global environmental solutions

44 Gloucester Avenue, London

Travel Plan Statement

SLR Ref: 418-02629-00002

February 2015

Victoria Square Property Company Limited

CONTENTS

FIGURES

APPENDICES

Appendix A **Architect's Layout Plans**

Appendix B **Bus Map**

Appendix C **PTAL Calculation**

DRAWINGS

Drawing 1 **Site Location Plan**

1.0 EXECUTIVE POLICY STATEMENT

The site operator will implement a Travel Plan as part of their proposed mixed-use redevelopment of a site known as The Courtyard, 44-44A Gloucester Avenue, London. Travel Plans help to demonstrate the importance of the environmental, health and commercial benefits of increasing the use of more sustainable modes of travel as an alternative to the private car.

The proposed development will be designed as a 'car capped development', in that a limited amount of on-site car parking will be provided, but with no access to on-street parking permits. This Travel Plan Statement therefore determines the sustainable transport options available and the type of measures and initiatives that will be used to promote each mode of transport.

2.0 TRAVEL PLAN MISSION STATEMENT & STATED OBJECTIVES

The overarching objective of the Travel Plan is to ensure that all reasonable actions are considered and implemented to promote awareness of the sustainable transport options available to residents, staff and visitors.

This is a Travel Plan Statement which has been prepared on behalf of the applicant and developed as part of the Planning Application for the development of 698sq.m GIA of employment floor area comprising B1 (Office) use and 40 residential units. The purpose of this document is to provide the local authority with the basic structure, objectives and initiatives that would be incorporated into the Travel Plan document, which would be implemented following occupation of the development.

3.0 INTRODUCTION

3.1 Background

SLR Consulting Limited (SLR) has been appointed by Victoria Square Property Company Limited (the Applicant) to undertake a Travel Plan Statement to support the proposed mixed-use redevelopment of a site known as The Courtyard, 44-44A Gloucester Avenue, London.

The site location is depicted within **Drawing 1** of this report.

This Travel Plan Statement (TPS) sets out details of the initiatives and measures that will be considered for implementation by the development in order to ensure that residents, staff and visitors are aware of the range of sustainable transport options available to them, ensuring that the site works as a 'car capped development'.

3.2 What is a Travel Plan?

Travel Plans are an important element of the Governments Integrated Transport Strategy and are a means of managing the transport generated by a development or site, and implementing initiatives to reduce identified adverse effects of such transportation.

Every development has potential implications for local transport systems to a lesser or greater degree. The way that these implications are managed is fundamental to the scale of transport effects associated with the development.

A Travel Plan is generally a package of measures and initiatives designed to reduce the reliance on the car, whilst at the same time supporting more sustainable forms of travel. These measures may take the form of 'soft measures' which are designed to encourage and positively influence good travel habits or 'hard measures' which act to reduce bad travel behaviour e.g. reduced on-site parking provision.

The Travel Plan typically includes targets, monitoring and management arrangements to ensure that the objectives of the plan are achieved and that it remains sustainable over the longer term.

3.3 Why do we need a Travel Plan Statement?

Whilst there are a wide range of benefits that can result from the operation of a Travel Plan, their implementation is increasingly being required within the planning system as a condition, or requirement, associated with development. The requirement for this TPS has been advised by Camden Council.

The site has been designed with minimal car parking, 17 spaces for the combined employment use and 40 residential units; therefore the majority of person trips will be undertaken by non-car modes of travel. The purpose of the TPS is therefore to inform and promote awareness of the transport options available, rather than dissuade people from using the private car.

This TPS has been produced in relation to the planning application for the development of 698sq.m GIA of employment floor area comprising B1 (Office) use and 40 residential units. The TPS, however, not solely tied to the planning application and will become an ongoing element of the operation of the overall development.

3.4 Benefits of Travel Plans

The most easily identifiable benefits of Travel Plans are those that are directly related to reductions in vehicle use; namely, proportionally less traffic, congestion, noise/air pollution and accidents.

There are, however, a broader range of benefits that can accrue from the implementation of Travel Plan initiatives. Depending on the characteristics of each development, it is recognised that benefits to the following area might prevail once a Travel Plan is implemented:

- energy savings: reducing consumption of fossil fuels, particularly the amount of CO_2 individuals consume in their everyday journeys;
- environmental benefits: Individuals who adopt travel by non-motorised modes of transport will gain satisfaction from knowing they have been able to reduce their own carbon footprints;
- health benefits: by shifting journeys away from motorised forms of transport, individuals can improve their health and well-being by walking and cycling and also learn to enjoy more journeys without the added stress of traffic and congestion;
- safety benefits: new and improved facilities for sustainable transport such as dedicated walkways and cycle paths will encourage car users to drive more responsibly, reducing their speed and being aware of other road users;
- social benefits: developing a culture where individuals can share their travel tips with other people such as car-share members, residents groups. Encouraging active participation in the Travel Plan by making new developments 'user-friendly' for walkers/cyclists; and
- accessibility benefits: removing car based provision such as new roads and parking areas in favour of improved public transport facilities/links.

4.0 POLICY AND GUIDANCE CONSIDERATIONS

4.1 National Policy

The National Planning Policy Framework (NPPF) was released in March 2012, setting out the Government's planning policies for England and how these are expected to be applied.

Paragraph 1 states that the NPPF *'…sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.*

The promotion of sustainable transport can be found under Section 4 of 'Delivering Sustainable Development'. Paragraph 29 recognises that *'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas'.*

The NPPF also identifies the provision of a Travel Plan as being fundamental to achieving the policy objectives indicated above; Paragraph 36 stating that *'a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan'.*

The National Planning Practice Guidance, published in March 2014, further reinforces the importance of travel plans in the planning context. It states travel plans should be considered in parallel to development proposals and readily integrated into the design and occupation of the new site, and that they should support Transport Assessments in taking forward the identified mitigation measures which relate to on-going occupation and operation of the development.

4.2 Local Policy

4.2.1 The Mayor's Transport Strategy (May 2010)

The Mayor of London has produced strategies for London; in particular the Mayor's Transport Strategy (MTS) published in May 2010.

The Mayor's Transport Strategy (MTS) is a statutory document, developed alongside the London Plan and Economic Development Strategy (EDS) as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years.

The Mayor's transport vision is described in the report as:

'London's transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the world in its approach to tackling urban transport'.

The MTS comments that transport is strongly linked with health impacts and is a *'…key determinant of health and wellbeing, with direct effects through road collisions and air pollutants, and indirectly through stress and physical activity…'*

Chapters 5.13 and 5.14 of the MTS suggest proposals aimed at promoting more cycling and walking. These include raising awareness of the health and environmental benefits, improvements to infrastructure, training and safety.

Paragraph 478 suggests that …*'Encouraging walking requires changes in the way people think about physically active travel and the transport choices they make. A key step is to provide better information about the benefits of walking. Travel planning and smarter travel initiatives can be used to promote the range of benefits, particularly in schools, workplaces and in deprived areas where the cost of public transport may be a barrier to travel.*'

Proposal 62 states *'The Mayor, through TfL, working with the London boroughs, developers and other stakeholders, will promote walking and its benefits through information campaigns, events to raise the profile of walking, and smarter travel initiatives such as school and workplace travel plans'.*

4.2.2 Spatial Development Strategy for London – The London Plan (July 2011)

The MTS is developed alongside the *Spatial Development Strategy for Greater London - The London Plan.* Delivery of the MTS will be essential to achievement of the vision and objectives of the London Plan which sets out the spatial development policies that will be needed for implementation of the MTS.

The first London Plan was published in 2004. Alterations were made to the report leading to various updated versions, followed by the formal publication of a replacement plan in 2011.

