Appendix A

Commercial Travel Plan

Northwood Investors

Templar House

Commercial Travel Plan

237116-54

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Ove Arup & Partners Ltd
13 Fitzroy Street
London
W1T 4BQ
United Kingdom
www.arup.com

ARUP

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1 Introduction

1.1 Background

Arup has been appointed by Northwood Investors to provide transport planning advice to support a planning application for the proposed redevelopment of the Templar House building.

The proposed development site lies in the London Borough of Camden in the Holborn area. The site is bounded by Eagle Street to the north, High Holborn to the south and adjoining buildings to the east and west. The site location is shown on Figure 1 (at the rear of this report).

The building is currently occupied by Transport for London (London Underground). It is proposed that the redevelopment will include demolishing the existing building, which comprises 14,363m^2 gross external area (GEA) of office use, and to erect two new buildings which would include 6,922m^2 residential use (48 units), 17,306m^2 B1 office use and 607m^2 A1/A3 retail use.

Two disabled car parking spaces are proposed for commercial land uses. These spaces would be available for any occupants of the B1 office and A1/A3 retail land uses who are disabled motorists as well as any visitors to the B1 office uses who are disabled motorists. No other car parking spaces are proposed. 163 cycle parking spaces located at ground floor level will be available for commercial land uses. Showers and lockers will also be available for occupants of the commercial elements who access the development by cycle.

Based on the quantum of commercial floor area proposed, a Full Travel Plan has been developed for the site that will ensure that good travel patterns are established upon occupation and will set in place a long-term strategy for encouraging sustainable modes of travel. The Travel Plan has been prepared by Arup on behalf of the applicant, Northwood Investors.

This Travel Plan has been produced in accordance with TfL's latest Travel Plan Guidance published in November 2013.

This version of the Travel Plan, Version 1, has been prepared in July 2015 to support the planning application for the proposed development.

1.2 Travel Plan Structure

The Travel Plan forms a central element of the overall transport strategy and as part of a systematic approach to influence long term travel choice; this document:

- Provides a summary of the existing transport network;
- Articulates a series of objectives for the proposed development;
- Provides an indicative set of targets;
- Identifies and describes the initiatives proposed to support the objectives; and
- Proposes a management strategy for delivery and monitoring.

This Travel Plan should be read in conjunction with the Transport Assessment (TA) for the proposed development, prepared by Arup in July 2015.

1.3 The Development

The proposed Templar House development will result in a slight increase in commercial person trips, as there will be an increase in commercial floor area compared to the existing development. The expected mode share and total person trips for each mode that the commercial land use is expected to generate are presented in **Table 1**.

Table 1: Commercial Trips by Mode

Mode of Transport	Percentage Mode Split	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Underground	39%	191	18	209	21	205	226
Train	33%	160	15	175	18	171	189
Bus	13%	66	6	72	7	70	78
Taxi	0%	1	0	1	0	1	1
Motorcycle	1%	7	1	8	1	8	9
Car Driver	0%	1	0	1	0	1	1
Car Passenger	0%	1	0	1	0	1	1
Bicycle	6%	29	3	32	3	31	34
Walk	6%	31	3	34	3	33	37
Other	0.3%	1	0	1	0	1	2
Total	**100%**	**489**	**46**	**535**	**54**	**524**	**578**

Figures in table are subject to rounding.

The above table excludes the proposed retail land uses as these are not considered to be major trip generators in their own right, given their scale. It is anticipated that trips to the retail units would primarily be pass-by trips (i.e. visited by people that are already in the local area) or trips made by local residents which would be on foot.

All public accesses to the development will be of sufficient width to be used by people in wheelchairs or people with children in pushchairs. Similarly, the footways in the vicinity of the site are also wide enough to accommodate a person in a wheelchair or with a pushchair. There are not expected to be significant numbers of visitors with children for the office elements of the development.

The excellent location of the proposed development will play a significant role in promoting sustainable travel to the site. The site's public transport accessibility level (PTAL) rating of 6b will enable occupiers to use public transport to travel and in addition to measures intrinsic to the design, a Travel Plan will provide a systematic approach to influence long-term travel choice. This will ensure good travel patterns are established upon occupation and set in place a long-term strategy for encouraging sustainable modes of travel.

1.4 Scope of the Travel Plan

The scope of this Travel Plan covers the commercial land uses within the proposed development and will focus on employees and visitors to these land uses.

1.5 Timescales

The Travel Plan will become effective upon occupation of the proposed development. Within one year of occupation a travel survey will be undertaken to establish baseline travel patterns and if necessary, the baseline mode shares applied in the Transport Assessment (TA) will be revised. Subsequent travel surveys will take place biennially to monitor the progress of the Travel Plan.

1.6 Contacts

Below is a summary of the current information regarding the overall responsibility for the Travel Plan.

Organisation name:	This Travel Plan has been produced on behalf of Northwood Investors by Arup. The Travel Plan is the property of Northwood Investors.
Organisation Address:	90 Long Acre, London, WC2E 9RA.
Local Planning Authority:	London Borough of Camden (LBC).
Address of development:	Templar House, 81-87 High Holborn, London, WC1.
Travel Plan prepared by:	A. Clarke, Arup, 13 Fitzroy Street, London, W1T 4BQ
Responsibility:	Until appointment of the Travel Plan Co-ordinator, this Travel Plan will be the responsibility of a named individual Northwood Investors (to be advised). Ultimately, responsibility of the Travel Plan would pass to a named director/ senior manager at the development.

2 Existing and Future Transport Facilities

2.1 Introduction

This section describes the existing transport facilities in the vicinity of the application site.

2.2 Public Transport

An overview of the existing public transport network surrounding the proposed development is provided on Figure 2.

2.2.1 PTAL

The Public Transport Accessibility Level (PTAL) of the proposed development has been calculated using Transport for London's (TfL) approved methodology. This assumes a walk speed of 4.8 kilometres per hour and considers rail stations within a 12 minute walk (960m) of the site and bus stops within an eight minute walk (640m) as accessible.

Using this methodology, the proposed site has a PTAL rating of 6b. This is rated as 'Excellent' (with 1a being the lowest accessibility and 6b being the highest accessibility).

2.2.2 London Underground

There are three London Underground (LU) stations within 960m walking distance of the proposed development. These are:

- Holborn (265m);
- Chancery Lane (380m); and
- Tottenham Court Road (940m).

These stations provide access to the Central, Piccadilly and Northern lines. A summary of these services and their frequencies is provided in **Table 2**.

Table 2: London Underground Services

Line	Origin/ Destination	Frequency*
Central	Hainault / Epping – Leytonstone – Stratford – Mile End – Liverpool Street – Bank – St Paul's – Oxford Circus – Marble Arch – White City – Ealing Broadway / West Ruislip	Every 2 to 3 minutes
Piccadilly	Uxbridge– Acton Town – Hammersmith – Green Park – Leicester Square – King's Cross St Pancras – Finsbury Park – Cockfosters	Every 2 to 3 minutes
Northern	Edgware/High Barnet – Camden Town – Euston – King's Cross St Pancras – Bank – Moorgate/Tottenham Court Road – Waterloo – Kennington-Morden	Every 2 to 4 minutes

*Peak hour frequency per direction

2.2.3 National Rail Services

No National Rail stations are within 960m walking distance of the proposed development. However, several of the central National Rail stations can be accessed via the London Underground services available at Holborn and Tottenham Court Road stations. For example, King's Cross and St. Pancras National Rail stations are directly accessible on the Piccadilly Line and Charing Cross, Waterloo and Euston National Rail stations are directly accessible on the Northern line.

2.2.4 London Buses

There are 17 bus services are available from bus stops within 640m walking distance of the proposed development. Further information of bus routes serving the site and their frequencies are provided in **Table 3**.

Table 3: Bus Services

Route No.	Route	Frequency*
1	Canada Water Bus Station – Tottenham Court Road Station	Every 6-10 minutes
8	Bow Church – Tottenham Court Road Station	Every 5-8 minutes
19	Battersea Bridge/Hester Road – Finsbury Park Interchange	Every 6-10 minutes
25	Holles Street (Marylebone) – Hainault Street (Ilford)	Every 5-8 minutes
38	Victoria Bus Station - Lea Bridge Roundabout (Hackney)	Every 2-6 minutes
55	Holles Street (Marylebone) – Leyton Green	Every 5-8 minutes
59	Wharfdale Road/London Canal Museum (near King's Cross) - Streatham Hill	Every 4-8 minutes
68	Euston Station – West Norwood Station	Every 5-9 minutes
91	Northumberland Avenue/Trafalgar Square - Rosebery Gardens (Crouch End)	Every 5-9 minutes
98	Pound Lane/Willesden Bus Garage – Russell Square Station	Every 5-8 minutes
168	Dunton Road (Southwark) - South End Green (Hampstead Heath)	Every 5-8 minutes
171	Museum Street - Catford Garage (Bellingham)	Every 6-10 minutes
188	Russell Square Station – North Greenwich Station	Every 6-10 minutes
242	New Oxford Street – Homerton Hospital (Homerton)	Every 6-10 minutes
243	Waterloo Station/Tenison Way - Wood Green Station	Every 5-7 minutes
521	London Bridge Station - Waterloo Station /Mepham Street	Every 2-5 minutes
X68	Southampton Row (Holborn) - West Croydon Bus Station	Every 15 minutes

*Peak hour frequency per direction

The bus routes outlined above are served by the following bus stops (approximate walking distances shown in brackets):

- Conway Hall/Red Lion Square (300m);

- High Holborn/Procter Street (230m);
- Southampton Row/Theobald's Road (350m);
- Bloomsbury Square (360m); and
- British Museum (610m).

2.3 Pedestrian Facilities

The proposed development is highly accessible on foot. All roads in the immediate vicinity (High Holborn, Eagle Street, Red Lion Street and Procter Street) have good quality pavements. The local pedestrian network is heavily used in the morning and evening peak periods, primarily by commuters travelling between the nearby Underground and various commercial or retail premises.

Four signalised pedestrian crossings are located in the vicinity of the proposed development and enable pedestrian movement across High Holborn and other large roads in the vicinity of the site. These are:

- High Holborn: south of the site, there is a signalised pedestrian crossing almost directly opposite the main pedestrian entrance and another further east beyond Red Lion Street, opposite Great Turnstile a pedestrian-only link off the south side of High Holborn. These crossings facilitate pedestrian crossing movements to the south side of High Holborn; and
- High Holborn/Procter Street and High Holborn/Southampton Row/Kingsway: west of the site. These crossings enable key connections to destinations west of the site.

2.4 Cyclist Facilities

2.4.1 Cycle Routes

There are a number of cycle routes available in the vicinity of the proposed development. According to TfL's Central London cycle map, Red Lion Street and the section of High Holborn immediately to the south of the site are 'quieter roads that has been recommended by other cyclists'. Further to the east and the west of High Holborn are sections described as 'routes signed or marked for use by cyclists on a mixture of quiet or busier roads'. This includes London Cycle Network Route 6 which runs from Camden Square to the north to Elephant and Castle to the south and crosses High Holborn at Bloomsbury Court/Newton Street, to the west of Kingsway. All cycle routes are shown on Figure 3.

2.4.2 Public Cycle Parking

Public cycle parking facilities are available at a number of locations in the immediate vicinity of the proposed development. These stands are located at:

- High Holborn/Procter Street junction island;
- The pedestrian through route between Eagle Street and Procter Street;

- Red Lion Street; and
- Procter Street.

As with the majority of central London locations, public cycle parking in the vicinity of the site is generally oversubscribed and there is a lack of available spaces at peak times.

2.4.3 London Cycle Hire

The closest London Cycle Hire docking stations to the site are (approximate walking distances and number of docking station spaces shown in brackets):

- Red Lion Street, Holborn (60m, 35 docking station spaces);
- Southampton Place, Holborn (300m, 18 docking station spaces);
- Red Lion Square, Holborn (350m, 15 docking station spaces);
- Theobalds Road, Holborn (390m, 25 docking station spaces);
- Newton Street, Covent Garden (400m, 24 docking station spaces); and
- Sardinia Street, Holborn (460m, 24 docking station spaces).

2.5 Local Highway Network

The block which the proposed development is part of is bounded by the following roads:

- **High Holborn (the A40):** runs along the southern edge of the proposed development. From the junction with Procter Street to the west to the junction with Chancery Lane to the east, High Holborn is two-way with a single general traffic lane and a bus lane in each direction. The street generally experiences heavy traffic flows. Loading restrictions are in operation from Monday to Saturday 7am-7pm along this section of the street.
- **Eagle Street:** runs along the northern edge of the proposed development. This is a cul-de-sac and is very lightly trafficked. Vehicular access onto Eagle Street is at its eastern end, from Red Lion Street, which runs north-south. Vehicles can exit Eagle Street either via Dane Street (a one-way street towards the western end of Eagle Street) or by turning around in Eagle Street and exiting back onto Red Lion Street. Traffic is two-way although vehicles would only exit Eagle Street if they had made a turning movement within the street. No centre line markings are present except at the junction with Red Lion Street.
- **Red Lion Street**: to the east of the site. Red Lion Street is a two-way road which connects High Holborn (the A40) with Theobalds Road (the A401). The street is relatively narrow and has raised tables at every junction to aid pedestrian crossing movements. As a result the two-way traffic is relatively slow.
- **Procter Street**: to the west of the site. Procter Street (the A40) is a one-way road which connects Theobalds Road (the A401) with High Holborn (the

A40). Traffic travels in a north to south direction. It has two general traffic lanes and a bus lane on either side.

In the wider area, the highway network comprises a combination of narrow, quiet roads and larger roads which form more strategic routes. Gray's Inn Road, Theobalds Road, Proctor Street and Southampton Row are all key local roads which, with High Holborn, form the strategic routes in the local area. Gray's Inn Road (the A5200) runs north-south and connects to High Holborn to the east. Theobald's Road (the A401) runs east-west and is around 200m north of the site. Procter Street (part of the A40, one-way in this section) runs north-south and connects to High Holborn to the west of the site and Southampton Row (the A4200) also runs north-south and is situated slightly further west than Procter Street.

2.5.1 Parking

There are currently around 15 car parking spaces on site as well as two spaces for Facilities Management vans. On Eagle Street there are two on-street pay and display car parking bays which could each accommodate two cars, one immediately outside the site and one slightly further to the east. There are two further pay and display car parking bays which could each accommodate a single car on Dane Street.

There are three accessible off-street car parks in proximity to the site:

- Holborn Gate (430m on Southampton Buildings) – 32 parking bays;
- Bloomsbury Square (500m on Bloomsbury Square) – 450 parking bays including two disabled bays; and
- Parker Street (530m on Parker Mews) – 330 parking bays including two disabled bays.

On-street motorcycle parking is provided on Sandlands Street (260m east of the site) and around Red Lion Square (220m north of the site). Off-street motorcycle parking is available at the three off-street car parks listed above and in the existing building.

2.6 Future Transport Proposals

2.6.1 Tube Upgrade Plan

As part of TfL's on-going tube upgrade programme there are proposals to improve all lines; these improvements are outlined in *Fit for the Future: Our plan for modernising London Underground, London Overground, Trams and the DLR* (TfL, 2014).

The Circle, District, Hammersmith & City and Metropolitan lines are being modernised as a single system. Many improvements have already been implemented including new trains on the Circle, District and Metropolitan Lines. By 2018 all four lines will have modern, air-conditioned walk-through trains with CCTV and modernised signalling, increasing overall capacity by 33%. 191 new

trains will be delivered by 2016 as part of the improvements. Trains will be more accessible and platforms will also be made more accessible. The Metropolitan line is also being extended to Watford Junction in 2017.

A comprehensive renewal of the 'deep Tube' lines (including the Piccadilly, Bakerloo, Central and Waterloo & City lines) is being planned by TfL and is expected to be delivered in the 2020s. TfL plans to refurbish the Piccadilly line first, with the introduction of modern trains planned for 2022 and full modernisation planned to be completed by 2025. Since 2013, the frequency along the core section of the Central line has been 34 trains per hour. The 85 trains in operation on the Central line were refurbished in 2012.

