

### 86-88 DelanceyStreet



UpdatedTravelPlan

Report

**86-88 DelanceyStreet**

UpdatedTravelPlanReport

JMPConsultants LimitedAbacusHouse

33GutterLaneLondonEC2V8AS

T02037144400F

E[london@jmp.co.uk](mailto:london@jmp.co.uk)[www.jmp.co.uk](http://www.jmp.co.uk/)

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**86-88 DelanceyStreet**

UpdatedTravelPlanReport

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# Introduction

## Background

* 1. JMPConsultantsLtd(JMP)hasbeencommissionedbyJMurphyandSonsLimited(the“Client”)toupdateaTravelPlan(TP)whichisrequiredbytheSection106Agreementassociatedwiththeplanningapplicationreference2008/0718/P.
  2. TheProposedDevelopmentislocatedat86-88DelanceyStreet,London,NW17SA(the“Site”)intheLondonBoroughofCamden(LBC).
  3. LBCistheLocalPlanningAuthorityresponsiblefordeterminingtheapplication.TheLocalHighways/TransportAuthorityisalsoLBC.
  4. TheoriginalTPwaspreparedbyJMPinMay2011.Sincethen,therehasbeenachangeinproposalsregardingprivateparkingandcyclespacesattheSite,alongwitharequirementtoupdatetransportpolicyinlinewithupdatednational,regionalandlocaltransportpolicy.CensusTraveltoWorkdatahasalsobeenreleasedfrom2011whichprovidesamoreaccuratepictureoflikelytravelpatternsattheSite.
  5. TheTPisrequiredpre-occupationfortheredevelopmentoftheSitewhichcomprisestheerectionofa5-storeybuildingwithofficespace(ClassB1)atgroundfloor leveland residentialspaceabove(ClassC3)providing14self-containedunits(4x1-bed, 6x2-bedand 4 x3-bedunits),includingadetachedtwostoreyunitatrearprovidingofficespace(ClassB1), 5undergroundparkingspacesaccessibleby carlift,aclearlymarkeddisabledparkingspaceforvisitors, at ground floor level,andvehiclewaitingareaatgroundfloorlevelforresidents,alongwith28undergroundcyclespacesaccessibleviaaseparatestaircaseand4cyclespacesatgroundlevelforB1use(the“ProposedDevelopment”).
  6. Thisprovidesatotalof510.6sqmofB1useand1,153sqmC3use.Itisnot yetknown whothefinaloccupiersoftheB1usewillbe.
  7. This TPhasbeensubmittedtosatisfytheSection106Agreement TP requirement(paragraph4.5)fortheSite.TheTPfocusesontravelbyresidentsandemployeesandoutlineshowthetransportimpactoftheProposedDevelopmentwillbemitigated;throughofferingawidechoiceofsustainabletransportmeasures.
  8. Aseparateplanningapplicationhasbeensubmittedfortwosemi-detachedhouseswhichareadjacenttothedevelopment.BothhouseswillbeaccessedviatheSite,howevertheSection106AgreementandsubsequentiallythisTP,relatesonlytothespecifiedProposedDevelopment.

## RTPStructure

* 1. Followingthisintroduction,theRTPisstructuredasfollows:
     + **Section2**outlinestheupdatedpolicycontextofthedevelopmentoftheRTP;
     + **Section3**describesthesiteaccessibility;
     + **Section4**outlinesthepredictedmodalsplitalongwiththeaims,objectivesandtargetsoftheRTP;
     + **Section5**identifiesthetravelplanstrategy;

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* + - * **Section6**describestheproposedRTPmeasuresthatwillbeputinplace;
      * **Section7**outlinesthemonitoringprocedures;
      * **Section8**setsouttheActionPlan;and
      * **Section9**providesasummaryandconclusions.
  1. Alltechnicalappendices(AtoC)areincludedattheendofthisdocumentforinformation.

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# PolicyReview

## General

* 1. ThissectionoftheRTPreviewsandanalysestherelevantcurrentandemergingintegratedlanduseandtransportplanningpolicyandpolicyguidanceinrelationtotheSite.Itexaminestherelevantnational,regionalandlocalpolicies.
  2. TheLocalPlanningAuthorityis LBCandtheHighwaysAuthorityisalso LBC.
  3. ThepoliciesreviewedwithinthissectiondemonstratethewaysinwhichtheRTPisconsistentwithpolicyobjectivesatalltheselevels.Relevantpoliciesidentifiedincludethefollowing:

**NationalPolicy**

* + - Government’sNationalPlanningPolicyFramework(NPPF),2012;
    - Government’s‘BeActive,BeHealthy:APlanforGettingtheNationMoving’,2009;and,
    - DfT:TheFutureofTransport:ANetworkfor2030.

**RegionalPolicy**

* + - TheLondonPlan,2011;
    - TheMayorofLondon’sTransportStrategy,2010;and
    - .TravelPlanningGuidance,TransportforLondon(2013)

**LocalPolicy**

* + - LocalImplementationPlan;Camden’sTransportStrategy2011–2031;and
    - LBCLocalDevelopmentFramework(LDF)CoreStrategy,2010-2025.

**NationalPolicy**

**Government’sNationalPlanningPolicyFramework(NPPF)(2012)**

* 1. ThefinalversionoftheNPPFwaspublishedon27March2012.Itcameintoeffectimmediatelysupersedingthe2011draftandallotherplanningguidance(e.g.PPGs,PPSs((exceptonwaste)).
  2. TheNPPFsetsouttheGovernment’sexpectationsandrequirementsfromtheplanningsystem.Itismeantashighlevelguidanceforlocalcouncilstousewhendefiningtheirown personallocalandneighbourhoodplans.Thisapproachallowstheplanningsystemtobetailoredtoreflecttheneedsandprioritiesofindividualcommunities.
  3. TheNPPFdefinesthedeliveryofsustainabledevelopmentthroughthreeroles:

1. Planningforprosperity(aneconomicrole);
2. Planningforpeople(asocialrole);and
3. Planningforplaces(anenvironmentalrole).
   1. Itnotesthattoachievesustainabledevelopment,theserolesshouldbesoughtjointlyandsimultaneouslythroughtheplanningsystem.
   2. AttheheartoftheNPPFisapresumptioninfavourofsustainabledevelopmentwhich‘shouldbeseenasagoldenthreadrunningthroughbothplanmakinganddecisiontaking.’(Paragraph14).In

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paragraph15,itgoesontosaythat:‘PoliciesinLocalPlansshouldfollowtheapproachofthepresumptioninfavourofsustainabledevelopmentsothatitisclearthatdevelopmentwhichissustainablecanbeapprovedwithoutdelay.’

* 1. NPPFrecognisesthattransportpolicieshaveanimportantroletoplayinwidersustainabilityandhealthobjectivesaswellastheirdirectinfluenceondevelopment.Itseekstoensurethatthetransportsystemisbalancedinfavourofsustainabletransportmodesgivingpeoplearealchoiceabouthowtheytravel.
  2. Paragraph32statesthatalldevelopmentsthatgeneratesignificantamountsofmovementshouldbe supportedbyaTransportStatementorTransportAssessment.Itgoesontomentionthatplansanddecisionsshouldtakeaccountof whether:
     + ‘Theopportunitiesforsustainabletransportmodeshavebeentakenupdependingonthenatureandlocationofthesite,toreducetheneedformajortransportinfrastructure;
     + safeandsuitableaccesstothesitecanbeachievedforallpeople;and
     + improvementscanbeundertakenwithinthetransportnetworkthatcosteffectivelylimitthesignificantimpactsofthedevelopment.Developmentshouldonlybepreventedorrefusedontransportgroundswheretheresidualcumulativeimpactsofdevelopmentaresevere.’
  3. Paragraph34seekstoensurethat:‘developmentsthatgeneratesignificantmovementarelocatedwheretheneedtotravelwillbeminimisedandtheuseofsustainabletransportmodescanbemaximised.’
  4. Itnotes,however,thatthisneedstotakeaccountofpoliciessetoutelsewhereintheFramework,particularlyinruralareas.Itgoesontomentionthat:‘Plansshouldprotectandexploitopportunitiesfortheuseofsustainabletransportmodesforthemovementofgoodsorpeople.’Therefore,developmentsshouldbelocatedanddesignedwherepracticalto:
     + ‘Giveprioritytopedestrianandcyclemovements,andhaveaccesstohighqualitypublictransportfacilities;
     + create safe andsecure layoutswhichminimise conflictsbetween traffic andcyclistsorpedestrians,avoidingstreetclutterandwhereappropriateestablishinghomezones;
     + incorporatefacilitiesforchargingplug-inandotherultra-lowemissionvehicles;and
     + considertheneedsofpeoplewithdisabilitiesbyallmodesoftransport.’

**Government’s‘BeActive,BeHealthy:APlanForGettingTheNationMoving’**

* 1. Thisplanestablishesanewframeworkfordeliveringphysicalactivity,alongsidesport,inthewakeofthe2012OlympicandParalympicGames..
  2. ThisplanistheGovernment’sresponsetotherisingtrendinpublicobesitylevels;itisanattempttocombatobesityrelatedillhealth.
  3. TheplanmakesreferencetotheChiefMedicalOfficer’srecommendationthat(p.11):
     + Childrenandyoungpeopleshouldachieveatotalofatleast60minutesofatleastmoderateintensityphysicalactivityeachday.
     + Forgeneralhealthbenefit,adults shouldachieveatotalofatleast30 minutes adayofatleastmoderateintensityphysicalactivityonfiveormoredaysoftheweek.

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* 1. Theplanrecognisesthatkeytoachievingapositiveshiftinlevelsofactivitywillbegettingawayfromthetraditionalview ofexercisetopromoteabroadrange ofactivitiesaswaystobephysicallyactive. In some placesthiswill meanpromotingpastimeswherethehealthvalueofthe associatedexerciseisoverlooked,suchasmakingshorterjourneysonfootorbycycle.
  2. ThisTPaimstosupportthisthroughthepromotionofsustainableformsoftransportincludingwalkingandcycling.

**FutureofTransport:ANetworkfor2030**

* 1. InJuly2004,theDfTpublishedthenewWhitePaper‘FutureofTransport:ANetworkfor2030’looking atthefactorsthatwillshapetheUK’stransportoverthe nextthirtyyears.TheWhitePapersetsouttheGovernment’splantorespondtotheincreasingdemandfortravel;maximisingthebenefitsoftransportwhileminimisingthenegativeimpactonpeopleandtheenvironment.
  2. TheWhitePaperrecognisesthatweneedatransportnetworkthatcanmeetthechallengesofagrowingeconomyandincreasingdemands fortravel, whilstachievingourenvironmentalobjectives(6,p.12).Thisrequires,amongothers:
     + ‘theroadnetworkprovidingamorereliableandfree-flowingserviceforbothpersonaltravelandfreight,withpeopleabletomakeinformedchoicesabouthowandwhentheytravel;
     + busesthatarereliable,flexible,convenientandtailoredtolocalneeds;and
     + makingwalkingandcyclingrealalternativesforlocaltrips.’
  3. Chapter1ofthe WhitePaperacknowledgesthatpastplanningpolicies,suchaslargeout-of-towndevelopments,haveincreasedthedemandforlongdistancetravel.Toreducethisgrowingneedtotravel,itadvisesthatland-useplanningandtransportpoliciesmustbecoordinatedbettertoachievemoresustainablepatternsofdevelopment.
  4. PartofthestrategyofthisWhitePaperistoenhancelocaltravelthroughthepromotionofTravelPlanstoencouragepeopletoconsideralternativesmeansoftransport.
  5. TheSitesupportsthisthroughitsmixedusenatureprovidingemployment,shopsandleisureactivitieson-sitewhichwillreducetheneedforlongdistancetravel.

**RegionalPolicy**

**TheLondonPlan,2011**

* 1. TheLondonPlanistheoverallstrategicplanforLondonand itsets outafullyintegratedeconomic,environmental,transportandsocialframeworkforthedevelopmentofthecapitalto2031.Londonboroughs’localplansneedtobeinconformitywiththeLondonPlanandits policiesguidedecisionsonplanningapplications.
  2. The LondonPlansetsouttoensurethatLondonis‘acitywhereitiseasy, safe andconvenientforeveryoneto accessjobs,opportunitiesand facilitieswithanefficientand effectivetransport systemwhichactivelyencouragesmorewalkingandcycling...’(Objective6).
  3. Policy6.1notesthattheMayorwillencouragethecloserintegrationoftransportanddevelopmentby,amongotherthings:
     + encouragingpatternsofdevelopmentthatreducetheneedtotravel,especiallybycar;

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* + - * seekingtoimprovethecapacityandaccessibilityofthepublictransportnetworkaswellaswalkingandcycling;
      * supporting developments thatgenerate high levelsof tripsat locations with high publictransportaccessibility;
      * supportingmeasuresthatencourageshiftstomoresustainablemodes;and
      * promotingwalkingbyensuringanimprovedurbanrealm.
  1. Theuseoftravelplansisseenasamethodforreducingemissionsbypromotingalternativestothecar(para.6.8).
  2. TheLondonPlanstatesthat‘theMayorwillworkwithallrelevantpartnerstobringaboutasignificantincreaseincyclinginLondon,sothatitaccountsforatleast5percentofmodalshareby2026’(Policy6.9).
  3. TheMayorwillworkwithallrelevantpartnerstobringaboutasignificantincreaseinwalkinginLondon,byemphasizingthequalityofthepedestrianandstreetenvironment,includingtheuseofsharedspaceprinciples–promotingsimplifiedstreetscape,de-clutteringandaccessforall(Policy6.10).
  4. TheMayorwishestoseeanappropriatebalancebeingstruckbetweenpromotingnewdevelopmentsandpreventingexcessivecarparkingprovisionthatcanunderminecycling,walkingandpublictransportuse(Policy6.13A).Inlocations withhighpublictransportaccessibility,car-freedevelopmentsshouldbepromoted(whilestillprovidingfordisabledpeople)(Policy6.13Eb).

