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King's Cross Methodist Church Proposed Redevelopment Scheme

58a Birkenhead Street
LONDON
WC1H 8BB

Travel Plan Statement

August 2015

A report prepared on behalf of West London Mission

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1 Introduction

1.1 Background

- 1.1.1 This Travel Plan Statement has been prepared by Transport Planning & Highway Solutions (TPHS) on behalf of West London Mission, in support of a planning application for the redevelopment of the King's Cross Methodist Church site, which stretches between Birkenhead Street to the east and Crestfield Street to the west and comprises 58a Birkenhead Street and 6 Crestfield Street as a single operating unit.
- 1.1.2 The redevelopment scheme comprises the enhancement of the church and facilities for the local community, as well as the replacement and enhancement of the current ancillary accommodation. To facilitate these replacement and enhancement works, there would be additionally development of eleven residential apartments.
- 1.1.3 This Travel Plan Statement has been prepared in relation to the church-based activities and the corresponding sessions and events, thus as an Event Travel Plan. The proposed residential apartments would not be subject to this Travel Plan, but to a series of separate and bespoke sustainable travel incentives outlined in the parallel Transport Statement.
- 1.1.4 This Travel Plan Statement (TPS) reflects the requirement of the current Transport for London (TfL) guidelines (*'Travel Planning for New Development in London'*, 2013), given that the number of regular attendees falls below the threshold of 200 persons based on records for a typical week. These guidelines confirm a TPS to be appropriate for a place of worship when there is *'more than 20 staff but less than 200 members / regular attendees'*.
- 1.1.5 As a minimum, the current TfL guidance recommends that a Travel Plan Statement should bring forward a set of positive measures promoting sustainable transport, together with an action plan for their implementation. The nature of such a plan is to act as a live document, updated periodically as measures are introduced and travel patterns re-established.
- 1.1.6 This plan comes forward with targets based on existing travel and site activity records, with the measures and strategies put forward informed by general good practice and guidance, taking into account the location of the site and the range of opportunities to access the site. The measures and strategies consider both staff and attendees of the church and ancillary facilities, both for regular activities and one-off events staged within the church.
- 1.1.7 In preparing this Travel Plan Statement for the management of events and activities within the enhanced church facility, in parallel to the Transport Statement, this also provides London Borough of Camden as the reviewing planning and highway authority with the confidence that the redevelopment would be brought forward with effective travel planning being integral to the delivery of the scheme.

- 1.1.8 This plan outlines the commitments to continue to sustain and support travel by sustainable modes and the measures to sustain the choice of travel options for staff and visitors. This Travel Plan Statement considers the following:
- details of the existing accessibility of the site by all travel modes;
 - commitments and measures for implementation both prior to and following completion of the replacement and enhancement works, based on current travel patterns;
 - details of how the measures brought forward in this statement would be implemented, with a timetable for this and for the related surveys, monitoring and review.
- 1.1.9 This statement details the package of measures considered necessary to sustain sustainable travel choices, given the considerably high accessibility of the site by public transport, and to maximise where practical to do so the use of slow modes (walking and cycling), as well as developing a set of mechanisms, initiatives and targets.
- 1.1.10 Effectively, there are distinct types of journey which the travel planning measures need to consider – travel by staff and other volunteers for the purpose of work and provision of support services and travel by visitors for the attendance of both regular and one-off events.

1.2 Site Location

- 1.2.1 A site plan illustrating the location of the property in the context of the surrounding King's Cross St Pancras area, within which the site sits, is included at **Appendix A**.
- 1.2.2 To the immediate north the site is bounded by the property at 59 Birkenhead Street and the rear of the King's Cross Inn Hotel, which runs along Crestfield Street from the corner of Euston Road opposite King's Cross railway station, whilst to the immediate south the site is bounded by the properties at 58 Birkenhead Street and 5 Crestfield Street. Birkenhead Street forms the site frontage to the east and Crestfield Street the site frontage to the west.
- 1.2.3 The area to the south of Euston Road and west of Grays Inn Road is primarily residential in nature, but with a number of smaller-sized offices and other services located along Birkenhead Street and Crestfield Street particularly towards the Euston Road end and a storage provider occupying the Belgrove House unit to the west of Crestfield Street.
- 1.2.4 The site and the surrounding streets sit with a controlled parking zone (Zone CA-D King's Cross Area), which is subject to operational restrictions between the hours of 08:30 and 18:30 Monday to Friday and the hours of 08:30 and 13:30 Saturday; there are no such restrictions in place on Sunday.

- 1.2.5 Along Birkenhead Street on-street parking is located along both sides of the carriageway, primarily with these available to permit holders only during the hours of restriction but with 'pay and display' spaces towards the Euston Road end of the street, whilst along Crestfield Street the on-street parking is located along the eastern (site) side and divided between spaces for permit holders only during the hours of restriction and 'pay and display' spaces.
- 1.2.6 Public transport opportunities accessible from the site within the PTAL distance thresholds of 640m for buses (equivalent to a typical walk of eight minutes) and 960m for rail and underground (equivalent to a typical walk of twelve minutes) include access to fourteen bus routes operating via stops within the vicinity of King's Cross and St Pancras stations, to six underground lines via King's Cross St Pancras station and a further underground line via Euston station, and National Rail services via King's Cross, St Pancras and Euston mainline stations. The site has a PTAL score of 6b which represents 'excellent' accessibility.

1.3 Proposed Development

- 1.3.1 The scheme proposals comprise the redevelopment of the existing King's Cross Methodist Church at the Birkenhead Street / Crestfield Road site. The current building is three-storeys (ground to second) with additional basement level, with the proposed building to come forward with four-storeys (ground to third) along the Birkenhead Street frontage and five-storeys (ground to fourth) along the Crestfield Street frontage as well as an additional basement level running underneath the full extent of the site.
- 1.3.2 The redevelopment scheme comprises the enhancement of the church and the associated facilities for the local community and the replacement and similarly enhancement of the current ancillary accommodation, to provide twenty-six bedrooms. The enhancement and updating of these facilities would provide a better quality environment for the existing users at the site. There would be also enabling development of eleven residential apartments.
- 1.3.3 The majority of the space within the enhanced and updated church building would be provided at the ground floor and basement levels. The ground floor would be taken up primarily by the main chapel and a secondary chapel, with the scope for each to accommodate services and events of varying sizes, and the basement level primarily by meeting rooms, offices and storage areas.
- 1.3.4 In addition to the proposed residential apartments, the upper floors would accommodate in support of the church and mission operations further meeting room / office space at first floor level, warden accommodation again at first floor level and the student accommodation with supporting communal areas at the second floor through to fourth floor levels.
- 1.3.5 With the proposed redevelopment scheme, the entrance to the church and ancillary facilities would switch from the Birkenhead Street frontage to the Crestfield Street frontage, to provide access which would be fully DDA-compliant. The refuse storage area for the church and ancillary facilities would be provided within an enclosed area at ground floor level, accessible externally for users of the church and by collection operatives.

- 1.3.6 Cycle parking for the retained and enhanced church and ancillary facilities would be provided in a separate dedicated cycle storage area at basement level, the area given over to this equating to around 30m². This facility would be accessed internally by means of a lift between the ground floor and basement levels and externally by means of a series of steps between the street level and basement level fitted with a gully run for cycles.
- 1.3.1 The scale of the retained and enhanced church and associated community facilities, including the student accommodation would require no less than twenty-one cycle parking spaces, based on a provision of no less than one space for every 100sqm. GFA of the corresponding floorspace, and an additional number at no less than one space for every eight staff members, to be brought forward through a further five spaces.
- 1.3.2 The proposed secure and internal cycle storage would have the scope to accommodate this number of spaces, with the provision in a single area providing flexibility to accommodate variations between the demands of the constituent uses on a day-by-day basis.
- 1.3.3 Servicing of the retained and enhanced church with community facilities would be undertaken from the street, thus no different to the principles of how either the current church operations or the other operations and residential properties along Birkenhead Street and Crestfield Street are serviced. The proposed changes to the location of the entrance into the retained and enhanced facilities and of the refuse storage area would result in servicing being undertaken on-street along Crestfield Street.

2 Policy Context

2.1 Background

- 2.1.1 A Travel Plan is a generic term for a package of measures tailored to meet the needs of individual sites, aimed at promoting more sustainable travel choices.
- 2.1.2 For this central London site, located within the Central Activities Zone (CAZ) as defined by the London Plan, the emphasis of the travel planning will be to sustain the current non-car travel patterns prevalent in the local area, to then encourage a shift from public transport to cycling and walking (the slow modes) as much as it is practicable to do so.
- 2.1.3 A Travel Plan must be specific to a particular development and is crucially not a one-off document but an ongoing live process which grows and develops through time to reflect changes in travel behaviour. As such, the plan would continuously evolve, with the next stage being to take forward this statement and implement the strategy post-planning.