TfL plans to increase frequencies on the Northern line to at least 30 trains per hour by 2022. In addition, a new extension of the Northern line from Kennington to Battersea Power Station via Nine Elms is also planned and would be delivered by 2020.

Capacity increases are also planned for the Victoria and Jubilee lines, the DLR and London Overground and trams.

2.6.2 Crossrail

Crossrail will provide a rail connection through central London linking Reading, Maidenhead and Heathrow Airport in the west to Shenfield and Abbey Wood in the east. An intermediate stop will be provided at Farringdon station. When complete, it is planned that over 140 trains per hour will flow through the Farringdon interchange when it becomes a link between Thameslink, Crossrail and London Underground services. Farringdon will be the only station from which passengers will be able to access all three networks. Farringdon will become one of Britain's busiest train stations, and will be a key link in bringing passengers from outer London to the business hubs in the City and Canary Wharf.

It is expected that services will commence on the central section by late 2018 with services on the rest of the route being introduced in the months after the initial opening.

2.6.3 Thameslink

Thameslink is a route from Bedford to Brighton via central London and Gatwick and Luton airports. It was opened in 1988 and provided the first sizeable service offering a direct route through London, thereby eliminating the need to transfer within the capital. The Thameslink Programme, which is underway at present, will expand the number of services which pass through London rather than terminating in London and will increase overall capacity. Trains from Peterborough and Cambridge will connect directly to Blackfriars and beyond.

Improvements around London Bridge station will reduce train waiting times and delays and will enable more trains to serve London Bridge. Once the Thameslink Programme is completed up to 24 services an hour will travel though central London.

The Programme will increase the number of Thameslink route services through central London to one every 2-3 minutes in the peak travelling times, an increase which is necessary to meet increasing demand. This extra capacity will also ease congestion on the London Underground, particularly the Northern Line.

From 2018, Farringdon will connect Thameslink and Crossrail giving direct links to three major international airports (Gatwick, Heathrow and Luton) and St Pancras International. The station will have:

- A new ticket hall for Thameslink and future Crossrail passengers;
- Extended platforms for 12 carriage trains to use;
- A refurbished London Underground entrance;
- A new concourse on Turnmill Street linking onto a new footbridge and the refurbished original London Underground entrance;
- An extended roof to allow passengers to use the full length of the platforms; and
- Five new lifts to make Farringdon step-free for the first time.

Blackfriars station is also seeing some improvements under the Programme including new track systems and a doubling of the number of platforms. Services have increased from eight trains per hour to 12. When Thameslink is complete this will increase to a frequency of 24 trains per hour.

2.6.4 Cycle Routes

The *Mayor's Vision for Cycling* (GLA, 2013) includes plans to create a 'Central London Grid' of cycle routes. This Central London Cycle Grid will be made up of *"high quality, high-volume cycle routes, using a combination of segregation and quiet shared streets, along with some innovative use of existing infrastructure"*. It is understood that progression of the plans by TfL and the central London boroughs is underway, but no detailed plans for the Central London Cycle Grid have yet been released. However, since Templar House is located within central London, it is likely that the site would benefit from high accessibility to the Central London Cycle Grid routes.

3 Aims and Objectives

3.1 Sustainable Transport

The Travel Plan will be focussed on the employees and visitors of the proposed development. The measures suggested within this Travel Plan are intended to encourage travel by modes of transport more sustainable than by private car.

The overarching aims of the Travel Plan for the proposed development are to:

- Influence the travel behaviour of employees and visitors;
- Encourage travel by cycle, on foot and by public transport by highlighting their accessibility and availability;
- Minimise the number of single-occupancy car trips generated by the proposed development; and
- Promote healthy lifestyles, sustainable travel and vibrant communities.

3.2 Travel Plan Objectives

The Travel Plan for the proposed development will respond to the aims through:

- Minimising car use;
- Making alternative travel modes to the car very accessible and user friendly;
- Reducing the environmental impact associated with vehicle movements by raising travel awareness and encouraging travel by more sustainable modes of transport and minimising the number of single occupancy vehicle trips;
- Linking the development to the surrounding community by the strong promotion of walking, cycling and public transport, thus minimising the impact of the new development on the highway infrastructure in the vicinity of the proposed development; and
- Promoting the existing public transport connections in the area including National Rail services, London Underground services and London Bus services.

3.3 Site Specific Travel Plan Objectives

In line with guiding policy, the following preliminary objectives have been prepared for the proposed development. As the Travel Plan is an evolving document, these will be continually reviewed and at this stage are as follows:

- To encourage a greater number of people to undertake their journeys by cycle and on foot;
- To increase the number of walking and cycling trips that building occupants make and to decrease the number of public transport trips that they make; and
- To facilitate the opportunities to achieve a healthy lifestyle for all those travelling to the site (employees and visitors).

The Travel Plan will be about assisting people in finding ways to travel differently. It is a cogent strategy for providing and promoting realistic, high quality alternatives to travel by private car to improve the travel environment for the community as a whole.

4 Preliminary Targets

4.1 Introduction

In order for the Travel Plan to succeed, and to enable a measurement of success, targets have been indicatively set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Timed (SMART) ensuring that wherever possible targets for modal spilt can be achieved.

Monitoring of the Travel Plan will be undertaken throughout its duration and, if necessary, changes to the implementation of the Travel Plan or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.

A set of preliminary targets has been developed using the mode share outlined in the TA. As the Travel Plan is an evolving document these initial targets will be continually reviewed and revised in agreement with the reviewing authorities should it be evident that the set targets are not wholly relevant to the site.

4.2 Targets

The overall strategy of the Travel Plan is to increase the number of walking and cycling trips where practical. In addition, there is an opportunity to take advantage of growth trends in other active modes of travel which are likely to become more significant as alternative modes of transport in future. This includes scooters, skateboards and skates which are increasingly being used for utility travel in central London. Although the aim of a Travel Plan is usually to increase public transport use, there is a wish to promote active travel, and in the long-term relieve congestion on public transport. This is represented in the targets as shown in **Table 4** for the commercial land uses.[1]

Table 4 Commercial Mode Split Future Year Targets

Mode	% Mode Share			
	Baseline	1 Year	3 Years	5 Years
Underground	39%	39%	38%	36%
Train	33%	33%	31%	30%
Bus	13%	13%	13%	12%
Taxi	0%	0%	0%	0%
Car Driver	1%	1%	1%	1%
Car Passenger	0%	0%	0%	0%
Motorcycle	0%	0%	0%	0%
Bicycle	6%	6%	8%	10%
Walk	6%	6%	7%	8.5%

[1] Active modes of travel other than walking or cycling have been included under 'Other'.

Mode	% Mode Share			
	Baseline	1 Year	3 Years	5 Years
Other (e.g. scooters, skateboards, skates)	0.5%	0.5%	0.5%	1%
Total	**100%**	**100%**	**100%**	**100%**

Figures in table are subject to rounding.

Table 5 compares the number of trips by mode that would be expected five years after occupation with the number of trips by mode that would be expected when the development is first occupied, based on these targets.

Table 5: Estimated Mode Split, Baseline and Five Years after Occupation

Mode	Number of Trips (AM peak)		Number of Trips (PM peak)	
	Baseline	5 Years	Baseline	5 Years
Underground	209	193	226	209
Train	175	162	189	175
Bus	72	66	78	72
Taxi	1	1	1	1
Motorcycle	8	8	9	9
Car Driver	1	1	1	1
Car Passenger	1	1	1	1
Bicycle	32	53	34	57
Walk	34	44	37	48
Other (e.g. scooters, skateboards, skates)	1	5	2	5
Total	**535**	**535**	**578**	**578**

Figures in table are subject to rounding.

The initial target mode shares presented will be subject to change as these figures are based upon the current best estimate of mode split for the commercial development. An initial travel survey (to be undertaken within one year of occupation) will update the estimated mode split to a confirmed baseline. Once this data has been obtained, the future year targets can be amended (if required) in line with the proportions presented.

However, given that the initial set of mode shares have sought to take account of existing travel patterns in the immediate area, it is considered that the initial targets and proposed mode shifts will provide a sound basis for the continued development of the Travel Plan.

If by the end of a particular year the data collected indicates that mode shifts are not following the aspired patterns, the Travel Plan Coordinator will assess which measures have been effective and which ineffective. They will then make further decisions with regards to which measures to maintain and which to replace with

alternatives. Likewise, if it appears that the targets are not sufficiently challenging, or indeed too challenging, the Travel Plan Coordinator will revise these in consultation with LBC and TfL.

5 Travel Plan Measures

5.1 Introduction

This section of the Travel Plan describes the potential initiatives that can influence sustainable travel choices.

5.2 Design Measures for Reducing Car Dependency

There are numerous measures embedded within the design of the development to influence travel patterns of future employees.

5.2.1 Car Access

There will be limited car parking facilities for the commercial land uses, with provision of one disabled car parking space for employees and visitors of the office element of the proposed development who are disabled motorists and one disabled car parking space for any staff of the retail element of the proposed development who are disabled motorists.

5.2.2 Pedestrian Access

The proposed development is located in an area with a comprehensive network of footways which will support measures to promote walking.

5.2.3 Cycle Access

The proposed development is located in close proximity to a number of identified cycle routes and the proposals include the following measures to improve cycle access to and from the site:

- Access to 163 cycle parking spaces for employees; and
- Shower, lockers and changing facilities for employee use.

5.2.4 Public Transport Access

The site is close to a range of public transport services, which are accessible by foot. These include National Rail, Underground and bus services. All London bus services are wheelchair accessible and the footways in the vicinity of the site are wide enough to accommodate a person in a wheelchair.

5.3 Travel Plan Initiatives

The following measures will be investigated to enhance accessibility by alternative means of transport and could be promoted by the future occupiers of the commercial areas of the development.

5.3.1 Employee Welcome Packs

Consideration will be given to the distribution of Employee Welcome Packs upon occupation of the commercial aspect of the development. These Welcome Packs will include public transport information including:

- Public transport maps, routes, timetables and fares;
- Details of Hackney Carriage / private hire vehicle (minicab) operators;
- Walking and cycling maps;
- Provision of information on the London Cycle Hire scheme;
- Information about access to various services and facilities in the local area; and
- The pack should also explain the health and environmental benefits of utilising sustainable modes of transport, particularly walking and cycling.

5.3.2 Employee Notice Board

Additional transport information will be provided on notice boards displayed in prominent locations that are accessible to both employees and visitors to the proposed development.

5.3.3 Website / Intranet

The occupiers of the proposed development will be encouraged to post additional transport information on company websites and intranets.

5.3.4 Measures to Facilitate Walking

The management will be encouraged to consider the following initiatives to further encourage walking amongst employees:

- Provide a map showing walking routes and indicating distances and times to the most common destinations nearby;
- Provision of umbrellas to all staff who walk to work and / or a pool of umbrellas provided for employees wishing to walk to meetings or to go out walking at lunchtimes;
- Make personal alarms available to employees who may have concerns with issues of personal safety; and
- Raise and promote awareness of the health benefits of walking through promotional material.

5.3.5 Measures to Facilitate Cycling

The management will be encouraged to investigate the following initiates to encourage employees to cycle to work:

- Interest free bicycle loans to enable staff to purchase bicycles and spread the payments out over a period of time. This could be in the form of participation

in the government's Cycle to Work scheme, administered through a private sector provider;

- Negotiation of discounts with local cycle shops for staff purchases and maintenance;
- Provision of pooled cycles to encourage staff to consider cycling and for use for business trips in the local area;
- Payment of a cycle mileage allowance for employees using their own cycles for business trips;
- Organise cycle training for employees, either through the council or an appropriate private sector provider; and
- Setting up a Bicycle User Group (BUG); these enable cycle users to meet to discuss problems and issues that may arise and offer staff that may not be confident enough cycle on their own to join a 'Buddy Scheme' where people can pair up with fellow cyclists who cycle along similar routes.

5.3.6 Measures to Facilitate Public Transport Use

The site is well served by public transport; to make employees aware of the services available to them the management could make public transport information available on the development's intranet.

The management could also consider the following initiatives:

- Providing up-to-date public transport information, timetables and maps as part of the employee induction process; and
- Provision of interest free season ticket loans to enable staff to spread season ticket payments over a period of time.

5.3.7 Flexible Working Practices

The occupiers of the development will be encouraged to reduce peak hour travel demands through the introduction of flexi-time schemes and periodic working from home where appropriate. The occupiers will be encouraged to take advice from Work Wise UK and TfL's Enterprise Programme.

5.3.8 Information Technology (IT) Initiatives

The occupiers of the proposed development will be encouraged to reduce the overall need to travel through IT and alternative management techniques such as teleworking and teleconferencing where appropriate.

6 Management of the Travel Plan

In order to maximise the chances of success, it is important to have a clear implementation strategy, identifying roles and responsibilities to maintain the momentum of the Travel Plan.

Prior to the occupation of the proposed development, a Travel Plan Co-ordinator(s) will be appointed to oversee the implementation and monitoring of the Travel Plan. The Travel Plan Co-ordinator(s) will have overall responsibility for:

- Establishing and co-ordinating a Travel Plan Steering Group(s) with meetings as required;
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives;
- Developing and disseminating appropriate marketing / information materials;
- Overseeing implementation of Travel Plan measures in a timely manner;
- Liaising with any appropriate groups / organisations (e.g. the LBC's Travel Plan Officer) to ensure co-ordinated working;
- Undertaking appropriate monitoring of the Travel Plan, including any appropriate review and revisions;
- Monitoring and reviewing progress and identifying targets for taking the Travel Plan forward;
- Ensuring that the work of the Travel Plan is co-ordinated with other activities of the proposed development; and
- Ensuring that there is sufficient amount of time to spend on the Travel Plan and perform all their duties.

Both the Travel Plan Coordinator(s) and Travel Plan Steering Group(s) will play an important role in liaising and collaborating with the other local Travel Plan Coordinator(s) and Steering Group(s), particularly those associated with the other land uses within the proposed development.

7 Monitoring and Review

7.1 Introduction

An important part of any Travel Plan is the on-going monitoring and reviewing of its effectiveness. It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the Travel Plan to be refined and adapted in order to improve.

7.2 Monitoring

The first Travel Plan monitoring survey(s) will be carried out within one year of first occupation of the commercial units within the proposed development. The surveys will be analysed against a number of indicators in order to establish how well the Travel Plan measures are achieving its aims and if any modifications are required to better meet these objectives.

Monitoring of the Travel Plan will be based upon feedback forms which will have been distributed to employees in their welcome packs. This will allow for site-specific travel characteristics to be reconfirmed to which the targets set can be reviewed and adjusted accordingly.

The Travel Plan will be monitored after one, three and five years. The monitoring will be the responsibility of the Travel Plan Coordinator(s). Based on published TfL guidance the monitoring will include the following elements as a minimum:

- Multi-modal counts of all trips undertaken to and from the site;
- Full site audit;
- Parking counts (all vehicles including bicycles); and
- Uptake of travel planning measures.

Based on the relevant thresholds set out by TfL, the Travel Plans will be monitored using TRICS or iTrace. The monitoring exercise will be carried out by an independent field company at year's one, three and five following occupation.

7.3 Reporting

A full monitoring report will be prepared by the Travel Plan Coordinator(s) and will be issued to all relevant stakeholders including LBC as well as TfL. The report will include comprehensive details of all survey data and measures which have been implemented.

A key element of the report will be comparing the surveyed modal share to the targets set; if the data shows that the targets have not been met or are not on course to be met, the report will outline the reasons behind this and how the matter will be resolved.

In order to make the results accessible to employees, who are all stakeholders in the Travel Plan, a summarised version of the report will be distributed. This can also be made available to other local interest groups.

7.4 Securing the Travel Plan

Details of the Travel Plan implementation, monitoring and review will be secured through the legal agreement associated with the proposed development.

