17, 25 & 27 Ferdinand Street, Camden
Framework Residential Travel Plan

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1 Introduction

1.1 Overview

1.1.1 The aim of this Residential Travel Plan is to identify measures through which this development can contribute and conform to the aims of strategic and sustainable transportation development in the London area. These measures will be aimed at maximising the use of the existing and planned public transportation network and other alternative transport modes, whilst minimising, but recognising the need for, private car traffic.

1.1.2 This Travel Plan relates to the proposed residential development at 17, 27&25 Ferdinand Street, in the London Borough of Camden (LBC). The re-development will result in a five storey (plus mezzanine level) building comprising of the following:

- 20 residential flats on five floors;
- Storage for 34 bicycles;
- Waste storage.

1.1.3 The development proposals include the demolition of part of existing 27 and 25 Ferdinand Street and replacing existing roof loft space with dormer windows and roof lights with two new wings linked with a glass structure to the existing 17 Ferdinand Street, finished with the construction of one lightweight level on top, at 17, 27 and 25 Ferdinand Street.. The new building will provide twenty residential flats (use class C3).

1.1.4 The Travel Plan Framework can be found in Appendix A and the supporting development plans can be found in Appendix B.

1.1.5 This Travel Plan details the measures that have been incorporated into the design of the building to assist sustainable travel, as well as providing details of the framework by which initiatives have been implemented, and their ongoing monitoring by occupiers of the development.

1.1.6 This Travel Plan is structured to initially put the development and its surroundings into context. The remainder of the document then details the initiatives adopted and provides the framework for their implementation.

2 Policy Consideration

2.1 Background

2.1.1 Policy as it affects the proposals is held at a national, regional and local level.

2.1.2 National policy considers planning and development across the country as a whole, whilst regional policy considers planning and development within the east of London and London as a whole. Local policy specifically examines the London Borough of Camden, and defines the detailed requirements for new developments in respect of transport and specific requirements for individual sites.

2.1.3 Recent changes in the planning system have occurred. A number of Planning Policy Guidance Notes have been replaced by Planning Policy Statements, and some Local Plans by Local Development Frameworks.

2.1.4 Due to the staggered introduction of these new policy documents, existing policy will remain in place until the new policy is formally adopted. Where appropriate, reference to existing and proposed policy has been included.

2.1.5 An assessment of how the proposed allocation accords with these policies has been undertaken below.

2.2 National Policy

2.2.1 In terms of strategic land use planning, national policies are discussed within Planning Policy Statement 1 Delivering Sustainable Development (PPS1). This document promotes greater emphasis on the appropriate siting of development proposals which support sustainability, viability of development and local services, economic prosperity, improved quality of life and effective protection of the environment. Published in 2005, PPS1 replaces Planning Policy Guidance Note 1 (PPG1), and is intended to provide guidance for the preparation of Local Development Frameworks.

2.2.2 In paragraph 5, it is stated that 'planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by (inter alia) protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; and ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community'.

2.2.3 Paragraph 27 urges planning authorities to 'provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car'.

2.2.4 In addition, paragraph 27 (vii) suggests that planning authorities should 'reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development' by focusing new development 'near to major public transport interchanges'.

2.2.5 Planning Policy Statement 3 Housing (PPS3) (June 2011) sets out the national policy framework for the Government's strategic housing policy objectives. With respect to the development proposals the following paragraphs are considered particularly relevant:

2.2.6 Paragraph 9 states that 'the Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.'

2.2.7 Paragraph 36 states the following: 'In support of its objective of creating mixed and sustainable communities, the Government's policy is to ensure that housing is developed in suitable locations which offer a range of community facilities and with good access to jobs, key services and infrastructure.'

2.2.8 Paragraph 41 states the following: 'The national annual target is that at least 60 per cent of new housing should be provided on previously developed land. This includes land and buildings that are vacant or derelict as well as land that is currently in use but which has potential for re-development. When identifying previously-developed land for housing development, Local Planning Authorities and Regional Planning Bodies will, in particular, need to consider sustainability issues as some sites will not necessarily be suitable for housing. There is no presumption that land that is previously-developed is necessarily suitable for housing development nor that the whole of the curtilage should be developed.'

2.2.9 Central Government policy guidance in relation to transport and new development is embodied in Planning Policy Guidance Note 13 Transport (PPG13) which was recently updated in January 2011. The objectives of the guidance are to integrate planning and transport to promote sustainable transport choices, accessibility and to reduce the need to travel, especially by car. The following paragraphs are considered relevant to the proposals for the development site.

2.2.10 In paragraph 6 it states that 'In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should':

- Locate day to day facilities which need to be near their clients in local centres so that they are accessible by public transport and walking
- Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling
- Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys
- Ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments.

2.2.11 Accommodating travel by a variety of transport modes is recommended in paragraph 29: 'The Government places great emphasis on people being able to travel safely whatever their chosen mode. The planning system has a substantial influence on the safety of pedestrians, cyclists and occupants of vehicles through the design and layout of footpaths, cycleways and roads. When thinking about new development, and in adapting existing development, the needs and safety of all in the community should be considered from the outset, and addressed in the Transport Assessment accompanying development proposals, taking account of the importance of good design'.

2.2.12 Paragraph 31 examines mobility issues and states that developments should take account of disabled people by taking account of their needs, in terms of access arrangements and parking spaces, in location and parking policies.

2.2.13 Paragraphs 52-54 on parking standards state that the levels set out in Annex D of PPG13 should be applied as a maximum throughout England, although local planning authorities may adopt more rigorous standards where appropriate. For individual developments, the standards in Annex D should apply as a maximum, unless the applicant has demonstrated that a higher level of parking is needed. Applicants for development with significant transport implications should show the measures they are taking to minimise the need for parking.

2.2.14 Paragraph 74 identifies walking as the most important mode of travel at the local level which offers the greatest potential to replace short car trips, particularly under 2km. New development should help promote walking as a prime means of access through their design, location and access arrangements.

2.2.15 Paragraph 77 identifies cycling as having the potential to substitute short car trips, particularly those under 5km and to form part of a longer journey by public transport. New developments should provide safe and secure cycle parking and promote cycling through restricting parking and through their design, location and access arrangements.

2.2.16 Paragraph 88 states that Travel Plans should be submitted alongside planning applications which are likely to have significant transport implications including the following:

- All major developments comprising jobs, shopping, leisure and services
- Smaller developments comprising jobs, shopping, leisure and services which would generate significant amounts of travel
- New and expanded school facilities
- To help address a particular local traffic problem associated with a planning application.

2.2.17 The Government White Paper 'The Future of Transport – A Network for 2023', published in July 2004, extends investment plans to 2014-15 to build on the progress already made since the implementation of the 10 Year Plan for transport. It is identified that the growing demands for transport need to be managed through the central themes of sustained investment, improvements in transport management and planning ahead.

2.2.18 Managing Our Roads (DfT 2003) and 'The Future of Transport – a Network for 2030' (DfT White Paper 2004) set out the Government's long-term strategy for transport. In terms of enhancing local travel, this includes:

- More frequent and reliable bus services enjoying more road space.
- Looking at ways to make services more accessible so that people have a real choice about when and how they travel.
- Promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars.
- Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys.

2.2.19 The Government paper **'Delivering a Sustainable Transport System' (DaSTS),** published in November 2008, aims to work towards a modern transport system that works for everyone and

is truly sustainable. The document outlines five transport goals at a national level which focus on delivering strong economic growth whilst reducing greenhouse gas emissions. These are as follows:

- To support national economic competitiveness and growth by delivering reliable and efficient transport networks.
- To tackle climate change by reducing transport emissions of carbon dioxide and other greenhouse gases and securing a modal shift to lower carbon forms of transport.
- To improve safety, security and health by promoting travel modes that are beneficial to health and reducing the risk of death, injury or illness arising from transport.
- To promote greater equality of opportunity for all citizens to create a fairer society.
- To improve the quality of life for transport and non-transport users by promoting a healthy natural environment.

2.2.20 Clear priorities have been set until 2014 which are supported by a significant programme of investment. The main priority is to make better use of the existing network with a targeted programme to improve its capacity, reliability and safety in the most congested areas. Specific investment packages are currently being put together for the period 2014-2019 and form part of a longer-term strategy.

2.2.21 The DaSTS follows **'Towards a Sustainable Transport System' (TaSTS)** which was published in October 2007 and detailed how the DaSTS would be put into action, setting out the Government's transport investment and policy plans up to 2014. The key features of the approach set out in TaSTS are as follows:

- To improve the targeting of transport policy and spending by being clear about the goals and outcomes and avoiding lengthy and unaffordable wish-lists.
- Examining a wide range of options that assess different transport modes to come up with the best solutions for individual networks.
- Assessing the benefits of large-scale national schemes alongside packages of smaller-scale interventions and ensuring regional/local considerations can be factored into decisions on national networks (and vice versa).
- Planning over the short, medium and long term by setting out hard deliverables for 2014-19 with firm investment plans and committed funding. Further options should also be provided with an approximate 30 year time horizon taking into account relatively predictable changes such as climate and population, as well as less predictable changes such as attitudes and technology.

2.2.22 The strategy, plans and decisions set out in the TaSTS and subsequently the DaSTS therefore aim to sustain a prosperous and growing economy whilst achieving a significant reduction in emissions over the next few years and beyond.

2.3 Regional Policy

2.3.1 The Mayor of London has produced strategies for London; in particular the **Mayor's Transport Strategy (MTS)** which was published in May 2010. The MTS sets the policy framework for transport in London, and is integrated with the London Plan. The main objectives of the MTS are:

- Reduced traffic congestion.
- Increased capacity, reliability and frequency of services on the Underground, London Bus and National Rail networks.
- Reduced reliance on car based trips through improvements to the public transport, walking and cycling networks.
- Improved support for Borough transport initiatives including improved town centre and regeneration centre access, walking and cycling networks, road maintenance and safety schemes.
- More reliable and efficient distribution of goods and services.
- Improved interchange between key transport modes.
- Improved public transport accessibility, resulting in improved social inclusion.

2.3.2 The Mayor of London is responsible for the production of the Spatial Development Strategy for London which takes form as the **London Plan** (adopted July 2011).

2.3.3 Whilst the plan makes some specific reference to the London Boroughs, policy within the publications which relates to the location and sustainable nature of the new development and its level of transport accessibility are especially relevant. These are outlined below:

2.3.4 Policy 3.3A 'Increasing housing supply': 'The Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford.'

2.3.5 Policy 6.1 'Strategic Approach' states that 'The Mayor will work with all relevant partners to encourage the closer integration of transport and development by encouraging patterns of development that reduce the need to travel, especially by car'. In addition those developments that generate high levels of trips will only be supported in locations with high levels of public transport accessibility.

2.3.6 The London Plan states that 'workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.'

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

2.3.8 The **Transport 2025 (T2025)** document produced by Transport for London describes a 20 year vision for London to address the transport challenges arising from the major population and employment growth facing London.

2.3.9 The T2025 vision is to create a world class transport system that delivers the safe, reliable and efficient movement of people and goods that enhances London's economy, environment and social inclusion.

2.3.10 'Transport 2025 - Transport Vision for a Growing World City' (T2025) identifies several transport objectives, consistent with the Mayor's vision for London. These are:

- Supporting economic development – by improving public transport and managing the road network to reduce traffic congestion.
- Tackling climate change and enhancing the environment – by reducing CO_2 emissions, improving air quality, reducing noise.
- Improving the urban environment.
- Improving social inclusion – by making transport more accessible and secure for users.

2.3.11 Six transport strategies have been identified to achieve the T2025 objectives listed above. They are as follows:

- Renewing existing infrastructure – bringing assets up to a state of good repair and maintaining them in that condition.
- Ensuring the existing system is efficient and safe – improved road network management, better ticketing and information, extra security.
- Reducing the need to travel – using land use planning to reduce travel demand and car use.
- Influencing travel behaviour – providing travel information and incentives to encourage people to walk, cycle and use public transport.
- Reducing congestion and emissions – a package of measures to encourage mode shift from car travel, and reduce traffic congestion and CO_2 emissions.
- Providing new capacity – a major programme of investment in public transport.

2.4 Local Policy

2.4.1 Camden's Local Development Framework (LDF) became formally adopted in November 2010 and replaced their Unitary Development Plan (UDP). The LDF is a collection of planning documents which sets out a strategy for managing growth and development in the borough in conjunction with national planning policy and the Mayor's London Plan. The Core Strategy sets out the key elements of borough's vision and is a central part of the LDF which will influence future development in the borough.

2.4.2 The overall vision of the Community Strategy and the Core Strategy is that 'Camden will be a borough of opportunity'. The Community Strategy identified four themes within this vision:

1. A sustainable Camden that adapts to a growing population
2. A strong Camden economy that includes everyone
3. A connected Camden community where people lead active, healthy lives
4. A safe Camden that is a vibrant part of our world city.

2.4.3 The strategic objectives in the Core Strategy aim to achieve the four themes described above and include the following:

- To promote homes to meet Camden's housing needs, in terms of their affordability and the type of properties built and the mix of sizes, and promote their sustainable design and construction. Housing will be the priority land use of this Core Strategy.

- To reduce the environmental impact of transport in the borough and make Camden a better place to walk and cycle.
- To reduce congestion and pollution in the borough by encouraging walking and cycling and reduce motor traffic.

2.4.4 The Core Strategy policies which are considered relevant to the development proposals are shown below.

2.4.5 Policy CS1 – Distribution of Growth states that the Council will focus Camden's growth in the most suitable locations, achieve sustainable development and promote the most efficient use of land that makes full use of transport accessibility, is well served by public transport and includes the provision of a mix of uses including an element of housing where possible.

2.4.6 Policy CS3 – Other Highly Accessible Areas states that the Council will promote appropriate development in the highly accessible areas of the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish own, Kilburn High Road and West Hampstead, including appropriate edge of centre locations.

2.4.7 Policy CS6 – Providing Quality Homes states that the Council aim to make full use of Camden's capacity for housing by maximising the supply of additional housing to meet or exceed Camden's target of 5,950 homes from 2007-2017. The Council will also regard housing as the priority land-use of Camden's LDF and will seek to ensure that 50% of the borough-wide target for self-contained homes is provided as affordable housing.

2.4.8 Policy CS8 – Promoting a Successful and Inclusive Camden Economy states that the Council will secure a strong economy in Camden and will promote the provision of office floorspace at King's Cross, Euston and other growth areas and Central London to meet the forecast demand of 2026.

2.4.9 Policy CS9 – Achieving a Successful Central London states that the Council will seek to secure additional housing and affordable homes, including as part of appropriate mixed use developments.

2.4.10 Policy CS11 – Promoting Sustainable and Efficient Travel states that the Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel and relieve pressure on the borough's transport network.

2.4.11 Camden Development Policies form part of the Council's LDF and those considered relevant to the development proposals are shown below.

2.4.12 DP1 – Mixed Use Development states that the Council will require a mix of uses in development where appropriate, including a contribution towards the supply of housing.

2.4.13 DP2 – Making Full Use of Camden's Capacity for Housing states that the Council will seek to maximise the supply of additional homes in the borough, especially homes for people unable to access market housing.

2.4.14 DP3 – Contributions to the Supply of Affordable Housing states that the Council will expect all residential developments with a capacity for 10 or more additional dwellings to make a contribution to the supply of affordable housing.

2.4.15 DP13 – Employment Premises and Sites states that the Council will consider redevelopment proposals for mixed use schemes provided that they include other priority uses, such as housing and affordable housing.

