

GENERATOR GROUP LLP
MANSFIELD BOWLING CLUB, CROFTDOWN ROAD

REDEVELOPMENT DEVELOPMENT:
CROFTDOWN ROAD, KENTISH TOWN NW5 1EP

FRAMEWORK TRAVEL PLAN

REPORT REF. J671-04A
PROJECT NO. J671
JANUARY 2015

**MANSFIELD BOWLING CLUB, CROFTDOWN ROAD, KENTISH TOWN,
CAMDEN, LONDON NW5**

Framework Travel Plan

**Ardent Consulting Engineers
Suite 207
One Alie Street
LONDON
E1 8DE
Tel: 020 7680 4088
Fax: 020 7488 3736
enquiries@ardent-ce.co.uk**

**REPORT REF NO J671-04A
PROJECT NO. J671
JANUARY 2014**

CONTENTS

	Page
1.0 INTRODUCTION	1
2.0 POLICY AND OBJECTIVES	3
3.0 EXISTING TRAVEL PATTERNS	7
4.0 PROPOSED DEVELOPMENT	13
5.0 TRAVEL PLAN MEASURES	16
6.0 TRAVEL PLAN TARGETS, MONITORING AND MANAGEMENT	22

FIGURES

- Figure 1 The Site Location and Surrounding Local Facilities
Figure 2 Cycle Routes
Figure 3 Local Public Transport Facilities

APPENDIX

- APPENDIX A Proposed Site Layout
APPENDIX B ATTrBuTE output data
APPENDIX C Action Plan

TRAVEL PLAN AUTHOR

Simon Hall
(Associate)
Ardent Consulting Engineers
Email: shall@ardent-ce.co.uk
Phone: 020 7680 4088

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	1 st Draft for project team review	SJH	SAF	ML	01/12/14
-	Final Issue	SJH	SAF	ML	19/12/14
A	Revised issue following updated site plan	SJH	SAF	ML	16/01/15

1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers has been instructed by the Generator Group to advise on the transport planning aspects of the proposed redevelopment of the Mansfield Bowling Club, at Croftdown Road, Camden, London NW5 to provide open space, 21 mixed tenure residential dwellings and enhanced tennis facilities.
- 1.2 This Framework Travel Plan (FTP) has been prepared to support a full planning application to the local planning authority, the London Borough of Camden (LBC). LBC is also the local highway authority.
- 1.3 This report has been prepared to identify the travel opportunities available to future residents and other occupants of the development site and the measures proposed to provide 'greener' modes of travel in preference to the private car.
- 1.4 This document has been produced in accordance with the guidance contained in '*TfL Travel Planning Guidance (November 2013)*' by TfL and LBC's Planning Guidance 7, and will be the subject of consultation with LBC officers of the prior to implementation.
- 1.5 As this document has been prepared to support a planning application the development is therefore at an early, pre-construction stage. It is intended that the Travel Plan will be a "living document" and as the development is progressed from planning through construction and onto occupation, more details in terms of the targets, measures and management will be added.
- 1.6 This document is submitted with the planning application alongside a Transport Statement (TS, ref J671-001), also prepared by ACE.
- 1.7 Following this introduction, the remainder of this report is structured as follows: -

- **Section 2.0** provides background policy guidance and sets out the objectives of the Travel Plan;
- **Section 3.0** considers the existing travel characteristics of the site;
- **Section 4.0** provides a description of the development proposals, site access and parking;
- **Section 5.0** sets out the proposed range of travel initiatives and incentives;
- **Section 6.0** describes the process for setting targets and monitoring progress.

2.0 POLICY AND OBJECTIVES

Introduction

2.1 A Travel Plan (TP) is a long-term strategy for encouraging residents to use modes of transport other than the private motor vehicle. The aims of the strategy are: -

- to promote travel opportunities by environmentally-friendly modes; and
- to introduce a package of physical and management measures that will facilitate travel by other modes.

2.2 TPs provide a key mechanism for ensuring that sustainable access is an integral feature of a new development. A residential travel plan is concerned with journeys made from a single origin to multiple and changing destinations.

2.3 Travel plans help to improve accessibility, enhance social inclusion and reduce transport emissions.

National Policy

2.4 The Government's White Paper entitled 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011), sets out the Government's commitment to a sustainable local transport system that supports the economy and reduces carbon emissions.

2.5 The Transport White Paper states that action taken locally is best placed to support economic growth and deliver reductions in transport-related carbon emissions. This can be achieved by providing people with options to choose sustainable modes for everyday local transport choices to, for example, help boost economic growth by facilitating access to local jobs.

2.6 Travel Plans are noted as being a key means for promoting travel choices to a wide audience and encouraging a change in travel behaviour towards greater use of sustainable modes of travel.

2.7 The *National Planning Policy Framework* (NPPF, March 2012) identifies the needs for the transport system to be weighted in favour of sustainable transport modes and to maximise the opportunities for sustainable transport solutions. The document states:

"Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport".

2.8 The document identifies the use of a Travel Plan as a key tool for exploiting the opportunities for the use of sustainable transport modes.

Regional Policy

2.9 Policy 6.3C of 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."

2.10 The *Travel Planning for New Development in London* document, produced by TfL, requires the production of an ATTrBuTE compliant "strategic-level travel plan" for when the following thresholds are exceeded: -

- C3 residential developments 80 or more units.

