Town Station and Hampstead Heath. Travelling south it accesses the city centre.
- 3.24 LCN Route 26 can be accessed 1800m to the west of the site via Adelaide Road (B509).
- 3.25 The figure below shows a map of local cycle routes surrounding the site of the proposed development.





*Figure 3-2 Map of cycle routes local to the site of the proposed development (Not to Scale) (Source: [www.LondonCycleNetwork.org.uk](http://www.LondonCycleNetwork.org.uk))*

- 3.26 B1 (office) staff and visitor cycle parking is allocated to the cycle stands at rear of the development. Access to the cycle parking is available via the main entrance on Belmont Street and via the service yard to the rear of the site. The Belmont Street access requires users to walk bicycles down the corridor within the building to access the rear and then to return to the front of the building to access the office entrance. Using the service yard entrance from Ferdinand Street also requires use of the corridor in order to gain access to the office entrance from the front of the building.

### **Pedestrian Access**

- 3.27 The main pedestrian access to the development will be on Belmont Street for both the students and office users. They will enter the building and use separate doors and key cards and therefore use separate lifts and stairs to access the basement office area or the residential flats. Stairs are also located at the north and west of the development for emergency access.
- 3.28 Pedestrian facilities in the vicinity of the site are good. And the development site can be accessed easily from the number of public transport links in the area, from bus, national rail and underground transport links.
- 3.29 The development also provides easy access to both the Chalk Farm Road facilities and Camden Town centre including the High Street.

- 3.30 Belmont Street and Ferdinand Street have pedestrian footways that vary between 2 metres and 2.5 metres on both sides of the carriageway which are well maintained with good lighting and provisions for disabled and visually impaired users. Pedestrian footways on Chalk Farm Road are a minimum of 3.5 metres and maximum 6 metres linking to existing pelican crossings available to cross Chalk Farm Road to access public transport links and amenities along Chalk Farm Road and Camden High Street.
- 3.31 Because there is no car parking designated with the development, there will be no additional breaks in the pedestrian footway on Belmont Street.

### Car Clubs

- 3.32 Three Car Club operators have car club spaces within one kilometre of the site. They are as follows:

| Car Club      | Location   | Distance from Development (m) |
|---------------|--|-------------------------------|
| City Car Club | NW1 8PG - Kelly Street, Kentish Town             | 547                           |
|               | NW3 4SS - Near to No 7 Eton Rd                   | 547                           |
|               | NW1 8UY - Regents Park Road - <i>Coming soon</i> | 660                           |
| Street Car    | NW3 3HH- Adelaide Road                           | 322                           |
|               | NW3 2BE- Belsize Park                            | 550                           |
|               | NW3 3LZ – Chalk Farm                             | 644                           |
|               | NW1 7AU – Primrose Hill                          | 644                           |
|               | NW1 9LP – Camden Sainsbury's                     | 644                           |
|               | NW3 3EA – Primrose Hill Road                     | 805                           |
| Whizzgo       | NW1 8LA - Gloucester Avenue                      | 600                           |
|               | NW3 2EX - Maitland Park Road,                    | 700                           |

**Table 3-3 Car Club Locations within 1km of the site (Source: [www.citycarclub.co.uk](http://www.citycarclub.co.uk), [www.streetcar.co.uk](http://www.streetcar.co.uk), [www.whizzgo.co.uk](http://www.whizzgo.co.uk))**

- 3.33 It should be noted that the above car clubs do have age restrictions which may restrict some student's usage. These are found below:-
- City Car Club: Over 19 years old permitted
  - Street Car: Under 21 years old permitted (held a driving licence for over 2 years), Over 21 years old permitted (held driving licence over 1 year)
  - Whizzgo: Over 18 years old permitted.

## 4. TRAVEL PLAN STRATEGY

### Management

- 4.1 The Site Manager will be appointed as the Travel Plan Co-ordinator. Due to the size of this development, it is envisaged that the Travel Plan Co-ordinator will be able to undertake the role on a part-time basis alongside other duties.
- 4.2 A steering group will consist of various representatives from the residents located within the development. This group will assist the Travel Plan Co-ordinator in monitoring the success of the Travel Plan.
- 4.3 The Travel Plan Co-ordinator will be ultimately responsible for the Travel Plan at each stage of its development
- 4.4 The Applicant will work together with representatives from the London Borough of Camden to ensure that the targets within the Travel Plan are met.

### Marketing

- 4.5 The strategy should include activities for marketing and awareness-raising for the travel plan and dissemination of travel information.
- 4.6 There will be informational posters available in reception detailing the aims and methods of the Travel Plan.
- 4.7 Travel information leaflets will be available in reception and distributed via the residential Welcome Packs.
- 4.8 Annual events will take place to heighten the awareness of the aims of the Travel Plan. This may take the form of a presentation to employees by the Travel Plan Co-ordinator highlighting the successes of the Travel Plan in the past year. This will also act as a forum in which employees can register their thoughts regarding the Travel Plan.

### General Travel Plan Working Arrangements

- 4.9 The Site Manager will meet with the Local Authority at their request to review the performance of the Travel Plan if required.
- 4.10 Within that context, the regular and any ad hoc meetings will comprise appropriate representatives of the Local Authority and the Site Manager including regular participants to be nominated and additional or specialist representation as necessary.
- 4.11 The Site Manager will prepare and issue a one-page Annual Statement summarising the progress of the Travel Plan and associated surveys. The Travel Plan will not be a static blueprint, but will evolve and adapt to the changing circumstances of the residents.

### ***Surveys***

- 4.12 Proposals will be monitored by the use of Office Staff Travel Surveys and ad hoc surveys of cycle parking facility occupancy. The first office staff survey will provide an immediate indicator of the impact of the proposed redevelopment and the second survey will provide an indication of how effective the proposal has been in implementing modal share after any 'novelty' value has worn off.
- 4.13 The staff survey will be iTRACE compliant (As shown in Appendix C) and will be conducted by the Site Management Company, supervised by the Travel Plan Co-ordinator.
- 4.14 The Travel Plan Co-ordinator will conduct the survey.

### ***Exclusions***

- 4.15 This Travel Plan has the primary aim of influencing the travel patterns of the employees. It is acknowledged that refuse and service deliveries are the only regular vehicle movements in and out of the site, but it is felt that green transport initiatives among these parties can only be implemented effectively via their respective employers and organisations. Vehicle movements by these parties have not therefore been addressed in this document.

## 5. PROPOSED PACKAGE OF MEASURES

5.1 The Travel Plan for the Belmont Street development is set out below in the form of a number of measures, some of which are inter-dependent on each other. These measures will be reviewed, and new proposals will be introduced, on an ongoing basis as public transport provision is enhanced and as the needs of the users of the development change. A number of the following proposals apply to all users i.e. visitors, employees and patrons. For each proposal the following information, if applicable, is given:

- Description a description of the proposal
- Objective this outlines what the aim of the proposal is and how it may relate to other proposals.
- Implementation details of how the proposal would be implemented
- Indicators this provides details of the indicators that will be used to determine whether the proposal is meeting its objectives
- Monitoring details of how the indicators will be monitored
- Targets this includes the timescale for completion plus details of the targets set for the indicators identified above
- Review identifies the circumstances when indicators, monitoring and targets may be reviewed and altered.

5.2 Where applicable, the parties involved in the implementation, monitoring and review of each proposal will be identified and their role outlined.



## Measure 1 - Establish the Role of the Travel Plan Co-ordinator

### *Description*

- 5.3 To establish the role of the Belmont Street Travel Plan Co-ordinator. This part time role will be incorporated into the duties of the Site Manager.

### *Objectives*

- 5.4 To implement and manage all aspects of the Travel Plan in order to maintain an efficient transportation policy for the benefit of employees.
- 5.5 To co-ordinate and monitor the Travel Plan proposals for employees.
- 5.6 The Site Manager will be responsible for monitoring the cycle facilities to ensure that they remain safe and secure.

### *Implementation*

- 5.7 The Site Manager will undertake the duties of the Travel Plan Co-ordinator. This will allow the required tasks to be undertaken from immediate effect.
- 5.8 The Travel Plan Co-ordinator will be appointed within the first three months of first occupation.
- 5.9 In addition, the Co-ordinator may be responsible for setting up and facilitating the steering group and specific working groups.

### *Indicators*

- 5.10 Staff feedback will be useful in determining the impact having a Travel Plan Co-ordinator is upon their method of travel.

### *Monitoring*

- 5.11 Feedback from employees could be obtained by including it as an item on the agenda at team meetings or via email.

### *Targets*

- 5.12 No targets will specifically be set to assess the performance of the Site Manager, since the indicators are considered 'subjective'. However, the overall success of the Travel Plan could be taken as an indicator of the Site Manager's effectiveness.

### *Review*

- 5.13 The role of the Site Manager (acting as Travel Plan Co-ordinator) will be reviewed every six months and the job specification changed if necessary.

## Measure 2 - Staff Travel Survey

### *Description*

- 5.14 This measure is proposed to monitor staff travel requirements, and performance of the Travel Plan, via the use of Staff Surveys. The first Staff Survey will provide an immediate indicator of the impact of the proposed redevelopment and the second survey will provide an indication of how effective the proposal has been in implementing modal share after any 'novelty' value has worn off.
- 5.15 The staff survey will be iTRACE compliant (As shown in Appendix C) and will be conducted by the Site Management Company, supervised by the Travel Plan Co-ordinator.

### *Objectives*

- 5.16 To specify travel questions in order to assist in identifying targets for measures to be implemented. Ongoing staff survey responses will also contribute to the evolution of the Travel Plan into the future. Key points of interest in the Staff Travel Survey will be:
- How staff currently travel to and from work;
  - Where staff are traveling from; and
  - Who would be able/willing to change their current travel choices.

### *Implementation*

- 5.17 The Staff Surveys will be conducted via the use of self-completion questionnaires. The Travel Plan co-ordinator will distribute the surveys to Steering Group representatives from each occupier.
- 5.18 Staff travel surveys will be undertaken on the first, third, and fifth year following the initial survey and the results reported in the Borough. Additional surveys will be undertaken following a change in occupier of the building. These surveys will be undertaken within six months of occupation by the new occupier.
- 5.19 The first survey will be undertaken within six months of first occupation of the development.
- 5.20 Surveys of new occupiers may be conducted outside of the first, third and fifth years in order to establish travel requirements.
- 5.21 In order for effective monitoring to be carried out, the site management team will become members of the iTrace system within the initial six months of occupation. Membership of the iTrace system will ensure that the plan is monitored and assessed consistently.

### *Indicators*

- 5.22 The quality and usefulness of the information derived from the Staff Survey will provide an indication of its performance. However, it is assumed that the iTRACE format has been piloted and refined to provide the required information, as shown in Appendix C.

### ***Monitoring***

- 5.23 The quality of the information obtained from the surveys and its usefulness in developing the Travel Plan further will be monitored by the Travel Plan Co-ordinator.

### ***Targets***

- 5.24 The Staff Survey will be distributed to 100% of employees and a 100% response rate will be sought.

### ***Review***

- 5.25 The Travel Plan Co-ordinator will review the contents of the Staff Survey. Feedback from the Local Authority will also be welcomed following issue of the Annual Travel Plan report.

## Measure 3 – Loading Area Management

### *Description*

- 5.26 The development site will only be accessible by pedestrians and emergency and service vehicles.

### *Objectives*

- 5.27 To ultimately prevent staff parking in loading area.

### *Implementation*

- 5.28 By providing signage indicating that parking in the loading area or access road is prohibited and that such acts will be punishable by fines, and enforced via vehicle clamping. Vehicles, which remain clamped for more than 4 hours, will be removed from the site and the driver will have to pay a further fee to recover the vehicle from the parking contractor's pound.

- 5.29 An external company will be contracted to enforce this.

### *Indicators*

- 5.30 Regular parking in the unloading bay will indicate that this is not being enforced.

### *Monitoring*

- 5.31 The Travel Plan Co-ordinator will conduct regular surveys of the loading area to ensure that no prohibited parking is occurring. If it is, the Co-ordinator will contact the external parking enforcement contractors to issue fines or to tow the vehicle away.

### *Targets*

- 5.32 No car parking in the loading area.

### *Review*

- 5.33 The enforcement procedure will be reviewed every six months to ensure its success. The performance of the external parking enforcement contractors will also be review at this time.

## Measure 4 - Provision of Secure employee Cycle Parking Spaces and facilities

### Description

- 5.34 Provision of safe cycle parking for use by staff traveling by bicycle. Provision of lockers and shower facilities for employees.

### Objectives

- 5.35 To facilitate and increase the use of the bicycle as a means of travel to the development among employees.

### Implementation

- 5.36 Transport for London's cycle parking standards state 1 cycle parking space should be provided per 2 students and 1 space per 250 sqm of office space. This would result in 100 parking spaces for the Belmont Street development.
- 5.37 London Borough of Camden Planning Standards Guidelines recommend that in residential institutions C2 land uses and office B1 land uses, require the following cycle parking standards should be used:-

| LBC Regulation | Standard                        |
|----------------|---------------------------------|
| C2 Staff       | from 500sqm, 1 space per 250sqm |
| C2 Visitor     | from 500sqm, 1 space per 250sqm |
| C2 Residents   | 1 per 2 rooms                   |
| B1 Staff       | from 500sqm, 1 space per 250sqm |
| B1 Visitor     | from 500sqm, 1 space per 250sqm |

**Table 5-1 London Borough of Camden's Cycle Parking Standards**

- 5.38 According to the standards above, the Belmont Street development will need to provide the following amount of cycle parking:

| Land Use       | Total Parking Required |
|----------------|------------------------|
| C2 Staff       | 17                     |
| C2 Visitor     | 17                     |
| C2 Residents   | 82                     |
| B1 Staff       | 9                      |
| B1 Visitor     | 9                      |
| Total Required | 134                    |

**Table 5-2 Cycle parking required based on Camden's standards**



- 5.39 The development will provide 110 cycle parking spaces in total, thus exceeding TfL standards of 100 cycle spaces but a shortfall of spaces required by London Borough of Camden policy.
- 5.40 To the rear of the development there will be 24 spaces; these spaces will be allocated for office staff and visitors. As there are some “spare” spaces these will be used by student accommodation staff.
- 5.41 There are 2 access points to the office cycle parking. Access from Belmont Street will be via the main office entrance. Staff will take their bicycles along the corridor to the rear of the development to their allocated spaces. These spaces are also accessible via Ferdinand Street which leads to the courtyard which holds the office allocated cycle parking. Access to the offices is via a door adjacent to the cycle parking stands.
- 5.42 The office bicycle parking will take the form of a Josta 2 tier system.
- 5.43 86 cycle parking spaces are located in the lower basement (-2) which are allocated for residents and visitors to the student accommodation. Visitors to student residents would need to be accompanied by their hosts in order to gain access to the basement cycle parking, since it will be accessible by resident keycard only.
- 5.44 The student accommodation staff will use both rear and basement cycling parking spaces. Night time staff (Security) who stay overnight could use any spare spaces in the basement. This would mean that their bicycles would be more secure. Daytime staff, would use the spaces in the rear yard, as the number of daytime staff on site will vary, and it is unlikely that more than 7 daytime staff will be present at the same site.
- 5.45 Shower facilities for office staff are provided in the upper basement floor (-1).

### ***Indicators***

- 5.46 Occupancy of the cycle facilities will be the most tangible indicator of their success. Other indicators include the modal share of employees traveling to the development by bicycle.

### ***Monitoring***

- 5.47 Cycle parking surveys separate of the staff travel surveys, would act as an independent check in relation to cycle parking occupancy. Ad hoc surveys of cycle parking occupancy and facilities will also be carried out to ensure that they remain safe and secure.
- 5.48 The employee survey will be designed to assess modal share and provide feedback on the use and operation of cycle parking provision.

### ***Targets***

- 5.49 The targets will be set out in relation to the findings of the first staff surveys.

### ***Review***

- 5.50 Employee feedback will provide an indication of the success, or otherwise, of the cycle parking facilities provided. If the cycle parking facilities are found to be under used, it may be necessary to survey employees to identify any underlying causes.

## Measure 5 – Provide a Welcome Pack for Staff

### *Description*

- 5.51 Produce a Welcome Pack for staff containing information about the various public transport options available from the site. Highlighting the footpaths and cycle routes, as well as a description of the aims of the Travel Plan and subsequent benefits to all users.

### *Objectives*

- 5.52 To make staff aware of the aims of the Travel plan and to ensure that all users of the development are able to make informed choices.

### *Implementation*

- 5.53 The Welcome Packs will be distributed to every employee within the development. This can be done in a hard copy format, or via a CD or email version containing the welcome pack information. Following recruitment, new employees will be provided with the Travel Plan information.
- 5.54 The Travel Plan Co-ordinator will be responsible for ensuring that Welcome Pack information is accessible to employees on their request.
- 5.55 Changes to information included in the Welcome Pack will be posted on notice boards and in the reception and could be emailed to the employees if possible.

