



Centre for Children's Rare Disease Research
at Great Ormond Street Hospital

Great Ormond Street
Hospital for Children
NHS Foundation Trust



Travel Plan
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1. INTRODUCTION AND CONTEXT

1.1 Introduction

1.1.1 Great Ormond Street Hospital (GOSH) is submitting a planning application to the London Borough of Camden (LBC) for the development known as Centre for Childrens Rare Disease Research (CCRDR) located on 20 Guilford Street WC1N 1DZ, London. To support the planning application, Pell Frischmann, has prepared a Transport Assessment (Ref: R12692T102). To meet the planning requirements of London Borough Camden LBC and Transport for London (TfL) and to further support the application, a Travel Plan has been prepared, namely a Full Workplace Travel Plan (this document Ref R12692T103).

1.2 Site Context

1.2.1 The proposed development site is located within the London Borough of Camden. The site is bounded by Guilford Street to the North, Millman Street to the East, Guilford Place to the West and cul-de-sac Millman Mews to the South. Figure 1.1 shows the location of the proposed site.

1.2.2 The site is currently occupied by 4 storey building (currently vacant), which was formerly used as an office block. The building will be demolished to make a way for the new development.

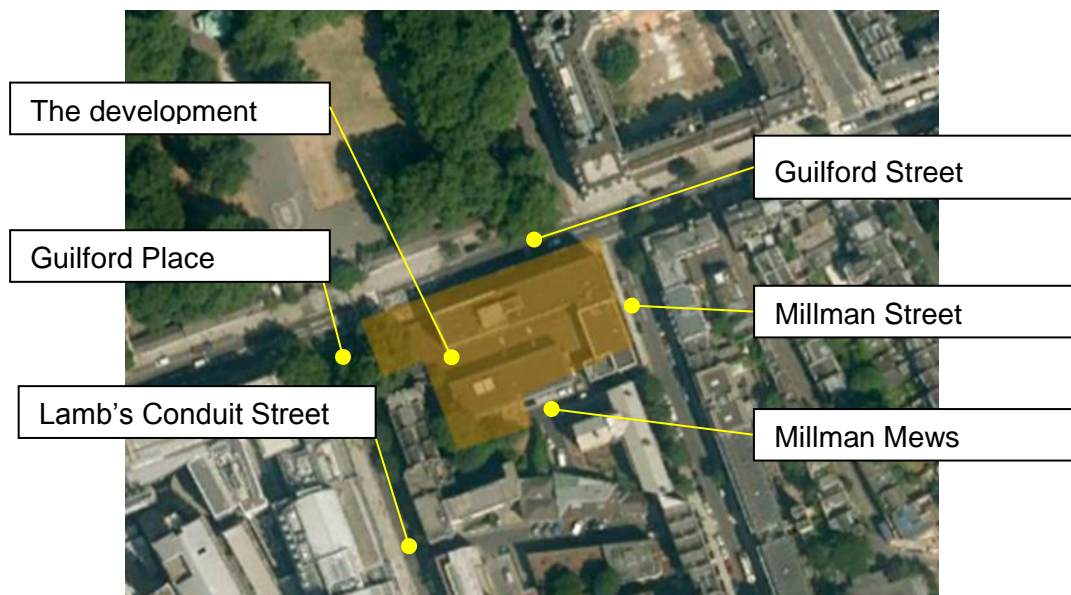


Figure 1.1: Site location

1.3 Travel Plan Objectives

1.3.1 The major objective of this travel plan is to facilitate easier, sustainable travel for staff, patients and visitors, through improvements to the choice of transport available to them. This will be supported by policies that ensure that all aspects of the transport impact are undertaken in a sustainable manner. The specific objectives of the Travel Plan (TP) are:

- Objective 1 - To discourage the unnecessary use of private motor vehicles travelling to and from the development
- Objective 2 - To ensure that the development implements an effective transport management;
- Objective 3 - To improve the choice of transport options and facilities available to staff travelling to and from CCRDR;
- Objective 4 - To encourage walking and cycling trips to/from the Site as a sustainable and improve the health and fitness of staff through the promotion of sustainable modes of travel; and create an environment for staff, patients and visitors to enable them to make informed decisions about how they travel to work
- Objective 5 - To monitor and review the evolution of the sustainable transport initiatives outlined in the Travel Plan to increase occupier awareness of the advantages using sustainable modes and adapt it to meet the changing needs of staff, occupiers and visitors.
- Objective 6 - To respect the needs of special/vulnerable groups, for example, those with mobility problems, those working unsociable hours and those whose job descriptions require frequent journeys to other sites.

1.4 Scope of Travel Plan

1.4.1 The context generally seeks to achieve criteria set in ATTrBuTE (Assessment Tool for Travel plan Building Testing and Evaluation) for Workplace Travel Planning for development. The TP sets out the strategy for managing all travel and transport related aspects of the proposed development. National and Local Transport policies and relevant guidance have been considered in developing the strategy. The TP was produced after the evaluation of the surrounding transport infrastructure and public transport provisions in relation to the site location and contains the following sections:

- Section 2 – Description of the development
- Section 3 - Policy Context
- Section 4 – Site Assessment
- Section 5 – Operation and impact of the development
- Section 6 - Travel Survey
- Section 7 - Travel plan targets
- Section 8 - Travel plan management
- Section 9 – Initiatives and measures to implement travel plan
- Section 10 – Travel plan awareness and servic
- Section 11 - Action Plan
- Section 12 – ATTrBuTE Assessment

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 Proposed Master Plan

2.1.1 The proposed building will have a total area of 13,237m²GFA over 8 floors including basement levels. The proposed CCRDR building will be occupied by the following uses:

2.1.2 The CCRDR part of the building will have a total area of 4,076m² and will include:

- Centre for Childrens Rare Disease Research (CCRDR) with outpatients located on the ground floor and first floor,
- Workspace located on the third floor, and
- Good Manufacturing Practice (GMP) located on the fourth floor.

2.1.3 The University College London (UCL) facilities within the building will have a total area of 4,028m² and include:

- Laboratories located on lower ground floor, and
- Workspaces on second floor and partially on first floor.

2.1.4 In addition to the above the building will contain 851m² of shared areas across the floors and 4,515m² of common areas and plant. The master plan for the proposed development has been prepared by Stanton Williams and is shown in Figure 2.1

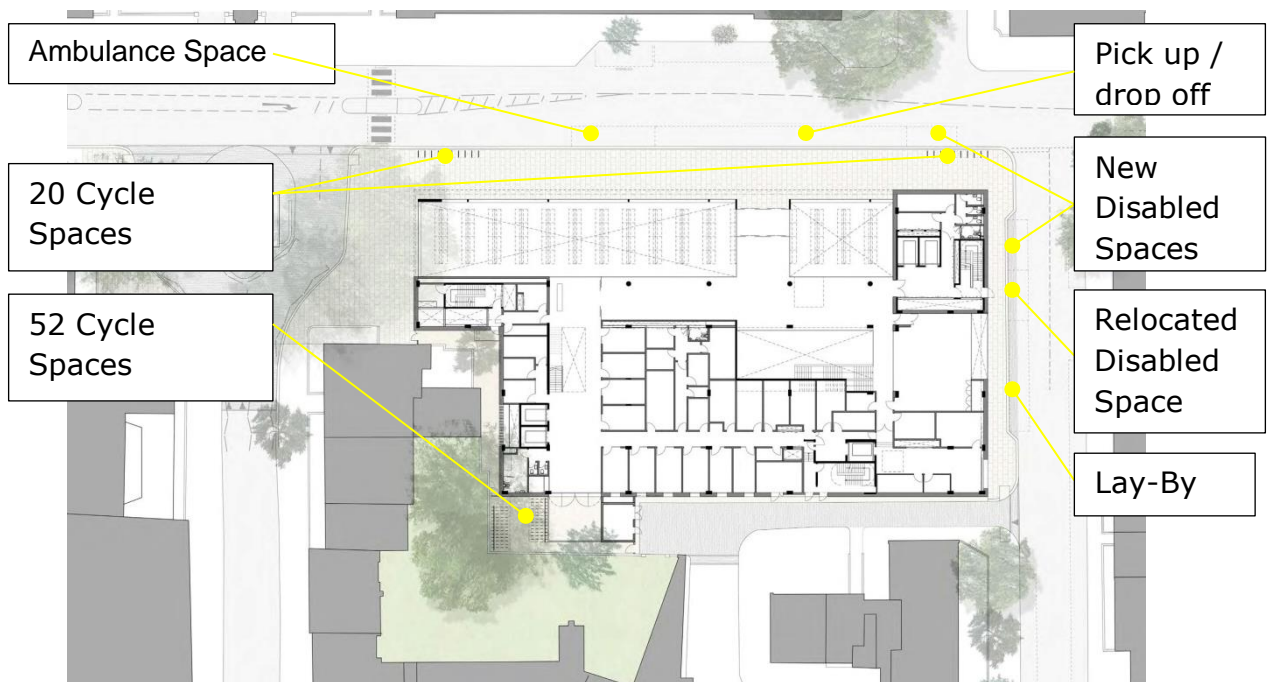


Figure 2.1: CCRDR master plan (Stanton Williams)

2.2 Building Occupancy

2.2.1 The proposed building will be occupied by the following:

- Outpatients - Centre for Research into Rare Diseases in Children (CRRDC)
 - 48 staff
 - 126 patients and family members at any one time (21 treatment rooms x 2 sets of appointment x 3 each child accompanied by 2 adults),
 - 102 waiting patients (based on available number of seats)
 - The building will generate maximum of 252 patients per day (21 treatment rooms x 6 appointments x 2 sessions).
- Research Part of the Building
 - Great Ormond Street Hospital - 168 staff (but 40% max occupancy at any one time ie 67 staff)
 - University College London (UCL) – between 210 and 250 staff
 - Facility Management staff – 6 staff
 - Total maximum staff occupancy at any one time 323.
 - Total maximum staff occupancy 472

2.2.2 Total staff

2.2.3 Using the maximum figures above, it can be seen that the total maximum of staff number generated by the building is 472 (comprising 222 CCRDR staff and 250 UCL staff). It is very unlikely that all staff will be present at the site at all times, however for a robust assessment the maximum occupancy was used for the impact assessment.

2.2.4 Total patients

2.2.5 The proposed outpatient part of the building will provide a total of 21 exam rooms, each of them will be used 6 times per appointment session and there will be sessions per day (morning and afternoon). This would mean that the development will generate maximum of 252 (21 exam rooms x 6 appointments x 2 sessions) patients per day. Due to the nature of development, the majority of patients/ visitors will be children, and thus they will be accompanied by parents/guidance. To create the worst case scenario, it was assumed that each of patient/visitor will be accompanied by two adults, thus it is reasonable to refer to “visitor/patient groups” and not individuals for mode selection.