The London Plan recognises the *'…close co-ordination of land-use and transport planning is crucial to effective and sustainable spatial development…'*

Chapter 6 considers London's Transport and provides a strategic overview of its integration with development.

Table 6.1 provides an indicative list of transport schemes and proposals aimed at encouraging closer integration of transport and development, categorising them in terms of cost and anticipated completion. The table recognises travel planning tools, smarter travel initiatives and increased use of Travel Plans as ongoing low cost methods to reduce the environmental impact of transport, make more efficient use of limited transport capacity and encouraging active forms of travel.

4.2.3 Camden Core Strategy 2010-2025

The Camden Core Strategy sets out the key elements of the Council's planning vision and strategy for the borough. It is the central part of Camden Council's Local Development Framework (LDF), a group of documents setting out the planning strategy and policies used in determining applications. It was adopted on 8th November 2010.

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'.*

The Council also works to encourage more sustainable travel in schools, businesses and communities through its travel awareness programme. *'We also work with schools and businesses to produce Travel Plans, which provide a package of measures to encourage safe, healthy and sustainable travel options, including through reducing the need to travel and unnecessary car journeys, and promoting active means of transport such as walking and cycling. Camden is part of the North Central Travel Plan Network, a group of north and*

central London boroughs (supported by Transport for London) that offers advice to businesses to help them to develop travel plans'.

The proposal clearly corresponds to policy concerning the promotion of sustainable modes of transport, as outlined in the Camden Core Strategy (November 2010).

4.2.4 Camden Council Development Policies 2010-2025

Camden Development Policies contributes towards delivering the Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough to achieve the vision and objectives of the Core Strategy. The Development Management Policies were adopted on the 8th November 2010.

Policy 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. We will resist development that fails to assess and address any need for:

a) *movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;*
b) *additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate 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;*
c) *safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development'.*

The proposal clearly corresponds to policy concerning the transport implications of the development, as outlined in the Camden Council Development Policies (November 2010).

4.3 Travel Plan Guidance

Transport for London (TfL) advises within its guidance provided at https://www.tfl.gov.uk that:

'Smaller developments that fall below the strategic-level full travel plan threshold but which typically employ 20 or more staff, or comprise over 50 residential units, should submit a Travel Plan Statement.

It may not be appropriate to set specific targets within these plans. However, a set of positive measures promoting sustainable transport should be included, together with an action plan for their implementation...'

On the basis that the proposed development will be designed as a 'car capped development', in that a limited amount of on-site car parking will be provided but with no access to on-street parking permits, it has been determined that a Travel Plan Statement is required to promote the options of sustainable travel available.

This TPS has been produce with reference to the TfL guidance. The Department for Transport has also prepared and issued specific guidance on the preparation of Travel Plans, which can be found at the following link:

http://www.dft.gov.uk/pgr/sustainable/travelplans/work/

4.4 Summary

National and local transport planning policy supports the increased use of sustainable transport as a means to achieving a reduction in vehicular traffic congestion and environmental impact.

The proposed development is well placed in terms of sustainable transport infrastructure, benefitting from local pedestrian, cycle and public transport facilities. This Travel Plan will promote the use of sustainable transport to residents, staff and visitors in line with national and local transport policy.

5.0 DEVELOPMENT PROPOSALS

The salient components of the development proposals from a traffic and transport perspective are summarised as follows:

- It is proposed to retain and refurbish 698sq.m GIA of the existing employment floor area comprising B1 (Office) use;
- It is proposed to provide a total of 40 residential units (15 x one bed, 19 x two beds and 6 x three beds);
- 17 car parking spaces are proposed, including 2 designated for disabled users. In addition, 4 of the car parking spaces will be provided with electronic charging points;
- 53 secure and sheltered cycle parking spaces shall be provided internally within the basement, which would be accessible by both lift and stairs, with 3 cycle parking spaces provided externally within the courtyard; and
- The existing points of vehicular access from the public highway will be retained under the development proposals.

The proposed basement and ground floor development layouts are depicted within **Appendix A** of this report.

6.0 AUDIT OF EXISTING CONDITIONS

This section describes the site location and local transport conditions detailing the existing travel opportunities that are available from the site.

6.1 Site Location

The application site is located on Gloucester Avenue opposite two priority junctions, Edis Street and Princess Road, in the London Borough of Camden (LBC). Two openings are incorporated along the frontage of the site on Gloucester Avenue and these are used to provide vehicular access into the courtyard car park.

The site is currently disused, but can accommodate 1,866sq.m GIA of B1 (office) and 816sq.m GIA of B8 (warehouse/storage). A single residential dwelling is also present on site. The overall development is spread across four floors (including basement and ground).

The existing basement and ground floor development layouts are depicted within **Appendix A** of this report.

6.2 Existing Highway Conditions

The following section considers the existing local conditions in terms of transport infrastructure, non-car accessibility, and highway safety.

The existing site comprises five disparate buildings orientated around a central courtyard which was previously used for unallocated surface level car parking. The car parking is generally masked by an existing three-storey Victorian building and a two-storey domestic property that, together, occupy the majority of the site frontage onto Gloucester Avenue.

The site is situated approximately 320 metres north-east of the grassed open area of Primrose Hill, around 650 metres west of Camden high street and 1.6 kilometres east of the A41 Finchley Road. At the local level, the site can be described as being roughly rectangular in shape, with its northern boundary defined by a railway line and its southern boundary defined by Gloucester Avenue. The western and eastern site boundaries are defined by a mix of residential and commercial developments.

Two openings are incorporated along the frontage of the site on Gloucester Avenue and these are used to provide vehicular access into the courtyard car park. The first access is located opposite the priority T-junction that is formed where Edis Street meets with Gloucester Avenue whereas the second is located approximately 35 metres east of the junction with Edis Street, and 20 metres west of the junction with Princess Road.

Photographs depicting the two site access points along Gloucester Avenue are shown within **Figure 1 and Figure 2**.

Figure 1
Gloucester Avenue – Primary Site Access

Figure 2
Gloucester Avenue – Secondary Site Access

Gloucester Avenue is a single lane two-way carriageway road that runs roughly on a north-west to south-east alignment that connects with Regent's Park Road to the south and King Henry's Road to the north. The road is subject to a 20mph speed limit, is street lit and footpaths are provided on either side of the road throughout its length. The road is a residential in nature with on-street car parking bays aligning the road on either side.

Photographs depicting the existing road conditions along Gloucester Avenue are shown within **Figure 3 and Figure 4**.

Figure 3
Existing Road Condition along Gloucester Avenue – North-westbound

Figure 4
Existing Road Condition along Gloucester Avenue – South-eastbound

Just south of the application site, Princess Road connects with Gloucester Avenue at a priority T-junction. Princess Road is a single lane two-way carriageway that runs roughly a north to south alignment and connects with Regent's Park Road to the south.

At its junction with Gloucester Avenue, a raised speed table is provided across Princess Road and this ensures that pedestrian movements are kept at-grade. It also helps to reduce vehicle speeds and raise driver awareness of the presence of the junction. Tactile paving and good quality pavements are also present at this junction. Princess Road would be used as the main vehicular inbound route from the south given that Gloucester Avenue is one-way onto Regent's Park Road.

A photograph depicting the Gloucester Avenue / Princess Road junction is shown within **Figure 5**.

Figure 5
Gloucester Avenue / Princess Road Junction

On-street car parking is provided as short stay (maximum stay of two hours); the site located within zone CA-J of a Controlled Parking Zone (CPZ) which is in operation Monday to Friday 08:30 to 18:00. At the time of the site visit (daytime hours) several unused car parking spaces were observed.

