



ttp consulting

transport planning specialists

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**156-164 Gray's Inn Road/
Panther House, Mount
Pleasant, London Borough of
Camden**

Draft Workplace Travel Plan

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1 INTRODUCTION

- 1.1 This Draft Travel Plan has been prepared by TTP Consulting for the proposed mixed use development comprising a number of buildings located between Grays Inn Road and Mount Pleasant, comprising Panther House, Brain Yard and 156-164 Grays Inn Road (the 'site'), in the London Borough of Camden (LBC).
- 1.2 The site was commissioned by Panther House Developments Ltd. (the 'developer') and the site location plan is shown at **Figure 1**.
- 1.3 The proposed development will provide:
- No on-site car parking
 - 13 residential units
 - Up to 7,844sqm gross B1 office
 - 78sqm gross A1 retail
 - Up to 1,038sqm gross A1 / A3 retail / café
- (A flexible A1/ A3/ B1 use is sought on 703sqm)
- 1.4 This Draft Travel Plan has been prepared for workers at the development.
- 1.5 Employee cycle storage and welfare facilities, as well as office visitor cycle parking is proposed at basement floor level as shown in the Architects plans located at **Appendix A**, with access via a stair and lift.
- 1.6 The site's location benefits from being in close proximity to sustainable transport infrastructure and a range of retail facilities to fulfil the day-to-day needs of office employees. The public transport accessibility rating (PTAL) is 6b with convenient access to several underground stations, a rail station and multiple bus routes.

Travel Plan benefits

- 1.7 Travel plans provide long-term strategies aimed at changing travel habits away from unsustainable use of the private car to more sustainable modes such as walking, cycling and public transport. Travel plans also encourage a shift from sustainable modes such as public transport, to more active modes such as walking and cycling, particularly in areas of high accessibility where car use is already low.

- 1.8 Changing travel habits can be achieved through measures such as the distribution of travel information, provision of facilities and the promotion of incentives to travel sustainably, all of which reflects current central and local government policy.
- 1.9 The primary objective is to reduce unnecessary vehicular trips associated with the development and to increase the use of alternative more sustainable and active modes of transport. Given the location of the site in terms of accessibility, its PTAL rating and absence of on-site parking facilities, vehicle trips associated with the proposed uses are expected to be minimal and limited to taxi drop-offs and delivery activity.
- 1.10 This Draft Travel Plan has been prepared in accordance with travel plan best practice and guidance issued by Transport for London (TfL) and the Department for Transport (DfT).

Policy

National Policy

- 1.11 The National Planning Policy Framework (NPPF) was published 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.

- 1.12 Chapter 4 – 'Promoting Sustainable Transport' sets out central Government national transport policy:

'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.'

'Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.'

- 1.13 The NPPF states at paragraph 34 that:

'Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.'

1.14 At paragraph 35 the policy document notes that plans should exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Developments should be located and designed to accommodate the efficient delivery of goods, give priority to pedestrian and cycle movements, create safe layouts and consider the needs of people with disabilities by all modes.

1.15 Paragraph 36 of the NPPF states that:

'A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan'.

1.16 The location of the development will allow staff and visitors excellent opportunities to access local facilities by walking and cycling. In combination with the available public transport opportunities for longer journeys and the car-free nature of the scheme, the site fully accords with the aspirations of the NPPF for sustainable development.

Regional Policy

The London Plan (March 2015)

1.1 The integration of transport and development to reduce the need to travel is a strategic focus of the London Plan (Policy 6.1). The plan also addresses the need to:

- Reduce emissions from transport;
- Provide for pedestrians and cyclists;
- Consider development proposals in light of existing transport capacity and proximity to major freight routes (as relevant); and
- Promote actions to achieve wider environmental sustainability in London.

1.2 Critically, policy 6.3 of the Plan asserts that *"Workplace and / or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance..."*

TfL Guidance (November 2013)

1.3 TfL guidance for travel planning sets out comprehensive advice in preparing and implementing development related Travel Plans across London. This guidance has been adhered to in the preparation of this Travel Plan.

Local Policy

1.4 LB Camden policy guidance is set out in the Core Strategy and Development Policies, both of which were adopted in November 2010 with policies DP16 and DP17 covering relevant transport related issues.

1.5 Policy DP16 states that:

“The Council will seek to ensure that development is properly integrated with the transport network. We will resist development that fails to assess and address any need for the following:

- *Movements to, from and within the site;*
- *Links to existing transport networks;*
- *Additional transport capacity off-site (such as improved infrastructure and services) where existing or committed capacity cannot meet additional need generated by the development; and*
- *Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches where this activity is likely to be associated with the development.”*

1.6 Policy DP17 encourages walking, cycling and the use of public transport in all new developments

Camden Transport Strategy

1.7 Camden’s Transport Strategy was published in 2011 as part of the Local Implementation Plan. It sets out the direction the Council want to take on transport and puts in place objectives accordingly. The objectives relevant to the planning application site are as follows:

1. *“Reduce motor traffic levels and vehicle emissions to improve air quality, mitigate climate change and contribute to making Camden a low carbon and low waste borough.*
2. *Encourage healthy and sustainable travel choices by prioritising walking, cycling and public transport in Camden.”*

Camden’s Transport Strategy

1.8 The Core Strategy was adopted in November 2010 and sets out the councils approach to sustainable development and in regards to this report, transport, as highlighted in CSP6 – Transport and Land use – which states the Council *‘will encourage patterns and forms of*

development that reduce the need to travel, particularly by car, and will ensure that development results in the highest standard of design quality, environment and facilities for pedestrians and cyclists’.

1.9 Policy CSP33 – Promoting Sustainable Transport – highlights Hackney’s commitment to *‘prioritising sustainable transport, walking and cycling over private car use, and providing safe and convenient access to rail and bus travel. The need to travel will be reduced through the efficient spatial arrangement of activities and land use throughout the Borough. Significant trip generating development should be located in areas with high PTAL scores (5 or above)’*

1.10 It goes on to state that *‘where appropriate car-free developments, car club bays and electric vehicle charging provision will be required’.*

Development Management Local Plan

1.11 Where Transport Assessments/Statements are required, the Council will also seek the submission of a Travel Plan. A Travel Plan is a package of measures that seek to reduce reliance on single occupancy vehicle use and increase the use of more sustainable modes. Travel Plans are the key management tool for implementing any transport solutions highlighted by the Transport Assessment/Statement and are one of the primary tools for mitigating negative transport impacts of development proposals. Travel Plans should be set out in accordance with TfL’s best practice guidance.