2.2.5.1 The trip generation elements have therefore been based on total staff occupancy of 472 staff and 252 patient groups. It should be noted that the patient arriving/departing to and from the proposed development are not “new visitors” to the area of the development and are only displaced flows from the existing hospital located on Great Ormond Street. However, for a robust assessment the visitor flows were assessed as a net impact to the area of Guilford Street and Millman Street.

2.2.6 Pedestrian and Cycle Facilities

2.2.7 The development will have a main entrance from Guilford Street and two secondary staff entrances; one from Millman Street and one from Guilford Place (Figure 2.2).

2.2.8 The building will have generous cycle parking provision which will be provided at the west end of Millman Mews, providing 52 spaces arranged in a two tier rack, accessed via Millman Mews. In addition a total of 20 cycle racks will be located in front of the building on Guilford Street, which will also be available to be used by staff and the general public.

2.2.9 As part of the development the following high quality public realm works will be conducted and will result in an effective increase in the footway width on Guilford Street and Millman Street equivalent to a total 297m² (Figure 2.3):

- New shared surface and effective widening of Millman Mews;
- Improvements to the geometric layout of the junction of Millman Street/ Millman Mews by the provision of a raised platform, tactile paving and more generous kerb radii;
- New widened footway on the southern side of Guildford Street (Figure 2.4);
- New widened footway on the western side of Millman Street (Figure 2.5); and
- New raised carriageway area to create improved shared space at Guilford Place/Guilford Street.

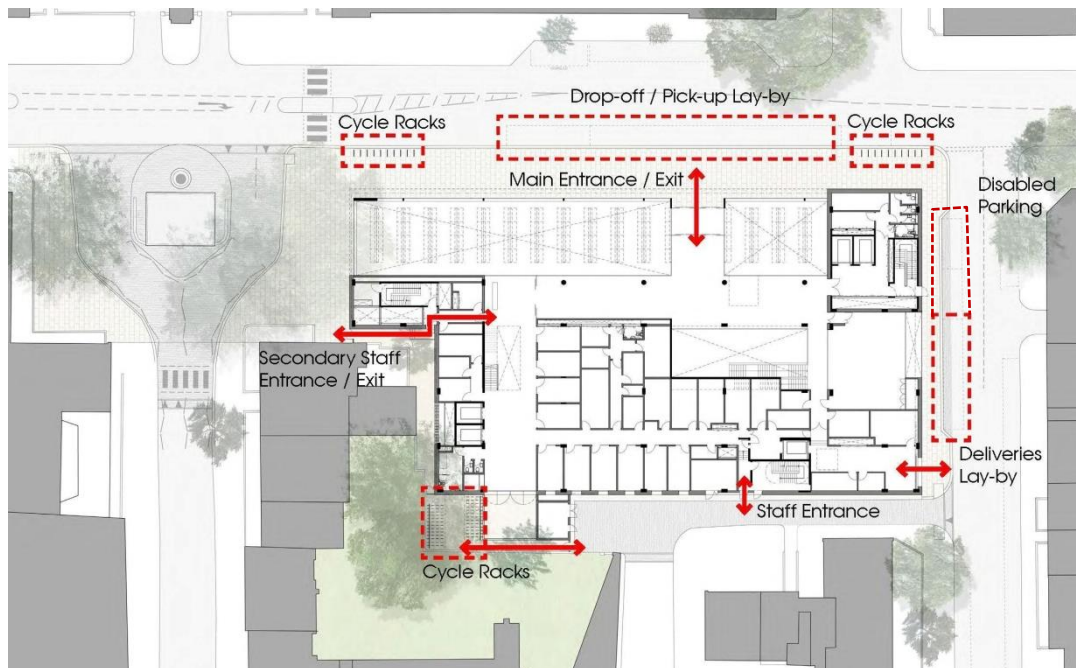


Figure 2.2: Proposed facilities (Stanton Williams)

2.3 Car Parking Provision

- 2.3.1 To comply with council policy (section 6), developments located in highly accessible areas (PTAL 4-6) are expected to be car-free or car capped developments. The proposed development will not have on-site car parking and thus can be considered as car-free. However due to the buildings purpose it aims to meet the parking needs of disabled people and visitors requiring a space for short visit by the provision of a drop off and pick up area on Guilford Street. The drop off area is 30m long and can thus accommodate 5 or 6 vehicles at any one time. Staff and incoming occupiers will be informed that they will not be eligible to obtain a parking permit for on-street parking, or to purchase a space in a Camden-controlled car park. Visitors would use the lay by for drop off and pick up and is also suitable for use by taxis and mini buses. The development is proposing two disabled spaces which would be formally marked – one on Millman Street and one on Guilford Street. It should also be noted that the visitors trips to and from the proposed development are only displaced traffic from the existing hospital located within the same area (Great Ormond Street).
- 2.3.2 As described later in this document, the development is also proposed to be serviced by the provision of 13m long lay-by on western side of Millman Street.

3. POLICY CONTEXT

3.1 National Policy

3.1.1 The National Planning Policy Framework (2012)

3.1.2 In 2012 the Government introduced new planning policy guidelines, which replaced all previous Planning Policy Guidance (PPG) documents with a single National Planning Policy Framework (NPPF).

3.1.3 The NPPF states that its overall aim is “*to help achieve sustainable development*” based on three dimensions:

- **An economic role** - by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation;
- **A social role** - supporting strong, vibrant and healthy communities, by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- **An environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

3.1.4 The report emphasises that:

“Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, every decision.”

3.1.5 With regards to transport, the NPPF identifies that the design and location of new development should;

- accommodate the efficient delivery of goods and supplies;
- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter;
- consider the needs of people with disabilities by all modes of transport.

3.1.6 The NPPF also states that;

“All developments which generate significant amounts of movement should be required to provide a Travel Plan.”

3.1.7 Compliance with national policies - The CCRDR development is in line with these aims it will create employment for approx. 472 staff (although some will be transferred from the existing buildings). In the transport sector, in the context of NPPF, (i) the CCRDR site will provide essentially vehicle free access (with the exception of disabled parking and visitors that would require the parking space)

thereby giving priority to pedestrians and cycles, (ii) there are no car parking provisions for staff on site or within the surrounding area as the area is under CPZ, (iii) CCRDR is placed highly accessible area with PTAL excellent of 6a (iv) cycle and pedestrian facilities on the site and surrounding area will be provided to a high standard.

3.1.8 DfT Guidance on Transport Assessments (DfT 2007)

3.1.9 The Guidance on Transport Assessment' (2007) also gives a fundamental explanation as to what the contents of a travel plan should include and outlines the TP will follow national policy to promote Smarter Choices within travel plan. These general directions are defined as: *"Techniques for influencing people's travel behaviour towards more sustainable options, such as encouraging school, workplace and individual travel planning. They also include measures such as individualised marketing, personalised journey plans, public transport information and marketing initiatives, car sharing schemes and car clubs, plus measures that reduce the need to travel, such as video conferencing and teleworking."*

3.1.10 Compliance with national policies – the development is considered to be in line with the directions of NPPF policy guidelines. In particular, the development minimises the car parking provision giving priority to pedestrian and cycle facilities, is located within good public transport accessibility. It is recognised that the development will generate additional trips to and from the site and for this reason the Travel Plan is prepared.

3.1.11 The proposed falls into D1 (Non-residential Institutions) which includes developments such as medical and health services clinics and health centres and states that a Transport Assessment and Travel Plan is required for developments greater than 1,000GFA. Both of the documents are prepared to support the planning application.

3.2 Regional transport policy

3.2.1 Transport for London - The Borough Planning (BP)

3.2.2 The Borough Planning (BP) team sits within the Planning directorate of TfL and is responsible for managing TfL's statutory role in the planning process. In November 2013, TfL released new guidance on the requirements for travel plans for new developments in London. It supersedes the previous TfL guidance, Travel Planning for New Development in London.

3.2.3 The guidance states that applicants for developments at or above the strategic-level thresholds must by submit an ATTrBuTE-compliant full travel plan.

3.2.4 The document sets a threshold values which specify the level of travel plan required and these are as follow:

- D1 (hospitals/medical centres) occupied by more than 50 staff will require strategic-level travel plan;
- D1 (higher and further education) greater than 2,500m² will require strategic-level travel plan;

3.2.5 The guidance also states that *“the overarching purpose of a travel plan should be to encourage behaviour change which will lead to the use of more sustainable modes of travel and reduce overall travel to and from the site”*

3.2.6 Compliance with regional policies- To comply with TFL policies, the Travel Plan will follow the context set in the guidance.

3.3 London local transport policy

3.3.1 LB Camden Transport Strategy 2011-2031 (LBC 2011)

3.3.2 LBC’s Camden Transport Strategy (CTS) sets out the future direction for transport in Camden and describes the context of traffic and transport in the borough. The transport challenges it identifies include:

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

Objective 2: Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden;

Objective 3: Improve road safety and personal security for people travelling in Camden;

Objective 4: Effectively manage the road network to manage congestion, improve reliability and ensure the efficient movement of goods and people;

Objective 5: Develop and maintain high quality, accessible public streets and spaces and recognise that streets are about more than movement;

Objective 6: Ensure the transport system supports Camden’s sustainable growth and regeneration as well as enhancing economic and community development;

Objective 7: Ensure the transport system supports access to local services and facilities, reduces inequalities in transport and increases social inclusion; and

Objective 8: Ensure that the provision of parking is fair and proportionate by considering the needs of all users, whilst also encouraging sustainable travel choices.

3.3.3 Camden Planning Guidance 7 – Transport

3.3.4 This guidance explains the circumstances under which travel plans are sought, what they are intended to achieve, how they should be prepared, and what measures should be considered for inclusion.

3.3.5 The guidance states that *“as a minimum, a workplace travel plan should address travel by staff to and from work and on business. However, a travel plan may also address visitor, client and customer travel, suppliers making deliveries, contractors undertaking work on site and fleet procurement/management.”*

3.3.6 Compliance with local policies - the requirement to produce a workplace travel plan for organisations such as hospitals as part of the planning application is set out in Camden planning guidance 7.

3.4 Existing Travel Plans

3.4.1 Great Ormond Street Hospital Travel Plan Progress Report 2012

3.4.2 This document was published in 2012 and provides an assessment of the Trusts performance against targets set in previous travel plans and re-defines the Trust's transport management strategies for the following 5 years.

3.4.3 The travel plan represents the Trust's commitment towards delivering sustainable transport to the hospital for staff, patients and visitors and freight. The Travel Plan was revised in 2006 (based on 2005 survey data) and 2008 (based 2007 survey data). Furthermore, additional surveys were also conducted in 2010 as part of a snapshot assessment of the Trust's progress, and more recently in 2011 to inform the 2012 Travel Plan.