Local Policy

- 2.11 Chapter 7 of the Camden Planning Guidance documents sets out Travel Plan guidance for new development, to achieve the requirements of Policy DP16 of the their Development Policy Document.
- 2.12 Paragraph 3.3 of the CPG states the following in respect of when a Travel Plan is required: *“This guidance applies to all planning applications that involve a significant impact on travel or the transport system. It will also guide consideration of Travel Plans submitted where the impacts are less, but where the transport provision does not have capacity for increased demand, and where demand management measures are desirable to address sustainability concerns. Transport for London recommends that a Travel Plan be submitted for any residential development of over 30 units. Various uses may not fall into these categories (e.g. religious institutions), but we will seek Travel Plans where appropriate and requirements will be tailored to the characteristics of the site and the development.”*
- 2.13 Paragraph 3.16 of the Camden Planning Guidance 7 document states that:
- “The main objectives of a residential travel plan are to:*
- address residents' need for access to a full range of facilities for work, education, health, leisure, recreation and shopping. In some cases this will mean providing facilities that reduce the need to travel, such as a local shop;*
 - reduce the traffic generated by the development to a significantly lower level of car trips than would be predicted for the site without the implementation of the travel plan;*
 - promote healthy lifestyles and sustainable, vibrant local communities;*

- *encourage good urban design principles that open up the permeability of the development for walking and cycling linked to the design and access statements;*
- *address specific problems identified in the site's Transport Assessment - for example, a road safety problem that prevents children or older people from gaining access to key facilities. "*

Travel Plan Objectives

2.14 Based on current policy, the proposed level of development does not exceed the TfL/LBC thresholds for when a travel plan is required. However, for the purposes of promoting sustainable travel and reducing single car occupancy, the developer wishes to produce a FTP.

2.15 The principal objectives of the Travel Plan are set out below: -

- To minimise the need to travel to and from the site by private car;
- To promote awareness of transport issues and of the impact of traffic on the local environment;
- To maintain the proportion of journeys to and from the site by sustainable modes of transport such as walking, cycling and public transport;
- To promote specifically walking and cycling as this is particularly important in view of the health benefit to residents; and
- To reduce the perceived safety risk associated walking and cycling.

3.0 EXISTING TRAVEL PATTERNS

Site Location

3.1 The site is located on the southern side of Croftdown Road in Camden. It has an area of approximately 0.85 hectares and currently comprises the former Mansfield Bowling Club, which included indoor and outdoor bowling greens, a club house, tennis courts and an area of hard standing used for car parking, with access from Croftdown Road. The detailed site location is demonstrated within **Figure 1**.

3.2 An aerial view of the site is shown at **Plate 1** below.



Plate 1: Aerial photograph of the existing site

3.3 The surrounding area is predominately residential in character with the site abutted by residential properties fronting Croftdown Road at the north, York Place at the west, Laurier Road at the south and Dartmouth Park Avenue at the east.

Existing Use

- 3.4 The existing site currently comprises the following: -
- A extant 2,323sqm bowling club building, which includes 6 indoor bowling lanes, a lounge and kitchen area;
 - 6 outdoor bowling lanes;
 - 2 tennis courts; and
 - 68 car parking spaces (34 marked)
- 3.5 MBC ceased operating in early 2014. However, they have provided us with details of its operations when formerly in use. The following details are pertinent in transport terms: -
- Up to a maximum of 80 visitors arrived per day on a tournament match day. This includes both home and away teams;
 - Only 2 tournament match days occurred per year;
 - Away teams generally arrived by mini-bus;
 - General day-to-day informal matches occurred throughout the week for members only;
 - During the height of the season, an average of 30 visitors arrived at the site per day, and
 - 3 part time staff were employed at the bowling club.

Surrounding Area

- 3.6 The site is surrounded predominantly by residential development, with a number of schools, health facilities, local shops and public amenity buildings (post offices, places of worship, Whittington Hospital) located within 800 metres of the site. The location of these facilities is demonstrated within **Figure 1**.

Local Highway Network

- 3.7 The site is accessed from Croftdown Road by way of a 4.8m wide dropped kerb access. The access road leads into the main bowling

club car park, and includes footways on both sides of the carriageway.

3.8 Croftdown Road is a single carriageway access road which links the B518 (Highgate Road) to the west with the A5200 (Dartmouth Park Hill) to the east, via Chester Road. In addition, Croftdown Road provides access to a number of residential side roads including York Rise, St Albans Road, Brookfield Park, Kingswear Road and Boscastle Road. This network of streets form part of the Dartmouth Park neighbourhood district.

3.9 In the vicinity of the site, the carriageway of Croftdown Road measures approximately 7m wide and has footways on both sides of the road. Croftdown Road is traffic calmed with speed humps at regular intervals and is subject to a 20mph speed limit.

Parking

3.10 Croftdown Road is located within the CA-U (Highgate) Camden Controlled Parking Zone (CPZ). In the vicinity of the site, marked on-street parking bays are located on both sides of the carriageway. Most of these bays are restricted to residents' permit holders only with a small number of pay-and-display bays. Pay-and-display users can stay for a maximum of one hour, while there are no restrictions for permit holders. These restrictions are in place from 10am to 12pm Monday to Friday, with no controls at other times.

Accessibility by walking

3.11 The existing site access includes footways on both sides. The western footway ranges in width between 1.2m and 1.4m and leads into the car parking area. This western footway also provides access into an alleyway located to the rear of the adjacent neighbouring residential properties to the west of the site access.