2.4.16 DP16 – The Transport Implications of Development states that the Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. The Council will resist development that fails to assess and address any need for:

- Movements to, from and within the site, including links to existing transport networks.
- The likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans.

2.4.17 DP16 – Walking, Cycling and Public Transport states that the Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport. The Council will resist development that would be dependent on travel by private motor vehicles.

2.4.18 DP18 – Parking Standards and Limiting the Availability of Car Parking states that the Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area and other town centres that are easily accessible by public transport. Developments will be expected to meet the Council's minimum standards for cycle parking.

2.4.19 DP21 – Development Connecting to the Highway Network states that the Council will expect developments connecting to the highway network to ensure the use of the most appropriate roads by each form of transport and purpose of journey, avoid direct vehicular access to the Transport for London Road Network (TLRN) and other major roads, and avoid the use of local roads by through traffic.

2.4.20 Camden's Local Implementation Plan (LIP) sets out a five year programme of street and transport improvements over the period 2005/6–2010/11. The following transport policy objectives are considered relevant:

- S9 – 'The Council will seek to reduce the need to travel as well as manage and reduce the amount of traffic on Camden's roads'.
- S10 – 'The Council will seek to improve roads safety and the quality and safety of routes and facilities for pedestrians and cyclists. It will seek to secure access for people with disabilities and ensure an integrated, safe and accessible public transport system'.

2.4.21 A new transport strategy is being prepared for Camden in the form of a new LIP which will include a three year programme of transport improvements from the start of 2011/12 to the end of 2013/14.

2.5 Summary

2.5.1 The development proposals have been examined in relation to national, regional and local policy. It can be considered that the proposals comply with a range of policies at all levels in terms of the accessibility of the proposed development for all users, consideration of the sustainability of travel to and from the site in relation to public transport, cycling and walking, and need to provide residential and office units which will not adversely affect the existing highway network through encouraging alternatives to the private car.

3 Development Proposals

3.1 General Context

3.1.1 The proposed site is located in Chalk Farm, London Borough of Camden (LBC). The Borough has a resident population of 231,200 people (ONS mid year estimates, 2009), placing it 7th out of the 33 London Boroughs in terms of population density. Figure 3.1 shows the location of the site in the context of the main facilities and amenities in the LBC.

3.1.2 The location of the proposed development is shown in drawing FERD/001/001 located in Appendix C.

3.2 Former Development Site Use

3.2.1 The proposed development site is currently occupied by the buildings at 17, 25 & 27 Ferdinand Street which is presently used as office space and two 'live-work' studio apartments. The gross internal area (GIA) of the site is 758.2m². The gross floor area of the site is 781.0 m², and can be seen below in Figure 3.1.

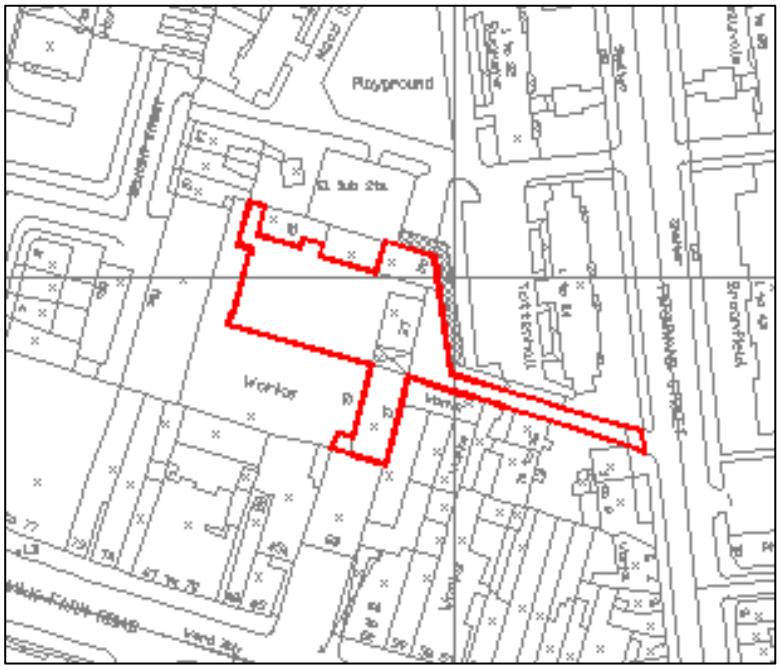


Figure 3.1 Existing Site Layout and Application Boundary (Not to Scale)

3.3 Site Boundary and Surrounding Land Uses

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

3.4 Summary of the Development Proposals

3.4.1 The development proposals are to demolish buildings 25 and part of 27 and extend building 17. The new building will provide twenty residential flats (use class C3). Table 3.1 summarise the development proposals below. Gross Floor Area (GFA) figures have been calculated as a 3% increase of the provided Gross Internal Area (GIA) figures to provide a robust assessment.

Floor of New Building	C3 Residential Flats				
	One Bed	Two Bed	Three Bed	Four Bed	Total
Ground	0	3	0	0	3
Mezzanine	0	1	0	0	1
First	3	1	0	0	4
Second	2	3	0	0	5
Third	2	3	0	0	5
Fourth	0	0	1	1	2
Total	**7**	**11**	**1**	**1**	**20**

Table 3.1 Development Proposals – C3 Residential Flats

3.4.2 The proposed development will accommodate twenty residential flats on five floors. Plans illustrating the development proposals are held in Appendix B.

3.4.3 The development proposals represent an increase in floor space of 1.929,8 m^2 (GFA).

3.4.4 The proposed development will have no vehicle parking for residents and will be accessible by pedestrians, cyclists, and service vehicles.

3.4.5 The main pedestrian access will be from the existing access road for both the residents and office users. They will enter the building via access controlled by key cards to enter the residential areas of the development. There will be two pedestrian accesses into the development from Ferdinand Street. The first entrance will be provided before the archway on the northern side of Ferdinand Street for residents. The second entrance will be provided under the archway on the southern side of Ferdinand Street for residents.

3.4.6 Bicycle parking provision dedicated for use by residents will be located on the ground floor of the development and will utilise the Josta 2-tier parking system outside Unit 3.

3.4.7 Plans illustrating the development proposals are held in Appendix B.

Site Access

3.4.8 The development site will be accessible for pedestrians, cyclists and service vehicles. The provision of a lift will facilitate the movement of heavy items and deliveries to the different levels within the building. Pedestrian access to, and movement within, the building will be controlled via keycards. Further detail with regards to access for pedestrians and cyclists is held in Sections 5.3 and 5.4.

3.4.9 The service yard is situated at the rear of the development and will be accessed from Ferdinand Street. Vehicles accessing the service yard will pass underneath an archway which has a height restriction of 3.2m. Therefore only those vehicles which will be able to easily pass underneath the archway will be able to access the service yard. However, given the nature of the development proposals it is considered that deliveries requiring use of larger vehicles will be infrequent and that the majority of deliveries to the residential units will be made via the rear service yard.

3.4.10 The service yard will be used by service vehicles, delivery vehicles and emergency vehicles. The refuse storage area will be situated to the rear of the development and will be directly accessed by refuse vehicles from the service yard. The refuse storage area will accommodate eight eurobins for the residential units and office space. Further details of the site servicing and refuse collection are provided in Sections 7 and 8 respectively.

3.4.11 The development proposals will not require any permanent alterations to the existing highway layout. A Construction Traffic Management Plan has been produced as a separate document to support the planning application for this development.

Pedestrian Access

3.4.12 Pedestrians will be required to access the development via the existing access road from Ferdinand Street.

3.4.13 There will be three individual pedestrian accesses into the development. One of the entrances will be provided before the archway and will be for the residents. Another entrance will be provided under the archway and will be the available for residents.

3.4.14 There will be one stairwell within the building, the central stairwell will be used for residents. Access into each part of the building will be controlled by keycards.

3.4.15 Pedestrians can access the site from a number of public transport links in the area as outlined in Section 3, including the bus stops on Chalk Farm Road and Ferdinand Street. In addition, the London Underground and Overground stations are all within an easy walking distance of the development site.

3.4.16 As there are no additional access points proposed to the site within the development proposals, there will be no additional breaks in the pedestrian footway on Ferdinand Street.

Cycle Parking and Facilities

3.4.17 Cycle parking will be provided for residents within the ground floor of the building and will be accessed using the first pedestrian entrance located prior to the archway. A total of 17 Josta 2-tier cycle stands will be provided accommodating 34 bicycles for residents.

3.4.18 The cycle store will be under a canopy.

3.4.19 The vehicle and cycle parking standards for the LBC are held in the Camden Development Policies document which was adopted in November 2010 and forms part of the Local Development Framework (LDF).

3.4.20 The minimum level of cycle parking to be provided on site as permitted by the LBC Parking Standards is shown in Table 5.3 below.

Table 5.3 LBC Cycle Parking Standards

Use Class	User	LBC Standard	Proposed Development	Minimum Provision
C3 Residential	Residents	1 space / dwelling	20 dwellings	20
	Visitors	1 space / 10 units (from 20 units)	20 dwellings	2

3.4.21 Table 5.3 above shows that a minimum of 22 cycle spaces should be provided for residents and visitors of the flats. The proposed provision of 34 cycle spaces for residents / visitors therefore accords to, and exceeds, this standard. The proposed provision also accords to the TfL guidelines which states that one cycle parking space should be allocated per residential dwelling, again equating to 20 and 2 cycle spaces respectively.

Car Parking

3.4.22 The proposed development will be car free and no vehicle parking will be provided on site for residents, or visitors. This accords with Policy DP18 of Camden's Development Policies which states that 'limiting the supply of car-parking is a key factor for addressing congestion in the borough and encouraging people to use more sustainable ways to travel'. In addition, the high public transport accessibility of the site (reflected by PTAL level xx) shows that there are many alternatives to the private car and that the provision of no parking spaces can be deemed appropriate.

3.4.23 The maximum level of car parking to be provided on site as permitted by the LBC Parking Standards is shown in Table 3.4 below. The site is situated in a low parking provision area and as such, the appropriate LBC Standard has been examined.

Use Class	User	LBC Standard*	Proposed Development	Maximum Provision
C3 Residential	General	One bay / dwelling	9	9
	Disabled	One bay / 20 units (from 20 units)	9	0

*LBC Standard based on the site being in a low parking provision area

Table 3.4 LBC Vehicle Parking Standards

3.4.24 Table 3.4 shows that a maximum of nine parking spaces will be permitted on site. The occasional parking to be made by visitors and service vehicles within the rear service yard is considered acceptable given that this currently occurs and that no car parking spaces will be provided on site.

3.4.25 Due to the high public transport accessibility reflected in the PTAL level (level 6a) analysis of the proposed site and consideration of the maximum levels of car parking as outlined in Table 5.4, no car parking provision for residents and employees is considered appropriate.

3.4.26 Based on the above discussion, the proposed car parking provision is considered fully compliant with Borough policy.

3.4.27 Parking on the surrounding roads is currently restricted and is in the LBC Controlled Parking Zones and therefore all parking within this area is Pay and Display and there is no free car parking within the vicinity of the site.

3.4.28 There are two motorcycle parking areas located within walking distance from the site on Regent's Park Road. Motorcycle parking is also available on Belmont Street approximately 50m from the site in parking zone CA-F. Disabled Parking is available on Belmont Street and maximum parking time is 3-4 hours.

Security & Maintenance

3.4.29 The residential components of the development will have separate entrances and access to these areas will be controlled via the issue of keycards. Internal doors on the ground floor will require the use of keycards to enhance security.

3.4.30 Use of the lifts will also be controlled by keycard access which will allow the residents to use the lift for the transport of goods to the lower and upper levels.

3.4.31 Access to the residential units located on all floors will only be available by use of keycards issued to the residents (and maintenance staff) only. This will ensure that the residential areas of the development is accessible to residents only.

3.4.32 Unaccompanied visitors without a keycard will therefore not be able to access the building, or stairwell areas of the development. Visitors will therefore need to pre-arrange their visits and be accompanied to their destination within the building. This arrangement will enhance personal security within the development.

3.4.33 An intercom/access system will facilitate the management of visitors and deliveries to each of the residential units.

Servicing and Refuse Collection

3.4.34 The service yard will be situated at the rear of the development and will be accessed from Ferdinand Street. Vehicles accessing the service yard will pass underneath an archway which has a height restriction of 3.2m. Therefore only those vehicles which will be able to easily pass underneath the archway will be able to access the service yard. However, it is considered that such deliveries will be infrequent and made via the rear yard.

3.4.35 The service yard will be used by service vehicles, delivery vehicles and emergency vehicles. The service yard will also continue to occasionally be used by visitors. The refuse storage area will be situated to the rear of the development and will be directly accessed by refuse vehicles from the service yard.

3.4.36 As the site access road from Ferdinand Street is narrow in width (approximately 3.2-3.4m wide) and has a 3.2m height restriction under the archway, refuse is currently collected by a private refuse collection company which utilises a smaller vehicle than that used by the LBC. This arrangement will continue following the redevelopment to ensure refuse access to the service area remains feasible. Refuse will be collected twice a week from the service yard, as per the existing arrangement.

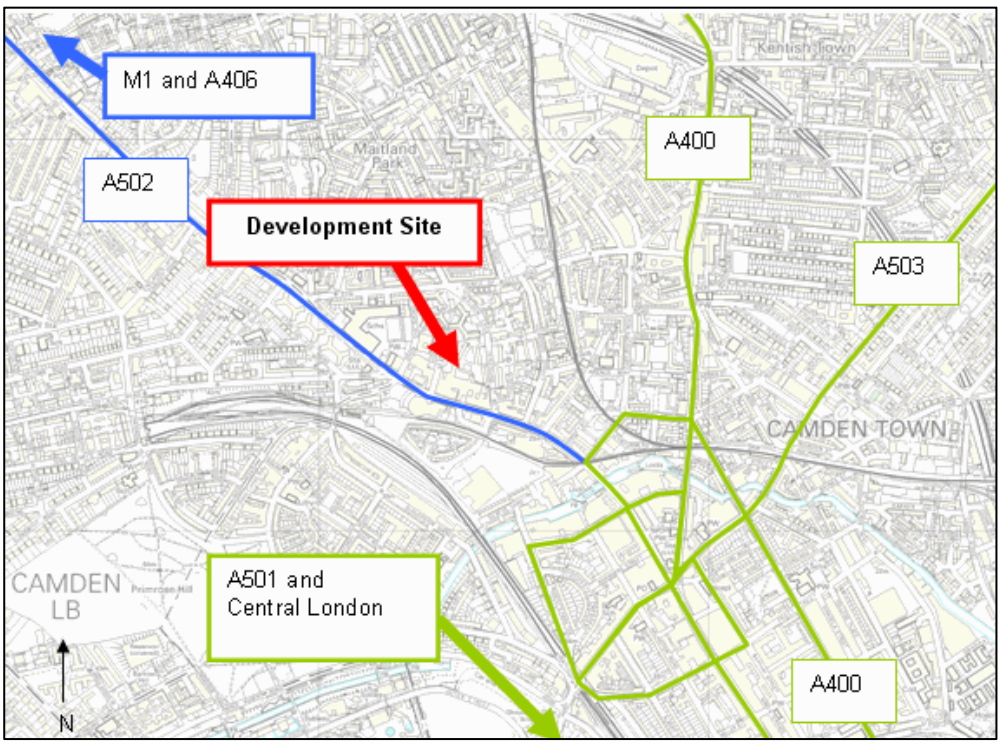
3.4.37 The refuse storage area will accommodate eight eurobins for residents. Further details of the site servicing and refuse collection are provided in Sections 7 and 8 respectively.