The proposed measures to be brought forward as part of the Travel Plan will be agreed with the LPA and funded through the legal agreement. Costs of the Travel Plan measures will be subject to detailed discussions and agreement with the LPA.

All aspects of the Travel Plan will be funded by the developer. This includes implementation, providing a Travel Plan Co-ordinator and monitoring activities. The developer fully understands the implications of providing a Travel Plan Co-ordinator.

The developer is also committed to promoting collaborative working with other organisations to meet sustainable travel objectives.

8 Action Plan

The programme for the development and implementation of the Travel Plan will be dependent on clear communication with employees and visitors, and a thorough understanding of their travel issues. It is highly dependent on the ability of the Travel Plan Co-ordinator to liaise efficiently with all parties concerned.

An indicative Action Plan is given in **Table 6**.

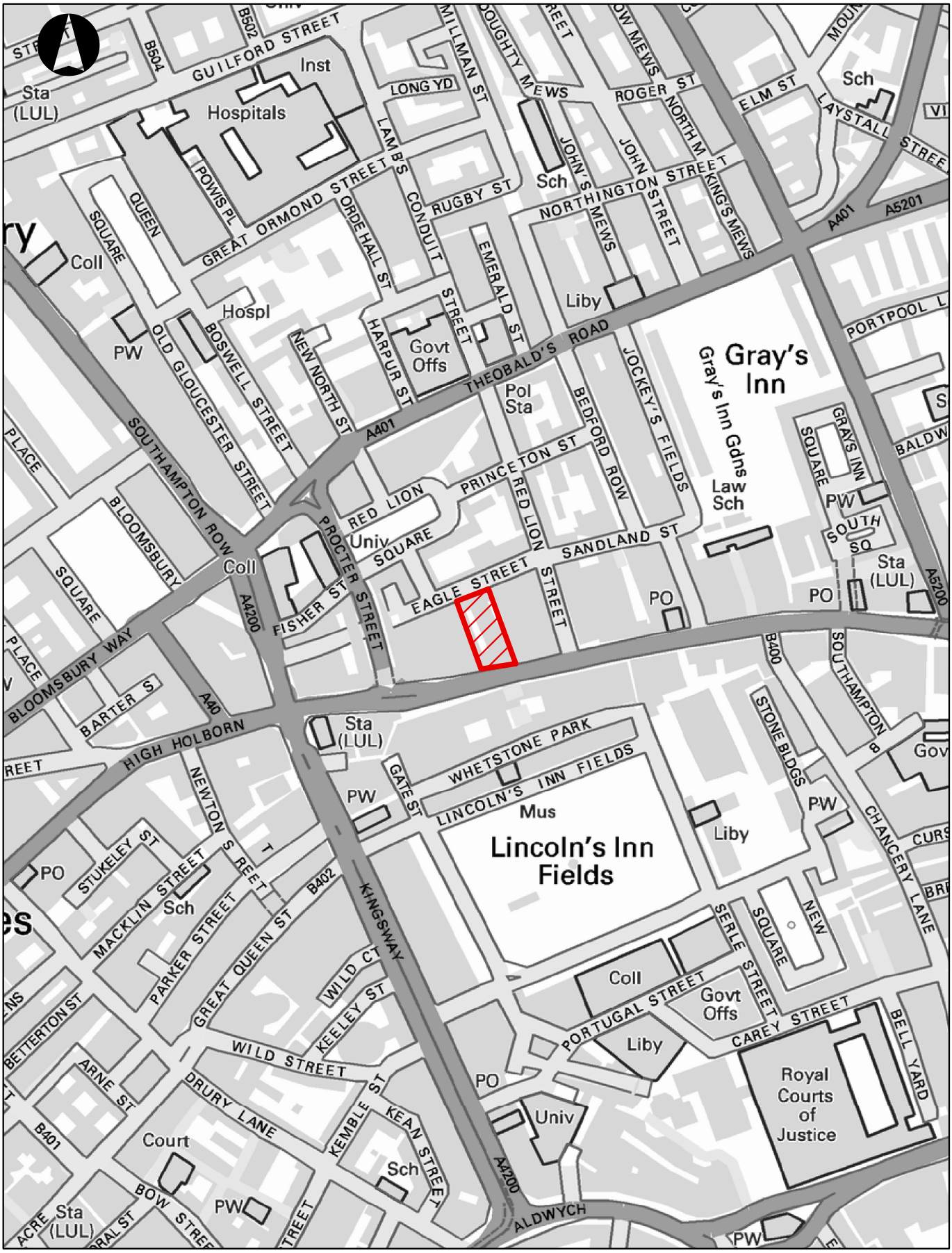
Table 6: Action Plan

Objective	Target	Measure	Timescale	Responsibility	Monitoring progress towards target	Cost
Travel Plan management and promotion	To encourage accessibility to the proposed development by sustainable means	Appointment of Travel Plan Co-ordinator	Prior to occupation	The developer/ Management company	Successful implementation of Travel Plan	Low
		Inform LBC of Travel Plan Co-ordinator appointment	Within one month of appointment	The developer/ Management company/ Travel Plan Co-ordinator	Successful implementation of Travel Plan	Low
		Install notice boards	Prior to occupation	The developer/ Management company	Progress towards mode split targets	Medium
		Set up intranet page	Upon first occupation	The developer/ Management company/ Travel Plan Co-ordinator	Progress towards mode split targets	Low
		Carry out travel surveys	Within one year of first occupation	Travel Plan Co-ordinator	Progress towards mode split targets	Medium
		Carry out monitoring surveys and update Travel Plan if necessary	Biennially following first monitoring survey	Travel Plan Co-ordinator	Progress towards mode split targets	Medium

Objective	Target	Measure	Timescale	Responsibility	Monitoring progress towards target	Cost
To encourage a greater number of people to undertake journeys by bicycle and on foot	Increase mode share of walking	Provide maps and other wayfinding information for staff and visitors	Upon first occupation	Travel Plan Co-ordinator	Mode share of walking	Low
		Provision of umbrellas for staff	Within one year of first occupation	Travel Plan Co-ordinator	Mode share of walking	Low
		Provision of personal alarms to staff if requested	Within one year of first occupation	Travel Plan Co-ordinator	Mode share of walking	Medium
		The production of promotional material	Within one year of first occupation	Travel Plan Co-ordinator	Mode share of walking	Low
	Increase mode share of cycling	Provide cycle parking	Prior to first occupation	The developer/ Management company	Mode share of cycling	Medium
		The provision of interest free cycle loans for staff	Within one year of first occupation	The developer/ Management company/ Travel Plan Co-ordinator	Mode share of cycling	Medium
		Negotiation of discounts with local cycle shops for staff	Within one year of first occupation	Travel Plan Co-ordinator	Mode share of cycling	Low

Objective	Target	Measure	Timescale	Responsibility	Monitoring progress towards target	Cost
		purchases and maintenance				
		Provision of pooled bicycles	Within one year of first occupation	The developer/ Management company/ Travel Plan Co-ordinator	Mode share of cycling	Medium
		Payment of cycle mileage allowance for business trips	Within one year of first occupation	The developer/ Management company/ Travel Plan Co-ordinator	Mode share of cycling	Medium
		Provision of cycle training for staff	Within one year of first occupation	Travel Plan Co-ordinator	Mode share of cycling	Medium
		Setting up a Bicycle User Group for staff	Within one year of first occupation	Travel Plan Co-ordinator	Mode share of cycling	Low
Promote public transport use	Maintain public transport use (acknowledging that there will be modal shift to walking and cycling)	Providing up-to-date public transport information for staff	Within one year of first occupation	Travel Plan Co-ordinator	Mode share of public transport	Low
		Provision of interest free season ticket loans for staff	Within one year of first occupation	The developer/ Management company/ Travel Plan Co-ordinator	Mode share of public transport	Medium

Figures



Legend

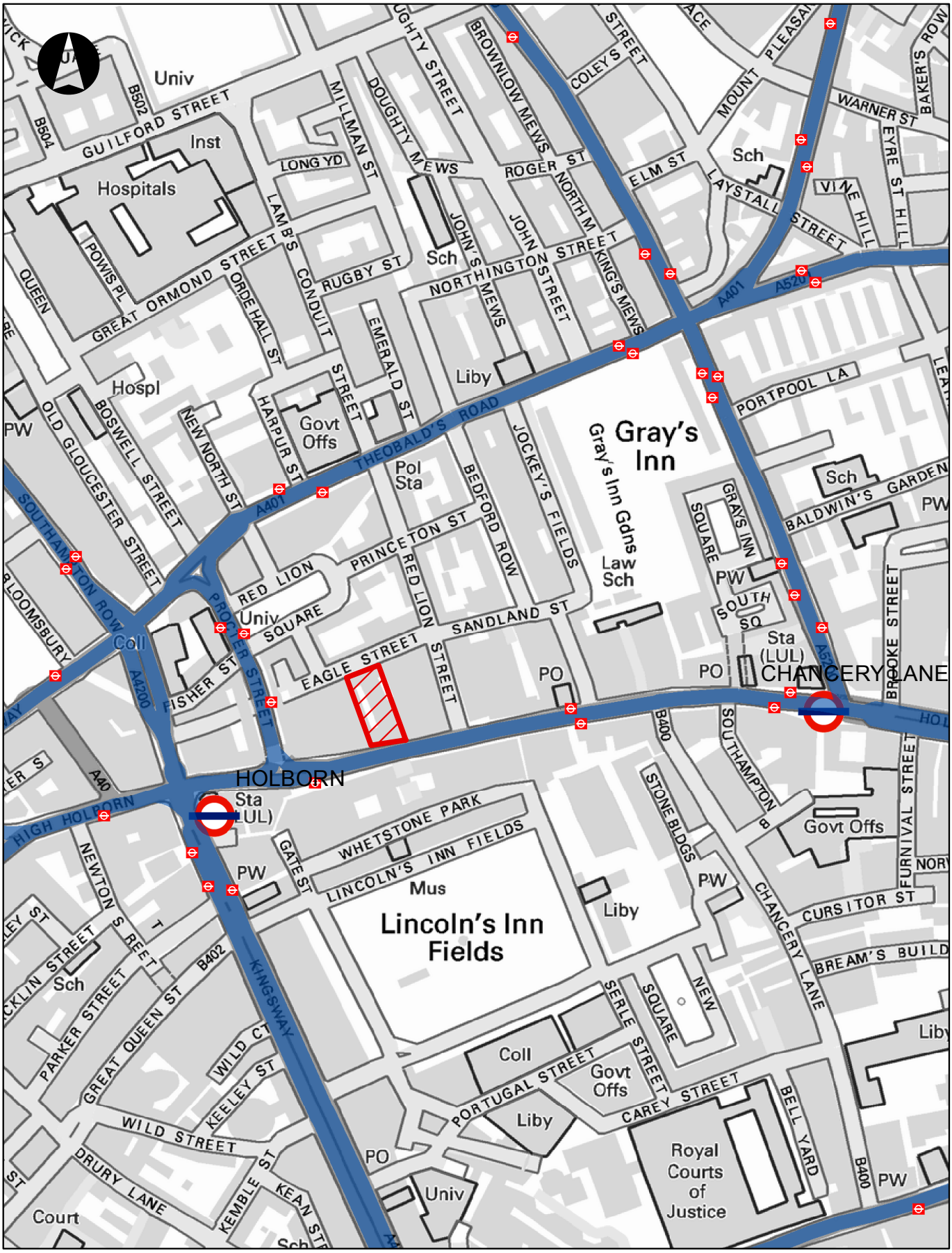
Site Location

0 25 50 100 150 200

Metres

Templar House
SITE LOCATION

FIGURE **1**



Legend

- Site Location
- Underground
- London Bus Stops
- Bus Routes

0 25 50 100 150 200 Metres

Templar House
LOCAL PUBLIC TRANSPORT

FIGURE **2**

Legend

- Site Location
- London Cycle Guide
  - Off Carriage
  - Signed Route
  - Advisory
  - Park or Canal Route
  - Pedestrian Link

0 25 50 100 150 200 Metres

Templar House
LOCAL CYCLE NETWORK

FIGURE **3**

Appendix B

Residential Travel Plan

Northwood Investors

Templar House

Residential Travel Plan

237116-54

Issue | 16 July 2015

Job number 237116-54

Company Name
Office Address
Including Country
www.arup.com

ARUP

Contents

Figures

1 Introduction

1.1 Background

Arup has been appointed by Northwood Investors to provide transport planning advice to support a planning application for the proposed redevelopment of the Templar House building.

The proposed development site lies in the London Borough of Camden in the Holborn area. The site is bounded by Eagle Street to the north, High Holborn to the south and adjoining buildings to the east and west. The site location is shown on **Figure 1** (at the rear of this report).

The building is currently occupied by Transport for London (London Underground). It is proposed that the redevelopment will include demolishing the existing building, which comprises 14,363m^2 gross external area (GEA) of office use, and to erect two new buildings which would include 6,922m^2 residential use (48 units), 17,306m^2 B1 office use and 607m^2 A1/A3 retail use.

No car parking spaces are proposed for use by residents; 73 cycle parking spaces will be available for residential land uses, primarily located in a dedicated residential cycle store located at ground floor level.

Based on the number of residential units proposed, a Full Travel Plan has been developed for the site that will ensure that good travel patterns are established upon occupation and will set in place a long-term strategy for encouraging sustainable modes of travel. The Travel Plan has been prepared by Arup on behalf of the applicant, Northwood Investors.

This Travel Plan has been produced in accordance with TfL's latest Travel Plan Guidance published in November 2013.

This version of the Travel Plan, Version 1, has been prepared in July 2015 to support the planning application for the proposed development.

1.2 Travel Plan Structure

This document sets out the Travel Plan proposals being developed as part of the planning application for the Templar House redevelopment. The Travel Plan forms a central element of the overall transport strategy and is part of a systematic approach to influence long term travel choice. This document:

- Provides a summary of the existing transport network;
- Articulates a series of objectives for the proposed development;
- Provides an indicative set of targets;
- Identifies and describes the initiatives proposed to support the objectives; and
- Proposes a management strategy for delivery and monitoring.

This Travel Plan should be read in conjunction with the Transport Assessment (TA) for the proposed development, prepared by Arup in July 2015.

1.3 The Development

The proposed Templar House development will result in a slight increase in person trips; this is due to an overall increase in floor area. The total person trips for each mode that the residential land use is expected to generate are presented in **Table 1**.

Table 1: Residential Person Trips by Mode

Mode of Transport	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Underground	1	7	9	4	2	7
Train	0	2	2	1	1	2
Bus	1	5	6	3	2	5
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0
Bicycle	0	2	2	1	1	2
Walk	2	12	14	7	4	11
Other	0	0	0	0	0	0
Total	**6**	**29**	**35**	**17**	**9**	**27**

Figures in table are subject to rounding.

The excellent location of the proposed development will play a significant role in promoting sustainable travel to the site. The site's public transport accessibility level (PTAL) rating of 6b will enable occupiers to use public transport to travel to and from the site and in addition to measures intrinsic to the design, a Travel Plan will provide a systematic approach to influence long-term travel choice. This will ensure good travel patterns are established upon occupation and set in place a long-term strategy for encouraging sustainable modes of travel.

All public accesses to the development will be of sufficient width to be used by people in wheelchairs or people with children in pushchairs. Any visitors with children will be able to use lifts to move between levels within the development. The footways in the vicinity of the site are wide enough to accommodate a person in a wheelchair or with a pushchair.

1.4 Scope of the Travel Plan

The scope of this Travel Plan covers the residential land use within the proposed development.

1.5 Timescales

The Travel Plan will become effective upon occupation of the proposed development. Within one year of occupation a travel survey will be undertaken to establish baseline travel patterns and if necessary, the baseline mode shares applied in the Transport Assessment (TA) will be revised. Subsequent travel surveys will take place biennially to monitor the progress of the Travel Plan.

1.6 Contacts

Below is a summary of the current information regarding the overall responsibility for the Travel Plan.