### *Indicators*

- 5.56 Feedback from staff will give an indication of the usefulness of the Welcome Pack. Questions could be introduced into the staff surveys requesting specific feedback on the packs and information given.

### *Monitoring*

- 5.57 The Travel Plan Co-ordinator will monitor the quality of feedback obtained from staff with regards to their views on the Welcome Pack information and its usefulness.

### *Targets*

- 5.58 The Welcome Pack should be made readily available to 100 per cent of staff.

### *Review*

- 5.59 Employee feedback will provide an indication of the success of the welcome pack information provided.

## Measure 6 – Access to Internet Travel Information

### *Description*

- 5.60 Ensure that access to public transport timetables and routes are available on the Intranet or Internet within the offices. This will include live public transport departure and arrival times as well as local cycle and pedestrian routes.

### *Objectives*

- 5.61 To make staff aware of the public transport serving the site to encourage sustainable choices of travel to work modes.
- 5.62 To provide access to live transport information and assist employees with making alternative travel plans.

### *Implementation*

- 5.63 Access to travel information sites will be made available subject to the internet access capabilities and policies of the occupiers.
- 5.64 A dedicated page on the Intranet sites of occupiers, detailing the aims, measures and performance of the Travel plan. This will be subject to the intranet access capabilities and policies of companies occupying the development.
- 5.65 Where applicable, the Intranet Managers of the respective occupiers will be responsible for establishing an intranet page dedicated to the Travel Plan.

### *Indicators*

- 5.66 Feedback from the staff will give an indication of the degree of access and usefulness of this information.

### *Monitoring*

- 5.67 The Travel Plan Co-ordinator will monitor the quality of feedback obtained from staff with regards to their views on the access to Internet/Intranet travel information.

### *Targets*

- 5.68 The Internet travel information should be accessible by 100% of staff.

### *Review*

- 5.69 Employee feedback will provide an indication of the success of the travel Internet service provided.

## Measure 7 – Procurement of Environmentally Responsible Transport Service Providers

### *Description*

- 5.70 Ensure that transport service providers employed by occupiers of the development are environmentally responsible.

### *Objective*

- 5.71 To make staff aware of the environmentally responsible service providers available. To employ transport service providers which are aware of their environmental impacts and seek to minimise them.

### *Implementation*

- 5.72 The Travel Plan Co-ordinator will liaise with Steering Group members from each occupier to ensure that, where possible, environmentally responsible transport service providers are employed.
- 5.73 This will mainly relate to courier firms serving the occupiers. A list of preferred suppliers meeting ISO 14001 EMS Accreditation, will be provided to occupiers by the Site Management Company.

### *Indicators*

- 5.74 Feedback from the service provider companies will inform the Travel Plan Co-ordinator of the environmental savings.
- 5.75 No targets are proposed for the procurement of environmentally responsible transport service providers since the needs of individual occupiers may vary. However, the Travel Plan co-ordinator will endeavor to procure such transport service providers in the context of commercial viability.

### *Monitoring*

- 5.76 The Travel Plan Co-ordinator will monitor the feedback from the environmentally responsible service providers.

### *Targets*

- 5.77 No targets are proposed for the procurement of environmentally responsible transport service providers since the needs of individual occupiers may vary. However, the Travel Plan co-ordinator will endeavor to procure such transport service providers in the context of commercial viability.

### *Review*

- 5.78 On going reviews and comparisons of environmentally responsible service providers and maintaining contracts with the most responsible.

## Measure 8 – Public Transport and Cycling Vouchers

### *Description*

- 5.79 Provide Public Transport and bicycle vouchers for staff, to encourage its use as a means of transport to and from work. This scheme should, further more discourage the use of private car use, when considering that there is no area to park.

### *Objectives*

- 5.80 To encourage and maximize the use of public transport, whilst discouraging the use of private car use.

### *Implementation*

- 5.81 Employers offer the vouchers to encourage employees to take public transport to work.
- 5.82 Vouchers deduct a certain amount of the cost of using public transport.
- 5.83 Employers pay half the cost of an employee's monthly bus fare and then deduct it as a business expense. Employers offer the voucher to interest employees who then use the voucher on public transport, along with their share of the cost. Monthly passes are achieved and an invoice is sent to the employer.

### *Indicators*

- 5.84 The number of staff using public transport or cycling to work, due to the vouchers. Can be investigated through a staff survey.

### *Monitoring*

- 5.85 The Travel Plan Co-ordinator will monitor the number of staff using public transport and cycling due to the scheme, through the staff survey.

### *Targets*

- 5.86 The targets will be set out in relation to the findings of the first staff surveys.

### *Review*

- 5.87 Employee feedback will provide an indication of the success.



## Measure 9 - Interest Free Season Ticket Loans for Employees

### *Description*

- 5.88 Provision of interest free season ticket loans to allow employees to purchase annual season tickets which are cheaper than monthly or weekly season ticket equivalents.

### *Objectives*

- 5.89 To reduce the cost of regular public transport use by employees.

### *Implementation*

- 5.90 Provides interest free season ticket loans to all employees. These loans are offered from day one of employment and do not require an employee to have worked for a minimum period at the company. This is welcomed since it encourages new employees to save on the cost of public transport from the beginning of their employment and will help them to establish sustainable travel routines. These loans will therefore be available to staff.

### *Indicators*

- 5.91 Records of season ticket loans (and associated salary adjustments) will be kept, and could be used as an indicator of the number of employees with season ticket loans.

### *Monitoring*

- 5.92 Monitoring the number of season ticket loans taken out by staff.

### *Targets*

- 5.93 It is not proposed to set any targets for season ticket loan provision, since public transport will already significant.

### *Review*

- 5.94 As alternative options for reducing the cost of public transport usage become available, the scheme can be reviewed.

## 6. SUMMARY & CONCLUSIONS

- 6.1 Scott Wilson were asked to carry out an assessment of the possible transport impacts arising from the proposed Belmont Street development. The Travel Plan was prepared as a means of maximising the sustainability of travel by employees to and from the commercial development.
- 6.2 The development proposal is to replace the former piano factory at 10a Belmont Street and terraced house located at 10 Belmont Street. With a 7-storey (with additional lower basement, upper basement and roof terrace) building providing high quality student accommodation and offices.
- 6.3 A large number of transport links exist in the immediate vicinity of the site. There are a number of bus routes along Chalk Farm road and Chalk Farm underground station within close walking distance, serving the Edgware branch of the Northern line, and providing access to locations within Central London. Belmont Street is also within the catchment area of Kentish Town West Mainline Rail station, which offers services to Stratford (East London) and Richmond (West London). The site is therefore well served by public transport.
- 6.4 Pedestrian facilities in the vicinity of the site are good and provide easy access to both Camden Town centre and the facilities of Chalk Farm Road.
- 6.5 The development site is not directly accessible to the London Cycling Network, however there is with a number of cycle routes in the surrounding area which can be reached easily in order to join the London Cycle Network. Pedestrian routes are also plentiful with safe and easy pedestrian access throughout the area.
- 6.6 The nine measures proposed in this Travel Plan can be summarised as:
- Measure 1      Establish the role of the Travel Plan Co-ordinator
  - Measure 2      Annual Staff' Travel Survey
  - Measure 3      Loading Area Management
  - Measure 4      Provision of Secure employee Cycle Parking Spaces and facilities
  - Measure 5      Provide a Welcome Pack for Staff
  - Measure 6      Access to Internet Travel Information
  - Measure 7      Procurement of Environmentally Responsible Service Providers
  - Measure 8      Public Transport Vouchers
  - Measure 9      Interest free season ticket loans for employees.

## APPENDIX A - TRAVEL PLAN FRAMEWORK SUMMARY

## 10 and 10a Belmont Street, Camden

### Work Place Travel Plan

|   | Travel Plan Measure                                 | Implementation  | Indicator  | Monitoring  | Targets  | Review  |
|---|---|---|--|---|--|---|
| 1 | Travel Plan Coordination                            | Role undertaken by the Site Manager.  | Staff feedback.  | Staff feedback.   | None.  | Role reviewed every 6 months.   |
| 2 | Staff Travel Survey                                 | Monitor staff travel arrangements and requirements.<br><br>Via self-completion questionnaires, undertaken on 1 <sup>st</sup> , 3 <sup>rd</sup> and 5 <sup>th</sup> year. Results reported to borough. | Quality and the usefulness of the information derived from the staff survey.                 | The quality of the results achieved monitored by the Travel plan coordinator. | Distributed to 100% of all staff, with a 100% response rate.                   | Review of the staff survey by Travel Plan co-ordinator,                                       |
| 3 | Loading Area Management                             | Signage indicating that parking in the loading area is prohibited.<br><br>Fines and vehicle clamping will enforce for such acts.  | Parking in the loading bay area will indicate that the operation is not being enforced.      | Surveys of the loading area to ensure that no prohibited parking occur.       | No car parking in the loading bay area.  | Enforcement procedure enforced every 6-months.  |
| 4 | Secure employee Cycle Parking Spaces and Facilities | Provide 19 office cycle parking spaces.<br><br>Shower facilities will be available.   | Occupancy of the cycle facilities.<br><br>Number of employees travelling to work by bicycle. | Survey conducted within the staff survey.                                     | Targets will be set out in relation to the findings of the first staff survey. | Employee feedback will give an indication of the success of the cycle parking and facilities. |
| 5 | Provide a Welcome Pack for Staff                    | Welcome packs distributed to every employee within the development.   | Feedback from staff.   | Travel Plan co-ordinator will monitor the quality of feedback obtained.       | Welcome Packs distributed to 100% of staff.                                    | Employee feedback will provide an indication of the success of the welcome pack               |

## 10 and 10a Belmont Street, Camden

### Work Place Travel Plan

|   | Travel Plan Measure  | Implementation  | Indicators  | Monitoring  | Targets  | Review   |
|---|--|---|---|---|--|--|
| 6 | Access to Internet Travel Information.                                 | Access to travel information sites will be made available.  | Feedback from staff.  | Travel Plan co-ordinator will monitor the quality of the feedback obtained.           | The Internet travel information should be accessible by 100% of staff  | Employee feedback will provide an indication of the success of the internet travel information provided.             |
| 7 | Procurement of Environmentally Responsible Transport Service Providers | Travel Plan co-ordinator will liaise with the Steering Group members, to ensure that, where possible, environmentally responsible transport service will be used. | Feedback from service providers to inform of their environmental savings.   | The Travel Plan Co-ordinator monitor feedback from the service providers.             | None.  | Review feedback.   |
| 8 | Public Transport and Cycling vouchers.                                 | Employees offer the vouchers to interest employees, to take public transport to work.   | The number of staff using public transport or cycling to work, due to the vouchers  | The Travel Plan Co-ordinator would monitor feedback from staff would monitor feedback | Targets set out in relation to the first staff survey.   | Employee feedback will provide an indication of the success.   |
| 9 | Interest Free Season Ticket Loans for Employees                        | Provides interest free season ticket loans to all employees.  | Records of season ticket loans (and associated salary adjustments) will be kept, and could be used as an indicator of the number of employees with season ticket loans. | Monitoring the number of season ticket loans taken out by staff.                      | It is not proposed to set any targets for season ticket loan provision, since public transport will already significant. | As alternative options for reducing the cost of public transport usage become available, the scheme can be reviewed. |

## APPENDIX B - SUPPORTING DRAWINGS



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cad file

Notes

| rev | date | initials | description |
|-----|------|----------|-------------|
|-----|------|----------|-------------|

drawing:  
**BASEMENT PLAN LEVEL 2  
PROPOSED**

project:  
**0710-BELMONT STREET**

drawing no:

revision:

status:

**PLANNING**

scale @ A1/A3:

date:

**1:100 / 1:200**

**JUNE 09**

**JOHN PARDEY ARCHITECTS**

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east end  
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hampshire  
SO41 5SR

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f 01590 626547

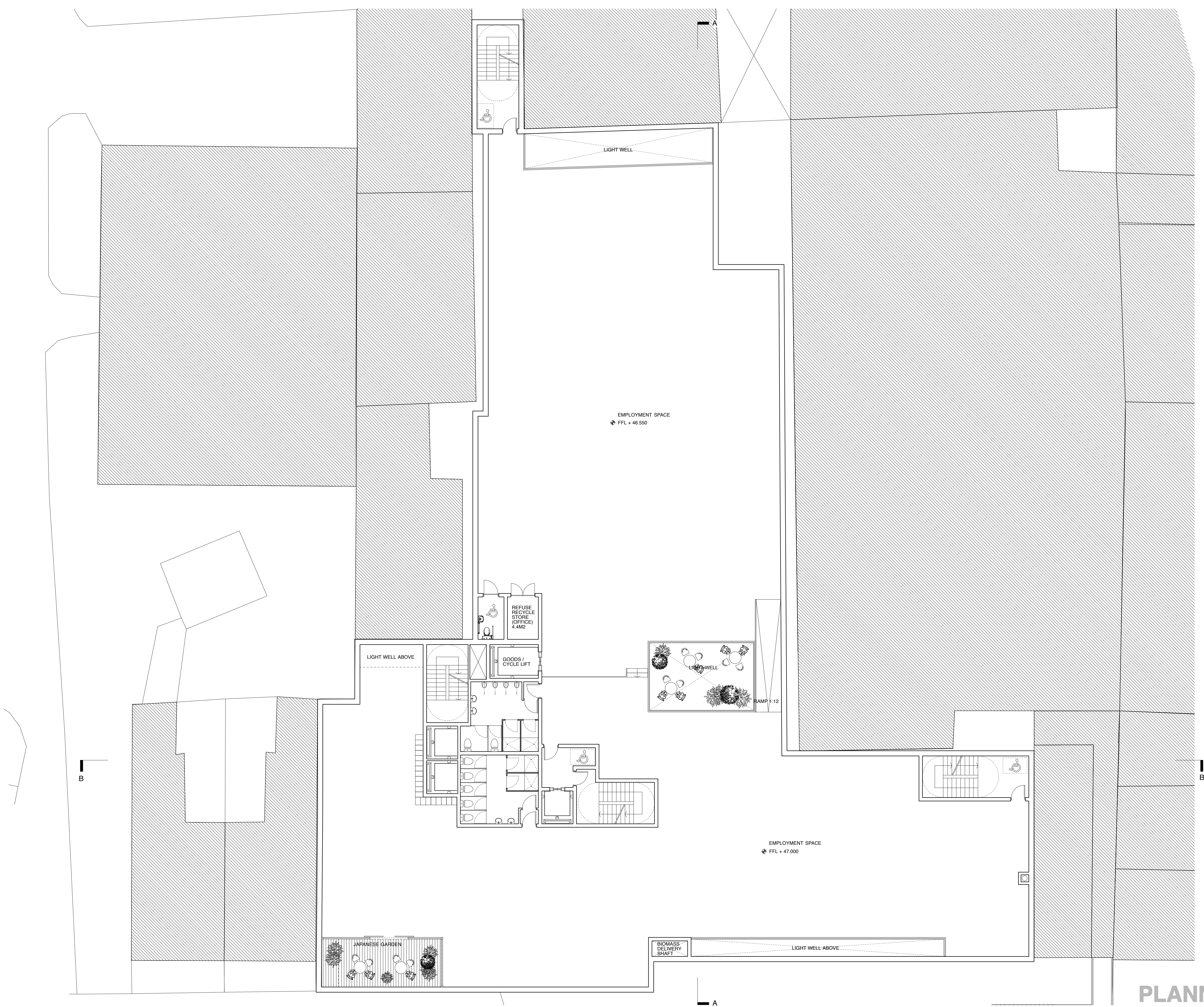
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Notes

| rev | date | initials | description |
|-----|------|----------|-------------|
|-----|------|----------|-------------|

drawing:  
**BASEMENT PLAN LEVEL 1  
PROPOSED**

**0710-BELMONT STREET**

| drawing no:    | revision: |
|----------------|-----------|
| <b>710-249</b> |           |

status:

**PLANNING**

scale @ A1/A3:

**1:100 / 1:200**

date:

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KEY:

EXISTING BUILDING FOOTPRINT

| rev | date | initials | description |
|-----|------|----------|-------------|
|-----|------|----------|-------------|

drawing:  
GROUND FLOOR PLAN  
PROPOSED

project:  
0710-BELMONT STREET

drawing no:  
710-250

status:  
PLANNING

| scale @ A1/A3: | date:   |
|----------------|---------|
| 1:100 / 1:200  | JUNE 09 |