2.2 National Policy Review

- 2.2.1 At the national level the drive for supporting sustainable travel and effective travel planning is brought forward as part of the overarching National Planning Policy Framework. The National Planning Policy Framework, published by the Department for Communities & Local Government in March 2012, sets out the Government's planning policies for England and how these are expected to be applied, reiterating that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 2.2.2 The framework sets out twelve core land-use planning principles, with the following being relevant to this site: *'actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable'*.
- 2.2.3 The policy moves forward to acknowledge that *'Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel...'*
- 2.2.4 Within the framework a number of considerations in relation to the location and design of development are identified, with those of particular relevance to this site and the purpose of the travel plan being:
- *accommodate the efficient delivery of goods and supplies;*
 - *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.*

- 2.2.5 The framework then references that *'a key tool to facilitate this will be a Travel Plan'*, with the parallel Planning Practice Guidance stating that Travel Plans are *'long-term management strategies for integrating proposals for sustainable travel into the planning process'*. The guidance then references the primary purpose of a Travel Plan to be:

'to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.'

2.3 London Plan Policy Review

- 2.3.1 The London Plan provides the overall strategic plan for London, as it sets out a fully integrated economic, environmental, transport and social framework for the development of the Greater London area through to 2036. The current London Plan was adopted in March 2015, with this version consolidating the series of alterations since 2011, and it forms part of the development plan for the Greater London area.
- 2.3.2 Chapter 6 of the London Plan continues to deal with *'London's Transport'*, broadly considered under *'Integrating Transport & Development'* and *'Connecting London'*.
- 2.3.3 Policy 6.1 *'Strategic Approach'* references that *'The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by...supporting measures that encourage shifts to more sustainable modes and appropriate demand management.'* Table 6.1 references *'increased use and power of travel plans for workplaces, schools and individuals'*.
- 2.3.4 The corresponding Mayor's Transport Strategy was formally published in May 2010 and acts as the principal policy tool through which the Mayor can undertake the responsibilities for the planning, management and development of transport in London, for the movement of both people and goods.
- 2.3.5 Policy 11 in the strategy document which relates to *'Changing travel behaviour'* references in part the need *'to reduce the need to travel, encourage the use of more sustainable, less congesting modes of transport (public transport, cycling, walking and the Blue Ribbon Network), set appropriate parking standards, and through...promotion of smarter travel initiatives and further demand management measures as appropriate, aim to increase public transport, walking and cycling'*, thus in line with the objectives of travel planning.

2.4 Local Policy Review

- 2.4.1 The Local Development Framework (LDF) is a group of planning documents which sets out London Borough of Camden's strategy for managing growth and development, which includes primarily the Core Strategy and the Development Policies 2010-2025 (both adopted in November 2010). These will be replaced in due course by the Local Plan.

- 2.4.2 Policy CS11 of the Core Strategy, *'Promoting sustainable and efficient travel'* addresses a number of key areas, including a sub-section to the policy on *'Promoting sustainable travel'*. Whilst there is no specific reference to travel planning within the policy, the subsequent commentary references that:

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

- 2.4.3 Policy DP16 of the Development Policies, *'The transport implications of development'*, discusses the need for integration between development and the transport networks, and references within the policy that:

'...the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans...'

3 Travel Conditions & Access

3.1 Existing Pedestrian Environment

- 3.1.1 The streets within the vicinity of the site are supported by a network of footways, with footways running along both sides of Birkenhead Street and along the eastern side of Crestfield Street. Along the immediate site frontage, along Birkenhead Street (the western side) and Crestfield Street (the eastern side), the footways have a width of no less than 2m.
- 3.1.2 These footways form part of a wider network around the site and local area, connecting the site to the wider pedestrian network running along Euston Road about 50m north of the site and along St Chad's Street a similar distance to the south of the site, the stretch of which running west to Crestfield Street is closed to vehicular traffic. Both these routes connect eastwards with Gray's Inn Road.
- 3.1.3 TfL's '*Pedestrian Comfort Guidance for London (2010)*' confirms that outside high street or tourist areas, a footway width of 2m along streets with 'low' pedestrian flow is appropriate, with this being the width required for two users to pass comfortably as well as meeting current DfT minimum standards. The footways meet these minimum requirements.
- 3.1.4 A short distance to the east of the Euston Road / Birkenhead Street junction there are signal-controlled crossings incorporated into the signal-controlled junction between the A501 Euston Road / Pentonville Road and the A5200 Gray's Inn Road / York Way. There are signal-controlled crossings across each traffic stream, with that closest to the site running between the south side of Gray's Inn Road and a wide refuge within the junction area from which further crossings run in the direction of King's Cross station and Pentonville Road. This initial crossing is a walk distance of around 85m of the site, thus a typical walk of a minute.
- 3.1.5 In the opposite direction, westwards along Euston Road, there are signal-controlled crossings incorporated into the signal-controlled junction between the A501 Euston Road and Pancras Road and Argyle Street / Belgrove Street, with these provided across the Euston Road (West), Pancras Road and Argyle Street arms of the junction. The crossing closest to the site runs across the Argyle Street arm, with this initial crossing a walk distance of around 200m of the site, thus a typical walk between two and three minutes.
- 3.1.6 The footways and controlled crossings provide pedestrian connection to the full range of local facilities close to the site, including the local bus stops along both side of Euston Road as well as along Gray's Inn Road, Pancras Road, Pentonville Road and York Way. The footway along the south side of Euston Road provides direct access also into King's Cross St Pancras underground station, which provides alternative access to both King's Cross and St Pancras mainline rail stations to that at street level by means of the controlled crossings.

- 3.1.7 Advice issued by The Institution of Highways & Transportation (IHT) within '*Guidelines for providing for journeys on foot*' suggests acceptable walking distances for a number of different trip purposes. For the purpose of either commuting or travelling to and from school, which are key travel purposes particularly during peak periods, the acceptable walking distance is defined as 1 kilometre; this is also the acceptable walking distance for 'sightseeing', which could also be used as a proxy for access to leisure and recreation.
- 3.1.8 Employment opportunities within a reasonable walking distance (within a kilometre of the site) include those brought forward and continuing to come forward through the redevelopment of the King's Cross Quarter to the north of King's Cross station and those located along and within the vicinity of the Euston Road corridor through to Euston Square.
- 3.1.9 In terms of access to education facilities, Argyle Primary School on Tonbridge Street is that closest to the site, approximately a distance of 350m which equates to a typical walk time of between four and five minutes, with the Elizabeth Garrett Anderson School for Girls on Donegal Street and the Maria Fidelis Convent Upper School on Phoenix Road being the nearest secondary schools, approximately 850m and 1km of the site respectively. Westminster Kingsway College in Gray's Inn Road, which provides further education for 16-18 year olds and adults is approximately 750m of the site.

3.2 Existing Cyclist Environment

- 3.2.1 Designation of the local streets within the surrounding, primarily residential, area as being subject to a speed limit of 20mph provides the background to the cycling environment.
- 3.2.2 Contraflow cycling is permitted along Birkenhead Street and Crestfield Street either side of the site, with this confirmed by signage and intermittent symbology on the carriageway. Similarly, the stretch of St Chad's Street between Gray's Inn Road and Birkenhead Street permits contraflow cycling by cyclists, with this short stretch of carriageway of around 85m running into the non-vehicular stretch between Birkenhead Street and Crestfield Street approximately 50m to the south of the site and which provides a dedicated two-way cycle link. These routes form part of a local network for cyclists running along quieter roads.
- 3.2.3 There are advanced stop lines for cyclists upon the entry streams to the signal-controlled junction between the A501 Euston Road / Pentonville Road and the A5200 Gray's Inn Road / York Way a short distance to the north of the site, with advisory on-street cycle lanes running initially along the exit streams. There is also an advanced cycle stop line upon the Pancras Road approach to the junction with Euston Road a short distance further east.
- 3.2.4 Additionally, upon the Gray's Inn Road approach a short stretch of advisory cycle lane running along the nearside kerb from the downstream bus stop runs into a segregated nearside cycle lane which then runs to the stop line. This facility then feeds into the short nearside advisory cycle lane upon the exit stream, the route of which has a short kerbed strip along the offside immediately to the west of the junction with Birkenhead Street.