2 ACCESSIBILITY

Walking

- 2.1 The Transport for London guidance document 'Walking Good Practice', issued in April 2012, refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes.
- 2.2 The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot", 2000) suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km, which has been summarised in **Table 2.1** below for some common trip purposes.

Table 2.1 Suggested Acceptable Walking Distances			
Definition	Walking Distances (metres)		
	Town Centres	Commuting / Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: Providing for Journeys on Foot, IHT, 2000

- 2.3 **Table 2.2** sets out details of approximate distances between the proposed development site and local amenities. The Table illustrates that there are a number of local amenities located below the 'preferred maximum walking distance' of the site.

Table 2.2 Approximate Distances To Local Facilities

Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Primary School	Laystall Street near Mount Pleasant	54	1
Food Store – The Co-operative	Gray's Inn Road opposite Mount Pleasant	89	1
Food Store – Sainsbury's Local	Clerkenwell Road near White Bear Yard	260	3
Post Office	Corner of Rosebery Avenue and Farringdon Road	400	5
Food Store – Tesco Express	Farringdon Road near Farringdon Street	650	9
Bank Branch – Santander	Leather Lane near Greville Street	600	8
College	Gray's Inn Road near Heathcote Street	750	9
Bank Branch - Natwest	Hatton Garden near Charterhouse Street	750	9

2.4 The local pedestrian road network is well provisioned. The majority of roads providing wide walkways with well-placed crossing facilities. There are a large number of pedestrian crossing features such as zebra crossings and pelican crossings, each with dropped kerbs, and colour differentiated and tactile paving. Less prominent crossings are designated with raised tables, dropped or built out kerbs, as well as 'Look Left' and 'Look Right' road markings where appropriate. Additionally, pedestrian islands are provided in a number of locations along major local roads, designated with marker beacons, tactile paving and colour differentiated paving.

2.5 It is relevant that access to the existing Panther House, on the east side of the development site and accessed solely via Mount Pleasant, relies on a narrow footway for persons approaching from the south (Grays Inn Road end). The proposed development brings different site addresses together and creates a new walking route to Panther House, improving the accessibility to Panther House for persons approaching from the Grays Inn Road direction.

Cycling

2.6 The closest cycle hire docking station is 180 metres (or 2 minute's) walking distance from the site on Northington Street near Gray's Inn Road. A further 4 docking stations are located within a 400 metre walking distance of the site providing access to up to 119 cycles.

- 2.7 Sheffield style cycle stands provide on-street private cycle locking facilities on a number of local footways, including Mount Pleasant, Gray's Inn Road, Northington Street, and Elm Street, all of which are within a short walking distance of the site.
- 2.8 Transport for London's cycling guide indicates there are a number of cycle routes in close proximity of the site. Roads designated as '*Quieter roads recommended by other cyclists*' include Elm Street, Rosebery Avenue and Guilford Street. Additionally, Farringdon Road to the east, and Holborn to the south are designated as '*Routes signed or marked for use by cyclists*'.
- 2.9 On Gray's Inn Road there is a short section of marked cycle lane for both sides of the carriageway, encouraging east-west cycle movements from Heathcote Street to the west and Frederick Street to the east.

Public Transport

Bus Services

- 2.10 There are nine bus routes available within a 500 metre walk of the site. **Table 2.3** below shows the bus services available in the local area.

Route	Description	Frequency (minutes)		
		Monday – Friday	Saturday	Sunday
17	Archway to London Bridge	6-8	9-13	15-17
19	Battersea Bridge to Finsbury Park	6-10	5-9	10-13
38	Clapton to Victoria	2-6	2-6	4-7
45	Clapham Park to King's Cross	7-10	7-10	15-17
46	Lancaster Gate to St Bartholomew's Hospital	6-11	10-13	15-17
55	Layton to Oxford Circus	5-8	7-11	8-11
63	Honor Oak to King's Cross	4-8	5-8	6-12
243	Waterloo to Wood Green	4-8	4-10	9-12
341	County Hall to Northumberland Park	7-10	8-12	10-13

- 2.11 Services provide regular connections to a wide network of locations including Central London, Tottenham, and Chelsea. Intermediate stops include numerous rail and underground stations, enabling people to readily access a wide variety of destinations. The closest bus stop is located

on Gray's Inn Road 95 metres from the Mount Pleasant entrance of the site. The local area bus spider map is included in **Appendix B**.

Underground Services

- 2.12 The closest underground station to the site is Chancery Lane which is situated within a 500 metre walking distance to the south of the site, offering Central Line services. The Central Line provides regular services to a number of stations eastward towards Stratford, as well as westward towards Ealing.
- 2.13 Additionally, Holborn underground station (approximately 900 metres) is situated within a reasonable walking distance to the south-west of the site, offering Central and Piccadilly Line services. The Piccadilly Line provides services towards Heathrow to the west and Cockfosters to the north. Russell Square is also accessible to the west of the site.

Rail Services

- 2.14 Farringdon rail / underground station is situated 750 metres walking distance to the south-east of the site providing Thameslink services to a number of locations across central and south-eastern England, including Bedford (four times hourly), Sevenoaks (twice hourly), and Brighton (twice hourly). Additionally Farringdon provides access to the Circle, Hammersmith & City and Metropolitan lines.
- 2.15 Crossrail facilities are currently under construction in the local area, which will be of benefit for access to / from the site for future users. Once the works are complete, Crossrail will be the new high frequency, high capacity railway for London and the South East.
- 2.16 The Crossrail 1 network will provide access east and west of London, with Heathrow Airport and Maidenhead in the west and Abbey Wood and Shenfield in the East. In line with the works, new Central London stations will be built at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel, Canary Wharf and Woolwich.
- 2.17 The closest Crossrail facilities to the site will be located near Farringdon Rail Station. The works publicised for Farringdon are the implementation of two ticket halls connected by underground platforms, with the eastern ticket hall *'bound by Charterhouse Street, Lindsey Street and Long Lane'* and the western tickets hall *'at the corner of Farringdon Road and Cowcross Street'*.

Car Clubs

2.18 There are three car club bays located within 350 metre's walking distance of the site, with the closest operating on GIR provided by Zipcar. **Table 2.4** below provides details of the local car club parking bays.

Table 2.4 Local Car Club Operators		
Operator	Location	Distance from Site (metres)
Zipcar	Gray's Inn Road	210
Zipcar	Portpool Lane	240
Zipcar	John's Mews	350

3 OBJECTIVES AND TARGETS

Introduction

- 3.1 This section sets out the overarching objectives for the Travel Plan, along with short and medium term targets. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in **Section 6**.
- 3.2 Objectives are the high-level aims of the Travel Plan which help to give it direction and provide a clear focus.
- 3.3 Targets are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which UK Insurance Limited will seek to reach within the period covered by this Travel Plan.