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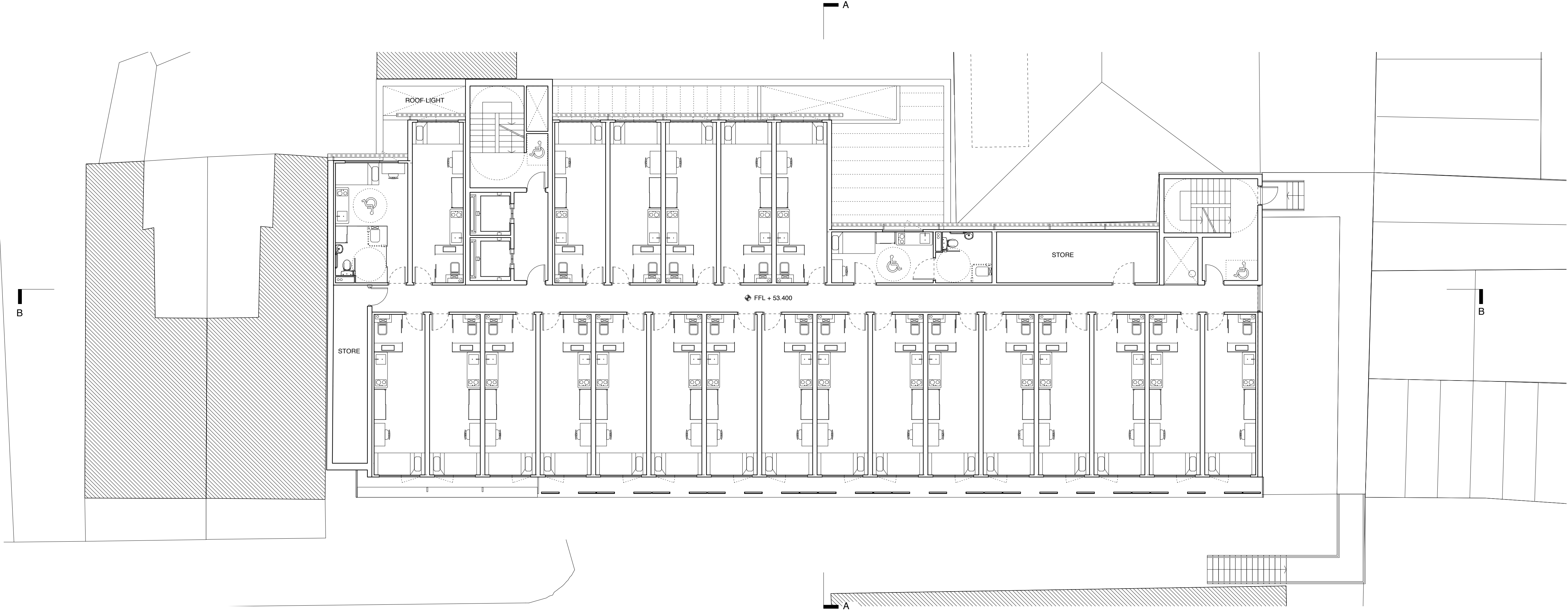
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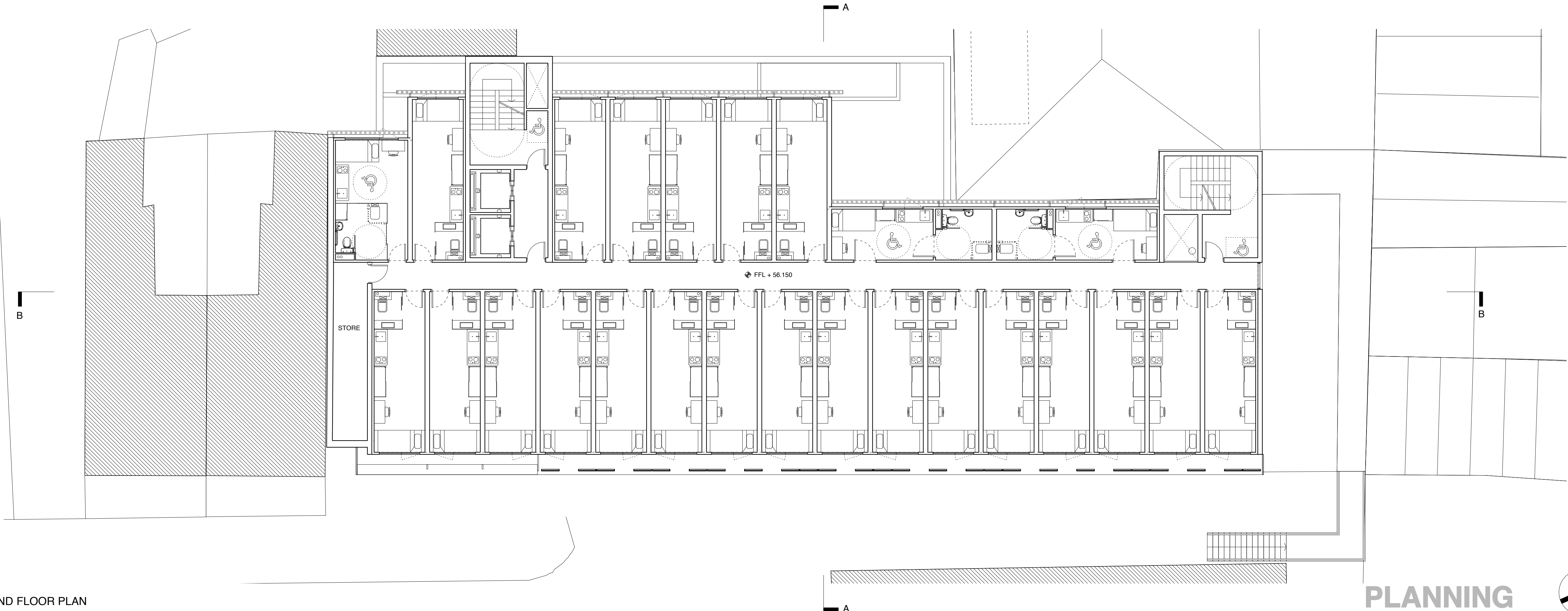
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cad file:

Notes



FIRST FLOOR PLAN



SECOND FLOOR PLAN

| rev | date | initials | description |
|-----|------|----------|-------------|
|-----|------|----------|-------------|

drawing:  
FIRST FLOOR PLAN / SECOND  
FLOOR PLAN PROPOSED

project:  
0710-BELMONT STREET

| drawing no: | revision: |
|-------------|-----------|
| 710-251     |           |

status:

PLANNING

| scale @ A1/A3: | date:   |
|----------------|---------|
| 1:100 / 1:200  | JUNE 09 |

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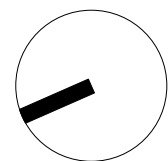
beck farm studio  
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hampshire  
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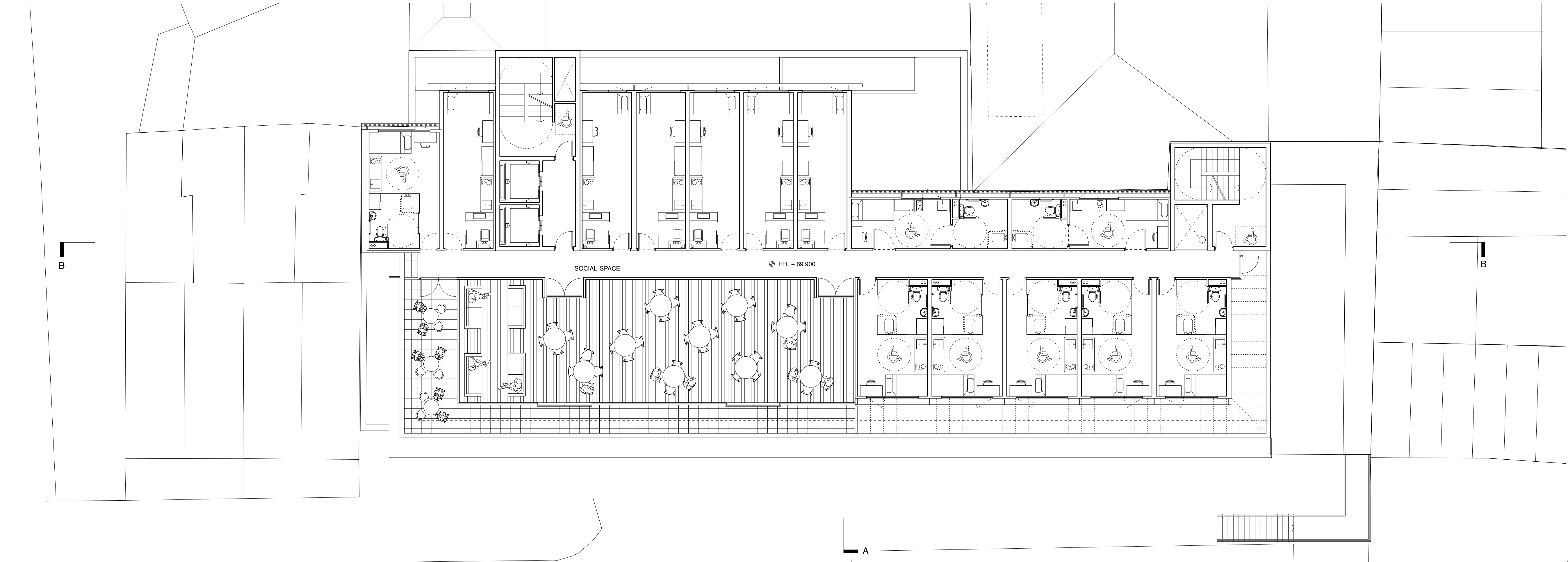
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THIRD - SIXTH FLOOR PLAN



SEVENTH FLOOR PLAN

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cad file:

Notes

| rev | date | initials | description |
|-----|------|----------|-------------|
|-----|------|----------|-------------|

drawing:  
THIRD-SIXTH FLOOR PLAN /  
SEVENTH FLOOR PLAN PROPOSED  
project:

0710-BELMONT STREET

710-253

status:

PLANNING

scale @ A1/A3:

1:100 / 1:200

date:

JUNE 09

JOHN PARDEY ARCHITECTS

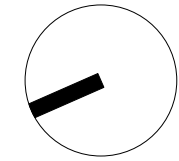
beck farm studio  
st leonards road  
east end  
lymington  
hamshire  
SO41 5SR

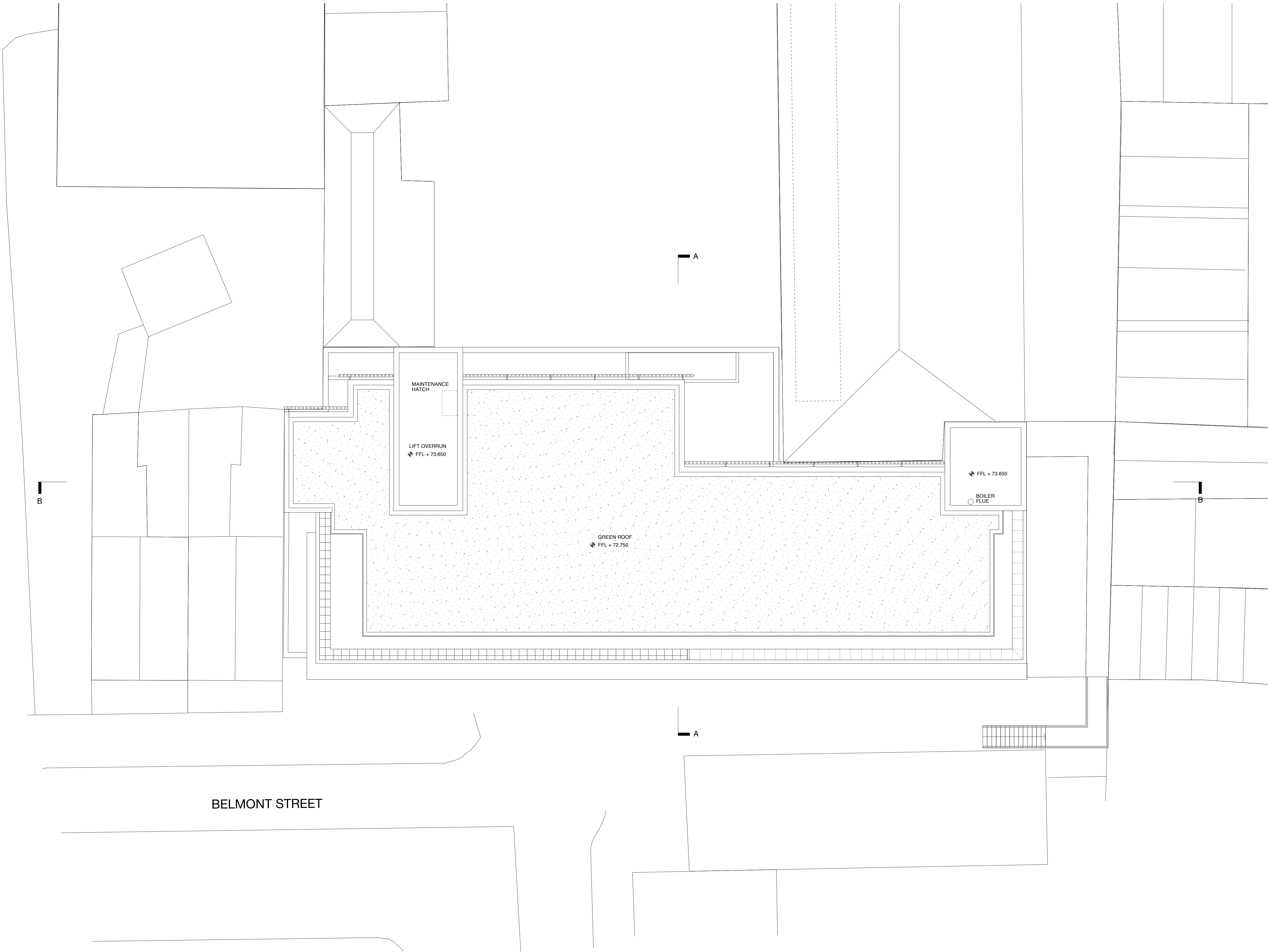
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|-----|------|----------|-------------|
|-----|------|----------|-------------|

drawing:  
ROOF PLAN PROPOSED

project:  
0710-BELMONT STREET

drawing no: 710-258  
revision:

status:  
PLANNING

scale @ A1/A3: 1:100 / 1:200  
date: JUNE 09

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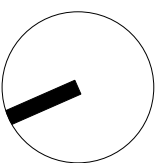
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## APPENDIX C - TRAVEL SURVEY FORM EXAMPLE

**iTRACE Workplace Travel Plan Pro-forma**

|                 | 1 <sup>st</sup>      | 2 <sup>nd</sup>      | 3 <sup>rd</sup>      |
|-----------------|----------------------|----------------------|----------------------|
| Submission Date | <input type="text"/> | <input type="text"/> | <input type="text"/> |

**Organisation Information**

Business/Org Name

Business Activity (*select only one*)

- |  |   |
|--|---|
| <input type="checkbox"/> Bingo                             | <input type="checkbox"/> Light industry           |
| <input type="checkbox"/> Bowling                           | <input type="checkbox"/> Nightclub                |
| <input type="checkbox"/> Cinema                            | <input type="checkbox"/> Office                   |
| <input type="checkbox"/> Day nursery                       | <input type="checkbox"/> Other                    |
| <input type="checkbox"/> Property Developer                | <input type="checkbox"/> Public House             |
| <input type="checkbox"/> Financial & Professional Services | <input type="checkbox"/> Residential              |
| <input type="checkbox"/> Garden centre                     | <input type="checkbox"/> Residential care         |
| <input type="checkbox"/> General industry                  | <input type="checkbox"/> Restaurant (min 25 cap.) |
| <input type="checkbox"/> Golf courses                      | <input type="checkbox"/> Retail park              |
| <input type="checkbox"/> Health centre                     | <input type="checkbox"/> Retail warehouse         |
| <input type="checkbox"/> Health Clubs and Sports           | <input type="checkbox"/> School                   |
| <input type="checkbox"/> Hospital                          | <input type="checkbox"/> Storage & distribution   |
| <input type="checkbox"/> Hostel                            | <input type="checkbox"/> Supermarket              |
| <input type="checkbox"/> Hotel                             | <input type="checkbox"/> Take-Away/Fast Food      |
| <input type="checkbox"/> Leisure Complex                   |   |

**Site Information**

Address

Post Code



Land Use (*select only one*)

- |   |   |
|---|---|
| <input type="checkbox"/> Assembly and Leisure               | <input type="checkbox"/> Hotels                       |
| <input type="checkbox"/> Business                           | <input type="checkbox"/> Non Residential Institutions |
| <input type="checkbox"/> Dwellinghouses                     | <input type="checkbox"/> Residential Institutions     |
| <input type="checkbox"/> Financial or Professional Services | <input type="checkbox"/> Shops                        |
| <input type="checkbox"/> Food and Drink                     | <input type="checkbox"/> Storage or Distribution      |
| <input type="checkbox"/> General Industrial                 |   |

Gross Site Area

m<sup>2</sup>

Net Site Area

m<sup>2</sup>**Contact Information**

TP Coordinator Name

Job Title

Email

Tel

Fax

**Planning Information**

Application No.

Date of Occupancy

Actual ☐ or Proposed ☐Please specify if the date of Occupation for the site in question is *actual* or *proposed*.