- 3.2.5 A toucan crossing has also been installed within the controlled crossing facilities incorporated into the junction between the A501 Euston Road / Pentonville Road and the A5200 Gray's Inn Road / York Way, running between the corner of the Euston Road / York Way to the north and the corner of Gray's Inn Road / Birkenhead Street to the south.
- 3.2.6 There are two docking stations for the London Cycle Hire scheme present within around 200m of the site. These are along St Chad's Road, which is located to the east of the site close to the junction with Gray's Inn Road and accommodates up to 22 cycles, and along Belgrove Street, which is located to the west of the site close to the junction with Euston Road and accommodates up to 20 cycles. A further station, some 350 metres away in Northdown Street, accommodates up to 21 cycles.
- 3.2.7 Literature published by Sustrans suggests a comfortable cycling distance could be up to 5 miles (about 8 kilometres) over a half-hour period, which is greater than the advice given previously in the superseded Planning Policy Guidance 13 '*Transport*' which suggested that those short-distance journeys which had the scope to be undertaken by cycle instead of the car were about a distance of 5 kilometres.
- 3.2.8 Within the full threshold of eight kilometres the cycle catchment would extend northwards through Finsbury Park to Wood Green, eastwards through Bethnal Green to Bow, southwards across central London and the City through to Denmark Hill, and westwards across central London and Paddington through to Shepherds Bush. The lesser-sized catchment of five kilometres would include the full extent of central London and the City area, as well as along the South Bank and around the Paddington Basin area.

3.3 Existing Public Transport Environment

- 3.3.1 The measured public transport accessibility level (PTAL) for the site has a score of 6b, which corresponds with excellent accessibility by public transport.

Bus Services

- 3.3.2 There are currently fourteen different bus routes which operate services via the series of bus stops within the vicinity of the site. The pair of stops in front of King's Cross station, locally tagged as stops E and D, the stop upon the Gray's Inn Road approach to King's Cross, locally tagged as stop R, and the stop along York Way to the side of King's Cross station, locally tagged as stop G, are each frequented by eight different bus routes.
- 3.3.3 The pair of stops in front of King's Cross station is approximately 150m of the site when following the route by means of the controlled crossings at the junction between the A501 Euston Road / Pentonville Road and the A5200 Gray's Inn Road / York Way, thus a typical walk of around two minutes. These stops are supported by modern bus shelters and countdown real-time information displays.

- 3.3.4 The stop along the Gray's Inn Road approach to King's Cross is that closest to the site, with a walk distance of around 120m and thus a typical walk of between one and two minutes; this stop is supported by a bus pole and attached timetable information. The stop along York Way is approximately 170m of the site, again when following the route by means of the controlled crossings, thus a typical walk of around two minutes. This stop is supported by a modern bus shelter and countdown real-time information displays.
- 3.3.5 There are two further bus stops within the vicinity of the site, each of which is frequented by two bus routes in one direction of travel and for which the route in the opposite direction frequents one of bus stops D/E (King's Cross Station), stop R (Gray's Inn Road) or stop G (York Way). These stops are located along Pancras Road to the north-west of the site and Caledonian Road to the north-east of the site, approximately 240m and 280m respectively on foot and thus a typical walk of no more than between three minutes and four minutes.
- 3.3.6 Table 2.1, overleaf, presents a summary of the bus routes operating within a practical walk of the site entrance, identifying typical daytime frequencies and the nearest stops as well as a summary of the route. The table presents those services operating from within 640m of the site, in line with the PTAL assessment methodology. A summary spider map of the King's Cross St Pancras area, as prepared by TfL, is attached at **Appendix B**.
- 3.3.7 During a typical daytime hour there are between 110 and 120 services operating within the vicinity of the site, which on average equates to two services every minute. This increases to between 180 and 190 buses in each hour typically, thus around three services every minute, when considering that nine of the fourteen routes operate as through routes.
- 3.3.8 Three of these daytime bus routes additionally operate a twenty-four hour service, with routes 10 and 390 operating half-hourly via bus stop R (Gray's Inn Road) and bus stop G (York Way) and route 214 operating every twenty minutes via bus stop E (King's Cross Station) and bus stop T (Pancras Road). There are also four further dedicated night bus routes operating via the King's Cross area, three of which operate as through route services; each of the dedicated services operate a half-hourly service by direction. A summary night-bus spider map of the King's Cross St Pancras area is attached at **Appendix C**.
- 3.3.9 All the buses operating within the vicinity of the site, providing both the daytime and night services, are low-floor vehicles which can be lowered to pavement level when the bus stops and the doors open, ensuring that this key mode of travel is accessible to those with mobility difficulties, so fully inclusive. The vehicles have easy access ramps and sufficient space on-board for a wheelchair, be it motorised or non-motorised, though not for all scooter models.

Route No.	Route Summary	Closest Bus Stop	Typical Hourly Freq.
10	King's Cross – Oxford Str. – Marble Arch – High Street Kensington – Olympia - Hammersmith	King's Cross Station (Stop R) (Gray's Inn Road)	7
30	Hackney Wick – Dalston Junction – Upper Street – King's Cross – Baker Street – Marble Arch		6-7
59	King's Cross – Russell Square – Holborn – Waterloo – Kennington - Brixton – Streatham Hill		9
73	Stoke Newington – Islington – King's Cross – Oxford Street – Hyde Park Corner – Victoria		12
91	Crouch End – Holloway – Caledonian Rd – King's Cross – Russell Sq. – Holborn – Trafalgar Sq.		8
205	Bow Church – Whitechapel – Aldgate – Islington – King's Cross – Baker Street - Paddington		7
390	Archway – Tufnell Park – York Way – King's Cross – Oxford Street – Marble Arch – Notting Hill Gate		7-8
476	Northumberland Park – Tottenham - Seven Sisters – Islington - King's Cross - Euston		7-8
45	St Pancras - King's Cross – Chancery Lane – Blackfriars – Southwark – Clapham Park	King's Cross Station (Stops D / E)	8
46	Lancaster Gate – Paddington – Hampstead Heath – King's Cross – Chancery Lane – St Bart's Hosp.		6-7
63	St Pancras - King's Cross – Blackfriars – Elephant & Castle - Peckham Rye – Honor Oak		10
214	Highgate Village – Kentish Town – Camden Town – King's Cross – Islington – Old Street – Moorgate		7-8
17	Archway – Holloway – King's Cross – Chancery Lane – St Paul's – Cannon Street - London Bridge	King's Cross Station (Stop H)	9
259	King's Cross – Caledonian Road – Holloway – Finsbury Park – Manor House - Edmonton Green	(Caledonian Rd)	7-8
		CUM. HOURLY FREQ.	110-116

Table 2.1: Summary of Local Bus Services

London Underground

- 3.3.10 King's Cross St Pancras station to the north-west is the closest underground station to the site and through which six lines operate, with Euston station further west through which a further line operates.
- 3.3.11 The closest access for King's Cross St Pancras underground station to the site is located along the south side of Euston Road, adjacent to the corner with Belgrove Street. This access is approximately 170m of the site and thus a typical walk of around two minutes, with access by means of a series of steps. The main access for this station, which provides step-free access, is by means of the arrangements located directly in front of King's Cross mainline railway station, which are approximately 200m of the site via the series of controlled crossings and thus a typical walk time of between two and three minutes.

- 3.3.12 King's Cross underground station is defined by TfL as being in the 'A' group of stations which 'have the smallest step and gap and are suitable for most customers including wheelchair-users', with step-free access for all lines available between street level and platform level.
- 3.3.13 Euston underground station is located approximately 900m west of the site, with access taken through the mainline railway station. There is no step-free access between street level and platform level at this station. However, all London Underground staff are trained to assist customers with disabilities and will help as much as they can provided it is safe to do so, thus there are some disabled groups which can use the support offered by staff.
- 3.3.14 Six underground lines operate through King's Cross St Pancras underground station, with a further underground line operating via Euston. A summary of the London Underground routes, with typical hourly frequency, serving the local area by means of King's Cross St Pancras and Euston stations are included in Table 2.2.

Station	Route Summary	Line	Typical Hourly Freq.
King's Cross St Pancras	Hammersmith – Paddington – Baker Street - King's Cross St Pancras – Tower Hill – Westminster - Victoria – Edgware Rd	Circle	6
	Hammersmith – Paddington – Baker Street King's Cross St Pancras – Whitechapel – Mile End - West Ham - Barking	Hammersmith & City	6
	Uxbridge / Amersham / Chesham – Wembley Park - Baker Street – King's Cross St Pancras – Moorgate - Aldgate	Metropolitan	12
	Edgware / High Barnet – Camden Town – Euston - King's Cross St Pancras – Bank – Kennington – Balham - Morden	Northern (Bank)	20
	Heathrow / Uxbridge – Hammersmith – Green Park – King's Cross St Pancras – Finsbury Park - Arnos Grove - Cockfosters	Piccadilly	21
	Brixton – Victoria – Oxford Circus - King's Cross St Pancras – Highbury & Islington – Tottenham Hale - Walthamstow Central	Victoria	24
Euston	Edgware / Mill Hill East / High Barnet – Camden Town – Euston – Leicester Square - Charing Cross – Waterloo - Kennington	Northern (Charing X)	20
		CUM. HOURLY FREQ.	109

Table 2.2: Summary of Local Underground Services

- 3.3.15 With a cumulative hourly frequency of typically 109 services, this equates to an average approaching two services every minute. When taking into consideration that these lines operate as through routes, the frequency of service available to those travelling to and from the King's Cross area around the site during a typical daytime hour increases to typically around 220 services, thus between three and four services every minute on average.