Trip Rates

- 3.4 The following trip rate data has been generated using Census data gathered from the workplace population in the local area for the modal share and TRICS generated data gathered for the daily distribution of trips for similar sites. Therefore the proposed office element of the development is expected to generate the following breakdown of daily trips:

Table 3.1: Daily Trip Rates for Office Space (B1)				
Mode	Proposed Office Space (7,844sqm)			Modal Share
	In	Out	Total	
Vehicles	65	60	125	8%
Public Transport Users	621	575	1,196	80%
Cyclists	48	44	92	6%
Pedestrians	46	42	88	6%
Total People	779	722	1,501	100%

- 3.5 It is pertinent to note that the vehicle element of the modal share shown above is expected to be an over-estimate for the proposed development. The workspaces that were included in the Census data, and subsequently the above modal share values, are likely to contain premises that provide on-site parking facilities, creating a greater modal share for vehicles than those without on-site parking provision. Therefore, the few vehicle trips associated with the proposed site are likely to be associated with pick-up / drop-off by taxi and are likely to be significantly

lower than the value shown above. It is likely that cycling and public transport use will increase as vehicle use as a mode share decreases.

- 3.6 This draft Travel Plan's targets are steered towards increasing the more sustainable forms of transport, i.e. public transport and active modes.

Objectives

- 3.7 The Travel Plan's over-riding objective is:

- To engage with and encourage employees to use the most sustainable way of travelling to/from the workspace through more effective promotion of active modes. This will minimise the impact on the surrounding public transport network during peak hours.

- 3.8 The sub-objectives are:

- Sub-objective 1: To actively promote sustainable transport options for travel to/from the workspace, which in turn will enable informed decisions to be made about how to travel;
- Sub-objective 2: To increase the use of active modes (particularly for shorter trips) and to encourage employees to incorporate active travel into their everyday routines to support and contribute to wider health initiatives;
- Sub-objective 3: To maximise the accessibility of the workspace by active modes at all times; and,
- Sub-objective 4: To raise awareness amongst employees of the impacts of their travel choices on the local environment and their health.

Targets

- 3.9 Travel Plan targets are measureable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 6**) to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

- 3.10 Targets come in two forms: Action and Aim targets. Action targets are non-quantifiable actions that need to be achieved by a certain time. Aim targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.11 The Action targets for this Draft Travel Plan are:

- To appoint a Travel Plan Coordinator (TPC) prior to initial occupation of the office workspace;
- To provide Travel Information Packs to all office staff upon commencement of employment;
- To launch the Travel Plan once 75% of the office floor space is occupied or within 6 months of initial occupation, whichever comes first; and,
- To undertake a Baseline Survey within 6 months of initial office occupation.

Aim Targets

3.12 The primary Aim targets are as follows:

- To achieve a 1% modal share by vehicles. Considering access to public transport and the car-free nature of the development this value is considered feasible.
- To achieve a public transport mode share of between 80-85% over the 5 year life of the Travel Plan. The range provided hopes to allow for the unknown effect of Crossrail services provided in the local area.
- To achieve a 4-6% increase in mode share by bicycle over the 5 year life of the Travel Plan when compared to the results of the baseline survey.
- To maintain a walking mode share of 6% over the 5 year life of the Travel Plan. This rate is considered appropriate when taking into account the central London location and that walking is a modal choice which is heavily reliant upon residential address and the distance required to travel.

Table 3.2: Interim Travel Plan Targets				
Target	Indicator	Mode Share		
		Baseline	Interim	Final
Achieve a 1% modal share for vehicles	Modal share monitoring surveys for vehicles	8% *	2%	1%
Achieve a public transport mode share of 80-85%	Combined modal share monitoring surveys for LUL, Rail and Bus	80%	80-85%	80-85%
Achieve a 5% increase in the mode share for cycling	Modal share monitoring surveys for cycling	6%	8-10%	10-12%
Achieve a 5% increase in the mode share for walking	Modal share monitoring surveys for walking	6%	6%	6%

**Previous discussions state that this value is likely to be an overestimate.*

- 3.13 **Table 3.2** outlines the Aim targets set out for the office workspace to measure progress towards the main objectives over 5 years. The Interim targets are defined as those which the workspace seeks to achieve within 3 years of the launch of the Travel Plan and the Final targets are those which the workspace seeks to achieve within 5 years of the launch of the Travel Plan.
- 3.14 Indicators are the elements which will be measured in order to assess progress towards meeting the Interim and Final targets. For the most part this will be the main mode listed by staff in the monitoring surveys conducted in years 1, 3 and 5.
- 3.15 The targets listed above are based on proxy data and may therefore need to be ratified and if necessary adjusted once an accurate baseline modal share has been established from the Year 1 Travel Survey.

4 TRAVEL PLAN STRATEGY

Management

- 4.1 The details of various phases of this Travel Plan, who is responsible for each phase and the target date for completion is shown at **Table 4.1** below.

Travel Plan Phase	Responsibility	Target Date
Production of Travel Plan	Developer/ TTP Consulting	-
Implementation of infrastructure measures	Developer	During redevelopment
Appoint Travel Plan Coordinator (TPC)	Developer	Prior to initial occupation of any workspace
Launch Travel Plan	Developer / TPC	Once 75% of the commercial floor space is occupied or within 6 months of occupation, whichever comes first
Initial Travel Survey (Year 1)	Developer / TPC	Within 6 months of occupation
Interim Monitoring (Year 3)	Developer / TPC	On the 3 rd anniversary (i.e. 2 years from the Initial Travel Survey)
Full Review (Year 5)	Developer / TPC	On the 5 th anniversary (i.e. 4 years from the Initial Travel Survey)

- 4.2 It is the Developers role to fund the Travel Plan and the TPC.

Travel Plan Coordinator

- 4.3 A Travel Plan Coordinator (TPC) will be appointed prior to the initial occupation of any office workspace with the relevant contact details forwarded onto the local authority.
- 4.4 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of the Travel Plan.
- 4.5 The duties of the TPC will include:
- To undertake Travel Surveys in years 1, 3 and 5 and supply evidence of this to LB Camden;
 - To take responsibility for data collection and review of the Travel Plan;
 - To oversee the development and implementation of the Travel Plan;
 - To design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - To act as a point of contact for staff requiring information about travel options;
 - To ensure the travel information available is up to date;
 - To co-ordinate the monitoring programme for the Travel Plan, including target setting; and,
 - To make necessary changes of the targets.
- 4.6 It is expected that the TPC will be busiest upon implementation of the Travel Plan and during monitoring and reporting phases where they will be required to spend more time on the Travel Plan.
- 4.7 The Developer is committed to the Travel Plan and will ensure the TPC commits as much time to the Travel Plan as necessary so that it can achieve its Objectives.