**TheMayorofLondon’sTransportStrategy,2010**

* 1. TheMayor’sTransportStrategyisastatutorydocumentwhichispartofastrategicpolicyframeworktosupportandshapetheeconomicandsocialdevelopmentofLondon.ItsetsouttheMayor’stransportvisionanddescribeshowTfLanditspartners,includingtheLondonboroughs,willdeliverthatvision.
  2. TheMayor’sTransportvisionstatesthat(para.29):

*‘London’stransportsystemshouldexcelamongthoseofworldcities,providingaccesstoopportunitiesforallitspeopleandenterprises,achievingthehighestenvironmentalstandardsandleadingtheworldinitsapproachtotacklingurbantransportchallengesofthe21stcentury.’*

* 1. Achievingthisvision willrequireatransportsystemwithenhancedcapacityandconnectivitythatisefficientandintegrated;encouragesmodeshifttocycling,walkingandpublictransport;isaccessibleandfairtousers;offersvalueformoney;contributestoimprovingqualityoflifeandtheenvironmentandoffersimprovedopportunitiesforallLondoners(para.30).
  2. Sixgoalssetouthowthisoverarchingvisionshouldbeimplemented;theseareto(para.E6):
     + supporteconomicdevelopmentandpopulationgrowth;
     + enhancethequalityoflifeforallLondoners;
     + improvethesafetyandsecurityofallLondoners;
     + improvetransportopportunitiesforallLondoners;
     + reducetransport’scontributiontoclimatechangeandimproveitsresilience;and

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* supportdeliveryofthelegacyoftheLondon2012OlympicandParalympicGames.
  1. Throughsmartertravelplanning,settingappropriateparkingstandardsandmakingpublictransportmoreattractive,theMayorwillencouragetheuseofpublictransport,walking,cyclingandcarsharing(para.147).

**TravelPlanningGuidance,TransportforLondon(2013)**

* 1. TravelPlanningGuidance(2013)supersedesTravelPlanningforNewDevelopmentinLondon(2011).TfLconsidersthatthenewguidanceoffersupdatedthresholdsforwhena‘full’travelplanisrequired,reducedfocusonpolicyreviewsandreducedreferencetodeliveriesandservicing.
  2. Thereisnowgreaterfocusontheactionplan,alongwithmoreinformationonmeasures,exampletargetsandonhowsanctionscanbeused.
  3. Atravelplanisdescribedas:

*‘along-termmanagementstrategyforanexistingorproposeddevelopmentthatseekstointegrateproposalsforincreasingsustainabletravelbythefutureoccupier(s)intotheplanningprocessandisarticulatedinadocumentthatistoberegularlyreviewedbythefutureoccupiersofthesite.*

*Itisbasedonevidenceinthetransportassessmentoftheanticipatedtransportimpactsoftheproposalandinvolvesthedevelopmentofagreedandspecificoutcomes,linkedtoanappropriatepackageofmeasuresaimedatencouragingsustainabletravel’.*

**LocalPolicy**

**LocalImplementationPlan;Camden’sTransportStrategy2011–2031**

* 1. The CamdenTransportStrategy(CTS)for2011–2031 setsoutthetransportchallengesfacedbytheBorough,andoutlinesarangeofpoliciesandactionstoaddressthesechallenges.
  2. TheGreaterLondonAuthorityrequiresLondonBoroughstoproduceaLocalImplementationPlan(LIP)whichdemonstrateshoweachauthoritywilldelivertheMayorofLondon’sTransportStrategy.Inresponsetothisrequirement,CamdenhasdevelopedtheCTS.
  3. TheobjectivesoftheCTSareasfollows:
     + Reducemotortrafficlevelsandvehicleemissionstoimproveairquality,mitigateclimatechangeandcontributetomakingCamdena‘lowcarbonandlowwasteborough’;
     + Encouragehealthyandsustainabletravelchoicesbyprioritisingwalking,cyclingandpublictransportinCamden;
     + ImproveroadsafetyandpersonalsecurityforpeopletravellinginCamden;
     + Effectivelymanagetheroadnetworktomanagecongestion,improvereliabilityandensuretheefficientmovementofgoodsandpeople;
     + Developandmaintainhighquality,accessiblepublicstreetsandspacesandrecognisethatstreetsareaboutmorethanmovement;
     + EnsurethetransportsystemsupportsCamden’ssustainablegrowthandregenerationaswellasenhancingeconomicandcommunitydevelopment;

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* + - * Ensurethe transport system supportsaccess to localservices and facilities,reducesinequalitiesintransportandincreasessocialinclusion;and
      * Ensurethattheprovisionofparkingisfairandproportionatebyconsideringtheneedsofallusers,whilstalsoencouragingsustainabletravelchoices.
  1. TomakesurethatCamdendeliverschange,thefollowingtargetshavebeenset:
     + Walkingmodeshare–increasetheproportionofresidents’tripsbywalkingfrom38.9%in2006/07–2008/09to40.9%by2019/20.
     + Cycling modeshare–increasetheproportionofresidents’ tripsbycycling from3%in2006/07

–2008/09to8%by2025/26.

* + - TrafficFlow–reducetheproportionofresidents’tripsmadebycarandmotorcyclefrom19%in2006/07–2008/09to17%by2019/20.
    - CyclingTrips–increasecycling’sproportionofroadtrafficflowfrom9.7%in2009/10–to20.5%by2019/20.
    - CarClubs–increasethenumberofon-streetcarclubspacesfrom202in2010to420by2020.
    - CycleParking–increasethenumberofon-streetcycleparkingspacesfrom1,325in2010to3,800by2020.
  1. ThisTPaimstosupportthesetargetsandthiswillbereflectedinthetargetssetfortheSite(inSections6-12).
  2. Para2.42describesthatsince1991carownershipinCamdenhasslightlydecreasedwith59%nowowningacar,35%owningonecarand5%owningtwoormorecars.Carownershipintheboroughisnotspreadevenlyacrossthepopulationorgeographically.Thewardswiththehighestlevel ofcar ownershiparesituated in more affluentareasinthenorthof theboroughwhereaccesstopublictransportisalsogenerallylower.
  3. AnumberofprojectstosignificantlyincreasethecapacityofCamden’spublictransportservicesareplannedorcurrentlyunderconstruction.ThisincludesCrossrail(thebiggestcurrenttransportprojectinEurope),asignificantupgradeoftheLondonUndergroundNetwork(includingthechronicallyovercrowdedNorthernLine),increasingThameslinkservices,andcontinuingimprovementstosuburbanrailservices.
  4. Policy1.3oftheCTSisasfollows:

*‘Camdenhasaroaduserhierarchyfortheborough,whichwillbeusedasatoolindevelopingprojectsasfollows:*

* + - Pedestrians
    - Cyclists
    - Publictransport
    - Freight(includingloadingandunloading)
    - Taxis
    - Poweredtwo-wheelers(motorcycles)andprivatecars

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* On-streetparking.’
  1. Policy2.2outlinesthat:

*‘Camdenwillimplementinitiativesthatpromotethehealthandenvironmentalbenefitsofwalkingandcyclingthroughcampaignsandtravelplandevelopmentwithschoolsbusinessesandotherorganisations’*

**LBCLocalDevelopmentFramework(LDF)CoreStrategy,2010-2025**

* 1. TheLocal DevelopmentFramework(LDF)replacedtheUnitaryDevelopmentPlan(UDP)inNovember2010andisacollectionofplanningdocumentsthatsetoutthestrategyformanaginggrowthanddevelopmentintheborough,includingwherenewhomes,jobsandinfrastructurewillbelocated.TheCoreStrategysetsoutthekeyelementsforthevisionfortheboroughwhichisasfollows:

*‘Camdenwillbeaboroughofopportunity’*

* 1. TheCoreStrategyalsoidentifiesfourthemeswithinthevision:

1. AsustainableCamdenthatadaptstoagrowingpopulation;
2. AstrongCamdeneconomythatincludeseveryone;
3. AconnectedCamdencommunitywherepeopleleadactive,healthylives;and,
4. AsafeCamdenthatisavibrantpartofourworldcity.
   1. Objective3statestheneedto:

*‘Toreducecongestionandpollutionintheboroughbyencouragingmorewalkingandcyclingandlessmotortraffic,andtosupport andpromotenewandimprovedtransportlinksatKingsCross,StPancras,Eustonandelsewhere.’*

* 1. PolicyCS11‘PromotingSustainableandEfficientTravel’outlinesthat:

*‘TheCouncilwillpromotethedeliveryoftransportinfrastructureandtheavailabilityofsustainabletransportchoicesinordertosupportCamden’sgrowth,reducetheenvironmentalimpactoftravel,andrelievepressureontheborough’stransportnetwork.*

*TheCouncilwillprotectexistingandproposedtransportinfrastructure (includingroutesforwalking,cyclingandpublictransport,interchangepoints,depotsandstoragefacilities)againstremovalorseverance.*

*TheCouncilwillimprovepublicspacesandpedestrianlinksacrosstheborough,includingbyfocusingpublicrealminvestmentandextendingtheLegibleLondonscheme.*

*TheCouncilwillseektoreducefreightmovementbyroad;encouragethemovementofgoodsbycanal,railandbicycle;andminimisetheimpactoffreightmovementonlocalamenity,trafficandtheenvironment.’*

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**LondonBoroughofCamdenUnitaryDevelopmentPlan(UDP)-ParkingStandards**

* 1. Appendix6‘ParkingStandards’oftheLBCUDPoutlinescarparkingstandardsfornewresidentialdevelopments.Allstandardsareamaximumandrelevantconsiderationsapplyingtoappropriatelevelsofparkingtobeprovideduptothemaximumlevelarealsooutlined.
  2. **Table2.1**belowoutlinesLBCcarparkingstandardsinrelationtoUseClassC–Residential;C3DwellingHouses

**Table2.1LBTHCarandCycleParkingStandards**

|  |  |
| --- | --- |
| **MaximumCarParkingStandard** | **CycleParkingStandard** |
| Allnewhousing1perdwelling | 1parkingspaceperunit |

Source:[www.lbc.gov.uk](http://www.lbc.gov.uk/)

* 1. The14unitProposedDevelopmentiswithinthemaximumcarparkingstandardsoutlinedby LBC,withresidentialparkingproposedfor7cars,plus1clearlymarkeddisabledcarparkingspacefordisabledvisitoruseand28cyclespaces.

## Summary

* 1. Insummary,itcanbeseenthatthereareanumberofcurrentandemergingintegratedlanduseandtransportplanningpoliciesandpolicyguidancedocumentsthatsupportandunderpintheProposed DevelopmentattheSite. Therelevantpolicieshavebeentaken intoconsiderationwhenpreparingthisTP.

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# SiteAssessment

## General

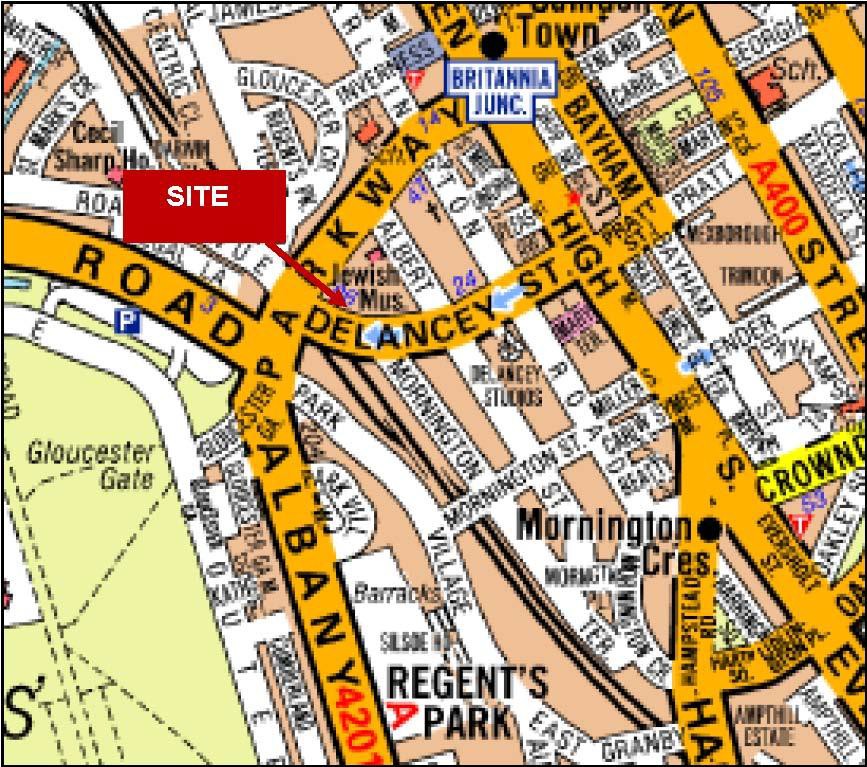
* 1. ThissectionoftheTPdetailsthetransportconditionsandservicesprevailingattheSiteandsurroundingarea.TheassessmentoftheSite’scontextisinformedbyaninitialsitevisitundertakenbyJMPonThursday7thApril2011,alongwithasecondsitevisitonThursday13thMarch2014inordertoestablishwhetheranychangeshadtakenplace.
  2. ThissectionfulfilstheSection106requirementtoreviewtheProposedDevelopment’saccessibilitybyallmodes.

## SiteLocation & Description

* 1. TheSiteislocatedonafourarmjunctionapproximately300mwestofCamdenTownTubeStation.

**Figure3.1**showsthesitelocation.

**Figure3.1SiteLocation**



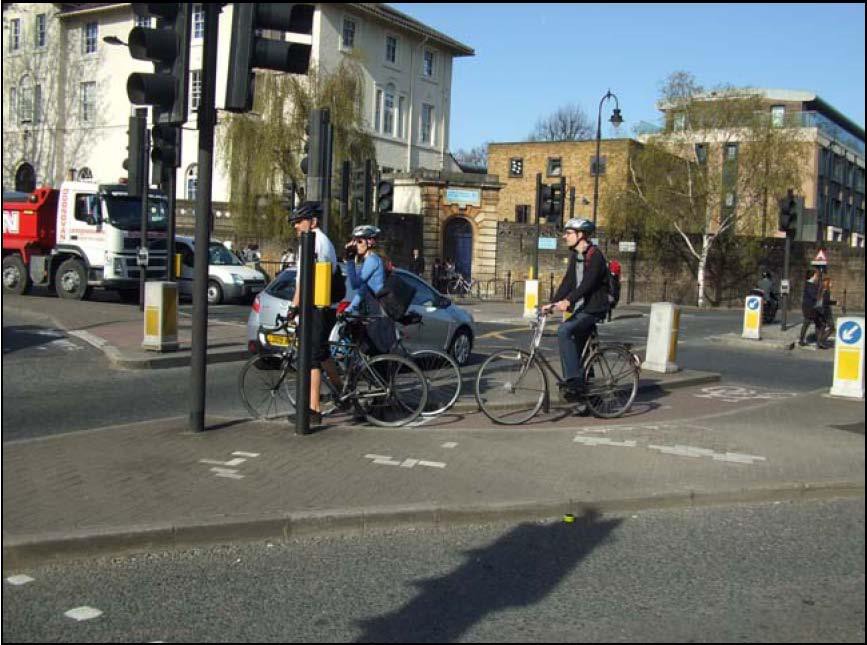
* 1. TheSitesitsbetweenarowofresidentialbuildingsonDelanceyStreet,andarowofcommercialbuildingsonParkway.TheSitewasformerlyagarageandcarrepaircentre.
  2. TheimmediatesurroundingareaonDelanceyStreetischaracterisedbyresidentialbrownbrickfacedbuildingsofapproximatelythreestoreys;whichhavepredominantlybeendividedintoflats.Parkwayischaracterisedbycommercialpropertyatstreetlevel,withsomeresidentialpropertiesabovethese.RegentsParkisapproximately100mtothewestoftheSite.

