

THE TRAVEL PLAN

PART I: Components of the Travel Plan

A workplace Travel Plan will be prepared for the proposed retail uses and a residential Travel Plan for the proposed residential uses.

These Travel Plans will be a basis for promoting sustainable travel to and from the Property for all aspects of use forming part of the Development.

Chapter 4: "Promoting Sustainable Transport" of the National Planning Policy Framework (2012) notes that "Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion, In preparing Local plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable transport"

Transport for London's Travel Planning Guidance issued in November 2013 sets out the travel plan guidance for developments in London and includes services and deliveries.

For further advice on developing a Travel Plan see the DfT's travel plan website: (www.transportenergy.org.uk), Transport for London's travel plan guidance website (www.tfl.gov.uk/workplacetravelplanning) or Camden's Travel Plan partner website: www.camden.gov.uk/wtp

The Owner will implement the Travel Plan where appropriate in partnership with the Council and/or with public transport operators.

In drawing up the Travel Plan ("the Plan) the Owner shall ensure that provisions relating to the following matters are contained within the Plan:

1. Public Transport and walking

- a) Review the public transport needs of occupiers and visitors and consider potential park and ride type services or shuttle-type services for occupiers, or suggest further enhancements to the scheduled London Bus network
- b) Provide in-house public transport information and ensure that this is regularly updated (both Transport for London and National Rail travel information is available from their respective websites: www.tfl.gov.uk/www.nationalrail.co.uk)
- c) Consider provision of interest-free annual season ticket/travelcard loans for travel on buses, the underground, trains and trams for any commercial occupiers of the Development
- d) Encourage walking through the provision of information on the best pedestrian routes to and from the Property for occupiers and visitors

2. Taxis and Minicabs

Consideration must be given to the provision and management of Taxi access to the Property

3. Traffic Restraint

The Plan must seek to reduce the volume and impact of vehicles generated by the Development

4. On-Street Parking Controls

The plan should aim to contain the transport impacts of the site (including parking, loading and unloading) to within the curtilage of the site and reduce the impact of the site on surrounding on-street parking.

5. Parking and Travel

A review of occupier's travel should have the principal aim of reducing non-essential single occupant driver trips to the site and increasing the proportion of trips undertaken by bicycle and on foot. With regards to car travel and car parking, this should include:

- a) a review and/ or development of criteria to reduce car allowances and include measures to limit the use of car parking and permits in and around the Property
- b) a review of any on-site parking charges
- c) consideration and/or review of pool vehicles for work related trips including more environmentally friendly vehicles and alternative forms of transport for some trips
- d) consider the use of partial homeworking/teleworking/teleconferencing where feasible and appropriate

6. Traffic Management

An assessment must be made of the impacts of the proposed car park access changes on existing internal congested traffic flows and seek further enhancements to internal traffic flow to better manage congestion

7. Cycling

The following cycle measures must be provided in sufficient quantity in line with annual travel surveys to be subsequently carried out:

- a) secure and well-lit workplace cycle parking

Consideration shall also be given to providing the following, especially in the commercial areas:

- b) changing and showering facilities
- c) cycle allowance for work-related journeys
- d) cycle and equipment loans and insurance
- e) cycle repair facilities
- f) cycle pool for work-related journeys
- g) a Bicycle Users Group (BUG) to progress cyclists issues on site
- h) work with the Council to improve cycle routes to/from the Property

8. Facilities for Goods Movement and Servicing

The Travel Plan should include measures to encourage suitable freight travel to and from the Property.

The Owner should encourage suppliers and delivery contractors to use alternatively-fuelled vehicles (such as electric and LPG vehicles and cycles) – organisations can apply to the Energy Saving Trust (www.est.org.uk) for alternatively-fuelled vehicle grants

PART II: Review and Monitoring of the Travel Plan

The Owner shall ensure that the Plan contains arrangements for the review and monitoring of the Travel Plan and that this is carried out on an ongoing basis. Travel surveys are proposed at six months, third and fifth years following Occupation. The Travel surveys will be followed by a substantial review of the travel Plans. The progress of the Travel Plans will be reported to the Council on an annual basis. These arrangements will deal with the matters set out below establishing firm timescales for the taking of each step, specific targets to be adopted for the measuring of the effectiveness of each measure and a reporting mechanism to the Council. It is acknowledged that it will be appropriate to amend the Travel Plan by agreement in the light of developing circumstances.

1. Review the Property's Transport Accessibility

The first stage will be to review the Property's accessibility by all modes. The Travel Plan will include a review of the Property's accessibility and this will form the basis for the next stages.

2. Consultation with occupiers

This will involve meeting occupiers of the Property to promote the concept of a Travel Plan. The meetings will seek to identify a common set of objectives for encouraging walking, cycling and public transport usage combined with reducing reliance on the private car.

3. User Consultation and Travel Surveys

This stage will be based around consultation. It will be extremely important to secure the support of occupiers and users of the Development if the Plan is to succeed. This stage will include occupier and user travel surveys to examine the use of existing modes of travel, attitudes towards sustainable modes of transport and the most effective measures to promote sustainable transport for commuting journeys and business journeys. The Owner will consult with the Council at this stage.

4. Implementation

Stages 1 to 3 will provide the base information for the review of the Travel Plan.

5. Monitor and Review

The Travel Plan will secure an ongoing process of continuous improvement. Each version of the Travel Plan shall set out a mechanism of next steps to be tackled in line with results collated from the surveys and shall also set out a mechanism for reporting back to the Council on an annual basis on how effectively the Travel Plan is being in maximising the use of sustainable transport.