3.4.38 The development proposals will not require any permanent alterations to the existing highway layout. A Construction Traffic Management Plan has been produced as a separate document to support the planning application for this development.

4 Site Accessibility Assessment

4.1 The Local Highway Network

4.1.1 Strategic access to the general area is provided by the A502 Chalk Farm Road. The A502 North provides access to the A406 North Circular at Golders Green. This then joins the M1 at Junction 1. The A406 South connects Camden to Central London. The A501 Euston Road runs approximately 2km to the south of the site, in an east-west alignment. This road acts as London's Inner Ring Road, providing access to Shoreditch and the City in the east and Paddington and Notting Hill in the West. Figure 4.1 below shows the central London network.



Source: © Crown copyright , All rights reserved. License Number AL 100018181
Figure 4.1 Strategic Road Network (Not to Scale)

4.1.2 The Inner Ring Road is also the perimeter of the London Congestion Charging Zone. The London Congestion Charge covers all areas of central London south of Euston Road (A501), with motorists needing to pay £10 a day for entering the core city centre. The Congestion Charge is in operation between 07:00 and 18:00 on weekdays (Monday to Friday).

4.1.3 The Congestion Charge does not cover Ferdinand Street and the development site itself is therefore outside its immediate boundary.

4.1.4 The development site itself is accessed directly off Ferdinand Street, between the junctions of Primrose Hill/A502 Chalk Farm Road to the West and Harmood Street /A502 to the east.

4.2 Public Transport

Rail Services

4.2.1 Kentish Town West railway station is situated approximately 550m to the northeast of the site. This is equivalent to an average walk time of 7 minutes based on an average walking speed of 80m / minute. Kentish Town West railway station is managed by London Overground and provides frequent services (approximately every 10-20 minutes) towards Richmond in west London and Stratford in east London. Approximate journeys times to Richmond and Stratford are 34-40 minutes and 22-27 minutes respectively. Step-free access is not available at Kentish Town West station other than to the ticket office.

4.2.2 Kentish Town railway station is situated approximately 1.2km to the northeast of the site which is equivalent to an average walk time of 15 minutes. Kentish Town railway station is managed by London Underground and provides services towards Sutton (via Wimbledon), Luton (via St Albans) and Sevenoaks. Services operate with a frequency of approximately every 15 minutes towards Sutton and St Albans and every 30 minutes towards Luton and Sevenoaks. Approximate journey times to Sutton, Luton and Sevenoaks are 50-65 minutes (depending on service), 45-50 minutes and 75-80 minutes respectively. St Pancras international railway station is also accessible using the service towards Sevenoaks. Step-free access is not available at Kentish Town station.

London Underground

4.2.3 Chalk Farm underground station is situated approximately 300m to the west of the site and is served by the Edgware branch of the Northern Line. Frequent services (approximately every four minutes) are provided towards Edgware, High Barnet (requiring a change at Camden Town) and Euston. Approximate journey times to Edgware, High Barnet and Euston are 26 minutes, 38 minutes and seven minutes respectively. Step-free access is not available at Chalk Farm station.

Bus Services

4.2.4 Bus service accessibility is measured with reference to the number and frequency of services available within a reasonable walking distance of the development. A reasonable walking distance is considered to be up to 640 metres in the case of accessing bus based public transport in London. This distance equates to an eight minute walk time assuming an average walk speed of 4.8kph (80 metres per minute).

4.2.5 Bus stops CK and CL are the closest bus stops to the development, located on Ferdinand Street within approximately 100m from the development site. Bus routes 24 and 27 serve these bus stops and offers northbound services towards Hampstead Heath (route 24) and southbound services towards Pimlico (route24) and Paddington, Hammersmith and Turnham Green (route 27).

4.2.6 These bus stops are comfortably within the acceptable 400m walk catchment typically recommended for bus services (Planning for Public Transport in Developments, Institution of Highways and Transportation, 1999). A map of the bus network surrounding the development is shown in Appendix C.

- Bus route 24 runs over 24 hours and serves Pimlico and Hampstead Heath and runs every 4-8 minutes during the peak hours.

- Bus route 27 runs over 24 hours and links Chalk Farm to Turnham Green and runs every 5-8 minutes.
- Bus route 31 serves Camden Town and White City and runs approximately every 5-6 minutes.
- Bus route 168 serves Central London and Hampstead Heath and runs every 6-10 minutes.
- Bus route 393 serves Clapton and runs every 6-12 minutes.

4.2.7 The proposed development site is also close to several night bus routes. N5 serves Edgware and Trafalgar Square. N28 links Camden with Wandsworth and N31 links Camden with Clapham Junction.

4.2.8 As shown in Appendix C, the local bus network near the proposed site serves many destinations. The destinations served by the bus network and the general weekday frequencies are shown in Table 4.1 overleaf.

Table 4.1 Bus Service Routes and Frequencies (Source: Taken from TfL's website)

Route	Description	Peak Frequency
24	Hampstead Heath – Fleet Road – Southampton Road – Malden Road – **Chalk Farm** – Hawley Road – Camden Town – Bayham Street – Mornington Crescent – Hampstead Road – Warren Street – Gower Street – Cambridge Circus – Leicester Square – Trafalgar Square – Whitehall – Westminster – Victoria – Pimlico	Approximately every 4-8 minutes
27	**Chalk Farm** – Hawley Road – Camden Town – Bayham Street – Mornington Crescent – Hampstead Road – Warren Street – Great Portland Street – Regent's Park – Baker Street – Marylebone Road – Edgware Road – Paddington – Westbourne Grove – Notting Hill Gate – Kensington – High Street Kensington – Kensington Olympia – Hammersmith – Ravenscourt Park – Stamford Brook – Turnham Green	Approximately every 5-8 minutes
31	White City – Shepherd's Bush – Holland Park – Notting Hill Gate – Westbourne Grove – Westbourne Park – Harrow Road – Maida Hill – Kilburn Park – Kilburn High Road – Belsize Road – Fairfax Road – Swiss Cottage – Adelaide Road – **Chalk Farm** – Hawley Road – Camden Town	Approximately every 5-6 minutes
168	Hampstead Heath – Royal Free Hospital – Belsize Park – Haverstock Hill – **Chalk Farm** – Hawley Road – Camden Town – Bayham Street – Mornington Crescent – Eversholt Street – Euston – Upper Woburn Place – Tavistock Square – Russell Square – Holborn – Aldwych – Waterloo – Waterloo Road – St George's Circus – Elephant & Castle – Bricklayers Arms – Old Kent Road	Approximately every 6-10 minutes
393	Clapton – Theydon Road – Stoke Newington – Highbury & Islington – Holloway Road – Holloway – Hillmarton Road – North Road – York Way – Brecknock Road – Leighton Road – Kentish Town – Kentish Town Road – Kentish Town West – Malden Road – **Chalk Farm**	Approximately every 6-12 minutes
N5	Trafalgar Square – Leicester Square – Tottenham Court Road – Goodge Street – Warren Street – Euston Square – Euston – Mornington Crescent – Camden Town – **Chalk Farm** – Belsize Park – Golders Green – Finchley Road – Green Lane – Hendon Central – Hendon - Edgware	Four buses per hour (Sun night – Thurs night) Five buses per hour (Fri night – Sat night)
N28	Bayham Street – Camden Town – **Chalk Farm** – Primrose Hill Road – Swiss Cottage – Kilburn Park – Cambridge Road – Westbourne Park – Notting Hill Gate – High Street Kensington – Mapleton Crescent	One bus per hour (Sun night – Thurs night) Two buses per hour (Fri night – Sat night)
N31	Bayham Street – Camden Town – **Chalk Farm** – Primrose Hill Road – Swiss Cottage – Kilburn High Road – Kilburn Park – Cambridge Road – Westbourne Park – Notting Hill Gate – High Street Kensington – Clapham Junction	One bus per hour (Sun night – Thurs night) Two buses per hour (Fri night – Sat night)

4.2.9 Bus routes 24, 27, 31, 168 and 393 operate approximately 6-12 buses per hour during the peak periods.

4.3 Walking and Cycling

Cycling

4.3.1 The nearest access point onto the London Cycle Network (LCN) is approximately 700m to the east of the site via Chalk Farm Road (A502), Hawley Road (A502) and Kentish Town Road (A400). LCN Route 27 on Kentish Town Road (A502) runs in a north-south direction and accesses Kentish Town Station and Highgate to the north. Travelling south it accesses Camden and central London. LCN Route 26 is accessible 1800m to the west of the site via Adelaide Road (B509) and runs northwards towards Hampstead and Golders Green. LCN Route 26 joins LCN Route 222 to the south which runs towards Marylebone. **Figure 4.2** below shows the LCN in the vicinity of the site.

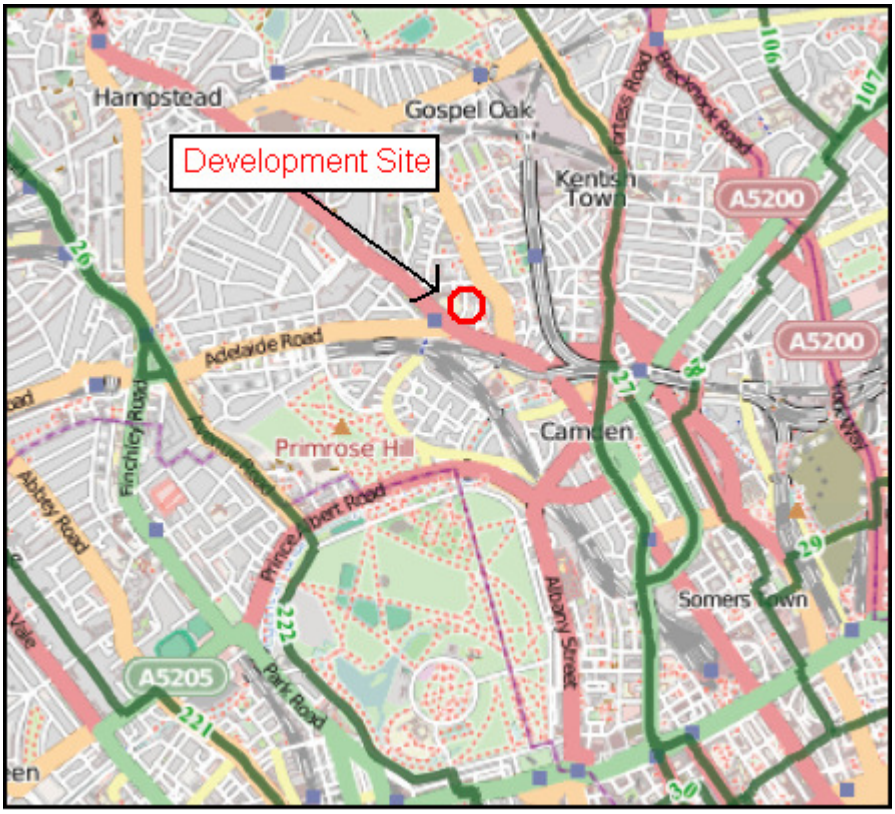


Figure 4.2 LCN in the vicinity of the site
Source: London Cycle Network

Pedestrian Access

4.3.2 Pedestrian facilities in the vicinity of the site are good. The development site can be accessed easily from a number of public transport links in the area, including bus, national rail and underground transport links.

4.3.3 The development also provides easy access to both the Chalk Farm Road facilities and Camden Town centre, including the High Street.

4.3.4 Belmont Street and Ferdinand Street have pedestrian footways that vary between 2 metres and 2.5 metres on both sides of the carriageway which are well maintained with good lighting and provisions for disabled and visually impaired users. Pedestrian footways on Chalk Farm Road

are a minimum of 3.5 metres wide and a maximum of 6 metres wide linking to existing pelican crossings available to cross Chalk Farm Road to access public transport links and amenities along Chalk Farm Road and Camden High Street.

Car Clubs

4.3.5 Two Car Club operators have car club spaces within one kilometre of the site. They are as shown in Table 4.2.

Car Club	Location
City Car Club	NW1 7DL – Gloucester Crescent, Camden Town
	NW5 3DS – Inkerman Road, Kentish Town
	NW1 8EH – Kelly Street, Kentish Town
	NW1 7SU – Albert Terrace, Camden Town
	NW3 4SS – 7 Eton Road, Chalk Farm
Street Car	NW1 8BN – Malden Crescent, Chalk Farm
	NW3 2BT – Eton College Road, Chalk Farm
	NW1 8TH – Castlehaven VAN, Camden
	NW3 2BE – Haverstock Hill, Belsize Park
	NW1 8XH – Primrose Hill Road, Primrose Hill
	NW5 3LD – POW Road, Kentish Town
	NW3 2HA – Maitland Park, Chalk Farm
	NW1 7AU – Regents Park, Primrose Hill

Table 4.2 Car Club Locations within 1km of the site
Source www.citycarclub.co.uk, www.streetcar.co.uk

4.4 PTAL Assessment

4.4.1 Evidence suggests that private car use decreases as access to public transport increases. Consequently areas with high levels of accessibility to public transport should encourage sustainable transport choices by reducing car parking provision.

4.4.2 The London Borough of Hammersmith and Fulham have developed a detailed and accurate measure for the accessibility of a point within a development site to the public transport network. This method takes account of walk times and service availability and measures the density of the public transport network at a particular point. This has become the accepted method of calculating public transport accessibility level (PTAL) for London Boroughs.

4.4.3 PTALs take the following factors into account:

- Walk time from the Point of Interest (POI) to the Service Access Points (SAP), i.e. bus stops, train/tube stations;
- The reliability of the service modes;
- The number of services available within the catchment area;
- The average wait time at the public transport access point.

4.4.4 PTAL works on a scale of 1a-6b where 1a is very poor, 6b is excellent.

4.4.5 Site specific PTAL information was obtained from TfL for the proposal site. The site was calculated to have a PTAL of 6a meaning that the site is very accessible, thereby providing the

potential for workers, visitors and residents of the development to adopt sustainable travel choices of travel.

4.4.6 The PTAL summary report is contained within Appendix D.

5 Travel Plan Strategy

5.1 Management

5.1.1 The Site Manager will be appointed as the Travel Plan Co-ordinator. Due to the size of this development, it is envisaged that the Travel Plan Co-ordinator will be able to undertake the role on a part-time basis alongside other duties.

5.1.2 A steering group will consist of various representatives from the residents located within the development. This group will assist the Travel Plan Co-ordinator in monitoring the success of the Travel Plan.

5.1.3 The Travel Plan Co-ordinator will be ultimately responsible for the Travel Plan at each stage of its development.

5.1.4 The applicant will work together with representatives from the LBC to ensure that the targets within the Travel Plan are met.

5.2 Marketing

5.2.1 The strategy should include activities for marketing and awareness-raising for the travel plan and dissemination of travel information.

5.2.2 There will be information posters available in reception detailing the aims and methods of the Travel Plan.

5.2.3 Travel information leaflets will be available in reception and distributed via the residential Welcome Packs.

5.2.4 Annual events will take place to heighten the awareness of the aims of the Travel Plan. This may take the form of a presentation to residents at the beginning of the term by the Travel Plan Co-ordinator highlighting the successes of the Travel Plan in the past year. This will also act as a forum in which residents can register their thoughts regarding the Travel Plan.