- 3.12 The eastern footway measures approximately 0.9m wide along its length, and also leads into the car park and runs behind the residential properties that abut the site to the north. The eastern footway is obstructed at a number of points along the site access, by signposts advertising the bowling club and a service/utility box. These obstructions would require pedestrians to walk within the carriageway, albeit only for a short period.
- 3.13 Croftdown Road has footways on both sides of the road, which range in width between 2.4m and 2.7m. Croftdown Road is traffic calmed which keeps vehicle speeds low, creating a safe environment to accommodate walking trips. These footways connect the site with the surrounding residential streets, and amenities located within 800m of the site, as highlighted within **Figure 1**.
- 3.14 Overall, the existence of these routes actively encourage walking as a main mode of travel for local residents and as part of an integrated journey with public transport.

Accessibility by Cycling

- 3.15 The carriageway of Croftdown Road is approximately 7m wide and is traffic calmed with a 20mph speed limit. The nature of the road and its links beyond the site should therefore accommodate and encourage cycle trips, thereby connecting the site with employment, education and retail amenities within a 5km distance (as previously defined within *PPG13: Transport*).
- 3.16 **Figure 2** demonstrates the locations of nearby cycle routes. It shows that an on-road cycle route runs along Highgate Road, forming part of the London Cycle Network (LCN) Route 27 (Highgate to Streatham). The plan also highlights Croftdown Road and York Rise as a proposed London Greenway route.

Accessibility by Public Transport

- 3.17 As shown of **Figure 3**, the nearest bus stops to the site are located on Swains Lane, approximately 250m from the site (a 3-minute walk). The northbound stop has a shelter, which includes seating and timetable information. The southbound stop takes the form of a flag and pole arrangement.
- 3.18 These stops are served by the number C11 bus route which runs between Brent Cross Shopping Centre and Archway Station, via Gospel Oak, Belsize Park, Swiss Cottage and West Hampstead. Services operate at a frequency of one bus every 7 to 8 minutes (8 to 9 per hour) in each direction during weekdays and on Saturdays, with a 12-minute frequency service on Sundays (5 per hour).
- 3.19 In addition to the above, a further nine stops (10 in total) are located within TfL's recommended walking distance of 640m (8-min walk) from the site which are served by a further 3 bus routes, numbers 214, C2 and 4. These connect the site to key areas such as, Highgate Village, Kentish Town, Camden Town, Kings Cross Station, Liverpool Street Station, Oxford Circus, Hyde Park and Victoria, at a combined average frequency of one bus every 2-3 minutes (25 per hour) during weekdays and on Saturdays, and a combined average frequency of one bus every 5 minutes on Sundays (12 per hour).
- 3.20 Based on the above, a total of up to almost 30 buses per hour serve stops within easy walking distance of the site throughout the daytime on weekdays.
- 3.21 In addition, the site is within TfL's recommended 960m walk distance (as measured in line with their PTAL methodology) of Tufnell Park Underground station. This is on the Northern Line (High Barnet branch), providing a service at an approximate frequency of every 3 to 4 minutes in each direction (20 services per hour in each direction) throughout the daytime on weekdays.

- 3.22 Based on the proximity of the public transport opportunities highlighted above, the site's level of accessibility is split between a PTAL "3" (average) and PTAL "4" (good).

4.0 PROPOSED DEVELOPMENT

- 4.1 A full description of the proposed development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.
- 4.2 The development proposals comprise the creation of a new publicly accessible open space; enhanced tennis facilities, including the reconfiguration and extension of the courts to provide an additional court and increased playing area to accord with Lawn Tennis Association (LTA) requirements; the provision of a new ancillary pavilion (Class D2) to replace existing ancillary buildings; a new community garden; and the demolition and replacement of the existing bowling club building with a new part three storey, part 2 storey building providing 21 residential dwellings (Class C3) with associated access, parking and landscaping.
- 4.3 The development would continue to utilise the existing access from Croftdown Road, with unobstructed footways on both sides of the carriageway.
- 4.4 A new pedestrian/cyclist access link into the northern part of the site is proposed from Croftdown Road. This access link is located circa 60m to the east of the existing site access.
- 4.5 The specific mix of development would be as follows: -

Residential

- 21 mixed tenure residential units

Affordable

- 3 x 1-bedroom flats
- 5 x 2-bedroom flats
- 3 x 3-bedroom flats

Private

- 4 x 2-bedroom houses

- 6 x 4-bedroom houses

Non-Residential (2542sqm)

- 3 Tennis courts to LTA standard
- 55sqm Club House

Ancillary

- 20 car parking spaces (2 disabled)
- 62 cycle parking spaces (52 for residential/10 for tennis)

- 4.6 The proposed architectural site layout plan and schedules of accommodation for the proposed development is provided at **Appendix A**.

On-Site Parking***Car***

- 4.7 On-site car parking is to be provided for the residential and tennis club uses. As indicated in **Appendix A**, a total of 20 spaces (2 disabled) will be provided. 19 of these are for the residential element, which results in an average of 0.9 spaces per unit. The remaining 1 space is available for the Tennis Club use.

Cycle

- 4.8 A total of 52 secure covered parking spaces are proposed for the residential uses on the site, which equates to 2.48 spaces per dwelling.
- 4.9 A total of 10 secure parking spaces (5 Sheffield Stands) are proposed for the tennis club uses on the site.