3.4.4 This report will consolidate the travel initiatives, measures and targets with those set up in the existing Great Ormond Street Hospital Travel Plan, which is aiming to encourage more sustainable travel and awareness of the full range of transport options available for their journey to the site.

3.4.5 The University College London Travel Plan

3.4.6 This document was published in 2011 and sets the travel plan objectives, summarises the existing situation including current measures and initiative being introduced and practiced, as well as sets actions aiming to reduce travel by car and promoting cycling and walking. The ULC Travel Plan objectives are set as follows:

- Encourage those staff and students who do not have a relevant disability and are still using private cars to and from UCL to find alternatives.
- Assist and facilitate staff and students using transport other than private cars to and from UCL and its residential accommodation.
- Encourage visitors to UCL to travel means other than by private car.
- Ensure that all staff and students have access to public transport information.
- Promote the use of environmentally friendly transport by UCL where required for its activities.

3.4.7 This report will support the aims and future plan set in UCL Travel Plan, however as the UCL Travel Plan does not provide any staff survey data or future targets, the best reasonable targets reflecting the proposal are set in section 7 and will form the basis for future revisions.

4. SITE ASSESSMENTS

4.1 Highway Network

- 4.1.1 The proposed development is surrounded by the following adopted public highway network: Guilford Street, Millman Street, Guilford Place and Millman Mews. The closest Transport for London Road Network (TLRN) also known as red route network is Euston Road to the north and Gray's Inn Road to the east. These roads have stopping and parking restrictions in place.
- 4.1.2 The characteristics of the surrounding highway network are described below.
- 4.1.3 Guilford Street is a single carriageway with on-street car parking on both sides of the road (Figure 4.1). A provision of some 5 motorcycle spaces is also provided on the southern side on the road. In addition to this, one disabled space is provided on the northern side. There are footways on both sides of the road and a zebra crossing in the vicinity of the junction with Guilford Place. Guilford Street is a cycle route marked with advisory cycle road markings. According to Camden's road hierarchy published in Network Management Plan, Guilford Street is classified as a district link (main local distributor) and is defined as an emergency route.



Figure 4.1: On-street parking on Guilford Street

- 4.1.4 Guilford Place / Lamb's Conduit Street forms four arms, a priority junction with Guilford Street (one way in and out to and from Guilford Street) with a kerbed square in the middle of the junction (Figure 4.2). Lamb's Conduit Street similar as Guilford Street is a single carriageway with footways on both sides and is classified as district link (main local distributor) and emergency route. Lamb's Conduit Street has a double yellow line on the western side and a single yellow line on eastern side, which allows short – stay for loading/unloading from local business. (Figure 4.3).



Figure 4.2: Guilford Street / Guilford Place junction



Figure 4.3: Lamb's Conduit Street

- 4.1.5 Millman Street has an 8.2m wide carriageway with on-street car parking on both sides of the road (Figure 4.4). The road operates as two-way and is classified as a local road. The existing parking spaces in the immediate vicinity of the proposed development on Millman Street are resident permit holders only. A 23m long on-street car parking bay is located on the south west side of Millman Street between the junction with Guilford Street and Millman Mews, which can accommodate 4 vehicles. One disabled parking space is allocated on the eastern side of the road.



Figure 4.4: Millman Street

- 4.1.6 Millman Mews is a cul-de-sac access road to and from Millman Court. The carriageway is only 3.6m wide, but still operates as a two way road. The road is marked with single yellow lines on both sides and provides a 1.6m wide footway on southern side and a 0.5m hard verge providing the recommended safety margin to the existing building on the northern side as shown on Figure 4.5. There are also two marked residential car parking spaces on Millman Street as shown on Figure 4.6.



Figure 4.5: Millman Mews



Figure 4.6: Residential parking on Millman Mews

4.2 Existing car parking

4.2.1 The on-street car parking in the vicinity of the site is under Control Parking Zone (CPZ) CA-D Kings Cross area, which restricts parking from Monday to Friday from 08:30 till 18:00 and Saturday from 08:00 till 13:00, or CPZ Bloomsbury & Fitzrovia CA-E Bloomsbury & Fitzrovia, which restricts parking from Monday to Saturday from 08:00 till 18:30. These CPZs are presented in Figure 4.7.

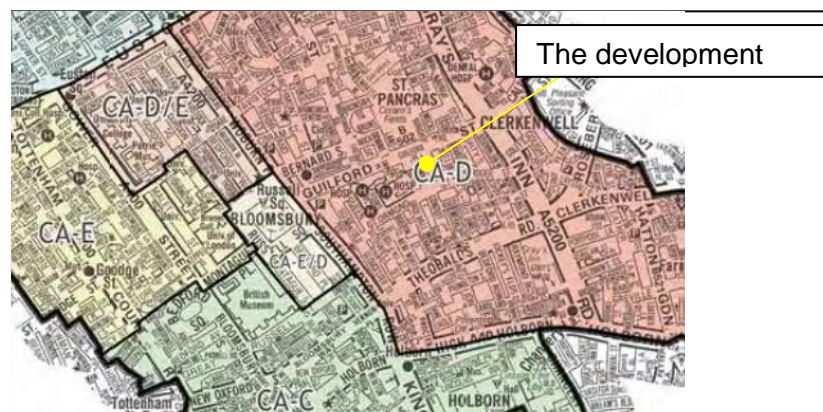


Figure 4.7: Controlled Parking Zone (LB Camden)

4.2.2 Existing on-street car parking within approximately 500m walking distance of the proposed development has been included in the traffic survey and is shown on Figure 4.5. Within this area, there is:

- 11 loading bays (business permit)
- 192 residential parking spaces
- 136 pay and display parking spaces,
- 15 disabled parking spaces, and
- 12 areas for motorcycles parking

4.2.3 A total of 136 parking spaces are dedicated for a general use and the utilisation of those spaces is presented in section 4.5. The restriction of maximum stay of 2 hours applies between 8.30am and 6.30pm from Monday to Friday and between 8.30am and 1.30pm on Saturday. The charges of 40p per each 6 minutes apply.

4.3 Pedestrian facilities

4.3.1 The topography around the site and on the immediate access routes is essentially flat and does not impede journeys on foot.

4.3.2 The main pedestrian routes and movements between the site and nearby public transport nodes are from:

- Russell Square Station via Bernard Street, Grenville Street and Guilford Street, and
- Holborn Station via Southampton Row, Russell Square and Guilford Street.

4.3.3 Although Euston Station and Kings Cross St Pancras Station are located just outside walkable distance of 960m (as recommended by TfL for PTAL calculation) they can still be accessed by foot. The provision of pedestrian facilities connecting the development with those transport nodes is adequate.

4.3.4 The main pedestrian access to the development will be via the main entrance on Guilford Street. The footway width on the southern side on Guilford Street is 3.25m, while the footway width of the northern side is between 5.7m and 6.3m, however where the on street parking is allocated the footway reduces to 3.3m. The footway width for the west side of Millman Street is 2m wide and 3.2m on the east side.

4.3.5 Millman Mews provides a 1.6m wide footway on southern side and a notional 0.5m hard verge adjacent to the building on the northern side.

4.3.6 There are two zebra crossings within close vicinity of the site. One of them is situated on Guilford Street (in front of the site) with 1.8m wide kerbed island and the second crossing is located on Guilford Place 25m south of the junction with Guilford Street. Both of the crossings are marked with appropriate zigzags and have tactile surfacing on the footway approaches.

4.4 Cycle facilities

4.4.1 Although there are no dedicated cycle lanes in direct proximity of the site, Guilford Street is classified as a signposted on-road cycle route.

4.4.2 There are cycle facilities at the junction of Guilford Street and Gray's Inn Road in the form of a 40m long advisory cycle lane on Guilford Street and the Advance Stop Line (ASL) on the approach to the junction. Similar facilities are placed on Gray's Inn Road northbound and Calthorpe Street.

4.4.3 A centrally located advisory cycle lane and ASL is also provided on Guilford Street on the approach to the junction with Russell Square. ASL with entry gates are also placed on Russell Square.

- 4.4.4 The link road between Guilford Street and Doughty Mews is restricted to pedestrian and cyclists access only.
- 4.4.5 There are also cycle racks on the western side on Lamb's Conduit Street (Figure 4.8), which was observed to be extensively used and on Guilford Place. Some 100m west of the site there is a Barclays Cycle Hire Station with 37 bikes available to rent. There are also two more stations located nearby: (i) Russell Square Station (26 bikes) and Brunswick Square (24 bikes).



Figure 4.8: Cycle spaced on Lamb's Conduit Street

- 4.4.6 The London Borough of Camden is well served by London buses, Underground Network and Rail Service. Generally, about 60% of Borough residents rely on public transport and about 37% on the London Underground to travel to work based on the 2011 census data.
- 4.4.7 The site itself is well served by public transport with a number of London Bus routes, and London Underground services (Piccadilly and Central line) within walking distance of the proposed development.

4.5 Public Transport – Bus Service

- 4.5.1 There are 20 bus services using the nearby stops on Russell Square, Gray's Inn Road, Theobalds Road and High Holborn providing very frequent services of some 145 to 225 buses per hour during the daytime offering a wide range of destinations. Details such as service frequency and distance from the entrance to the development site are presented in Table 4.1. These services connect the Site to numerous locations and provide links to a variety of other public transport interchanges. The location of the closest bus stops for each of the routes to the Site can be seen in Figure 4.9.
- 4.5.2 There are also number of night-time bus services, the summary of which is summarised in Table 4.2.