Marketing

- 4.8 All staff will be made aware of the existence of the Travel Plan upon commencement of employment.

- 4.9 The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be explained through Travel Information Packs.
- 4.10 Contact details of the TPC will be advertised in the event that staff wish to discuss specific matters directly.
- 4.11 Information on events, campaigns, promotions, services and initiatives will be disseminated to staff through notice boards, newsletters and emails or other means including “word of mouth”, as deemed appropriate by the TPC.

5 MEASURES AND INITIATIVES

Introduction

5.1 This section outlines the specific physical and management measures to be undertaken as part of the Travel Plan. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, are the core of the Travel Plan. Each section is headed with the relevant target that the measures are designed to achieve.

5.2 The measures outlined below are suitable for the workspace. However, the list is not exhaustive and the TPC, once appointed, is encouraged to investigate other potential initiatives.

Encouraging Cycling

5.3 There are facilities for up to 131 cycles to be parked within the basement of the proposed building (a combination of single and Josta two-tier stands), in addition to welfare facilities including showers and changing facilities. This is a major improvement from the existing buildings, therefore cycle provision has a great potential to increase cycling to and from the workspace.

5.4 The TPC will promote cycling as a viable transport option by supporting those interested in cycling in terms of promoting good routes and maintaining and/or establishing the physical facilities required.

5.5 The TPC will undertake the following measures to encourage cycling:

- Encourage staff to use the TfL Journey Planner facility to plan convenient cycle routes;
- Providing TfL cycle maps in communal and reception areas;
- Publicise the availability of cycle parking; and
- Promote events such as National Bike Week and Cycle Training.

5.6 LBC recognises the benefits of cycling as a '*fantastic way to save money, keep fit and to do your bit for the environment*' and provide free cycle training and online resources, detail are available at <http://www.camden.gov.uk/ccm/navigation/transport-and-streets/cycling-in-camden/> (Camden Council).

Encouraging Walking

- 5.7 Walking is free and one of the most sustainable methods of travel having a number of physical and psychological benefits. Walking features in most people's journeys, including those who use public transport or those without access to a car.
- 5.8 The council's website provides a number of links to an external website called Love Camden which provides information for a number of guided and non-guided walks within the borough. Further information is available at <http://www.lovecamden.org/inspire-me/walks> (Love Camden)
- 5.9 Walking offers reliable journey times and has an important role to play for journeys made to / from the workspace, particularly for short journeys. Staff will be provided with information and advice concerning safe pedestrian routes to the development.
- 5.10 The TPC will undertake the following measures to encourage walking:
- Promote the financial, health and fitness benefits of walking;
 - Promote events such as Walk to Work week; and
 - Publicise walking routes in the vicinity of the workspace.

Personalised Travel Planning

- 5.11 The TPC will offer a personalised Travel Planning service for qualifying staff who request it, drawing on advice from journey planning websites such as www.transportdirect.org.uk (Transport Direct), www.tfl.gov.uk (Transport for London) and <https://citymapper.com/london> (City Mapper London).

Public Transport

- 5.12 Up-to-date details of bus and train services (including route information and service frequencies) will be displayed through a Sustainable Transport Noticeboard located in an appropriate communal area and/or provided via a convenient link on a development website.
- 5.13 National Rail and National Journey Planner websites and enquiry phone numbers will be advertised through all relevant means.

6 MONITORING AND REVIEW

Introduction

6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

6.2 The monitoring of the Travel Plan will take place through the five year life span of the plan. All monitoring will follow the most relevant up to date TfL best practise guidance, be iTRACE compliant and will be the responsibility of The Developer.

6.3 The monitoring program will begin with an iTRACE compliant Year 1 Travel Survey to be undertaken once the trigger point of 75% occupation of the commercial floor space or within 6 months of initial occupation, whichever comes first.

6.4 Further iTRACE complaint surveys will take place on the 3rd and 5th anniversary of the Year 1 Travel Survey to monitor progress towards the interim and final targets.

Reporting

6.5 The TPC will submit monitoring reports to the London Borough of Camden within 3 months of completing the monitoring surveys outlined above. The monitoring reports will include the results of the surveys along with details of any new measures introduced and a general summary.

Review

6.6 The review of the Travel Plan which will be completed after each monitoring survey in consultation with LBC Travel Plan officers will consider the following:

- The success of the Travel Plan measures since the previous review;
- If there is a need to amend or introduce new targets; and
- If there is a need to change or introduce new measures.

ATTrBuTE

- 6.7 ATTrBuTE is a tool for assessing the quality of Travel Plans prepared as part of the development control planning process in London. ATTrBuTE version 3.0 was launched online in 2011 by TfL and is widely used.
- 6.8 ATTrBuTE is intended to:
- Improve the overall quality of development related Travel Plans by listing the criteria that should be included in the plan and so providing a framework for Travel Plan preparation.
 - Give consistency to the way Travel Plans are assessed as part of the development control planning process.
- 6.9 This Travel Plan has been assessed using ATTrBuTE and has passed. The ATTrBuTE assessment output is contained in **Appendix C**.

7 ACTION PLAN

7.1 **Table 7.1** sets out an Action Plan for the Travel Plan which will be revised if necessary following each Travel Plan Monitoring and Review.

Table 7.1: Action Plan		
Action	Responsibility	Target Date
Production of Travel Plan	Developer/ TTP Consulting	-
Implementation of infrastructure measures	Developer	During construction / redevelopment
Appoint Travel Plan Coordinator (TPC)	Developer	Prior to initial occupation of any workspace
Launch Travel Plan	Developer / TPC	Once 75% of the commercial floor space is occupied or within 6 months of initial occupation, whichever comes first
Initial Travel Survey (Year 1)	Developer / TPC	Within 6 months of initial occupation
Promote National Walk to Work Week	Developer / TPC	Annually
Promote National Cycle Week	Developer / TPC	Annually
Cycle training	Developer / TPC	Summer months
Interim Monitoring (Year 3)	Developer / TPC	On the 3 rd anniversary (i.e. 2 years from the Initial Travel Survey)
Monitor condition of walking and cycling facilities in the vicinity of the development	Developer / TPC	Ongoing – report any concerns with relevant LBC officers
Full Review at Year 5	Developer / TPC	On the 5 th anniversary (i.e. 4 years from the Initial Travel Survey)

8 SECUREMENT AND FUNDING

- 8.1 It is anticipated that this Travel Plan will be secured and implemented through a S106 agreement or planning Condition.
- 8.2 The Developer is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that the agreed targets can be achieved.
- 8.3 This will include funding the TPC, travel surveys and implementation of all reasonable necessary measures.