Predicted Person Trip Generation

4.10 The Transport Statement prepared for the planning application identified predicted person trip generation flows for the proposed uses. These were derived via robust information within the TRAVL database. These results are as follows:

**Table 4.1: Predicted total daily trips for proposed use
(residential and tennis use) development by mode**

	Weekday am peak hour			Weekday pm peak hour			Total Daily		
	<i>In</i>	<i>Out</i>	<i>Two-way</i>	<i>In</i>	<i>Out</i>	<i>Two-way</i>	<i>In</i>	<i>Out</i>	<i>Two-way</i>
Person trips	7	15	23	17	16	34	151	149	300
All Vehicle driver trips	1	2	4	3	3	7	30	30	60
Vehicle Passenger trips	0	0	0	1	1	2	8	8	15
Pedal cycle trips	1	2	3	2	2	4	17	17	34
Walk trips	1	2	3	3	3	6	25	25	50
Train trips	1	1	2	1	1	2	8	8	16
Underground trips	2	4	6	4	3	7	33	32	65
Bus trips	1	3	4	3	2	5	22	21	43
Motorcycle Trips	0	0	0	0	0	1	3	3	6
Other	0	0	0	0	0	0	1	1	2
Taxi trips	0	0	0	1	1	1	5	5	9

5.0 TRAVEL PLAN MEASURES

Introduction

- 5.1 Public transport is readily accessible from the site, and bus and Underground stations could realistically form a main mode of travel for most journeys associated with the development. Therefore, the measures proposed in this FTP are primarily intended to encourage residents and visitors to shift from using their cars as a main mode of travel to travel to and from the site by walking, cycling and using public transport.
- 5.2 The measures combine “hard measures” such as site design and infrastructure, with “soft measures” including marketing, promotion and awareness among residents.
- 5.3 The Travel Plan measures (and targets) will be set out in the Travel Plan following on from the survey of residents carried out within three months of occupying the new premises. These surveys will be iTRACE compliant.

Appointment of Travel Plan Co-ordinator

- 5.4 The development will be administered by a management company and it is proposed that the management company or Site Owner will appoint a Travel Plan Co-ordinator (TPC). The Co-ordinator will actively promote the objectives of the TP, ensuring services are in place and overseeing and implementing the strategy for the site as part of the management of the development.
- 5.5 The TPC will be the first point of contact for residents regarding travel and the TP initiatives.
- 5.6 The responsibilities of the TPC will include: -

- overseeing the development and implementation of the Travel Plan;
- designing and implementing effective marketing and awareness campaigns to promote sustainable travel;
- ensure sales members are fully trained to deal with travel-related questions from residents and visitors;
- setting up specialist sustainable travel events;
- coordinating the data collection associated with the initial survey of residents travel behaviour;
- acting as a point of contact for all residents requiring information and liaise with external stakeholders such as local authorities; and
- co-ordinating the monitoring programme for the Travel Plan, including target setting and annual monitoring.

5.7 The TPC will be appointed ahead of occupation of the residential units to give sufficient time to organise welcome packs (see below).

5.8 The amount of time the appointed TPC will spend on the management and implementation of the TP is difficult to determine at this stage. It is likely that more time will be required in the early stages around occupation and when residents are first moving in. Sufficient resource will be made available to the TPC to ensure that the obligations and requirements of the TP are met.

Welcome Packs

5.9 Welcome Packs will be issued to all units within the development upon first occupation in order to promote the existence of, and use of, alternative modes of transport to the private car.

5.10 The Welcome Packs will contain details of:

- public transport routes and services (maps and timetables) along with fare information;

- relevant journey planning web-sites to use to provide links to up-to-date and accurate information about public transport options in the area;
- existing and proposed cycle routes in the vicinity of the site;
- safe pedestrian routes to the site;
- details of any Car Club including the locations of the nearest bays;
- application/registration form for an Oyster Card;
- car sharing information (www.londonliftshare.com); and
- local taxi firms operating in the area.

Car Parking Management

- 5.11 The proposed level of car parking provision, equating to an average of 0.9 spaces per unit, is considered appropriate for the proposed development. The proposed provision seeks to strike a balance between meeting expected demand from residents and providing a degree of restraint to deter car ownership.
- 5.12 Of the proposed 20 car parking spaces, the 19 spaces will be allocated to the residential units. The remaining car parking spaces will be allocated to the tennis club use.
- 5.13 The on-site residential parking would be enforced by the development site management company who would have the authority to ticket illegally-parked vehicles.
- 5.14 The site is located in a CPZ. As part of the S106, residents will be restricted from applying for residential parking permits.
- 5.15 As part of the Travel Plan Packs, residents will be entitled to three years free membership to a local car club. The nearest car club spaces are located within 350m of the site. One is located on

Dartmouth Park Road, and another on St Albans Road. Both of these spaces are currently operated by Zipcar.

Travel Plan Notice Boards and on-going promotion

- 5.16 A Travel Plan notice board could be located within the site. This could be located in the main foyer of the residential blocks or within areas of congregation. The notice board will include local public transport information, travel route maps (tube, rail and bus), timetable information and pricing details.
- 5.17 The notice board will also include a map of the local area, highlighting where safe cycle and walking routes exist. Details of the health benefits of walking and cycling, along with safety advice, will also be given. Information relating to local taxi companies will also be available.
- 5.18 The TPC will be responsible to ensure that both Travel Plan notice boards are kept up to date with new information or changes to the existing facilities.
- 5.19 Management Company staff will be trained to be aware of the local facilities and public transport opportunities, to be able to advise residents/visitors on any travel questions with use of public transport encouraged.