Organisation name:	This Travel Plan has been produced on behalf of Northwood Investors by Arup. The Travel Plan is the property of Northwood Investors.
Organisation Address:	90 Long Acre, London, WC2E 9RA.
Local Planning Authority:	London Borough of Camden (LBC).
Address of development:	Templar House, 81-87 High Holborn, London, WC1.
Travel Plan prepared by:	A. Clarke, Arup, 13 Fitzroy Street, London, W1T 4BQ
Responsibility:	Until appointment of the Travel Plan Co-ordinator, this Travel Plan will be the responsibility of a named individual at Northwood Investors (to be advised). Ultimately, responsibility of the Travel Plan would pass to a named director/ senior manager at the development.

2 Existing and Future Transport Facilities

2.1 Introduction

This section describes the existing transport facilities in the vicinity of the application site.

2.2 Public Transport

An overview of the existing public transport network surrounding the proposed development is provided on **Figure 2**.

2.2.1 PTAL

The Public Transport Accessibility Level (PTAL) of the proposed development has been calculated using Transport for London's (TfL) approved methodology. This assumes a walk speed of 4.8 kilometres per hour and considers rail stations within a 12 minute walk (960m) of the site and bus stops within an eight minute walk (640m) as accessible.

Using this methodology, the proposed site has a PTAL rating of 6b. This is rated as 'Excellent' (with 1a being the lowest accessibility and 6b being the highest accessibility).

2.2.2 London Underground

There are three London Underground (LU) stations within 960m walking distance of the proposed development. These are:

- Holborn (265m);
- Chancery Lane (380m); and
- Tottenham Court Road (940m).

These stations provide access to the Central, Piccadilly and Northern lines. A summary of these services and their frequencies is provided in **Table 2**.

Table 2: London Underground Services

Line	Origin/ Destination	Frequency*
Central	Hainault / Epping – Leytonstone – Stratford – Mile End – Liverpool Street – Bank – St Paul's – Oxford Circus – Marble Arch – White City – Ealing Broadway / West Ruislip	Every 2 to 3 minutes
Piccadilly	Uxbridge– Acton Town – Hammersmith – Green Park – Leicester Square – King's Cross St Pancras – Finsbury Park – Cockfosters	Every 2 to 3 minutes
Northern	Edgware/High Barnet – Camden Town – Euston – King's Cross St Pancras – Bank – Moorgate/Tottenham Court Road – Waterloo – Kennington-Morden	Every 2 to 4 minutes

*Peak hour frequency per direction

2.2.3 National Rail Services

No National Rail stations are within 960m walking distance of the proposed development. However, several of the central National Rail stations can be accessed via the London Underground services available at Holborn and Tottenham Court Road stations. For example, King's Cross and St. Pancras National Rail stations are directly accessible on the Piccadilly Line and Charing Cross, Waterloo and Euston National Rail stations are directly accessible on the Northern line.

2.2.4 London Buses

There are 17 bus services available from bus stops within 640m walking distance of the proposed development. Further information of bus routes serving the site and their frequencies are provided in **Table 3**.

Table 3: Bus Services

Route No.	Route	Frequency*
1	Canada Water Bus Station – Tottenham Court Road Station	Every 6-10 minutes
8	Bow Church – Tottenham Court Road Station	Every 5-8 minutes
19	Battersea Bridge/Hester Road – Finsbury Park Interchange	Every 6-10 minutes
25	Holles Street (Marylebone) – Hainault Street (Ilford)	Every 5-8 minutes
38	Victoria Bus Station - Lea Bridge Roundabout (Hackney)	Every 2-6 minutes
55	Holles Street (Marylebone) – Leyton Green	Every 5-8 minutes
59	Wharfdale Road/London Canal Museum (near King's Cross) - Streatham Hill	Every 4-8 minutes
68	Euston Station – West Norwood Station	Every 5-9 minutes
91	Northumberland Avenue/Trafalgar Square - Rosebery Gardens (Crouch End)	Every 5-9 minutes
98	Pound Lane/Willesden Bus Garage – Russell Square Station	Every 5-8 minutes
168	Dunton Road (Southwark) - South End Green (Hampstead Heath)	Every 5-8 minutes
171	Museum Street - Catford Garage (Bellingham)	Every 6-10 minutes
188	Russell Square Station – North Greenwich Station	Every 6-10 minutes
242	New Oxford Street – Homerton Hospital (Homerton)	Every 6-10 minutes
243	Waterloo Station/Tenison Way - Wood Green Station	Every 5-7 minutes
521	London Bridge Station - Waterloo Station /Mepham Street	Every 2-5 minutes
X68	Southampton Row (Holborn) - West Croydon Bus Station	Every 15 minutes

*Peak hour frequency per direction

The bus routes outlined above are served by the following bus stops (approximate walking distances shown in brackets):

- Conway Hall/Red Lion Square (300m);

- High Holborn/Procter Street (230m);
- Southampton Row/Theobald's Road (350m);
- Bloomsbury Square (360m); and
- British Museum (610m).

2.3 Pedestrian Facilities

The proposed development is highly accessible on foot. All roads in the immediate vicinity (High Holborn, Eagle Street, Red Lion Street and Procter Street) have good quality pavements. The local pedestrian network is heavily used in the morning and evening peak periods, primarily by commuters travelling between the nearby Underground and various commercial or retail premises.

Four signalised pedestrian crossings are located in the vicinity of the proposed development and enable pedestrian movement across High Holborn and other large roads in the vicinity of the site. These are:

- High Holborn: south of the site, there is a signalised pedestrian crossing almost directly opposite the main pedestrian entrance and another further east beyond Red Lion Street, opposite Great Turnstile a pedestrian-only link off the south side of High Holborn. These crossings facilitate pedestrian crossing movements to the south side of High Holborn; and
- High Holborn/Procter Street and High Holborn/Southampton Row/Kingsway: west of the site. These crossings enable key connections to destinations west of the site.

2.4 Cyclist Facilities

2.4.1 Cycle Routes

There are a number of cycle routes available in the vicinity of the proposed development. According to TfL's Central London cycle map, Red Lion Street and the section of High Holborn immediately to the south of the site are 'quieter roads that have been recommended by other cyclists'. Further to the east and the west of High Holborn are sections described as 'routes signed or marked for use by cyclists on a mixture of quiet or busier roads'. This includes London Cycle Network Route 6 which runs from Camden Square to the north to Elephant and Castle to the south and crosses High Holborn at Bloomsbury Court/Newton Street, to the west of Kingsway. All cycle routes are shown on **Figure 3**.

2.4.2 Public Cycle Parking

Public cycle parking facilities are available at a number of locations in the immediate vicinity of the proposed development. These stands are located at:

- High Holborn/Procter Street junction island;
- The pedestrian through route between Eagle Street and Procter Street;
- Red Lion Street; and

- Procter Street.

As with the majority of central London locations, public cycle parking in the vicinity of the site is generally oversubscribed and there is a lack of available spaces at peak times.

2.4.3 London Cycle Hire

The closest London Cycle Hire docking stations to the site are (approximate walking distances and number of docking station spaces shown in brackets):

- Red Lion Street, Holborn (60m, 35 docking station spaces);
- Southampton Place, Holborn (300m, 18 docking station spaces);
- Red Lion Square, Holborn (350m, 15 docking station spaces);
- Theobalds Road, Holborn (390m, 25 docking station spaces);
- Newton Street, Covent Garden (400m, 24 docking station spaces); and
- Sardinia Street, Holborn (460m, 24 docking station spaces).

2.5 Local Highway Network

The block which the proposed development is part of is bounded by the following roads:

- **High Holborn (the A40):** runs along the southern edge of the proposed development. From the junction with Procter Street to the west to the junction with Chancery Lane to the east, High Holborn is two-way with a single general traffic lane and a bus lane in each direction. The street generally experiences heavy traffic flows. Loading restrictions are in operation from Monday to Saturday 7am-7pm along this section of the street.
- **Eagle Street:** runs along the northern edge of the proposed development. This is a cul-de-sac and is very lightly trafficked. Vehicular access onto Eagle Street is at its eastern end, from Red Lion Street, which runs north-south. Vehicles can exit Eagle Street either via Dane Street (a one-way street towards the western end of Eagle Street) or by turning around in Eagle Street and exiting back onto Red Lion Street. Traffic is two-way although vehicles would only exit Eagle Street if they had made a turning movement within the street. No centre line markings are present except at the junction with Red Lion Street.
- **Red Lion Street**: to the east of the site. Red Lion Street is a two-way road which connects High Holborn (the A40) with Theobalds Road (the A401). The street is relatively narrow and has raised tables at every junction to aid pedestrian crossing movements. As a result the two-way traffic is relatively slow.
- **Procter Street**: to the west of the site. Procter Street (the A40) is a one-way road which connects Theobalds Road (the A401) with High Holborn (the A40). Traffic travels in a north to south direction. It has two general traffic lanes and a bus lane on either side.

In the wider area, the highway network comprises a combination of narrow, quiet roads and larger roads which form more strategic routes. Gray's Inn Road, Theobalds Road, Proctor Street and Southampton Row are all key local roads which, with High Holborn, form the strategic routes in the local area. Gray's Inn Road (the A5200) runs north-south and connects to High Holborn to the east. Theobald's Road (the A401) runs east-west and is around 200m north of the site. Procter Street (part of the A40, one-way in this section) runs north-south and connects to High Holborn to the west of the site and Southampton Row (the A4200) also runs north-south and is situated slightly further west than Procter Street.

2.5.1 Parking

There are currently around 15 car parking spaces on site as well as two spaces for Facilities Management vans. On Eagle Street there are two on-street pay and display car parking bays which could each accommodate two cars, one immediately outside the site and one slightly further to the east. There are two further pay and display car parking bays which could each accommodate a single car on Dane Street.

There are three accessible off-street car parks in proximity to the site:

- Holborn Gate (430m on Southampton Buildings) – 32 parking bays;
- Bloomsbury Square (500m on Bloomsbury Square) – 450 parking bays including two disabled bays; and
- Parker Street (530m on Parker Mews) – 330 parking bays including two disabled bays.

On-street motorcycle parking is provided on Sandlands Street (260m east of the site) and around Red Lion Square (220m north of the site). Off-street motorcycle parking is available at the three off-street car parks listed above and in the existing building.

2.6 Future Transport Proposals

2.6.1 Tube Upgrade Plan

As part of TfL's on-going tube upgrade programme there are proposals to improve all lines; these improvements are outlined in *Fit for the Future: Our plan for modernising London Underground, London Overground, Trams and the DLR* (TfL, 2014).

The Circle, District, Hammersmith & City and Metropolitan lines are being modernised as a single system. Many improvements have already been implemented including new trains on the Circle, District and Metropolitan Lines. By 2018 all four lines will have modern, air-conditioned walk-through trains with CCTV and modernised signalling, increasing overall capacity by 33%. 191 new trains will be delivered by 2016 as part of the improvements. Trains will be more

accessible and platforms will also be made more accessible. The Metropolitan line is also being extended to Watford Junction in 2017.

A comprehensive renewal of the 'deep Tube' lines (including the Piccadilly, Bakerloo, Central and Waterloo & City lines) is being planned by TfL and is expected to be delivered in the 2020s. TfL plans to refurbish the Piccadilly line first, with the introduction of modern trains planned for 2022 and full modernisation planned to be completed by 2025. Since 2013, the frequency along the core section of the Central line has been 34 trains per hour. The 85 trains in operation on the Central line were refurbished in 2012.

TfL plans to increase frequencies on the Northern line to at least 30 trains per hour by 2022. In addition, a new extension of the Northern line from Kennington to Battersea Power Station via Nine Elms is also planned and would be delivered by 2020.

Capacity increases are also planned for the Victoria and Jubilee lines, the DLR and London Overground and trams.

2.6.2 Crossrail

Crossrail will provide a rail connection through central London linking Reading, Maidenhead and Heathrow Airport in the west to Shenfield and Abbey Wood in the east. An intermediate stop will be provided at Farringdon station. When complete, it is planned that over 140 trains per hour will flow through the Farringdon interchange when it becomes a link between Thameslink, Crossrail and London Underground services. Farringdon will be the only station from which passengers will be able to access all three networks. Farringdon will become one of Britain's busiest train stations, and will be a key link in bringing passengers from outer London to the business hubs in the City and Canary Wharf.

It is expected that services will commence on the central section by late 2018 with services on the rest of the route being introduced in the months after the initial opening.

2.6.3 Thameslink

Thameslink is a route from Bedford to Brighton via central London and Gatwick and Luton airports. It was opened in 1988 and provided the first sizeable service offering a direct route through London, thereby eliminating the need to transfer within the capital. The Thameslink Programme, which is underway at present, will expand the number of services which pass through London rather than terminating in London and will increase overall capacity. Trains from Peterborough and Cambridge will connect directly to Blackfriars and beyond.

Improvements around London Bridge station will reduce train waiting times and delays and will enable more trains to serve London Bridge. Once the Thameslink Programme is completed up to 24 services an hour will travel though central London.

The Programme will increase the number of Thameslink route services through central London to one every 2-3 minutes in the peak travelling times, an increase

which is necessary to meet increasing demand. This extra capacity will also ease congestion on the London Underground, particularly the Northern Line.

From 2018, Farringdon will connect Thameslink and Crossrail giving direct links to three major international airports (Gatwick, Heathrow and Luton) and St Pancras International. The station will have:

- A new ticket hall for Thameslink and future Crossrail passengers;
- Extended platforms for 12 carriage trains to use;
- A refurbished London Underground entrance;
- A new concourse on Turnmill Street linking onto a new footbridge and the refurbished original London Underground entrance;
- An extended roof to allow passengers to use the full length of the platforms; and
- Five new lifts to make Farringdon step-free for the first time.

Blackfriars station is also seeing some improvements under the Programme including new track systems and a doubling of the number of platforms. Services have increased from eight trains per hour to 12. When Thameslink is complete this will increase to a frequency of 24 trains per hour.

2.6.4 Cycle Routes

The *Mayor's Vision for Cycling* (GLA, 2013) includes plans to create a 'Central London Grid' of cycle routes. This Central London Cycle Grid will be made up of *"high quality, high-volume cycle routes, using a combination of segregation and quiet shared streets, along with some innovative use of existing infrastructure"*. It is understood that progression of the plans by TfL and the central London boroughs is underway, but no detailed plans for the Central London Cycle Grid have yet been released. However, since Templar House is located within central London, it is likely that the site would benefit from high accessibility to the Central London Cycle Grid routes.

3 Travel Surveys

3.1 Proposed Development Mode Share

Existing travel survey data for the site is not available given that there are currently no residential land uses occupying the site.

The estimated mode share for the completed and occupied proposed residential development has been outlined in the Transport Assessment. The mode split expected to be applicable to the proposed development was calculated with reference to 2011 census data for the resident population method of journey to work data for the five middle layer super output areas surrounding the site.[1] The car mode split was then adjusted to reflect the proposals including no car parking spaces for the residential units; the remaining portion of the mode split was proportionally distributed across public transport modes. The daily mode share expected for the proposed residential development is contained in **Table 4**.

Table 4: Expected Residential Mode Share

Mode	Percentage Mode Split	Estimated number of two-way trips (AM peak)	Estimated number of two-way trips (PM peak)
Underground	25%	9	7
Train	7%	2	2
Bus	18%	6	5
Taxi	<1%	0	0
Motorcycle	<1%	0	0
Car Driver	<1%	0	0
Car Passenger	<1%	0	0
Bicycle	6%	2	2
Walk	40%	14	11
Other	1%	0	0
Total	**100%**	**35**	**27**

Source: Tables 13 and 14, Templar House Transport Assessment (Arup, July 2015). Figures in table are subject to rounding.

3.2 Baseline Surveys

The first Travel Plan monitoring survey will be carried out within one year of first occupation of the proposed residential development. The surveys will be analysed against a number of indicators in order to establish how well the Travel Plan

[1] ONS table QS703EW, middle super output areas Camden 24 to 28. This table is based on the 2001 specification of travel to work (the dataset utilising the 2011 specification of travel to work is available but has not been used in this assessment in order to be consistent with the office mode split calculations).

measures are achieving its aims and if any modifications are required to better meet these objectives.