Table 4.1: Bus Service

Bus Route	Location	Bus stop	Distance (m)	Frequency per hour	
				From	To
17	Gray's Inn Road	Guilford Street	260	6	10
45	Gray's Inn Road	Guilford Street	260	7	9
46	Gray's Inn Road	Guilford Street	260	5	6
341	Gray's Inn Road	Gray's Inn Road/ Theobalds Road	640	5	7
38	Teobalds Road	Red Lion Square G	540	10	20
19	Teobalds Road	Red Lion Square G	540	6	10
243	Teobalds Road	Red Lion Square G	540	9	10
55	Teobalds Road	Red Lion Square G	540	7	12
63	King's Cross Road	Calthorpe Street	570	8	15
59	Southampton Row	Russell Square Station H	540	7	12
68	Southampton Row	Russell Square Station H	540	8	10
91	Southampton Row	Russell Square Station H	540	6	10
168	Southampton Row	Russell Square Station H	540	6	10
7	Russell Square	Russell Square Station E	640	7	9
188	Southampton Row	Southampton Row	610	6	10
X68 (limited service)	Southampton Row	Southampton Row	610	4	4
98	Red Lion Square	Red Lion Square J	640	9	9
8	High Holborn	Brownlow Street	640	9	12
25	High Holborn	Brownlow Street	640	8	15
521	High Holborn	Brownlow Street	640	6	15
242	High Holborn	Brownlow Street	640	6	10
Total				145	225

Table 4.2: Night time Bus Service

Bus Route	Location	Bus stop	Distance (m)	Frequency per hour
N19	Teobalds Road	Red Lion Square	540	2
N35	Teobalds Road	Red Lion Square	540	2
N38	Teobalds Road	Red Lion Square	540	5
N41	Teobalds Road	Red Lion Square	540	2
N55	Teobalds Road	Red Lion Square	540	2
N63	King's Cross Road	Calthorpe Street	570	2
N91	Southampton Row	Russell Square	540	5
N98	Red Lion Square	Red Lion Square	640	4
N8	High Holborn	Brownlow Street	640	3
N7	Russell Square	Russell Square Station E	640	2
Total				29



Figure 4.9: Public Transport near the Site

4.6 Public Transport – London Underground

- 4.6.1 The Site is within an acceptable walking distance (below 960m) of Russell Square Station (Piccadilly Line) and Holborn Station (Central Line and Piccadilly Line).
- 4.6.2 King’s Cross St Pancras Station is located just 1.2km to the north of the site and provide frequent underground service via Circle Line, Northern Line, Victoria Line, Metropolitan Line and Hammersmith and City Line to various destinations across London. The frequency of the LUL services is shown in Table 4.3.

Table 4.3: London Underground

LUL Station	Distance (m)	Services	Direction	Trains per hour	
				Off-Peak Service	Peak Service
Russell Square	470	Piccadilly Line	Northbound	21	25
			Southbound	21	24
Holborn	880	Central Line	Eastbound	24	27
			Westbound	24	27

King's Cross St Pancras	1200	Piccadilly Line	Northbound	21	25
			Southbound	21	24
		Circle Line	Clockwise	6	7
			Anticlockwise	6	7
		Northern Line	Northbound	15	21
			Southbound	15	21
		Victoria Line	Northbound	24	33
			Southbound	24	32
		Metropolitan Line	Northbound	8	15
			Southbound	8	15
		Hammersmith and City Line	Eastbound	5	8
			Westbound	6	7
		Piccadilly Line	Northbound	21	25
			Southbound	21	24

4.7 Public Transport – London Overground/ National Rail Service

4.7.1 The site is located in close proximity of the following National Rail Stations:

- King's Cross Station located 1.2km from the site and is served by East Coast, First Capital Connect, Hull Trains, Grand Central;
- St Pancras Station located 1.2km from the site and is served by East Midlands Trains, First Capital Connect, Southern High Speed and Eurostar;
- Euston Station located 1.4km from the site and is served by London Midland, Virgin Trains; and
- Farringdon Station located 1.4km from the site and is served by First Capital Connect.

4.8 Public Transport Accessibility Level (PTAL)

4.8.1 PTAL for the site has been calculated in accordance with TfL Transport Assessment Best Practice; the walking distance has been taken from the site entrance, considered correct for the planning stage. Using this, the site has a PTAL Value of 6a (Excellent) - details are shown in Table 4.4.

Table 4.4: PTAL Assessment for CCRDR

POI Entry to Site, GOSH, Guilford Street														Alpoi	PTAL		
														26.288	6		
Mode	SAPs	Route	Dir	Var	Dist (m)	Walk Tim	Headw	SWT (mi)	Reliabili	AWT (m)	T	Access	EDF	Almod	Alpoi	PTAL	
Bus	Guilford Street	17	x	6-10m	260	3.3	8	4.0	2.00	6.0	9.3	3.243	3.243	19.980			
		45	x	7-9m	260	3.3	8	4.0	3.00	7.0	10.3	2.927					
		46	x	11-12m	260	3.3	11.5	5.8	4.00	9.8	13.0	2.308					
	Gray's Inn Road/ Theobald's Road	341	x	9-12m	640	8.0	10.5	5.3	2.00	7.3	15.3	1.967					
		Red Lion Square G	19	x	6-10m	540	6.8	8	4.0	3.00	7.0	13.8	2.182				
			38	x	3-6m	540	6.8	4.5	2.3	4.00	6.3	13.0	2.308				
		55	x	5-9m	540	6.8	7	3.5	5.00	8.5	15.3	1.967					
		243	x	6-7m	540	6.8	7.5	3.8	6.00	9.8	16.5	1.818					
		Calthorpe Street	63	x	4-8m	570	7.1	6	3.0	7.00	10.0	17.1	1.752				
	Russell Square Station H	59	x	5-9m	540	6.8	7	3.5	8.00	11.5	18.3	1.644					
		68	x	6-8m	540	6.8	7	3.5	9.00	12.5	19.3	1.558					
		91	x	6-10m	540	6.8	8	4.0	10.00	14.0	20.8	1.446					
		168	x	6-10m	540	6.8	8	4.0	11.00	15.0	21.8	1.379					
		Russell Square Station E	7	x	7-8m	640	8.0	7.5									
		Southampton Row	188	x	6-10m	610	7.6	8	4.0	12.00	16.0	23.6	1.270				
	Red Lion Square J	98	x	7m	640	8.0	7	3.5	13.00	16.5	24.5	1.224					
		Brownlow Street	8	x	5-7m	640	8.0	6	3.0	14.00	17.0	25.0	1.200				
			25	x	4-8m	640	8.0	6	3.0	15.00	18.0	26.0	1.154				
		521	x	4-10m	640	8.0	7	3.5	16.00	19.5	27.5	1.091					
		242	x	6-10m	640	8.0	8	4.0	17.00	21.0	29.0	1.034	33.473				
	Rail						0.0		0.0	0.75	0.0	0.0	0.000	0.000	0.000		
	LUL	Russell Square Station	Piccadilly -	2-6m	470	5.9	4	2.0	0.75	2.8	8.6	3.478	3.478	6.308			
		Holborn Station	Central -	2-6m	880	11.0	4	2.0	0.75	2.8	13.8	2.182	5.660				
	Tram						0.0		0.0	0.75	0.0	0.0	0.000	0.000	0.000		

4.9 Traffic Condition

4.9.1 Full details of traffic, pedestrian, cycle flows and car parking are given in the Transport Assessment (Doc Ref R12692T102). To place the TP in context, a brief summary of existing flows is given in the following paragraphs.

4.9.2 Traffic surveys were conducted in February 2014 in the surrounding area of the development to provide a baseline traffic scenario against which the transport impact was assessed. This included the following;

- One week ATCs on Guilford Street, Millman Street, Lambs Conduit Street;
- 12 hours cycle volumes along Guilford Street, Millman Street and Millman Mews for three weekdays;
- 12 hours pedestrian volumes along Guilford Street, Millman Street and Millman Mews for three weekdays;
- Peak hours (AM (08:00-10:00), IP (12:00-13:00) and PM (16:00-18:00)) classified turning movements at the junctions of Guilford Street x Millman Street and Millman Street x Millman Mews for three weekdays;
- A wide car parking capacity survey of the approximately 1.6 sqkm area included 371 parking spaces and was carried for one weekday for the period 07:00 to 19:00; and
- One day detail on street parking survey along Lambs Conduit Street, Guilford Street and Millman Street was carried from 08:30 until 16:00 and included number plate record in 15 minutes intervals.

5. OPERATION AND IMPACT OF THE DEVELOPMENT

5.1 Transport Strategy

- 5.1.1 The transport strategy and key policies relating to the proposed development are detailed in the Transport Assessment (Ref R12692T102). Key points affecting the Workplace Travel Plan are summarised below:
- 5.1.2 Car Parking Provision – No general car parking will be provided on site for staff. A lay by for drop off and pick up will be provided at the front of the building on Guilford Street directly adjacent to the main entrance. This would be suitable for use by cars, taxis and mini buses and can accommodate five or six vehicles at any one time. This area will also be available to be used by disabled visitors or visitors with needs. In addition to that there will also be one designated ambulance space.
- 5.1.3 To comply with council policy and by recognising the existing demand for disabled spaces in the area, the development is proposing two disabled bays which would be formally marked – one on Millman Street and one on Guilford Street. Those spaces will be available for use by staff and visitors as well as member of public.
- 5.1.4 The Camden Development Policies (Appendix A – Parking Standards) do not provide specific standards for either higher education or health service developments, thus the indicative parking provision required for non-residential development (D1) was considered and this is as follows:
- 5.1.5 Staff – space per disabled employee or, from a threshold of 2,500 m², 1 space per 20,000 m², or part thereof – whichever is the greater.
- 5.1.6 Visitors – from threshold of 2,500 m², 1 space per 500 m² or part thereof.
- 5.1.7 Staff– As the proposed development falls below the threshold value of 20,000 m², 1 disabled space is required for staff use. No general staff car parking is provided.
- 5.1.8 Visitors – The standard for visitors is applied for the floor area dedicated for Outpatients use only, as this is the area of the development where visitor's flows are expected. It is recognised that the standards should generally relate to the development as a whole and are not intended to be applied separately to individual units that form part of a larger development. However, this development can also be considered as mixed use development due to the different purpose of use for certain parts of the building. The total floor area dedicated to outpatients is ≈3,000 m², which equates to a requirement of a total number of 6 spaces.
- 5.1.9 The guidance however, recognises the variability of these types of development and in this particular development, the site constraints will have to be recognised in order to provide the best possible and practical solution in term of car parking provision for visitors. It is recognised that usability of disabled car parking spaces located on public highway cannot be limited to development usage, and thus provision of pick up and drop off area (appropriately designed public realm and markings) is considered to be more appropriate. The pick up and drop off area is likely to appear more as a development designated area and reducing the risk of being used by general public and prioritising the usage by hospital visitors.