5.3 General Travel Plan Working Arrangements

5.3.1 The Site Manager will meet with the LBC at their request to review the performance of the Travel Plan if required.

5.3.2 Regular meetings will comprise appropriate representatives of the LBC and the Site Manager including regular participants to be nominated and additional or specialist representation as necessary.

5.3.3 The Site Manager will prepare and issue a one-page Annual Statement summarising the progress of the Travel Plan and any associated surveys. The Travel Plan will not be a static blueprint, but will evolve and adapt to the changing circumstances of the residents.

5.4 Surveys

5.4.1 Proposals will be monitored by the use of Resident Travel Surveys and informal surveys of cycle parking facility occupancy. The first resident travel survey will provide an immediate indicator of the impact of the proposed redevelopment and the second survey (six months after) will provide an indication of how effective the proposal has been in implementing modal share after any 'novelty' value has worn off.

5.4.2 This travel plan will be updated to incude the results of the initial travel survey and to detail the targets that will be agreed with LBC once the baseline modal split is known.

5.4.3 The Transport Statement that has been submitted for the redevelopment of the site considers the likely impact of the residential units on the local transport network. The transport statement concludes that the future modal split of the residential trips is likely to be as follows:

Mode of Travel	Percentage
Underground, metro, light rail, tram	44%
Train	8%
Bus, minibus, coach	17%
Motor cycle, scooter or moped	2%
Taxi or minicab	1%
Bicycle	5%
On foot	22%
Other	1%

Table 5.1 Likely future modal split for residents of the Ferdinand Street development

5.4.4 Given the car-free nature of the site, it is considered that the site will not generate any additional car trips. The resultant likely future daily trips are as follows:

Mode of Travel to Work	Percentage	Number of Trips
Underground, metro, light rail, tram	44%	10
Train	8%	2
Bus, minibus, coach	17%	4
Motor cycle, scooter or moped	2%	0
Taxi or minicab	1%	0
Bicycle	5%	1
On foot	22%	5
Other	1%	0
Total		**24**

Table 5.2 Resultant Number of daily trips by mode

5.4.5 This modal split and resultant daily trip generation will be verified following the collation of the results of the first resident travel survey and this travel plan updated to reflect this.

5.4.6 The resident survey will be iTRACE compliant (as shown in Appendix E) and will be conducted by the Site Management Company, supervised by the Travel Plan Co-ordinator.

5.4.7 The Travel Plan Co-ordinator will be responsible for the residential survey and will compile the results.

5.5 Exclusions

5.5.1 This Travel Plan has the primary aim of influencing the travel patterns of the residents. Refuse and service deliveries contribute to vehicle movements in and out of the site on a very low level, but it is felt that green transport initiatives among these parties can only be implemented effectively via their respective employers and organisations. Vehicle movements by these parties have not therefore been addressed in this document.

6 Proposed Package of Measures

6.1.1 The Residential Travel Plan for the Ferdinand Street development is set out below in the form of a number of measures, some of which are inter-dependent on each other. These measures will be reviewed, and new proposals will be introduced on an ongoing basis as public transport provision is enhanced and as the needs of the users of the development change. For each proposal the following information, if applicable, is given:

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

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

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

Description

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

Objectives

6.2.2 To implement and manage all aspects of the Travel Plan in order to maintain an efficient transportation policy for the benefit of residents

6.2.3 To co-ordinate and monitor the Travel Plan proposals for residents.

6.2.4 To be responsible for monitoring the cycle facilities to ensure that they remain safe and secure.

Implementation

6.2.5 The Site Manager will undertake the duties of the Travel Plan Co-ordinator. This will allow the required tasks to be undertaken with immediate effect.

6.2.6 The Travel Plan Co-ordinator will be appointed within the first three months of first occupation.

6.2.7 In addition, the Co-ordinator will be responsible for setting up and facilitating the steering group and specific working groups.

Indicators

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

Monitoring

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

Targets

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

Review

6.2.11 The role of the Site Manager (acting as Travel Plan Co-ordinator) will be reviewed every six months. The job specification may change if necessary, and a different TPC could be appointed if required. Any change will be agreed with LBC prior to any change.

6.3 Measure 2 - Resident Travel Survey

Description

6.3.1 This measure is proposed to monitor resident travel requirements, and performance of the Travel Plan. The first Resident Survey will provide an immediate indicator of the impact of the proposed redevelopment and following surveys will provide an indication of how effective the proposal has been in influencing modal share after any 'novelty' value has worn off.

6.3.2 The resident survey will be iTRACE compliant (as shown in Appendix E) and will be conducted by the Site Management Company, supervised by the Travel Plan Co-ordinator.

Objectives

6.3.3 To specify travel questions in order to assist in identifying targets for measures to be implemented. Ongoing resident survey responses will also contribute to the evolution of the Travel Plan into the future. Key points of interest in the Resident Travel Survey will be:

- How residents currently travel to and from work;
- Where residents are traveling to; and
- Which residents would be able/willing to change their current travel choices.

Implementation

6.3.4 The Resident Surveys will be conducted via the use of self-completion questionnaires. The Travel Plan co-ordinator will distribute the surveys to residents.

6.3.5 Resident travel surveys will be undertaken on the first, third, and fifth year following the initial survey, with the results being reported to LBC. The first survey will be undertaken within six months of first occupation of the development.

6.3.6 Additional surveys will be undertaken following a change in occupier of a unit. These surveys will be undertaken within six months of occupation by the new resident. Surveys of new occupiers may be conducted outside of the first, third and fifth years in order to establish travel requirements, after which the survey will fall in with the established survey program.

6.3.7 In order for effective monitoring to be carried out, the site management team will become members of the iTRACE system within the initial six months of occupation. Membership of the iTRACE system will ensure that the plan is monitored and assessed consistently.

Indicators

6.3.8 The quality and usefulness of the information derived from the Resident Survey will provide an indication of its performance. However, it is assumed that the iTRACE format has been piloted and refined to provide the required information.

Monitoring

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

Targets

6.3.10 The Resident Survey will be distributed to all residents and a 100% response rate will be sought, given the low number of units within the development.

Review

6.3.11 The Travel Plan Co-ordinator will review the contents of the Resident Survey. Feedback from the LBC will also be welcomed following issue of the Annual Travel Plan report.

6.4 Measure 3 – Loading Area Management

Description

6.4.1 The development site will only be accessible by pedestrians, cyclists and emergency and service vehicles.

Objectives

6.4.2 To prevent residents parking in loading area.

Implementation

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

6.4.4 An external company will be contracted to enforce this, although it will be overseen by the site manager.

Indicators

6.4.5 Regular parking in the loading bay will indicate that this is not being enforced.

Monitoring

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

Targets

6.4.7 No car parking in the loading area.

Review

6.4.8 The enforcement procedure will be reviewed every six months to ensure its success.

6.5 Measure 4 - Provision of Secure Cycle Parking Spaces and Facilities

Description

6.5.1 Provision of safe cycle parking for use by residents traveling by bicycle.

Objectives

6.5.2 To facilitate and increase the use of the bicycle as a means of travel to the development among residents.

Implementation

6.5.3 TfL's cycle parking standards state that one cycle parking space should be provided per unit. This would result in eight cycle parking spaces for the residential element of the development.

6.5.4 LBC Planning Standards Guidelines recommend that in residential units C3, the following cycle parking standards should be used:

Table 6.1 LBC Cycle Parking Standards

LBC Regulation	Standard (GFA)
C3 Visitor	From 20 units, 1 space per 10 units
C3 Residents	1 space per unit

6.5.5 According to the standards above, the Ferdinand Street development will need to provide the following amount of cycle parking:

Table 6.2 Cycle Parking Space Requirements

User	Total Parking Required
C3 Visitor	14
C3 Residents	20
Total	34

6.5.6 The development proposals incorporate 18 cycle spaces for residents on the ground floor, thereby exceeding TfL's standard of nine cycle spaces and Camden's requirement nine cycle spaces with no requirement for visitor spaces.

6.5.7 The residential cycle parking will take the form of a Josta 2 tier system in a secured area.

Indicators

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

Monitoring

6.5.9 Cycle parking surveys (separate of the resident travel surveys), would act as an independent check of cycle parking occupancy. Informal surveys of cycle parking occupancy and facilities will also be carried out to ensure that they remain safe and secure.

6.5.10 The residential travel survey will be designed to assess modal share and provide feedback on the use and operation of cycle parking provision.

Targets

6.5.11 The targets will be set out in relation to the findings of the first resident surveys.

Review

6.5.12 Resident feedback will provide an indication of the success, or otherwise, of the facilities provided. If the cycle parking facilities are found to be under used, it may be necessary to survey residents to identify any underlying causes and aim to increase bicycle usage.

6.6 Measure 5 – Provide a Welcome Pack for Residents

Description

6.6.1 A Welcome Pack will be produced for residents containing information about the various public transport options available from the site. The pack would highlight the footpaths, cycle routes and public transport facilities, as well as describe the aims of the Travel Plan and subsequent benefits to all users. Appendix F provides an indication of the type of information that will be provided.

Objectives

6.6.2 To make residents aware of the aims of the Travel Plan and to ensure that all users of the development are able to make informed choices.

Implementation

6.6.3 The Welcome Packs will be distributed to every resident within the development. This can be done in a hard copy format, or via a CD or email containing the welcome pack information.

6.6.4 The Travel Plan Co-ordinator will be responsible for ensuring that new residents are provided with the Welcome Pack.

6.6.5 Changes to information included in the Welcome Pack will be posted on notice boards in the reception and common room areas.

Indicators

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

Monitoring

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

Targets

6.6.8 The Welcome Pack should be made readily available to all residents.

Review

6.6.9 The contents of the Welcome Pack will be reviewed annually.

6.7 Measure 6 – Access to Internet Travel Information

Description

6.7.1 Access to public transport timetables and real time information will be available on the internet within the individual units.

Objectives

6.7.2 To make residents aware of the public transport options serving the site to encourage sustainable travel.

6.7.3 To provide access to live transport information and assist residents with making alternative travel choices.

Implementation

6.7.4 Access to the internet will be available to all with wireless internet connections in each individual unit.

Indicators

6.7.5 Feedback from the residents will give an indication of the accessibility and usefulness of this information. Questions could be incorporated within the resident surveys requesting specific feedback on the internet access.

Monitoring

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

Targets

6.7.7 The Internet travel information should be accessible by all residents.

Review

6.7.8 The accessibility to the Internet sources will be reviewed on an annual basis.

6.8 Measure 7 – Public Transport and Cycling Vouchers

Description

6.8.1 Public transport and bicycle vouchers will be provided to residents, to encourage these modes use as a means of transport. This scheme should furthermore discourage the use of the private car.

Objectives

6.8.2 To encourage and maximise the use of public and sustainable transport, whilst discouraging the use of the private car.

Implementation

6.8.3 Residents are offered vouchers to encourage the use of public transport or bicycle through providing discounts on travel / bicycle equipment.

Indicators

6.8.4 The number of residents using public transport or cycling which can be investigated through a resident survey.

Monitoring

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

Targets

6.8.6 The targets will be set out in relation to the findings of the first resident surveys.

Review

6.8.7 Resident feedback will provide an indication of the success.

7 Conclusions

7.1.1 URS Scott Wilson were commissioned to carry out an assessment of the possible transport impacts arising from the proposed Ferdinand Street development. The Travel Plan was prepared as a means of maximising the sustainability of travel by residents of the development.

7.1.2 The development proposals include the demolition of part of existing 27 and 25 Ferdinand Street and replacing existing roof loft space with dormer windows and roof lights with two new wings linked with a glass structure to the existing 17 Ferdinand Street, finished with the construction of one lightweight level on top, at 17, 27 and 25 Ferdinand Street.. The new building will provide twenty residential flats (use class C3).

7.1.3 A large number of transport links exist in the immediate vicinity of the site. There are a number of bus routes along Chalk Farm Road and Chalk Farm underground station within close walking distance, serving the Edgware branch of the Northern line, and providing access to locations within Central London. Ferdinand Street is also within the catchment area of Kentish Town West Mainline Rail station, which offers services to Stratford (East London) and Richmond (West London). The site is therefore well served by public transport.

7.1.4 Pedestrian facilities in the vicinity of the site are good and provide easy access to both Camden Town centre and the facilities of Chalk Farm Road.

7.1.5 The development site is not directly accessible to the London Cycling Network, however there is with a number of cycle routes in the surrounding area which can be reached easily in order to join the London Cycle Network. A total of 36 bicycle spaces will be provided on site, of which 16 will be allocated for residents. Pedestrian routes are also plentiful with safe and easy pedestrian access throughout the area.

7.1.6 The nine measures proposed in this Travel Plan can be summarised as:

- Measure 1 Establish the role of the Travel Plan Co-ordinator
- Measure 2 Annual Resident Travel Survey
- Measure 3 Loading Area Management
- Measure 4 Provision of Secure Cycle Parking Spaces and Facilities
- Measure 5 Provide a Welcome Pack for Residents
- Measure 6 Access to Internet Travel Information
- Measure 7 Public Transport Vouchers