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## Pedestrians&Cyclists

* 1. PedestrianaccesstoCamdenTownstationviaParkway isgood,pavementsareingoodconditionandtheareaiswelllit.FootpathsonDelanceyStreetareingoodconditionwithdroppedkerbsatsomejunctions.
  2. FootpathssurroundingthemainjunctiondirectlyoutsidetheSitehoweverarepoorandthewesternfootpathofDelanceyStreetandParkwayisbothnarrowandcrackedinplaces.Pedestrianguardrailsareinplaceatallsectionsofthisjunction.
  3. ThejunctiondirectlyoutsidetheSitehasacyclist’slanewhichenablescyclistscomingfromGloucester Avenuetoturn right towardsRegentsPark.Thisfacilityappearedtobe wellusedatthetimeofthesitevisits.Thiscanbeseenin **Figure 3.2**.

**Figure3.2CycleLaneatJunction**



* 1. NationalCycleNetworkRoute 4isaccessibleapproximately200mtothewestoftheSiteonAlbertRoad/RegentsPark.Cyclistsareabletocyclenorth-souththroughRegents Park viatheBroadwalkwhichoffersapleasantandtraffic-freeroutetocentralLondon.
  2. TheRegentsCanal canalsobeaccessedatAlbertRoad whichoffersatrafficfree east-westrouteforpedestriansandcyclistsalongthetowpath.ThisrouteconnectstheLimehouseBasinintheeastwithPaddingtoninthewest,viaIslingtonandHackney.
  3. SheffieldstandcycleparkingislocateddirectlyoutsidetheSiteatthejunctionofParkwayandOvalRoad.ThereisfurtherbicycleparkingatthejunctionofDelanceyStreetandMorningtonTerrace.
  4. TfLCycleHirebicyclesarelocatedapproximately70mnorth-westoftheSiteonGloucesterAvenue.Thereare 24docking stationslocatedat this cycle hiresite.Thereare further 30dockingstationslocated80meastoftheSiteonParkwayand36dockingstationslocated150mwestoftheSiteatGloucesterSlipsCarPark.

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## PublicTransport

**PublicTransportAccessibilityLevel**

* 1. PublicTransportAccessibilityLevels(PTALs)areameasureoftheaccessibilityofapointtothepublictransportnetwork,takingintoaccountwalk accesstimeandserviceavailability.TheSitehasaPTALscoreof6awhichisclassifiedas‘Excellent’.
  2. AsummaryofthePTALreportisavailablein**Appendix A**.**BusServices**
  3. TheclosestbusstopstotheSitearelocated50mawayonDelanceyStreetand100mawayonParkway.Bothstopsareservedbythe274LancasterGate–AngelIslingtonserviceandtheC2Victoria–ParliamentHillFields.Bothservicesare24hours.Thefollowingtablesshowapproximatefrequenciesofbothservices.

**Table3.1BusServicesfromDelanceyStreet**

|  |  |  |  |
| --- | --- | --- | --- |
| **Service** | **ApproximateFrequenciesduringPeakHours** | | |
|  | **Monday–Friday** | **Saturday** | **Sunday** |
| 274–towardsLancasterGate | 10-12mins | 10-12mins | 10-12mins |
| C2–towardsParliamentHillFields | 6-10mins | 6-10mins | 8-12mins |

**Table3.2BusServicesfromParkway**

|  |  |  |  |
| --- | --- | --- | --- |
| **Service** | **ApproximateFrequenciesduringPeakHours** | | |
|  | **Monday–Friday** | **Saturday** | **Sunday** |
| 274–towardsAngelIslington | 10-12mins | 10-12mins | 10-12mins |
| C2–towardsVictoria | 6-10mins | 6-10mins | 8-12mins |

*NB. Informationsourcedfrom*[*TfL (htt*](http://tfl.gov.uk/))*p*[*://tfl.gov.uk/),*](http://tfl.gov.uk/))*March2014*

* 1. CamdenTown isservedbyafurther 12 busservicesandseven nightbuses.Afullydetailedspidermapoftheseservicescanbefoundin**AppendixB.**

**LondonUnderground**

* 1. ThenearesttubestationtotheSiteisCamdenTownwhichisapproximately350mnortheastoftheSite.MorningtonCrescentTubestationislocatedapproximately550msoutheastoftheSite.BothstationsarelocatedinZone2andareservedbytheNorthernLine,withCamdenTownofferingaccesstoboththeBankandCharingCrossbranches.MorningtonCrescentisontheCharingCrossbranchonly.

**LondonOverground**

* 1. CamdenRoadstationislocatedapproximately800mtothenortheastoftheSite.TheLondonOvergroundisthesuburbannetworkofrailservicesinLondonmanagedby TfLandisakey east-westroute.
  2. CamdenRoadisontheRichmond/ClaphamJunctiontoStratfordlineandoffersaccesstokeydestinationsincludingHampsteadHeath,HighburyandIslingtonandHackneystations.Theline

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alsooffersaconnectiontothenewEastLondonLineatDalstonJunctionwhichlinkstoWestCroydon.

**MainlineRail**

* 1. ThenearestmainlinestationtotheSiteisEustonwhichislocated1kmtothesouth.EustonisthesouthernterminusoftheWestCoastMainLineandisthemainrailgatewayfromLondontotheWestMidlands,NorthWest,NorthWalesandScotland.KeydestinationsincludeBirmingham,Manchester,LiverpoolandGlasgow.
  2. KingsCross-StPancrasislocatedapproximately1.5kmtothesoutheastoftheSite.KingsCrossisthesouthernterminusoftheEastCoastMainLineandisthemainrailgatewayfromLondontotheEastMidlands,Yorkshire,NorthEastandScotland.KeydestinationsincludeCambridge,Leeds,NewcastleandEdinburgh.
  3. ImmediatelyadjacenttoKingsCrossisStPancraswhichistheLondonterminusforinternationalEurostartrainswhichofferahighspeedlinktokeyEuropeandestinationsincludingParisandBrussels.StPancrasisalsoamajorinterchangeforThameslinkserviceswhichservesthenorth-southBedfordtoBrightonlinewhichiscurrentlyundergoinga£6bnprogrammeofimprovements.

## LocalHighwayNetwork

* 1. TheSiteislocatedatthejunctionoftheA503DelanceyStreetandParkway.TheA503continuesnortheastboundalongCamdenRoadtowardsHollowayandFinsburyPark.TheA400CamdenHighStreetislocatedapproximately300meast.
  2. TheA41FinchleyRoadislocatedapproximately1kmwestoftheSiteviaPrinceAlbertRoad.ThisroadintersectswiththestartoftheM15km northatBrentCross.

## Parking

* 1. DelanceyStreetandthesurroundingareaissubjecttoresidentspermitparking.PayanddisplayparkingisavailableonParkwayatacostof20pper5minutesandwithamaximumstayof2hours.
  2. Thereisan areaofoff-streetparking directlyoppositetheSiteatParkwaysestateagentshoweveruseismonitoredthroughprivatepermits.
  3. ParkingprovisionattheSitewillconsistof1clearlymarkeddisabledspaceatstreetlevelforusebyvisitors,andafurther5residentialparkingbaysatbasementlevelwhichwillbeaccessedbyacar lift. Thiswill beoperated byatrafficlight systemin orderto show whether thelift isoccupied.Abasementbicyclestoragefacilityforresidentswillprovidespacefor28bicycles (this is an increase of 14 spaces above the S106 requirements)andthiswillbeaccessedviaaseparatepedestrianaccess.Inaddition,4cyclespaceswillalsobeavailableonthegroundfloorfortheB1units.

## Internal Movements

* 1. ApedestrianentrancetotheresidentialaccommodationwillbeprovidedonDelanceyStreet.Thiswillbevisible,welllitandwithclearsignage.ThepedestrianentrancewillalsoprovideaccesstotworesidentialunitslocatedadjacenttoParkwayandtherearofficebuilding.Thisentrancewillalsoprovideaccesstothecycleparkingstores.
  2. TheofficebuildingsfrontingDelanceyStreetwillbeaccessedindividuallydirectlyfromthefootway.

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* 1. Vehicularaccesswillbeviaanelectronicgatenexttotheexistingbuildingat84DelanceyStreet.Thiswillbeoperatedviatrafficlightsinordertoalertdriversastowhetherthecarliftisoccupied.
  2. ConcretepavingandlandscapingwillprovideafootpathandabarrierbetweentheSiteandthejunctiondirectlyoutside.Recessedlightingwillbeinstalled.Aninternalcourtyardwilloffercommunalamenitiesincludingarefuse/recyclingstore.

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# Objectives,Targets&Indicators

## General

* 1. ThissectiondiscussestheTPapproach,summarisingtheobjectives,establishingtargetsandindicators.FurtherinformationonmonitoringandreviewingoftheTPcanbefoundin**Chapter7**.

## TravelPlan Potential

* 1. Thebenefitsofawell-managedTPwillextendbeyondsiteusersandcontributetoimprovementstolocalairquality,noiseandvibrationreduction,congestionandjourneytimes.Areductionincarusage–especiallysingleoccupancyvehicles,hasaroleinthewiderhealthagendatoreducepublicobesitylevelsandassociatedillnessescausedbysedentarylifestyles.
  2. TheobjectivessetthereforerelatetoallthesebenefitsassociatedwiththedevelopmentofaTP.

## Objectives

* 1. TheobjectivesoftheTPareasfollows:
     + Toraisetheawarenessofsustainablemodesavailabletoresidentsandemployees;
     + Topromotehealthylifestylesandasustainable,vibrantlocalcommunity;
     + Toencouragegoodurbandesignprinciplesthatmaximisethepermeabilityofthedevelopmentforwalkingandcycling;
     + ToencouragetheuseofthefacilitiesavailablewithinCamden,suchascycleroutes,inordertoincreaselevelsofactivetravelamongstresidentsandemployees;and
     + Toavoidrelianceoncarusagebyresidentsandemployees,especiallysingleoccupancyvehicles,throughminimalparkingprovisionandtheuseoflocalcarclubs.

## CensusDataAnalysis

* 1. InordertounderstandthelikelytravelpatternsoffutureresidentsandvisitorsattheSite,Censusdatahasbeenanalysedforthe`CamdenTownwithPrimroseHill`wardwheretheSiteislocated.ThiswardhasbeenchosenasthemostrepresentativeofhowfuturesiteusersarelikelytotravelgivenitsPTALrating,carownershiplevelsandcarparkingstandards.
  2. **Table4.1**summarisestheestimatedmodalsplitofthefutureresidentsbasedonthecurrentjourneytoworkdatafromthe2011Census.Thisdoesnotincludedatafor peoplewhowerenotinworkatthetime(33%).

**Table4.1EstimatedModalSplitofResidents**

|  |  |
| --- | --- |
| **Mode** | **Percentage** |
| Walk | 18% |
| Cycle | 9% |
| Motorcycle | 1% |
| Train | 4% |
| Underground/DLR | 28% |

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|  |  |
| --- | --- |
| Bus | 15% |
| Car | 10% |
| CarPassenger | 1% |
| Taxi | 2% |
| Other(includesworkingfromhome) | 12% |

*Census2011:NeighbourhoodStatistics.*

* 1. **Table4.1**illustratesan11%relianceuponprivatecar,with10%drivingand1%travellingasapassenger.
  2. Approximately47%ofresidentsareexpectedtousepublictransporttotraveltowork.18%areexpectedtowalkand9%areexpectedtocycle.
  3. Londonhasalsoseenanincreaseincyclingrecently,withpotentialforfurtherincreases.TfListargetinga400%increaseincyclingby2026comparedwith2001levels.CyclinglevelsintheCamdenTownwithPrimroseHillwardhavetrebledfrom3%in2001to9%in2011.
  4. Thesebaselinefigureswillbeupdatedviasurveysofresidents’travelpatternsaccordingtotheschedulesetoutin **Section7**ofthisreport.

## Targets&Indicators

* 1. Modalsplittargetswillbesetusingtheresultsofthebaselinetravelsurvey,whichwillbecarriedoutatatimeagreedbyLBCpost-occupation.FulldetailsonmonitoringoftheTPareincludedin**Chapter7**.Thetargetswillaimtomaximisetheuseofsustainabletransportmodessuchaswalkingandcycling,andtodiscouragesingleoccupancyvehicleuse.
  2. **Table4.2**belowshowsthe ‘Methodof TraveltoWork–ResidentPopulation’ datafrom theCensus2011forCamdenTownwithPrimroseHill.

**Table4.2MethodofTravel**

|  |  |  |  |
| --- | --- | --- | --- |
| **Mode** | **BaselineModeSplit(Year1)** | **Year3ModeSplit** | **Year5ModeSplit** |
| Walk | 18% | 18% | 18% |
| Cycle | 9% | 10% | 11% |
| Motorcycle | 1% | 1% | 1% |
| Train | 4% | 4% | 4% |
| Underground/DLR | 28% | 28% | 28% |
| Bus | 15% | 15% | 15% |
| Car | 10% | 9% | 8% |
| CarPassenger | 1% | 1% | 1% |
| Taxi | 2% | 2% | 2% |
| Other | 12% | 12% | 12% |

* 1. Thisdatashowsthatthewardalreadyhasalowlevelofcarandvanusewithonly11%usingthismode.

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* 1. Approximately 47%ofresidentsareexpectedtousepublictransporttotraveltowork;the majorityusingtheUnderground,whichreflectstheSite’slocationtopublictransport.
  2. 27%ofresidentsareexpectedtoeitherwalkorcycle.
  3. London hasalsoseenahuge increaseincyclingrecently,andthe potential forfurtherincreasesishuge.TfLaretargetinga400%increaseincyclingby2026comparedwith2001levels.
  4. ThisRTP aimstoencouragethisincrease,ascanbeseen bythemeasuresincludedin**Section6**

ofthisreport.

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# TravelPlanStrategy

## Introduction

* 1. AstrategythatsetsouthowtheTPwillbedevelopedfurtherandimplementedisveryimportant.ElementsofaTPstrategyusuallyrelateto:
     + Securingtheresources(includingtime)thatarenecessarytodevelopandimplementtheTP;
     + Consultingresidentsandemployees;and
     + Identifyingandengagingwithpartnersandstakeholders.
  2. TheTPstrategyissetoutwithintheremainderofthissection.ItdiscusseshowtheTPwillbemanagedandmarketed,aswellasidentifyingwhokeypartnerswillbe.