- 5.1.10 The proposal therefore provides, what is believed to be an adequate provision of 6 no. spaces in the form of a drop off area for visitors and 2 marked disabled spaces. The current proposal provides the most practical and usable solution.
- 5.1.11 Vehicle access - There will be no general vehicle access to CCRDR. The delivery and servicing vehicles will arrive from Guilford Street and leave via Millman Street, Great Ormond Street, Lamb's Conduit Street and Guilford Street. The access to existing properties on Millman Mews will be retained and will also be available to be used by the development in an emergency.
- 5.1.12 Cycle Parking - Cycle parking provision provided for the building follows the standards set out in Camden Development Policy, which is:
- Staff – from threshold of 500m², 1 space per 250m² or part thereof.
 - Visitor – from threshold of 500m², 1 space per 250m² or part thereof.
- 5.1.13 As the development has a total area of 13,237m² GFA, the minimum required cycle parking provision would be 53 spaces. The development proposes 52 being “safe-secure” cycle parking located at the end of Millman Street and 20 “safe-secure” (Sheffield stands) cycle parking for visitors is located on Guilford Street close to the main entrance to the building.
- 5.1.1 Cycle Access - As stated in CPG 7, the general requirements aims for “*cycle parking outside buildings should be positioned near entrances and where frequent surveillance is possible. For short stays, the parking should be sited within 25 metres of building entrances. For stays of over an hour, the parking should be sited within 50 metres of building entrances.*” The guidance also recommends developments to address the requirements for staff to be provided with lockers and showers for cyclists. The development provide generous cycle parking provision of 52 cycle spaces for staff located within the plot of the development at the south west corner of the site, which are located with 50m from two secondary staff entrances. The cycle spaces will be accessed via improved public realm on Millman Mews. The 20 cycle parking spaces dedicated for short stay are located outside the main entrance to the building on Guilford Street and are within the required 25m distance from the main entrance. The development also provides provision of showers and lockers located at ground floor.
- 5.1.2 Pedestrian - The pedestrian circulation within the area will remain as today, however pedestrians will benefit from new wider footway on Guilford Street and Millman Street. As part of the development new shared surface along Millman Mews will be introduced as well as improvements to the geometric layout at the junction of Millman Street/ Millman Mews. Furthermore pedestrians will also benefit from the provision of a raised platform across Millman Mews and a raised platform at the junction of Guilford Place/Guilford Street.

5.2 Transport Impacts

- 5.2.1 The transport impacts relating to the proposed development are detailed in the Transport Assessment (Ref R12692T102). Key outcomes of the impact assessment are summarised below:

- 5.2.2 Traffic Impact - The peak traffic flows along Guilford Street and Millman Street have been assessed as a proportion of the existing flows and shows that they are lower than the daily variation.
- 5.2.3 Road Network Traffic – The capacity assessment of Guilford Street / Millman Street junction has been conducted and shows that the junction operates below its capacity.
- 5.2.4 Parking Impact - The proposed car parking re-arrangement is considered appropriate as it ensures that no residential and/or disabled parking spaces are lost. There will also be a need to relocate 6 pay and display parking spaces and these are proposed to be allocated along eastern side of Guilford Place and Lamb's Conduit Street. This is thought to help regulate the illegal parking currently occurring on Guilford Street as well as along both sides of Guilford Place and Lamb's Conduit Street. The additional demand for pay and display car parking can be accommodated with the existing on-street car parking capacity.
- 5.2.5 Pedestrian and Cycle Impact – The footway capacity in the vicinity of the development is adequate and provide a very comfortable pedestrian environment. The cycle impact assessment as proportion on the current cycle flows on the local road network and showed to be 2% on Guilford Street 42% on Millman Street. Although the cycle impact on Millman Street appear high, the overall cycle flows remains below 60 cyclists per hour which can easily be accommodated on a street of low traffic volume such as Millman Street.
- 5.2.6 Public transport – generated passenger demand can be met from existing bus services, underground service and rail service and was estimated to be; less than 1 passenger per bus, 1 passenger per underground train.
- 5.2.7 Servicing Impact – The number of service and delivery vehicle trips is small and averages only some 21 vehicles per day or 3 vehicles per hour; there will be no impact on general traffic conditions;

6. TRAVEL SURVEY

6.1 Level of Travel Demand

6.1.1 The proposed building will be occupied by 472 staff and 252 patient groups.

6.2 Staff Trip Generation

6.2.1 An absolute maximum of 472 staff will occupy the building daily. According to TfL's London Travel Demand Survey (LTDS) published in Travel in London Report 6, average trip rates in 2012/13 were 2.51 trips per person per day. When this rate is applied, the total daily trips generated by staff is 1,185.

6.2.2 Staff Modal Split - The modal split data for staff have been published in Great Ormond Street Hospital Travel Plan Progress Report 2012 where data on staff travel mode were collected in 2011 and these are summarised in Table 6.1. Despite the data being collected in 2011, these are thought to be appropriate for use. It is recognised that the modal split presented relates to GOSH staff and not UCL, however as no travel data for UCL staff are available, the modal split presented below was applied to all CCRDR staff. This approach is believed to be reasonable as the travel pattern made by UCL staff is believed to be similar to GOSH staff due to majority of staff being professionals who often arrive from distant and various origins

Table 6.1: Main mode of travel for staff (GOSH Travel Plan)

Mode of Travel	Modal Split [%]
Bus	11%
Underground	34%
Train	42%
Walk	6%
Cycle	4%
Motorcycle	1%
Taxi	0%
Car	2%
Total	100.0%

6.2.3 Staff Arrival and Departure profile - The arrival and departure profile for staff is not known, thus for the robust assessment, it has been assumed that 90% of staff will arrive in AM peak between 08:00 and 10:00 and depart between 16:00 and 18:00. The assumption is reasonable, as the UCL, CCRDRresearch and GMP staff is very likely to work standard office hours (i.e. 9:00 to 5:00), as well as the outpatients section of the building will operate during the day, thus the majority of staff will be required to be present on site during this time. Table 2.2 shows the 2-hour AM arrival and PM departure flows of 425 persons trips distributed between different modes as per Table 6.1. The proportion of modal split is presented in Figure 6.1.

Table 6.2: Staff peak arrival and departures

Travel Mode	Modal Split	AM (08:00-10:00)	1-hour flow	PM (16:00-18:00)	1-hour flow
Bus	11%	48	24	48	24
Underground	35%	147	74	147	74
Train	43%	182	91	182	91
Walk	6%	26	13	26	13
Cycle	4%	17	9	17	9
Motorcycle	1%	4	2	4	2
Taxi	0%	0	0	0	0
Car (revised)	0%	0	0	0	0
Total	100.0%	425	212	425	212

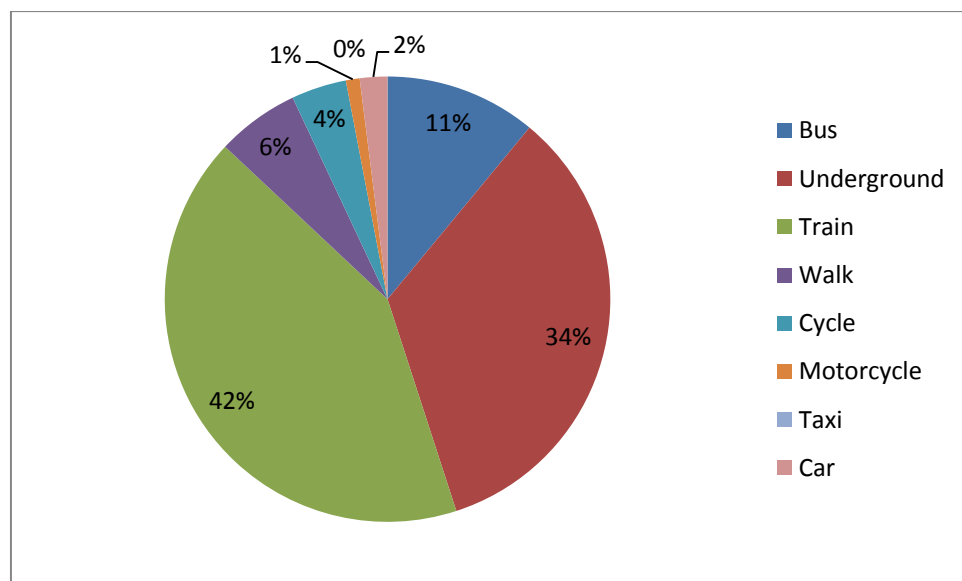


Figure 6.1: Staff Modal Split

6.3 Visitors Trip Generation

6.3.1 The development will generate a total of 252 visitors groups. As the “visitor groups” comprise a patient accompanied by 2 adults, the total visitor flow is equivalent to 756 person.

6.3.2 Visitors Modal Split

The patients and visitors modal split published in Great Ormond Street Hospital Travel Plan Progress Report 2012 is shown in Figure 6.2. The survey was conducted in in 2005 and completed by adults, on behalf of children arriving or leaving the hospital as patients. Although the data were collected in 2005, they are the most relevant available and will be revised with the baseline survey as set up in the following chapters.

The standard practice such as using data bases such as Trip Rate Assessment Valid for London (TRAVL) or Trip Rate Information Computer System (TRICS) were also considered , but are no relevant travel survey and or statistics on modal split for similar development/occupancy were found.

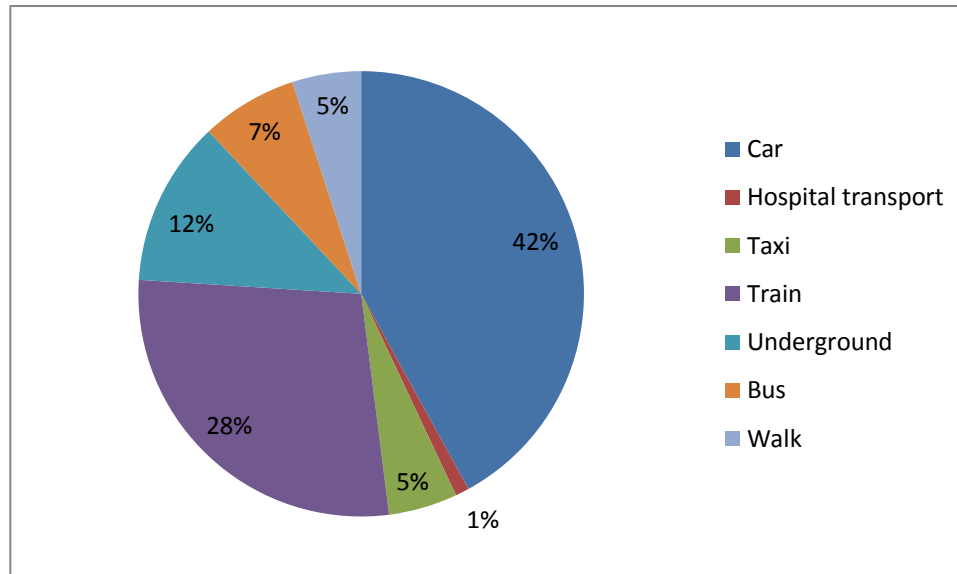


Figure 6.2: Visitors modal split (GOSH Travel Plan)

6.3.3 Visitors arrival and departure profile

6.3.4 The CCRDR arrival and departure profile would be regulated by appointments – 6 in the AM and 6 in the PM for each treatment room. Thus it was assumed that each appointment would take 40 minutes (which fills the AM and PM working day with 6+6 appointments with an hour for lunch) and that people would arrive at any random time up to 1 hour before their appointment. The arrival and departure profile for the “visitor groups” is presented in Figure 6.3 and summarised in Table 6.3.