3.3.16 Solely considering the underground services operating via King’s Cross St Pancras station, there would be typically around 180 services available for travel in a typical daytime hour, so continuing to be around three services every minute on average.

London Overground & National Rail Services

3.3.17 King’s Cross station is located to the initial north-west, St Pancras station then adjacent to King Cross and with Euston station located further west along Euston Road. These stations are frequented by both commuter and longer-distance rail routes.

3.3.18 King’s Cross station is that closest to the site. Access into and out of the station is between 200m and 300m of the site, when including the route by means of the controlled crossings within the junction between the A501 Euston Road / Pentonville Road and the A5200 Gray’s Inn Road / York Way. The distance range, which equates to a typical walk of no more than four minutes, reflects the separate entry and exit arrangements.

3.3.19 St Pancras station is approximately 450m of the site, by means of the main access along Pancras Road closer to the domestic service platforms. This equates to a typical walk of between five and six minutes, again allowing for use of the controlled crossings along Euston Road. Euston station is located approximately 900m of the site, thus equating to a typical walk of around eleven minutes, with the most convenient access being on Eversholt Street.

3.3.20 Table 2.3 presents a summary of the London Overground and National Rail routes operating within an acceptable walk distance of the site, via the three referenced mainline stations, identifying typical daytime frequencies as well as a summary of the corresponding route, though excluding routes and services for which the first stop out of or the last stop running into London is more than an hour’s journey time.

Operator	Route Summary	Typical Hourly Freq.
Great Northern	KING’S CROSS – Cambridge – Waterbeach – Ely – Littleport – Downham Market – Watlington – King’s Lynn	1
	KING’S CROSS – Finsbury Park – Hatfield – Welwyn Garden City – Stevenage – Hitchin – Baldock – <i>Royston – Foxton - Cambridge</i>	1
	KING’S CROSS – Cambridge Only	1
	KING’S CROSS – Stevenage – Hitchin – Arlesley - Biggleswade – Sandy – St Neots – Huntingdon - <i>Peterborough</i>	1
	KING’S CROSS – Finsbury Park – Hatfield – Welwyn Garden City – Stevenage – Hitchin - <i>St Neots – Huntingdon - Peterborough</i>	1
	KING’S CROSS – Finsbury Park – Stevenage – Hitchin – Letchworth Garden City – Baldock – Royston - <i>Cambridge</i>	1
Virgin Trains East Coast	KING’S CROSS – Peterborough – <i>Doncaster – Wakefield - Leeds</i>	2
	KING’S CROSS – Stevenage – Peterborough – <i>Grantham – Newark North Gate – Retford – Doncaster - York</i>	1
	KING’S CROSS – Peterborough – <i>Newark North Gate – Doncaster – York – Darlington - Durham – Newcastle - Edinburgh</i>	1

Table 2.3: Summary of Local London Overground & National Rail Services (Part 1)

Operator	Route Summary	Typical Hourly Freq.
Thameslink	Sutton – Wimbledon – Blackfriars – City – ST PANCRAS – St Albans City – Harpenden – Luton Airport Parkway - Luton	2
	Sutton – Carshalton – Blackfriars – City – ST PANCRAS – West Hampstead – Mill Hill Broadway - St Albans City	2
	Bedford – Luton – St Albans City – ST PANCRAS – City – Blackfriars – East Croydon – <i>Gatwick Airport - Brighton</i>	2
	Bedford – Luton – St Albans City – ST PANCRAS – City – Blackfriars – East Croydon – Gatwick Airport – <i>Three Bridges</i>	2
	(Luton – St Albans City) – West Hampstead – ST PANCRAS – City – Blackfriars – Catford - Bromley South – Swanley - Sevenoaks	2
	Bedford – Luton – Luton Airport Parkway – St Albans City – ST PANCRAS – Farringdon - City – Blackfriars – Elephant & Castle	1
East Midlands Trains	ST PANCRAS – Luton – Bedford – Wellingborough – Kettering - <i>Corby</i>	1
	ST PANCRAS – Market Harborough – <i>Leicester – East Midlands Parkway - Nottingham</i>	1
	ST PANCRAS – Luton Airport Parkway – Bedford – Wellingborough – Kettering – <i>Leicester – Nottingham</i>	1
South Eastern	ST PANCRAS – Stratford International – Ebbsfleet – Ashford – Canterbury West – <i>Ramsgate – Broadstairs - Margate</i>	1
	ST PANCRAS – Stratford International – Ebbsfleet – Ashford – Folkestone West – Folkestone Central – <i>Dover Priory</i>	1
	ST PANCRAS – Stratford International – Ebbsfleet Only	2
London Overground	EUSTON – Queen’s Park – Willesden Junction – Wembley Central – Kenton - Harrow & Wealdstone – Bushey – Watford Junction	3
London Midland	EUSTON – Harrow & Wealdstone – Bushey – Watford Junction – Kings Langley - Apsley - Hemel Hempstead – Berkhamsted - Tring	2
	EUSTON – Leighton Buzzard – Bletchley - Milton Keynes Central – Wolverton - Northampton – <i>Rugby – Birmingham New Street</i>	1
	EUSTON – Watford Jct – Hemel Hempstead – Berkhamsted – Leighton Buzzard – Bletchley – Milton Keynes (- <i>Northampton</i>)	2
	EUSTON – Watford Junction – Milton Keynes Central – Northampton – Rugby – Coventry – Birmingham New Street	1
	EUSTON – Milton Keynes Central – Rugby – <i>Nuneaton – Lichfield Trent Valley – Stafford – Stoke-on-Trent - Crewe</i>	1
Virgin Trains	EUSTON – Milton Keynes Central – Coventry – <i>Birmingham New Street – Wolverhampton – Carlisle - Glasgow or Edinburgh</i>	1
	EUSTON – Milton Keynes Central – Crewe – Chester	1
	EUSTON – Milton Keynes - <i>Stoke-on-Trent –Manchester Picc.</i>	1
CUM. HOURLY FREQ.		41

Table 2.3: Summary of Local London Overground & National Rail Services (Part 2)

3.3.21 As a cumulative hourly frequency, there are around forty services each coming into and departing from these termini during a typical hour, which equates to an average of one service at least every two minutes.

3.4 Existing Highways Environment

- 3.4.1 There is no vehicular access of the site, thus by default no on-site car parking or servicing.
- 3.4.2 Birkenhead Street, which runs along the eastern side of the site, operates as a one-way route between a left-in simple priority junction with the A501 Euston Road, approximately 50m to the north of the site, and St Chad's Street, approximately 50m to the south of the site, other than for cyclists which are permitted to travel along the carriageway in the northbound direction also. This road forms part of the 20mph zone covering the local area.
- 3.4.3 Crestfield Road, which runs along the western side of the site, operates similarly as a one-way route southbound between a left-in simple priority junction with the A501 Euston Road, again approximately 50m to the north of the site, and Argyle Square (East), approximately 50m to the south of site, other than for cyclists which are permitted to travel along the carriageway in the northbound direction also. This road falls within the 20mph zone also.
- 3.4.4 The initial stretch of 10m from the A501 Euston Road along both of these streets is subject to the restrictions of the 'red route' network, with no parking or loading / unloading activity permitted at any time, other than in the designated space(s) permitted during certain times. The A501 Euston Road, as part of the Inner Ring Road, forms part of the high-level road network within the Greater London area managed by TfL (the TLRN), running between the A40 / A5 in the west and A10 / A1202 in the east, and subject to these restrictions.
- 3.4.5 Following on from the initial stretch, along Birkenhead Street the kerbside space is characterised by banks of on-street parking divided by stretches of single yellow lining, with the on-street parking being designated either for use specifically by permit holders during certain periods or operating as 'pay and display' spaces with certain restrictions of use.
- 3.4.6 Additionally, there is a designated loading space immediately after the initial stretch of double-red lines, along the eastern side of Birkenhead Street, which permits loading and unloading for periods of twenty minutes during the period of 08:00 to 19:00 Monday to Saturday, with no restrictions on use at any other time. During these periods these dedicated space can also be used by 'blue badge' holders for periods of three hours.
- 3.4.7 Also, along the western (site) side of Birkenhead Street there is a stretch of single yellow lining, of a length of around 10m to 12m, immediately north of the site, which whilst not permitting on-street parking during the periods of restriction attached to the controlled parking allows on-street loading and unloading.
- 3.4.8 There are further stretches of single yellow lining running along either side of Birkenhead Street as it runs into St Chad's Street to the south and also along the eastern side either side of a dropped kerb access, parts of which again could be used for the purpose of loading and unloading during the periods of restriction of the controlled parking zone.