## Managing thePlan:Roles& Responsibilities

**ManagementSupport**

* 1. TheTP willhavethesupportandbuy-inoftheClient,whoownandmanagetheSite.The ClientisfullyawareoftheimportanceandsignificanceofthisTP;andwillallocateadequateresourcetoensuringitisfullyimplementedandthereforeachievesmaximumimpact.

**TravelPlanCo-ordinator**

* 1. A TP isdependenton anominatedindividual beinggiven time andresourcesfor successtooccur.TheClientwillemployaTravelPlanCoordinator(TPC)whomanagesthesite.Asthesiteisofasmall-scaleandaTPhasbeen developed,theTPC willincorporatetheTPdutiesintotheir existingjobrole.Howeveradequatetimeandresourceswillbeallocatedtotheselectedindividual.TheTPCwillberesponsibleforoverseeingandimplementingthevariousmeasuresoutlinedinthisTP.

**Partners&Stakeholders**

* 1. Travel plansneedpartnershipsforsuccess. Organisations/developersneedtoworkwitha numberofpartnersandstakeholdersduring theimplementationprocess.Itisexpected thatall partnerswillmakeanactivecontributiontotheprocess.TheTPCwillactasacentralfigureinestablishingpartnershipsandmaintaininglinksandlinesofcommunication.
  2. Likely/possiblestakeholdersandpartnersinclude:
     + TfL&LBCTransportandTravelPlanOfficers;
     + Site/localresidents;and
     + Employees.

## Marketing

* 1. Marketingandawarenessraisingstrategiesformanimportantpartofalltravelplans.Theycovertheinvolvement/engagementofresidentsandemployees,awareness-raisingabouttraveloptions,andthebenefitsofmoresustainableorefficienttravel.
  2. ThisTPwillbeprimarilymarketedtoresidents, employees andalsotovisitorstotheSite.Howeveranyimprovementstolocaltransportandcycle/walkingrouteswillalsobeofbenefittothewidercommunitywithinCamden.

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# PackageofMeasures

## TheApproach

**BehaviourChange**

* 1. TheaimoftheTPistoprovideinformationandincreaseawarenessofthetraveloptionsavailabletoresidentsandemployees,toensure thatappropriateandhighqualityinfrastructureisincludedintheSitedesignforallrelevantmodes,andtosecureandpromoteincentivesthatencouragepeopletoactivelychoosesustainabletravelwhereverpractical.
  2. AsthisSiteislocatedinanareawithexcellenttransportfacilities,theTPwillfocusprimarilyonencouragingresidentsandemployeestousealternativemodesoftravelsuchaswalking,cyclingandpublictransport.
  3. TravelbehaviourisembeddedinroutineandthereforetheTPprovidesauniqueopportunitytoencouragepeopletotravelmoresustainablybyusingthefactthatmovingtoanewhouseorstartinganewjobwillinevitablyrequirenewtravelpatterns.Ifnewinhabitants/employeesaregiveninformationandfacilitiesuponmovingtotheSite;thiswillencouragemorepositivetravelchoicestobeformulatedandembeddedfromdayone.
  4. InordertodothistheTPneedstoaffectpeoples’behaviour.Itneedstocreatealong-termbehaviourchangethatresultsinresidentsandemployeesusingsustainable/activetravelandmaintainingthisusage.Themeasuressetoutbelowaimtoachievethis.

## GeneralInformation &AwarenessRaising

* 1. Inordertobesuccessful,atravelplanneedstobepromotedtoresidentsandemployees,alongsideitsobjectivesandthewaysinwhichitcanbenefitSiteusers.ItisrecommendedthatregularupdatesontheTP,improvementsmadetofacilities,andmodalsplitfiguresarepresentedtoresidentsandemployeesinordertoengagethem intheTPfromtheoutset.
  2. GeneralmeasurestoraiseawarenessoftheTParedetailedbelowandmode-specificinformationandawarenessraisingmeasuresareincludedinthefollowingmodalsections.

## TravelPlan Co-ordinator

* 1. RTPsaredependentonanominatedindividual/sbeinggiventimeandresourcesforsuccesstooccur.TheRTPCo-ordinatorwillberesponsibleforoverseeingandimplementingthevariousmeasuresoutlinedinthisRTP;alongwiththeday-to-daymanagementandannualmonitoringarrangements.
  2. TheClientwillassignasiteTravelPlanCo-ordinator(TPC).Asthesiteisofasmall-scaleandaRTPhasbeendeveloped,theTPCisanexistingmemberofstaffwhowillincorporatetheRTPdutiesintotheircurrentjobrole.HoweveradequatetimeandresourceswillbeallocatedtotheTPC.
  3. TheTPCwillberesponsibleforoverseeingandimplementingthevariousmeasuresoutlinedinthisRTP.TheClientwillprovideLBCwithcontactdetailsfortheTPC;priortofirstoccupationoftheSite.

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**ResidentsWelcomePacks**

* 1. WelcomePackswillbedistributedtoeachunit.Thepackswillcontainmapsoflocalwalkingandcyclingroutes,informationontheTfLCycleHireScheme,alongwithinformationon publictransportincludingdestinationmaps,fares,timetablesandoperatorcontactdetails.Directionstotubestations,busstops,alongwithkeylocalfacilitiessuchasshops,healthservicesandleisurefacilitieswillalsobeprovided.Contactdetailsforlocaltaxiorminicabserviceswillalsobemadeavailable.
  2. **AppendixC**providesanexampleofaWelcomePackfromanothersite,forinformationandreference,whendevelopingtheDelanceyStreetpack.

**EmployeeWelcomePacks**

* 1. EmployeeWelcomePackswillbe developed electronicallywith informationsuchasmaps,TfLandNationalRailtimetables,cycleparking,TfLCycleHireandinformationoninterest-freeannualseasonticket/travelcardloansandcycletoworkschemes.Electroniccopieswillensureeaseofdistributiontostaff.ItshouldbenotedthatanyprovisionofseasonticketandcycletoworkschemeswillbeatthediscretionofthefinaloccupieroftheofficeunitsattheSite.

**NoticeBoard(s)**

* 1. Alltransportinformationwillalsobereplicatedandprovidedataprominentcommunalnoticeboard/slocationattheSite;thiswillparticularlybenefitthoseresidentswithoutaccesstotheinternet.

## Walking

* 1. Census2011datashowsthat18%ofresidentsintheCamdenTownwithPrimroseHillwardwalktowork,whichisextremelyencouragingfortheTP.
  2. Walkingisaneasywayto keepfitandactivewhilstalsosavingontransportcosts.Itisagreatformofexercisetoimproveenergylevels,reducestressandminimisecarbonemissions.

**WelcomePacks**

* 1. InformationregardingwalkingroutesinandaroundCamden,forbothcommutingandleisurepurposes,willbeincludedintheResidentialandEmployeeWelcomePacks.

**WalkingRoutePlanner**

* 1. The[www.walkit.com](http://www.walkit.com/)walkingrouteplannerisanextremelyusefultoolandcanplotajourneyfrompostcodetopostcodeusinga‘direct’or‘lessbusy’option.Routemapsalsoincludejourneytime,calorieburn,stepcountandcarbonsaving.InformationonthisservicewillbeprovidedintheWelcomePack.

## Cycling

* 1. Anincreasingnumberofindividualsarerealisingthebenefitsofcyclingasamodeoftransport.Thebenefitsrangefromimprovedhealthandfitnesstominimaltravelcosts.CyclinginLondoniscurrentlyundergoingamassiveboom inpopularity,aroundhalfamillionbicyclejourneysaremadebybicycleeachday(TfL,CyclingRevolution,May2010).
  2. AsaninnerLondonborough,Camdenhasgreatpotentialtoincreasecycling,andthismodeoftransportwillbepromotedattheSitethroughthefollowingmeasures.

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**CycleStorageProvision**

* 1. Theprovisionofsecure,coveredcyclestoragespacesinconvenientlocationswillactasavisualandattractivereminderofthismodeoftransport.SecurecyclestoragehasbeenincludedintheSitedesign.
  2. Atotalof28spaceswillbeprovidedforresidentsatbasementlevel,andthiswillbeaccessible byaseparatestaircase.
  3. AfurtherfourcycleparkingspacesfortheB1units,willalsobeprovidedatgroundlevel.
  4. ThisexceedscycleparkingstandardsasrequiredbyLBC.

**TfLMaps/LBCMap**

* 1. TfLproducefreelocalcycling guideswhichshowdifferenttypesofcyclingroutes,allof whichhavebeenriddenandrecommendedbycyclists.Thecoloursonorbesidetheroadsandpathsshowthedifferentroutetypes.
  2. AcopyoftheLocalCyclingGuide14whichcoverstheSiteandsurroundingareaswillbemadeavailabletoallresidentsat theProposedDevelopmentintheWelcomePack.ThismapalsoshowsthewalkingandcyclingrouteoftheRegentsCanal.
  3. AlinktolocalcycleroutesisalsoavailablefromLBCandthiswillbeincludedintheWelcomePack.

**CycleTraining**

* 1. LBCoffersfree cycletrainingfor bothadultsandchildrenwholiveorworkin theborough. Trainingclassesareofferedin‘advancedskillstraining’ gearedatresidenturbancyclistswhowish tomaketheirjourneysaferand‘Children,FamiliesandGroups’,whichteacheschildrenabovetheageof10.
  2. FreecyclemaintenancecoursesarealsorunbyLBCthroughouttheSpringandSummer.
  3. InformationonthesecourseswillbeprovidedforallresidentsandemployeesviatheWelcomePacks.

**Camden/TransportforLondonBikeWeek**

* 1. Camden/TransportforLondonBikeWeek takesplaceaspartoftheNationalBikeWeek,annuallyinJune.The2013eventworkedwiththePoliceandtheCamdenCyclingCampaignandfeaturedthefollowingfreeevents:bikebreakfasts,DrBikes,bikemarkingandcyclingclassestopromotecyclingintheborough.
  2. TheTPCwillpromoteeventsbeingheldduringCamdenBikeWeek.TheTPCwillregisterwithBikeWeekasaneventorganiser;onceregistered,theTPCwillbeabletodownloadBikeWeekpromotionalmaterialandaccesseventorganiserguides.The TPCwillcontactLBCforinformationoneventshappeninginthelocalareaandpromotethesetoSiteusers.
  3. TfLalsorunaCycleChallengeaspartofBikeWeekwherebyteamsoftwoormorepeoplecompetetoseewhocancyclethegreatestnumber of miles. Anyonewho lives,works or studiesinLondoncanregister,logtheirmilesandcharttheirprogressonareal-timeleader-board.
  4. TheTPCwillpromotetheannualCycleChallengetoallSiteusersvianotice-boards.

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**STRAVEL**

* 1. Stravelisareward/loyaltysystemwhichhasbeendevelopedby CamdenCouncilforsustainablejourneysinCamden.Walkers,cyclists,publictransportusersandcarsharerscanalllogtheirjourneysonawebsiteandreceivecreditswhichcanbespentatanumberoflocalbusinesses.
  2. Stravelcanalsobeusedtoplantrips,learnaboutalternativemethodsoftransport,trackpersonalstatistics,competeagainstpeersandearnStravelpoints.
  3. StravelwillbepromotedtoallSiteusersandalinkwillbeprovidedintheWelcomePackandonnoticeboards.LBCGreenTravelWebpage
  4. LBChaveadedicatedGreenTravelwebpagewhichhasanumberofresourcesongreenermethodsoftravellingincludingwalking,cycling,publictransportandcarclubs;alongwithanemissionscomparisontoolandelectricvehicles.
  5. Thewebpageislocatedhere:<http://www.camden.gov.uk/ccm/navigation/environment/green-camden/green-travel/>
  6. AlinktothiswillalsobeprovidedintheWelcomePacks.

**TfLCycleHireScheme**

* 1. ThereareanumberofTfLCycleHiredockingstationswithincloseproximitytotheSite.ItisrecommendedthatinformationonmembershipandbicyclehireisincludedwithintheWelcomePack.

**PublicTransport**

* 1. IncreaseduseofpublictransportisafundamentalaspectoftheGovernment’ssustainabletransportstrategy.Thebenefitsoftravellingbypublictransportcaninclude:
     + Noneedtopark;
     + Noneedtopayforthemaintenanceofacar,and;
     + Beingabletorelax,readorwork(particularlyforbusinesstravelduringtheday).
  2. Itisimportanttorecognisethat,wherepossible,walkingandcyclingareusuallyfavourabletopublic transportbecausetheyhavefewerenvironmentalimpacts,reducethepressureonLondon’spublictransportnetworkandofferwiderhealthbenefits.Nevertheless,publictransportremainsimportant.

**WelcomePacks**

* 1. InformationonpublictransportserviceswillbeincludedintheWelcomePacks.Thiswillincludetimetables,fareinformation,seasonticketinformationandaCamdenBusspidermapasincludedin**AppendixB**.

**TfLFreeTravelAlerts**

* 1. TfLofferafreetravelalertservicewhichenablestravelinformationtobesentdirecttoamobilephone.Journeyplanning,travelinformation,timetablesandmapsarealsoaccessibleviaWAPandSMS.DetailsofthisservicewillbeprovidedtoresidentsandstaffviatheWelcomePacksandnoticeboard/s.

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**FreeCarClubMembership**

* 1. The basicideaofacar club isthatpeoplecanhaveaccesstoacarintheir neighbourhoodwithouthavingtobuyormaintaintheirownvehicle.Residentstypicallypayanannualfeetoanoperatorwhoprovidesandmaintainsthevehicle,andthenareabletobookthecar froman hour toaweek,withanominalchargemadeperhour.
  2. Researchhasshownthatcarclubmemberswhogiveupacararelikelytoreducetheircarmileage byaround60-70%andtheaveragechangeinmileageforallcarclubusersisareductionof33%.4
  3. TherearetwomainaccreditedcarcluboperatorsinCamden;CityCarClubandZipcar.InformationwillbeprovidedonalltheseoperatorswithintheWelcomePacks.
  4. Therearecurrentlysevenon-streetcarclubvehicleslocatedwithina200mradiusoftheSite,includingacardirectlyoppositeonMorningtonTerrace.
  5. TheSitehasatotalof14residentialunitsandfivebasementcarparkingspaces,plusonegroundfloordisabledspace.
  6. TheClientwillthereforepay foroneyear`sfreemembershiptoZipcarforthenineresidentswithnoaccesstoacarparkingspace..LBCarecurrentlyofferinglocalresidentstheopportunitytosurrenderon-streetparkingpermitsinexchangeforoneyear`smembershiptoacarclubandthereforethismeasureisinlinewithlocalpolicy.

**6.51** FurtherdetailsonZipcarcarclubmembershiphasbeenincludedforinformationin**AppendixD.ManagingCarUse**

* 1. TheSiteislocatedinanareaofgoodwalking,cyclingandpublictransportaccessibility.Carusewillthereforebediscouragedthroughpromotionofalternativeformsoftransport.