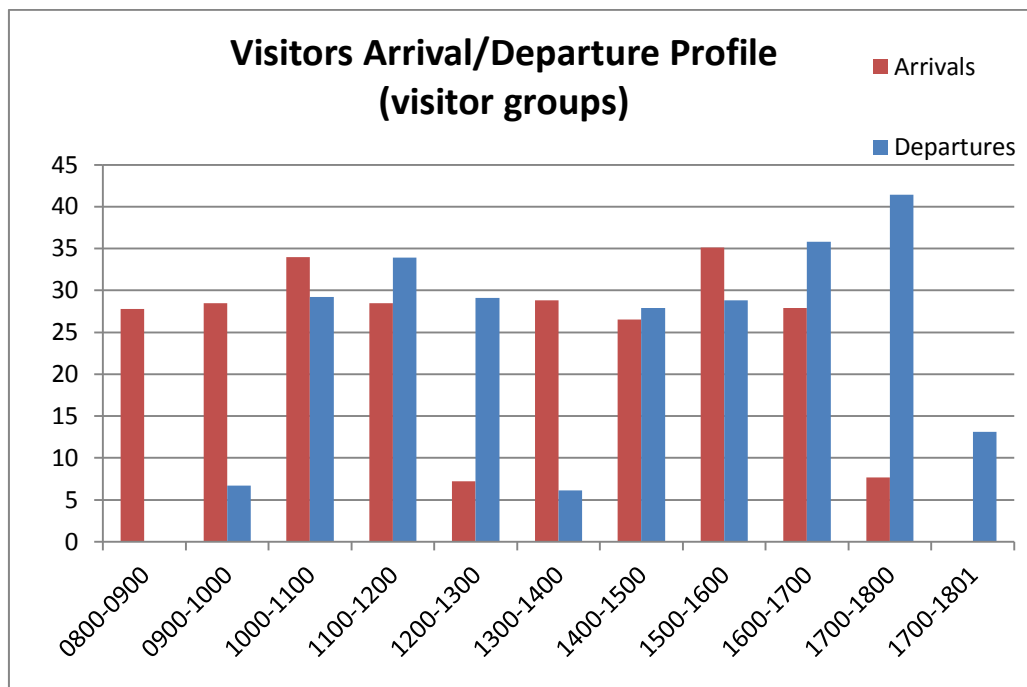


Figure 6.3: Visitor groups arrival and departure profile

	Arrivals	Departures	Total
0800-0900	28	0	28
0900-1000	29	7	35
1000-1100	34	29	63
1100-1200	29	34	62
1200-1300	7	29	36
1300-1400	29	6	35
1400-1500	27	28	54
1500-1600	35	29	64
1600-1700	28	36	64
1700-1800	8	41	49
18:00-19:00	0	13	13
Total	252	252	504

Table 6.3: Arrival and departure profile for CCRDR (visitor groups).

6.3.5 The peak arrivals and departures were distributed between different travel modes and converted to person trips as presented in Tables 6.4 and 6.5. The estimate shows that the site generates 12 cars in and 3 cars out in AM peak and slightly higher volumes of 12 in and 15 out in PM peak.

The development car parking provision can accommodate some 6 or 7 vehicles, which would mean that the remaining car flows of some 6 vehicles would use the pay and display car parking in the area. As summarised in the TA (Doc Ref; R12692T102) the pay and display car parking in the area has occupancy between

50% and 85% at various times during the day. The highest occupancy is during 12:00-14:00 when the lowest number of 20 vacant spaces was observed. This shows that even at the busiest time, the CCRDR demand for on-street car parking can still be accommodated. Furthermore, the time with the highest demand for parking (interpeak), the outpatient service is likely to have a break between appointments, and thus will not create additional impact. For the mid-morning and mid-afternoon hours, the number of unoccupied car parking spaces within the area was between 30 and 50 spaces i.e. sufficient to accommodate the CCRDR demand for pay and display parking spaces. In addition to the above, it should also be noted that the demand for parking arising from visitors trips are only displaced traffic from the existing hospital located within the same area (Great Ormond Street).

Table 6.4: AM peak arrival and departure flows for CCRDR (visitors only)

Travel Mode	Modal Spli [%]	Arrivals (9:00-10:00)		Departures (09:00-10:00)	
		visitors groups	persons	visitors groups	persons
Car	42%	12	36	3	8
Hospital transport	1%	0	1	0	0
Taxi	5%	1	4	0	1
Train	28%	8	24	2	6
Underground	12%	3	10	1	2
Bus	7%	2	6	0	1
Walk	5%	1	4	0	1
Total	100%	29	86	7	20

Table 6.5: PM peak arrival and departure flows for CCRDR (visitors only)

Travel Mode	Modal Spli [%]	Arrivals (16:00-17:00)		Departures (16:00-17:00)	
		visitors groups	persons	visitors groups	persons
Car	42%	12	35	15	45
Hospital transport	1%	0	1	0	1
Taxi	5%	1	4	2	5
Train	28%	8	23	10	30
Underground	12%	3	10	4	13
Bus	7%	2	6	3	8
Walk	5%	1	4	2	5
Total	100%	28	84	36	107

6.3.6 **Baseline Survey and Monitoring Surveys**

- 6.3.7 As noted earlier there is no survey data (such as in the data base TRAVL conventionally use for transport planning in London) available for the development of the size and type as the proposed CCRDR. The base travel data against which targets are sets were estimated based on the available information, and these has come from a variety of sources such as census 2011, TRICS, LTDS and might not reflect the exact occupier travel profiles when full occupation takes place. Therefore, as with any Travel Plan for a new development, targets must be seen as guides and must be confirmed and adjusted by management, based on real data from surveys undertaken after 6 months of occupation. The baseline travel patterns and targets will be revised once the baseline survey completed. This will ensure that a sound base is obtained for establishing subsequent initiatives and targets as well as identifying undesirable travel behaviour to be addressed.
- 6.3.8 A programme of survey is proposed to address the objective 5 “to monitor and review the evolution of the sustainable transport initiatives outlined in the Travel Plan to increase occupier awareness of the advantages using sustainable modes and adapt it to meet the changing needs of staff, occupiers and visitors”.
- 6.3.9 An initial survey to be carried within 6 months following 75% occupation and follow up/monitoring surveys at 1 year, 3 years and 5 years after occupation and these surveys form part of this Travel Plan.
- 6.3.10 The baseline survey will be organised and designed by the Travel Plan Co-ordinator (TPC) with advice from the LBC Travel Plan Officer. The results of this first survey will be used as guidance to confirm the subsequent targets. Survey procedure will be conducted according to the iTRACE/TRAVL methodology and “SMART” procedures will used to aid future assessment of achievement.
- 6.3.11 A programme of surveys is proposed to verify and update the Travel Plan to support ensure the objectives are met; the surveys provide the data to monitor and review the evolution and effectiveness of the sustainable transport initiatives. The program for iTRACE compliant surveys in accordance with the schedule as in Table 6.6 is proposed.

Table 6.6: Proposed Administration, Survey and Monitoring Programme

Survey Programme	Details
<u>Prior to Occupation</u>	The Site management designates one of the full time members of the Site management staff team as Travel Plan Co-ordinator (TPC).
<u>Prior to Occupation</u> Circulation of Travel Plan	The approved Travel Plan will be made known to all prospective occupiers. All appropriate measures and initiatives within the Travel Plan and within the competence of the Site management team will be implemented in preparation of occupancy.
<u>Within 6 months or at 75% occupancy</u> Baseline Survey	The TPC will organise and carry out “Baseline Surveys” of occupants (staff and visitors) within 6 months or at 75% occupancy of the development, discuss the results with LBC and amend the Travel Plan and Targets as defined in this document if required and agree this with the LBC TPC. These surveys will be iTRACE compliant.
<u>Implementation</u>	Within 6 months of Occupation, the TPC will cause the Updated Travel Plan to be implemented
<u>1st year Monitoring Survey after Occupation</u>	The TPC will carry out the first monitoring survey of occupiers to determine if (in comparison with the Baseline Survey) the Travel Plan is effective, operational and meeting relevant targets. The results of the survey will be analysed and if necessary changes proposed to the Travel Plan, and agreed with the TPC of LBC, and implemented. These surveys will be iTRACE compliant.
<u>3rd year Monitoring Survey after Occupation</u>	A repeat of the 1 st year survey will be carried out to determine if the Travel Plan is effective, operational and meeting relevant targets. The results of the survey will be analysed and if necessary changes proposed, and agreed with the TPC of LBC, and implemented. These surveys will be iTRACE compliant.
<u>5th year Monitoring Survey after Occupation</u>	A repeat of the 3 rd year survey will be carried out to determine if the Travel Plan is effective, operational and meeting relevant targets. The results of the survey will be analysed and if necessary changes proposed, and agreed with the TPC of LBC, and implemented. These surveys will be iTRACE compliant.

7. TRAVEL PLAN TARGETS

7.1 Introduction

- 7.1.1 The proposed CCRDR Travel Plan is not aimed at “correcting” travel patterns of staff to and from development. The development is sustainable in transport terms since it is a “car-free” development and already encourages use of sustainable modes including cycling and walking. The location of the development also has high PTAL of 6a.
- 7.1.2 TP targets should be set against the “SMART” philosophy of specific, measurable, appropriate, realistic and timed targets and should positively focus on maintaining the, and encouraging further, the use of sustainable modes (e.g. cycling and walking) rather than negatively focusing upon staff and visitors on the use of non-sustainable modes.
- 7.1.3 It should be noted that general travel plan targets set under the TP are only used as guidance. The TP is envisaged as a continuous process of development and change in order to adapt to the changing travel requirements of staff and visitors. Therefore, the TPC will report and discuss the Travel Plan impacts with the LBC Travel Plan Officer on a periodic basis to review targets and other measures if needed.
- 7.1.4 Although the existing “GOSH Travel Plan Progress Report 2012” revise the previous year’s targets, no future targets are set, thus the current travel pattern and proposed targets were set in accordance with “SMART” philosophy.