- 3.4.9 Along Crestfield Street, following on from the initial stretch, the kerbside space is characterised along the eastern (side) primarily by banks of on-street parking, again with the on-street parking being designated either for use specifically by permit holders during certain periods or operating as 'pay and display' spaces with certain restrictions of use, and along the western side primarily by a stretch of single yellow lining.
- 3.4.10 Along the eastern (site) side of Crestfield Street, in addition to the banks of on-street parking there is a designated bank for motorcycle parking, of around 16m in length and which has been observed as having the capacity to accommodate 16 motorcycles (1 per metre).
- 3.4.11 Along the western side of Crestfield Street there is a stretch of single yellow lining, of a length of around fifty metres, which runs in front of an inset dropped kerb area to the rear of Belgrove House which currently accommodates a commercial storage operation. Whilst this full length may not be appropriate for the purpose of loading and unloading as the on-street regulations would permit, there continues to be of a length of around 25m or so between the refuse storage area and the rear access to the unit which could be used.
- 3.4.12 Additionally, there is a designated loading space immediately after the initial stretch of double-red lines, along the western side of Crestfield Street, which permits loading and unloading for periods of twenty minutes during the period of 08:00 to 19:00 Monday to Saturday, with no restrictions on use at any other time. During these periods these dedicated space can also be used by 'blue badge' holders for periods of three hours.
- 3.4.13 There are car club facilities located along both Birkenhead Street and Crestfield Street, each of which have the scope to accommodate two vehicles at any one time. On-site observations have identified that typically in each facility one vehicle is a car and one vehicle a van. The facility along Birkenhead Street, which is located directly opposite the site, is operated by City Car Club, whilst the facility along Crestfield Street, approximately 35m to the north of the site towards the junction with Euston Road, is operated by Zipcar.
- 3.4.14 The site and the streets within the surrounding area sit within a controlled parking zone (Zone CA-D King's Cross Area), which is subject to operational restrictions between the hours of 08:30 and 18:30 Monday to Friday and the hours of 08:30 and 13:30 Saturday, with no restrictions on Sunday.
- 3.4.15 Along Birkenhead Street the on-street parking bank along the western side closest to the A501 Euston Road is that available for use as 'pay and display' spaces during the controlled parking hours, with a maximum stay permitted of two hours, with the other on-street parking banks being for use by resident permit holders only during the hours of restriction.
- 3.4.16 The banks of on-street parking both directly in front of and opposite the site are those along Birkenhead Street for use specifically by resident permit holders, with the bank on the site side approximately 45m in length and the bank opposite approximately 25m in length.

3.4.17 Along Crestfield Street the on-street parking banks run along the eastern (site) side of the street, with these split generally equally between a bank available for use as 'pay and display' spaces during the hours of restriction and a bank specifically for use by resident permit holders, each approximately 25m in length. The stretch running along the site frontage forms part of the bank of parking available for 'pay and display' use.

4 Objectives & Targets

4.1 Background

4.1.1 In order to ensure the success of the plan, objectives must be identified from the outset. This section outlines the overriding aims and objectives of the plan in support of the development in accordance with policy at all levels. Whilst there will be two distinct travel groups, staff and visitors, a number of the objectives will be appropriate for each. There will be, however, some objectives which sit better with one travel group over the other.

4.2 Travel Plan Objectives

4.2.1 In order for the Travel Plan to succeed, it is important to set clear overarching objectives. The objectives are set to minimise the impact that the development has upon the surrounding travel networks in terms of congestion, to minimise environmental impacts from transport and to encourage use of sustainable travel modes (in particular by walking and cycling under London Plan Guidance and also public transport given the location).

4.2.2 As such, the general objectives of this Travel Plan Statement are to:

- encourage and promote sustainable and healthy travel choice through sustaining trips by public transport, cycling and walking, then increasing cycling and walking;
- reduce and then sustain limited car-based travel, other than for those with mobility difficulties and/or those travelling during anti-social hours;
- manage servicing activity to minimise disruption to other road users; and
- provide incentives and disincentives for employees and visitors to achieve the objectives.

Staff Travel Objectives

4.2.3 Staff trips equate to a small proportion of all the trips to and from the existing King's Cross Methodist Church and ancillary facilities, at around only 10% of those persons travelling to and from the site on a regular, at least weekly, basis. In addition to a small core of general staff, staff include those serving at various sessions held within the church building and those volunteering at the same sessions and at the night shelter.

4.2.4 The following table, Table 4.1, summarises the current mode share for the staff groups collectively, based on records from a typical week of site activity during January 2015, such that an appreciation of current travel patterns can be understood prior to considering the setting of any objectives specific to this site-user group.

	Current Mode Share
Walk	13%
Bus	6%
Underground	56%
Rail	13%
Car Driver	6%
Car Passenger	6%
TOTAL	100%

Table 4.1: Current Mode Share – Staff Groups

4.2.5 Whilst only a small proportion of site trips, and against this background not the primary focus of this plan which will be those attending sessions, services and other events at the church building, it is considered appropriate to set a series of objectives in relation to ‘staff’ travel, to bring forward a coherent and inclusive strategy for the site. Based on the site’s accessibility and the infrastructure to be provided, the following objectives are put forward:

- to minimise the need for travel by car, other than for those employees with mobility difficulties and/or for whom there are no realistic alternatives;
- to maximise the level of cycling and walking, for those within a reasonable catchment of the building, promoting these modes as healthy and environmentally-friendly;
- for those outside the practical cycling and walking catchments, to sustain the significant proportion of trips undertaken by public transport through continued awareness.

Visitor Travel Objectives

4.2.6 Visitor trips equate to the vast majority of all the trips to and from the existing King’s Cross Methodist Church and ancillary facilities, at around 90% of those persons travelling to and from the site on a regular, at least weekly, basis. Additionally, on a typical week, as would be expected for a church, the majority of trips are undertaken on a Sunday (around 70%) which can influence the current mode share and the scope for shifts to sustainable modes.

4.2.7 In addition to the Sunday worship, the existing church operations provides various fellowship sessions on different days of the week and for different groups, as well as classes and rehabilitation sessions for different groups on different days of the week. There is also a night shelter in operation for which there is a corresponding visitor group.

4.2.8 The following table, Table 4.2, summarises the current mode share for the visitor groups collectively, again based on records from a typical week of site activity during January 2015, such that an appreciation of current travel patterns can be understood. This mode share is presented firstly based on the week-long records as a single group, then separately for all days but Sunday and then for Sunday travel to similarly understand the role of the day.

	CURRENT MODE SHARE		
	All Days	Excl. Sunday	Sunday Only
Walk	10%	14%	12%
Bus	19%	14%	21%
Underground	39%	52%	32%
Rail	4%	9%	2%
Car Driver	23%	11%	27%
Car Passenger	5%	0%	6%
TOTAL	100%	100%	100%

Table 4.2: Current Mode Share – Visitor Groups

4.2.9 It is evident that the overall mode share for those visiting the King’s Cross Methodist Church site for various purposes is influenced by the mode share of Sunday travel, with the higher visitor numbers on that day in particular dampening the overall mode share for those travelling by underground and increasing the overall mode share for car-based travel. However, objectives can be set which apply to all days, with these being:

- to minimise car-based travel, other than for visitors with mobility difficulties and/or those with no realistic alternatives, by maximising awareness of travel options;
- to maximise the proportion of trips undertaken by public transport, supported by the identification of public transport option routes in any promotional material;
- to maximise the level of cycling and walking through raising awareness of the practicalities of these modes in relation to local journeys in particular;
- to promote healthy and environmentally-friendly lifestyles as part of travel choice.

4.3 Targets

4.3.1 It is best practice that Travel Plan targets are based on the analysis of current travel patterns of the actual users to which the Travel Plan relates and measures brought forward based on this. Given the review of the current travel patterns for the different user groups frequenting the site, and then also on a day-to-day basis, targets are put forward for visitors frequenting the site – firstly for all but Sunday-based travel and separately for Sunday travel.

4.3.2 No separate or specific mode share targets have been set for the staff groups, given their limited contribution to site-related travel, but it would be reasonable to set broad targets which relate back to the staff travel objectives, with these being:

- for there to be no increase in the car driver mode share of 6% over a five-year review period and for car passenger mode share to be no less than the car driver mode share;
- for there to be an increase in cycle mode share from the current base level of there being no cycle-based staff travel on a regular basis.

4.3.3 Table 4.3 sets the targets for visitor travel to and from the King’s Cross Methodist Church site and the facilities therein, with the targets for Year 1 being those for the end of the year following completion of the enhancement and updating of the church building and facilities.