**CarParking**

* 1. TheSitewillhave7parkingspaces,oneofwhichisadisabledspace forvisitorsandisthusunderthemaximumparkingstandardsof1spaceperdwellingasstipulatedbyLBC.
  2. Carparkingspaceswillbeallocatedtothelargerunitsandwillbeallocatedandsoldonthisbasis.
  3. PotentialresidentswillalsobemadeawareofthelimitedparkingpriortocommittingtoliveattheSite.
  4. Thesurrounding areaiscurrentlyaCPZandthusany potential displaced parking activityon-streetwouldbeunlikely(assumingadequateparkingenforcement).

**ServiceManagement**

* 1. AServiceManagementPlanhasbeensubmittedseparatelytothisdocumentandthisoutlinesdetailsonserviceanddeliveryforbothresidentialandofficeunits.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
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# Monitoring&Review

## Introduction

* 1. AnimportantpartoftheTPisthemonitoringandreviewofitseffectiveness.Regularmonitoringwillhelptogaugeprogresstowardstargetsandobjectives,and,ifnecessary,enablestheTPtoberefinedandadaptedinordertoimproveitseffectiveness.
  2. MonitoringandreviewoftheTPwillbeinlinewiththeapproachasspecifiedbyLBC.
  3. ThissectionsetsoutthespecificmonitoringproposalsassociatedwithDelanceyStreetandthemeansbywhichprogresstowardstargetswillbeassessed.

## HowtoMonitor aTravelPlan

* 1. Thereare5stagestomonitoringatravelplan:
     + ‘Before’dataiscollectedandcalculatedinaconsistentmannerpriortoanyTPmeasuresbeingimplemented,
     + TPmeasuresareimplementedoveraperiodoftime,
     + Atadefinedpointinthefuture,‘after’dataiscollectedandcollatedinthesamewayasthe‘before’data.Dataiscollectedatthesametimeofyearforconsistency;
     + Thetwodatasetscanthenbecomparedtoseewhatchangeshaveresulted;and
     + Ifitisanewdevelopment,theplanningauthoritythendecideswhethertheSitehasmetitstargetsandtakesappropriateaction.

## Monitoring Plan

* 1. Monitoringwillbecarriedoutfor5yearspostfulloccupation.
  2. Inyearone(post-occupation),atatimetobeagreedwithLBC,baselinemonitoringoftheSitewilltakeplace.Thiswillconsistofhouseholdandemployeetravelsurveys,whichwillbedevelopedanddistributedbytheTPC.I-TRACEcompatiblesurveyswillbedevelopedandagreedwithLBCpriortoissue.
  3. Thebaselinesurveyswillprovideaccurate,Site-specificmodalsplitfiguresforDelanceyStreet,whichwillbeusedtosetmodalsplittargetsforthisTP.
  4. Interimmonitoring,consistingofrepeathouseholdandemployeesurveys,willbeundertakeninyearthreeandfinalmonitoringwilltakeplacein yearfive.

## Reporting

* 1. TheresultsoftravelsurveysandofanyreviewoftheTPwillbereportedtoLBC.
  2. Asappropriate,keysurveyand/ormonitoringfindingsandassociatedsustainabilitymessageswillalsobedisseminatedamongstresidentsandemployees.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
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1. **ActionPlan**

**Introduction**

* 1. ThissectiondrawstogethertheproposalsfortheTPimplementation.TheactionswhichwillbeundertakenaresummarisedintheActionPlan,whichindicateshowthevariouselementswillbedrawntogetherandhowmeasureswillbeprioritised.

**Table8.1ActionPlanPre-Occupation**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  | **Activity** |  | **When** | **ByWhom** |
| **Objective** | **Mode** | **Measure** | **Task** |  |  |
| GeneralInformationandAwarenessRaising | All | Travel PlanCoordinator | IdentifyandappointTravelPlanCoordinatortocarryforwardalltaskswithinactionplan | Preoccupation | Developer |
| GeneralInformationandAwarenessRaising | All | TravelWelcome  Packs forresidents | Collatetravelinformation(maps,timetables,routes,faresetc)forallsustainablemodesoftransport,alongwithinformationonhomeshoppingandcar clubandputintoapacktodistributetoallnewresidents. | Pre-occupation | TPC |
| EnablingWiderTravelChoices | Cycling | Cycleparking | Providecycleparkingstorageof28spaces(inexcessofLBCrequirements).Thesewillbeprovidedatbasementlevel.FourgroundfloorspaceswillalsobeprovidedforB1units. | Pre-Occupation | Developer |
| ManagingCarUse | CarClub | Free Carclubmembership | Provideoneyear`sfreecarclubmembershiptoallunitswhodonothaveaprivateparkingspace. | Pre-Occupation | Developer |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
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**Table8.2ActionPlan-PostOccupation**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  | **Activity** |  | **When** | **ByWhom** |
| **Objective** | **Mode** | **Measure** | **Task** |  |  |
| Objective1 | All | Noticeboard | Providesitenoticeboardswhichwillcontainjourneyplannersanduptodatetimetablesalongwithinformationoncarclubbookingandcycleinformation. | UponOccupation | TPC |
| Objective2 | Cycling | LBC CycleTraining | PromoteLBCfreecyclelessonsviathenoticeboards. | UponOccupation | TPC |
| Objective2 | Cycling | LBC CycleEvents | PromoteLBCcycleeventsviathenoticeboards. | UponOccupation | TPC |
| Objective2 | Cycling | CycleMaps | EnsureallresidentshavefreeTfLandLBCCycleMaps. | UponOccupation | TPC |
| Objective4 | CarClub | Membership  &Information | Provideoneyear’sfreemembershiptoallresidents.  EnsureallresidentshaveinformationonCarClubsinordertopromoteuse. | UponOccupation | Developer/CarClubprovider/  TPC |
| All | All | BaselineMonitoring | Undertake baselinemonitoringactivityandreviseRTPtargetsifnecessary. | Within 3  months offulloccupation | TPC |
| All | All | Interim andFinalMonitoring | Undertakeinterim andfinalmonitoringasoutlinedinthemonitoringstrategy.ReporttheresultstoLBC.ReviseRTPtargetsinagreementwithLBCifappropriate. | Three and  five yearspostoccupation. | TPC |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| JobNo | ReportNo | Issueno | ReportName | Page |
| ST15075 |  |  | 86-88DelanceyStreet | 27 |

1. **Summary**

**Overview**

* 1. JMPConsultantsLtd(JMP)hasbeencommissionedbyJMurphyandSonsLimited(the“Client”)toupdateaTravelPlan(TP)whichisrequiredbytheSection106Agreementassociatedwiththeplanningapplicationreference2008/0718/P.
  2. TheProposedDevelopmentislocatedat86-88DelanceyStreet,London,NW17SA(the“Site”)intheLondonBoroughofCamden(LBC).
  3. LBCistheLocalPlanningAuthorityresponsiblefordeterminingtheapplication.TheLocalHighways/TransportAuthorityisalsoLBC.
  4. TheoriginalTPwaspreparedbyJMPinMay2011.Sincethen,therehasbeenachangeinproposalsregardingprivateparkingspacesandcyclespaces,alongwitharequirementtoupdatetransportpolicyinlinewithupdatednational,regionalandlocaltransportpolicy.CensusTraveltoWorkdatahasalsobeenreleasedfrom2011whichprovidesamoreaccuratepictureoflikelytravelpatternsattheSite.
  5. TheTPisrequiredpre-occupationfortheredevelopmentofthesitebytheerectionofa5-storeybuildingwithofficespace(ClassB1)atgroundfloorlevelandresidentialspaceabove(ClassC3)providing14self-containedunits(4x1-bed,5x2-bed and5x3-bedunits),includingadetached2-storeyunitatrearprovidingofficespace(ClassB1),7undergroundparkingspaces,28cyclespacesprovidedatbasementlevelwithaccessbyseparatestaircase,aclearlymarkeddisabledparkingspaceforvisitorsatgroundfloorlevel,andvehiclewaitingareaatgroundfloorlevelforresidents(the“ProposedDevelopment”).
  6. ThisRTPisinaccordancewiththenational,regionalandlocalpoliciesbyseekingtoensuresustainabletransporttoandfromthesite.
  7. TheSite islocatedinaPTALareadefinedas‘Excellent’ andassuchoffers excellentopportunitiesforwalking,cyclingandpublictransportuse.AmenitiessuchasshopsandleisurefacilitiesalongwithkeytransportlinksarelocatedincloseproximitytotheSite.
  8. SecurecycleparkingwillbeprovidedinexcessofLBCstandardsofonecycleparkingspaceperunit,with28cycleparkingspacesprovidedintotalattheSite.Atotalof7carparkingspaceswillbeprovidedattheSiteandthesewillbeallocatedandsoldtothelarger2and3bedroom units.
  9. Basedonthepredictedmodalsplittothesite,targetsforeachmodehavebeenset.Itshouldbenotedthattheactualbaselinemodesharewillbedeterminedfollowingresidentstravelsurveysthatwilltakeplace post-occupation.Thetargets willneedtoberevised inthe light ofthesesurveysandagreedwiththerelevantLBCTravelPlanningOfficer.
  10. Apackageofmeasureswillbeintroducedtoensurethetargetscanbemet.ThemeasureswillincludeaTPC,WelcomePacks,cycleparking,andoneyear`sfreecarclubmembershipforresidentswithnoparkingspace.
  11. TheRTP’sprogresswillbemonitoredbymeansoftravelsurveysconsistentwithTfL’sTRAVLmethodology.

|  |  |  |  |  |
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**AppendixA**

**PTAL**

|  |  |  |  |  |
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**AppendixHeading2**

**AppendixHeading3**

|  |  |  |  |  |
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**PTAIStudyReportFileSummary**

**PTAIRunParameters**

##### PTAIRun 20141203115448

##### Description 20141203115448

##### Runbyuser PTALwebapplicationDateandtime12/03/201411:54

**WalkFileParameters**

##### WalkFile PLSQLTest

##### DayofWeek M-F

##### TimePeriod AMPeak

##### WalkSpeed 4.8 kph

##### BUSWalkAccessTime(mins) 8

##### BUSReliabilityFactor 2.0

##### LULRTWalkAccessTime(mins) 12

##### LULRTReliabilityFactor 0.75

##### NATIONAL\_RAILWalkAccessTime(mins)12 NATIONAL\_RAILReliabilityFactor 0.75

##### Coordinates:528777,183559

#### Mode Stop Route Distance(metres)

##### BUS DELANCYST

#### Frequency

#### (vph) Weight

#### Walktime(mins)

**SWT**

#### (mins)

**TAT**

#### (mins) EDF AI

##### PARKWAY 274 68.28 8.0 1.0 0.85 5.75 6.6 4.544.54

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| BUS | CAMDENHIGH  SPLENDERST 88 | | 418.22 | 9.0 | 0.5 | 5.23 | 5.33 | 10.56 | 2.84 | 1.42 |
| BUS | CAMDENHIGH  SPLENDERST 29 | | 418.22 | 15.0 | 0.5 | 5.23 | 4.0 | 9.23 | 3.25 | 1.63 |
| BUS | CAMDENHIGH  SPLENDERST 24 | | 418.22 | 12.0 | 0.5 | 5.23 | 4.5 | 9.73 | 3.08 | 1.54 |
| BUS | CAMDENHIGH  SPLENDERST 27 | | 418.22 | 8.0 | 0.5 | 5.23 | 5.75 | 10.98 | 2.73 | 1.37 |
| BUS | CAMDENHIGH  SPLENDERST 253 | | 418.22 | 12.0 | 0.5 | 5.23 | 4.5 | 9.73 | 3.08 | 1.54 |
| BUS | CAMDENHIGH  SPLENDERST 214 | | 418.22 | 8.0 | 0.5 | 5.23 | 5.75 | 10.98 | 2.73 | 1.37 |
| BUS | CAMDENHIGH  SPLENDERST 134 | | 418.22 | 12.0 | 0.5 | 5.23 | 4.5 | 9.73 | 3.08 | 1.54 |
| BUS | CAMDENHIGH  SPLENDERST 168 | | 418.22 | 9.0 | 0.5 | 5.23 | 5.33 | 10.56 | 2.84 | 1.42 |
| BUS | CAMDEN  TOWN | 31 | 430.34 | 10.0 | 0.5 | 5.38 | 5.0 | 10.38 | 2.89 | 1.45 |
| STATION | | | | | | | | | | |
| BUS | DELANCYST  PARKWAY | C2 | 68.28 | 8.0 | 0.5 | 0.85 | 5.75 | 6.6 | 4.54 | 2.27 |
| LULRT | CamdenTown | NorthernLineMillHillEastto | 508.11 | 4.3 | 0.5 | 6.35 | 7.73 | 14.08 | 2.13 | 1.07 |
|  |  | Kennington |  |  |  |  |  |  |  |  |
| LULRT | CamdenTown | NorthernLine  EdgwaretoMorden | 508.11 | 8.3 | 0.5 | 6.35 | 4.36 | 10.72 | 2.8 | 1.4 |
| LULRT | CamdenTown | NorthernLineHigh  BarnettoKennington508.11 | | 5.4 | 0.5 | 6.35 | 6.31 | 12.66 | 2.37 | 1.19 |
| LULRT | CamdenTown | NorthernLine  Kenningtonto | 508.11 | 5.0 | 0.5 | 6.35 | 6.75 | 13.1 | 2.29 | 1.14 |

##### Edgware

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| LULRT | CamdenTown | NorthernLineMordentoMillHill | 508.11 | 1.0 | 0.5 | 6.35 | 30.75 | 37.1 | 0.81 | 0.4 |
|  |  | East |  |  |  |  |  |  |  |  |
| LULRT | CamdenTown | NorthernLineMordentoHigh | 508.11 | 3.7 | 0.5 | 6.35 | 8.86 | 15.21 | 1.97 | 0.99 |
|  |  | Barnet |  |  |  |  |  |  |  |  |
| LULRT | CamdenTown | NorthernLineHigh  BarnettoMorden | 508.11 | 9.0 | 0.5 | 6.35 | 4.08 | 10.43 | 2.88 | 1.44 |
| LULRT | CamdenTown | NorthernLineEdgwaretoMorden | 508.11 | 9.7 | 1.0 | 6.35 | 3.84 | 10.19 | 2.94 | 2.94 |
| LULRT | CamdenTown | NorthernLine  MordentoMillHill | 508.11 | 2.7 | 0.5 | 6.35 | 11.86 | 18.21 | 1.65 | 0.82 |
|  |  | East  CLAPHAM |  |  |  |  |  |  |  |  |
| NATIONAL\_RAILCAMDENROADJUNCTIONto  STRATFORD | | | 897.94 | 2.0 | 0.5 | 11.22 | 15.75 | 26.97 | 1.11 | 0.56 |
| NATIONAL\_RAILCAMDENROADCAMDENROADto  STRATFORD | | | 897.94 | 2.0 | 0.5 | 11.22 | 15.75 | 26.97 | 1.11 | 0.56 |
| NATIONAL\_RAILCAMDENROADRICHMONDto  STRATFORD | | | 897.94 | 4.0 | 1.0 | 11.22 | 8.25 | 19.47 | 1.54 | 1.54 |