As discussed in **Section 5.2**, because of small sample sizes that are expected due to the size of the residential development (a total of 48 units), travel diaries are proposed as a means of supplementing data collected from the surveys.

4 Aims and Objectives

4.1 Sustainable Transport Aims

The Travel Plan will be focussed on the residents of the proposed development. The measures suggested within this Travel Plan are intended to encourage travel by modes of transport more sustainable than by private car.

The overarching aims of the Travel Plan for the proposed development are to:

- Influence the travel behaviour of residents and visitors;
- Encourage travel by cycle, on foot and by public transport by highlighting their accessibility and availability;
- Minimise the number of single-occupancy car trips generated by the proposed development;
- Minimise the number of short trips undertaken by users of the proposed development; and
- Promote healthy lifestyles, sustainable travel and vibrant communities.

4.2 Travel Plan Objectives

The Travel Plan for the proposed development will respond to the aims through:

- Minimising private car ownership and car use;
- Making alternative travel modes to the car very accessible and user friendly. The Travel Plan will be positively promoted whilst not aspiring to dictate the lifestyles of the residents of the proposed development;
- Reducing the environmental impact associated with vehicle movements by raising travel awareness and encouraging travel by more sustainable modes of transport and minimising the number of single occupancy vehicle trips;
- Linking the development to the surrounding community by the strong promotion of walking, cycling and public transport, thus minimising the impact of the new development on the highway infrastructure in the vicinity of the proposed development; and
- Promoting the existing public transport connections in the area including National Rail services, London Underground services and London Bus services.

4.3 Site Specific Travel Plan Objectives

In line with guiding policy, the following preliminary objectives have been prepared for the proposed development. As the Travel Plan is an evolving document, these will be continually reviewed and at this stage are as follows:

- To encourage a greater number of people to undertake their journeys by cycle and on foot;
- To increase the number of walking and cycling trips that residents make and to decrease the number of public transport trips they make; and

- To facilitate the opportunities to achieve a healthy lifestyle for all those travelling to the site (residents and visitors).

The Travel Plan will be about assisting people in finding ways to travel differently. It is a cogent strategy for providing and promoting realistic, high quality alternatives to travel by private car to improve the travel environment for the community as a whole.

The Travel Plan will focus on the long term strategy for the proposed development. Given that the residential element of the proposed development would be car-free, the Travel Plan will focus on walking, cycling and public transport. The measures embedded within the design intend to highlight the availability of these modes as well as ensuring that they are highly accessible for all users.

5 Targets

5.1 Introduction

In order for the Travel Plan to succeed, and to enable a measurement of success, targets have been indicatively set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Timed (SMART) ensuring that wherever possible targets for modal spilt can be achieved.

Monitoring of the Travel Plan will be undertaken throughout its duration and, if necessary, changes to the implementation of the Travel Plan or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.

The targets outlined herein are preliminary targets as details about the residents' mode share cannot be determined at this stage. Instead, a set of targets has been developed using the mode share outlined in the TA. As the Travel Plan is an evolving document these initial targets will be continually reviewed and revised in agreement with the reviewing authorities should it be evident that the set targets are not wholly relevant to the site.

The targets will be reviewed by the Travel Plan Coordinator and / or Steering Group and thereafter approved by LBC once the site-specific travel characteristics are fully appreciated and the survey data has been collected for verification. This will allow the actual modal spilt to be better determined and will provide a firm basis for bespoke targets to be set as appropriate.

5.2 Targets

The overall strategy of the Travel Plan is to increase the number of walking and cycling trips that residents make and to decrease the number of public transport trips they make. In addition, there is an opportunity to take advantage of growth trends in other active modes of travel which are likely to become more significant as alternative modes of transport in future. This includes scooters, skateboards and skates which are increasingly being used for utility travel in central London. Although the aim of a Travel Plan is usually to increase public transport use, there is a wish to promote active travel, and in the long-term relieve congestion on public transport. This is represented in the targets as shown in **Table 5**.[2]

[2] Active modes of travel other than walking or cycling have been included under 'Other'.

Table 5: Mode Split Future Year Targets

Mode	% Mode Share			
	Baseline	1 Year	3 Years	5 Years
Underground	25%	25%	24%	22%
Train	7%	7%	6%	7%
Bus	18%	18%	15%	8%
Taxi	<1%	<1%	<1%	<1%
Motorcycle	<1%	<1%	<1%	<1%
Car Driver	<1%	<1%	<1%	<1%
Car Passenger	<1%	<1%	<1%	<1%
Bicycle	6%	6%	7%	11%
Walk	40%	40%	43%	46%
Other (e.g. scooters, skateboards, skates)	1%	1%	2%	3%
Total	100%	100%	100%	100%

Table 6 compares the number of trips by mode that would be expected five years after occupation with the number of trips by mode that would be expected when the development is first occupied, based on these targets.

Table 6: Estimated Mode Split, Baseline and Five Years after Occupation

Mode	Number of Trips (AM peak)		Number of Trips (PM peak)	
	Baseline	5 Years	Baseline	5 Years
Underground	9	8	7	6
Train	2	2	2	2
Bus	6	3	5	2
Taxi	0	0	0	0
Motorcycle	0	0	0	0
Car Driver	0	0	0	0
Car Passenger	0	0	0	0
Bicycle	2	4	2	3
Walk	14	16	11	12
Other (e.g. scooters, skateboards, skates)	0	1	0	1
Total	**35**	**35**	**27**	**27**

Figures in table are subject to rounding.

The initial target mode shares presented will be subject to change as these figures are based upon the current best estimate of mode split for the residential development. An initial Travel Survey will update the estimated mode split to a

confirmed baseline. Once this data has been obtained, the future year targets can be amended (if required) in line with the proportions presented.

However, given that the initial set of mode shares have sought to take account of existing travel patterns of residents in the immediate area, it is considered that the initial targets and proposed mode shifts will provide a sound basis for the continued development of the Travel Plan.

The small sample size (48 units) is likely to make it harder to achieve a representative sample when carrying out monitoring of the Travel Plan. It could also be harder to achieve targets since the behaviour of one resident could have a disproportionate impact on overall targets. To counter these difficulties, it is proposed that residents be encouraged to keep a travel diary during the monitoring period to provide further information for assessing behaviour against targets.

If by the end of a particular year the data collected indicates that mode shifts are not following the aspired patterns, the Travel Plan Coordinator will assess which measures have been effective and which ineffective. They will then make further decisions with regards to which measures to maintain and which to replace with alternatives. Likewise, if it appears that the targets are not sufficiently challenging, or indeed too challenging, the Travel Plan Coordinator will revise these in consultation with LBC and TfL.

6 Travel Plan Measures

6.1 Introduction

This section of the Travel Plan describes the potential initiatives that can influence sustainable travel choices.

6.1.1 Limited Car Parking

No car parking will be provided for residents. The building management will make prospective residents aware of the limited car parking provision.

6.2 Design Measures for Reducing Car Dependency

A number of measures will be embedded within the design of the proposed development to influence travel patterns of future residents, as described below:

6.2.1 Pedestrian Access

The proposed development is located in an area with a comprehensive network of footways which will support measures to promote walking.

6.2.2 Cycle Access

The proposed development is located in close proximity to a number of identified cycle routes and the proposals include the following measure to improve cycle access to and from the site:

- The provision of 73 secure cycle parking spaces (primarily at ground floor level) for use by residents.

6.2.3 Public Transport Access

The site is close to a range of public transport services, which are accessible by foot. These include National Rail, London Underground and bus services. All London bus services are wheelchair accessible and the footways in the vicinity of the site are wide enough to accommodate a person in a wheelchair.

6.3 Initiatives

6.3.1 Measures to Facilitate Cycling

Cycle Facilities

Secure cycle parking, in accordance with the planning permission, at the standards set by LBC and the GLA will be provided (i.e. a total of 73 spaces for 48 units).

Safety Training

The Travel Plan Coordinator could liaise with LBC to provide free cycle training to residents. Further information is available on the LBC website: https://www.camden.gov.uk/ccm/content/transport-and-streets/cycling-and-pedestrians/cycle-training-in-camden.en

Cycle Subsidy

The Facilities Management could liaise with local bike shops regarding obtaining a discount on bikes in exchange for the details of the bike shop being included in the Welcome Pack that is given to the residents. Schemes such as the Governments 'Cycle to Work' will also be promoted among the residents of the development.

Bike Maintenance

The Facilities Management could liaise directly with local bike shops to arrange for a 'bike doctor' facility at regular intervals for residents.

6.3.2 Measures to Facilitate Walking

Walking Signage

The Management will consider the provision of dedicated signage at key points within the site showing exit points, directions and distances to stations and other key locations.

Walking School Bus

Once the site has been occupied, the Management will carry out an annual review of how useful it would be to provide a site organised walking school bus to local schools. This would involve a group of children living within the development walking to school together, led by a parent or number of parents.

6.3.3 Measures to Support Public Transport Use

Bulk Purchase of Season Tickets

The Facilities Management could consider the possibility of bulk purchase of season tickets at discounted prices, on behalf of the residents. The possibility of offering season ticket loans to residents will also be explored.

Notice Board and Website

Notice boards displaying up-to-date public transport information could be located within the development. These would be accessible to all residents and would provide timetables, frequencies, maps and fares. Information on mini-cabs and private hire vehicles could also be provided here.

A link to TfL's website could also be provided to enable residents to obtain real time service updates, allowing access to the journey planner and residents could be encouraged to use smart phone applications.

Communication

The nominated Travel Plan Coordinator (refer to details in Section 7) will meet regularly with LBC and TfL's Smarter Travel Unit to keep them updated on the progress of the Travel Plan, obtain advice and exchange relevant information.

6.3.4 Measures to Reduce the Amount of Travel by Car

Car Sharing

Details of local car sharing clubs will be provided as part of the Welcome Pack that is given to residents and could be provided on the notice board.

6.3.5 Awareness and Promoting Sustainable Modes of Travel

Awareness will be most important in maximising the use of existing and new transport facilities available within the development and in the surrounding area. Measures that will be adopted to increase awareness of the sustainable transport facilities available to this development are described below.

Welcome Pack

The Welcome Pack would be the initial means of awareness. It would be given to the new residential occupants and would contain information regarding local public transport routes and timetables, cycle, walking routes, car sharing information and information on how to join the car club and any discounts and concessions. It would also contain web addresses to travel websites such as the TfL journey planner and smart phone applications.

The contents of the pack will develop as the needs and the requirements of the residents and employees become more understood.

Health and Environmental Benefits

The health benefits of walking and cycling could be promoted through the Welcome Packs and the website. The positive impact on the environment of a reduction in the number vehicles on the local and wider highway network will also be promoted.

6.3.6 Travel Plan Awareness Campaign

In order for the Travel Plan to be successful, it is very important that residents are involved in its implementation and evolution. Measures to increase awareness of the Travel Plan will include the following:

- The Travel Plan will form part of the Welcome Pack given to new occupants;

- As new versions of the Travel Plan are developed, these will be delivered to all residences; and
- Travel marketing material will reference the Travel Plan.

6.4 Securing the Travel Plan

Details of the Travel Plan implementation, monitoring and review will be secured through the legal agreement associated with the proposed development.

The proposed measures to be brought forward as part of the Travel Plan will be agreed with LBC and funded through the legal agreement. Detailed costs of the Travel Plan measures are subject to discussions and agreement with LBC.

7 Management of the Travel Plan

7.1 Introduction

The success of any Travel Plan can be determined by a variety of factors. In order to maximise the chances of success, it is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum.

7.2 Travel Plan Co-ordinator

Upon first occupation of the residential units, a Travel Plan Co-ordinator will be appointed by the developer/ Management Company to oversee the implementation and monitoring of the Travel Plan. The Travel Plan Co-ordinator's role will include:

- Establishing and co-ordinating a Travel Plan Steering Group(s) with meetings as required;
- Identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives;
- Developing and disseminating appropriate marketing / information materials;
- Overseeing implementation of Travel Plan measures in a timely manner;
- Liaising with any appropriate groups / organisations (e.g. the Local Authority Travel Plan Officers) to ensure co-ordinated working;
- Undertaking appropriate monitoring of the Travel Plan including any appropriate review and revision to the Travel Plan;
- Monitoring and reviewing progress and identifying targets for taking the Travel Plan forward; and
- Ensuring that the work of the Travel Plan is co-ordinated with other activities of the development and between each of the land uses of the proposed development.

The Travel Plan Co-ordinator will collaborate with LBC to develop the Travel Plan.

The Travel Plan Co-ordinator will also consider the use of social media or applications to provide an alternative method to disseminate information to the residents of the proposed development. The use of current and emerging technologies, such as social networking websites or smartphone / tablet applications, will be considered.

7.3 Travel Plan Steering Group(s)

A Travel Plan Steering Group(s) will be set up to provide support to the Travel Plan Co-ordinator and to allow residents to become involved in the development of the Travel Plan.

The Travel Plan Steering Group(s) will be used to discuss the feedback of the implemented measures and to raise awareness of the Travel Plan. The Steering

Group allows for momentum to be maintained, since the development of a Travel Plan is a dynamic process and not simply the one-off production of a document.

Membership of the Steering Group will be open to all residents. Details of all meetings will be advertised and undertaken at a convenient time to ensure that all residents who wish to attend are able to do so.

The Travel Plan Co-ordinator will also extend the invitation for attendance to local organisations associated with the Travel Plan such as cycle shop traders and public transport operators.

7.4 Future Roles

Both the Travel Plan Co-ordinator and Travel Plan Steering Group(s) will play an important role in liaising and collaborating with the other local Travel Plan Co-ordinators and Steering Groups, particularly those associated with the other land uses within the proposed development.

8 Monitoring and Review

8.1 Introduction

An important part of any Travel Plan is the on-going monitoring and review of its effectiveness. It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and review will help to gauge progress towards achieving targets and objectives, and if necessary, allow the Travel Plan to be refined and adapted in order to improve.

8.2 Monitoring

The first Travel Plan monitoring survey will be carried out within one year of first occupation of the residential units. The surveys will be analysed against a number of indicators in order to establish how well the Travel Plan measures are achieving its aims and if any modifications are required to better meet these objectives.

The year one monitoring of the Travel Plan will be based upon feedback forms which will have been distributed to residents in their Welcome Packs. This will allow for site-specific travel characteristics to be reconfirmed to which the targets set can be reviewed and adjusted accordingly.

The Travel Plan will be monitored after one, three and five years. The monitoring will be the responsibility of the Travel Plan Co-ordinator. Based on published TfL guidance the monitoring will include the following elements as a minimum:

- Multi-modal counts of all trips undertaken to and from the site;
- Full site audit;
- Parking counts (all vehicles including bicycles); and
- Uptake of travel planning measures.

As the development requires a full Travel Plan, the Travel Plan will be monitored using TRICS (this is in line with criteria set by TfL). The monitoring exercise will be carried out by an independent field company at years' one, three and five following occupation and will be fully funded by the developer.

8.3 Reporting

A full monitoring report will be prepared by the Travel Plan Co-ordinator and will be issued to all relevant stakeholders including LBC as well as TfL. The report will include comprehensive details of all survey data and measures which have been implemented.

A key element of the report will be comparing the surveyed modal share to the targets set; if the data shows that the targets have not been met or are not on course to be met, the report will outline the reasons behind this and how the matter will be resolved.

In order to make the results accessible to residents, who are all stakeholders in the plan, a summarised version of the report will be distributed. This can also be made available to other local interest groups.

9 Action Plan

The programme for the development and implementation of the Travel Plan will be dependent on clear communication with residents, and a thorough understanding of the resident travel issues. It is highly dependent on the ability of the Travel Plan Co-ordinator to liaise efficiently with all parties concerned.