Encouraging Walking and Cycling Trips

- 5.20 To raise awareness of the health benefits of walking and cycling, the TPC could look into providing residents with promotional walking and cycling material as part of their Travel Pack (see above).
- 5.21 The proposed cycle parking provision is for 62 spaces within the development. The TPC will monitor usage of the cycle parking to ensure this is sufficient to meet demand. The TPC could look into other opportunities to promote cycling, such as Bike to Work Week

and will be responsible for raising awareness and encouraging residents to participate.

- 5.22 The TPC will monitor feedback and consider the scope for the introduction of other initiatives such as cycle training, cycle purchase discounts or arrangements with local cycle shops for maintenance.
- 5.23 The TPC will endeavour to work with local schools to encourage children living within the development to walk and cycle to school. This would involve liaising with relevant School TPCs to identify and communicate safe routes to school. It may also involve other initiatives such as advocating for the installation of new pedestrian crossings and organising walking school buses.
- 5.24 The site management group could have basic cycle repair equipment and maintenance tools on site, that could be available for residents or visitors that cycle to and from the site.

Encouraging Public Transport Trips

- 5.25 To encourage residents to travel by public transport, timetable information and route maps will be provided within their Travel Pack, which will be specific to the individual. This information will be provided along with an application form to register for an Oyster Card.
- 5.26 To encourage residents/visitors to the site by public transport, travel information specific to the site could be provided on the sales/developers website. This may be in the form of information detailing the location of the site in relation to nearby public transport nodes, and links to various travel information websites, including, www.tfl.gov.uk and www.transportdirect.info.

Taxi Trips

- 5.27 Details of local taxi companies, along with pricing information to key locations, tourist attractions and public transport interchanges could be made available on any residential notice boards.

Reducing the Need to Travel

- 5.28 While the scope to restrict travel by residents is limited, it is proposed that residents will be provided with promotional material outlining the benefits of home working, tele-conferencing and flexi-working, as well as internet shopping and home deliveries. The TPC will be responsible for obtaining and distributing this information.
- 5.29 All units within the development would have the ability to have Broadband Installed giving access to internet, which will facilitate the use of home working and shopping amongst residents.

6.0 TRAVEL PLAN TARGETS, MONITORING AND MANAGEMENT

- 6.1 The purpose of the TP is to maintain and increase the use of car sharing, public transport, walking and cycling and reduce private car usage. Based on the size of the site and level of identified movements (see **Table 4.1**), the preliminary target of the TP is to reduce the vehicle trip generation from the site by 50% over five years, with the main shift being placed on cycle, walking and public transport travel. This target is considered to be "SMART" (Specific, Measurable, Achievable, Realistic and Timely).
- 6.2 Reductions of this scale are unlikely to be achieved in the short term as the TP measures need time to gain momentum and become fully effective. It is therefore considered that a series of interim targets should be set as part of the first TP and revised as it develops. An outline of these targets, based on the estimated trip generation by mode taken from the TA is shown in **Table 6.1** below.

Table 6.2: Preliminary Target for single car travel

Time of Day	Predicted Base Line Trips	Year One After Full Occupation	Year Three After Full Occupation	Year Five After Full Occupation
AM Peak	4	4 (10%)	3 (25%)	2 (50%)
PM Peak	7	6 (10%)	5 (25%)	4 (50%)
Daily (12-hour)	60	54 (10%)	45 (25%)	30 (50%)

Note: the values in brackets indicate the percentage reduction in trips below the Base Line.

- 6.3 Additional targets may also be determined by the TPC following the initial survey of residents' travel behaviour.
- 6.4 Targets will be reviewed in year one, three and five after full occupation following the monitoring survey and consultation with LBC and any other relevant stakeholders.

ATTrBuTE Score

- 6.5 We have scored this TP using the ATTrBuTE assessment tool to ensure that it meets the requirements for approval before submission to LBC. ATTrBuTE provides a common framework for evaluation and is used to ensure that all elements of the TP are included. The output from an ATTrBuTE assessment is attached at **Appendix B.**

Monitoring

- 6.6 The appointed TPC will be responsible for the on-going monitoring of the TP.
- 6.7 The monitoring programme will accord with that set out in the TfL document '*Travel Planning Guidance - November 2013*', and will take the form of a five-year cycle.
- 6.8 The initial (baseline) survey will take place within three months of occupancy. This will provide the information base for future monitoring of the plan. Following on from this initial survey, full multi-modal iTRACE compliant surveys will be undertaken in the third and fifth years. Annual monitoring reports will be provided for each of the initial five years after full occupation.
- 6.9 A TRICS accredited independent survey company will be appointed to undertake the surveys. Information gathered through the monitoring process will be made available to the residents of the development and to LBC on request.
- 6.10 The monitoring programme will end if two consecutive surveys determine that the targets have been met, otherwise it will continue until such time as the targets have been achieved.

Management

- 6.11 The TPC will take responsibility for the development and management of the Plan and ensure its delivery. If the trips made by private car do exceed targets then it will be necessary to determine as part of the TP process how those trips can be reduced and measures that could be put in place to achieve a reduction.
- 6.12 Examples of the measures which could be considered are: -
- (i) Ensure welcome packs are being issued and check that new households have the necessary public transport information, which is up to date;
 - (ii) Re-issue cycling/walking maps to illustrate the area that can be assessed using these modes;
 - (iii) Ensure the community travel notice board, which would display all information relating to public transport, cycling, walking and details is regularly updated; and
 - (iv) Undertake a site survey to specifically target mode change.
- 6.13 The TPC, in consultation with LBC, will choose the appropriate course of action for achieving the TP targets and arrange funding if required.