Appendix A Travel Plan Framework

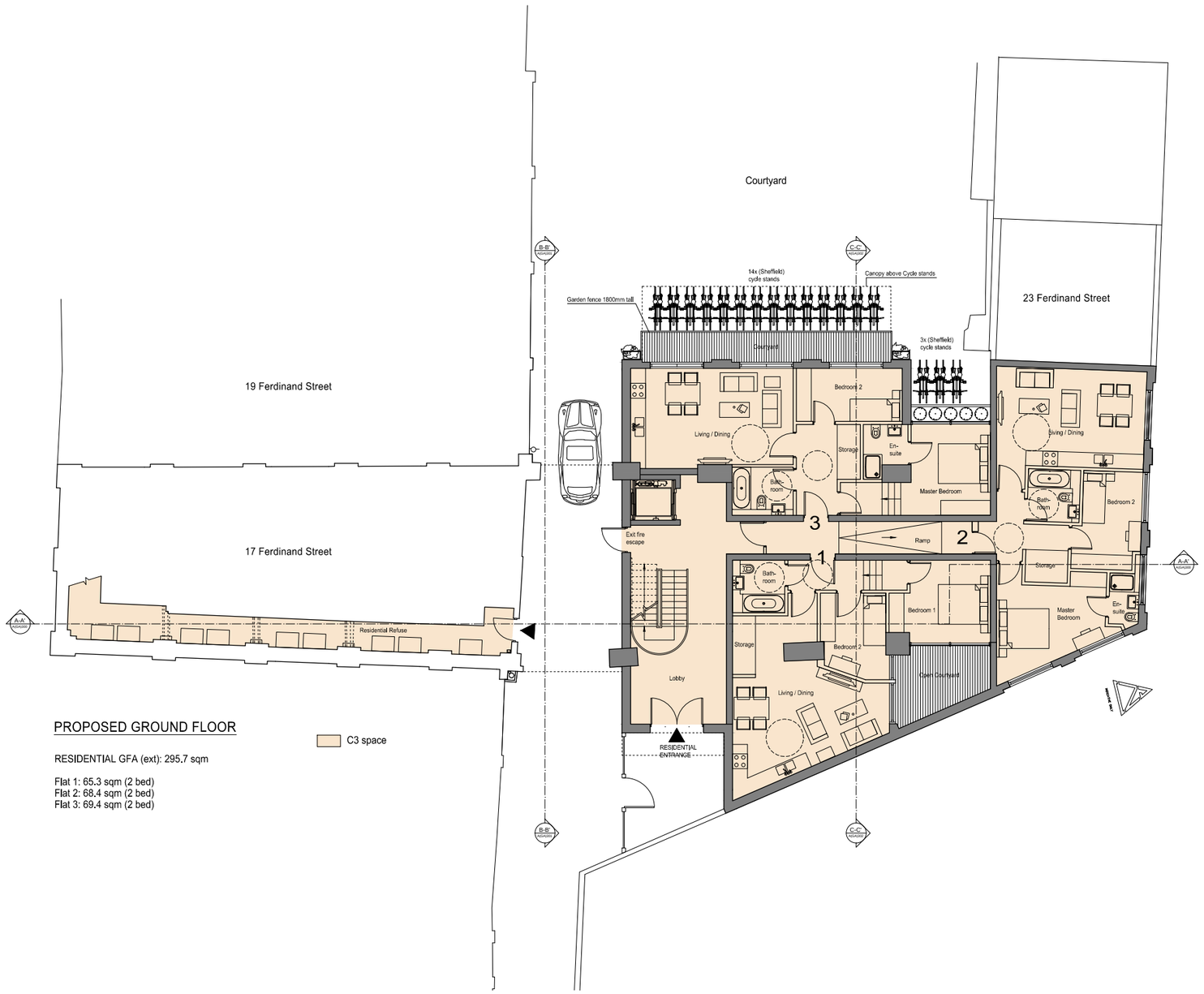
	Travel Plan Measure	Implementation	Indicator	Monitoring	Targets	Review
1	Travel Plan Co-ordinator	Role undertaken by the Site Manager.	Resident feedback.	Resident feedback.	Role reviewed every six months.	Role reviewed every 6 months.
2	Staff Travel Survey	Monitor resident travel arrangements and requirements. Via self-completion questionnaires, undertaken on 1st, 3rd and 5th year. Results reported to borough/TfL.	Quality and the usefulness of the information derived from the resident survey.	The quality of the results achieved monitored by the Travel plan co-ordinator.	Distributed to 100% of all residents, with a 100% response rate.	Review of the resident survey by Travel Plan co-ordinator.
3	Loading Area Management	Signage indicating that parking in the loading area is prohibited. Fines and vehicle clamping will enforce for such acts.	Parking in the loading bay area will indicate that the operation is not being enforced.	Surveys of the loading area to endure that no prohibited parking occurs.	No car parking in the loading bay area.	Enforcement procedure enforced every six months.
4	Secure Resident Cycle Parking Spaces and Facilities	Provide 34 resident cycle parking spaces.	Occupancy of the cycle facilities. Number of residents travelling to work by bicycle.	Survey conducted within the resident survey.	Targets will be set out in relation to the findings of the first resident survey.	Resident feedback will give an indication of the success of the cycle parking and facilities.
5	Provide a Welcome Pack for Residents	Welcome packs distributed to every resident within the development.	Feedback from residents.	Travel Plan co-ordinator will monitor the quality of feedback obtained.	Welcome Pacts distributed to all residents.	Resident feedback will provide an indication of the success of the welcome packs.

	Travel Plan Measure	Implementation	Indicators	Monitoring	Targets	Review
6	Access to Internet Travel Information.	Access to travel information sites will be made available.	Feedback from residents.	Travel Plan co-ordinator will monitor the quality of the feedback obtained.	The Internet travel information should be accessible by all residents.	Resident feedback will provide an indication of the success of the internet travel information provided.
7	Public Transport and Cycling vouchers.	Vouchers offered to residents, to take public transport or cycle to work.	The number of residents using public transport or cycling to work, due to the vouchers.	The Travel Plan Co-ordinator would monitor feedback from residents would monitor feedback	Targets set out in relation to the first resident survey.	Resident feedback will provide an indication of the success.

Appendix B Development Plans

REVISIONS

Rev.	Date	By
-	-	-



PROPOSED GROUND FLOOR

C3 space

RESIDENTIAL GFA (ext): 295.7 sqm

Flat 1: 65.3 sqm (2 bed)
Flat 2: 68.4 sqm (2 bed)
Flat 3: 69.4 sqm (2 bed)

0 1 2 3 4 5 10m

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

WARMHAZE LTD

Project Title

All Residential C3 New Build
17, 27 & 25 Ferdinand Street,
LONDON NW1

Drawing Title

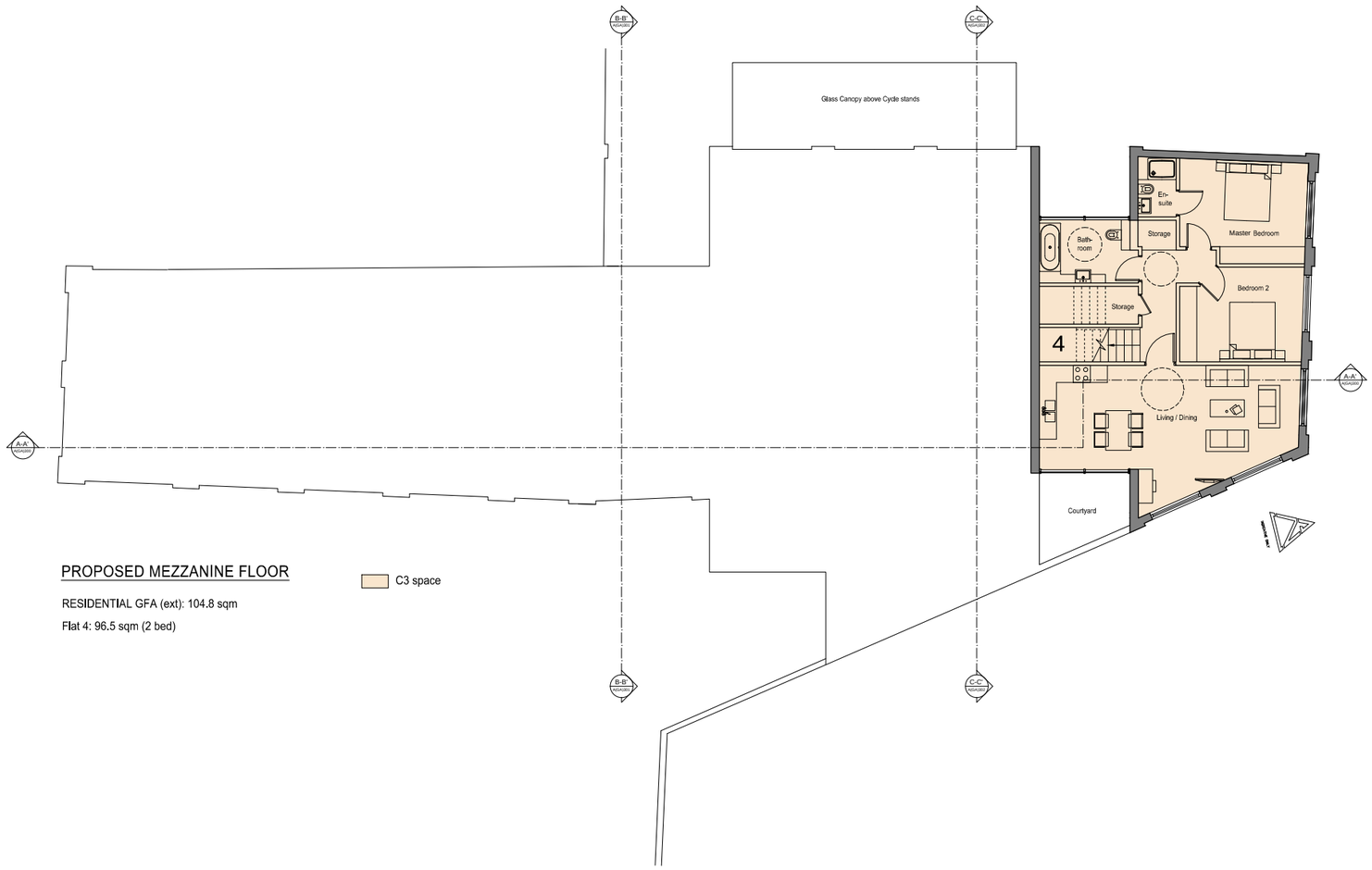
Proposed Ground Floor Plan
All Residential Scheme

Scale	1: 100@A1, 1:200@A3	Date	December 2014
Drawn	SP	Checked	DL
Drawing No.			Rev.
141205-A(GA)100			-

CAD plot date: 04 Feb 2015 - 12:24pm

REVISIONS

Rev.	Date	By
-	-	-



PROPOSED MEZZANINE FLOOR

C3 space

RESIDENTIAL GFA (ext): 104.8 sqm

Flat 4: 96.5 sqm (2 bed)

0 1 2 3 4 5 10m

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

WARMHAZE LTD

Project Title

All Residential C3 New Build
17, 27 & 25 Ferdinand Street,
LONDON NW1

Drawing Title

Proposed Mezzanine Floor Plan
All Residential Scheme

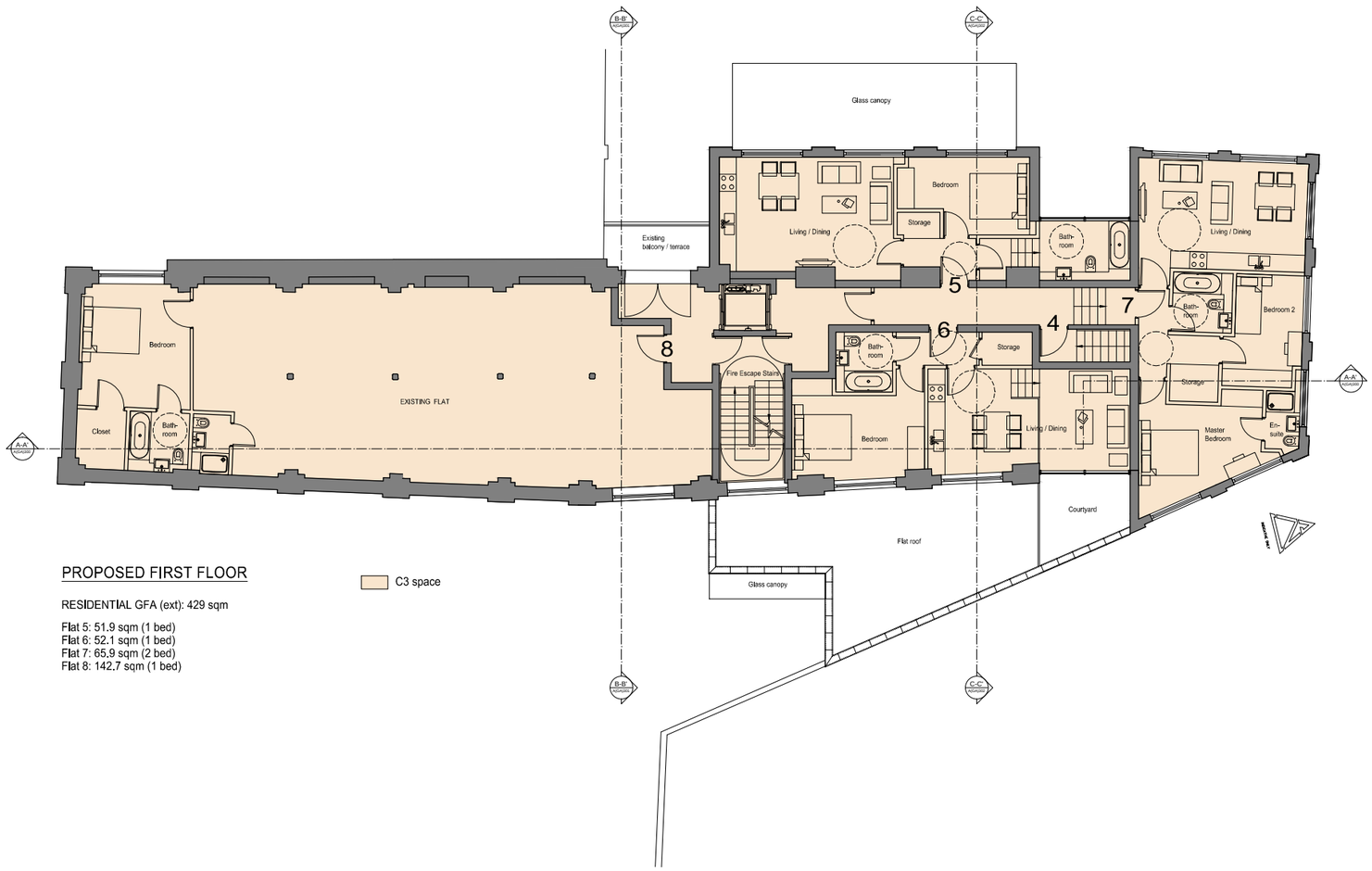
Scale	1: 100@A1, 1:200@A3	Date	December 2014
Drawn	SP	Checked	DL
Drawing No.		Rev.	
141205-A(GA)105			-

CAD plot date: 02 Feb 2015 - 04:15pm

F:\01 Hallmark-Projects\141127 17-27-25 Ferdinand Street AR Residential\06 Design\01 CAD\Sheets\Planning Application\14121B\141205 A(GA)100 Plans.dwg > layout Mezzanine

REVISIONS

Rev.	Date	By
-	-	-



PROPOSED FIRST FLOOR

C3 space

RESIDENTIAL GFA (ext): 429 sqm

Flat 5: 51.9 sqm (1 bed)
Flat 6: 52.1 sqm (1 bed)
Flat 7: 65.9 sqm (2 bed)
Flat 8: 142.7 sqm (1 bed)

0 1 2 3 4 5 10m

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

WARMHAZE LTD

Project Title

All Residential C3 New Build
17, 27 & 25 Ferdinand Street,
LONDON NW1

Drawing Title

Proposed First Floor Plan
All Residential Scheme

Scale	1: 100@A1, 1:200@A3	Date	December 2014
Drawn	SP	Checked	DL
Drawing No.			Rev.
141205-A(GA)110			-