7.2 Staff Targets

- 7.2.1 Travel to/from the site is expected to be heavily weighted towards non-car modes. The site will be occupied by staff who will generally be non-car owning and only few staff (those with mobility impaired) may arrive by car. Target 1, described later in this section, intends to address objectives 1 and 6 set in section 1.3 . While, walk-cycle-public transport, are all acceptable sustainable modes, there is a case to further encourage cycle use in London and this TP seeks to demonstrate this.
- 7.2.2 The Travel Plan should, and does, seek to encourage cycling as will be demonstrated in the TP actions in the following sections. While the cycle use targets should be ambitious, they remain “targets” and measures will be reviewed as occupancy is taken up and the results of the monitoring programmes are assessed
- 7.2.3 It was estimated that 472 staff will be regular day-to-day travellers to the site. The CCRDR development will have 52 dedicated cycle parking spaces within the development plot and 20 cycle spaces in from of the main entrance. Generous provision of improvement to pedestrian facilities is also proposed (shared surface on Millman Mews, widened footway on Guilford Street and Millman Street etc.). To recognise the above conditions, a very high PTAL level, and to reinforce the non-car travel policy, the following targets 2-5 are proposed and address the objective 4 defined in section 1.3.

7.2.4 This Travel Plan will also seek to encourage walking (to meet the objective 4 defined in section 1.3). While the walking targets should be ambitious, they remain realistic “targets” but they greatly depend on the distance between origin and destination. According to information published in “GOSH Travel Plan Progress Report 2012” more than 30% of staff travel up to 5miles and nearly 7% lives within 1 mile from work and another 4% within 2 miles. The targets were set in accordance to the information available up to date and will be revisited as part of the initial survey and targets revised to address the realistic targets for staff. Furthermore, to ensure that walking encouragement is maximised the development implements a generous provision of hard measures to assist pedestrians.

- **Target 1 - Mode Choice**

Nearly 100% of trips by staff should be by non-car modes at 6 months after full occupation. This will be identified through a Baseline Survey which will be conducted on an annual basis to assess travel behaviour of each staff intake.

- **Target 2 - Mode Selection to Cycle**

4% of trips (19 person) by staff cycle to-from the site 6 months after the occupation of the development

- **Target 3 – Mode Selection to Cycle**

5% of staff (24 person) to cycle to-from the development at 1st year after full operation of the development, identified through Baseline Survey

- **Target 4 – Mode Selection to Cycle**

8% of staff (38 people) to cycle to-from the development within 3rd year of full operation of the development, identified by a monitoring survey at the end of the third year of operation

- **Target 5 – Mode Selection to Cycle**

12% of staff (56 people) to cycle to-from the development at 5th year of full operation of the development identified by a monitoring survey at the end of the first year of operation

- **Target 6 – Mode Selection to Walking**

6% of staff (828person) to walk to-from the development at 6 months after full operation of the development, identified through Baseline Survey

- **Target 7 – Mode Selection to Walking**

7% of staff (33 people) to walk to-from the development within 1st year of full operation of the development, identified by a monitoring survey at the end of the 1st year of operation

- **Target 8 – Mode Selection to Walking**

8% of staff (38 people) to walk to-from the development within 3rd year of full operation of the development, identified by a monitoring survey at the end of the 3rd year of operation

- **Target 9 – Mode Selection to Walking**

9% of staff (43 people) to walk to-from the development at 5th year of full operation of the development identified by a monitoring survey at the end of the 5th year of operation

- **Target 10 – Mode Selection to Public Transport**

89% of staff (410 people) to travel by public transport to-from the development at 6 months after full operation of the development, identified through Baseline Survey

7.3 Visitors Targets

7.3.1 There is significant incentive for visitors to use non-cars modes to access the site – there is limited parking provision (6 spaces at drop off area), the site is within the Congestion Charging Zone, any off street parking involves a high charge and has high PTAL of 6a. Furthermore, it is recognised by the development has no absolute control over the choice of visitor modes and due to the nature of visitors and purpose of the building in some cases no other option that vehicle will be possible– however, there will be information available to encourage use of sustainable modes (see subsequent sections for proposed actions). The initial targets were set as follows:

- **Target 11– Mode choice**

42% of visitors (106 visitor groups) travel to-from the site will be sought by car modes at 6 months of full operation of the development (identified through the Baseline Survey)

- **Target 12– Mode choice to Private Car**

Retaining 42% or any reduction of car mode to-from the site in future years to be identified by a monitoring survey

- **Target 13 – Mode Selection to Public Transport**

47% of visitors (118 visitor groups) to travel by public transport to-from the development at 6 months after full operation of the development, identified through Baseline Survey

- **Target 14 – Mode Selection to Walking**

5% of visitors (13 visitor groups) to walk to-from the development at 6 months after full operation of the development, identified through Baseline Survey

7.3.2 The Baseline and follow up monitoring survey programme to provide the data to determine and to modify targets is summarised in Table 6.6. It is noted that although for staff and visitors, specific targets are given for year 1, the monitoring

surveys will be undertaken to assess progress and, if necessary, propose remedial actions.

8. TRAVEL PLAN MANAGEMENT

8.1 Travel Plan Coordinator

8.1.1 A Travel Plan Coordinator (TPC) will be appointed for the development prior to the occupation of CCRDR and will be responsible for the development, implementation and ongoing management of the TP. The TPC will not need to be a full time position but CCRDR Management will ensure that the TPC role is fulfilled by a full time member of staff. The TPC will also work in collaboration with the LBC Travel Plan Officer. The initiative to appoint a TPC ensures that the development implements effective transport management and provide adequate information on travel options and facilities available to staff and directly address the TP objective 2 and 3.

8.1.2 Duties and other responsibilities of the TPC will be as follows;

- Provide information to, and will liaise with, occupiers and seek consensus on the application and development of the Workplace Travel Plan;
- The TPC will be responsible for marketing of the TP, providing feedback to CCRDR Management ensuring that appropriate data collection is carried out and providing necessary support to the staff and visitors;
- Providing advice to CCRDR Management when updating the Travel Plan to ensure the objectives set by this TP are being met to encourage the use of sustainable transport modes;
- Marketing and promotion of TP initiatives on site;
- Ensuring that travel surveys defined within this TP are undertaken and report the results to CCRDR Management and LBC Travel Plan Officer.
- Ensuring that the monitoring and review of progress against the targets of the TP takes place, including an assessment of whether targets are being met and if not why and developing remedial actions if necessary;
- Marketing, publicity and awareness of the TP itself, including development, promotion and organising of initiatives;
- Assist in the management of specific proposals under the Travel Plan such as the provision of information to occupiers; and
- Liaise with the Servicing and Management Coordinator (SMC) to ensure that the Travel Plan remain mutually supportive and that day-to-day operations do not conflict with Travel Plan objectives and measures (It is noted that organisation of the freight arrivals to the Site will be covered by other appointed staff and will not be the responsibility of the TPC, but co-ordination will be required)

8.2 Site Management Support

8.2.1 Support of Site Management to the success of the Travel Plan is vital because Management can:

- Lead by example;
- Secure necessary budgets;
- Secure staff time for participation; and
- Take the necessary high-level decisions that will be required.

8.2.1 The Travel Plan's success will largely depend on support from Site Management as the measures outlined for the Travel Plan (as well as additional measures developed and promoted during the life of the Travel Plan) will need to be fully supported by Management.

9. INITIATIVES AND MEASURES TO IMPLEMENT TRAVEL PLAN

9.1 General Travel Plan Initiatives and Measures

9.1.1 Section 9 of the TP presents the general travel planning initiatives geared towards achieving the proposed travel targets (see Section 7) and thereby transport sustainability for CCRDR. The actions will be undertaken prior to and on occupation of the site. The Table 9.1 outlines the general initiatives to be undertaken and mode by mode actions are set out in subsequent sections.

Table 9.1- Travel Plan Measures and Initiatives

Measures	Resource	Responsibilities	Timescale
Appoint CCRDR Travel Plan Coordinator (TPC) to implement and manage the TP	Time, Funds	Site management	Prior to Occupation
Ensure reception and/or switch board has a reliable computer internet access to provide current travel and transport information (to TfL, National Rail, LUL sites etc)	Funds	TPC, Site management,	On Occupation
Conduct regular staff and visitor surveys for travel to/from site to monitor effectiveness of TP in accordance with the programme set out in Table 6.6	Time, Funds	TPC	Six months from occupation and thereafter in accordance with the programme set out in Table 3.6
Prepare and present reports on survey findings, annual progress and proposed changes to management on notice boards	Time	TPC	Within six weeks after each Survey
Executive summary of Final report to LBC Travel Plan Officer	Time	TPC, CCRDR	Within 12 weeks after each survey
Maintain and update the travel information on the CCRDR	Time	TPC	Ongoing

9.2 Walking Measures and Initiatives

- 9.2.1 Guidelines published by the Institution of Highways and Transportation ‘*Guidelines for Providing for Journeys on Foot*’ outlines walking journey objectives as to provide connected, convenient, convivial and conspicuous routes for pedestrians and recommends that a walking distance for journey to work of up to 500m is desirable, up to 1000m is acceptable and up to 2000m is the preferred maximum.
- 9.2.2 The development is located within walking distance from the major public transport nodes (Russell Station, Holborn Station, Kings Cross Station and Euston Station), and given the non-car availability nature of the CCRDR, the majority of those journey will be complete by foot.
- 9.2.3 The key “hard measures” to assist walking are as follows:
- Additional pavement area of 297m² added to public realm around the proposed development;
 - New public realm and widened footway on Guilford Street;
 - New public realm and widened footway on Millman Street;
 - New shared surface and hence effective widening of Millman Mews;
 - Improvements to the geometric layout of the junction of Millman Street/ Millman Mews by the provision of a raised platform, tactile paving and more generous kerb radii;
 - New raised carriageway area to create improved shared space at Guilford Place/Guilford Street.
- 9.2.4 In addition to the above, the following initiatives outlined below will be specific and additional to objectives to continue to encourage walking to and from site:

Table9.2: Walking Initiatives

Measures	Resource	Responsibilities	Timescale
Liaison to be created with local walking campaign groups such as Change for life for London	Time	TPC	Ongoing
Pedestrian accesses to be high quality surface standard, DDA compliant, well lit, safe (overlooking etc) and CCTV monitored where necessary	Time, Funds	TPC, Site Management	Prior to occupation

9.3 Cycling Measures and Initiatives

- 9.3.1 The Site will provide a large number of cycle parking spaces for staff and visitors. The staff cycle parking provision will be provided at the west end of Millman Mews, providing 52 spaces arranged in a two tier rack, accessed via Millman Mews. In addition a total of 20 visitor cycle racks will be located in front of the building on Guilford Street, which will also be available to be used by staff and the general public.
- 9.3.2 Additionally, cycling will be an important travel mode and all efforts will be made to increase cycle use.
- 9.3.3 The major “hard measure” is a provision of a new shared surface and effective widening of Millman Mews, which will be a main cycle access to and from the development. Additionally, the following initiatives summarised in Table 9.3 are proposed.