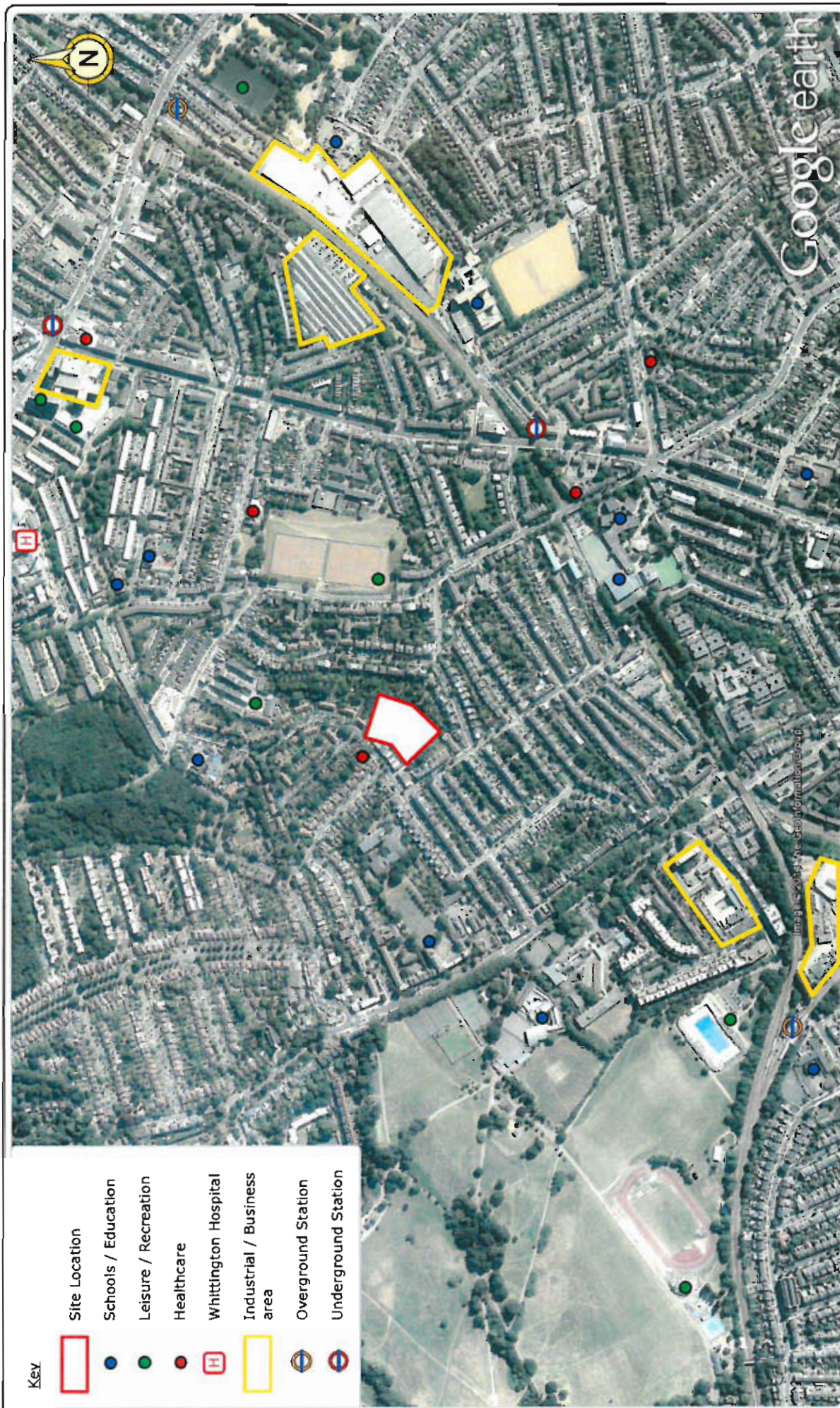
Action Plan

- 6.14 The TPC will prepare an Action Plan (AP), which sets out the proposed delivery and implementation of the TP. The AP will summarise all measures/initiatives to be introduced including marketing activities and monitoring. The AP will be prepared within 3 months of full occupation of the development. An initial AP is included at **Appendix C**. It is intended that this will be enhanced and expanded by the TPC.

Funding

- 6.15 The management of the Travel Plan requires funding for TPC. It is envisaged that the Generator Group or their appointed management company will take direct responsibility to fund the implementation of the Travel Plan.
- 6.16 It is envisaged that the Travel Plan will be secured as part of a Section 106 Agreement.
- 6.17 Specific funding/budgets will be set following the appointment of the TPC.

Figures



Key

Site Location

Schools / Education

Leisure / Recreation

Healthcare

Whittington Hospital

Industrial / Business area

Overground Station

Underground Station

ARDENT | CONSULTING ENGINEERS

Suite 207, One Alls Street, London, E1 8DE
 T 020 7680 4068 F 020 7468 3736
 w www.ardent-ca.co.uk e enquiries@ardent-ca.co.uk

Client

GENERATOR GROUP

Project Title

Mansfield Bowling Club, Croftdown, Camden

Dwg Title

Site Location and Local Facilities

Scale	N.T.S	Date	Nov 2014	Designed	DE
Drawn	DE	Checked	SH	Approved	CBP
Drawing No.	FIGURE 1				Rev
					-



Key

- Site Location
- Quieter roads recommended by cyclists
- Signed / Marked cycle route
- Off-road route

Client GENERATOR GROUP		Project Title Mansfield Bowling Club, Croftdown Road, Camden		Scale N.T.S	Date NOV 2014	Designed DE
		Dwg Title Cycle Routes		Drawn DE	Checked SH	Approved -
ARDENT CONSULTING ENGINEERS Suite 207, One Able Street, London, E1 8DE t 020 7680 4288 f 020 7488 3726 w www.ardent-co.co.uk e enquiries@ardent-co.co.uk		Drawing No. FIGURE 2		Rev -		

Appendix A
Proposed Site Layout



notes

- The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works.

- Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

- Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM Regulations 2007

ALL current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environmental Assessment Record.

012510

0 1 2 5 10

SCALE

N

Shared Secure Cycle Parking

Private Secure Cycle Parking

Visitor Cycle Parking

09-12-14 A Draft Issue (EC) (BW)

date	rev	revision/author/checker
------	-----	-------------------------

purpose of issue

INFORMATION

project

Mansfield Bowling Club

drawing

Cycle Parking Strategy

drawing no

AA4437/2156

rev

A

drawn	EC	checked	BW
-------	----	---------	----

scale @ A1/A3 1:250/1:500

date 22/09/2014

PRP Architects ©
10 Lindsey Street
Smithfield
London
EC1A 9JP
T +44 (0)20 7653 1200
F +44 (0)20 7653 1201
lon.prp@prparchitects.co.uk

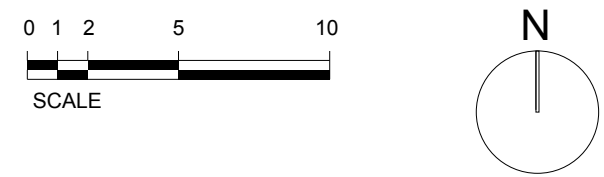


notes

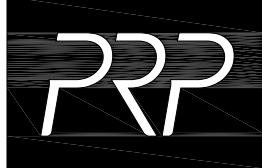
- The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works.
- Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.
- Do not scale drawing. Figured dimensions to be worked to in all cases.

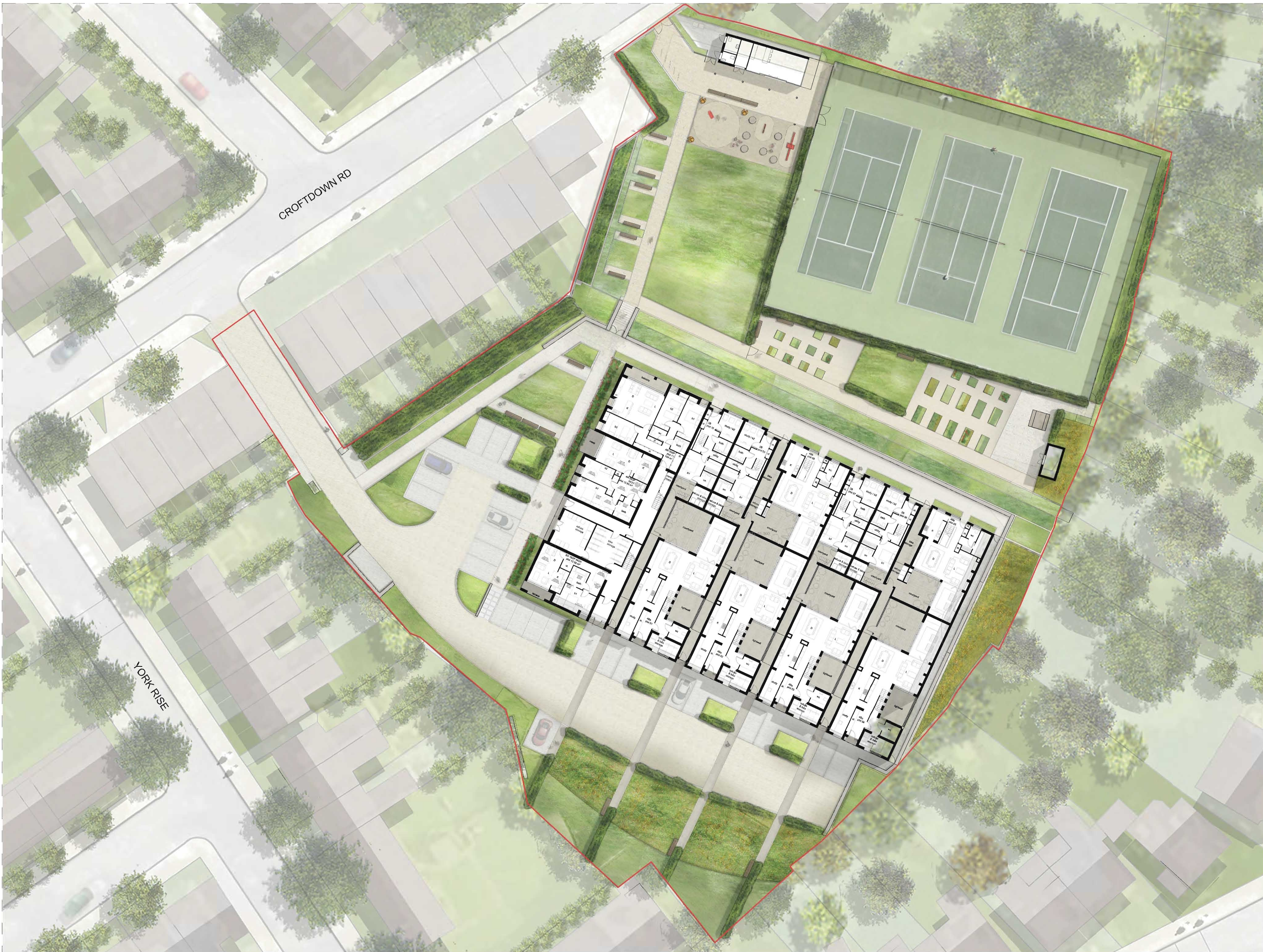
CDM Regulations 2007

ALL current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environmental Assessment Record.