CAD plot date: 02 Feb 2015 - 04:15pm

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REVISIONS

Rev.	Date	By
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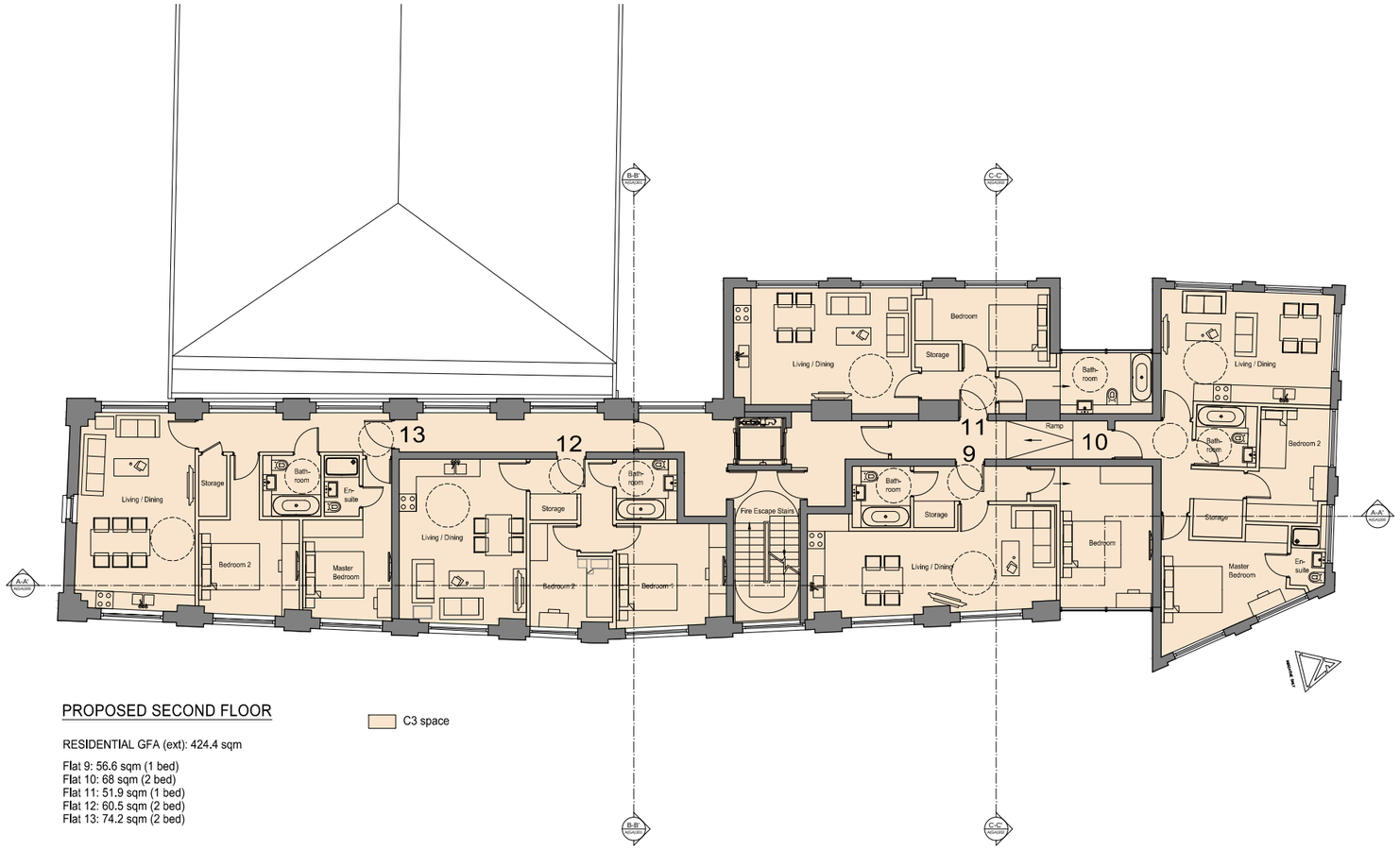

PROPOSED SECOND FLOOR

C3 space

RESIDENTIAL GFA (ext): 424.4 sqm

Flat 9: 56.6 sqm (1 bed)
Flat 10: 68 sqm (2 bed)
Flat 11: 51.9 sqm (1 bed)
Flat 12: 60.5 sqm (2 bed)
Flat 13: 74.2 sqm (2 bed)

0 1 2 3 4 5 10m

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

WARMHAZE LTD

Project Title

All Residential C3 New Build
17, 27 & 25 Ferdinand Street,
LONDON NW1

Drawing Title

Proposed Second Floor Plan
All Residential Scheme

Scale	1: 100@A1, 1:200@A3	Date	December 2014
Drawn	SP	Checked	DL

Drawing No. 141205-A(GA)120 Rev. -

CAD plot date: 02 Feb 2015 - 04:15pm

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REVISIONS

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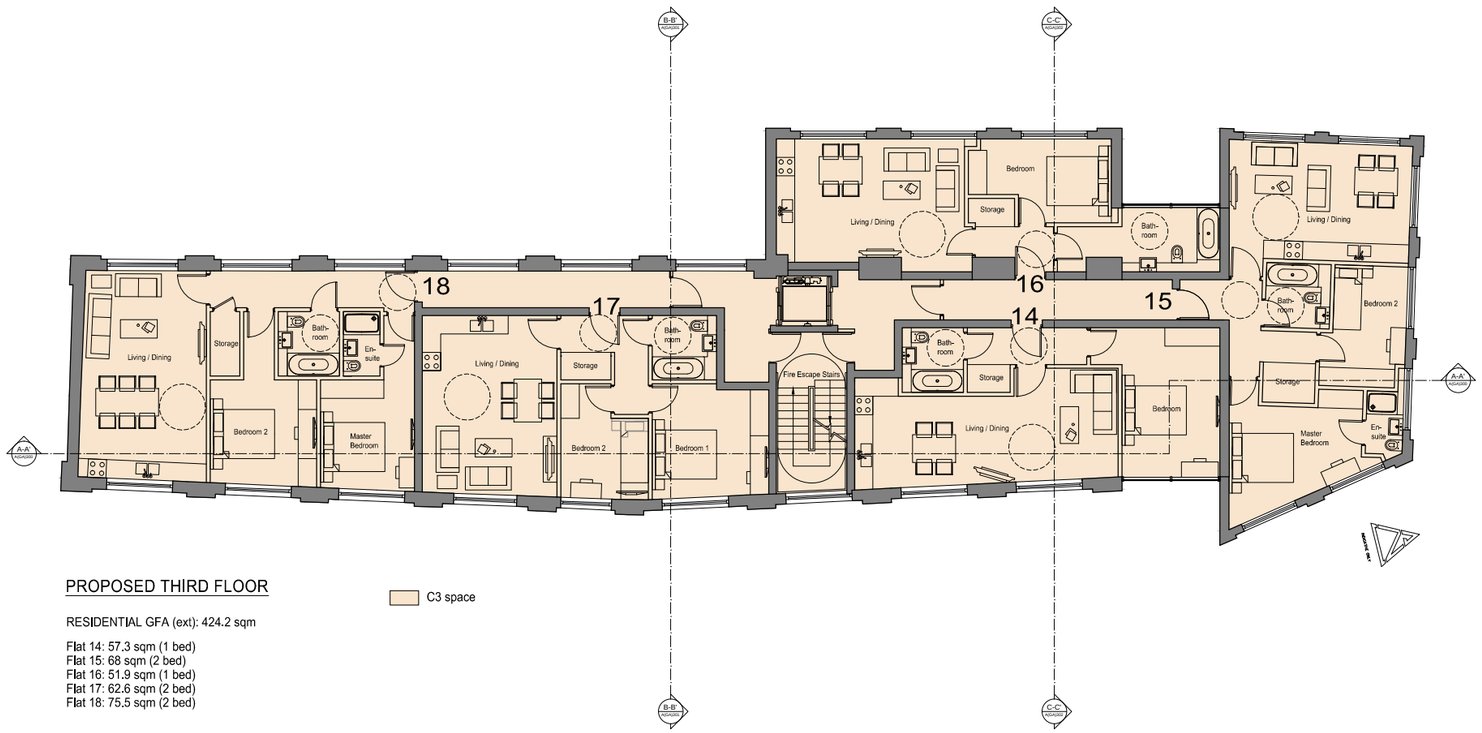

PROPOSED THIRD FLOOR

C3 space

RESIDENTIAL GFA (ext): 424.2 sqm

Flat 14: 57.3 sqm (1 bed)
Flat 15: 68 sqm (2 bed)
Flat 16: 51.9 sqm (1 bed)
Flat 17: 62.6 sqm (2 bed)
Flat 18: 75.5 sqm (2 bed)

0 1 2 3 4 5 10m

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

WARMHAZE LTD

Project Title

All Residential C3 New Build
17, 27 & 25 Ferdinand Street,
LONDON NW1

Drawing Title

Proposed Third Floor Plan
All Residential Scheme

Scale	1: 100@A1, 1:200@A3	Date	December 2014
Drawn	SP	Checked	DL

Drawing No. 141205-A(GA)130 Rev. -

CAD plot date: 02 Feb 2015 - 04:16pm

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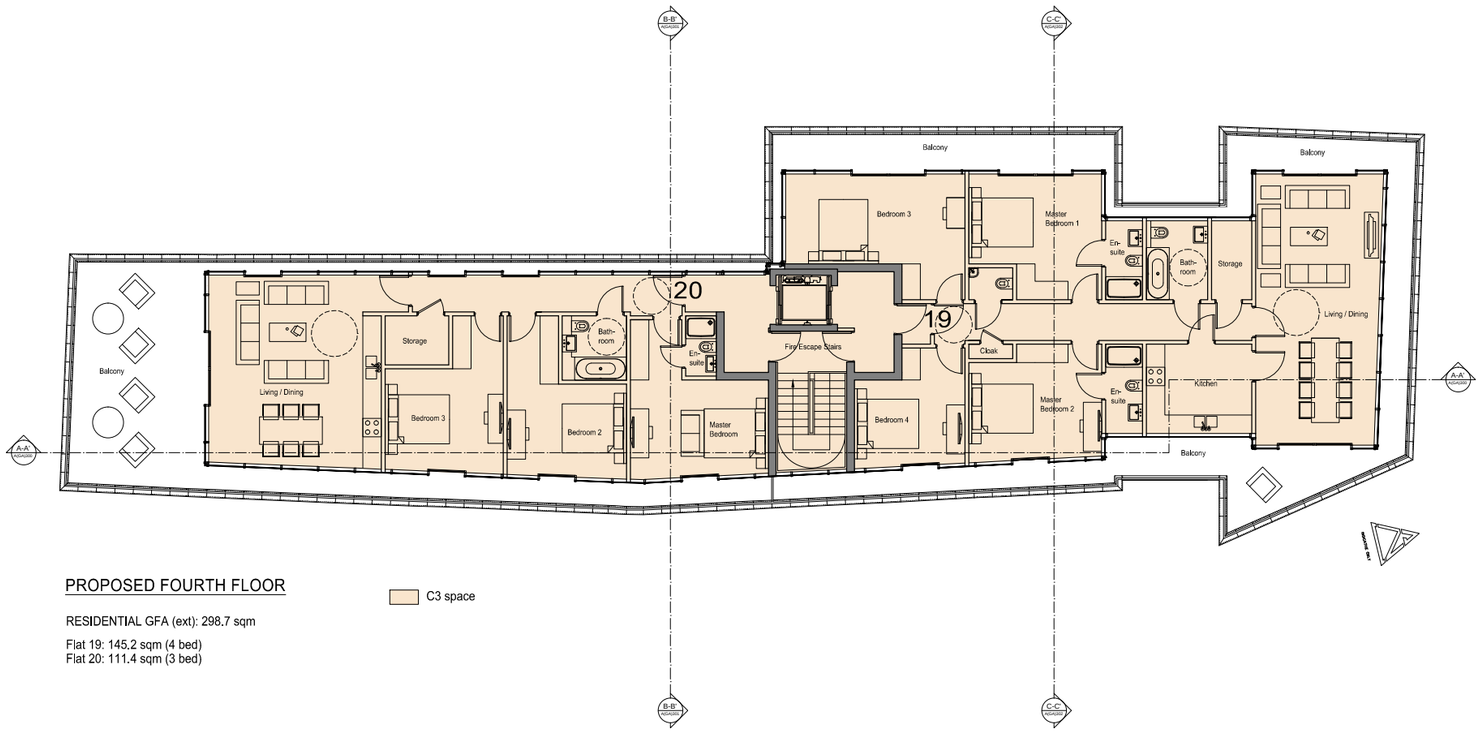
REVISIONS

Rev.	Date	By
-	-	-



PROPOSED FOURTH FLOOR

C3 space

RESIDENTIAL GFA (ext): 298.7 sqm

Flat 19: 145.2 sqm (4 bed)
Flat 20: 111.4 sqm (3 bed)

0 1 2 3 4 5 10m

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

WARMHAZE LTD

Project Title

All Residential C3 New Build
17, 27 & 25 Ferdinand Street,
LONDON NW1

Drawing Title

Proposed Fourth Floor Plan
All Residential Scheme

Scale	1: 100@A1, 1:200@A3	Date	December 2014
Drawn	SP	Checked	DL
Drawing No.			Rev.
141205-A(GA)140			-

CAD plot date: 03 Feb 2015 - 12:10pm

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REVISIONS

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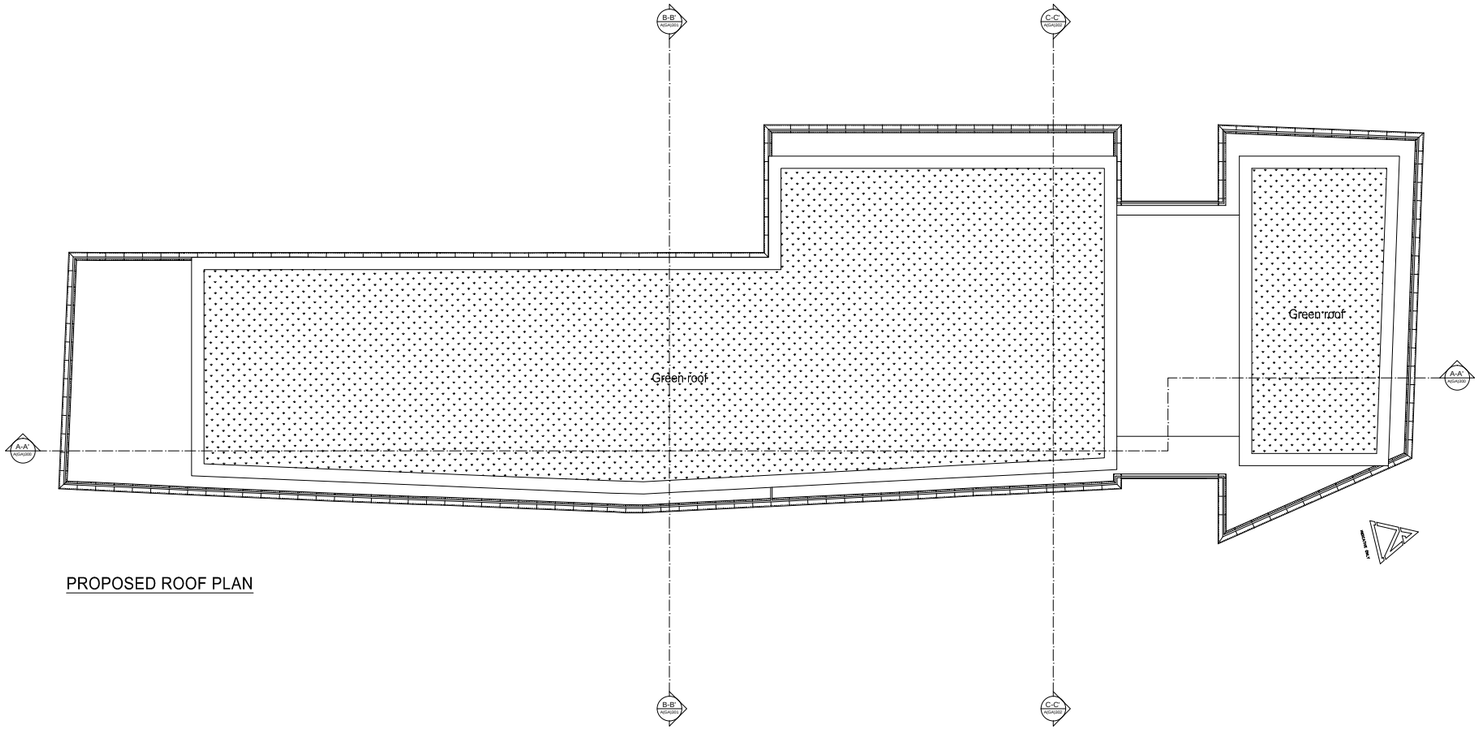