9 CONTACTS AND USEFUL INFORMATION

Contacts

Travel Plan Coordinator (TPC):

Name: TBC
Address: TBC
Telephone: TBC
Email: TBC

Useful Websites

Department for Transport (DfT) – www.dft.gov.uk

Liftshare.com – www.liftshare.com

National Rail – www.nationalrail.co.uk

Transport for London (TfL) Journey Planner – www.tfl.gov.uk/journeyplanner

Camden Cycle Training - <http://www.camden.gov.uk/ccm/navigation/transport-and-streets/cycling-in-camden/>

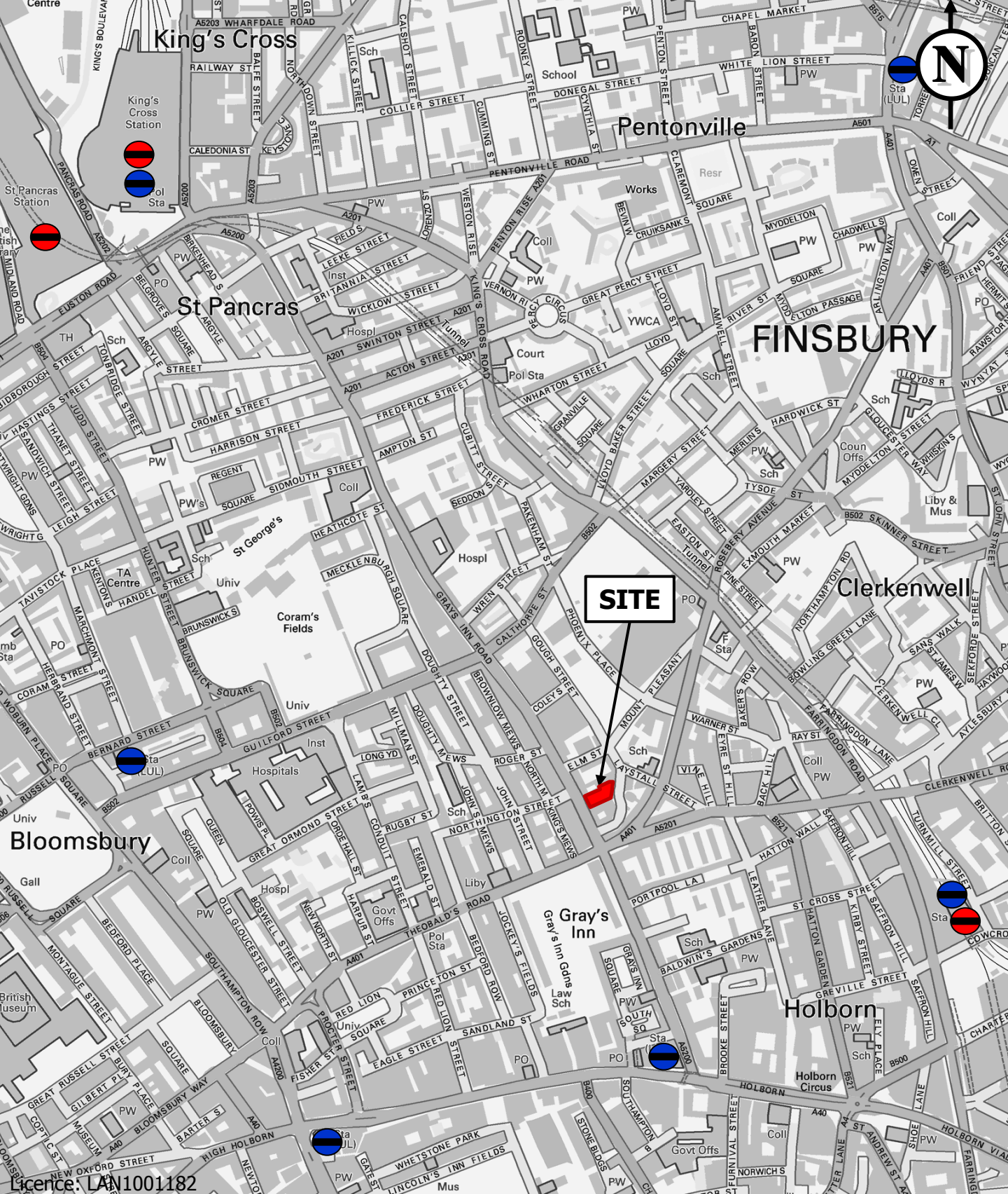
Bus Maps – [https://tfl.gov.uk/maps /bus-spider-maps](https://tfl.gov.uk/maps/bus-spider-maps)

Cycle Maps - <http://www.sustrans.org.uk/ncn/map> / <https://tfl.gov.uk/forms/12419.aspx>

Useful References

TfL Travel Plan Guidance: <http://www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans>

Figures



Licence: LAN1001182

TITLE:
Site Location Plan

PROJECT:
Panther House, Mount Pleasant

CLIENT:
Panther House Developments Ltd.