- Allocated On Plot Residential Parking
- Allocated Off Plot Residential Parking
- Allocated Wheelchair Parking
- Visitor Parking Spaces
- Allocated Tennis Club Space

09-12-14		A		Draft Issue (EC) (BW)	
date		rev		revision/author/checker	
purpose of issue					
INFORMATION					
project					
Mansfield Bowling Club					
drawing					
Parking Strategy					
drawing no				rev	
AA4437/2158				A	
drawn		EC		checked BW	
scale @ A1/A3 1:250/1:500			date 22/09/2014		
PRP Architects © 10 Lindsey Street Smithfield London EC1A 9LP T +44 (0)20 7653 1200 F +44 (0)20 7653 1201 lon.prp@prparchitects.co.uk					
					



notes

- The con
referen
procee
- Where
drawin
- Do not

CDM F

ALL cum
conjunct
Record.

0 1
SCAL

09-12-
date

purpo
INF

projec
Ma

drawin

Pro
Grc

drawin
AA

drawn

scale

PRP Arc
10 Lind
Smithth
London
EC1A 9H
T +44
F +44
lon.prp

Appendix B
ATTrBuTE output data

ATTr uTe

Travel plan name	Mansfield Bowling Club
Planning application reference number	
Name of travel plan author	Simon Hall
Email address of travel plan author	shall@ardent-ce.co.uk
Telephone number of travel plan author	02076804088
Name of travel plan assessor	simon hall
Job title/role of travel plan assessor	
Plan Type	Strategic level Framework Travel Plan (occupiers not known)

--

The development		6/7
Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan?	NONE	2
Does the travel plan include... a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	NONE	2
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	1
Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?	NONE	1
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	3
Surveys		1/3
Are TRAVL-compliant site user travel and freight surveys proposed?	NONE	0
Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?	NONE	1
Objectives		3/3
Does the travel plan include objectives which reflect...	NONE	3

a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site?		
Targets		2/2
Are there interim targets linking directly to each objective?	NONE	1
Have interim targets appropriate to the phasing of the development been set?	NONE	1
TP Co-ordinator		2/3
Has a site-wide travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?	NONE	1
Has the framework travel plan co-ordinator.... a) roles and responsibilities been made clear? b) been allocated a sufficient amount of time to spend on the travel plan?	NONE	1
Measures		6/6
To what extent do the interim site-wide measures... a) support the objectives of the travel plan? b) reflect the context of the site?	NONE	3
Is an action plan provided which includes... a) short / medium / long term actions? b) timescales and responsibilities?	NONE	2
Is the action plan clear on how and when travel plans will be developed among occupying organisations?	NONE	1
Monitoring		2/2
Is a clear site-wide monitoring programme that adheres to the standardised approach included?	NONE	1
Is it clear who is responsible for site-wide monitoring?	NONE	1
Securing and enforcement		1/1
Is it clear how the travel plan will be secured?	NONE	1
Funding		6/6
Has a sufficient budget been set for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Have funding streams been identified for the site-wide... a) travel plan co-ordinator post? b) measures? c) monitoring programme?	NONE	3
Total PASS		

Appendix C
Action Plan

FRAMEWORK Travel Plan: Action Plan

Objective: Reduce Private Single Occupancy Car Journeys									
Target: To reduce single occupancy car driver by 50% over 5 years.									
Action		Responsible Person(s)	Timescale	Success Criteria	Method	Monitoring and Evaluation		Resources Required	
No.	Description					Timescale	Responsible Person(s)	Requirement	Funding
1.	Appoint Travel Plan Co-ordinator.	Management Company	Prior to occupation						
2.	Prepare and issue Welcome Packs.	Travel Plan Co-ordinator.	On first occupation of dwellings.						
3.	Display travel information on public noticeboards within communal areas	Travel Plan Co-ordinator.	On first occupation of dwellings.						
5.	iTRACE compliant survey of residents.	Travel Plan Co-ordinator.	Within 3 months of occupancy of dwellings						
6.	Implement Travel Plan measures based on results of resident survey.	Travel Plan Co-ordinator.	Ongoing.						
7.	Monitoring of the Travel Plan	Travel Plan Co-ordinator.	Annually						

Objective: Increase Walking, Cycling and Public Transport**Target: To increase levels of walking, cycling and public transport**

Action		Responsible Person(s)	Timescale	Success Criteria	Method	Monitoring and Evaluation		Resources Required	
No.	Description					Timescale	Responsible Person(s)	Requirement	Funding
1.	Provide secure on-site cycle parking	Developer	Prior to occupation						
2.	Provide Information on walking and cycling via Welcome Packs	Travel Plan Co-ordinator.	On first occupation of dwellings.						
3.	Display walking and cycling information on public noticeboards within communal areas	Travel Plan Co-ordinator.	On first occupation of dwellings.						
4.	iTRACE compliant survey of residents to determine existing levels of walking and cycling	Travel Plan Co-ordinator.	Within 3 months of occupancy of dwellings						