An indicative Action Plan is given in **Table 7**.

Table 7: Indicative Action Plan

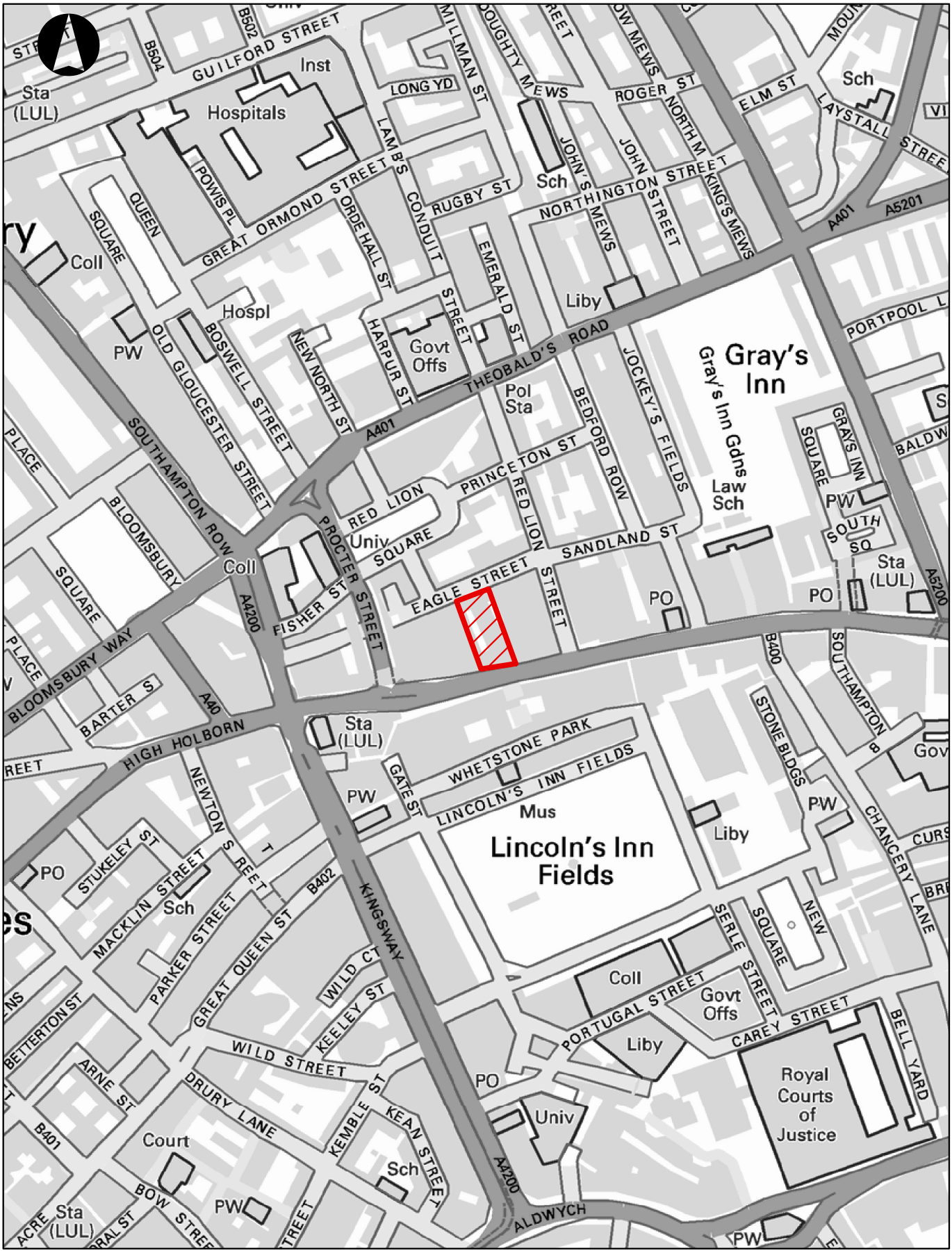
Objective	Target	Measure	Timescale	Responsibility	Monitoring progress towards target	Cost
Travel Plan management and promotion	To encourage accessibility to the proposed development by sustainable means	Appointment of Travel Plan Co-ordinator	Prior to occupation	The developer/ Management company	Successful implementation of Travel Plan	Low
		Inform LBC of Travel Plan Co-ordinator appointment	Within one month of appointment	The developer/ Management company/ Travel Plan Co-ordinator	Successful implementation of Travel Plan	Low
		Install notice boards	Prior to occupation	The developer/ Management company	Progress towards mode split targets	Medium
		Produce Welcome Packs	Upon first occupation	The developer/ Management company/ Travel Plan Co-ordinator	Progress towards mode split targets	Low
		Set up webpage for residents*	Upon first occupation	The developer/ Management company/ Travel Plan Co-ordinator	Progress towards mode split targets	Low
		Carry out travel surveys	Within one year of first occupation	Travel Plan Co-ordinator	Progress towards mode split targets	Medium

Objective	Target	Measure	Timescale	Responsibility	Monitoring progress towards target	Cost
		Carry out monitoring surveys and update Travel Plan if necessary	Biennially following first monitoring survey	Travel Plan Co-ordinator	Progress towards mode split targets	Medium
To encourage a greater number of people to undertake journeys by bicycle and on foot	Increase mode share of walking	Install wayfinding signage*	Upon first occupation	The developer/ Management company	Progress towards walking split target	Medium
		Facilitate walking bus if there is demand*	Within one year of first occupation	Travel Plan Co-ordinator	Progress towards walking split target	Low
	Increase mode share of cycling	Provide cycle parking	Prior to occupation	The developer/ Management company	Progress towards cycling mode split target	Medium
		Arrange cycle training for residents that would like to take part*	Within one year of first occupation	Travel Plan Co-ordinator	Progress towards cycling mode split target	Low
		Approach cycle shops about providing discount for residents*	Within one year of first occupation	Travel Plan Co-ordinator	Progress towards cycling mode split target	Low
		Arrange cycle maintenance for residents*	Within one year of first occupation	Travel Plan Co-ordinator	Progress towards cycling mode split target	Low

Objective	Target	Measure	Timescale	Responsibility	Monitoring progress towards target	Cost
Promote public transport use	Maintain public transport use (acknowledging that there will be modal shift to walking and cycling)					

*Action would be undertaken if initial review suggests that it should be.

Figures



Legend

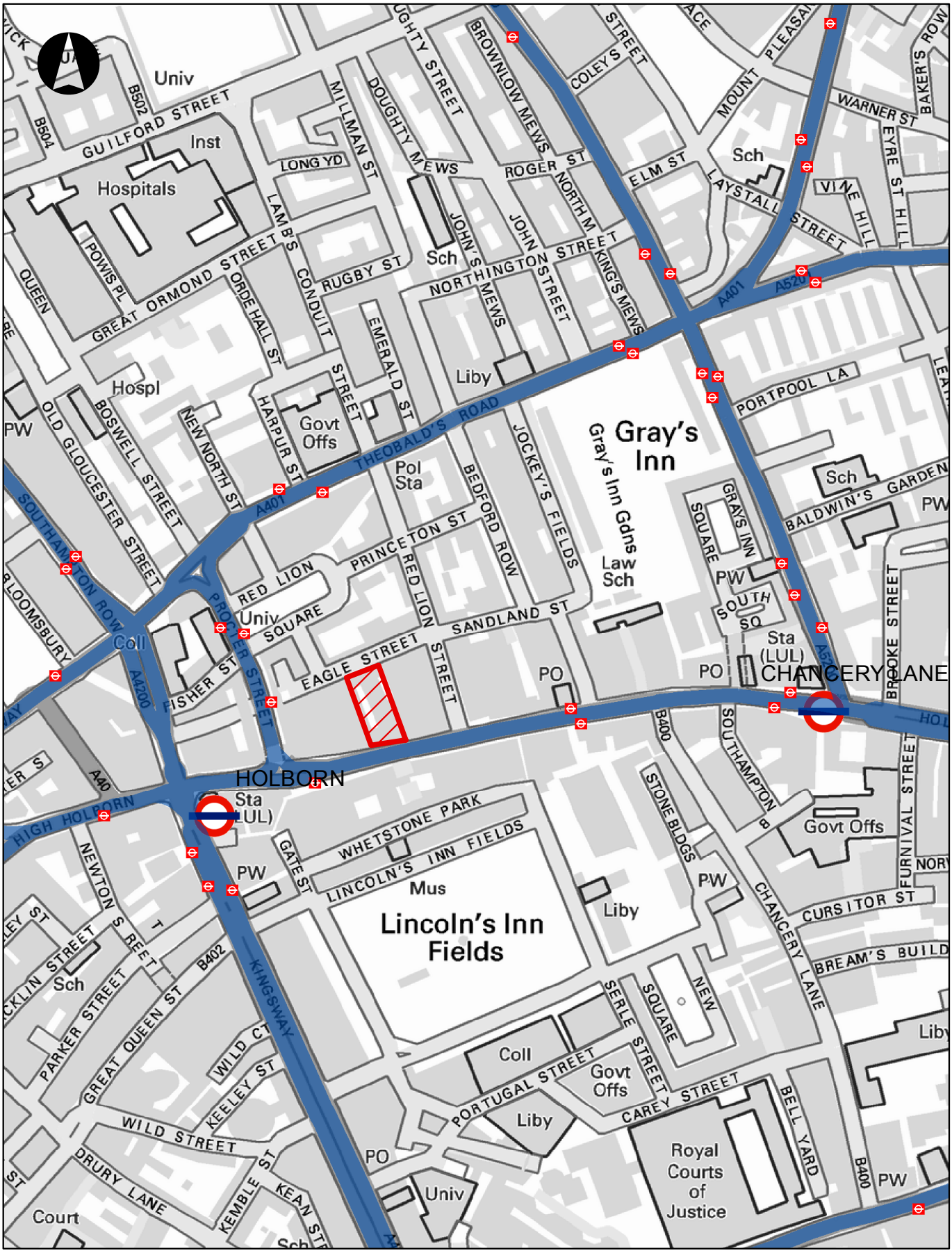
Site Location

0 25 50 100 150 200

Metres

Templar House
SITE LOCATION

FIGURE **1**



Legend

- Site Location
- Underground
- London Bus Stops
- Bus Routes

0 25 50 100 150 200 Metres

Templar House
LOCAL PUBLIC TRANSPORT

FIGURE **2**

Legend

- Site Location
- London Cycle Guide
  - Off Carriage
  - Signed Route
  - Advisory
  - Park or Canal Route
  - Pedestrian Link