## Targets

- Any Targets based on 'Modal Shift', to be included in a Travel Plan, should be provided as 'Percentage Point Change' Targets.
- e.g. – increase the current level of cycling by 5% (Percentage Points) by 01/09/2008**  
 = if 10% of staff currently cycle to work and a 5% (percentage point) increase is achieved by/or before 01/09/2008 then overall 15% of staff will be cycling to work. In actual figures that can be shown as – from a total of 100 staff, if 10 currently cycle, a 5%age point increase would equate to 15 people cycling

**NOTE:** These targets should be determined by the information gathered from the 'BASELINE' survey and should 'demonstrate ambition'.

| Target Type                | Target % Change | Target Date | Target Required          | Date Required |
|----------------------------|-----------------|-------------|--------------------------|---------------|
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |
| SELECT FROM DROP-DOWN LIST | +/-             |             | <input type="checkbox"/> |               |

*If more targets are required, please duplicate this page*

- When individual 'Modal Shift Targets' are not provided, an overall target of 'Total Percentage of Employees travelling by car (as driver)' by a defined date, will suffice.
- e.g. - no more than 40% of all staff will travel to work by car (as driver) by 2010.**

|              |  |  |
|--------------|--|--|
|              | Target % by Car  | Date Required (MM/YYYY)                    |
| Threshold 1: | <input style="width: 100px;" type="text" value="%"/>                     | <input style="width: 100px;" type="text"/> |
| Threshold 2: | <input style="width: 100px;" type="text" value="%"/>                     | <input style="width: 100px;" type="text"/> |
| Comments:    | <div style="border: 1px solid black; height: 60px; width: 300px;"></div> |  |

### Generic Site/Organisation Survey

|   |  |                                   |  |
|---|--|-----------------------------------|--|
| Total No. of Employees  | <input type="text"/>                                     | No. Car Club Members              | <input type="text"/>                                     |
| No. Car Spaces*   | <input type="text"/>                                     | Fuel Efficient Vehicles           | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| No. Motorcycle Spaces   | <input type="text"/>                                     | No. Fuel Eff. Vehicles            | <input type="text"/>                                     |
| No. Bicycle Spaces  | <input type="text"/>                                     | Fuel Eff. <b>Freight</b> Vehicles | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| No. Disables Spaces   | <input type="text"/>                                     | No. Fuel Eff. Freight Vehicles    | <input type="text"/>                                     |
| No. HGV Spaces  | <input type="text"/>                                     | Flexible Working                  | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Car Share Program   | <input type="checkbox"/> Yes <input type="checkbox"/> No | Home Working                      | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| No. of Car Share Members  | <input type="text"/>                                     | Shower Facilities                 | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Taxi Service (GRH**) <input type="checkbox"/> Yes <input type="checkbox"/> No |  | Locker Facilities                 | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Car Club <input type="checkbox"/> Yes <input type="checkbox"/> No             |  | Travel Card Subsidy               | <input type="checkbox"/> Yes <input type="checkbox"/> No |

\* not including disabled spaces

GRH\*\* - Guaranteed Ride Home

### Baseline Modal Survey – Main Mode

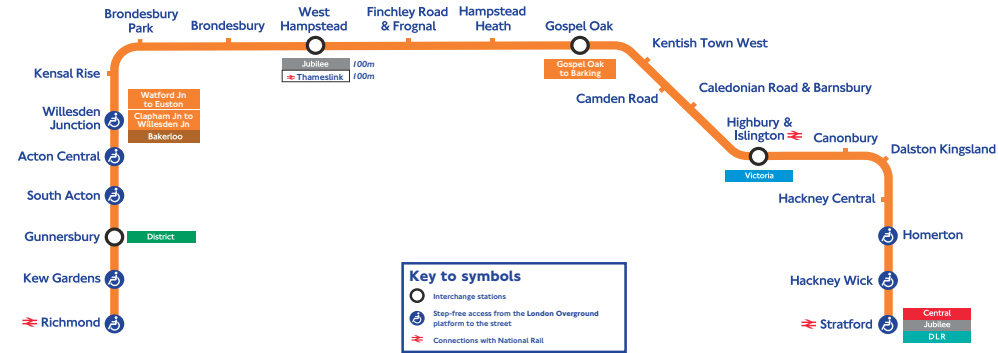
|                          |  |           |  |
|--------------------------|--|-----------|--|
| Car (driver alone)       |  | Tube      |  |
| Car (driver with others) |  | Rail      |  |
| Car (as passenger)       |  | Bike/Rail |  |
| Motorcycle               |  | Bicycle   |  |
| Bus                      |  | Foot      |  |
| Tram                     |  | Other     |  |

Model Survey response requires actual figures to allow input into iTRACE:  
**e.g. 78 people travel to the site by Bus (Not percentages!)**

END OF DOCUMENT

## APPENDIX D - INDICATIVE WELCOME PACK INFORMATION

## Richmond to Stratford



## Richmond to Stratford (Eastbound)

### Monday to Friday

|                                 |      |      |      |      |        |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------|------|------|------|------|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Richmond                        | 1057 | 1111 | 1127 | 1141 | 1157   | 1511 | 1527 | 1541 | 1557 | 1615 | 1622 | A    | 1643 | A    | 1703 | A    | 1724 | A    | 1736 | 1743 | A    | 1802 | A    | 1822 | A    | 1844 | A    | 1901 |
| Kew Gardens                     | 1100 | 1114 | 1130 | 1144 | 1200   | 1514 | 1530 | 1544 | 1600 | 1618 | 1625 |      | 1646 |      | 1706 |      | 1727 |      | 1739 | 1746 |      | 1805 |      | 1825 |      | 1847 |      | 1904 |
| Gunnersbury                     | 1103 | 1117 | 1133 | 1147 | 1203   | 1517 | 1533 | 1547 | 1603 | 1621 | 1628 |      | 1649 |      | 1709 |      | 1730 |      | 1742 | 1749 |      | 1808 |      | 1828 |      | 1850 |      | 1907 |
| South Acton                     | 1105 | 1119 | 1135 | 1149 | 1205   | 1519 | 1535 | 1549 | 1605 | 1623 | 1630 |      | 1651 |      | 1711 |      | 1732 |      | 1744 | 1751 |      | 1810 |      | 1830 |      | 1852 |      | 1909 |
| Acton Central                   | 1108 | 1123 | 1138 | 1153 | 1208   | 1523 | 1538 | 1553 | 1608 | 1626 | 1635 |      | 1654 |      | 1714 |      | 1737 |      | 1747 | 1754 |      | 1815 |      | 1835 |      | 1855 |      | 1915 |
| Willesden Junction (High Level) | 1114 | 1130 | 1144 | 1200 | 1214   | 1530 | 1544 | 1600 | 1614 | 1632 | 1641 | 1651 | 1701 | 1711 | 1721 | 1731 | 1741 | 1751 | 1758 | 1801 | 1811 | 1821 | 1831 | 1841 | 1851 | 1901 | 1911 | 1921 |
| Willesden Junction (Low Level)  |      |      |      |      | at the |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Kensal Rise                     | 1117 | 1133 | 1147 | 1203 | 1217   | 1533 | 1547 | 1603 | 1617 | 1635 | 1644 | 1654 | 1704 | 1714 | 1724 | 1734 | 1744 | 1754 |      | 1804 | 1814 | 1824 | 1834 | 1844 | 1854 | 1904 | 1914 | 1924 |
| Brondesbury Park                | 1119 | 1135 | 1149 | 1205 | 1219   | 1535 | 1549 | 1605 | 1619 | 1637 | 1646 | 1656 | 1706 | 1716 | 1726 | 1736 | 1746 | 1756 |      | 1806 | 1816 | 1826 | 1836 | 1846 | 1856 | 1906 | 1916 | 1926 |
| Brondesbury                     | 1121 | 1137 | 1151 | 1207 | 1221   | 1537 | 1551 | 1607 | 1621 | 1639 | 1648 | 1658 | 1708 | 1718 | 1728 | 1738 | 1748 | 1758 |      | 1808 | 1818 | 1828 | 1838 | 1848 | 1858 | 1908 | 1918 | 1928 |
| West Hampstead                  | 1122 | 1138 | 1152 | 1208 | 1222   | 1538 | 1552 | 1608 | 1622 | 1640 | 1650 | 1700 | 1710 | 1720 | 1730 | 1740 | 1750 | 1800 |      | 1810 | 1820 | 1830 | 1840 | 1850 | 1900 | 1910 | 1920 | 1930 |
| Finchley Road & Frognal         | 1124 | 1140 | 1154 | 1210 | 1224   | 1540 | 1554 | 1610 | 1624 | 1642 | 1651 | 1701 | 1711 | 1721 | 1731 | 1741 | 1751 | 1801 |      | 1811 | 1821 | 1831 | 1841 | 1851 | 1901 | 1911 | 1921 | 1931 |
| Hampstead Heath                 | 1127 | 1143 | 1157 | 1213 | 1227   | 1543 | 1557 | 1613 | 1627 | 1645 | 1654 | 1704 | 1714 | 1724 | 1734 | 1744 | 1754 | 1804 |      | 1814 | 1824 | 1834 | 1844 | 1854 | 1904 | 1914 | 1924 | 1934 |
| Gospel Oak                      | 1129 | 1145 | 1159 | 1215 | 1229   | 1545 | 1559 | 1615 | 1629 | 1647 | 1657 | 1707 | 1717 | 1727 | 1737 | 1747 | 1757 | 1807 |      | 1817 | 1827 | 1837 | 1847 | 1857 | 1907 | 1917 | 1927 | 1937 |
| Kentish Town West               | 1131 | 1147 | 1201 | 1217 | 1231   | 1547 | 1601 | 1617 | 1631 | 1649 | 1659 | 1709 | 1719 | 1729 | 1739 | 1749 | 1759 | 1809 |      | 1819 | 1829 | 1839 | 1849 | 1859 | 1909 | 1919 | 1929 | 1939 |
| Camden Road                     | 1133 | 1149 | 1203 | 1219 | 1233   | 1549 | 1603 | 1619 | 1633 | 1651 | 1701 | 1711 | 1721 | 1731 | 1741 | 1751 | 1801 | 1811 |      | 1821 | 1831 | 1841 | 1851 | 1901 | 1911 | 1921 | 1931 | 1941 |
| Caledonian Road & Barnsbury     | 1136 | 1152 | 1206 | 1222 | 1236   | 1552 | 1606 | 1622 | 1636 | 1654 | 1704 | 1714 | 1724 | 1734 | 1744 | 1754 | 1804 | 1814 |      | 1824 | 1834 | 1844 | 1854 | 1904 | 1914 | 1924 | 1934 | 1944 |
| Highbury & Islington            | 1139 | 1155 | 1209 | 1225 | 1239   | 1555 | 1609 | 1624 | 1639 | 1657 | 1707 | 1717 | 1727 | 1737 | 1747 | 1757 | 1807 | 1817 |      | 1827 | 1837 | 1847 | 1857 | 1907 | 1917 | 1927 | 1937 | 1947 |
| Canonbury                       | 1141 | 1157 | 1211 | 1227 | 1241   | 1557 | 1611 | 1626 | 1641 | 1659 | 1709 | 1719 | 1729 | 1739 | 1749 | 1759 | 1809 | 1819 |      | 1829 | 1839 | 1849 | 1859 | 1909 | 1919 | 1929 | 1939 | 1949 |
| Dalston Kingsland               | 1144 | 1200 | 1214 | 1230 | 1244   | 1600 | 1614 | 1629 | 1644 | 1702 | 1712 | 1722 | 1732 | 1742 | 1752 | 1802 | 1812 | 1822 |      | 1832 | 1842 | 1852 | 1902 | 1912 | 1922 | 1932 | 1942 | 1952 |
| Hackney Central                 | 1146 | 1202 | 1216 | 1232 | 1246   | 1602 | 1616 | 1631 | 1646 | 1704 | 1714 | 1724 | 1734 | 1744 | 1754 | 1804 | 1814 | 1824 |      | 1834 | 1844 | 1854 | 1904 | 1914 | 1924 | 1934 | 1944 | 1954 |
| Homerton                        | 1148 | 1204 | 1218 | 1234 | 1248   | 1604 | 1618 | 1633 | 1648 | 1706 | 1716 | 1726 | 1736 | 1746 | 1756 | 1806 | 1816 | 1826 |      | 1836 | 1846 | 1856 | 1906 | 1916 | 1926 | 1936 | 1946 | 1956 |
| Hackney Wick                    | 1151 | 1207 | 1221 | 1237 | 1251   | 1607 | 1621 | 1635 | 1651 | 1708 | 1718 | 1728 | 1738 | 1748 | 1758 | 1808 | 1818 | 1828 |      | 1838 | 1848 | 1858 | 1908 | 1918 | 1928 | 1938 | 1948 | 1958 |
| Stratford                       | 1158 | 1215 | 1230 | 1245 | 1259   | 1614 | 1628 | 1642 | 1658 | 1715 | 1727 | 1736 | 1748 | 1756 | 1808 | 1816 | 1829 | 1836 |      | 1848 | 1856 | 1907 | 1916 | 1927 | 1936 | 1949 | 1956 | 2006 |

● Frequent District Line services run between these stations.  
Please see London Underground publicity for more details.

A Starts from Clapham Junction

## Richmond to Stratford (Eastbound)

### Monday to Friday

|                                 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Richmond                        | 0604 | 0621 | 0641 | 0705 | 0725 | 0742 | 0749 | 0804 | 0825 | 0845 | 0904 | 0922 | 0941 | 0957 | 1011 | 1027 | 1041 |
| Kew Gardens                     | 0607 | 0624 | 0644 | 0708 | 0728 | 0745 | 0752 | 0807 | 0828 | 0848 | 0907 | 0925 | 0944 | 1000 | 1014 | 1030 | 1044 |
| Gunnersbury                     | 0610 | 0627 | 0647 | 0711 | 0731 | 0748 | 0755 | 0810 | 0831 | 0848 | 0910 | 0928 | 0947 | 1003 | 1017 | 1033 | 1047 |
| South Acton                     | 0612 | 0629 | 0649 | 0713 | 0733 | 0750 | 0757 | 0812 | 0833 | 0850 | 0912 | 0930 | 0949 | 1005 | 1019 | 1035 | 1049 |
| Acton Central                   | 0615 | 0635 | 0654 | 0716 | 0736 | 0753 | 0800 | 0815 | 0836 | 0855 | 0915 | 0935 | 0953 | 1008 | 1023 | 1038 | 1053 |
| Willesden Junction (High Level) | 0621 | 0631 | 0641 | 0651 | 0701 | 0711 | 0721 | 0731 | 0741 | 0755 | 0801 | 0808 | 0811 | 0821 | 0831 | 0841 | 0851 |
| Willesden Junction (Low Level)  | 0558 | 0611 |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Kensal Rise                     | 0603 | 0617 | 0624 | 0634 | 0644 | 0654 | 0704 | 0714 | 0724 | 0734 | 0744 | 0757 | 0804 | 0814 | 0824 | 0834 | 0844 |
| Brondesbury Park                | 0605 | 0619 | 0626 | 0636 | 0646 | 0656 | 0706 | 0716 | 0726 | 0736 | 0746 | 0759 | 0806 | 0816 | 0826 | 0836 | 0846 |
| Brondesbury                     | 0607 | 0621 | 0628 | 0638 | 0648 | 0658 | 0708 | 0718 | 0728 | 0738 | 0748 | 0801 | 0808 | 0818 | 0828 | 0838 | 0848 |
| West Hampstead                  | 0609 | 0623 | 0630 | 0640 | 0650 | 0700 | 0710 | 0720 | 0730 | 0740 | 0750 | 0804 | 0810 | 0820 | 0830 | 0840 | 0850 |
| Finchley Road & Frognal         | 0610 | 0624 | 0631 | 0641 | 0651 | 0701 | 0711 | 0721 | 0731 | 0741 | 0751 | 0805 | 0811 | 0821 | 0831 | 0841 | 0851 |
| Hampstead Heath                 | 0613 | 0627 | 0634 | 0644 | 0654 | 0704 | 0714 | 0724 | 0734 | 0744 | 0754 | 0808 | 0814 | 0824 | 0834 | 0844 | 0854 |
| Gospel Oak                      | 0615 | 0629 | 0637 | 0647 | 0657 | 0707 | 0717 | 0727 | 0737 | 0747 | 0757 | 0811 | 0817 | 0827 | 0837 | 0847 | 0857 |
| Kentish Town West               | 0617 | 0631 | 0639 | 0649 | 0659 | 0709 | 0719 | 0729 | 0739 | 0749 | 0759 | 0813 | 0819 | 0829 | 0839 | 0849 | 0859 |
| Camden Road                     | 0620 | 0633 | 0641 | 0651 | 0701 | 0711 | 0721 | 0731 | 0741 | 0751 | 0801 | 0815 | 0821 | 0831 | 0841 | 0851 | 0901 |
| Caledonian Road & Barnsbury     | 0623 | 0636 | 0644 | 0654 | 0704 | 0714 | 0724 | 0734 | 0744 | 0754 | 0804 | 0818 | 0824 | 0834 | 0844 | 0854 | 0904 |
| Highbury & Islington            | 0625 | 0639 | 0647 | 0657 | 0707 | 0717 | 0727 | 0737 | 0747 | 0757 | 0807 | 0821 | 0827 | 0837 | 0847 | 0857 | 0907 |
| Canonbury                       | 0627 | 0641 | 0649 | 0659 | 0709 | 0719 | 0729 | 0739 | 0749 | 0759 | 0809 | 0823 | 0829 | 0839 | 0849 | 0859 | 0909 |
| Dalston Kingsland               | 0630 | 0644 | 0652 | 0702 | 0712 | 0722 | 0732 | 0742 | 0752 | 0802 | 0812 | 0826 | 0832 | 0842 | 0852 | 0902 | 0912 |
| Hackney Central                 | 0632 | 0646 | 0654 | 0704 | 0714 | 0724 | 0734 | 0744 | 0754 | 0804 | 0814 | 0828 | 0834 | 0844 | 0854 | 0904 | 0914 |
| Homerton                        | 0634 | 0648 | 0656 | 0706 | 0716 | 0726 | 0736 | 0746 | 0756 | 0806 | 0816 | 0830 | 0836 | 0846 | 0856 | 0906 | 0916 |
| Hackney Wick                    | 0637 | 0651 | 0658 | 0708 | 0718 | 0728 | 0738 | 0748 | 0758 | 0808 | 0818 | 0832 | 0838 | 0848 | 0858 | 0908 | 0918 |
| Stratford                       | 0644 | 0658 | 0709 | 0717 | 0726 | 0736 | 0746 | 0756 | 0810 | 0816 | 0830 | 0840 | 0847 | 0856 | 0909 | 0916 | 0930 |

● Frequent District Line services run between these stations.  
Please see London Underground publicity for more details.