6.3 Pedestrians and Cyclists

The area is well suited to pedestrians; the application site connected by a well-formed pedestrian footway network that provides connectivity to local bus stops, tube stations and key jobs, shops and services. Where roads intersect the footpaths, dropped kerb crossings with tactile paving are commonly provided as a minimum standard, with at-grade zebra crossings and signalised crossings also present on the local highway network.

A photograph depicting an at-grade zebra crossing within close proximity of the application site is shown within **Figure 6**.

Figure 6
Zebra Crossing Facility

Camden high street is around 900 metres walk distance from the application site, which is equivalent to a walk time of circa 11 minutes at an average speed of 4.8km/hr. At this location, an array of key jobs, shops and services are available.

The application site lies adjacent to Gloucester Avenue which is signed as an on-street cycleway. The on-street cycle route on Gloucester Avenue connects with the nearby tube station to the north of the application site and to Regent's Park Road to the south, where further provision for cyclists is available. The junction of Gloucester Avenue/Regent's Park Road comprises a dedicated cycle right-turning lane from Regent's Park Road and a kerbed island on Gloucester Avenue providing separation from vehicular traffic. Regent's Park Road is also provided with on-street cycle lanes. In addition public cycle parking is available within close proximity of the application site.

A photograph depicting the public cycle parking available within close proximity of the application site is shown within **Figure 7**.

Figure 7
Public Cycle Parking

The roads within the immediate vicinity of the application site are lightly trafficked and do not cause any significant impediment to either pedestrian or cyclist movements or create a perception of an unsafe pedestrian or cyclist environment.

6.4 Public Transport

The application site is accessible by public transport with numerous bus, over-ground and underground services being within a reasonable walking distance.

6.4.1 Bus Services

The application site is accessible by bus; the nearest bus stop being around 285 metres south of the application site located on Regent's Park Road with the interconnecting walk route being via Princess Street. The equivalent walk time between the application site and the nearest bus stop would be around 3.5 minutes, which is well within acceptable thresholds.

A photograph depicting the existing bus stop provision on Regent's Park Road is shown within **Figure 8**.

Figure 8
Existing Bus Stop Provision – Regent's Park Road

Additional bus stops are located on Gloucester Avenue around 410 metres south-east of the application site. The bus stops are provided with shelters and seating, and up-to-date timetable information which is complimented by real-time information panels.

The local area bus spider map is included at **Appendix B** for information and shows the location of nearby bus stops and the routes they serve.

6.4.2 Rail Services

The nearest tube station to the application site is Chalk Farm Station, which is around 665 metres north of the site; this is equivalent to a an approximate walk time of a little over 8 minutes, assuming an average walk speed of 4.8km/hr.

Chalk Farm Station lies on the Northern Line which allows connectivity to all other tube lines. Therefore, destinations throughout London are accessible via the interconnecting under-ground and over-ground transportation networks, including Paddington and Euston railway stations which connect with the wider national rail network.

6.4.3 Public Transport Accessibility Level (PTAL) Rating

Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. The methodology has been approved by Transport for London (TfL) as the most appropriate for use across Greater London.

The measure reflects:

- Walking time from the point of interest to public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting times.

The calculation results in a single value, the PTAL Rating, which is categorised in 6 levels; 1 to 6 where 6 represents a high levels of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub divided into 2 sub-levels to provide greater clarity.

PTAL	Description
1a	(Low) Very poor
1b	Very Poor
2	Poor
3	Moderate
4	Good
5	Very Good
6a	Excellent
6b (High)	Excellent

The TfL Planning Information Database website http://www.webptals.org.uk/ has been used to calculate the PTAL rating for the exact site location. The interactive OS mapping tool has been used to determine the site location and generate an accurate PTAL rating.

It has been calculated that the proposal site currently has a PTAL rating of 4 which suggests that the site has a 'Good' level of public transport accessibility. The output data generated by the software which details the calculation factors and model parameters is included at **Appendix C.**

6.5 Summary

In view of the fact that the application site is connected by a network of non-car transport infrastructure that is generally of a good standard, the application site is considered to be fully accessible by a choice of non-car transport modes, including bus, cycle, walk and tube. As such, there are opportunities for residents, office staff and visitors to use modes other than the private car.

7.0 TRAVEL PLAN STATEMENT

7.1 Introduction

A Travel Plan is dynamic in nature in so much as it is a continuous evolution of initiatives and travel information that responds to changes in personal circumstances, local environment and business operations.

A Travel Plan is a means by which to achieve the most equitable and sustainably manageable transport network practicable for the particular circumstance. Therefore, Travel Plans must naturally be responsive to changing personal situations and instilling a sense of personal ownership amongst all participants is key to the success of a Travel Plan.

7.2 Travel Plan Statement Scope

The TPS will promote the range of sustainable transport options available to:

- the daily transport needs of residents;
- the daily needs of employees; and
- visitor requirements.

7.3 Travel Plan Objectives

The primary objectives of the Travel Plan are:

- introduce a package of physical and management measures that will assist travel by modes other than the private car;
- minimise demand for car parking;
- influence residents who do have a parking space not to travel by car;
- increase travel awareness and promote sustainable travel behaviour, thus supporting the reduction of traffic congestion and pollution;
- reduce carbon footprint;
- potential health benefits through encouragement of walking and cycling;
- ensure that all residents, employees and visitors are made aware of alternatives to the car;
- ensure that all residents, employees and visitors are made aware of the Travel Plan; and
- improve the attractiveness of accommodation to potential residents and employment use tenants by demonstrating the accessible nature of the site.

7.4 Travel Plan Responsibilities

Overall responsibility for the Travel Plan will lie with Victoria Square Property Company Limited, who will take all reasonable interventions to discourage private car trips and to promote sustainable transport options.

The site operator will act as the Travel Plan Co-ordinator (TPC) and take responsibility for the preparation, review and day-to-day management of the Travel Plan.

The TPC will be the appointed correspondent between the local authority and the organisation and, in managing the ongoing development and implementation of the Plan, the TPC will take responsibility for liaison with external agencies as and when appropriate.

The full contact details of the Travel Plan Co-ordinator will be submitted to Camden Council prior to occupation of the building.

The TPC will also ensure that the residents, employees and visitors are kept fully informed of any new developments in the Plan's implementation. The main duties of the Travel Plan Co-ordinator will include:

- overseeing the development and implementation of the Travel Plan on a day-to-day basis;
- obtain and maintain commitment and support from staff and businesses;
- design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- act as a point of contact for all residents, employees, visitors and external parties that may require Travel Plan information;
- ensure the travel information available is always up to date;
- liaise with external organisations, e.g. local authorities; and
- co-ordinate the monitoring programme for the Travel Plan in agreement with Camden Council and make any necessary adjustments.

7.5 Commencement of Travel Plan

At the outset, it is proposed that the following measures will be undertaken:

- advertise the health benefits of walking and cycling through promotional material;
- the provision of information and advice concerning safe pedestrian and cycle routes to the building;
- the provision of secure cycle parking facilities;
- the provision of shower and changing facilities (within individual units); and
- the prominent display of up-to-date public transport information in communal areas.

7.6 Travel Plan Initiatives

7.6.1 Publicity & Marketing

As part of the Travel Plan, notice boards will be provided within communal areas of the building. These will display information such as maps of the local area highlighting safe pedestrian and cycle routes and up-to-date public transport information.

This information will be regularly maintained and updated by the TPC.

7.6.2 Pedestrian Initiatives

The existing pedestrian infrastructure in place surrounding the site is considered appropriate to serve the needs of residents, employees and visitors.

The focus of the Travel Plan in respect of pedestrian travel will be around providing the following initiative:

- publicity material will be available indicating routes accompanied by a footpath and street lighting. This will be displayed on the notice boards located within the communal areas of the building.