##### TotalAIforthisPOIis34.14. PTALRatingis6a.

**PTAIStudyReportFileDetails**

##### Date 12/03/201411:54

##### DayofweekM-F TimeperiodAMpeakWalkspeed 4.8kph

##### Walkfile PLSQLTestPOIName:528777,183559

**BusServices**

##### Reliabilityfactorforthismodeis2

##### Maximumwalktimeforthismodeis8minutesMaximumwalkdistanceforthismodeis640.0metres

StopREGENTSPRDSTMARKSCR

WalktimetostopfromPOIis6.75minutesWalkdistancetostopfromPOIis540.31metres

Route274DirectionOUTFrequency8.0givingAWTof3.75minutesRoute274DirectionBACKFrequency8.0givingAWTof3.75minutes

StopCAMDENTOWNSTATION

WalktimetostopfromPOIis5.38minutesWalkdistancetostopfromPOIis430.34metres

Route88DirectionBACKFrequency9.0givingAWTof3.33minutesRoute29DirectionBACKFrequency15.0givingAWTof2.0minutesRoute24DirectionOUTFrequency12.0givingAWTof2.5minutesRoute27DirectionOUTFrequency8.0givingAWTof3.75minutesRoute27DirectionOUTFrequency8.0givingAWTof3.75minutesRoute253DirectionBACKFrequency12.0givingAWTof2.5minutesRoute214DirectionBACKFrequency8.0givingAWTof3.75minutesRoute134DirectionBACKFrequency12.0givingAWTof2.5minutesRoute168DirectionBACKFrequency9.0givingAWTof3.33minutesRoute31DirectionOUTFrequency10.0givingAWTof3.0minutesRoute31DirectionOUTFrequency10.0givingAWTof3.0minutes

StopCAMDENTOWNSTNCAMDENR

WalktimetostopfromPOIis7.71minutesWalkdistancetostopfromPOIis617.15metres

Route88DirectionOUTFrequency8.0givingAWTof3.75minutes

Route29DirectionBACKFrequency15.0givingAWTof2.0minutesRoute29DirectionOUTFrequency15.0givingAWTof2.0minutesRoute24DirectionBACKFrequency12.0givingAWTof2.5minutesRoute274DirectionBACKFrequency8.0givingAWTof3.75minutesRoute274DirectionOUTFrequency8.0givingAWTof3.75minutesRoute253DirectionOUTFrequency12.0givingAWTof2.5minutesRoute253DirectionBACKFrequency12.0givingAWTof2.5minutesRoute214DirectionOUTFrequency8.0givingAWTof3.75minutesRoute134DirectionOUTFrequency12.0givingAWTof2.5minutesRoute168DirectionOUTFrequency9.0givingAWTof3.33minutesRouteC2DirectionOUTFrequency8.0givingAWTof3.75minutes

StopCAMDENTNKENTISHTNRD

WalktimetostopfromPOIis6.94minutesWalkdistancetostopfromPOIis555.14metres

Route88DirectionBACKFrequency9.0givingAWTof3.33minutesRoute214DirectionBACKFrequency8.0givingAWTof3.75minutesRoute134DirectionBACKFrequency12.0givingAWTof2.5minutesRouteC2DirectionBACKFrequency8.0givingAWTof3.75minutes

StopCAMDENTOWNPARKWAY

WalktimetostopfromPOIis5.43minutesWalkdistancetostopfromPOIis434.08metres

Route274DirectionBACKFrequency8.0givingAWTof3.75minutesRouteC2DirectionBACKFrequency8.0givingAWTof3.75minutes

StopPARKWAYOVALROAD

WalktimetostopfromPOIis3.66minutesWalkdistancetostopfromPOIis292.75metres

Route274DirectionBACKFrequency8.0givingAWTof3.75minutesRouteC2DirectionBACKFrequency8.0givingAWTof3.75minutes

StopCAMDENTOWNSTNHIGHST

WalktimetostopfromPOIis6.44minutesWalkdistancetostopfromPOIis515.35metres

Route24DirectionOUTFrequency12.0givingAWTof2.5minutesRoute27DirectionOUTFrequency8.0givingAWTof3.75minutesRoute27DirectionOUTFrequency8.0givingAWTof3.75minutesRoute168DirectionBACKFrequency9.0givingAWTof3.33minutesRoute31DirectionOUTFrequency10.0givingAWTof3.0minutesRoute31DirectionOUTFrequency10.0givingAWTof3.0minutes

StopCAMDENTOWNGREENLANDRD

WalktimetostopfromPOIis6.72minutesWalkdistancetostopfromPOIis537.93metres

RouteC2DirectionOUTFrequency8.0givingAWTof3.75minutesStopCAMDENTOWNBAYHAMST

WalktimetostopfromPOIis7.03minutesWalkdistancetostopfromPOIis562.13metres

Route88DirectionOUTFrequency8.0givingAWTof3.75minutesRoute29DirectionOUTFrequency15.0givingAWTof2.0minutesRoute27DirectionBACKFrequency8.0givingAWTof3.75minutesRoute27DirectionBACKFrequency8.0givingAWTof3.75minutesRoute274DirectionOUTFrequency8.0givingAWTof3.75minutes

Route253DirectionOUTFrequency12.0givingAWTof2.5minutesRoute214DirectionOUTFrequency8.0givingAWTof3.75minutesRoute134DirectionOUTFrequency12.0givingAWTof2.5minutesRoute168DirectionOUTFrequency9.0givingAWTof3.33minutesRoute31DirectionBACKFrequency10.0givingAWTof3.0minutesRoute31DirectionBACKFrequency10.0givingAWTof3.0minutesRoute31DirectionOUTFrequency10.0givingAWTof3.0minutesRoute31DirectionOUTFrequency10.0givingAWTof3.0minutesRouteC2DirectionOUTFrequency8.0givingAWTof3.75minutes

StopALBANYSTGLOUCESTERGT

WalktimetostopfromPOIis4.81minutesWalkdistancetostopfromPOIis384.94metres

RouteC2DirectionBACKFrequency8.0givingAWTof3.75minutesRouteC2DirectionOUTFrequency8.0givingAWTof3.75minutes

StopGLOUCESTERAVENUE

WalktimetostopfromPOIis2.99minutesWalkdistancetostopfromPOIis239.11metres

Route274DirectionOUTFrequency8.0givingAWTof3.75minutesRoute274DirectionBACKFrequency8.0givingAWTof3.75minutes

StopCAMDENHIGHSPLENDERST

WalktimetostopfromPOIis5.23minutesWalkdistancetostopfromPOIis418.22metres

Route88DirectionBACKFrequency9.0givingAWTof3.33minutesRoute29DirectionBACKFrequency15.0givingAWTof2.0minutesRoute24DirectionOUTFrequency12.0givingAWTof2.5minutesRoute27DirectionOUTFrequency8.0givingAWTof3.75minutesRoute27DirectionOUTFrequency8.0givingAWTof3.75minutesRoute253DirectionBACKFrequency12.0givingAWTof2.5minutesRoute214DirectionBACKFrequency8.0givingAWTof3.75minutesRoute134DirectionBACKFrequency12.0givingAWTof2.5minutesRoute168DirectionBACKFrequency9.0givingAWTof3.33minutes

StopBAYHAMSTREETPLENDERST

WalktimetostopfromPOIis6.14minutesWalkdistancetostopfromPOIis490.83metres

Route88DirectionOUTFrequency8.0givingAWTof3.75minutesRoute29DirectionOUTFrequency15.0givingAWTof2.0minutesRoute24DirectionBACKFrequency12.0givingAWTof2.5minutesRoute27DirectionBACKFrequency8.0givingAWTof3.75minutesRoute27DirectionBACKFrequency8.0givingAWTof3.75minutesRoute253DirectionOUTFrequency12.0givingAWTof2.5minutesRoute214DirectionOUTFrequency8.0givingAWTof3.75minutesRoute134DirectionOUTFrequency12.0givingAWTof2.5minutesRoute168DirectionOUTFrequency9.0givingAWTof3.33minutes

StopDELANCYSTALBERTST

WalktimetostopfromPOIis3.27minutesWalkdistancetostopfromPOIis261.95metres

Route274DirectionOUTFrequency8.0givingAWTof3.75minutesRouteC2DirectionOUTFrequency8.0givingAWTof3.75minutes

StopDELANCYSTPARKWAY

WalktimetostopfromPOIis0.85minutesWalkdistancetostopfromPOIis68.28metres

Route274DirectionOUTFrequency8.0givingAWTof3.75minutesRouteC2DirectionOUTFrequency8.0givingAWTof3.75minutes

StopPRATTSTREET

WalktimetostopfromPOIis4.52minutesWalkdistancetostopfromPOIis361.36metres

Route274DirectionOUTFrequency8.0givingAWTof3.75minutesRouteC2DirectionOUTFrequency8.0givingAWTof3.75minutes

TATsforthismode

Route274StopDELANCYSTPARKWAYTAT6.6minutesEDF4.54

Route88StopCAMDENHIGHSPLENDERSTTAT10.56minutesEDF2.84 Route29StopCAMDENHIGHSPLENDERSTTAT9.23minutesEDF3.25 Route24StopCAMDENHIGHSPLENDERSTTAT9.73minutesEDF3.08 Route27StopCAMDENHIGHSPLENDERSTTAT10.98minutesEDF2.73 Route253StopCAMDENHIGHSPLENDERSTTAT9.73minutesEDF3.08 Route214StopCAMDENHIGHSPLENDERSTTAT10.98minutesEDF2.73 Route134StopCAMDENHIGHSPLENDERSTTAT9.73minutesEDF3.08 Route168StopCAMDENHIGHSPLENDERSTTAT10.56minutesEDF2.84 Route31StopCAMDENTOWNSTATIONTAT10.38minutesEDF2.89

RouteC2StopDELANCYSTPARKWAYTAT6.6minutesEDF4.54

##### BestEDFis4.54

##### HalfofallotherEDFsis15.54 AIforthismodeis20.08

**UndergroundServices**

##### Reliabilityfactorforthismodeis.75

##### Maximumwalktimeforthismodeis12minutesMaximumwalkdistanceforthismodeis960.0metres

StopMorningtonCrescent

WalktimetostopfromPOIis8.61minutesWalkdistancetostopfromPOIis688.71metres

RouteNorthernLineKenningtontoMillHillEastDirectionN/BFrequency0.3givingAWTof100.0minutesRouteNorthernLineEdgwaretoMordenDirectionS/BFrequency8.3givingAWTof3.61minutes

RouteNorthernLineHighBarnettoKenningtonDirectionS/BFrequency5.4givingAWTof5.56minutesRouteNorthernLineMordentoEdgwareDirectionN/BFrequency4.3givingAWTof6.98minutes

RouteNorthernLineKenningtontoHighBarnetDirectionN/BFrequency4.7givingAWTof6.38minutesRouteNorthernLineKenningtontoEdgwareDirectionN/BFrequency5.0givingAWTof6.0minutes

RouteNorthernLineEdgwaretoKenningtonDirectionS/BFrequency1.3givingAWTof23.08minutesRouteNorthernLineMillHillEasttoKenningtonDirectionS/BFrequency4.3givingAWTof6.98minutesRouteNorthernLineMordentoMillHillEastDirectionN/BFrequency1.0givingAWTof30.0minutesRouteNorthernLineMordentoHighBarnetDirectionN/BFrequency3.7givingAWTof8.11minutes

StopCamdenTown

WalktimetostopfromPOIis6.35minutesWalkdistancetostopfromPOIis508.11metres

RouteNorthernLineKenningtontoEdgwareDirectionN/BFrequency5.0givingAWTof6.0minutesRoute NorthernLineMordentoMillHillEastDirectionN/BFrequency1.0givingAWTof30.0minutesRoute NorthernLineHighBarnettoMordenDirectionS/BFrequency9.0givingAWTof3.33minutesRoute NorthernLineMillHillEasttoKenningtonDirectionS/BFrequency4.3givingAWTof6.98minutesRoute NorthernLineMordentoEdgwareDirectionN/BFrequency4.3givingAWTof6.98minutes

RouteNorthernLineKenningtontoMillHillEastDirectionN/BFrequency0.3givingAWTof100.0minutesRouteNorthernLineEdgwaretoMordenDirectionS/BFrequency9.7givingAWTof3.09minutes

RouteNorthernLineMordentoHighBarnetDirectionN/BFrequency6.3givingAWTof4.76minutesRouteNorthernLineEdgwaretoKenningtonDirectionS/BFrequency1.3givingAWTof23.08minutesRouteNorthernLineEdgwaretoMordenDirectionS/BFrequency8.3givingAWTof3.61minutesRouteNorthernLineMordentoHighBarnetDirectionN/BFrequency3.7givingAWTof8.11minutes

RouteNorthernLineHighBarnettoKenningtonDirectionS/BFrequency5.4givingAWTof5.56minutesRouteNorthernLineMordentoEdgwareDirectionN/BFrequency9.7givingAWTof3.09minutes

RouteNorthernLineMillHillEasttoMordenDirectionS/BFrequency0.3givingAWTof100.0minutesRouteNorthernLineKenningtontoHighBarnetDirectionN/BFrequency4.7givingAWTof6.38minutesRouteNorthernLineMordentoMillHillEastDirectionN/BFrequency2.7givingAWTof11.11minutes

TATsforthismode

RouteNorthernLineMillHillEasttoKenningtonStopCamdenTownTAT14.08minutesEDF2.13 RouteNorthernLineEdgwaretoMordenStopCamdenTownTAT10.72minutesEDF2.8

RouteNorthernLineHighBarnettoKenningtonStopCamdenTownTAT12.66minutesEDF2.37 RouteNorthernLineKenningtontoEdgwareStopCamdenTownTAT13.1minutesEDF2.29 RouteNorthernLineMordentoMillHillEastStopCamdenTownTAT37.1minutesEDF0.81 RouteNorthernLineMordentoHighBarnetStopCamdenTownTAT15.21minutesEDF1.97 RouteNorthernLineHighBarnettoMordenStopCamdenTownTAT10.43minutesEDF2.88 RouteNorthernLineEdgwaretoMordenStopCamdenTownTAT10.19minutesEDF2.94