A Starts from Clapham Junction

## Richmond to Stratford (Eastbound)

### Monday to Friday

|                                 |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Richmond                        | 1925 | 1941 | 1959 | 2015 | 2035 | 2055 | 2115 | 2135 | 2155 | 2215 | 2235 | 2255 | 2315 |
| Kew Gardens                     | 1928 | 1944 | 2002 | 2018 | 2038 | 2058 | 2118 | 2138 | 2158 | 2218 | 2238 | 2258 | 2318 |
| Gunnersbury                     | 1931 | 1947 | 2005 | 2021 | 2041 | 2101 | 2121 | 2141 | 2201 | 2221 | 2241 | 2301 | 2321 |
| South Acton                     | 1933 | 1949 | 2007 | 2023 | 2043 | 2103 | 2123 | 2143 | 2203 | 2223 | 2243 | 2303 | 2323 |
| Acton Central                   | 1936 | 1952 | 2010 | 2026 | 2046 | 2106 | 2126 | 2146 | 2206 | 2226 | 2246 | 2306 | 2326 |
| Willesden Junction (High Level) | 1941 | 1958 | 2016 | 2032 | 2052 | 2112 | 2132 | 2152 | 2212 | 2232 | 2252 | 2312 | 2335 |
| Willesden Junction (Low Level)  |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Kensal Rise                     | 1944 | 2001 | 2019 | 2035 | 2055 | 2115 | 2135 | 2155 | 2215 | 2235 | 2255 | 2315 |      |
| Brondesbury Park                | 1946 | 2003 | 2021 | 2037 | 2057 | 2117 | 2137 | 2157 | 2217 | 2237 | 2257 | 2317 |      |
| Brondesbury                     | 1948 | 2005 | 2023 | 2039 | 2059 | 2119 | 2139 | 2159 | 2219 | 2239 | 2259 | 2319 |      |
| West Hampstead                  | 1950 | 2006 | 2024 | 2040 | 2100 | 2120 | 2140 | 2200 | 2220 | 2240 | 2300 |      |      |
| Finchley Road & Frognal         | 1951 | 2008 | 2026 | 2042 | 2102 | 2122 | 2142 | 2202 | 2222 | 2242 | 2302 |      |      |
| Hampstead Heath                 | 1954 | 2011 | 2029 | 2045 | 2105 | 2125 | 2145 | 2205 | 2225 | 2245 | 2305 |      |      |
| Gospel Oak                      | 1957 | 2013 | 2031 | 2047 | 2107 | 2127 | 2147 | 2207 | 2227 | 2247 | 2307 |      |      |
| Kensington Town West            | 1959 | 2015 | 2033 | 2049 | 2109 | 2129 | 2149 | 2209 | 2229 | 2249 | 2309 |      |      |
| Willesden Road                  | 2001 | 2017 | 2035 | 2051 | 2111 | 2131 | 2151 | 2211 | 2231 | 2251 | 2311 |      |      |
| Caletion Road & Barnsbury       | 2004 | 2020 | 2038 | 2054 | 2114 | 2134 | 2154 | 2214 | 2234 | 2254 | 2314 |      |      |
| Highbury & Islington            | 2007 | 2023 | 2041 | 2057 | 2117 | 2137 | 2157 | 2217 | 2237 | 2257 | 2317 |      |      |
| Canonbury                       | 2009 | 2025 | 2043 | 2059 | 2119 | 2139 | 2159 | 2219 | 2239 | 2259 | 2319 |      |      |
| Dalston Kingsland               | 2012 | 2028 | 2046 | 2102 | 2122 | 2142 | 2202 | 2222 | 2242 | 2302 | 2322 |      |      |
| St. Marys Central               | 2013 | 2029 | 2047 | 2103 | 2123 | 2143 | 2203 | 2223 | 2243 | 2303 | 2323 |      |      |
| Homerton                        | 2016 | 2032 | 2050 | 2106 | 2126 | 2146 | 2206 | 2226 | 2246 | 2306 | 2326 |      |      |
| Hackney Wick                    | 2018 | 2034 | 2053 | 2109 | 2129 | 2149 | 2209 | 2229 | 2249 | 2309 | 2329 |      |      |
| Stratford                       | 2030 | 2045 | 2101 | 2116 | 2138 | 2158 | 2216 | 2237 | 2257 | 2317 | 2337 |      |      |

## Richmond to Stratford (Eastbound)

5

### Saturday

|                                 |      |      |      |      |        |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|---------------------------------|------|------|------|------|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Richmond                        | 0611 | 0627 | 0641 | 0657 |        | 1811 | 1826 | 1841 | 1856 | 1916 | 1926 | 1940 | 1956 | 2016 | 2036 | 2056 | 2116 | 2136 | 2156 | 2216 | 2236 | 2256 | 2316 |
| Kew Gardens                     | 0614 | 0630 | 0644 | 0700 |        | 1814 | 1829 | 1844 | 1859 | 1919 | 1929 | 1943 | 1959 | 2019 | 2039 | 2059 | 2119 | 2139 | 2159 | 2219 | 2239 | 2259 | 2319 |
| Gunnersbury                     | 0617 | 0633 | 0647 | 0703 |        | 1817 | 1832 | 1847 | 1902 | 1922 | 1932 | 1946 | 2002 | 2022 | 2042 | 2102 | 2122 | 2142 | 2202 | 2222 | 2242 | 2302 | 2322 |
| South Acton                     | 0619 | 0635 | 0649 | 0705 |        | 1819 | 1834 | 1849 | 1904 | 1924 | 1934 | 1948 | 2004 | 2024 | 2044 | 2104 | 2124 | 2144 | 2204 | 2224 | 2244 | 2304 | 2324 |
| Acton Central                   | 0623 | 0638 | 0653 | 0708 | then   | 1823 | 1838 | 1852 | 1907 | 1927 | 1937 | 1951 | 2007 | 2027 | 2047 | 2107 | 2127 | 2147 | 2207 | 2227 | 2247 | 2307 | 2327 |
| Willesden Junction (High Level) | 0629 | 0644 | 0659 | 0714 |        | 1829 | 1844 | 1858 | 1913 | 1933 | 1943 | 2000 | 2013 | 2033 | 2053 | 2113 | 2133 | 2153 | 2213 | 2233 | 2253 | 2313 | 2335 |
| Willesden Junction (Low Level)  | 0559 | 0611 |      |      | at the |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Kensal Rise                     | 0602 | 0617 | 0632 | 0647 | 0702   | 1832 | 1847 | 1901 | 1916 | 1936 | 1946 | 2003 | 2016 | 2036 | 2056 | 2116 | 2136 | 2156 | 2216 | 2236 | 2256 | 2316 |      |
| Brondesbury Park                | 0604 | 0619 | 0634 | 0649 | 0704   | 1834 | 1849 | 1903 | 1918 | 1938 | 1948 | 2005 | 2018 | 2038 | 2058 | 2118 | 2138 | 2158 | 2218 | 2238 | 2258 | 2318 |      |
| Brondesbury                     | 0606 | 0621 | 0636 | 0651 | 0706   | 1836 | 1851 | 1905 | 1920 | 1940 | 1950 | 2007 | 2020 | 2040 | 2100 | 2120 | 2140 | 2200 | 2220 | 2240 | 2300 | 2320 |      |
| West Hampstead                  | 0607 | 0622 | 0637 | 0652 | 0707   | 1837 | 1852 | 1906 | 1921 | 1941 | 1951 | 2008 | 2021 | 2041 | 2101 | 2121 | 2141 | 2201 | 2221 | 2241 | 2301 | 2321 |      |
| Finchley Road & Frognal         | 0609 | 0624 | 0639 | 0654 | 0709   | 1839 | 1854 | 1908 | 1923 | 1943 | 1953 | 2010 | 2023 | 2043 | 2103 | 2123 | 2143 | 2203 | 2223 | 2243 | 2303 | 2323 |      |
| Hampstead Heath                 | 0612 | 0627 | 0642 | 0657 | 0712   | 1842 | 1857 | 1911 | 1926 | 1946 | 1956 | 2013 | 2026 | 2046 | 2106 | 2126 | 2146 | 2206 | 2226 | 2246 | 2306 | 2326 |      |
| Gospel Oak                      | 0614 | 0629 | 0644 | 0659 | 0714   | 1844 | 1859 | 1913 | 1928 | 1948 | 1958 | 2015 | 2028 | 2048 | 2108 | 2128 | 2148 | 2208 | 2228 | 2248 | 2308 | 2328 |      |
| Kentish Town West               | 0616 | 0631 | 0646 | 0701 | 0716   | 1846 | 1901 | 1915 | 1930 | 1950 | 2000 | 2017 | 2030 | 2050 | 2110 | 2130 | 2150 | 2210 | 2230 | 2250 | 2310 | 2330 |      |
| Camden Road                     | 0618 | 0633 | 0648 | 0703 | 0718   | 1848 | 1903 | 1917 | 1932 | 1952 | 2002 | 2019 | 2032 | 2052 | 2112 | 2132 | 2152 | 2212 | 2232 | 2252 | 2312 | 2332 |      |
| Caledonian Road & Barnsbury     | 0621 | 0636 | 0651 | 0706 | 0721   | 1851 | 1906 | 1920 | 1935 | 1955 | 2005 | 2022 | 2035 | 2055 | 2115 | 2135 | 2155 | 2215 | 2235 | 2255 | 2315 | 2335 |      |
| Highbury & Islington            | 0624 | 0639 | 0654 | 0709 | 0724   | 1854 | 1909 | 1923 | 1937 | 1957 | 2007 | 2024 | 2037 | 2057 | 2117 | 2137 | 2157 | 2217 | 2237 | 2257 | 2317 | 2337 |      |
| Canonsbury                      | 0626 | 0641 | 0656 | 0711 | 0726   | 1856 | 1911 | 1924 | 1939 | 1959 | 2009 | 2026 | 2039 | 2059 | 2119 | 2139 | 2159 | 2219 | 2239 | 2259 | 2319 | 2339 |      |
| Dalston Kingsland               | 0629 | 0644 | 0659 | 0714 | 0729   | 1859 | 1914 | 1927 | 1942 | 2002 | 2012 | 2029 | 2042 | 2102 | 2122 | 2142 | 2202 | 2222 | 2242 | 2302 | 2322 | 2342 |      |
| Hackney Central                 | 0631 | 0646 | 0701 | 0716 | 0731   | 1901 | 1916 | 1929 | 1944 | 2004 | 2014 | 2031 | 2044 | 2104 | 2124 | 2144 | 2204 | 2224 | 2244 | 2304 | 2324 | 2344 |      |
| Homerton                        | 0633 | 0648 | 0703 | 0718 | 0733   | 1903 | 1918 | 1931 | 1946 | 2006 | 2016 | 2033 | 2046 | 2106 | 2126 | 2146 | 2206 | 2226 | 2246 | 2306 | 2326 | 2346 |      |
| Hackney Wick                    | 0636 | 0651 | 0706 | 0721 | 0736   | 1906 | 1921 | 1934 | 1949 | 2009 | 2019 | 2035 | 2049 | 2109 | 2129 | 2149 | 2209 | 2229 | 2249 | 2309 | 2329 | 2349 |      |
| Stratford                       | 0644 | 0658 | 0715 | 0729 | 0743   | 1913 | 1928 | 1944 | 1959 | 2016 | 2028 | 2042 | 2057 | 2119 | 2139 | 2159 | 2216 | 2236 | 2256 | 2317 | 2336 | 2358 |      |

● Frequent District Line services run between these stations.  
Please see London Underground publicity for more details