0 25 50 100 150 200 Metres

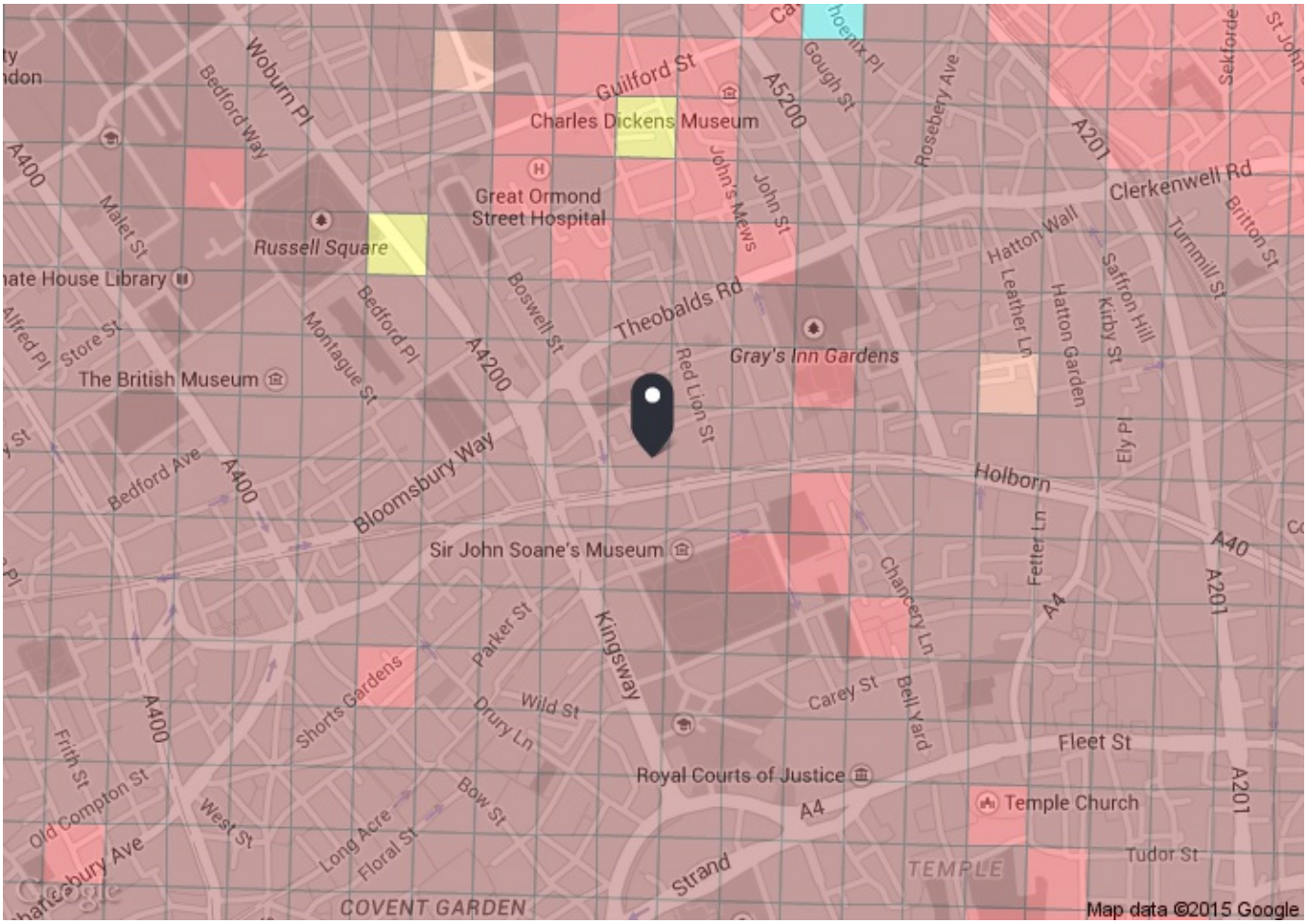
Templar House
LOCAL CYCLE NETWORK

FIGURE **3**

Appendix C

PTAL report

TRANSPORT
FOR LONDON



PTAL output for 2011 (Base year)
6b

Templar House
Eagle Street, London WC1V 6DF, United Kingdom

Easting: 530673, Northing: 181602

Grid Cell: 86360

Report generated: 15/04/2015

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CONWAY HALL	38	299.09	10	3.74	5	8.74	3.43	0.5	1.72
Bus	CONWAY HALL	55	299.09	9	3.74	5.33	9.07	3.31	0.5	1.65
Bus	CONWAY HALL	243	299.09	11	3.74	4.73	8.47	3.54	0.5	1.77
Bus	CONWAY HALL	19	299.09	8	3.74	5.75	9.49	3.16	0.5	1.58
Bus	HIGH HOLBORN PROCTER ST	8	231.81	10	2.9	5	7.9	3.8	0.5	1.9
Bus	HIGH HOLBORN PROCTER ST	521	231.81	27	2.9	3.11	6.01	4.99	1	4.99
Bus	HIGH HOLBORN PROCTER ST	242	231.81	6.5	2.9	6.62	9.51	3.15	0.5	1.58
Bus	HIGH HOLBORN PROCTER ST	25	231.81	8	2.9	5.75	8.65	3.47	0.5	1.73
Bus	S'HAMPTON ROW'T'BALDS RD	59	347.41	10	4.34	5	9.34	3.21	0.5	1.61
Bus	S'HAMPTON ROW'T'BALDS RD	68	347.41	9	4.34	5.33	9.68	3.1	0.5	1.55
Bus	S'HAMPTON ROW'T'BALDS RD	X68	347.41	4	4.34	9.5	13.84	2.17	0.5	1.08
Bus	S'HAMPTON ROW'T'BALDS RD	91	347.41	9	4.34	5.33	9.68	3.1	0.5	1.55
Bus	S'HAMPTON ROW'T'BALDS RD	188	347.41	8	4.34	5.75	10.09	2.97	0.5	1.49
Bus	S'HAMPTON ROW'T'BALDS RD	168	347.41	9	4.34	5.33	9.68	3.1	0.5	1.55
Bus	BLOOMSBURY SQUARE	171	362.81	7.5	4.54	6	10.54	2.85	0.5	1.42
Bus	BLOOMSBURY SQUARE	1	362.81	8	4.54	5.75	10.29	2.92	0.5	1.46
Bus	BRITISH MUSEUM	98	605.51	9	7.57	5.33	12.9	2.33	0.5	1.16
LUL	Holborn	'Ealing-Epping '	290.26	3	3.63	12	15.63	1.92	0.5	0.96
LUL	Holborn	'WRuislip-Epping '	290.26	3	3.63	12	15.63	1.92	0.5	0.96
LUL	Holborn	'RuislipGar-Epping '	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'WhiteCity-Epping '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'Epping-NActon '	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'Northolt-Epping '	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'Debden-WRuislip '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'WhiteCity-Debden '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'Debden-Northolt '	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'RuislipGdns-Debden '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'Loughton-WRuislip '	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'NActon-Loughton '	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'RuislipGdns-Loughton'	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'Loughton-WhiteCity'	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'Loughton-Northolt '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'Ealing-Loughton '	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'Ealing-NewburyPark'	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'WRuislip-NewburyPark'	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'NActon-NewburyPark'	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'Hainault-Ealing '	290.26	5.33	3.63	7.63	11.26	2.67	0.5	1.33
LUL	Holborn	'Hainault-Nacton '	290.26	1.33	3.63	24.56	28.18	1.06	0.5	0.53
LUL	Holborn	'Hainault-WRuislip '	290.26	3.33	3.63	11.01	14.64	2.05	0.5	1.02
LUL	Holborn	'Hain-NP-RuislipGdns '	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'Hainault-WhiteCity'	290.26	1.67	3.63	19.96	23.59	1.27	0.5	0.64
LUL	Holborn	'Hainault-NP-Northolt'	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'GrangeHill-WD-Eal '	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'GrangeHill-Wdfd-Whit'	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'GrangeHill-Wdfd-WRsp'	290.26	0.67	3.63	46.78	50.4	0.6	0.5	0.3
LUL	Holborn	'Cockfosters-LHRT4LT '	290.26	4.67	3.63	8.42	12.05	2.49	0.5	1.24
LUL	Holborn	'RayLane-Cockfosters '	290.26	3.67	3.63	10.17	13.8	2.17	0.5	1.09
LUL	Holborn	'LHRT4LT-ArnosGrove '	290.26	4.67	3.63	8.42	12.05	2.49	0.5	1.24
LUL	Holborn	'ArnosGrove-RayLane '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'ArnosGrove-Nthfields'	290.26	3	3.63	12	15.63	1.92	0.5	0.96
LUL	Holborn	'Oakwood-RayLane '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'Nthfields-Cockfoster'	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'LHRT5-Cockfosters '	290.26	6	3.63	7	10.63	2.82	1	2.82
LUL	Holborn	'Uxbridge-Cockfosters'	290.26	3.67	3.63	10.17	13.8	2.17	0.5	1.09
LUL	Holborn	'Ruislip-Cockfosters '	290.26	2.33	3.63	14.88	18.5	1.62	0.5	0.81
LUL	Holborn	'ArnosGrove-Uxbridge '	290.26	1	3.63	32	35.63	0.84	0.5	0.42
LUL	Holborn	'Oakwood-Uxbridge '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip '	290.26	0.33	3.63	92.91	96.54	0.31	0.5	0.16
									Total Grid Cell AI:	52.43

Appendix D

TRICS outputs

Calculation Reference: AUDIT-701001-150623-0624

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	CN	CAMDEN	2 days
	WH	WANDSWORTH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1215 to 6056 (units: sqm)
Range Selected by User:	408 to 17187 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 29/11/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	2 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

B1	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 CI-02-A-01 OFFICES CITY OF LONDON
50 CANNON STREET
CITY OF LONDON
BANK
Town Centre
Built-Up Zone
Total Gross floor area: 1386 sqm
Survey date: WEDNESDAY 21/10/09 Survey Type: MANUAL

2 CN-02-A-01 OFFICES CAMDEN
ELY PLACE
HOLBORN CIRCUS
HOLBORN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey date: THURSDAY 23/10/08 Survey Type: MANUAL

3 CN-02-A-02 OFFICES CAMDEN
GRAYS INN ROAD

CLERKENWELL
Town Centre
Built-Up Zone
Total Gross floor area: 6056 sqm
Survey date: WEDNESDAY 22/10/08 Survey Type: MANUAL

4 WH-02-A-02 OFFICES WANDSWORTH
BATTERSEA PARK ROAD

BATTERSEA
Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date: THURSDAY 10/05/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SK-02-A-01	Public sector

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	3180	1.061	4	3180	0.110	4	3180	1.171
08:00 - 09:00	4	3180	2.823	4	3180	0.267	4	3180	3.090
09:00 - 10:00	4	3180	2.791	4	3180	0.401	4	3180	3.192
10:00 - 11:00	4	3180	1.046	4	3180	0.708	4	3180	1.754
11:00 - 12:00	4	3180	0.700	4	3180	0.967	4	3180	1.667
12:00 - 13:00	4	3180	1.565	4	3180	2.233	4	3180	3.798
13:00 - 14:00	4	3180	2.194	4	3180	2.186	4	3180	4.380
14:00 - 15:00	4	3180	1.753	4	3180	0.943	4	3180	2.696
15:00 - 16:00	4	3180	1.046	4	3180	0.991	4	3180	2.037
16:00 - 17:00	4	3180	0.425	4	3180	1.093	4	3180	1.518
17:00 - 18:00	4	3180	0.314	4	3180	3.027	4	3180	3.341
18:00 - 19:00	4	3180	0.197	4	3180	1.879	4	3180	2.076
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			15.915			14.805			30.720

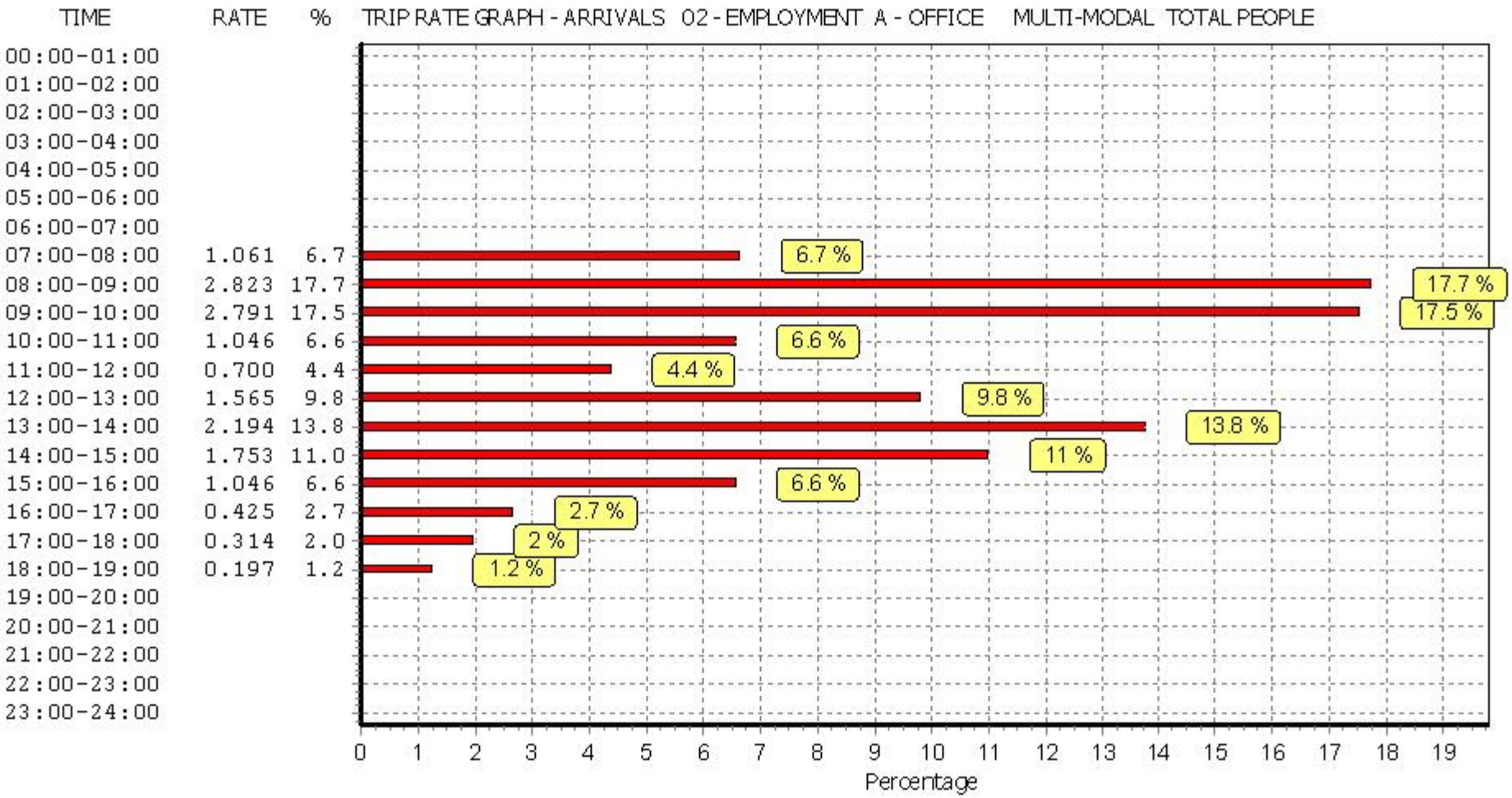
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

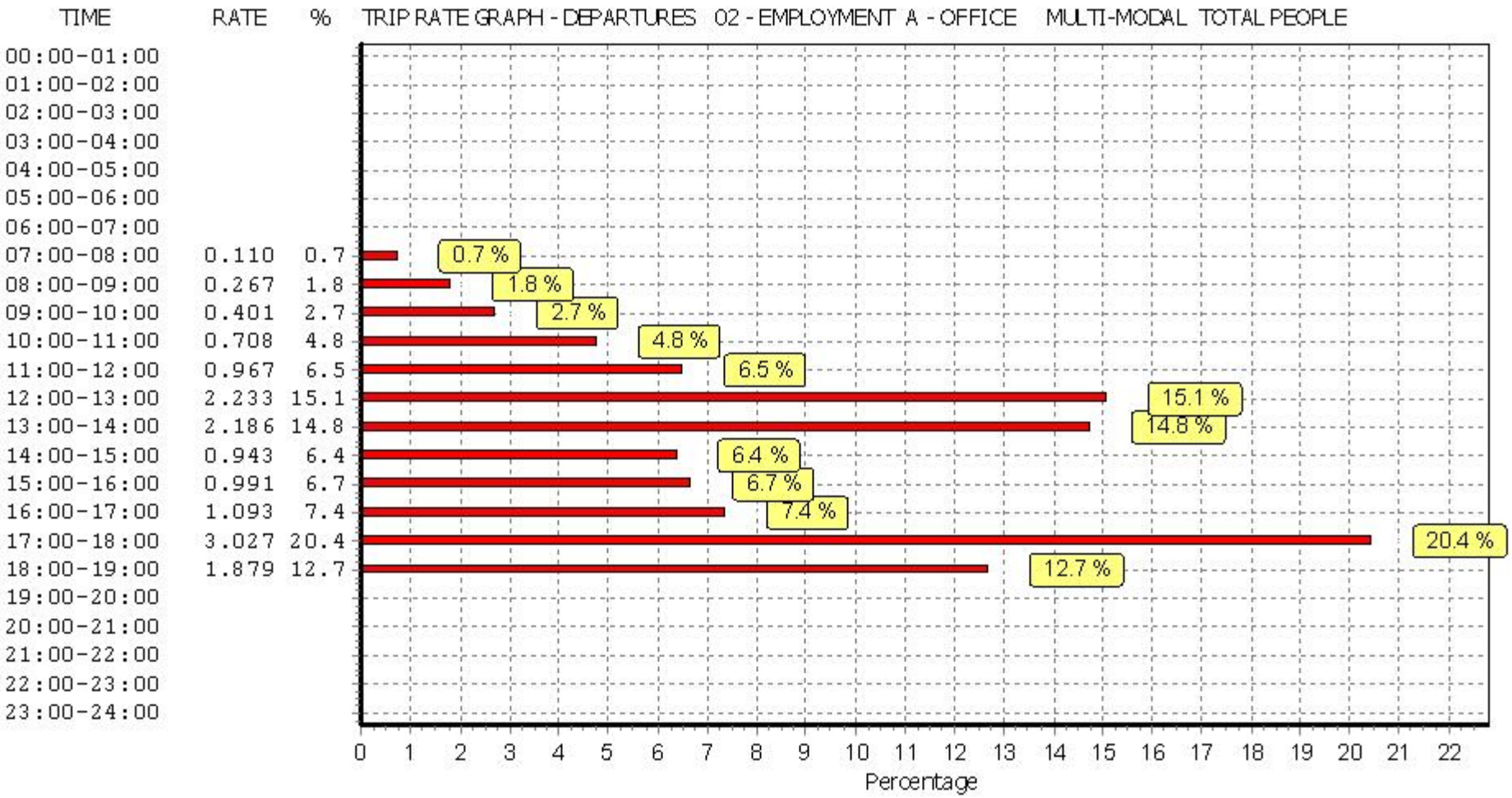
Parameter summary

Trip rate parameter range selected:	1215 - 6056 (units: sqm)
Survey date date range:	01/01/07 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

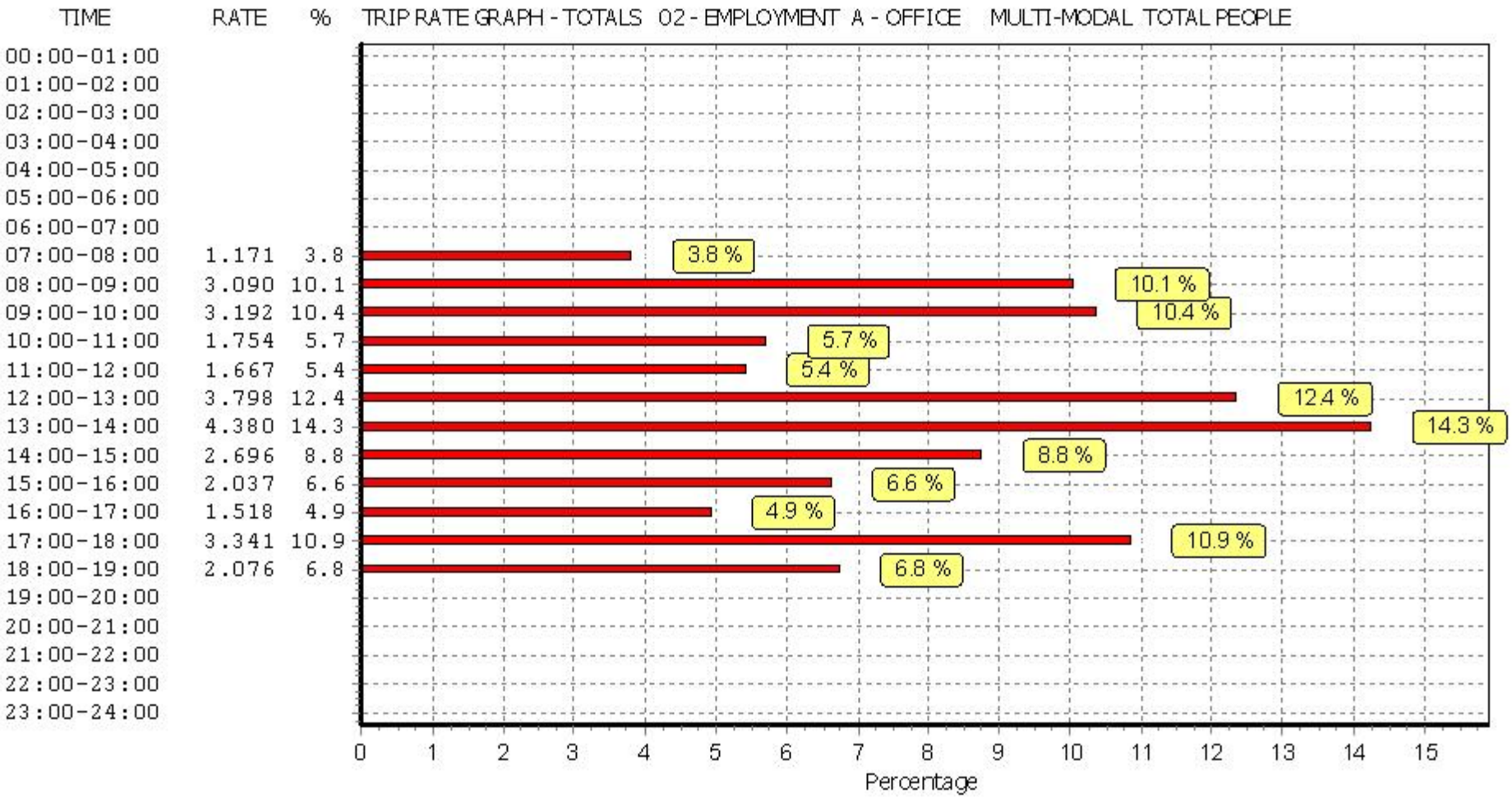
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Calculation Reference: AUDIT-701001-150623-0611