Table 9.3: Cycling Initiatives

Measures	Resource	Responsibilities	Timescale
Information on the cycle network to be made available to all staff and visitors on notice boards and websites.	Funds	TPC/Site Management	Prior to completion
Provision made for safe-secure and conveniently located cycle parking spaces for staff and visitors	Funds	CCRDR/Site management	Prior to completion
Cycle parking accesses and cycle parking to be well lit, safe and CCTV monitored where necessary	Time, Funds	CCRDR/Site management	Prior to occupation
Provide details of local cycle repair/maintenance shops	Time	TPC	On occupation
Promotion of cycle to work discounts for new cycles and cycle equipment (Provisional – to be considered by occupiers)	Time, Funds	CCRDR	Ongoing
Occupiers offer staff who cycle, a free ride home for staff who cycle to work in the event of an emergency (Provisional – to be considered by occupiers)	Time, Funds	CCRDR	Ongoing
Material on the benefits of active travel to be publicised on notice boards	Time, Funds	CCRDR – TPC to coordinate	Ongoing
Liaison to be created with local cycling campaign groups such as Change for life for London or	Time	TPC	Ongoing

Bicycle User Group (BUG)			
Promotion of the Barclays Cycle Hire Scheme and Barclays Cycle Superhighways by provision of information to staff and visitors on location of the stations and live information on bikes availability	Time	TPC	Ongoing

9.4 Public Transport Initiatives

9.4.1 The site has a very high PTAL of 6a. In addition to London wide rail and underground coverage, there are numerous bus stops within walking distance from the site providing up to 225 buses/hr in the peak periods. The following initiatives will progressively seek to continue to use public transport by staff and encourage visitors to move from private car to public transport travelling to and from the site.

Table 9.4: Public Transport Initiatives

Measures	Resource	Responsibilities	Timescale
Advertise all public transport information (routes and timetables) on notice boards and website to promote alternatives to their usual travel mode and routes.	Time, Funds	TPC, CCRDR	Ongoing
Season ticket loan to allow staff to benefit from the cheapest possible public transport costs (currently in practice at other GOSH sites)	Time, Funds	CCRDR – TPC to co-ordinate	Ongoing

9.5 Car and Taxi Measures

9.5.1 The absence of parking provisions will restrict car use to only disabled staff. Nevertheless, more initiatives are being encouraged within this TP to ensure car use does not occur. Car and taxi sharing can offer immediate financial, time and environmental benefits. The initiatives as outlined below will be specific and outlines measures to be undertaken in order to promote this initiative.

Table 9.5: Car and Taxi Measures

Measures	Resource	Responsibilities	Timescale
Make contact details for local taxi services available at main reception.	Time	TPC	On occupation and Ongoing

9.6 Other Measures

9.6.1 In addition to the foregoing general and specific measures to promote sustainable travel, other measures have been identified to lower the transport impact of the proposed development. These are detailed in table below:

Table 9.6: Other Measures

Measures	Resource	Responsibilities	Timescale
SMC and/or CCRDR will seek to ensure all deliveries (including construction) vehicles are made during off peak times (10am – 4pm) wherever possible.	Time	SMC/ Coordinated with TPC	On Occupation Ongoing
Organisation flexible working policies	Time	SMC/ Coordinated with TPC	On Occupation Ongoing
Tele- / video- conferencing and Tele-working	Time	SMC/ Coordinated with TPC	On Occupation Ongoing

9.7 Conclusions

9.7.1 The Travel Plan is aimed at maintaining the currently estimated low level of mode split to private car travel and to increase the use of cycling and walking. The Travel Plan proposes a range of measures and policies to achieve these aims and the Site has been designed to assist the aims.

10. TRAVEL PLAN AWARENESS AND DELIVERY

10.1 Marketing and Promotion

10.1.1 It is important that all the relevant aspects of the TP are effectively communicated to the target groups - staff and visitors to promote the TP and, for example, ensure that its successes are circulated. The following actions are suggested as the types of activity necessary to market the TP;

- A welcome package to include details of travel opportunities to/from site by various modes detailing best pedestrian and cycle routes, bus timetables and location of bus stops, location of underground stations, taxi phone numbers, related websites and key TP initiatives and offer to alternative routes. This will be extended to staff and visitors and made available at the reception at all times.
- All information and main notice boards on site to have a travel section with leaflets which could be extended to any work-based intranet systems and websites which may be installed; and
- All new employees to be given the opportunity to comment on the TP and provide any suggestions.

10.2 Baseline Survey and Monitoring Surveys

10.2.1 The surveys required to develop and monitor the TP have been set out in Section 6 and Table 6.6. Further details are set out in the following paragraphs.

10.2.2 Baseline Survey - A survey will be carried out within the first 6 months of the operation to confirm travel patterns and behaviour of staff and visitors to/from the Site. The survey will be organised and designed by the TPC with advice from the LBC Travel Plan Officer. The results of this first survey will be used as guidance to confirm/revise the targets. Survey procedure will be conducted according to the iTRACE/TRAVL methodology and "SMART" procedures will be used to aid future assessment of achievement.

10.2.3 Monitoring Surveys - similar surveys to the Baseline will be carried out to determine the effectiveness of the TP and to modify provisions as appropriate. "Guidance on the Assessment of Travel Plans" will be considered during monitoring of TP surveys and will seek to answer the following.

- Awareness level – the percentage of the intended staff/visitors who know about the TP and what aspects are best known;
- Usage level – whether people use the TP services and if so by how much;
- Acceptance level – whether people follow the TP suggestions and if so with which services they are most satisfied with;
- Individual behaviour level – the effect on individual travel patterns;
- System impact level – what is the impact on the overall transport system.

10.2.4 The emphasis of the survey programme will be on the visitors as these comprise the majority of trips associated with CCRDR. The TPC will oversee monitoring surveys (i) 6 months from occupation (ii) at the end of the end of the 1st, 3rd and 5th year. Any material changes proposed to the TP such as targets and measures will be reported by the TPC for discussion with the LBC Travel Plan Officer.

10.3 Implementation and Monitoring

10.3.1 It is noted that general travel plan targets set under the TP are only used as guidance. The TP is envisaged as a continuous process of development and change in order to adapt to the changing travel requirements of staff and visitors. Therefore, the TPC will report and discuss the Travel Plan impacts with the LBC Travel Plan Officer on a periodic basis to review targets and other measures if needed.

11. ACTION PLAN

11.1 Action Plan

11.1.1 To ensure regular monitoring an Action Plan (AP) will be carried out by the TPC (see Table 11.1). The Action Plan (using the Monitoring Survey data) will include details identify staff travel patterns and propose, if necessary, future measures to encourage modal shift and monitoring of performance against the previous TP targets.

Table 11.1: Action Plan

Objective	Target	Measure	Timescale	Responsibility	Monitoring progress towards target
Retained the number of private cars amongst visitors	Currently at 42%	Proportion of local taxi service	5 years from the site occupation (2021)	TPC	The progress on the target achievement to be monitored by sets of surveys (at 6 months from occupation, 1 st year, 3 rd year and 5 th year)
		Promotion of car share scheme amongst visitors		TPC	
Introduce effective transport management	Ongoing	Appoint TPC and CCRDR site manager	Ongoing	CCRDR	Ongoing
Increase cycling amongst staff	Increase the proportion of cyclist from 4% to 2% by 2021	Proportion of: information on cycle network, benefits of active travel, cycling campaign groups, Barclays Cycle Hire Scheme, location of cycle repair/maintenance shops	Prior to occupation	TPC	The progress on the targets achievement to be monitored by sets of surveys (at 6 months from occupation, 1 st year, 3 rd year and 5 th year)
		Provision of generous cycle parking and cycle access (new shared surface scheme on an	Prior to occupation	CCRDR	

		access road)			
		Provision of discounts for new cycles	Any time during occupation	CCRDR	
Increase walking amongst staff and visitors	Increase the proportion of walking from 6% to 9% by 2021	Provision of high standard new public realm around the development including additional pavement area of 297 m ²	Prior to occupation	CCRDR	The progress on the targets achievement to be monitored by sets of surveys (at 6 months from occupation, 1 st year, 3 rd year and 5 th year)
		Proportion of: information on walking network, benefits of active travel, walking campaign groups,	Prior to occupation	TPC	
Decrease the number of deliveries	Minimise as possible	Provision of a large goods storage facility in order to help minimise the number of deliveries to the site	Prior to occupation	CCRDR	The progress to be monitored on a regular basis
		To appoint the servicing and management coordinator to seek to co-ordinate and to minimise the deliveries	Prior to occupation	SMC / CCRDR coordinated with TPC	

11.1.2 The costs associated with the implementation of the proposed measures and initiatives will be covered by the development and/or occupiers. The proposed public realm works are intended to be funded by the development under section S106, but at this stage of the project is a subject to negotiation with LBC.

12. ATTRIBUTE ASSESSMENT

12.1 ATTRBuTe

12.1.1 As recommended by TfL, the ATTRBuTE assessment has been undertaken to check that the travel plan meets the requirements prior to submitting the travel plan to the local authority. It should be noted that the below ATTRBuTE assessment only ensures that the TP contains all the relevant information. The information below is an output from ATTRBuTe online assessment.

Travel plan name	The Workplace Travel Plan
Planning application reference number	
Name of travel plan author	Milena Lipska
Email address of travel plan author	mlipska@pellfrischmann.com
Telephone number of travel plan author	020 7486 3661
Name of travel plan assessor	Milena Lipska
Job title/role of travel plan assessor	Transport Engineer
Plan Type	Strategic level Framework Travel Plan (occupiers known)

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The development		5/7
Does the travel plan include a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	NONE	2
Does the travel plan include a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	NONE	2
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	1
Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?	NONE	0
Policy		2/2
Does the travel plan include reference to relevant national, regional and local/borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks and initiatives? b) existing travel initiatives available to all users?	NONE	3
Surveys		2/3

Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place?	NONE	1
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
Objectives		2/3
Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?	NONE	2
Targets		2/2
Are there targets linking directly to each objective?	NONE	1
Have targets appropriate to the phasing of the development been set?	NONE	1
TP Co-ordinator		2/3
Has a site-wide travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
Has the framework travel plan co-ordinator.... a) roles and responsibilities been made clear? b) been allocated a sufficient amount of time to spend on the travel plan?	NONE	1
Measures		3/6
To what extent do the site-wide measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	1
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	1
Is the action plan clear on how and when travel plans will be developed among occupying organisations?	NONE	1
Monitoring		2/2
Is a clear site-wide monitoring programme that adheres to the standardised approach included?	NONE	1
Is it clear who is responsible for site-wide monitoring?	NONE	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	NONE	1
Funding		6/6
Has a sufficient budget been set for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3

Have funding streams been identified for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Total - PASS		30