7.6.3 Cycle Initiatives

As with the infrastructure serving pedestrians, cycle infrastructure is considered to be adequate to serve the needs of residents, employees and visitors.

The focus of the Travel Plan in respect of cycle travel will be around providing the following initiatives:

- secure and sheltered parking for 53 bicycles internally within the basement and parking for 3 bicycles externally within the courtyard; and
- publicity material will be available to indicate the location of existing cycle routes and cycle parking. This will be displayed on the notice boards located within the communal areas of the building.

7.6.4 Public Transport Initiatives

The accessibility of the site by bus and rail is considered to be a very high standard with frequent services within London throughout the day and night.

The focus of the Travel Plan in respect of public transport travel will be around providing the following initiative:

- up-to-date public transport routes and timetable information will be displayed on the notice boards located within the communal areas of the building.

7.6.5 Initiatives Summary

Travel Plan initiatives will need to evolve to meet the requirements of residents, employees and visitors; they will be appropriate to the scale of the development, innovative and enthusiastically driven.

8.0 MONITORING AND REVIEW

8.1 Monitoring

In order to evaluate the effectiveness of the Travel Plan, regular monitoring will be required with amendments to the Plan to ensure the success of the scheme is maximised where possible. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

The monitoring measures outlined below incorporate the collation of general feedback and correspondence. Monitoring strategies to be implemented in the Travel Plan may include a mix of the following:

- monitoring residents and employees to identify whether they use private cars; and
- monitoring opinion on whether there is sufficient information available for all sustainable transport options.

Information gathered throughout the course of the regular monitoring will be recorded for input into the annual review.

8.2 Annual Review

After the first year, the TPC will be required to produce an annual report, which details how the Travel Plan has been implemented and the progress made in terms of promoting sustainable modes of transport. The report may involve the undertaking of travel surveys to establish existing travel patterns and awareness of the sustainable travel options available.

The report will comment on the overall success of the Travel Plan and will set out initiatives for the following year.

9.0 SUMMARY

This Travel Plan Statement provides an outline of measures that could be introduced to promote the awareness of all sustainable transport options available to residents, employees and visitors.

As part of the plan, a Travel Plan Co-ordinator will be appointed to promote the Plan to residents, employees and visitors, implement the Plan's measures, provide the necessary reporting and liaison with the local authority and develop the Travel Plan in accordance with local transport conditions and development travel habits/trends. Regular monitoring and review will identify where further improvements can be made.

10.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Victoria Square Property Company Limited; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

Appendix A – Architect's Layout Plans

Gloucester Avenue, London NW1 8JD Job No: 173

173_Sc-01 **27/01/15**

Schedule of Accomodation

Existing Area

Level		Building Use B1		Building Use B8		Building Use C3		TOTAL GIA	
		GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)
Lower Ground Floor		248	*2,669*	353	*3,800*	48.3	*520*	649.3	*6,989*
Ground Floor		597.3	*6,429*	286	*3,079*	51	*549*	934.3	*10,057*
First Floor		685	*7,373*	177	*1,905*	53.7	*578*	915.7	*9,857*
Second Floor		258.5	*2,782*					258.5	*2,782*
Second Floor Mezz		77.6	*835*					77.6	*835*
Total		**1866.4**	***20,090***	**816**	***8,783***	**153**	***1,647***	**2835.4**	***30,520***

Train Tracks

Existing B1 Use

Existing B8 Use

Existing C3 Use

B1 Use

B1 Office Use

B1 Office Use

RAMP TO BASEMENT

B8 Use

B8 Use

B8 Use

Shared B1/B8

B1 Office Use

B1 Office Use

B8 Use

B1 Office Use

B1 Office Use

C3 Use

42 GLOUCESTER AVENUE

LIGHTWELL

LIGHTWELL

LIGHTWELL

LIGHTWELL

44 GLOUCESTER AVENUE

44 GLOUCESTER AVENUE

44A GLOUCESTER AVENUE

GLOUCESTER AVENUE

0 1m 2m 3m 4m 5m 10m

N

A

EX.00

Existing Ground Floor General Arrangement

1:100 @A1 1:200 @A3

Revisions

PD1 26/01/2015 Submitted for Permitted Development Rights.

Client: CHP Management Limited

Project: 44 Gloucester Avenue, London NW1 8JD

Drawing Title: Existing Ground Floor Plan, General Arrangment

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Status: Information | Drawn: NU | Checked: TJS

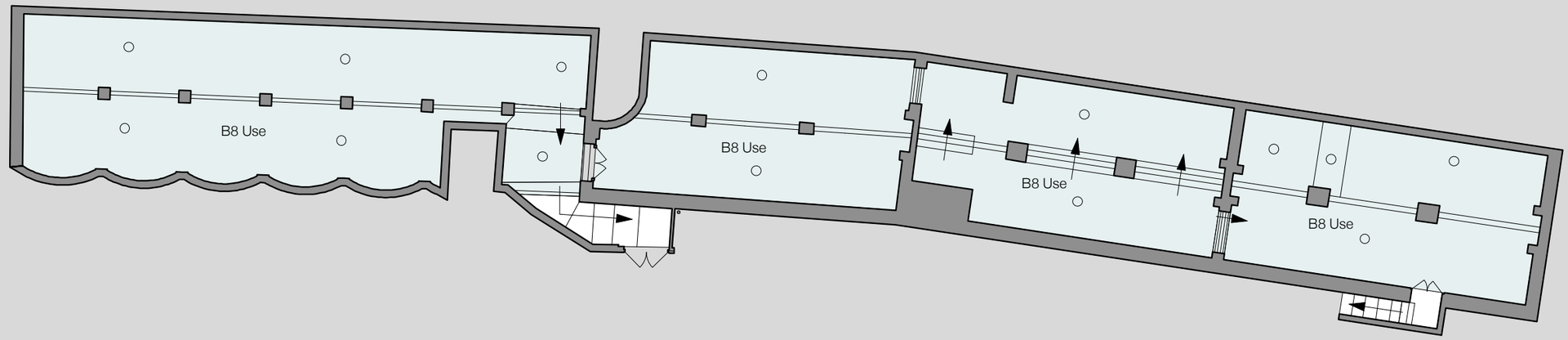
Scale: 1:100 @ A1, 1:200 @ A3 | Date: Jan 2015

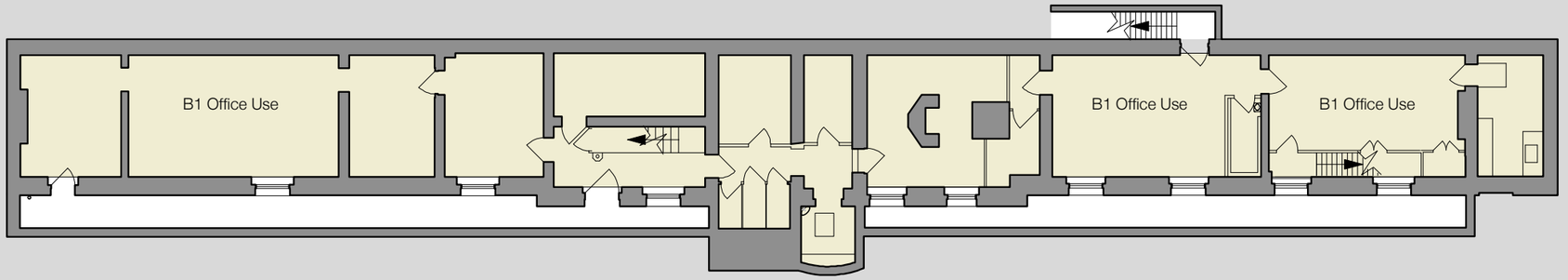
Drwg. No. 173_EX_00 | Revision -

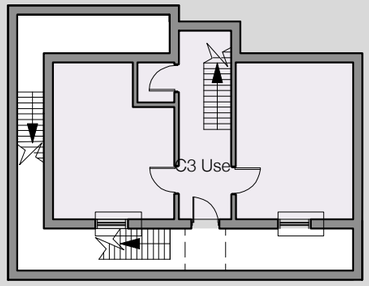
Existing B1 Use

Existing B8 Use

Existing C3 Use







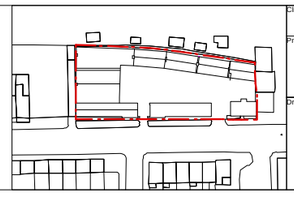
A
EX.-01

Existing Basement Floor General arrangement

1:100 @A1 1:200 @A3

Revisions

PD1	26/01/2015	Submitted for Permitted Development Rights.