ttp consulting
 transport planning specialists

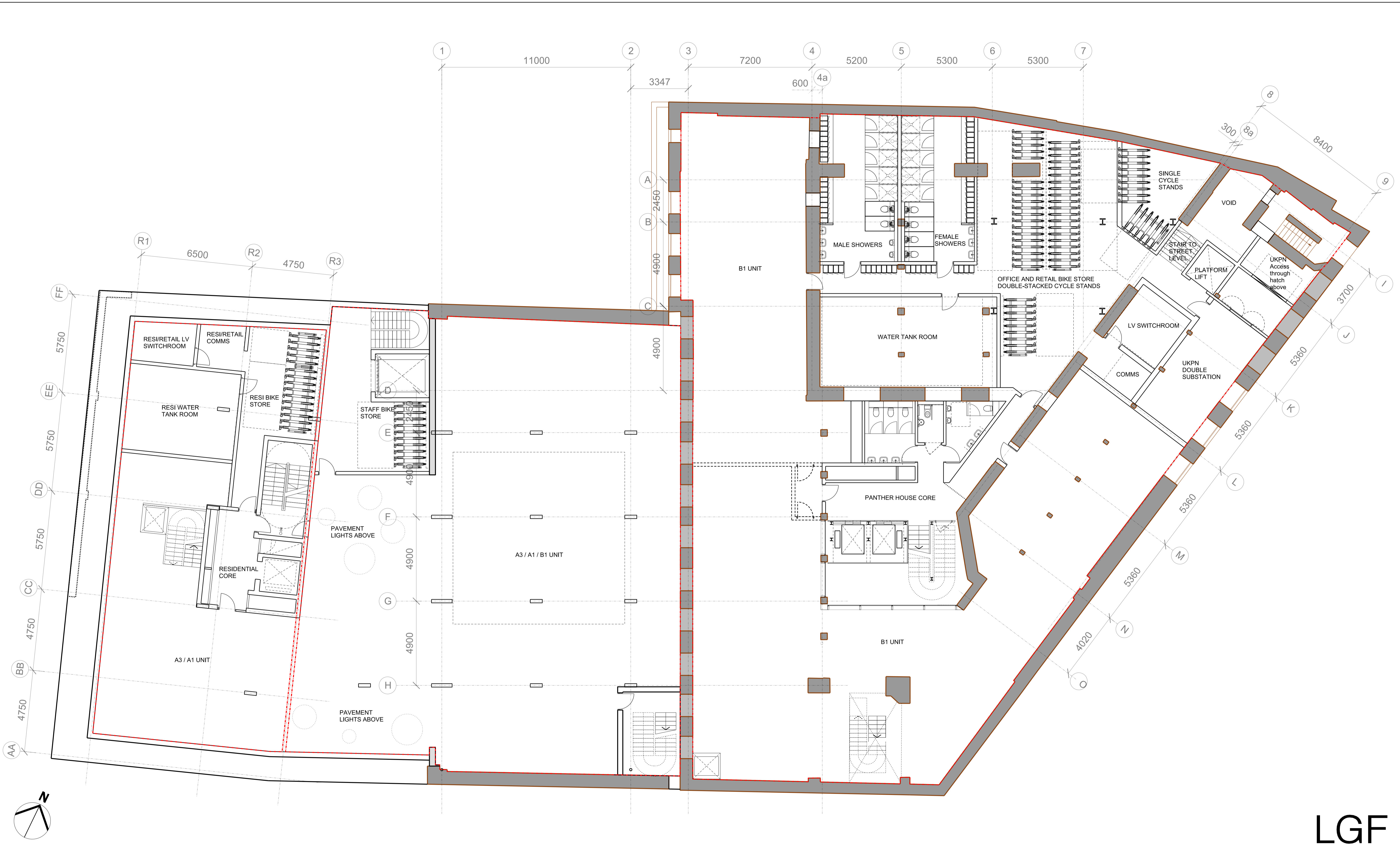
111-113 Great Portland Street
 London W1W 6QQ
 Tel: 020 7100 0753
www.ttp-consulting.co.uk
 Registered in England: 7441800

DRAWN: L.D
 CHECKED: .
 DATE: 09.12.2015
 SCALE: NTS

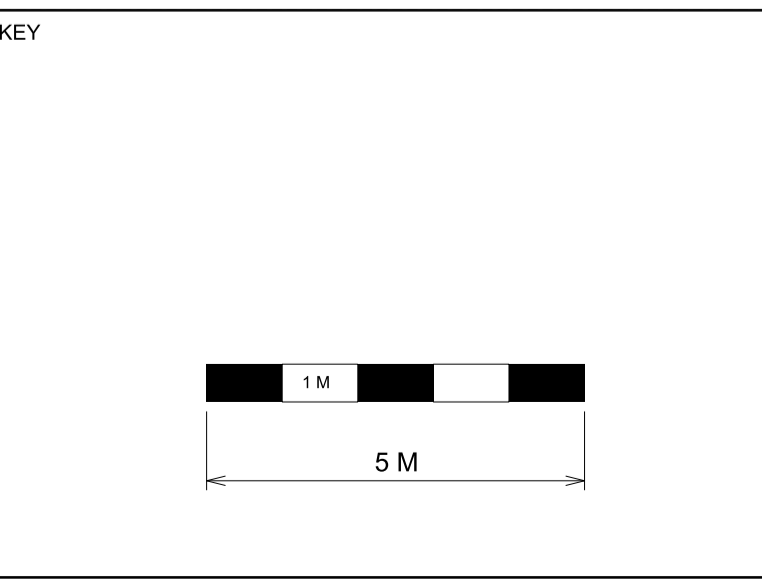
DRAWING REFERENCE:
Figure 1

REVISION:

Appendix A



LGF



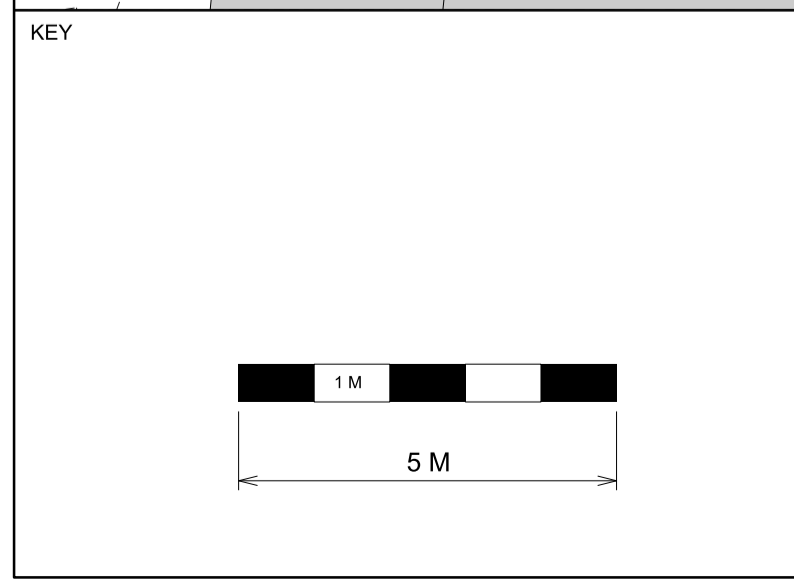
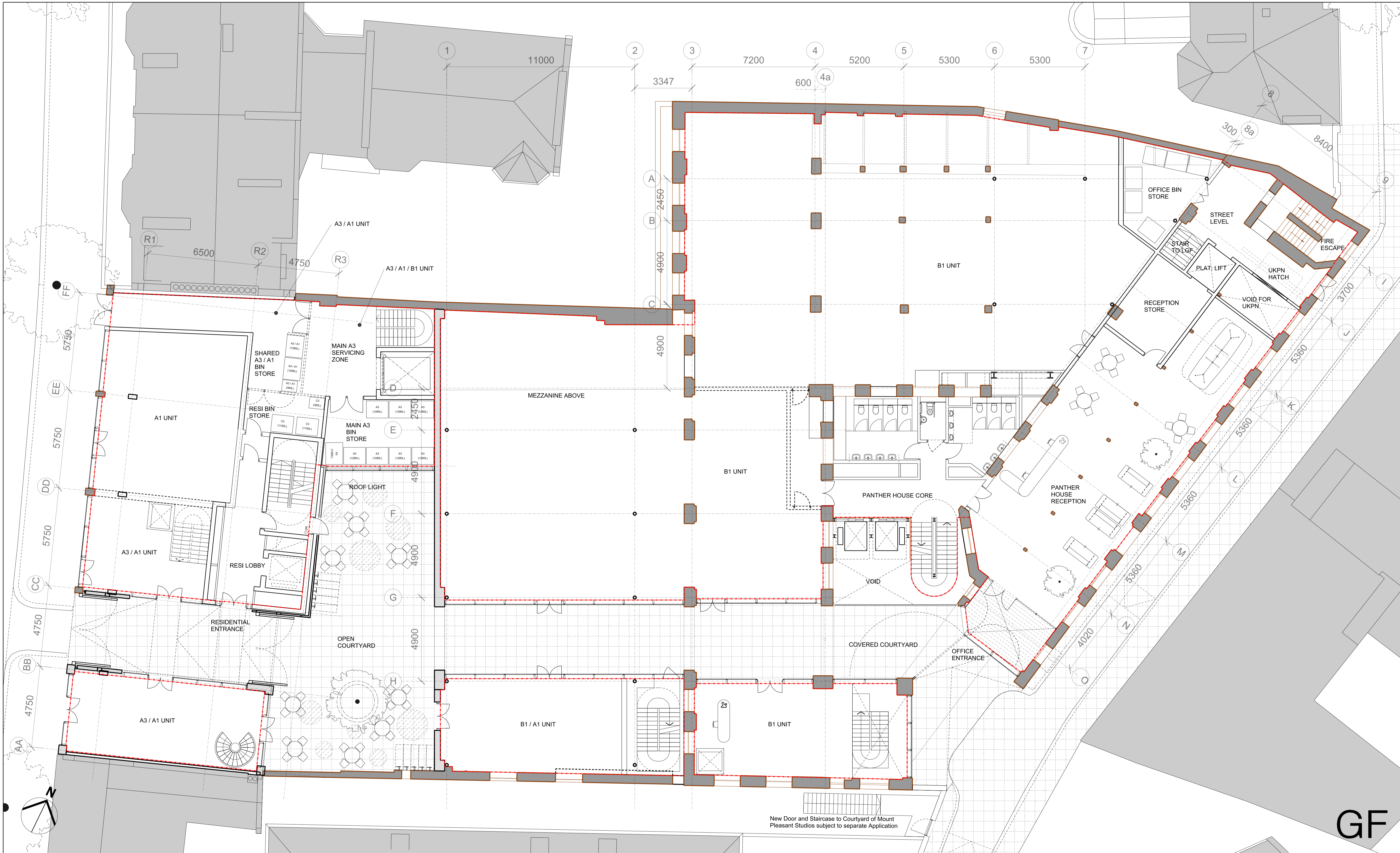
REV	DATE	ISSUED FOR
00	08/12/15	Issued for Planning

CONSULTANTS	
CLIENT:	DUKELEASE PROPERTIES LTD.
CONTRACTOR:	-
STRUCTURAL ENGINEER:	ECKERSLEY O'CALLAGHAN
SERVICES ENGINEER:	MITT LTD.
COST CONSULTANT:	EXIGERE
PROJECT MANAGER:	GVA SECOND LONDON WALL
ACOUSTIC CONSULTANT:	HANN TUCKER ASSOCIATES
CLADDING CONSULTANT:	-
SPECIFICATIONS CONSULTANT:	-

NOTE	
1.	Do not scale from this drawing.
2.	All dimensions to be checked on site by the contractor and such dimensions to be his responsibility.
3.	Report all drawing errors, omissions and discrepancies to the architect.
4.	This document may be issued in an uncontrolled CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version. It is for those making such alterations and additions to ensure that they make use of current background information. AHMM Ltd accepts no liability for any such alterations or additions to the background information or arising out of changes to background information which occur prior to alterations of additions being made.

LOCATION

ARCHITECTS Ltd	
MORELANDS, 5-23 OLD STREET LONDON EC1V 9HL TEL 020 7251 5281 FAX 020 7251 5123 WEB WWW.AHMM.CO.UK	
job title	
156-164 GRAY'S INN ROAD / PANTHER HOUSE	
drawing title / location	
PROPOSED LOWER GROUND FLOOR PLAN PROPOSED GA DRAWINGS	
drawn by	checked
MA	LSC
scale	status
1:100@A1; 1:200@A3	PLANNING
project	zone
14093	A
source	classification
[00]	P099
drawing no.	revision
	00

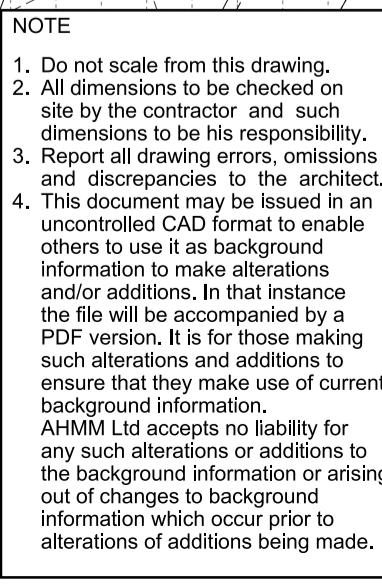


REV	DATE	ISSUED FOR
00	08/12/15	Issued for Planning

CONSULTANTS	CLIENT:	DUKELEASE PROPERTIES LTD.
	CONTRACTOR:	-
	STRUCTURAL ENGINEER:	ECKERSLEY O'CALLAGHAN
	SERVICES ENGINEER:	MITT LTD.
	COST CONSULTANT:	EXIGERE
	PROJECT MANAGER:	GVA SECOND LONDON WALL
	ACOUSTIC CONSULTANT:	HANN TUCKER ASSOCIATES
	CLADDING CONSULTANT:	-
	SPECIFICATIONS CONSULTANT:	-