## Stratford to Richmond (Westbound)

7

### Monday to Friday

|                                 |  |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |        |      |      |       |
|---------------------------------|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|--------|------|------|-------|
| Stratford                       |  | 0609 | 0619 | 0629 | 0639 | 0649 | 0659 | 0709 | 0719 | 0729 | 0737 | 0749 | 0759 | 0809 | 0819 | 0829 | 0839 | 0849 | 0859 | 0909 | 0922 | 0937 | 0952 | 1007 | 1022 | 1037 | 1052 |        |      |      |       |
| Hackney Wick                    |  | 0612 | 0622 | 0632 | 0642 | 0652 | 0702 | 0712 | 0722 | 0732 | 0740 | 0752 | 0802 | 0812 | 0822 | 0832 | 0842 | 0852 | 0902 | 0912 | 0926 | 0941 | 0956 | 1011 | 1025 | 1041 | 1056 |        |      |      |       |
| Homerton                        |  | 0615 | 0625 | 0635 | 0645 | 0655 | 0705 | 0715 | 0725 | 0735 | 0743 | 0755 | 0805 | 0815 | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | 0928 | 0943 | 0958 | 1013 | 1028 | 1043 | 1058 |        |      |      |       |
| Hackney Central                 |  | 0617 | 0627 | 0637 | 0647 | 0657 | 0707 | 0717 | 0727 | 0737 | 0745 | 0757 | 0807 | 0817 | 0827 | 0837 | 0847 | 0857 | 0907 | 0917 | 0930 | 0945 | 1000 | 1015 | 1030 | 1045 | 1100 |        |      |      |       |
| Dalston Kingsland               |  | 0619 | 0629 | 0639 | 0649 | 0659 | 0709 | 0719 | 0729 | 0739 | 0747 | 0759 | 0809 | 0819 | 0829 | 0839 | 0849 | 0859 | 0909 | 0919 | 0933 | 0948 | 1003 | 1018 | 1033 | 1048 | 1103 | then   |      |      |       |
| Canonsbury                      |  | 0622 | 0632 | 0642 | 0652 | 0702 | 0712 | 0722 | 0732 | 0742 | 0750 | 0802 | 0812 | 0822 | 0832 | 0842 | 0852 | 0902 | 0912 | 0922 | 0935 | 0950 | 1005 | 1020 | 1035 | 1050 | 1105 |        |      |      |       |
| Highbury & Islington            |  | 0628 | 0635 | 0645 | 0655 | 0705 | 0715 | 0725 | 0735 | 0745 | 0753 | 0805 | 0815 | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | 0925 | 0938 | 0953 | 1008 | 1023 | 1038 | 1053 | 1108 | at the |      |      |       |
| Caledonian Road & Barnsbury     |  | 0630 | 0637 | 0647 | 0657 | 0707 | 0717 | 0727 | 0737 | 0747 | 0755 | 0807 | 0817 | 0827 | 0837 | 0847 | 0857 | 0907 | 0917 | 0927 | 0940 | 0955 | 1010 | 1025 | 1040 | 1055 | 1110 |        |      |      |       |
| Camden Road                     |  | 0633 | 0640 | 0650 | 0700 | 0710 | 0720 | 0730 | 0740 | 0750 | 0759 | 0810 | 0820 | 0830 | 0840 | 0850 | 0900 | 0911 | 0920 | 0930 | 0944 | 0959 | 1014 | 1029 | 1044 | 1059 | 1114 | same   |      |      |       |
| Kentish Town West               |  | 0635 | 0642 | 0652 | 0702 | 0712 | 0722 | 0732 | 0742 | 0752 | 0801 | 0812 | 0822 | 0832 | 0842 | 0852 | 0902 | 0913 | 0922 | 0932 | 0946 | 1001 | 1016 | 1031 | 1046 | 1101 | 1116 |        |      |      |       |
| Gospel Oak                      |  | 0640 | 0646 | 0656 | 0706 | 0716 | 0726 | 0736 | 0746 | 0756 | 0805 | 0816 | 0826 | 0836 | 0846 | 0856 | 0906 | 0918 | 0926 | 0936 | 0949 | 1004 | 1019 | 1034 | 1049 | 1104 | 1119 | time   |      |      |       |
| Hampstead Heath                 |  | 0642 | 0648 | 0658 | 0708 | 0718 | 0728 | 0738 | 0748 | 0758 | 0807 | 0818 | 0828 | 0838 | 0848 | 0858 | 0908 | 0920 | 0928 | 0938 | 0950 | 1006 | 1020 | 1036 | 1050 | 1106 | 1120 |        |      |      |       |
| Finchley Road & Frognal         |  | 0644 | 0650 | 0700 | 0710 | 0720 | 0730 | 0740 | 0750 | 0800 | 0809 | 0820 | 0830 | 0840 | 0850 | 0900 | 0910 | 0922 | 0930 | 0940 | 0953 | 1008 | 1023 | 1038 | 1053 | 1108 | 1123 | past   |      |      |       |
| West Hampstead                  |  | 0646 | 0652 | 0702 | 0712 | 0722 | 0732 | 0742 | 0752 | 0802 | 0811 | 0822 | 0832 | 0842 | 0852 | 0902 | 0912 | 0924 | 0932 | 0942 | 0954 | 1010 | 1024 | 1040 | 1054 | 1110 | 1124 |        |      |      |       |
| Brondesbury                     |  | 0648 | 0654 | 0704 | 0714 | 0724 | 0734 | 0744 | 0754 | 0804 | 0813 | 0824 | 0834 | 0844 | 0854 | 0904 | 0914 | 0926 | 0934 | 0944 | 0956 | 1011 | 1026 | 1041 | 1056 | 1111 | 1126 | each   |      |      |       |
| Brondesbury Park                |  | 0649 | 0655 | 0705 | 0715 | 0725 | 0735 | 0745 | 0755 | 0805 | 0814 | 0825 | 0835 | 0845 | 0855 | 0905 | 0915 | 0927 | 0935 | 0945 | 0957 | 1013 | 1027 | 1043 | 1057 | 1113 | 1127 |        |      |      |       |
| Kensal Rise                     |  | 0651 | 0657 | 0707 | 0717 | 0727 | 0737 | 0747 | 0757 | 0807 | 0816 | 0827 | 0837 | 0847 | 0857 | 0907 | 0917 | 0929 | 0937 | 0947 | 0959 | 1015 | 1029 | 1045 | 1059 | 1115 | 1129 | hour   |      |      |       |
| Willesden Junction (Low Level)  |  | 0619 | 0632 | 0655 | 0702 | 0712 | 0722 | 0732 | 0742 | 0752 | 0802 | 0812 | 0820 | 0835 | 0832 | 0842 | 0852 | 0902 | 0912 | 0922 | 0933 | 0942 | 0952 | 1003 | 1019 | 1033 | 1049 | 1103   | 1119 | 1133 | until |
| Willesden Junction (High Level) |  | 0619 | 0632 | 0655 | 0702 | 0712 | 0722 | 0732 | 0742 | 0752 | 0802 | 0812 | 0820 | 0835 | 0832 | 0842 | 0852 | 0902 | 0912 | 0922 | 0933 | 0942 | 0952 | 1003 | 1019 | 1033 | 1049 | 1103   | 1119 | 1133 | until |
| Acton Central                   |  | 0624 | 0637 | 0700 | 0717 | 0737 | 0757 | 0817 | 0837 | 0837 | 0857 | 0917 | 0938 | 0957 | 1008 | 1024 | 1038 | 1054 | 1108 | 1124 | 1138 |      |      |      |      |      |      |        |      |      |       |
| South Acton                     |  | 0628 | 0641 | 0704 | 0724 | 0744 | 0804 | 0824 | 0836 | 0844 | 0904 | 0924 | 0947 | 1004 | 1015 | 1030 | 1045 | 1102 | 1115 | 1132 | 1145 |      |      |      |      |      |      |        |      |      |       |
| Gunnersbury                     |  | 0630 | 0643 | 0707 | 0727 | 0749 | 0804 | 0824 | 0836 | 0844 | 0904 | 0924 | 0947 | 1004 | 1015 | 1030 | 1045 | 1102 | 1115 | 1132 | 1145 |      |      |      |      |      |      |        |      |      |       |
| Kew Gardens                     |  | 0633 | 0646 | 0709 | 0726 | 0749 | 0806 | 0826 | 0839 | 0849 | 0906 | 0926 | 0950 | 1006 | 1017 | 1033 | 1047 | 1105 | 1117 | 1135 | 1147 |      |      |      |      |      |      |        |      |      |       |
| Richmond                        |  | 0638 | 0651 | 0718 | 0734 | 0754 | 0814 | 0834 | 0845 | 0854 | 0914 | 0934 | 0953 | 1014 | 1023 | 1041 | 1053 | 1110 | 1123 | 1140 | 1153 |      |      |      |      |      |      |        |      |      |       |

● Frequent District Line services run between these stations.  
Please see London Underground publicity for more details

B Continues to Clapham Junction

## Richmond to Stratford (Eastbound)

6

### Sunday

|                                 |      |      |        |      |      |
|---------------------------------|------|------|--------|------|------|
| Richmond                        | 0908 | 0938 | 2208   | 2238 | 2308 |
| Kew Gardens                     | 0911 | 0941 | 2211   | 2241 | 2311 |
| Gunnersbury                     | 0914 | 0944 | 2214   | 2244 | 2314 |
| South Acton                     | 0916 | 0946 | 2216   | 2246 | 2316 |
| Acton Central                   | 0919 | 0949 | 2219   | 2249 | 2319 |
| Willesden Junction (High Level) | 0925 | 0955 | 2225   | 2255 | 2326 |
| Willesden Junction (Low Level)  | 0855 |      | at the |      |      |
| Kensal Rise                     | 0858 | 0928 | 0958   | 2228 | 2258 |
| Brondesbury Park                | 0900 | 0930 | 1000   | same | 2230 |
| Brondesbury                     | 0902 | 0932 | 1002   | 2232 | 2302 |
| West Hampstead                  | 0903 | 0933 | 1003   | time | 2233 |
| Finchley Road & Frognal         | 0905 | 0935 | 1005   | 2235 | 2305 |
| Hampstead Heath                 | 0908 | 0938 | 1008   | past | 2238 |
| Gospel Oak                      | 0910 | 0940 | 1010   | 2240 | 2310 |
| Kensal Town & West              | 0912 | 0942 | 1012   | each | 2232 |
| Cannock Road                    | 0914 | 0944 | 1014   | 2234 | 2314 |
| Caledonian Road & Barnsbury     | 0917 | 0947 | 1017   | hour | 2247 |
| Canbury & Islington             | 0920 | 0950 | 1020   | 2250 | 2320 |
| Canbury                         | 0922 | 0952 | 1022   | 2252 | 2322 |
| Dalston Kingsland               | 0925 | 0955 | 1025   | 2255 | 2325 |
| Kingsland Central               | 0927 | 0957 | 1027   | 2257 | 2327 |
| Hornsey                         | 0929 | 0959 | 1029   | 2259 | 2329 |
| Hackney Wick                    | 0932 | 1002 | 1032   | 2302 | 2332 |
| Stratford                       | 0939 | 1009 | 1039   | 2309 | 2339 |

## Stratford to Richmond (Westbound)

9

### Monday to Friday

|                                  |        |      |      |      |      |      |      |      |      |      |      |      |
|----------------------------------|--------|------|------|------|------|------|------|------|------|------|------|------|
| Stratford                        | 1952   | 2012 | 2032 | 2052 | 2112 | 2132 | 2152 | 2212 | 2232 | 2252 | 2312 | 2332 |
| Hackney Wick                     | 1956   | 2016 | 2036 | 2056 | 2116 | 2136 | 2156 | 2216 | 2236 | 2256 | 2316 | 2336 |
| Homerton                         | 1958   | 2018 | 2038 | 2058 | 2118 | 2138 | 2158 | 2218 | 2238 | 2258 | 2318 | 2338 |
| Hackney Central                  | 2000   | 2020 | 2040 | 2100 | 2120 | 2140 | 2200 | 2220 | 2240 | 2300 | 2320 | 2340 |
| Dalston Kingsland                | 2003   | 2023 | 2043 | 2103 | 2123 | 2143 | 2203 | 2223 | 2243 | 2303 | 2323 | 2343 |
| Canonbury                        | 2005   | 2025 | 2045 | 2105 | 2125 | 2145 | 2205 | 2225 | 2245 | 2305 | 2325 | 2345 |
| Highbury & Islington             | 2008   | 2028 | 2048 | 2108 | 2128 | 2148 | 2208 | 2228 | 2248 | 2308 | 2328 | 2348 |
| Caledonian Road & Barnsbury      | 2010   | 2030 | 2050 | 2110 | 2130 | 2150 | 2210 | 2230 | 2250 | 2310 | 2330 | 2350 |
| Camden Road                      | 2013   | 2033 | 2053 | 2113 | 2133 | 2153 | 2213 | 2233 | 2253 | 2313 | 2333 | 2355 |
| Kentish Town West                | 2015   | 2035 | 2055 | 2115 | 2135 | 2155 | 2215 | 2235 | 2255 | 2315 | 2335 |      |
| Gospel Oak                       | 2018   | 2038 | 2058 | 2118 | 2138 | 2158 | 2218 | 2238 | 2258 | 2318 | 2338 |      |
| Hampstead Heath                  | 2019   | 2039 | 2059 | 2119 | 2139 | 2159 | 2219 | 2239 | 2259 | 2319 | 2339 |      |
| Finchley Road & Frognal          | 2022   | 2042 | 2102 | 2122 | 2142 | 2202 | 2222 | 2242 | 2302 | 2322 | 2342 |      |
| West Hampstead                   | 2023   | 2043 | 2103 | 2123 | 2143 | 2203 | 2223 | 2243 | 2303 | 2323 | 2343 |      |
| Brondesbury                      | 2025   | 2045 | 2105 | 2125 | 2145 | 2205 | 2225 | 2245 | 2305 | 2325 | 2345 |      |
| Brondesbury Park                 | 2026   | 2046 | 2106 | 2126 | 2146 | 2206 | 2226 | 2246 | 2306 | 2326 | 2346 |      |
| Kensal Rise                      | 2028   | 2048 | 2108 | 2128 | 2148 | 2208 | 2228 | 2248 | 2308 | 2328 | 2348 | 2356 |
| Willersden Junction (Low Level)  |        |      |      |      |      |      |      |      |      |      |      |      |
| Willersden Junction (High Level) | 2032   | 2052 | 2112 | 2132 | 2152 | 2212 | 2232 | 2252 | 2312 | 2332 |      |      |
| Acton Central                    | 2037   | 2057 | 2117 | 2137 | 2157 | 2217 | 2237 | 2257 | 2317 | 2337 |      |      |
| South Acton                      | 2041   | 2101 | 2121 | 2141 | 2201 | 2221 | 2241 | 2301 | 2321 | 2341 |      |      |
| Gunnersbury                      | ⦿ 2044 | 2104 | 2124 | 2144 | 2204 | 2224 | 2244 | 2304 | 2324 | 2344 |      |      |
| Kew Gardens                      | ⦿ 2046 | 2106 | 2126 | 2146 | 2206 | 2226 | 2246 | 2306 | 2326 | 2346 |      |      |
| Richmond                         | ⦿ 2055 | 2115 | 2136 | 2153 | 2214 | 2232 | 2253 | 2312 | 2333 | 2353 |      |      |

⦿ Frequent District Line services run between these stations.  
Please see London Underground publicity for more details

## Stratford to Richmond (Westbound)

11

### Saturday

|                                  |        |      |      |      |      |
|----------------------------------|--------|------|------|------|------|
| Stratford                        | 2212   | 2232 | 2252 | 2312 | 2332 |
| Hackney Wick                     | 2216   | 2236 | 2256 | 2316 | 2336 |
| Homerton                         | 2218   | 2238 | 2258 | 2318 | 2338 |
| Hackney Central                  | 2220   | 2240 | 2300 | 2320 | 2340 |
| Dalston Kingsland                | 2223   | 2243 | 2303 | 2323 | 2343 |
| Canonbury                        | 2225   | 2245 | 2305 | 2325 | 2345 |
| Highbury & Islington             | 2228   | 2248 | 2308 | 2328 | 2348 |
| Caledonian Road & Barnsbury      | 2230   | 2250 | 2310 | 2330 | 2350 |
| Camden Road                      | 2234   | 2254 | 2314 | 2334 | 2355 |
| Kentish Town West                | 2236   | 2256 | 2316 | 2336 |      |
| Gospel Oak                       | 2239   | 2259 | 2319 | 2339 |      |
| Hampstead Heath                  | 2240   | 2300 | 2320 | 2340 |      |
| Finchley Road & Frognal          | 2243   | 2303 | 2323 | 2343 |      |
| West Hampstead                   | 2244   | 2304 | 2324 | 2344 |      |
| Brondesbury                      | 2246   | 2306 | 2326 | 2346 |      |
| Brondesbury Park                 | 2247   | 2307 | 2327 | 2347 |      |
| Kensal Rise                      | 2249   | 2309 | 2329 | 2349 |      |
| Willersden Junction (Low Level)  |        |      |      |      | 2357 |
| Willersden Junction (High Level) | 2253   | 2313 | 2333 |      |      |
| Acton Central                    | 2258   | 2318 | 2338 |      |      |
| South Acton                      | 2302   | 2322 | 2342 |      |      |
| Gunnersbury                      | ⦿ 2304 | 2324 | 2344 |      |      |
| Kew Gardens                      | ⦿ 2307 | 2327 | 2347 |      |      |
| Richmond                         | ⦿ 2315 | 2333 | 2353 |      |      |

⦿ Frequent District Line services run between these stations.  
Please see London Underground publicity for more details