	All Days excl. Sunday			Sunday Only		
	Year 1	Year 3	Year 5	Year 1	Year 3	Year 5
Walk / Cycle	15%	17.5%	20%	13%	14%	15%
Bus	74%	72.5%	70%	57%	58.5%	60%
Underground						
Rail						
Car Driver	10%	7.5%	5%	22.5%	17.5%	12.5%
Car Passenger	1%	2.5%	5%	7.5%	10%	12.5%
TOTAL	100%	100%	100%	100%	100%	100%

Table 4.3: Summary of Visitor Mode Share Targets

5 Measures to Achieve Modal Shift

5.1 Background

5.1.1 In order to successfully achieve the objectives of this plan, it is important to ensure that measures are set out for all modes and that there is a combination of benefits and disincentives. This section of the plan outlines a selection of measures which would be implemented in order to encourage sustainable travel to and from the site. In general, unless otherwise referenced, these measures will be applicable to all groups.

5.2 Travel Plan Co-ordinator

5.2.1 The Travel Plan Co-ordinator (TPC) would be appointed no later than one month following issue of planning approval for the development scheme. Until that appointment, TPHS Limited (as author of this plan) would assume the responsibilities of the TPC with regard to any discussions with the reviewing authorities on behalf of the West London Mission.

5.2.2 The most appropriate person to fill the role would be a site representative involved in the day-to-day management of the church and community facilities, with a particular interest and involvement in the organising and staging of larger-scale events and services at the building. The role of TPC is not anticipated to be a stand-alone and individual appointment.

5.2.3 The TPC would be responsible for implementing and monitoring the Travel Plan, with the responsibilities of the TPC role including:

- producing further versions of this plan, taking forward this first statement, to ensure that it continues to be valid for the site user groups and their travel demands;
- ensuring information is readily-accessible to all staff and visitors, both as summary leaflets available on-site and by mail and through an updated section on the website;
- undertaking personalised travel planning for staff and also offering travel options advice for visitors on an ad-hoc 'upon request' basis;
- acting as the first point of contact for any site transport issues;
- monitoring and reporting as necessary on travel planning issues, including use of the on-site infrastructure to be brought forward such as the dedicated cycle storage area;
- liaising with the local planning and highway authorities;
- conducting an annual Travel Survey of staff and visitor travel, to cover a full-week period so as to collect mode share (and other) data on a day-by-day and purpose basis;
- promoting sustainable transport initiatives and encouraging use of the full range of travel modes, as well as managing servicing and deliveries to and from the church building;
- being aware of local travel initiatives and promotions, increasing the awareness of others.

5.2.4 The Travel Plan Co-ordinator role would be undertaken as part of a general role within the church and building operations, with this responsibility reflected in their duties and time set-aside to undertake them. The TPC appointment, as well as any subsequent changes, would be notified to the relevant LB Camden representatives within four weeks of appointment.

5.3 Information Provision & Event Promotion

- 5.3.1 Information provision is recognised as being of central importance and it is acknowledged that the church's current website includes in the 'Contact Us' section a short summary of the public transport travel options to access the site. The use of the website is considered to provide the primary tool for providing access to travel information, but other media would be available to ensure that other groups (including one-off visitors) are similarly informed.
- 5.3.2 As such, information about the Travel Plan and the range of sustainable non-car travel options would be distributed in a number of ways including:
- updating of the current church website, to include as a minimum a link from one of the front page dropdown menus direct to a 'Travel' section and then within that section an updated summary of travel options and links to the TfL and National Rail websites;
 - any promotional literature, particularly that relating to the staging of bespoke one-off events, to include reference to the sustainable travel opportunities, such as by bus, rail and underground, with this developed by the TPC and coordinated with site staff;
 - personalised journey planning by the TPC for staff, but also offered to visitors upon request and with assistance from other site staff on an ad-hoc basis;
 - travel notice board and/or equivalent multi-media display to be provided each within a visitor communal area and within the staff back-of-house area; and
 - support for and links to national sustainable travel events.
- 5.3.3 All information and promotional material would emphasise the sustainability of travel at the site. Upon involvement with the church, all new staff and volunteers would be provided with information outlining the Travel Plan, their travel options and how to access the information, by means of an informal chat with another site representative and a summary sheet. This summary sheet would be prepared by the TPC and made available also for any external parties using the church building for the staging of one-off events and sessions.
- 5.3.4 The TPC would ensure that the all methods of communication, such as site notice boards, the website area and summary information sheets, are continually updated.
- 5.3.5 It is imperative that both the ethos and the mechanisms of the Travel Plan are relayed to all travel groups, thus not only the staff / volunteers but also those attending services / events on both a regular and one-off basis, so that there is a full and inclusive awareness of the measures and initiatives being brought forward and the overarching objectives and targets.
- 5.3.6 Personalised travel planning would be discussed as a matter of course with all staff and volunteer members on a one-to-one basis, with this targeted to be commenced within four weeks of the TPC appointment for existing staff and volunteers and then continued as and when a new staff member or volunteer joins the church-based operations. This session would inform the individual of their travel options, bespoke to their home location and particular circumstances, with the session demonstrating the full range of travel alternatives.

- 5.3.7 Whilst personalised travel planning would not be offered as a matter of course for visitors, be they frequenting the site regularly or on a one-off basis, it would be something offered to visitors upon request, such that individuals in this user group can be similarly informed of their bespoke travel options. The TPC would oversee this provision of travel advice, but would be assisted by other site representatives to ensure prompt and ready assistance.
- 5.3.8 Similarly, as a minimum, the TPC will issue to any site representative likely to be approached by a visitor, either in advance of a visit by e-mail or telephone or whilst on-site, both the travel summary sheet and also both the internal and external contacts which would be able to assist further with any travel query more detailed than those addressed by the summary.

5.4 Walking & Cycling

- 5.4.1 It is envisaged that walking would continue to be an important sustainable mode in terms of site access, given the existing infrastructure provision and the role of the church within the local community. This is not solely for those local journeys which can be wholly undertaken on foot but also for those public transport journeys to and from the local area, which would include short walking distances also.
- 5.4.2 Maps would be made available by the TPC, both via the website (as currently available within the 'Contact Us' section) and as an inset to the travel summary sheet, which would identify walking routes for those initially less familiar with the immediate area around the site. Information focusing on the health benefits of walking would be made available.
- 5.4.3 Cycling is recognised as a key sustainable transport option to be encouraged, particularly for staff but also regular visitors as it is seen as an important mode choice for those journeys where walking becomes less attractive due to the distance to travel or to complete short journeys quicker than is possible by foot. Measures to be implemented would encourage and promote cycling, such as the dedicated cycle parking area within the basement area.
- 5.4.4 Cycle parking for the retained and enhanced church and ancillary facilities would be provided in a separate dedicated cycle storage area at basement level, the area given over to this having the scope to accommodate 26 cycles. This facility would be accessed internally by means of a lift between the ground floor and basement levels and externally by means of a series of steps between street and basement levels fitted with a gully run.
- 5.4.5 Whilst the cycle parking to be brought forward has been based nominally on the provision of 1 space per 100sqm GFA of the church and community floorspace (21 spaces) and an additional number at no less than one space for every eight staff members (5 spaces), by virtue of the proposed secure and internal cycle storage being in a single area this would provide flexibility to accommodate variations between the demands of the constituent uses.
- 5.4.6 There would be no preclusion for visitors from using the on-site cycle parking storage area. However, to maintain security, visitors wishing to park a cycle on-site will be requested to first approach the site representative at the lobby desk to confirm access.

- 5.4.7 Additionally, in relation to visitors attending one-off bespoke events at the site, the event literature will confirm that cycle parking is available and that a space can be reserved. Again, the individual will be requested to first approach the site representative at the lobby desk to confirm access. If the dedicated cycle parking is at any time full, site representatives will locate a similarly secure area for the temporary storage of the cycle.
- 5.4.8 The use of the on-site cycling provision would be monitored by the TPC and, if required, additional accommodation for cyclists brought forward if a demonstrable demand.
- 5.4.9 In addition to the cycle parking provision, shower, changing and storage facilities would be available for staff and visitors, with the storage space being for clothing and equipment, by means of the general back-of-house facilities available within the building. The availability of these facilities would particularly encourage people from greater distances to cycle, particularly in bad weather. Access for visitors would again be regulated by site personnel.
- 5.4.10 The travel information material would actively promote Lift Share's 'Bike Budi' scheme, particular for staff / volunteers and regular visitors, whereby the 'free to use' website matches cyclists with others taking the same route in part or in full (<https://bikebudi.liftshare.com/>). Experienced cyclists can then impart their knowledge to inexperienced cyclists who would otherwise not ride alone. The site provides the user with additional information with regards to CO₂ and money savings.