NOTE

- Do not scale from this drawing.
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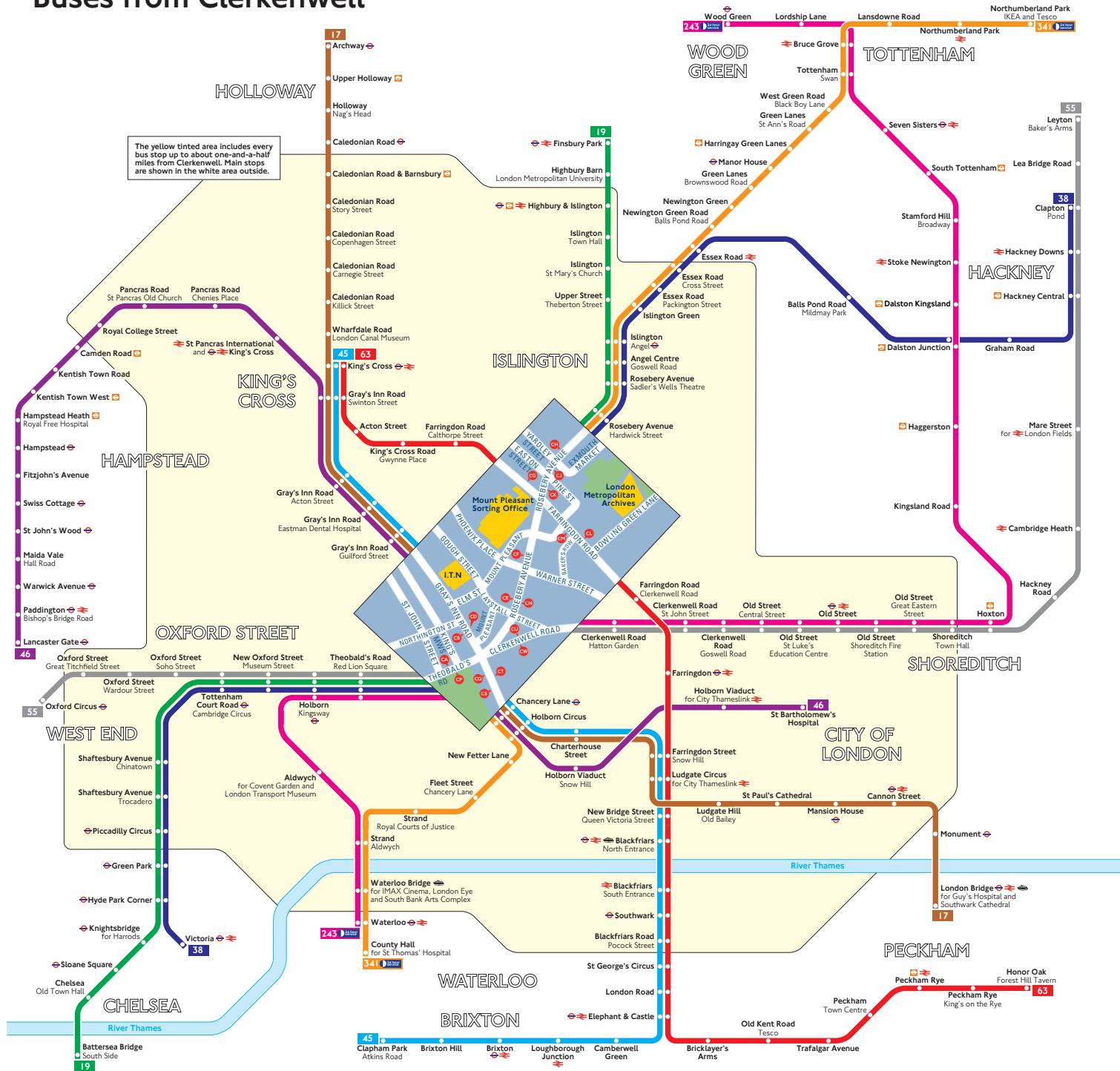
ARCHITECT'S	ARCHITECTS LTD	ARCHITECTS LTD
156-164 GRAY'S INN ROAD / PANTHER HOUSE	PROPOSED GROUND FLOOR PLAN	PROPOSED GA DRAWINGS
MA	LSC	1:100@A1; 1:200@A3
14093	A	[00]
	P100	00

CONSULTANTS	CLIENT:	DUKELEASE PROPERTIES LTD.
	CONTRACTOR:	-
	STRUCTURAL ENGINEER:	ECKERSLEY O'CALLAGHAN
	SERVICES ENGINEER:	MITT LTD.
	COST CONSULTANT:	EXIGERE
	PROJECT MANAGER:	GVA SECOND LONDON WALL
	ACOUSTIC CONSULTANT:	HANN TUCKER ASSOCIATES
	CLADDING CONSULTANT:	-
	SPECIFICATIONS CONSULTANT:	-

GF

Appendix B

Buses from Clerkenwell



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
17	Archway	CB CO
	London Bridge	CD CT
19	Battersea Bridge	CK CN CP
	Finsbury Park	CA CE CF CH
	Clapton	CA CE CF CH
38	Victoria	CK CN CP
	King's Cross	CB CO
45	Clapham Park	CD CT
	King's Cross	CB CO
46	Lancaster Gate	CB CO
	St Bartholomew's Hospital	CD CT
55	Leyton	CA CU
	Oxford Circus	CF CW
63	Honor Oak	CG CL
	King's Cross	CH
243	Waterloo	CP CW
	Wood Green	CA CU
341	County Hall	CJ CN CT
	Northumberland Park	CE CF CH CS

Night buses

For night bus information, please see separate poster

Appendix C

ATTrBuTe

Travel plan name	Panther House
Planning application reference number	
Name of travel plan author	TTP
Email address of travel plan author	info@ttp-consulting.co.uk
Telephone number of travel plan author	0207 100 0753
Name of travel plan assessor	TTP Consulting
Job title/role of travel plan assessor	
Plan Type	Local level Framework Travel Plan (occupiers known)

--

The development		7/7
Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan? c) monitoring programme?	NONE	2
Does the travel plan include... a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	Office floor area (7,746sqm) and A1/A3 floor area (604sqm) subject to change (to 6,900sqm and 1,454sqm respectively)	3
Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?	NONE	1
Does the framework travel plan include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?	NONE	1
Policy		2/2
Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance?	NONE	2
Site assessment		3/3
To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users?	NONE	3
Surveys		2/3
Are iTRACE (or TRAVL where specified by the borough)-compliant site user travel surveys proposed?	NONE	1
Are appropriate freight surveys proposed?	Freight survey not deemed appropriate	0

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