RouteNorthernLineMordentoMillHillEastStopCamdenTownTAT18.21minutesEDF1.65

##### BestEDFis2.94

##### HalfofallotherEDFsis8.45 AIforthismodeis11.39

**RailServices**

##### Reliabilityfactorforthismodeis.75

##### Maximumwalktimeforthismodeis12minutes

##### Maximumwalkdistanceforthismodeis960.0metres

StopCAMDENROAD

WalktimetostopfromPOIis11.22minutesWalkdistancetostopfromPOIis897.94metres

RouteCLAPHAMJUNCTIONtoSTRATFORDDirectionT528-T750Frequency2.0givingAWTof15.0minutesRouteCAMDENROADtoSTRATFORDDirectionT47-T750Frequency2.0givingAWTof15.0minutes

RouteRICHMONDtoSTRATFORDDirectionT504-T750Frequency4.0givingAWTof7.5minutes

TATsforthismode

RouteCLAPHAMJUNCTIONtoSTRATFORDStopCAMDENROADTAT26.97minutesEDF1.11 RouteCAMDENROADtoSTRATFORDStopCAMDENROADTAT26.97minutesEDF1.11

RouteRICHMONDtoSTRATFORDStopCAMDENROADTAT19.47minutesEDF1.54

##### BestEDFis1.54

##### HalfofallotherEDFsis1.11 AIforthismodeis2.65

##### TotalAIforthisPOIis34.13.X:528777,Y:183559. PTALRatingis6a.

**AppendixB**

**Camden BusMap**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| JobNo | ReportNo | Issueno | ReportName | Page |
| ST15075 |  |  | 86-88DelanceyStreet | B1 |

**AppendixHeading2**

**AppendixHeading3**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Page | JobNo | ReportNo | Issueno | ReportName |
| B2 | ST15075 |  |  | 86-88DelanceyStreet |

NightbusesfromCamdenTown

N279

N20

WalthamCross

Key

Edgware

NS

EdgwareCommunityHospital

Barnet

Church

—**O** ConnectionswithLondonUnderground

BurntOak

Broadway

BurntOak

GrahamePark

OuakersCourse

Colindale

ColindaleAvenue

EdgwareRoad

HighBarnet

Whetstone

Griffin

WhetstoneHighRoad

TorringtonPark

NorthFinchley

TallyHoCorner

FriernBarnet

TownHall

24 hourservice

134

PalmersGreen

NorthCircularRoad

WoodGreen

HighRoad

WinchmoreHill

Enfield

Little ParkGardens

EnfieldTown N29

ENFIELD

Turkey Street

PondersEnd

HighStreet

EdmontonGreen

oConnectionswithLondonOverground

RConnectionswithNationalRail

BConnectionswithriverboats

Hendon

QueensRoad

FinchleyCentral

ColneyHatchLane

WoodGreen

UpperEdmonton

AngelCorner for Silver Street

WhiteHartLane

Routefinder

HendonCentral

BrentGreen

GoldersGreen

NorthCircularRoad

GoldersGreen

EastFinchley

Cemetery

EastFinchley

WoodGreen

ShoppingCity

TurnpikeLane

BruceGrove

Nightbusesincluding24-hourservices

Busroute Towards Busstops

24hour

NorthEndRoad

HampsteadWay

HampsteadHeath

JackStraw'sCastle

Hampstead

RoyalFreeHospital

24 hourservice

24

HampsteadHeath

SouthEndGreen

24 hourservice

214

HighgateVillage

NorthRoad

ParliamentHillFieldsMalden Road

Highgate

24 hourservice

C2

MuswellHill

Broadway

Archway

TufnellPark

HarringayGreenLanes

ManorHouse

Tottenham

Swan

SevenSisters

StamfordHill StamfordHill

Broadway

Clapton ClaptonPond

24

27

88

134

service

24hourservice

24hourservice

24hourservice

HampsteadHeath X

Pimlico DMSV

ChalkFarm K+X

ChiswickBusinessPark DMTV

Clapham Common CTV

NorthFinchley ALYAL

BelsizePark

AdelaideRoad

SwissCottage

ChalkFarm

ChalkFarm

Morrisons

24 hourservice

27

HighgateRoad

KentishTown

FinsburyParkHolloway

Nag'sHead

HollowayPrison

ROYAL COLLEGE STREET

CamdenRoad

Brecknock Road

N

C

RA

S

RO

AD

HackneyCentral

Mare StreetWellStreetfor

y LondonFields

CambridgeHeath

BethnalGreen

214

C2N5

HAWLEY ROAD

24hourservice

24hourservice

TottenhamCourtRoad DSV

HighgateVillage A+LYAL

Moorgate DRTW R

ParliamentHillFields AÈÍL

Victoria 0¢{DRT

K+X

South Hampstead

Y

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CAMDEN

GARDENS

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CAMDEN ST.

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Camden

E

KENTISH TOWN ROAD

L

Whitechapel

Edgware

TrafalgarSquare

DMSW

BelsizeRoad

AbbeyRoad

KilburnHighRoad

KilburnPark

CAMDEN HIGH

Lock

CamdenTown

E

CAMDEN HIGH STREET

PARKWAY

JAMESTOWN

ROAD

INVERNESS ST.

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CAMDEN ROAD

GREENLAND

ROAD

RANDOLPH ST.

Road

forRoyalLondonHospital

Aldgate East

Aldgate

N2S3

K

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OLLEG

AL C

BU

BAYNES ST.

C

N20 Barnet ALY

TrafalgarSquare DSW

N28 Wandsworth K+UX

N29 Enfield EGNY

TrafalgarSquare FSV

N31 ClaphamJunction UX

N253 Aldgate EGNY

Tottenham CourtRoad FSW

N279 TrafalgarSquare FSV

WalthamCross EGNY

STREET

ShirlandRoad

TheChippenham

STREE

PRATT

Daybuses

Fordaybusinformation,pleaseseeseparateposter.

ET

E

HarrowRoad

PoliceStation

WestbournePark

PaddingtonQueensway

Marylebone

BakerStreetforMadameTussaud's

Regent'sPark

GreatPortlandStreet

MorningtonCrescent

WarrenStreet

StPancrasHospital

EustonEustonSquare

StPancrasInternational

E

D

BAYHAM STREET

HARLINGTON RD

T

ALBERT STREET

R

T

AN EY S

C

L

King'sCross

PentonvilleRoad

Islington

Angel

CityRoad

NottingHillGate

High StreetKensingtonKensington High Street

WestBrompton

NewCavendishStreet

OxfordCircus

GreenPark

TottenhamCourtRoad

134 service N2S3

24 hour

GowerStreet

OldStreet

Moorgate

FinsburySquare

24 hourservice

214

KensingtonOlympia

EarlsCourt

OldBromptonRoad

Chelsea

HydeParkCorner

RegentStreet

PiccadillyCircus

LeicesterSquareTrafalgarSquare

forCharingCross

NS N20 N29N279

24 hourservice

27

Hammersmith

World'sEnd

Victoria C2 24 hour

Westminsters

Chiswick

BusinessPark

TurnhamGreen

Church

BusStation

Ravenscourt

Park

WestKensington

FulhamBroadway

24 hourservice

24

Pimlico

StGeorge'sSquare

Pimlico

service

VictoriaStreet

ParliamentSquare

MarshamStreet

HorseferryRoad

I

RiverThames

StamfordBrook

BusGarage

Wandsworth Bridge

RiverThames

WandsworthTown

Wandsworth

BatterseaBridgeRoad

GrosvenorRoad

RiverThames

JohnIslip Street

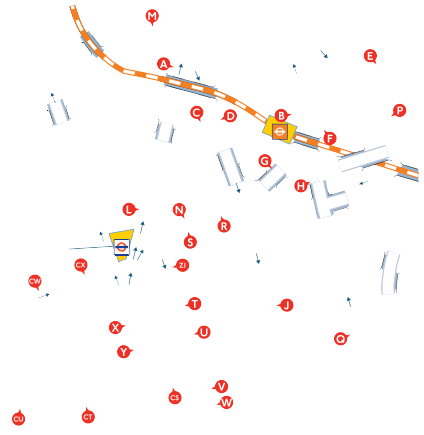
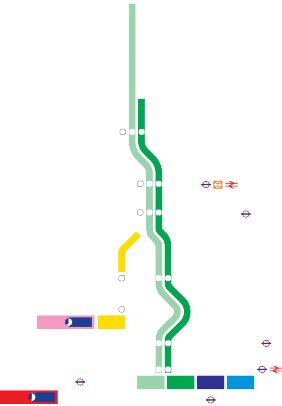
TateBritain

Vauxhall

TFL25123.11.12(P)

Night busservices

Key Destination Busroutes Busstops Destination Busroutes Busstops Destination Busroutes Busstops



SouthsideShoppingCentre

N28

T

ClaphamJunction

N31

24 hourservice

88

Stockwell

ClaphamNorthfor ClaphamHigh Street

ClaphamCommonClaphamCommonOldTown

©TransportforLondonInformation correct from 10 November 2012

BusesfromCamdenTown

HIGHGATE

214 HighgateVillage

24hourservice

134

NorthFinchleyTallyHoCorner

FriernBarnetTownHall

29

WoodGreen

WOODGREEN

Routefinder

Hampstead

RosslynHill

RoyalFreeHospitalHampsteadHeath

SouthEndGreen

24hourservice

NorthRoad

24hour

MuswellHillBroadway

Highgate

TurnpikeLane

HarringayGreenLanes

StamfordHill

|  |  |  |  |
| --- | --- | --- | --- |
| Busroute | | Towards | Busstops |
| 24 | 24hourservice | HampsteadHeathPimlico | X  D,M,S,V |
| 27 | 24hourservice | ChalkFarm  ChiswickBusinessPark | X  D,M,T,V |
| 29 | | TrafalgarSquareWoodGreen | F,S,V  E,G,N,Y |
| 31 |  | WhiteCity | U,X |
| 46 | | FarringdonStreetLancasterGate | D,J  B,H,Q |
| 88 | 24hourservice | ClaphamCommon | C,T,V |
| 134 | 24hourservice | NorthFinchleyTottenhamCourtRoad | A,L,Y  D,S,V |
| 168 | | HampsteadHeathOldKentRoad | X  D,M,R,T,W |
| 214 | 24hourservice | HighgateVillageMoorgate | A,L,Y  D,R,T,W |
| 253 | | Euston  HackneyCentral | F,R,T,W  E,G,N,Y |
| 274 | | IslingtonLancasterGate | B,CW,CX,G,N,P  CS,CT,CU,H,R,T |
| C2 | 24hourservice | ParliamentHillFieldsVictoria | A,CW,CX,L  CS,CT,CU,D,R,T |

Daybusesincluding24-hourservices

24hour

C2service

Fitzjohn'sAvenue

SwissCottage

SouthHampstead

BelsizePark

HaverstockHill

AdelaideRoad

24service

168

Chalk Farm

MaldenRoad

ChalkFarmRoad

TheRoundhouse

Chalk Farm

Morrisons

27

24hourservice

ParliamentHill

FieldsHighgateRoad

KentishTown

FireStation

KentishTownWest

HAWLEY ROAD

CamdenLock

CAMDEN HIGH STREET

KENTISH TOWN ROAD

ArchwayTufnellPark

KentishTown

ROYAL COLLEGE STREET

CamdenRoad

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CAMDEN

GARDENS

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CAMDEN ST.

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C

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ManorHouseFinsburyPark

HOLLOWAY

Holloway

Nag'sHead

HollowayPrison

YorkWay

T P

S A

N

C

RA

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RO

AD

AgarGrove

K

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CA

JAMESTOWN

ROAD

BU

RANDOLPH ST.

BAYNES ST.

C

ClaptonClaptonPondHackneyCentral

253

HACKNEY

BelsizeRoad

AbbeyRoad

KilburnHighRoad

KILBURN

KilburnPark

ShirlandRoad

StJohn'sWood

MaidaVale

HallRoad

Regent's

GloucesterAvenue

CAMDEN H

CamdenTown

REE

CAMDEN STREET

PARKWAY

INVERNESS ST.

GREENLAND

ROAD

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CAMDEN ROAD

CamdenStreet

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STREET

PRATT

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AN EY S

C

L

E

StPancras

HARLINGTON RD

ALBERT STREET

MarketRoadforCaledonianRoad

PentonvillePrison

CaledonianRoad

&Barnsbury

CopenhagenStreet

Hemingford Road

Nightbuses

BAYHAM STREET

T

OLLEG

TheChippenham

HarrowRoad

WarwickAvenue

LondonZoo

Prince

ParkRoad

MorningtonCrescent

International

EversholtStreet

King'sCross

Pentonville

Road

Islington

Angel

274

|  |  |  |
| --- | --- | --- |
| Busroute | Towards | Busstops |
| N5 | EdgwareTrafalgarSquare | X  D,M,S,W |
| N20 | Barnet  TrafalgarSquare | A,L,Y  D,S,W |
| N28 | Wandsworth | U,X |
| N29 | EnfieldTrafalgarSquare | E,G,N,YF,S,V |
| N31 | ClaphamJunction | U,X |
| N253 | Aldgate  TottenhamCourtRoad | E,G,N,YF,S,W |
| N279 | TrafalgarSquareWalthamCross | F,S,V  E,G,N,Y |

PoliceStation

AlbertRoad

Lord'sCricket

AlbanyStreet

Hampstead Road

WarrenStreet

EUSTON

Euston

OldStreet

Gray'sInnRoad

Moorgate

Westbourne

31 Park

Oueensway

StMary's

Hospital

Ground

Regent's

Park

Russell

Square

253

Chancery

Lane

FinsburySqaure

24hour

White CityBus Station

forWestfieldHolland

Park

Paddington

NottingHillGate

Marylebone

OrchardStreet

BakerStreet

for Madame Tussaud's

GreatPortlandStreet

Oxford

24hourservice

134

University

CollegeHospital

TottenhamCourtRoad

Holborn

Holborn

Circus

214

FarringdonStreet

StonecutterStreet

46

service

Shepherd'sBush

HighStreet

Selfridges

MarbleArch

Circus

Regent

Piccadilly

LeicesterSquare

Aldwych

forCoventGarden

Kensington

Street

Circus TrafalgarSquare

RiverThames

forWestfield

LancasterGate

GreenPark

29 forCharingCross

WhitehallHorseGuardsParade

Waterloo

24hourservice

27

Kensington

46274

Westminster

forSouthbankArtsCentreandIMAXCinema

ChiswickBusinessPark

Stamford

Olympia

Pimlico

HydeParkCorner

VictoriaStreet

ParliamentSquare

TateBritain

Elephant&Castle

Brook

BusGarage

Hammersmith BusStation

GrosvenorRoad

24hourservice

24

Pimlico

C2

Victoria

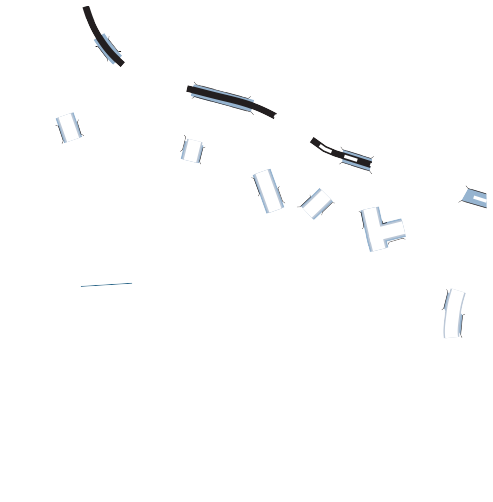
24hourservice

Vauxhall

WATERLOO

NewKentRoad

TurnhamGreen



Church

RavenscourtPark

StGeorge'sSquare

VICTORIA

RiverThames

CLAPHAM

88

24hourservice

StockwellClaphamNorth

forClaphamHighStreet

ClaphamCommonClaphamCommonOldTown

BricklayersArms

OldKentRoad

Tesco

168

Informationcorrectfrom10 November2012

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**AppendixC**

**WelcomePackExample**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| JobNo | ReportNo | Issueno | ReportName | Page |
| ST15075 |  |  | 86-88DelanceyStreet | C1 |

**AppendixHeading2**

**AppendixHeading3**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Page | JobNo | ReportNo | Issueno | ReportName |
| C2 | ST15075 |  |  | 86-88DelanceyStreet |



**DearResident,**

Welcometoyour new homeatGladstonePlace

CirclewouldliketotakethisopportunitytowelcomeyoutoyournewhomeatGladstonePlace.