5.5 Public Transport

- 5.5.1 In order to gain the most out of the available public transport services, there would be a strong emphasis on the promotion of public transport options via the range of information media to be made available for both staff / volunteers and visitors (regular and one-off). The website www.tfl.gov.uk would be publicised as a useful public transport journey planning resource. Public transport would be promoted by means of information available within the foyer area and also within a staff / site personnel area.
- 5.5.2 The continued use of local bus, underground and rail services would be actively promoted amongst all site user groups. Information on all modes of transport in proximity of the site, including timetable and route information, would be available and kept up-to-date by the TPC through the multi-media channels identified for the relaying of information.
- 5.5.3 The TPC would actively provide guidance to site personnel travelling to and from the site with regard to appropriate routes and options, both on an ad-hoc basis and as part of personalised travel planning sessions. As part of the promotion of use of public transport information would be available, primarily by means of the website and summary sheet. Similarly, the TPC would outline to site personnel as to how assist visitors with similar queries in relation to travel options.

5.6 Vehicular Activity

- 5.6.1 There would be no on-site car parking provided to support the retained and enhanced church and community facilities, either for site personnel or visitors, and the range of information media would only provide advice in relation to car access for those with mobility difficulties and the corresponding opportunities and restrictions relating to this.
- 5.6.2 This lack of general on-site car parking is brought forward in line with current policy and as a disincentive measure for all site user groups to drive, since if there were an individual who wished to drive they would be doing so through incurring significant costs for parking elsewhere. This strategy would actively constrain the propensity for individuals to drive to and from the site, which is a key part of the sustainable travel strategy for the site.
- 5.6.3 This general 'no parking' policy generally would form part of the information material and discussions with regard to the Travel Plan, with any external group making a booking of space within the church building being made aware of this policy at the time of booking also.
- 5.6.4 It is acknowledged, however, that car-based travel is a popular and practical travel option on a Sunday in particular, but also in the evenings and Saturday afternoon, due to there being no restrictions in terms of parking on-street along either Birkenhead Street or Crestfield Street (and also within the wider controlled parking zone area).
- 5.6.5 Based on the initial survey records, which have informed the current mode share, within a month of appointment the TPC will review the records of those identified travelling by car on a Sunday, in particular confirming details of home location, time of travel and passenger numbers, firstly to confirm the practicalities of affecting a mode shift based on travel options and secondly to investigate the scope to maximise car occupancy in lieu of a shift.
- 5.6.6 The TPC would then discuss with these visitors the range of travel options available to them, to ascertain if they would be willing to consider using an alternative mode of travel and/or willing to consider car sharing should an appropriate match have been identified. Whilst it is acknowledged that there can be no enforcement to prevent individuals choosing to drive, increasing awareness of practical travel alternatives is considered an appropriate tool.
- 5.6.7 Whilst servicing of the site, be it in relation to regular activity or in support of one-off event staging, would not be subject to a separate management strategy, as part of this plan the TPC or nominated site representative would seek to timetable and coordinate as much as is practical any servicing and delivery trips to and from the site, such that the arrival and departure of such vehicles are regulated and distributed across the day, as well as seeking to avoid such activity during the network peaks (07:00-10:00 and 16:00-19:00).

6 Management & Implementation

6.1 Background

- 6.1.1 It is crucial that all user groups feel actively part of the Travel Plan in order that it is delivered successfully. Experience has shown that the most successful Travel Plans are those where all parties are consulted, feel part of the process and have a say in the measures implemented. The proposed general management and implementation strategies are detailed below.

6.2 Travel Plan Management

- 6.2.1 It would be the Travel Plan Co-ordinator's responsibility to ensure that all site user groups become socially responsible and aware of the consequences of their decisions on the environment. It would be the responsibility of the TPC to ensure that sufficient travel information is available quickly and conveniently and that the TPC would be able to deal with travel queries posed by individuals to the best of their ability.

6.3 Travel Plan Implementation

- 6.3.1 The delivery and implementation of this Travel Plan Statement would be secured by means of a Section 106 Agreement for the site or by condition, subject to a planning approval, following on from which further updates and reviews would be secured by means of the commitments put forward and agreed at each stage in terms of the monitoring and review details. This plan sets out the mechanisms to be put in place for the monitoring and review.
- 6.3.2 The Travel Plan would be implemented by the TPC against the background of the vision that the development would maintain the sustainable travel patterns currently in place and that these would be maintained and bettered over the long-term. The sustainable initiatives would become engrained into operations on a day-to-day and event-by-event basis.
- 6.3.3 An internal budget would be agreed for the TPC in order that the measures can be introduced where required and promotional material produced. Adequate resources would be allocated to ensure that the plan is implemented and managed effectively. The measures put forward within this version of plan have the full support of the applicant, with the appropriate funding and time being made available.

6.4 Implementation Timetable (Action Plan)

- 6.4.1 Table 6.1 provides a summary of when each of the core proposed measures should be implemented, thus effectively providing an indicative Action Plan for the Travel Plan.

Travel Plan Action Point	Responsibility	Implementation Date
Appoint Travel Plan Co-ordinator	Operator	No later than one month following planning approval
Notification of TPC to LB Camden	Operator	Within four weeks of appointment
Prepare travel information material – summary sheet and website update	Travel Plan Co-ordinator	Within six months of appointment, then ongoing
Provide personalised travel planning	Travel Plan Co-ordinator (with assistance of others for visitors)	Within four weeks of appointment for existing site staff and volunteers, then ongoing for others
Installation of travel notice boards	Travel Plan Co-ordinator with Operator	Prior to ‘opening’ of enhanced accommodation
Implement cycle parking strategy	Travel Plan Co-ordinator with Operator	Prior to ‘opening’ of enhanced accommodation
Review cycle parking take up	Travel Plan Co-ordinator	Ongoing, as part of monitoring strategy
Review results of current travel surveys and identify target groups	Travel Plan Co-ordinator	Within a month of appointment
Undertake personalised travel planning and review car sharing scope for target groups (car-based)	Travel Plan Co-ordinator	Following initial review of survey results (above)
Co-ordinate servicing and deliveries	Travel Plan Co-ordinator (with assistance of others on-site)	Ongoing from appointment
Undertake interim monitoring surveys prior to completion of enhancement works	Travel Plan Co-ordinator	January 2016, then annually until enhancement works completed.
Undertake annual monitoring surveys and monitoring / review	Travel Plan Co-ordinator	Annually following completion and sign-off of enhancement works

Table 6.1: Implementation Timetable (Action Plan)

7 Monitoring & Review

7.1 Background

- 7.1.1 It is essential that the Travel Plan is monitored on a regular basis in order to establish the impact of the measures which have been introduced. Such monitoring would be required to determine modal share of journeys and the effectiveness of the package of measures implemented in order to identify progress with meeting overall targets and objectives.
- 7.1.2 The surveys undertaken in January 2015 to underpin the preparation of this Travel Plan Statement have provided a sound and informed basis to firstly set mode share targets for different visitor groups and to secondly develop the measures and initiatives. These surveys would be repeated in January 2016, and annually thereafter until such time that full enhancement works have been completed and signed-off.
- 7.1.3 Following completion of the enhancement works and the sign-off of these, formal monitoring surveys would be undertaken typically annually thereafter but with further monitoring undertaken on an ongoing basis, with key monitoring dates being at the end of Year 1, to reconfirm the target setting, and then Years 3 and 5. The results of the monitoring and any related actions would be reported back to site user groups by means of a bulletin, with a fuller version prepared for management and available to others upon request.

7.2 Travel Surveys

- 7.2.1 Travel surveys would be undertaken on an annual basis until at least five years to establish changes which have occurred each year and whether the plan is on target. The Travel Plan Co-ordinator would assess the best way to distribute the survey, but with this most likely to be online based with an option for hard copies to be completed as an alternative. The surveys would cover all site user groups – staff, volunteers and visitors.
- 7.2.2 In terms of the visitor user group specific to one-off larger-scale events which may be staged at the church facility, any feedback forum would include a question with regard to mode of travel. All visitors frequenting the site during the monitoring period would be included within the surveys, be they regular visitors or they attending one-off events at the venue.
- 7.2.3 As a minimum, the monitoring surveys in Years 1, 3 and 5 would be i-TRACE-compliant.

7.3 Review

- 7.3.1 A period of internal review would follow each round of monitoring surveys. The objective of the review is to measure the performance of the Travel Plan and establish if changes are required to any of the measures in order to improve the performance of the Travel Plan and provide the best options for those travelling to and from the site.