Client: CHP Management Limited

Project: 44 Gloucester Avenue, London NW1 8JD

Drawing Title: Existing Basement Floor Plan, General Arrangment

Twenty First Architecture Ltd,
314 Goswell Road,
London,
EC1V 7AF
Tel: +44(0)20 7962 0252
www.21starchitecture.com

Status	Drawn	Checked
Information	NU	TJS

Scale	Date
1:100 @ A1, 1:200 @ A3	Jan 2015

Drwg. No.	Revision
173_EX_-01	PD1

44 Gloucester Avenue, NW1_21st Architect_15.01.26_Area Schedule

Basement Level	Unit Reference	Bedrooms / Type	NIA (sq m)	NIA (sq ft)	GIA (sq m)	GIA (sq ft)	GEA (sq m)	GEA (sq ft)
Residential Units	B.01	3 Bed /6P	156.0	1679				
	B.02	2 Bed /4P	56.0	603				
	B.03	3 Bed /6P	64.0	689				
	B.04	3 Bed /5P	59.0	635				
	B.05	2 Bed /4P	60.0	646				
Basement Residential		5	395.0	4252	*687.0*	7395	*819*	8816
Basement Commercial Use			0.0	0	*364.0*	3918	*409*	4402
Basement Floor Sub Total			395.0	4252	1051.0	11313	1228	13218

Ground Floor	Unit Reference	Bedrooms / Type	NIA (sq m)	NIA (sq ft)	GIA (sq m)	GIA (sq ft)	GEA (sq m)	GEA (sq ft)
Residential Units	B.01		53.0	570				
	B.02		54.0	581				
	B.03		62.0	667				
	B.04		62.0	667				
	B.05		55.0	592				
	G.01	1 Bed /2P	50.0	538				
	G.02	1 Bed /2P	50.0	538				
	G.03	2 Bed /4P	77.0	829				
	G.04	2 Bed /4P	71.0	764				
Ground Floor Residential		4	481.0	5748	*631.0*	6792	*738*	7944
Ground Floor Commercial Use			0.0	0	*334.0*	3595	*421*	4532
Ground Floor Sub Total			481.0	5748	965.0	10387	1159	12475

First Floor	Unit Reference	Bedrooms / Type	NIA (sq m)	NIA (sq ft)	GIA (sq m)	GIA (sq ft)	GEA (sq m)	GEA (sq ft)
Residential Units								
	B.01		53.0	570				
	1.01	2 Bed /4P	70.0	753				
	1.02	2 Bed /4P	70.0	753				
	1.03	1 Bed /2P	58.0	624				
	1.04	1 Bed /2P	55.0	592				
	1.05	1 Bed /2P	50.0	538				
	1.06	1 Bed /2P	50.0	538				
	1.07	2 Bed /4P	77.0	829				
	1.08	2 Bed /4P	70.0	753				
	1.09	2 Bed /4P	70.0	753				
	1.10	1 Bed /2P	79.0	850				
	1.11	1 Bed /2P	68.0	732				
	1.12	1 Bed /2P	77.0	829				
	1.13	1 Bed /2P	51.0	549				
First Floor Residential		13	898.0	9666	*1046.0*	11259	*1191*	12820
First Floor Sub Total			898.0	9666	1046.0	11259	*1191*	12820

Second Floor	Unit Reference	Bedrooms / Type	NIA (sq m)	NIA (sq ft)	GIA (sq m)	GIA (sq ft)	GEA (sq m)	GEA (sq ft)
Residential Units								
	2.01	2 Bed /4P	72.0	775				
	2.02	2 Bed /4P	65.3	703				
	2.03	2 Bed /4P	55.0	592				
	2.04	2 Bed /4P	60.0	646				
	2.05	1 Bed /2P	50.0	538				
	2.06	1 Bed /2P	50.0	538				
	2.07	2 Bed /4P	77.0	829				
	2.08	2 Bed /4P	74.0	797				
	2.09	2 Bed /4P	70.0	753				
	2.10	1 Bed /2P	51.0	549				
Second Floor Residential		10	624.3	6720	*751.0*	8084	*865*	9311
Second Floor Sub Total			624.3	6720	751.0	8084	*865*	9311

Third Floor	Unit Reference	Bedrooms / Type	NIA (sq m)	NIA (sq ft)	GIA (sq m)	GIA (sq ft)	GEA (sq m)	GEA (sq ft)
Residential Units	2.01		33.0	355				
	2.02		34.0	366				
	2.03		35.0	377				
	2.04		31.5	339				
	3.01	1 Bed /2P	50.0	538				
	3.02	1 Bed /2P	50.0	538				
	3.03	2 Bed /4P	77.0	829				
	3.04	2 Bed /4P	74.0	797				
	3.05	2 Bed /4P	70.0	753				
Third Floor Residential		5	454.5	4892	*533.0*	5737	*754*	8116
Third Floor Sub Total			454.5	4892	533.0	5737	*754*	8116

Fourth Floor	Unit Reference	Bedrooms / Type	NIA (sq m)	NIA (sq ft)	GIA (sq m)	GIA (sq ft)	GEA (sq m)	GEA (sq ft)
Residential Units	4.01	3 Bed /6P	72.0	775				
	4.02	3 Bed /6P	71.0	764				
	4.03	3 Bed /6P	104.0	1119				
Fourth Floor Residential		3	247.0	2659	*279.0*	3003	*321*	3455
Fourth Floor Sub Total			247.0	2659	279.0	3003	*321*	3455