AspartoftheGladstonePlacedevelopment,CircleHousinghasworkedincollaborationwithJMPTransportConsultantstoproduceaResidentialTravelPlanforthewholesite.

AResidentialTravelPlanisapackageofmeasuresdesignedtosupportmoresustainableformsoftravel,suchaswalking,cyclingandpublictransportandtoreducerelianceonprivatecaruse.

Itisrecognisedthattravelbehaviourbecomesroutine,andmovingtoanewhomeprovidesa uniqueopportunityforyoutodevelopnew,healthier,cheaperandmoreenvironmentallyfriendlyformsoftravel.

Residents*’*TravelPack

AdetailedResidents’TravelPackisincludedwiththisletterforyoutobrowsethroughandfindoutyourlocaltraveloptions.ThepackisprovidedaspartoftheResidentialTravelPlanandaimstoprovideyouwithalltheinformationyouneedinordertochoosehowtotravel,whetherlocallyorthroughoutLondon.Itisalsointendedtoprovideyouwithinformationonwaystotravelthatyoumaynotcurrentlyuse—forexamplecycling,whichcanbeahealthyandcheapwaytotravelshortdistances.

Why nothavealookthroughyourTravelPackandseewhatfacilitiesarelocaltoyouandhowyoucanaccessthese?

FacilitiesAvailabletoResidents

SecurecycleparkinghasbeenprovidedforresidentsatGladstonePlace,with208spacesforsoleusebyresidents.Thecycleparkingissituatedonthegroundfloorinthemaincarparkarea,neartherefusestoragearea.ThecycleparkingareacanbeaccessedatentrancesoppositeCrudenHouse.

Localonandoff-roadcycleroutesareeasilyaccessiblefrom GladstonePlace.CycleSuperhighway2isaccessibleashortdistanceawayonBowRoad.Approvedlocalcycleroutesprovideyouwithasafer,fasterandmoredirectrouteandcouldbeausefulwayofgettingintocentralLondon.Didyouknowthatittakesjust26minutestocyclefromGladstonePlacetoStratfordInternational?Lookatthejourneyplannerat[www.tfl.gov.uk/cycling](http://www.tfl.gov.uk/cycling)tofindoutsaferroutesandquickertraveltimes.

Ifyouhaven’triddenabikeforawhile, oryoufeellikeyouwouldliketoimproveyourcyclingskills,theLondonBoroughofTowerHamletsoffersfreecycletrainingforadultswho live,work,orstudyin theborough.Ifyouwouldlikebookcycletrainingemail[cycling@towerhamlets.gov.uk](mailto:cycling@towerhamlets.gov.uk)orcall02073646940.

Walkingis alsoanexcellent formoftransport,alongwithbeingtotally free.Thewebsite[www.walkit.com](http://www.walkit.com/)givesdoortodoordirections,journeytimesandcaloriesburntforalljourneysbyfoot.Forexample,walkingfromGladstonePlacetoVictoriaParktakesapproximatelytenminutesandwouldburnaround48calories.

CarParking

DuetotheaccessiblelocationofGladstonePlace,carparkingspaceshavebeenlimitedto47spacesforresidentsofthedevelopment.ItshouldbenotedthatmanyofthesurroundingstreetsfallunderaControlledParkingZone(CPZ)meaningthatparkingisonlyallowedthroughresidentialpermits.

Wehopethissummaryletterhasbeenusefultoyou.PleasekeepitforreferencealongwithyourTravelPackwithinyournewhome.

**KindRegards,**

**CircleHousing&JMPConsultants**



Welcometravelpackinformationprovidedby

**AppendixD**

**Zipcar Information**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| JobNo | ReportNo | Issueno | ReportName | Page |
| ST15075 |  |  | 86-88DelanceyStreet | D1 |

**AppendixHeading2**

**AppendixHeading3**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Page | JobNo | ReportNo | Issueno | ReportName |
| D2 | ST15075 |  |  | 86-88DelanceyStreet |



SolsticePoint,CamdenJMurphy and SonsLtd

### Proposal: September 2014

AdamBream

UKPropertyDevelopments

DD:02030047860

[abream@zipcar.co.uk](mailto:abream@zipcar.co.uk)



WhatisZipcar?

Zipcar is a pay-as-you-go carclub designedtoprovidememberswithaccesstocars andvansas quicklyand convenientlyas possiblewith theleastamountofhassle.Our teamispassionateaboutbringing thisinnovativeconceptto everyurban streetas asimpler,moreefficient,moresustainablewayto useacar.

Zipcar is theworld’slargestcar clubwithover10,000 vehiclesworldwideand 1,800acrossthe UK.Zipcarnowoperates in London,Oxford,CambridgeandBristoland we’relaunchingincities acrossEurope(Barcelona,Madrid,Parisand Viennasofar).Zipcarpositions carsacrosshigh-densityresidentialand businessdistricts.Each Zipcarmemberreceives a smart‘Zipcard’which allowsthemtobookand pickup anyoneof thevehiclesin thefleet24/7,365daysayear.

Usage ischarged in 30minuteunits, with aminimumbookingtimeof1 hour at atypical rateof £6.00perhour;atypicalchargeof £54.00 appliesfor a24hourreservation.Included inthispriceisinsuranceand60-milesof freefuelper24hours. After thatthere is atypicalmileagechargeof25ppermile.

UsingZipcar

TheZipcarprocesshasbeen designedtoprovidesimplicityandlittleadministration–thereare nodepotsor depositsinvolved(headachestypicallyfoundwith regularcar hire).Oncethe person hasbecome amemberthereis nofurtherformfilling requiredtohire avehicleanywhere in theworld.

Using Zipcarcouldn’tbeeasier: membersletthemselves inandoutof thecarswith theirsmartcard orbyusingthe freeZipcarapp. Thereis thereforeno queuing forcar collection

/return.Theysimply:

* Bookonlineorvia theiPhone/Android appormobileinternetsite
* IdentifytheirZipcar
* Use theirsmartcard,orsmartphonetounlockthedoor
* Checkfordamage
* Takethekeys
* Use thefuelcard topayforpetrol



Zipcar&PropertyDevelopments

Zipcarworkswith aneverincreasing numberofPropertyDevelopers,TransportConsultantsand HousingAssociationsacrossthe UKto:

* Increasethe likelihoodof gaining planning permissionona site
* Addressing specificSection106or Travel Planrequirements
* Reducing theneedtoprovidecostlyprivateparking
* Actas ausefulmarketing toolto help sellpropertieswith a limitedparking provision

AGreenTransportSolution

A largeproportionof yourfutureresidentsmayhave aprivatevehicle,butmaynotreallyneed one.Theymaycommutetoworkusing publictransport andjusthave acar foroccasionaluse. A relationship with theworld’slargestcar sharing clubwould definitelyassistin reducing thecarbon footprint ofyourresidents,provide aconvenientandeasily-usedservice,and savethema substantial amountofmoney.

EveryZipcartakes an average of20privatelyowned cars offtheroadsofthe UK,becausemembersoften sell(ordon'treplace)a carwhentheyjoin.

Zipcar is a servicethat benefitsthewholecommunity.We havefound that carclubmemberschoosetodrive acarlessafterjoining Zipcar;theaveragecarclubmember onlyactuallyclocksup between403 and 414 miles ayear which is significantlylessthan privatevehicleowners.This is becausetheybothmakebetteruseof publictransportand thinkmuchharderabouttheirtransportoptionsaccording towhattheyneedtoachieveand thecostassociated withthatdecision.

Notonlythisbut carclub vehiclesaretypicallybetween 10%and33%moreefficient intermsof carbon dioxideemissionsperKM travelled,in comparisontotheaverage car,becauseoperatorschosenew andfuelefficient models.

DevelopmentViability

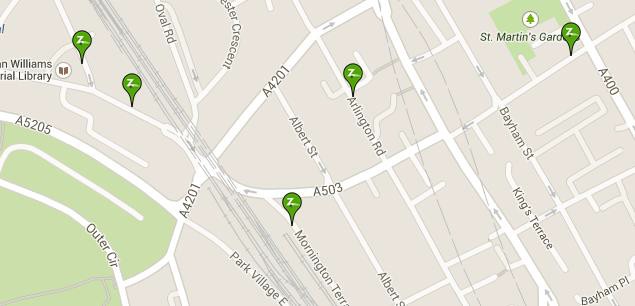
Zipcarhasbeenoperating in theboroughofCamdensince2005and isnowworking inpartnership withthe council toprovide carclubson-street to residents.Wecurrentlyhave155vehiclesin theborough andover 7,100 members.The carsareperforming well,beingusedapproximately 8hours a day.

Inour opinion a carclub could workwell atthislocation givensupportfrom thedeveloper inthe earlyphasesofthedevelopment.Thecurrent proximitytolocaltransportlinks isverygood (approximatelyPTAL6)which is encouraging forthe carclub’schancesof success,assynergywith publictransportlinksis akeycontributor to good carclub performance.Thismakes itlikelythattheresidents ofthisdevelopmentwill notneed acar forwork–essentialtothe successofthe scheme.

We have considered thehigh parking ratioon site andwould haveconcerns regardingaccesstoavehicleparkedin asecure,basement-levellocation, asall Zipcarvehiclesneedtobeaccessibletoallmembers andrequiregoodphonesignalforlocking/unlockingprocedures.

As themap belowindicates,thereis averystrong networkofZipcarvehicles in thevicinityof thedevelopment andasa result, Zipcarwould notseekto immediately addfurthervehicles onsite;theexisting networkis more thansufficient to meetthe carclubneedsofresidents. Atthefivelocationshighlighted below,there is amixof8 vehicles:

* 5x VWGolf



* 2x VauxhallCorsa
* 1x VWTransporter

ExistingNetwork



MarketingPackage

**Option 1**

A Zipcarwelcomepackforeach unitthatentitles theoccupierto1 years’freemembership(usually£49.59+VATperannum)and £30driving credit.Thiscomestoa totalcontributionof

£522.13+VATforthe 7 units detailed,whichwewouldbepreparedto discountby10%to

£469.92+VAT.Thissumistobepaidpriortothe date of firstoccupation.

**Option 2**

A Zipcarwelcomepackforeach unitthatentitles theoccupierto 2 years’freemembership(usually£49.59+VATperannum)and £50driving credit.Thiscomestoa totalcontributionof

£985.96+VATforthe 7 units detailed,whichwewouldbepreparedto discountby20%to

£788.77+VAT.Thissumistobepaidpriortothe date of firstoccupation.

In exchangeZipcarwould committoacontractualobligation torun the carclubschemeatthe development for2years afterthecompletionof thefinalunit.Thisensuresthat if aresident doesn’timmediatelyrequiretheuseof acarclub vehiclenearby,theywillstillbeable to redeemthemembership offerupto 24monthspriorto the development’sopening.

Zipcarwillalsoprovide 1year’sfreebusinessaccount(usually£119)foranycommercialentityoperating fromorinconjunction withthesiteatnofurthercostto thedeveloper.

MarketingProposal

A free membership toZipcar is an excellentmarketingtooltoutilise with prospectivebuyerswho, duetolowparking ratios andparking restrictions, areunabletohave theirownvehicleon site.Wewouldmarketthefreememberships asabenefit paid forbythedeveloperthatprovidesresidentswith a cheaper, greenermoreconvenient alternativetoprivate carownership. In thiswayZipcaradds realvalueto thedevelopment andis anexcellent solutiontothe recurring problem ofprospectiveresidentsnotbeing abletohavetheirown vehicle on siteduetoalackofspace.

Zipcarwould promoteitsservicetotheresidentsof theSolsticePointdevelopment througha numberofways.

**Bespoke marketingmaterial:**Thiswould outlinetheoffersyourresidentsare entitled to.We find thatthis iscrucial in generating earlyinterestin thescheme;thesewould bepartof

each residentswelcomepack.Additionallywewould recommendthat amailshot is sent ata later datereminding residents oftheservice.



**Advertisingwithin the development**:Zipcarwould advertisewithinthedevelopmentitselfthrough posters andleaflets in communalareas.

**Launch dayevent**:Ourpromotionsteamareveryexperienced and havea number offunand excitingwaystoinformresidentsofthe fantastic deal that the developer hassecuredforthem.Techniquesusedby our promotionsteamincludeinflatablecars,balloons,bannersand laptopsthatallowour teamtoshownewmembershowtheserviceworks andassist in helping them signup.

Thisapproachwould havethemostimpact ifconductedat any open daysorcommunityeventswithin thedevelopment.

VehicleMix



Zipcarhas avehicletypeforeveryoccasion.This willensure thatyourresidentsgetthebestpossibleservice, andcanfinda vehicletosuittheirneeds. Zipcarmembership alsoincludesZipvan membership –providing our memberswith convenient accesstolargervehicleswhen required.

*Fuel,insuranceand60freemilesper24hoursareincluded.Additionalmiles are25ppermile(29pforpremiumvehiclesandvans).*

Rates&Models

|  |  |  |
| --- | --- | --- |
| **Model** | **Weekday** | **Weekend** |
|  | **Hourly/Daily** | **Hourly/Daily** |
| Polo/ Corsa/Up | £6/£54 | £7.50/£65 |
| Golf/Ampera | £7/£64 | £8.50/£75 |
| AudiA3 | £8/£74 | £9.50/£85 |
| Touran | £10/£94 | £11.50/£105 |
| Transporter | £10/£89 | £11.50/£105 |