## Stratford to Richmond (Westbound)

10

### Saturday

|                                  |        |      |      |      |      |      |      |      |      |      |        |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|----------------------------------|--------|------|------|------|------|------|------|------|------|------|--------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Stratford                        |        |      | 0607 | 0622 | 0637 | 0652 | 0707 | 0722 | 0737 | 0752 |        | 1707 | 1722 | 1737 | 1752 | 1812 | 1822 | 1835 | 1852 | 1907 | 1922 | 1937 | 1952 | 2012 | 2032 | 2052 | 2112 | 2132 | 2152 |
| Hackney Wick                     |        |      | 0611 | 0626 | 0641 | 0656 | 0711 | 0726 | 0741 | 0756 |        | 1711 | 1726 | 1741 | 1756 | 1816 | 1826 | 1838 | 1856 | 1911 | 1926 | 1941 | 1956 | 2016 | 2036 | 2056 | 2116 | 2136 | 2156 |
| Homerton                         |        |      | 0613 | 0628 | 0643 | 0658 | 0713 | 0728 | 0743 | 0758 |        | 1713 | 1728 | 1743 | 1758 | 1818 | 1828 | 1841 | 1858 | 1913 | 1928 | 1943 | 1958 | 2018 | 2038 | 2058 | 2118 | 2138 | 2158 |
| Hackney Central                  |        |      | 0615 | 0630 | 0645 | 0700 | 0715 | 0730 | 0745 | 0800 |        | 1715 | 1730 | 1745 | 1800 | 1820 | 1830 | 1843 | 1900 | 1915 | 1930 | 1945 | 2000 | 2020 | 2040 | 2100 | 2120 | 2140 | 2200 |
| Dalston Kingsland                |        |      | 0618 | 0633 | 0648 | 0703 | 0718 | 0733 | 0748 | 0803 | then   | 1718 | 1733 | 1748 | 1803 | 1823 | 1835 | 1845 | 1903 | 1918 | 1933 | 1948 | 2003 | 2023 | 2043 | 2103 | 2123 | 2145 | 2203 |
| Canonbury                        |        |      | 0620 | 0635 | 0650 | 0705 | 0720 | 0735 | 0750 | 0805 |        | 1720 | 1735 | 1750 | 1805 | 1825 | 1835 | 1848 | 1905 | 1920 | 1935 | 1950 | 2005 | 2025 | 2045 | 2105 | 2125 | 2145 | 2205 |
| Highbury & Islington             |        |      | 0623 | 0638 | 0653 | 0708 | 0723 | 0738 | 0753 | 0808 | at the | 1723 | 1738 | 1753 | 1808 | 1828 | 1838 | 1851 | 1908 | 1923 | 1938 | 1953 | 2008 | 2028 | 2048 | 2108 | 2128 | 2148 | 2208 |
| Caledonian Road & Barnsbury      |        |      | 0625 | 0640 | 0655 | 0710 | 0725 | 0740 | 0755 | 0810 |        | 1725 | 1740 | 1755 | 1810 | 1830 | 1840 | 1853 | 1910 | 1925 | 1940 | 1955 | 2010 | 2030 | 2050 | 2110 | 2130 | 2150 | 2210 |
| Camden Road                      |        |      | 0629 | 0644 | 0659 | 0714 | 0729 | 0744 | 0759 | 0814 | same   | 1729 | 1744 | 1759 | 1814 | 1834 | 1844 | 1856 | 1914 | 1929 | 1944 | 1959 | 2014 | 2034 | 2054 | 2114 | 2134 | 2154 | 2214 |
| Kentish Town West                |        |      | 0631 | 0646 | 0701 | 0716 | 0731 | 0746 | 0801 | 0816 |        | 1731 | 1746 | 1801 | 1816 | 1836 | 1846 | 1858 | 1916 | 1931 | 1946 | 2001 | 2016 | 2036 | 2056 | 2116 | 2136 | 2156 | 2216 |
| Gospel Oak                       |        |      | 0634 | 0649 | 0704 | 0719 | 0734 | 0749 | 0804 | 0819 | time   | 1734 | 1749 | 1804 | 1819 | 1839 | 1849 | 1901 | 1919 | 1934 | 1949 | 2004 | 2018 | 2038 | 2058 | 2118 | 2138 | 2158 | 2218 |
| Hampstead Heath                  |        |      | 0636 | 0650 | 0706 | 0721 | 0736 | 0750 | 0806 | 0821 |        | 1736 | 1750 | 1806 | 1821 | 1841 | 1851 | 1903 | 1921 | 1936 | 1951 | 2006 | 2021 | 2040 | 2100 | 2120 | 2140 | 2200 | 2220 |
| Finchley Road & Frognal          |        |      | 0638 | 0653 | 0708 | 0723 | 0738 | 0753 | 0808 | 0823 | past   | 1738 | 1753 | 1808 | 1823 | 1843 | 1853 | 1906 | 1923 | 1938 | 1953 | 2008 | 2023 | 2043 | 2103 | 2123 | 2143 | 2203 | 2223 |
| West Hampstead                   |        |      | 0640 | 0654 | 0710 | 0725 | 0740 | 0754 | 0810 | 0825 |        | 1740 | 1754 | 1810 | 1825 | 1845 | 1855 | 1907 | 1925 | 1940 | 1955 | 2010 | 2024 | 2044 | 2104 | 2124 | 2144 | 2204 | 2224 |
| Brondesbury                      |        |      | 0641 | 0656 | 0711 | 0726 | 0741 | 0756 | 0811 | 0826 | each   | 1741 | 1756 | 1811 | 1826 | 1846 | 1856 | 1909 | 1926 | 1941 | 1956 | 2011 | 2025 | 2046 | 2106 | 2126 | 2146 | 2206 | 2226 |
| Brondesbury Park                 |        |      | 0643 | 0657 | 0713 | 0728 | 0743 | 0757 | 0813 | 0828 |        | 1743 | 1757 | 1813 | 1828 | 1848 | 1858 | 1910 | 1928 | 1943 | 1958 | 2013 | 2027 | 2047 | 2107 | 2127 | 2147 | 2207 | 2227 |
| Kensal Rise                      |        |      | 0645 | 0659 | 0715 | 0730 | 0745 | 0759 | 0815 | 0830 | hour   | 1745 | 1759 | 1815 | 1830 | 1850 | 1900 | 1912 | 1930 | 1945 | 2000 | 2015 | 2029 | 2049 | 2109 | 2129 | 2149 | 2209 | 2229 |
| Willersden Junction (Low Level)  |        |      |      |      |      |      |      |      |      |      |        |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
| Willersden Junction (High Level) | 0617   | 0633 | 0649 | 0703 | 0719 | 0734 | 0749 | 0803 | 0819 | 0834 | until  | 1749 | 1803 | 1819 | 1834 | 1854 | 1905 | 1916 | 1934 | 1949 | 2005 | 2019 | 2033 | 2053 | 2113 | 2133 | 2153 | 2213 | 2233 |
| Acton Central                    | 0622   | 0638 | 0654 | 0708 | 0724 | 0739 | 0754 | 0808 | 0824 | 0839 |        | 1754 | 1808 | 1824 | 1839 | 1859 |      | 1921 | 1939 | 1954 | 2013 | 2024 | 2038 | 2058 | 2118 | 2138 | 2158 | 2218 | 2238 |
| South Acton                      | 0626   | 0642 | 0658 | 0712 | 0728 | 0743 | 0758 | 0812 | 0828 | 0843 |        | 1758 | 1812 | 1828 | 1843 | 1903 |      | 1925 | 1943 | 1958 | 2017 | 2028 | 2042 | 2102 | 2122 | 2142 | 2202 | 2222 | 2242 |
| Gunnersbury                      | ⦿ 0629 | 0645 | 0702 | 0715 | 0732 | 0745 | 0802 | 0815 | 0832 | 0845 |        | 1802 | 1815 | 1832 | 1845 | 1905 |      | 1928 | 1945 | 2002 | 2022 | 2031 | 2044 | 2104 | 2124 | 2144 | 2204 | 2224 | 2244 |
| Kew Gardens                      | ⦿ 0631 | 0647 | 0705 | 0717 | 0735 | 0748 | 0805 | 0817 | 0835 | 0848 |        | 1805 | 1817 | 1835 | 1848 | 1908 |      | 1931 | 1948 | 2005 | 2025 | 2033 | 2047 | 2107 | 2127 | 2147 | 2207 | 2227 | 2247 |
| Richmond                         | ⦿ 0637 | 0653 | 0710 | 0723 | 0740 | 0753 | 0810 | 0824 | 0840 | 0853 |        | 1810 | 1823 | 1841 | 1853 | 1913 |      | 1936 | 1953 | 2010 | 2030 | 2040 | 2053 | 2113 | 2136 | 2153 | 2212 | 2232 | 2253 |

⦿ Frequent District Line services run between these stations.  
Please see London Underground publicity for more details

## Stratford to Richmond (Westbound)

12

### Sunday

|                                  |      |      |      |      |       |        |      |      |
|----------------------------------|------|------|------|------|-------|--------|------|------|
| Stratford                        |      |      | 0849 | 0919 | 0949  |        | 2219 | 2249 |
| Hackney Wick                     |      |      | 0853 | 0923 | 0953  |        | 2223 | 2253 |
| Homerton                         |      |      | 0855 | 0925 | 0955  |        | 2225 | 2255 |
| Hackney Central                  |      |      | 0857 | 0927 | 0957  |        | 2227 | 2257 |
| Dalston Kingsland                |      |      | 0900 | 0930 | 1000  | then   | 2230 | 2300 |
| Canonbury                        |      |      | 0902 | 0932 | 1002  |        | 2232 | 2302 |
| Highbury & Islington             |      |      | 0905 | 0935 | 1005  | at the | 2235 | 2305 |
| Caledonian Road & Barnsbury      |      |      | 0907 | 0937 | 1007  |        | 2237 | 2307 |
| Camden Road                      |      |      | 0911 | 0941 | 1011  | same   | 2241 | 2311 |
| Kentish Town West                |      |      | 0913 | 0943 | 1013  |        | 2243 | 2313 |
| Gospel Oak                       |      |      | 0916 | 0946 | 1016  | time   | 2246 | 2316 |
| Hampstead Heath                  |      |      | 0918 | 0948 | 1018  |        | 2248 | 2318 |
| Finchley Road & Frognal          |      |      | 0920 | 0950 | 1020  | past   | 2250 | 2320 |
| West Hampstead                   |      |      | 0922 | 0952 | 1022  |        | 2252 | 2322 |
| Brondesbury                      |      |      | 0923 | 0953 | 1023  | each   | 2253 | 2323 |
| Brondesbury Park                 |      |      | 0925 | 0955 | 1025  |        | 2255 | 2325 |
| Kensal Rise                      |      |      | 0927 | 0957 | 1027  | hour   | 2257 | 2327 |
| Willersden Junction (Low Level)  |      |      |      |      |       |        | 2333 |      |
| Willersden Junction (High Level) | 0901 | 0931 | 1001 | 1031 | until | 2301   |      |      |
| Acton Central                    | 0906 | 0936 | 1006 | 1036 |       | 2306   |      |      |
| South Acton                      | 0910 | 0940 | 1010 |      |       | 2310   |      |      |
| Gunnerys                         | 0912 | 0942 | 1012 | 1042 |       | 2312   |      |      |
| Great Keadens                    | 0915 | 0945 | 1015 | 1045 |       | 2315   |      |      |
| Richmond                         | 0920 | 0950 | 1020 | 1050 |       | 2320   |      |      |



# Northern Line

Services from this station towards Morden Underground Station



## Monday - Friday

| First trains | 6am to midnight    | Last trains |
|--------------|--------------------|-------------|
| 0542         | <i>about every</i> | 0002        |
| 0548         | <b>2-5</b>         | 0007        |
| 0553         | <i>minutes</i>     | 0012        |
| 0556         |                    | 0020        |
| 0559         |                    |             |

## Saturday (also Good Friday)

| First trains | 6am to midnight    | Last trains |
|--------------|--------------------|-------------|
| 0542         | <i>about every</i> | 0002        |
| 0548         | <b>2-5</b>         | 0007        |
| 0552         | <i>minutes</i>     | 0012        |
| 0557         |                    | 0020        |

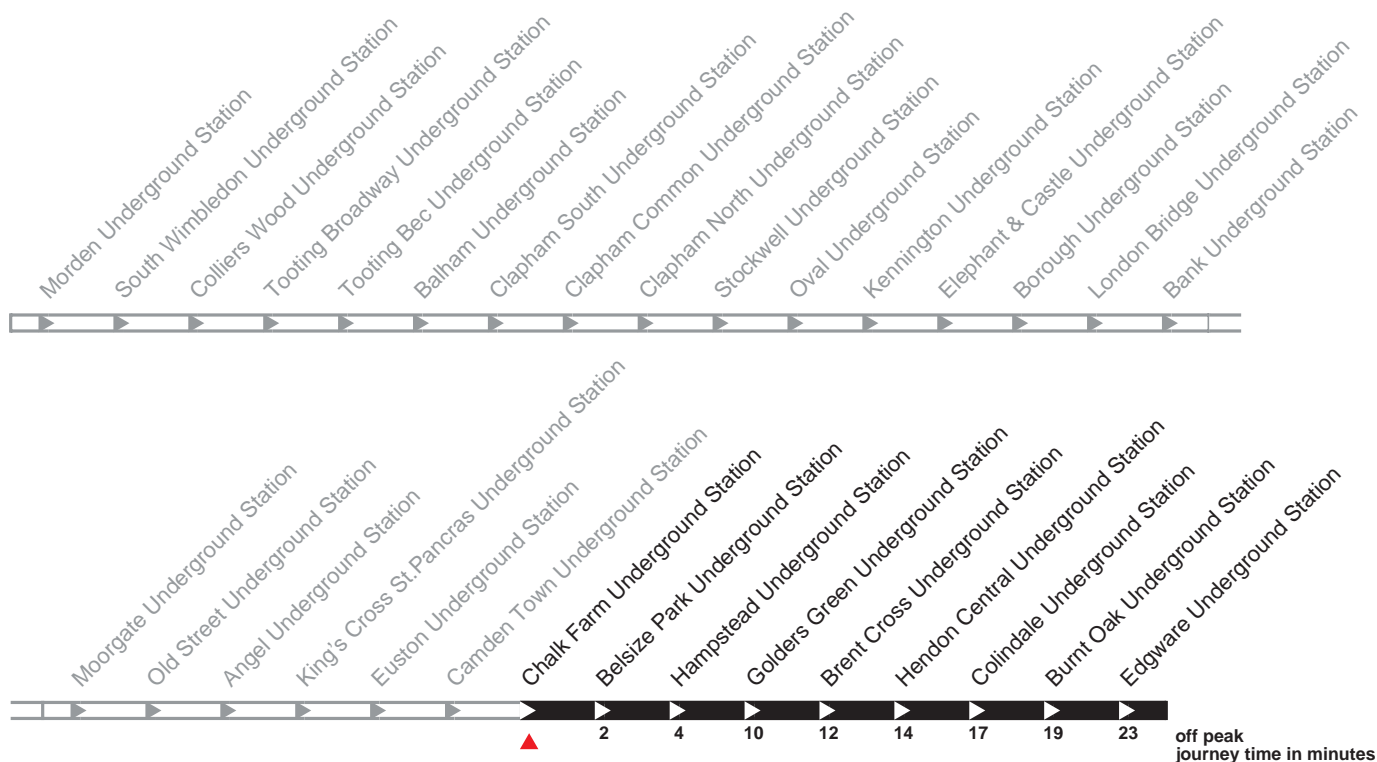
## Sunday and other Public Holidays

| First trains | 8am to 11pm        | Last trains |
|--------------|--------------------|-------------|
| 0715         | <i>about every</i> | 2300        |
| 0721         | <b>3-5</b>         | 2304        |
| 0727         | <i>minutes</i>     | 2309        |
| 0732         |                    | 2314        |
| 0737         |                    | 2319        |
| 0742         |                    | 2324        |
| 0746         |                    | 2329        |
| 0751         |                    |             |
| 0755         |                    |             |

15.10.2008 Chalk Farm Underground Station

# Northern Line

## Services from this station towards Edgware Underground Station



### Monday - Friday

| First trains | 7am to midnight | Last trains |
|--------------|-----------------|-------------|
| 06 03        | about every     | 00 00       |
| 06 13        | <b>2-5</b>      | 00 05       |
| 06 23        | minutes         | 00 09       |
| 06 31        |                 | 00 13       |
| 06 36        |                 | 00 19       |
| 06 41        |                 | 00 24       |
| 06 46        |                 | 00 27       |
| 06 51        |                 | 00 30       |
| 06 56        |                 | 00 35       |
|              |                 | 00 43       |
|              |                 | 00 50       |

### Saturday (also Good Friday)

| First trains | 7am to midnight | Last trains |
|--------------|-----------------|-------------|
| 06 03        | about every     | 00 01       |
| 06 12        | <b>2-5</b>      | 00 05       |
| 06 20        | minutes         | 00 09       |
| 06 26        |                 | 00 13       |
| 06 31        |                 | 00 17       |
| 06 35        |                 | 00 21       |
| 06 40        |                 | 00 24       |
| 06 44        |                 | 00 28       |
| 06 49        |                 | 00 31       |
| 06 53        |                 | 00 35       |
| 06 58        |                 | 00 43       |
|              |                 | 00 50       |

### Sunday and other Public Holidays

| First trains | 8am to 11pm | Last trains |
|--------------|-------------|-------------|
| 07 43        | about every | 23 04       |
| 07 51        | <b>3-5</b>  | 23 08       |
| 07 56        | minutes     | 23 13       |
|              |             | 23 17       |
|              |             | 23 22       |
|              |             | 23 26       |
|              |             | 23 31       |
|              |             | 23 35       |
|              |             | 23 40       |
|              |             | 23 44       |
|              |             | 23 49       |
|              |             | 23 51       |
|              |             | 23 56       |

15.10.2008 Chalk Farm Underground Station

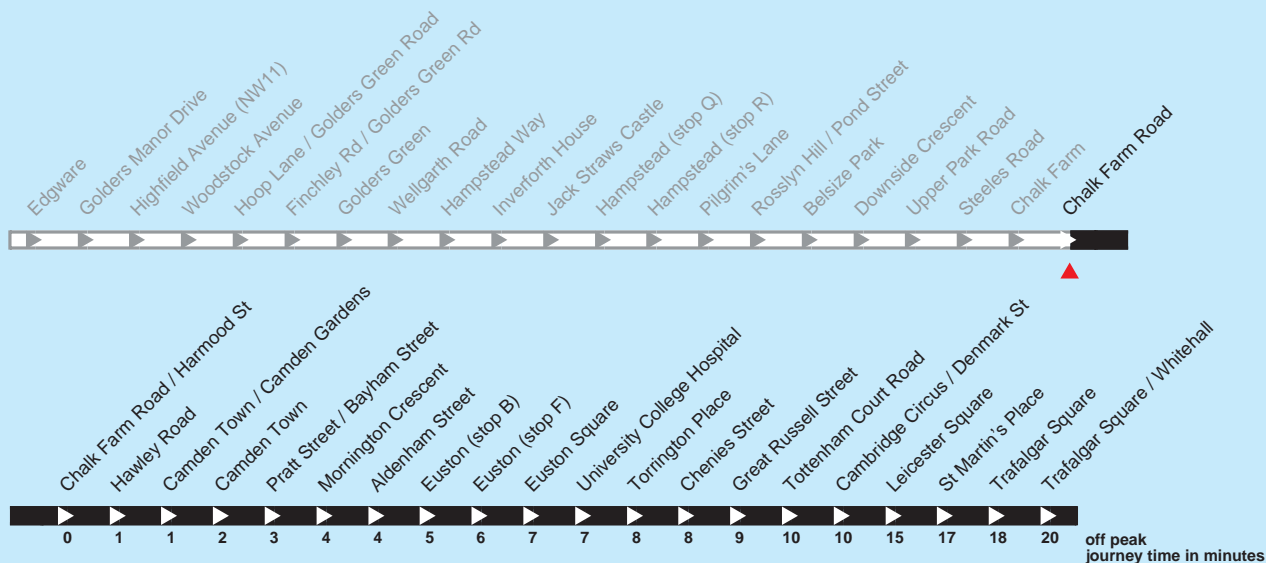
# London Buses

## N5

Every night



Buses towards Trafalgar Square / Whitehall



### Monday night/Tuesday morning to Friday night/Saturday morning

| First buses | 1 to 5am    | Last buses |
|-------------|-------------|------------|
| 0044        | At these 04 | 0504       |
| 0054        | minutes 14  | 0514       |
| 0059        | past the 24 | 0515       |
|             | hour 29     | 0524       |
|             | 34          | 0530       |
|             | 44          | 0534       |
|             | 54          | 0544       |
|             | 59          | 0545       |