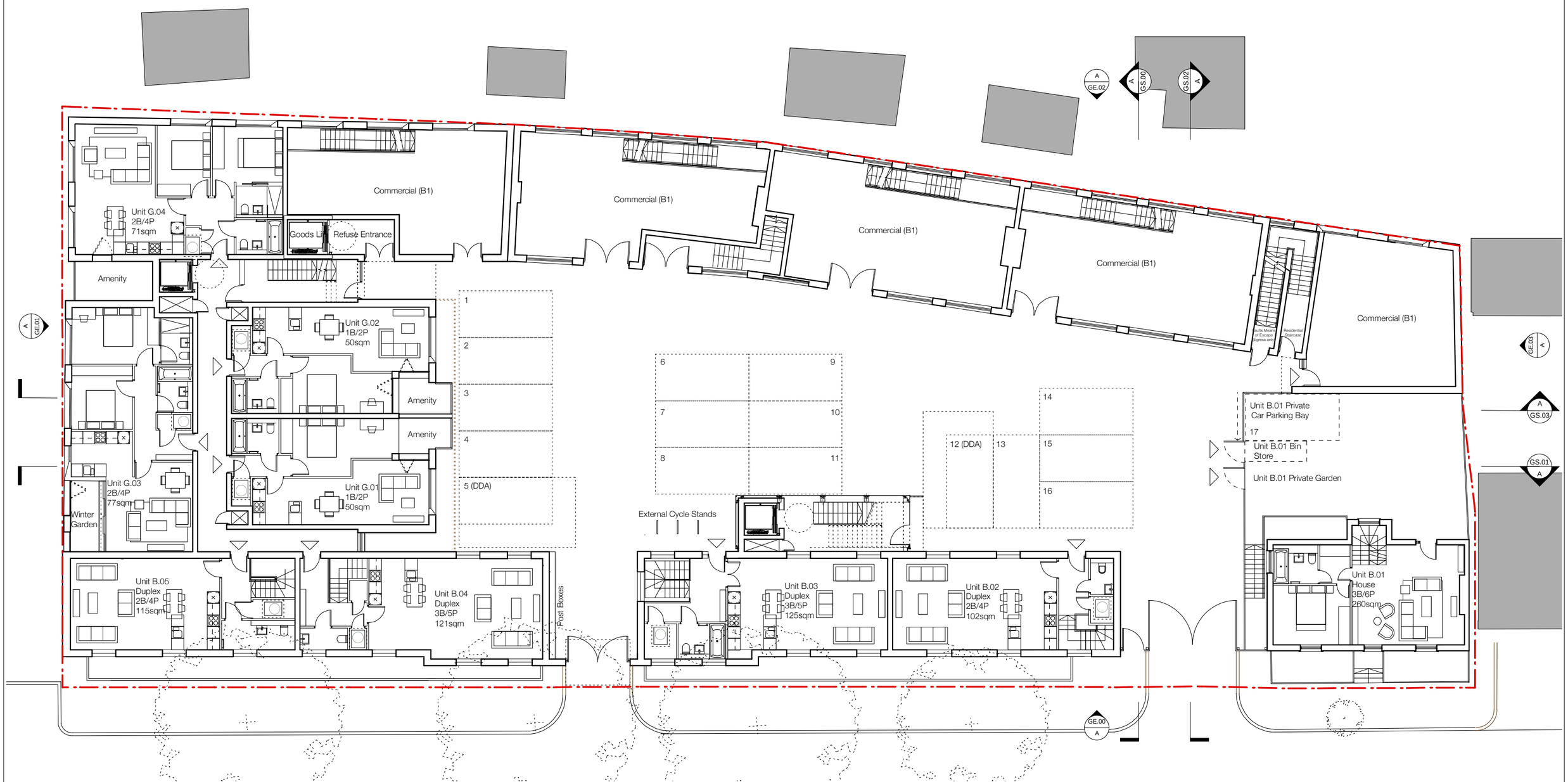
Fifth Floor	Unit Reference	Bedrooms / Type	NIA (sq m)	NIA (sq ft)	GIA (sq m)	GIA (sq ft)	GEA (sq m)	GEA (sq ft)
Residential Units	4.01		51.0	549				
	4.02		45.0	484				
Fifth Floor Residential		0	96.0	1033	*95.4*	1027	*112*	1206
Fifth Floor Sub Total			96.0	1033	95.4	1027	*112*	1206

Sub-total Residential		**40**	**3195.8**	**34970**	**4022.4**	**43297**	**4800.0**	**51667**
Sub-total Office B1(a) Use					**698.0**	**7513**	**830.0**	**8934**
Total			**3195.8**	**34970**	**4720.4**	**50810**	**5630.0**	**60601**

Total Unit Mix	Total Units	Total Mix %
1-Bed	15	37.5
2-Bed	19	47.5
3-Bed	6	15.0
Total	**40**	**100**

Overall Site Area (sqm / Ha):	2030/0.203
Total Car Parking Spaces	17
PTAL rating of site :	4

Area calculations are indicative only, whilst every care has been taken to provide accurate figures, discrepancies may occur.
Areas provided are given as GIA (Gross Internal Area) and GEA (Gross External Area) and have been measured in accordance with the RICS Code of Measuring Practice. Disabled unit allocation tbc : minimum 10% provision



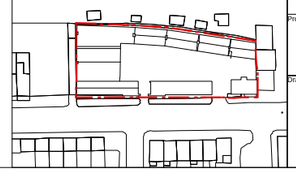
A GA.00 **Proposed Ground Floor General arrangement**

1:100 @A1 1:200 @A3

0 1m 2m 3m 4m 5m 10m

N

Revisions		
A	05/12/14	Internal Layouts Shown. Building Shape amended to suit Survey Information
B	14/01/15	Drawings Amended Generally
C	16/01/15	Corner Building and Existing House Reconfigured
D	22/01/15	Drawing Amended Generally
E	27/01/15	Submitted for Full Planning Application



Client: Victoria Square Property Company Limited

Project: 44 Gloucester Avenue, London NW1 8JD

Drawing Title: Proposed Ground Floor Plan General Arrangment

Twenty First Architecture Ltd,
214 Goswell Road,
London,
EC1V 7AF
Tel: +44(0)20 7962 0282
www.21starchitecture.com