PROPOSED ROOF PLAN

0 1 2 3 4 5 10m

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

WARMHAZE LTD

Project Title

All Residential C3 New Build
17, 27 & 25 Ferdinand Street,
LONDON NW1

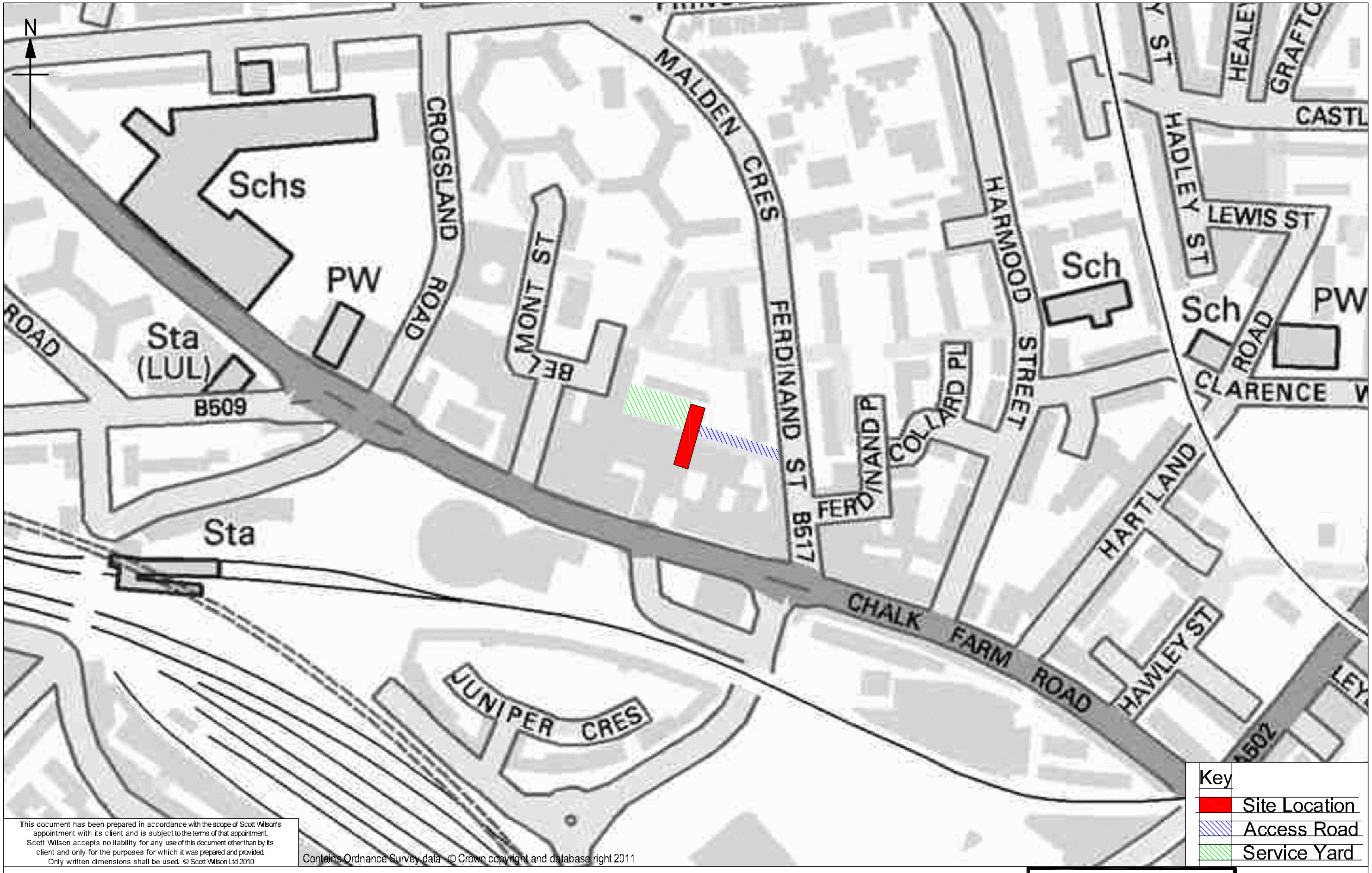
Drawing Title

Proposed Roof Plan
All Residential Scheme

Scale	1: 100@A1, 1:200@A3	Date	December 2014
Drawn	SP	Checked	DL
Drawing No.		Rev.	
141205-A(GA)150			-

CAD plot date: 15 Jan 2015 - 05:44pm

Appendix C Location Plan



Drawing Title

17, 25 & 27 Ferdinand Street, Camden
Site Location Plan

FERD/001/001

Scale at A3: NTS		
Drw CJB	App BW	Rev
Chk KJP	Date Dec 11	Date Jan 15

URS Scott Wilson

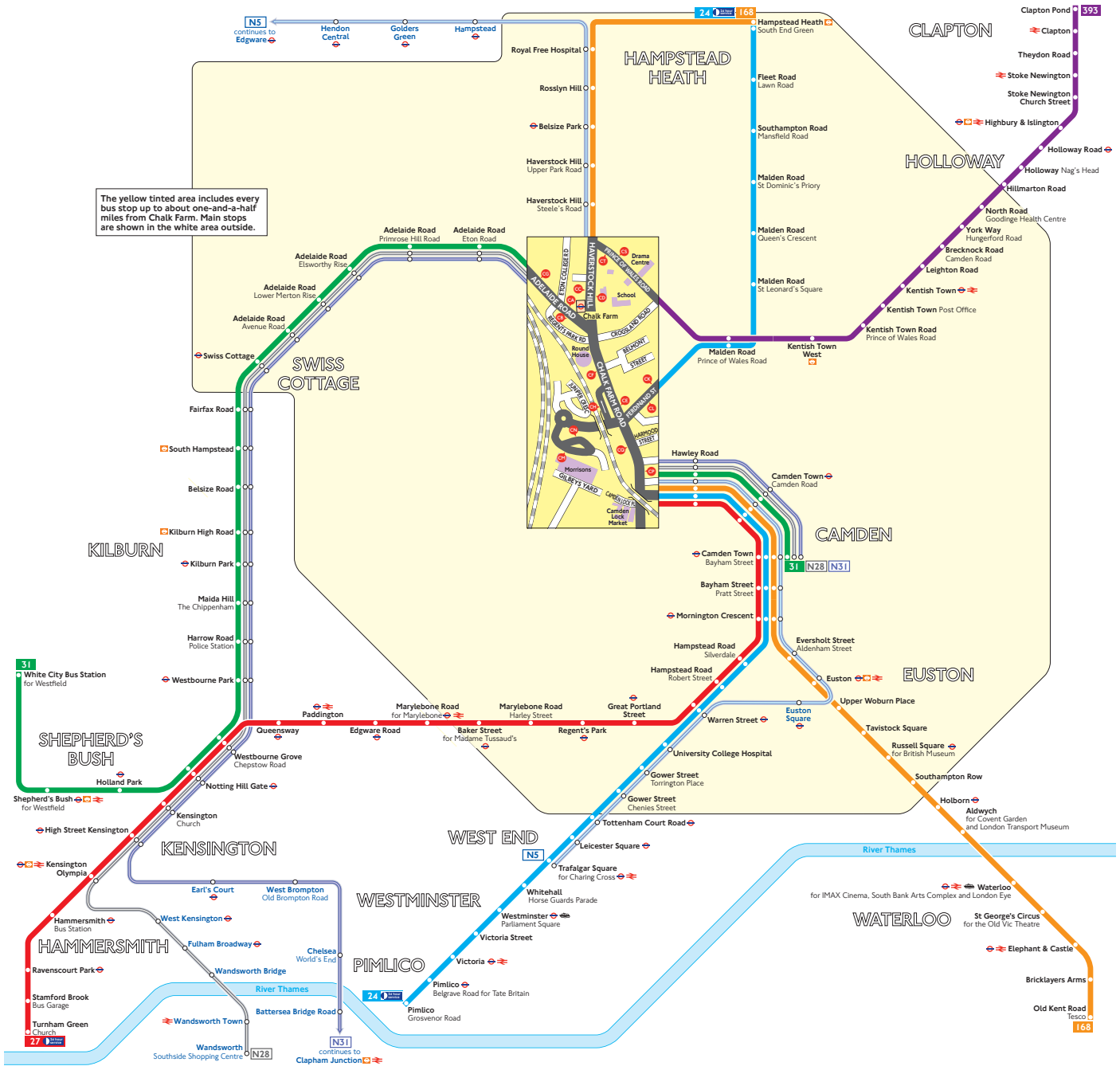
www.urs-scottwilson.com

Plot Date :
File Name :

DB3

Appendix D Bus Network and PTAL Output

Buses from Chalk Farm



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath	CK CQ
	Pimlico	CE CL
27 (24 hour service)	Turnham Green	CE CM
31	Camden Town	CA CE
	White City	CB CF CQ
168	Hampstead Heath	CC CF CQ
	Old Kent Road	CD CE
393	Clapton	CC CF CH CN CS

Night buses

Bus route	Towards	Bus stops
N5	Edgware	CC CF CQ
	Trafalgar Square	CD CE
N28	Camden Town	CA CE
	Wandsworth	CB CF CQ
N31	Camden Town	CA CE
	Clapham Junction	CB CF CQ

Information correct from 14 February 2011

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20110612121605
Description	20110612121605
Run by user	PTAL web application
Date and time	06/12/2011 12:16

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 528386, 184382

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	CHALK FM RD FERDINAND ST	27	221.85	8.0	0.5	2.77	5.75	8.52	3.52	1.76
BUS	CHALK FM RD FERDINAND ST	31	221.85	10.0	0.5	2.77	5.0	7.77	3.86	1.93
BUS	CHALK FM RD FERDINAND ST	168	221.85	9.0	0.5	2.77	5.33	8.11	3.7	1.85
BUS	FERDINAND ST CHALK FM RD	24	131.6	12.0	1.0	1.65	4.5	6.15	4.88	4.88
BUS	CHALK FM RD FERDINAND ST	393	221.85	5.0	0.5	2.77	8.0	10.77	2.78	1.39
BUS	MALDEN ROAD ST LEONARD'S SQUARE	46	421.04	6.0	0.5	5.26	7.0	12.26	2.45	1.22

LU LRT	Chalk Farm	Northern Line Kennington to Edgware	472.1	5.0	0.5	5.9	6.75	12.65	2.37	1.19
LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	800.15	4.3	0.5	10.0	7.73	17.73	1.69	0.85
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	800.15	1.0	0.5	10.0	30.75	40.75	0.74	0.37
LU LRT	Camden Town	Northern Line High Barnet to Morden	800.15	9.0	0.5	10.0	4.08	14.09	2.13	1.06
LU LRT	Chalk Farm	Northern Line Edgware to Morden	472.1	8.3	0.5	5.9	4.36	10.27	2.92	1.46
LU LRT	Chalk Farm	Northern Line Edgware to Morden	472.1	9.7	1.0	5.9	3.84	9.74	3.08	3.08
LU LRT	Camden Town	Northern Line Morden to High Barnet	800.15	3.7	0.5	10.0	8.86	18.86	1.59	0.8
LU LRT	Camden Town	Northern Line High Barnet to Kennington	800.15	5.4	0.5	10.0	6.31	16.31	1.84	0.92
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	800.15	2.7	0.5	10.0	11.86	21.86	1.37	0.69

NATIONAL_RAIL	KENTISH TOWN WEST	CLAPHAM JUNCTION to STRATFORD	587.49	2.0	0.5	7.34	15.75	23.09	1.3	0.65
NATIONAL_RAIL	KENTISH TOWN WEST	RICHMOND to STRATFORD	587.49	4.0	1.0	7.34	8.25	15.59	1.92	1.92

Total AI for this POI is 26.02.

PTAL Rating is 6a.

Appendix E iTRACE Compliant Survey

Annual Travel Survey

We would be grateful if you would complete the following questionnaire as accurately as possible and return it to xx by **no later than day/month/year.**

Your questionnaire is completely confidential and will only be seen by the retained external consultant for analysis.

Please complete this questionnaire electronically. To select an answer where there is a ☐ just click once on the box to insert an X. If you place an X in the wrong box, just click on the box again to remove it. Where Please Select is provided use the drop down list to answer the questions. Free form text is available in the shaded areas marked .

Section 1 – Employee Information

Q.1. Age ☐ Under 20 ☐ 20 – 29 ☐ 30 – 39

☐ 40 – 49 ☐ 50 – 59 ☐ 60+

Q.2. Home Postcode _____

Q.3. Which department do you work in? Please select

Q.4. Approximate distance from home to the site? Please select

Q.5. How long (on average) does your journey take? ☐ Less than 30 mins

☐ 30 mins to one hour

☐ Over one hour

Section 2 – Hours of Attendance

Q.6 Is your employment:

☐ Full Time ☐ Part Time

Q.7 Using the table below, please tick (based on an average week) which days you travel to the site and specify your arrival/departure time (in 24 hour format) for each day.

Monday ☐		Tuesday ☐		Wednesday ☐		Thursday ☐		Friday ☐		Weekend ☐	
Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart	Arrive	Depart

Section 3 – Existing Method of Travel

Q.8. Please use the table below to describe your **principal** method of travelling to the site. For example if you walk to the bus stop and then travel by bus to the site, your principal method of travel will be train as it is used for the majority of your journey.

	Bus	Under-ground	Train	Walk	Cycle	Car Driver	Motor-cycle	Car Passenger	Other
5 or more days per week	☐	☐	☐	☐	☐	☐	☐	☐	☐
3 – 4 days per week	☐	☐	☐	☐	☐	☐	☐	☐	☐
1 – 2 days per week	☐	☐	☐	☐	☐	☐	☐	☐	☐
Occasional	☐	☐	☐	☐	☐	☐	☐	☐	☐

Q.9. If you indicated "Car Passenger" as your mode of travel to work within your response to Q.8. Please place an X in the appropriate box below:

Passenger of someone who is also attending the site ☐

Passenger of someone passing the site, who continues to another destination ☐

Passenger in vehicle making specific journey on your behalf ☐

Q.10. Do you currently make use of a disabled parking bay? ☐ Yes ☐ No

Q.11. For the method of travel indicated within Q8 above, please indicate the **THREE** factors which influence your method of travel by placing a number in the related box in the table below. Use number 1 to indicate the most significant influence and 3 the least, (i.e. if you are a car driver and your main influence is cost, followed by convenience, followed by security then in the car driver column place 1 next to cost, 2 next to convenience and 3 next to security).

Influence Factor	**Principal mode of travel identified in Q8**
Convenience-travel time	0
Flexibility	0
Reliability	0
Cost (fares/fuel/parking)	0
Safety/Security	0
Health/Fitness	0
Congestion/Overcrowding	0
Weather	0
Availability of car parking	0
Availability of cycle parking	0
Unable to drive / no access to car	0
Need to carry/store heavy/awkward items	0

Need to travel to other locations for work during the day	0
Other commitments (please specify the details below, e.g. childcare	0

Details _____

Section 4 – Influence over Future Methods of Travel

Q.12. If you currently travel by car (either as a driver/passenger), would any of the following measures if implemented, encourage you to walk/cycle to the site? (Please select)

Improved footpaths/cycle paths Please Select

Improved cycle parking Please Select

Improved changing/shower/locker facilities Please Select

Discounts on a bicycle or outdoor clothing Please Select

Availability of pool cars for work journeys to other sites during the working day Please Select

If you have answered no to all of the above please specify below why you would not choose to walk or cycle:

_____

Q.13. If you currently travel by car (driver/passenger) would any of the following measures encourage you to use public transport for your journey to the site? (Please select)

More direct routes Please Select

More frequent services Please Select

More comfortable vehicles Please Select

Reduced journey times Please Select

Improved shelters/station facilities Please Select

Improved footpath/cycleway links Please Select

Discounted tickets prices/season ticket(s) Please Select

Availability of pool cars for work journeys to other sites during the working day Please Select

If you have answered no to all of the above please specify why you would not choose to use public transport:

_____

Q.14. If you currently travel by car (driver/passenger), would any of the following measures encourage you to car share? (Please select)

Assistance in finding suitable car share partners Please Select

Guaranteed ride home if usual driver unable to provide lift Please Select

Prioritised car parking for car sharers Please Select

Availability of pool cars for work journeys to other sites during the working day Please Select

If you have answered no to all of the above please specify why you would not choose to car share:

_____

Q.15. Do you have any other comments regarding travel to/from the site?