### Saturday night/Sunday morning

| First buses | 1 to 5am           | 5 to 6am | 6 to 7am | Last bus |
|-------------|--------------------|----------|----------|----------|
| 0044        | <i>about every</i> | 0504     | 0614     | 0714     |
| 0054        | <b>10</b>          | 0514     | 0629     |          |
|             | <i>minutes</i>     | 0524     | 0644     |          |
|             |                    | 0534     | 0659     |          |
|             |                    | 0544     |          |          |
|             |                    | 0559     |          |          |

### Sunday night/Monday morning

| First bus | midnight to 5am | Last buses |
|-----------|-----------------|------------|
| 2359      | At these 14     | 0515       |
|           | minutes 29      | 0530       |
|           | past the 44     | 0545       |
|           | hour 59         |            |

Operated by Metroline for London Buses

MAYOR  
OF LONDON

24 hour travel information  
020 7222 1234

Textphone  
020 7918 3015

Transport for London



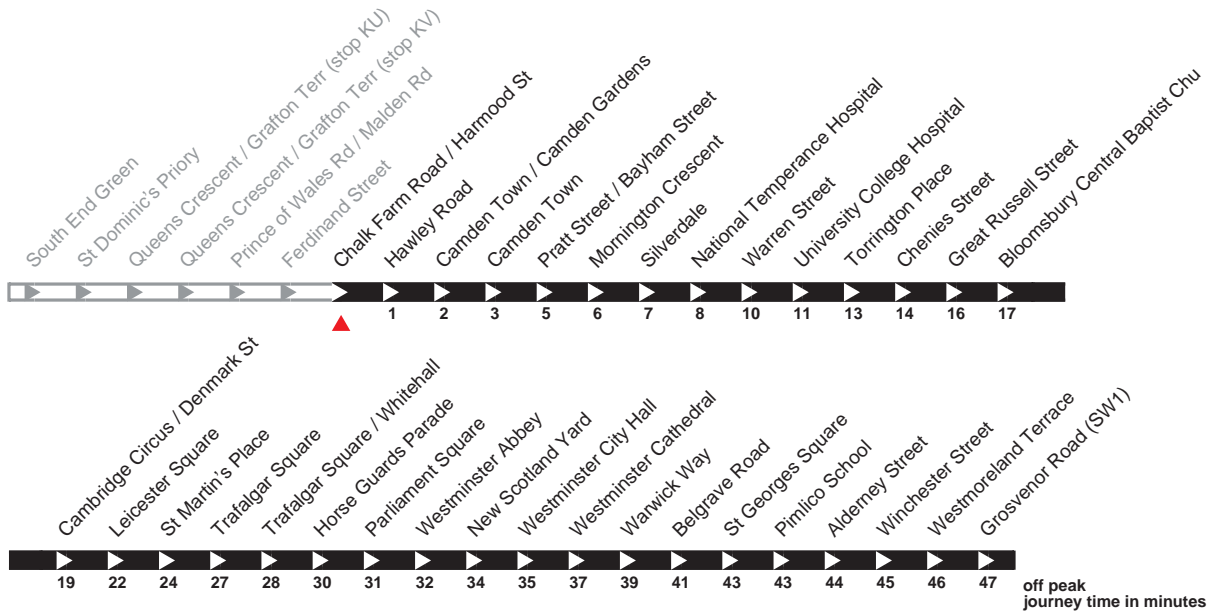
# London Buses

# 24

24 hour service



Buses towards Grosvenor Road (SW1)



## Monday - Thursday

| First buses | 1 to 4am | 4 to 5am | 5 to 6am | 6 to 7am | 7am to 7pm  | 7 to 11pm   | Last buses |
|-------------|----------|----------|----------|----------|-------------|-------------|------------|
| 00 05       | At these | 04       | 04 04    | 05 05    | about every | about every | 23 06      |
| 00 20       | minutes  | 19       | 04 19    | 05 20    | 5-8         | 7-10        | 23 21      |
| 00 34       | past the | 34       | 04 34    | 05 35    | minutes     | minutes     | 23 36      |
| 00 49       | hour     | 49       | 04 50    | 05 50    |             |             | 23 51      |

## Friday

| First buses | 1 to 4am | 4 to 5am | 5 to 6am | 6 to 7am | 7am to 7pm  | 7 to 11pm   | Last buses |
|-------------|----------|----------|----------|----------|-------------|-------------|------------|
| 00 05       | At these | 04       | 04 04    | 05 05    | about every | about every | 23 06      |
| 00 20       | minutes  | 19       | 04 19    | 05 20    | 5-8         | 7-10        | 23 21      |
| 00 34       | past the | 34       | 04 50    | 05 35    | minutes     | minutes     | 23 36      |
| 00 49       | hour     | 49       | 05 50    | 05 50    |             |             | 23 50      |

## Saturday (also Good Friday)

| First buses | 1 to 4am | 4 to 5am | 5 to 6am | 6 to 7am | 7 to 8am | 8am to 7pm  | 7 to 11pm   | Last buses |
|-------------|----------|----------|----------|----------|----------|-------------|-------------|------------|
| 00 34       | At these | 04       | 04 04    | 05 05    | 06 05    | about every | about every | 23 06      |
| 00 49       | minutes  | 19       | 04 19    | 05 20    | 06 20    | 10-11       | 7-10        | 23 21      |
|             | past the | 34       | 04 34    | 05 35    | 06 35    | minutes     | minutes     |            |
|             | hour     | 49       | 04 50    | 05 50    | 06 45    |             |             |            |
|             |          |          |          | 06 55    |          |             |             |            |

## Sunday and other Public Holidays

| First buses | 1 to 4am | 4 to 5am | 5 to 7am | 7am to 11pm | Last buses |
|-------------|----------|----------|----------|-------------|------------|
| 00 05       | At these | 04       | At these | about every | 23 06      |
| 00 20       | minutes  | 19       | minutes  | 7-11        | 23 21      |
| 00 34       | past the | 34       | past the | minutes     | 23 36      |
| 00 49       | hour     | 49       | hour     |             | 23 51      |

Operated by London General for London Buses

MAYOR  
OF LONDON

24 hour travel information  
020 7222 1234

Textphone  
020 7918 3015

Transport for London





**EVANS CYCLES**

# **RIDE 2 WORK**

**INTRODUCTION PACK  
& APPLICATION FORM**

**BIKES AT 50% OFF RETAIL PRICES  
GREAT FOR STAFF  
GREAT FOR BUSINESS!**

ACTUAL SAVINGS WILL DEPEND ON PERSONAL CIRCUMSTANCES



# EVANS CYCLES *Ride2Work*

Did you know that a Government scheme exists that can save your employees around 50% off the price of a new bike ?

It's called the Green Transport Plan, and it aims to make cycling more attractive and more accessible by taking advantage of some unique tax incentives.

Evans Cycles have developed the Ride2Work programme to help assist businesses take advantage of the Green Transport Plan. Through the Evans Cycles Ride2Work programme we can supply bikes to your staff at a massive discount, and it won't cost you a thing!



And it gets better! In addition to providing a benefit to your staff you can make a considerable saving on your company national insurance contributions as well.

Evans Cycles take care of everything: the bike, the accessories, the servicing, the advice and the administration.

This initiative is only available via you, the employer. Gain a tangible competitive advantage over your competitors in the marketplace by making this a crucial part of your staff benefits package - at zero cost to you.

By partnering with Evans Cycles – the UK's largest independent cycle retailer you're ensuring that your staff have access to the specialist knowledge and advice they need to take full advantage of the incentives on offer and get the most out of their cycling.

## HOW DOES THE EMPLOYEE BENEFIT?

- **Income tax, VAT and national insurance contributions savings can add up to around 50% off the shop floor price of the bike and accessories\***
- **Choose from the finest range of bicycles available in the UK**
- **No finance charges**
- **Spread the cost of commuting**
- **Enjoy the health benefits of commuting to work**
- **Make your salary go further each month**
- **Put your monthly fuel, car and train fare bills into a holiday fund!**

\* Actual savings will depend on the employee's individual circumstances and tax rate

## HOW DOES THE EMPLOYER BENEFIT?

- **Make savings on national insurance contributions**
- **Offer a tangible benefit to staff**
- **Zero cost to employer**
- **Relieve pressure on corporate parking and traffic congestion**
- **Encourage a healthier workforce**
- **Bikes can be treated as a business asset to recover VAT**
- **Goods remain property of the employer until term is over, encouraging staff loyalty**



## HOW IT WORKS

The Evans Cycles Ride2Work programme makes it as simple as possible for you to take maximum advantage of the benefits on offer through 7 straightforward steps:

1. Employer becomes a member of the Evans Cycles Ride2Work programme
2. Employee chooses bike and accessories from Evans Cycles
3. Employer asks Evans Cycles for a voucher to cover the retail price of the purchase
4. Voucher is posted directly to employee's home
5. Employee redeems voucher in any Evans Cycles store or the Evans Cycles mail order service
6. Evans Cycles invoices the employer for the voucher amount
7. Employee's salary sacrifice begins in his or her next salary

**It really is as simple as that!**

## Ride2Work SAVINGS ILLUSTRATION

Actual savings will depend on each individual's personal circumstances.

Here is a typical example to illustrate the savings under the Ride2Work programme:

### Bicycle & accessory purchase

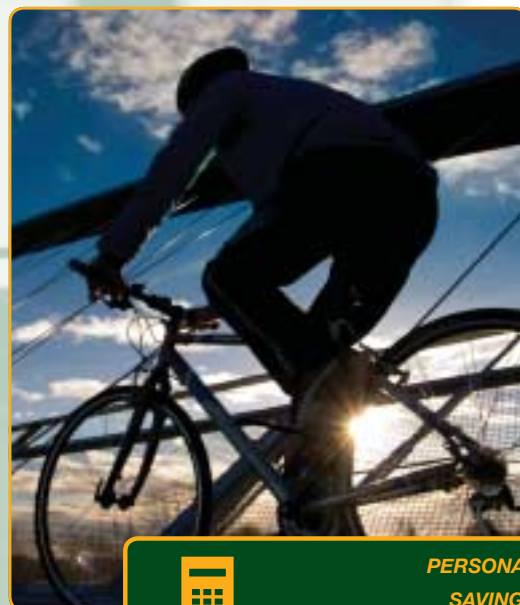
|                     |          |
|---------------------|----------|
| Commuting Bike -    | £ 249.99 |
| Helmet -            | £ 24.99  |
| Lights -            | £ 39.99  |
| Reflective Jacket - | £ 49.99  |

**Total price before savings:** £ 364.96

### Savings via Ride2Work

|   |         |
|---|---------|
| Income Tax -                                  | £ 69.15 |
| (Based on 22% standard rate)                  |         |
| Employee's National Insurance contributions - | £ 34.58 |
| (Based on 11%)                                |         |
| VAT -   | £ 50.63 |
| (No VAT on helmets)                           |         |

**Total Saving:** £ 154.36 42%



Higher tax and national insurance ratepayers will save even more than the above example.

For a more accurate estimate of your own savings, please use our online savings calculator at [www.evanscycles.com/ride2work](http://www.evanscycles.com/ride2work)

## HOW DOES MY COMPANY JOIN?

Taking part in the Ride2Work programme is easy.  
The programme is open to any company big or small.

To start the process you will need to complete the attached application form with your company's details and post it back to the Evans Cycles Ride2Work Team. Upon receipt of your completed application we will issue your company with a membership pack containing all the resources you need to implement the programme in your organisation.



# FREQUENTLY ASKED QUESTIONS

## EMPLOYEE'S QUESTIONS

### What's in it for me?

You can save income tax, VAT and national insurance contributions by having the bike's retail price removed from your salary before deductions. You can spread the cost of a new bike over 12 months.

### Who does the bike belong to?

You will be leasing the bike from your company for 12 months. At the end of that period, your company can transfer ownership for a nominal fee.

### What does "salary sacrifice" mean?

Salary sacrifice means giving up part of your salary in exchange for a benefit, in this case, a bicycle. Salary sacrifice cannot be used if your monthly payments take your remaining gross salary to below the minimum wage.

### What bikes can or can't I buy?

Your new bike must be used for commuting, and therefore suitable for this purpose. Road bikes, hybrids, mountain bikes, folding bikes, commuting bikes... these are all fine. Children's bikes are not available via Ride2Work. Any brand of bike, and sale bikes can be purchased.

### Can I use the bike for leisure riding as well as commuting?

Yes, as long as the primary use is to get to work.

### What accessories can I include?

You can include safety accessories associated with riding the bike to work, so a helmet, reflective wear etc. is fine. Non-related items like downhill helmets, energy food or car racks are not allowed.

### Can I buy a more expensive bike than my voucher amount?

Yes. You need to use your own card or cash to make up the difference when you pick up the bike. The extra amount will not be part of your salary sacrifice.

### What if I want a cheaper bike?

The amount printed on your voucher cannot be changed, so you will still be charged the same amount every month if you take a cheaper bike.

### Can I use my voucher to buy a bike for somebody else?

No. The voucher is not transferable to friends, family, other employees or anybody else.

### What happens if the bike is stolen?

Evans Cycles offer a comprehensive insurance policy, which can be purchased from any of our stores or mail order service. We highly recommend an insurance policy be taken out when you take collection of the bike.

### When do I start paying?

Your monthly salary sacrifice will begin in your next pay packet after you have collected your bike or had it delivered.

### Can I pay off the balance early or pay over a shorter time?

No. The commitment will run for 12 months.

### What happens if I'm off work?

If you take maternity leave, unpaid leave, holiday or sick leave that takes your monthly salary to below the amount of your salary sacrifice, your employer will suspend your payments until you are earning again.

### What happens if I leave my company?

If you leave the company or retire, your bike becomes a taxable benefit. The balance remaining on the price of your bike will be deducted from your final net salary. As these will no longer be part of the salary sacrifice you will not save the income tax or National Insurance on the remaining balance.

### Is there a minimum and maximum amount that I can spend?

The minimum voucher amount is £250. The typical maximum voucher amount is £1,000, although you can buy bikes and accessories that cost more than this if you top up the difference yourself when you collect the bike. Evans Cycles can issue vouchers greater than £1,000 but your employer must apply for a credit licence to do this.

### Do I need a voucher for the retail cost, or the cost after the savings?

Your voucher will need to cover the total retail cost (before savings) of your bike and accessories

## EMPLOYER'S QUESTIONS

### Who does the bike belong to?

It belongs to the company for the 12-month period of the salary sacrifice. At the end of this period, the company may transfer title of the goods.

### How much will this cost the company?

Nothing! It really is free. The company is buying the bike, and then leasing it back to the employee until the full amount is recovered. You will even save money by not paying your employer's contributions of the amounts that would have been deducted for national insurance.

### Does the company need to apply for dispensation from the Inland Revenue or from HM Customs & Excise to run the Ride2Work programme?

No. As long as all Ride2Work forms are completed correctly, there is no need to apply for an official dispensation.

### Does my company need to apply for a credit licence?

No. Companies are allowed to run salary sacrifice schemes without a specific credit licence as long as the purchase amount doesn't exceed £1,000.

### Can we use the Ride2Work programme even if we are not VAT registered or exempt from VAT?

You can. There are still huge savings to be made, even without being able to reclaim the VAT.

## IMPORTANT POINTS TO BE AWARE OF

- Bicycles bought under the Ride2Work programme must be used primarily for travelling to and from work, and they must be suitable for that purpose
- VAT may be reclaimed on bicycles if they are purchased to implement a green travel plan, reduce car use or increase staff health levels
- Leavers or retirees from your company become responsible for any outstanding amounts. These are usually subtracted from final salary payments, and become a taxable benefit
- At the end of the lease period, the employer may transfer title of the goods to the employee



➤ IF YOUR ORGANISATION WOULD LIKE TO BECOME A MEMBER OF THE EVANS CYCLES RIDE2WORK PROGRAMME, PLEASE COMPLETE THE FOLLOWING:

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

\_\_\_\_\_

Company Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

VAT No: \_\_\_\_\_

Company Registration No: \_\_\_\_\_

How many staff does your company have? \_\_\_\_\_

Do you have a staff intranet? \_\_\_\_\_

I have read and agree to the Evans Cycles Ride2Work Supply Agreement

☐

(tick box)

Signed: \_\_\_\_\_

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

Position: \_\_\_\_\_

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

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

Please return this application form to:

Ride2Work  
Evans Cycles  
FREEPOST SEA12922  
Crawley  
RH10 9BR