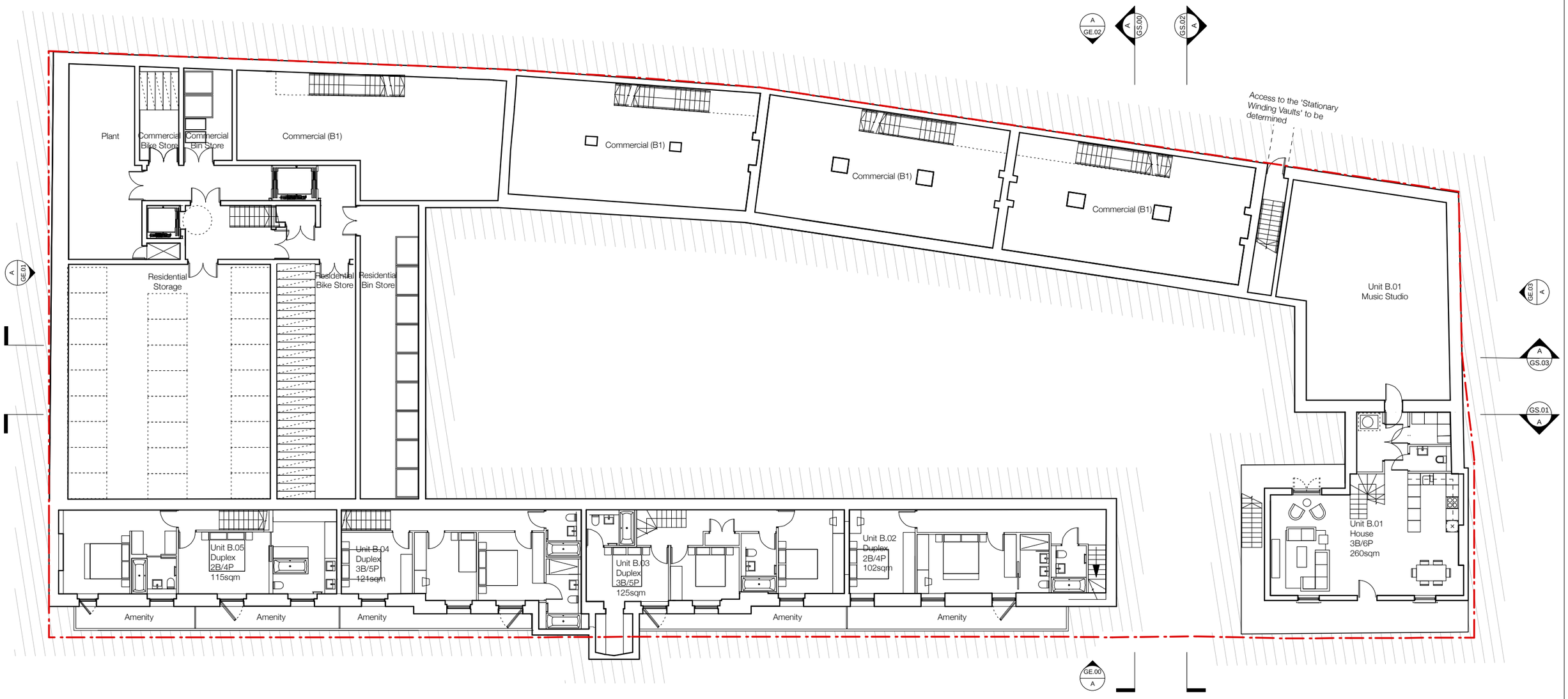
Status	Drawn	Checked
Planning	JSP	TJS

Scale: 1:100 @ A1, 1:200 @ A3

Date: Nov 2014

Drwg. No.: 173_GA_00

Revision: E



A GA.-01

Proposed Basement Floor General arrangement

1:100 @A1 1:200 @A3

Revisions		
A	05/12/14	Internal Layouts Shown. Building Shape amended to suit Survey Information
B	14/01/15	Drawings Amended Generally
C	16/01/15	Corner Building and Existing House Reconfigured
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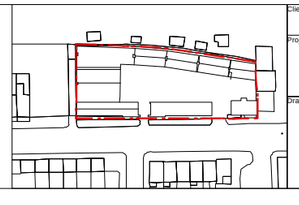

Client: Victoria Square Property Company Limited

Project: 44 Gloucester Avenue, London NW1 8JD

Drawing Title: Proposed Basement Floor Plan, General Arrangment

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www.21starchitecture.com

Status: Planning | Drawn: JSP | Checked: TJS

Scale: 1:100 @ A1, 1:200 @ A3 | Date: Nov 2014

Drwg. No.: 173_GA_-01 | Revision: E

Appendix B – Bus Map

Buses from Camden Town

Hampstead
Rosslyn Hill
Royal Free Hospital
Hampstead Heath
South End Green
24
168
Belsize Park
Malden Road
Fitzjohn's Avenue
Haverstock Hill
HIGHGATE
214
Highgate Village
North Road
C2
Parliament Hill Fields
Highgate Road
Kentish Town
Fire Station
Kentish Town West
134
North Finchley
Tally Ho Corner
Friern Barnet
Town Hall
Muswell Hill
Broadway
Highgate
Archway
Tufnell Park
Kentish Town
HOLLOWAY
29
WOOD GREEN
Wood Green
Turnpike Lane
Harringay Green Lanes
Stamford Hill
Manor House
Clapton
Finsbury Park
Clapton Pond
Hackney Central
253
HACKNEY
Holloway
Nag's Head
Holloway Prison
Adelaide Road
Chalk Farm
Chalk Farm Road
The Roundhouse
Chalk Farm
Morrisons
27
Swiss Cottage
South Hampstead
Belsize Road
Abbey Road
Kilburn
High Road
KILBURN
Kilburn Park
Shirland Road
The Chippenham
Harrow Road
Police Station
Westbourne Park
31
White City
Bus Station
for Westfield
Holland Park
Shepherd's Bush
for Westfield
27
Chiswick
Business Park
Stamford
Brook
Bus Garage
Turnham
Green
Church
Ravenscourt
Park
St John's
Wood
Maida Vale
Hall Road
Warwick
Avenue
Queensway
Paddington
Notting
Hill Gate
High Street
Kensington
Kensington
Olympia
Hammersmith
Bus Station
Gloucester
Avenue
London Zoo
Regent's
Park Road
Prince
Albert Road
Lord's
Cricket
Ground
St Mary's
Hospital
Marylebone
Orchard Street
Selfridges
Baker Street
for Madame Tussaud's
Albany Street
Regent's
Park
Marble Arch
Lancaster Gate
46
274
Green
Park
Hyde Park Corner
Pimlico
Grosvenor Road
24
Pimlico
St George's Square
Victoria
VICTORIA
Victoria Street
C2
Mornington
Crescent
Hampstead Road
Warren Street
Great Portland
Street
Oxford
Circus
Regent
Street
Piccadilly
Circus
29
134
Camden
Street
St Pancras
International
York Way
Agar Grove
Market Road for
Caledonian Road
Pentonville Prison
Caledonian Road
& Barnsbury
Copenhagen Street
Hemingford Road
Pentonville
Road
Islington
Angel
274
Old Street
Gray's Inn Road
Moorgate
Finsbury Square
214
Farringdon Street
Stonecutter Street
46
Eversholt Street
King's Cross
EUSTON
Euston
253
Russell
Square
Chancery
Lane
Holborn
Circus
Holborn
University
College Hospital
Tottenham
Court Road
Leicester Square
Aldwych
for Covent Garden
Trafalgar Square
for Charing Cross
Whitehall Horse Guards Parade
Westminster
Parliament
Square
Tate Britain
River Thames
Waterloo
for Southbank Arts Centre and IMAX Cinema
Elephant & Castle
WATERLOO
New Kent Road
Bricklayers Arms
Old Kent Road
Tesco
168
Vauxhall
Stockwell
Clapham North
for Clapham High Street
Clapham Common
CLAPHAM
88
Clapham Common
Old Town
River Thames

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath Pimlico	X D, M, S, V
27 (24 hour service)	Chalk Farm Chiswick Business Park	X D, M, T, V
29	Trafalgar Square Wood Green	F, S, V E, G, N, Y
31	White City	U, X
46	Farringdon Street Lancaster Gate	D, J B, H, Q
88 (24 hour service)	Clapham Common	C, T, V
134 (24 hour service)	North Finchley Tottenham Court Road	A, L, Y D, S, V
168	Hampstead Heath Old Kent Road	X D, M, R, T, W
214 (24 hour service)	Highgate Village Moorgate	A, L, Y D, R, T, W
253	Euston Hackney Central	F, R, T, W E, G, N, Y
274	Islington Lancaster Gate	B, CW, CX, G, N, P CS, CT, CU, H, R, T
C2 (24 hour service)	Parliament Hill Fields Victoria	A, CW, CX, L CS, CT, CU, D, R, T

Night buses

Bus route	Towards	Bus stops
N5	Edgware Trafalgar Square	X D, M, S, W
N20	Barnet Trafalgar Square	A, L, Y D, S, W
N28	Wandsworth	U, X
N29	Enfield Trafalgar Square	E, G, N, Y F, S, V
N31	Clapham Junction	U, X
N253	Aldgate Tottenham Court Road	E, G, N, Y F, S, W
N279	Trafalgar Square Waltham Cross	F, S, V E, G, N, Y

Information correct from 10 November 2012

Appendix C – PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20143010170028
Description	20143010170028
Run by user	PTAL web application
Date and time	30/10/2014 17:00

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: 528324, 184016

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	REGENTS P RD ST MARKS CR	274	357.46	8.0	1.0	4.47	5.75	10.22	2.94	2.94

BUS	CHALK FARM STATION	393	617.27	5.0	0.5	7.72	8.0	15.72	1.91	0.95
BUS	CHALK FARM STATION	168	617.27	9.0	0.5	7.72	5.33	13.05	2.3	1.15
BUS	CHALK FARM STATION	31	617.27	10.0	0.5	7.72	5.0	12.72	2.36	1.18
LU LRT	Chalk Farm	Northern Line Kennington to Edgware	630.9	5.0	0.5	7.89	6.75	14.64	2.05	1.02
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	930.04	1.0	0.5	11.63	30.75	42.38	0.71	0.35
LU LRT	Camden Town	Northern Line High Barnet to Morden	930.04	9.0	0.5	11.63	4.08	15.71	1.91	0.95
LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	930.04	4.3	0.5	11.63	7.73	19.35	1.55	0.78
LU LRT	Chalk Farm	Northern Line Edgware to Morden	630.9	8.3	0.5	7.89	4.36	12.25	2.45	1.22
LU LRT	Chalk Farm	Northern Line Edgware to Morden	630.9	9.7	1.0	7.89	3.84	11.73	2.56	2.56
LU LRT	Camden Town	Northern Line Morden to High Barnet	930.04	3.7	0.5	11.63	8.86	20.48	1.46	0.73
LU LRT	Camden Town	Northern Line High Barnet to Kennington	930.04	5.4	0.5	11.63	6.31	17.93	1.67	0.84
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	930.04	2.7	0.5	11.63	11.86	23.49	1.28	0.64

NR SAP Points Not Found

Total AI for this POI is 15.31.