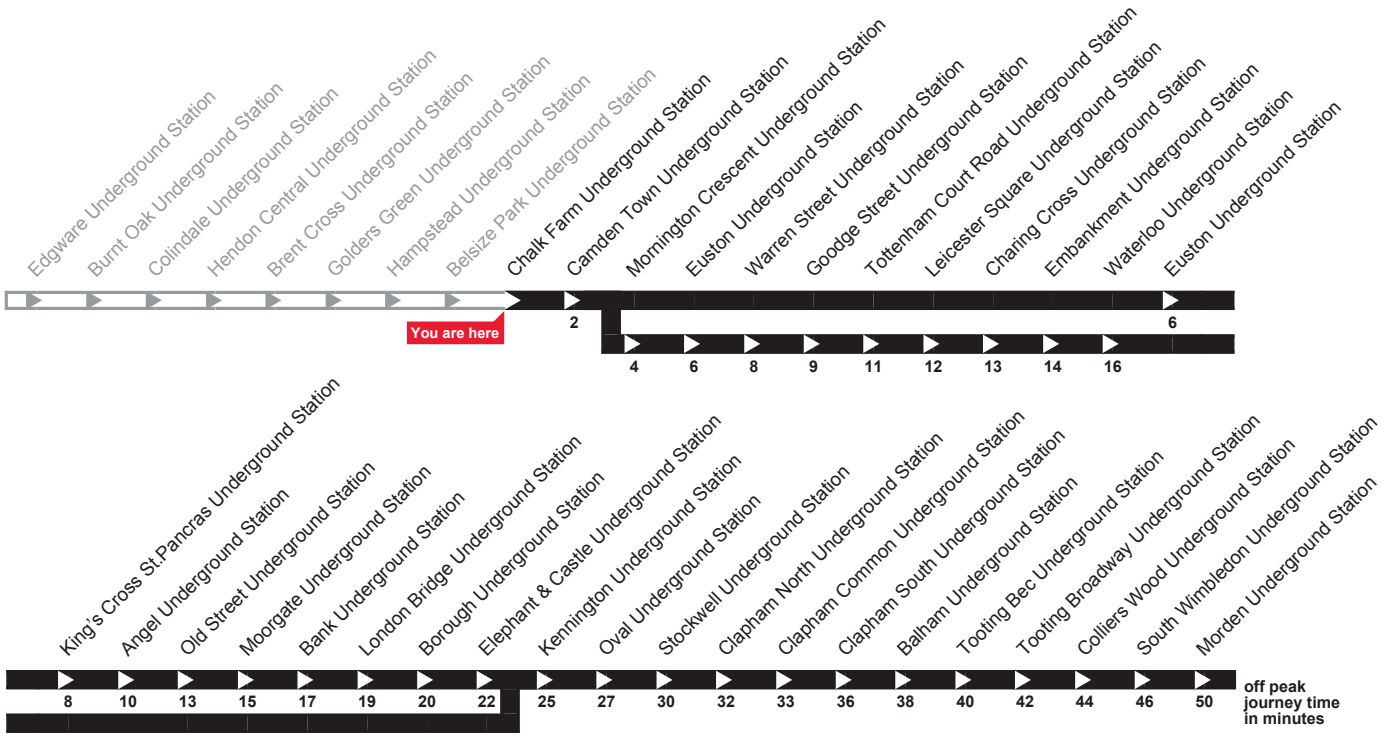
_____

Thank you for taking the time to complete this questionnaire.

Appendix F Example Residents Welcome Pack

Northern Line

Services from this station towards Morden Underground Station



Monday - Friday

First trains	6am to Midnight	Last trains
0542	*about every*	0002
0548	***2-5***	0007
0553	*minutes*	0012
0556		0020
0559		

Saturday (also Good Friday)

First trains	6am to Midnight	Last trains
0542	*about every*	0002
0548	***2-5***	0007
0552	*minutes*	0012
0557		0020

Sunday

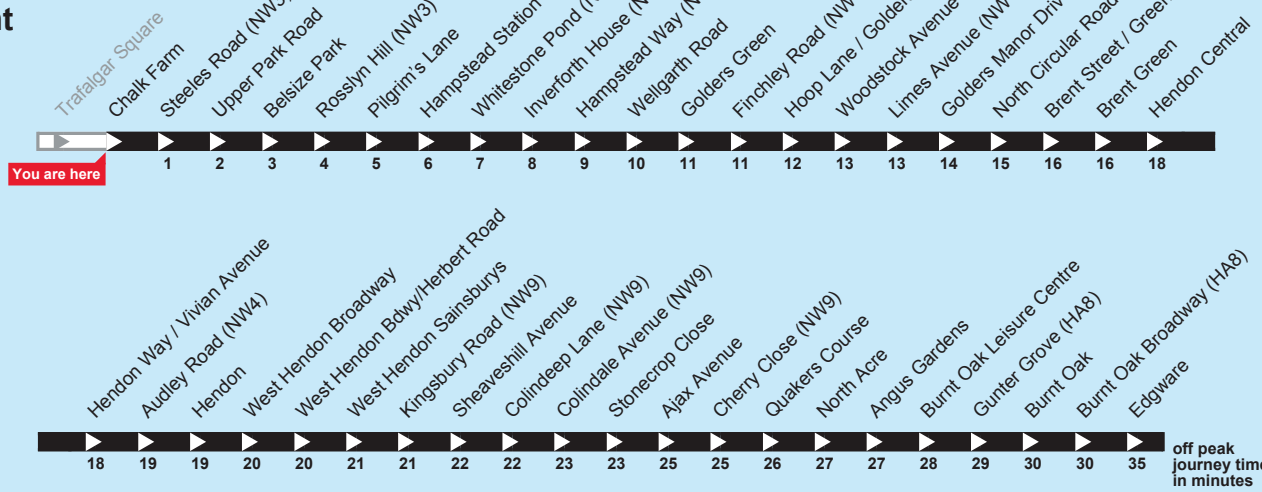
First trains	8am to 11pm	Last trains
0715	*about every*	2300
0721	***3-5***	2304
0727	*minutes*	2309
0732		2314
0737		2319
0742		2324
0746		2329
0751		
0755		

London Buses

N5

Every night

Buses towards Edgware



Sunday night/Monday morning

First buses	1 to 2am	2 to 3am	3 to 4am	4 to 5am	5 to 6am	Last bus
00 14	01 14	02 14	03 14	04 14	05 14	06 01
00 29	01 29	02 29	03 29	04 29	05 29	
00 44	01 44	02 44	03 44	04 44	05 44	
00 59	01 59	02 59	03 59	04 59		

Monday night/Tuesday morning to Thursday night/Friday morning

First bus	1 to 2am	2 to 3am	3 to 4am	4 to 5am	5 to 6am	Last bus
00 59	01 14	02 14	03 14	04 14	05 14	06 01
	01 29	02 29	03 29	04 29	05 29	
	01 44	02 44	03 44	04 44	05 44	
	01 59	02 59	03 59	04 59		

Friday night/Saturday morning

First buses	2 to 5am	Last buses
01 06	*about every*	05 04
01 16	***6-10***	05 14
01 26	*minutes*	05 24
01 36		05 34
01 46		05 44
01 56		05 54

Saturday night/Sunday morning

First buses	2 to 5am	5 to 6am	6 to 7am	Last buses
01 04	*about every*	05 05	06 00	07 00
01 14	***7-10***	05 15	06 15	07 15
01 24	*minutes*	05 25	06 30	07 30
01 34		05 35	06 45	
01 44		05 45		
01 54				

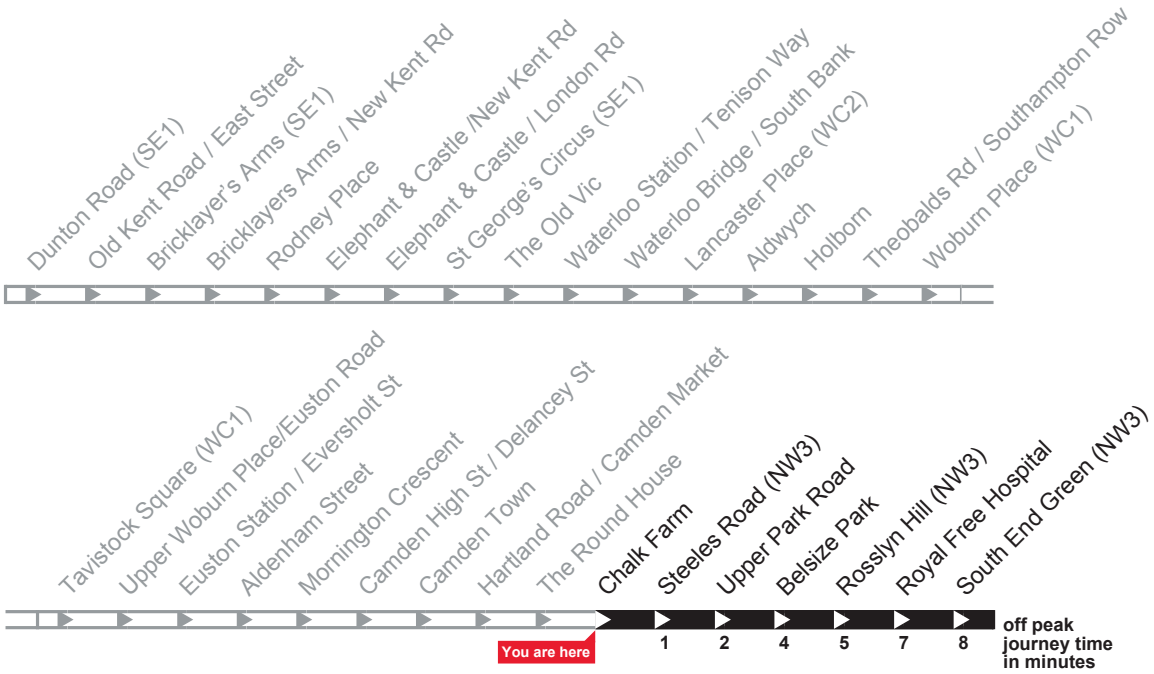
Operated by Metroline for London Buses

London Buses

168

Daily

Buses towards South End Green (NW3)



Monday - Friday

First buses	7am to 9pm	9pm to 1am	Last bus
0614 0626 0638 0648 0658	*about every* ***5-9*** *minutes*	*about every* ***8-10*** *minutes*	0100

Saturday (also Good Friday)

First buses	7 to 10am	10 to 1am	Last bus
0614 0626 0638 0650	*about every* ***8-12*** *minutes*	*about every* ***6-10*** *minutes*	0100

Sunday and other Public Holidays

First buses	7 to 8am	8 to 1am	Last bus
0614 0629 0644 0659	0714 0729 0744 0759	*about every* ***8-12*** *minutes*	0100

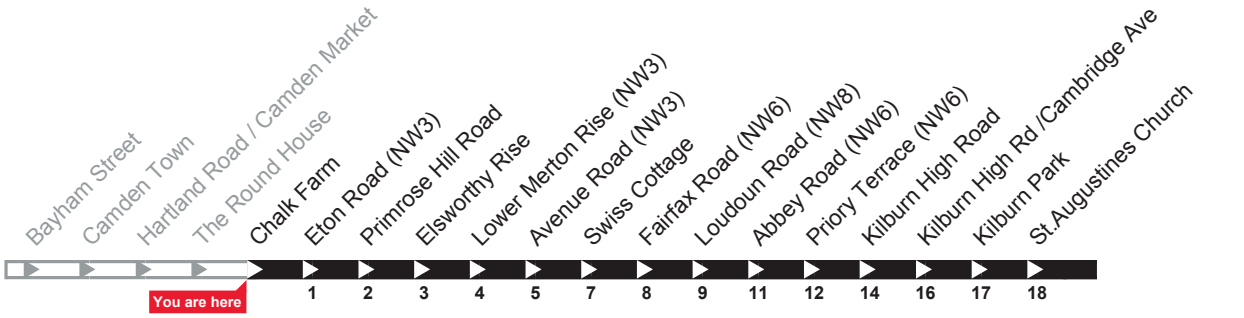
Operated by Arriva London for London Buses

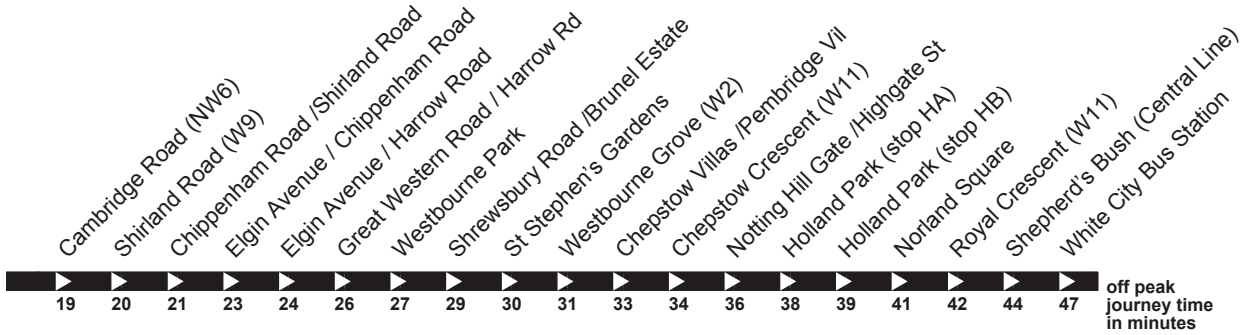
London Buses

31

Daily

Buses towards White City Bus Station





Monday - Friday

First buses	6am to 9pm	9pm to Midnight	Last buses
0505	*about every*	*about every*	0007
0520	***4-8***	***7-10***	0017
0535	*minutes*	*minutes*	0027
0545			0037
0555			

Saturday (also Good Friday)

First buses	6 to 8am	8am to 7pm	7pm to Midnight	Last buses
0505	*about every*	*about every*	*about every*	0000
0520	***10***	***5-9***	***6-10***	0008
0535	*minutes*	*minutes*	*minutes*	0017
0550				0027
				0037

Sunday and other Public Holidays

First buses	6 to 7am	7 to 8am	8am to Midnight	Last buses
0505	0605	*about every*	*about every*	0007
0520	0620	***10-12***	***6-10***	0017
0535	0635	*minutes*	*minutes*	0027
0550	0650			0037

Operated by First for London Buses

Northern Line

Services from this station towards Edgware Underground Station

Monday - Friday

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

Saturday (also Good Friday)

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

Sunday

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

25.08.2011 Chalk Farm Underground Station