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	KI	KINGSTON	1 days
	KN	KENSINGTON AND CHELSEA	2 days
	WH	WANDSWORTH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of dwellings
Actual Range:	30 to 294 (units:)
Range Selected by User:	9 to 530 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 03/09/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days
101,000 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE

FULHAM
Town Centre
High Street
Total Number of dwellings: 42
Survey date: WEDNESDAY 16/07/14 Survey Type: MANUAL

2 KI-03-C-02 BLOCK OF FLATS KINGSTON
SOPWITH WAY

KINGSTON UPON THAMES
Edge of Town Centre
No Sub Category
Total Number of dwellings: 132
Survey date: MONDAY 14/06/10 Survey Type: MANUAL

3 KN-03-C-02 BLOCK OF FLATS KENSINGTON AND CHELSEA
BECKFORD CLOSE

SOUTH KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 294
Survey date: TUESDAY 15/06/10 Survey Type: MANUAL

4 KN-03-C-03 BLOCK OF FLATS KENSINGTON AND CHELSEA
ALLEN STREET

KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY 11/05/12 Survey Type: MANUAL

5 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET

CLAPHAM JUNCTION
Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 09/05/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HK-03-C-02	Number of units
HO-03-C-02	PTAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	114	0.044	5	114	0.279	5	114	0.323
08:00 - 09:00	5	114	0.116	5	114	0.609	5	114	0.725
09:00 - 10:00	5	114	0.119	5	114	0.186	5	114	0.305
10:00 - 11:00	5	114	0.061	5	114	0.179	5	114	0.240
11:00 - 12:00	5	114	0.125	5	114	0.132	5	114	0.257
12:00 - 13:00	5	114	0.146	5	114	0.140	5	114	0.286
13:00 - 14:00	5	114	0.147	5	114	0.149	5	114	0.296
14:00 - 15:00	5	114	0.130	5	114	0.174	5	114	0.304
15:00 - 16:00	5	114	0.305	5	114	0.125	5	114	0.430
16:00 - 17:00	5	114	0.244	5	114	0.149	5	114	0.393
17:00 - 18:00	5	114	0.360	5	114	0.195	5	114	0.555
18:00 - 19:00	5	114	0.321	5	114	0.158	5	114	0.479
19:00 - 20:00	1	294	0.286	1	294	0.112	1	294	0.398
20:00 - 21:00	1	294	0.187	1	294	0.102	1	294	0.289
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.591			2.689			5.280

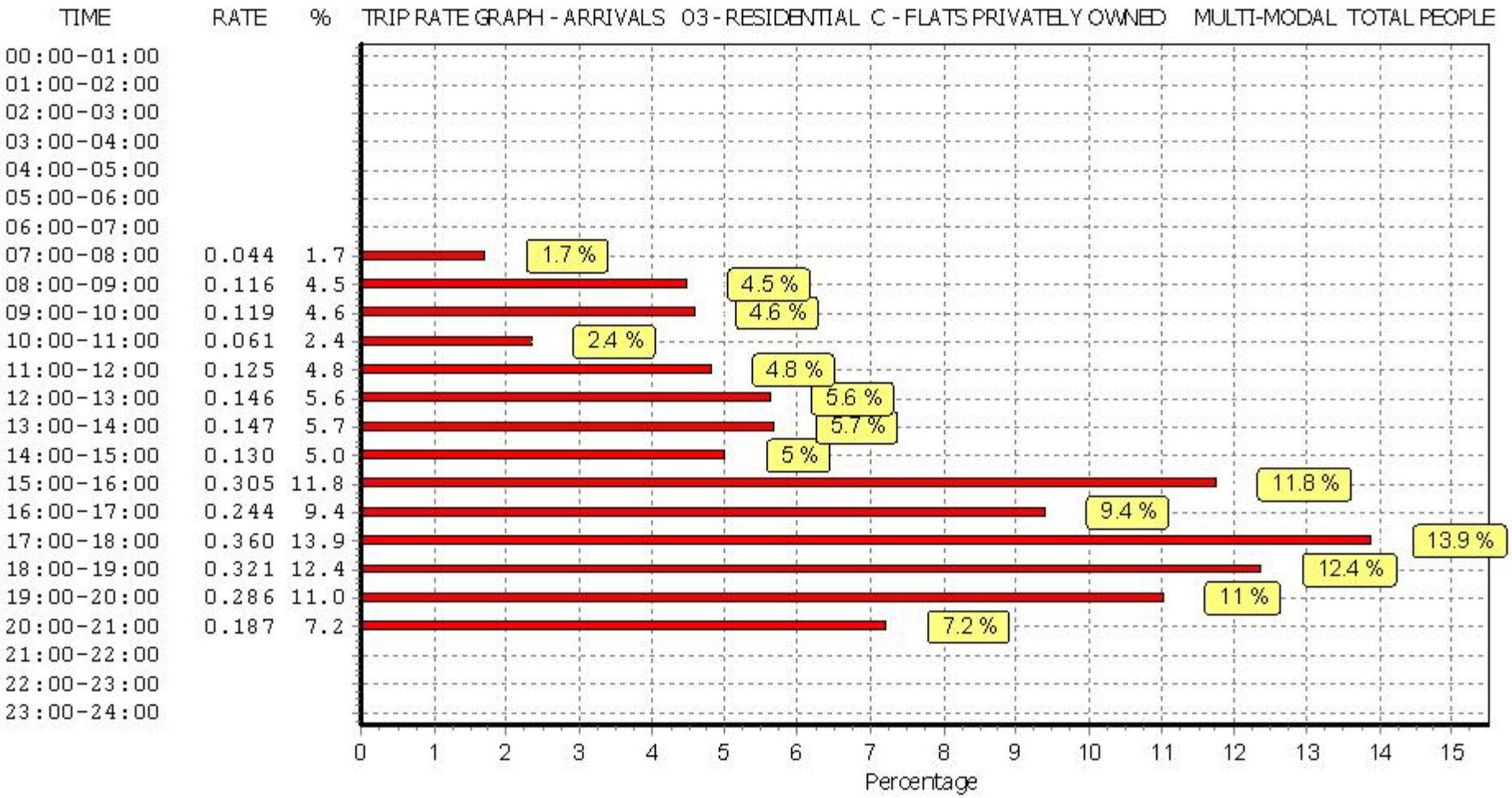
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

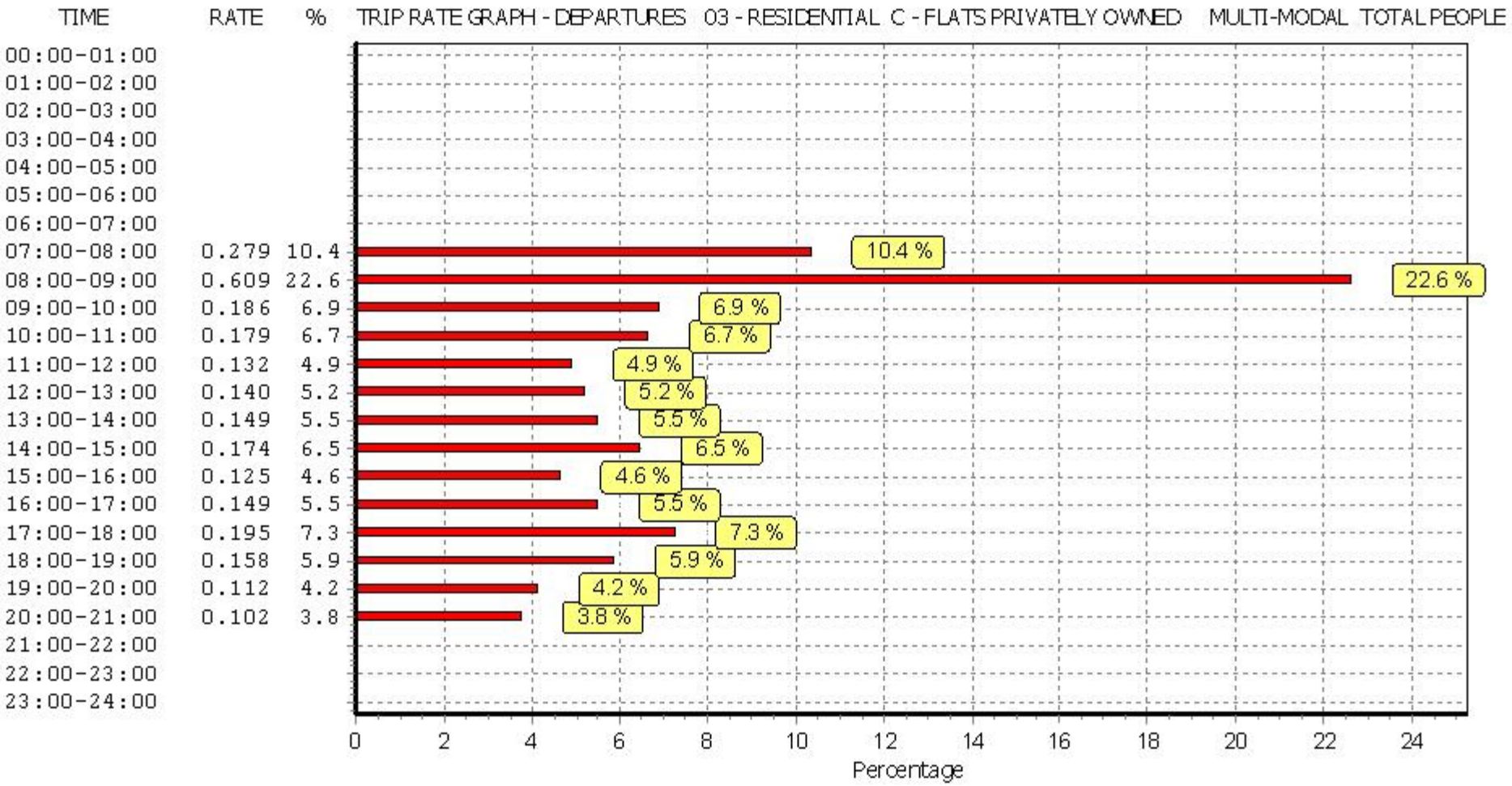
Parameter summary

Trip rate parameter range selected:	30 - 294 (units:)
Survey date date range:	01/01/07 - 03/09/14
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

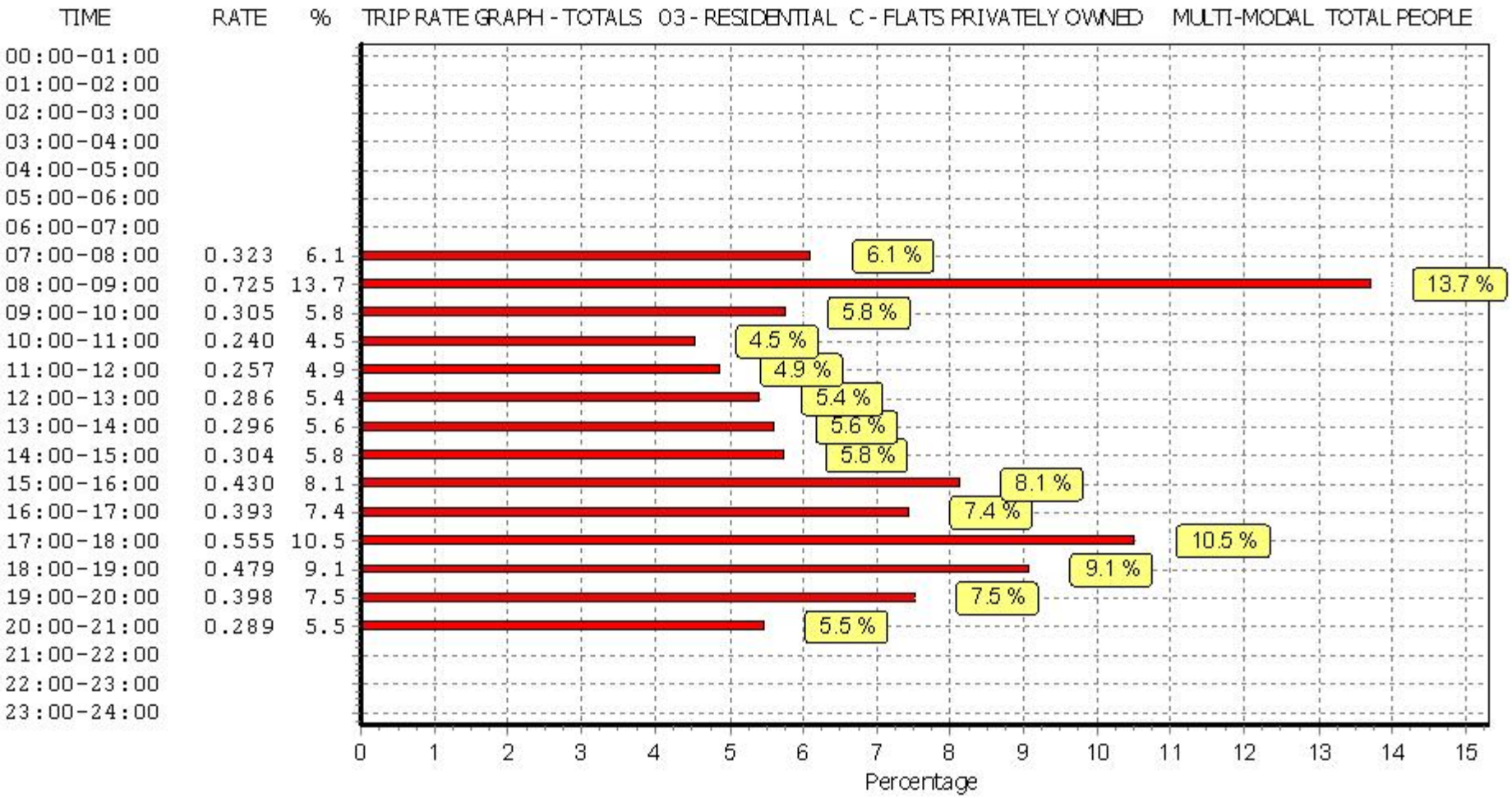
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.