PTAL Rating is 4.

PTAI Study Report File Details

Date	30/10/2014 17:00
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 528324, 184016

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop REGENTS P RD ST MARKS CR
Walk time to stop from POI is 4.47 minutes
Walk distance to stop from POI is 357.46 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop PR ALBERT RD ALBERT TER
Walk time to stop from POI is 6.27 minutes
Walk distance to stop from POI is 501.65 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop CHALK FARM STATION
Walk time to stop from POI is 7.72 minutes
Walk distance to stop from POI is 617.27 metres
Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Stop CHALK FARM STATION STAND
Walk time to stop from POI is 6.83 minutes

Walk distance to stop from POI is 546.13 metres
Stop GLOUCESTER AVENUE
Walk time to stop from POI is 5.45 minutes
Walk distance to stop from POI is 435.83 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

TATs for this mode
Route 274 Stop REGENTS P RD ST MARKS CR TAT 10.22 minutes EDF 2.94
Route 393 Stop CHALK FARM STATION TAT 15.72 minutes EDF 1.91
Route 168 Stop CHALK FARM STATION TAT 13.05 minutes EDF 2.3
Route 31 Stop CHALK FARM STATION TAT 12.72 minutes EDF 2.36

Best EDF is 2.94
Half of all other EDFs is 3.28

AI for this mode is 6.22

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Camden Town
Walk time to stop from POI is 11.63 minutes
Walk distance to stop from POI is 930.04 metres
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes

Stop Chalk Farm
Walk time to stop from POI is 7.89 minutes
Walk distance to stop from POI is 630.9 metres
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes

TATs for this mode
Route Northern Line Kennington to Edgware Stop Chalk Farm TAT 14.64 minutes EDF 2.05
Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 42.38 minutes EDF 0.71
Route Northern Line High Barnet to Morden Stop Camden Town TAT 15.71 minutes EDF 1.91
Route Northern Line Mill Hill East to Kennington Stop Camden Town TAT 19.35 minutes EDF 1.55
Route Northern Line Edgware to Morden Stop Chalk Farm TAT 12.25 minutes EDF 2.45
Route Northern Line Edgware to Morden Stop Chalk Farm TAT 11.73 minutes EDF 2.56
Route Northern Line Morden to High Barnet Stop Camden Town TAT 20.48 minutes EDF 1.46
Route Northern Line High Barnet to Kennington Stop Camden Town TAT 17.93 minutes EDF 1.67
Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 23.49 minutes EDF 1.28

Best EDF is 2.56
Half of all other EDFs is 6.54

AI for this mode is 9.1

Rail Services

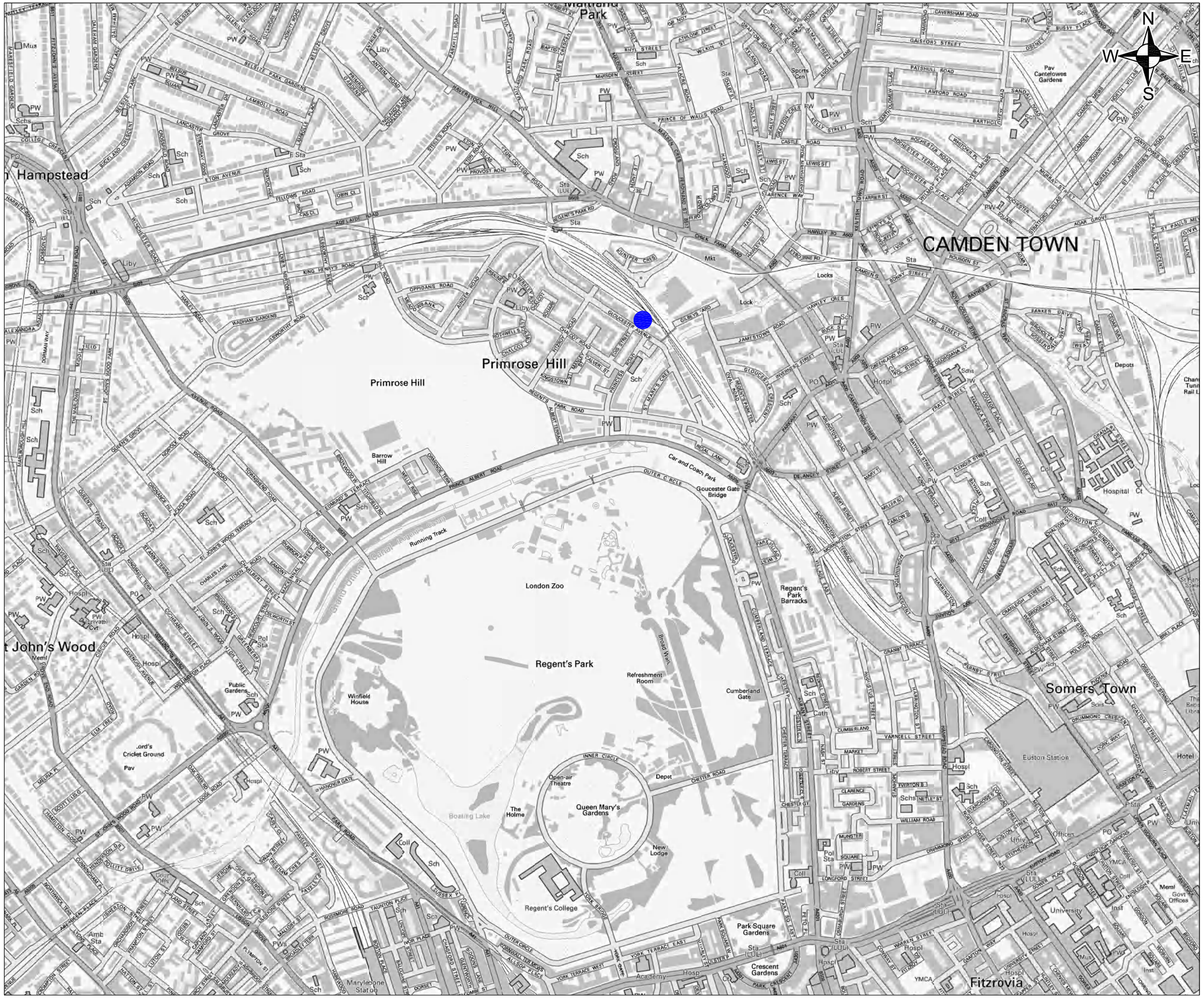
Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

** No stops found within buffer for this POI

Total AI for this POI is 15.32. X: 528324, Y: 184016.

PTAL Rating is 4.

Drawing 1 – Site Location Plan



NOTES

LEGEND

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www.slrconsulting.com

44 GLOUCESTER AVENUE, LONDON

TRANSPORT

SITE LOCATION PLAN

001

Scale	Date
NTS @ A3	JANUARY 2015

02629.00002.20.001.0.Site_Loc_Plan.dwg

SLR

global environmental solutions

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