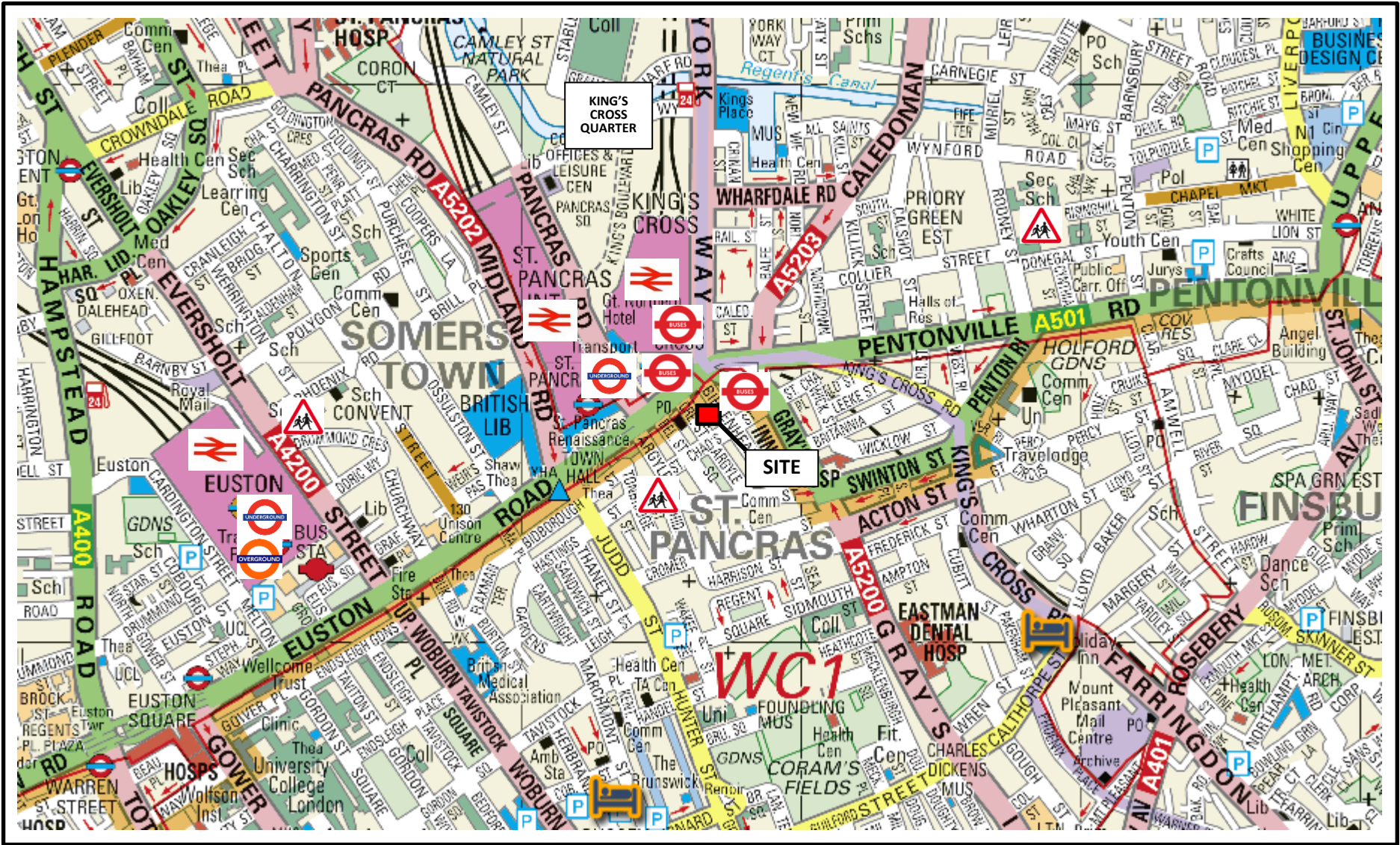
- 7.3.2 The analysis of survey responses would be the main source of information for the review along with consultation with the interested parties. Feedback would be given to all site user groups, with them also notified at that time of any required operational changes which would be implemented and monitored continually.
- 7.3.3 In the event that the monitoring and review process finds that the Travel Plan is under performing and targets are not being achieved within an acceptable margin of error, the TPC would seek to arrange a meeting with representatives of LB Camden to discuss the issues, including the possible reasons for the failure, and agree whether or not further changes to the Travel Plan would be required and how these would be implemented.







APPENDICES



APPENDIX A



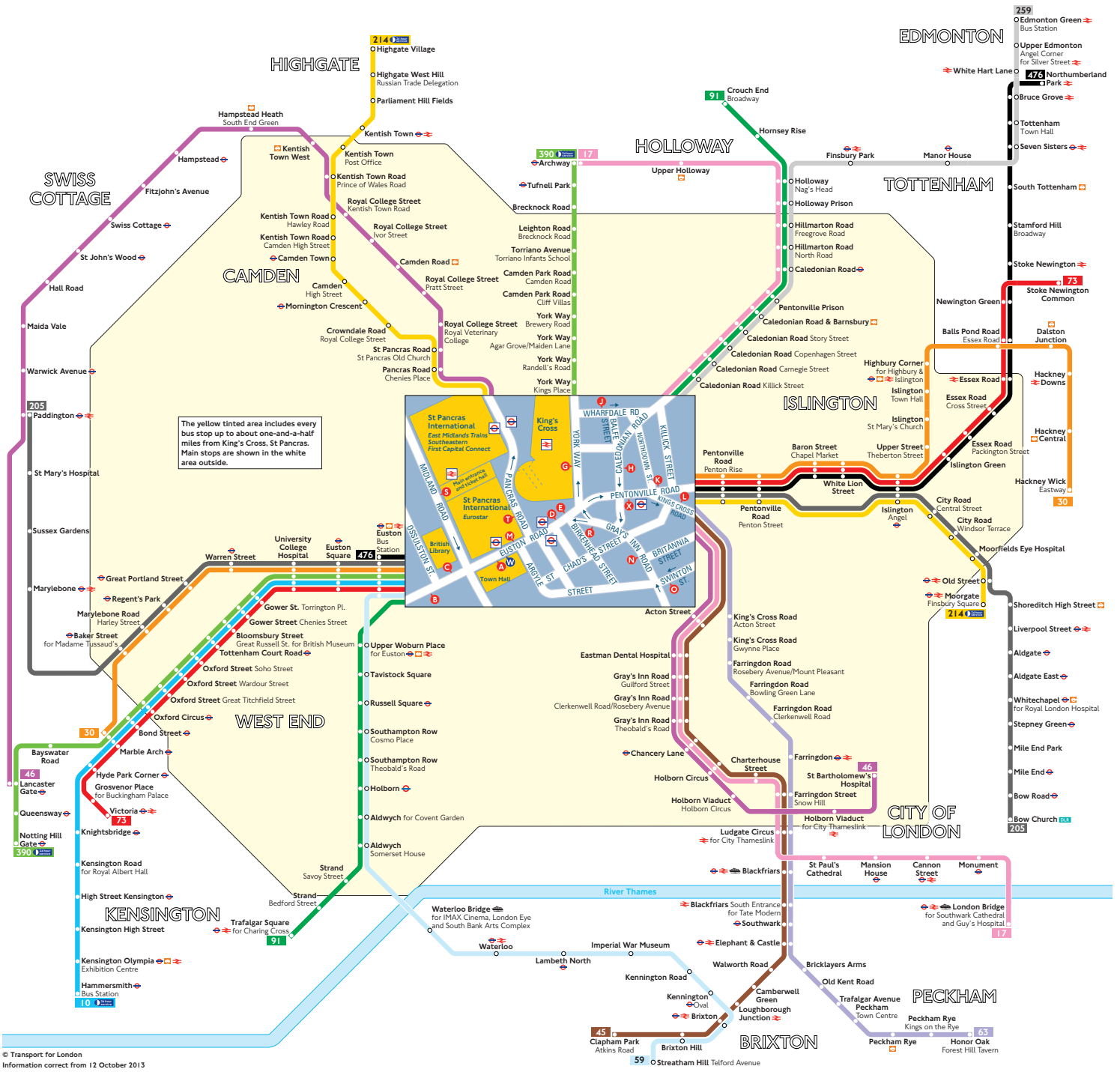
PLAN 1
SITE LOCATION

- Local Bus Stops 
- Local Schools 
- National Rail Stations 
- Underground / Overground 



APPENDIX B

Buses from King's Cross, St Pancras



The yellow tinted area includes every bus stop up to about one-and-a-half miles from King's Cross, St Pancras. Main stops are shown in the white area outside.

Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Docklands Light Railway
- Connections with river boats

Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
10	Hammersmith	A B H J R
17	Archway	G J N
30	London Bridge	H L
	Hackney Wick	C E K
	Marble Arch	A B R X
45	Clapham Park	D L S
46	Lancaster Gate	N T
	St Bartholomew's Hospital	D L S
59	Streatham Hill	A B H J R
63	Honor Oak	D L S
73	Stoke Newington	C E K
	Victoria	A B R X
91	Crouch End	C G J M
	Trafalgar Square	A B H R
205	Bow Church	C E K
	Paddington	A B R X
214	Highgate Village	T X
	Moorgate	E K S
259	Edmonton Green	G J N
390	Archway	C G M
	Notting Hill Gate	A B H J R
476	Euston	A B R X
	Northumberland Park	C E K

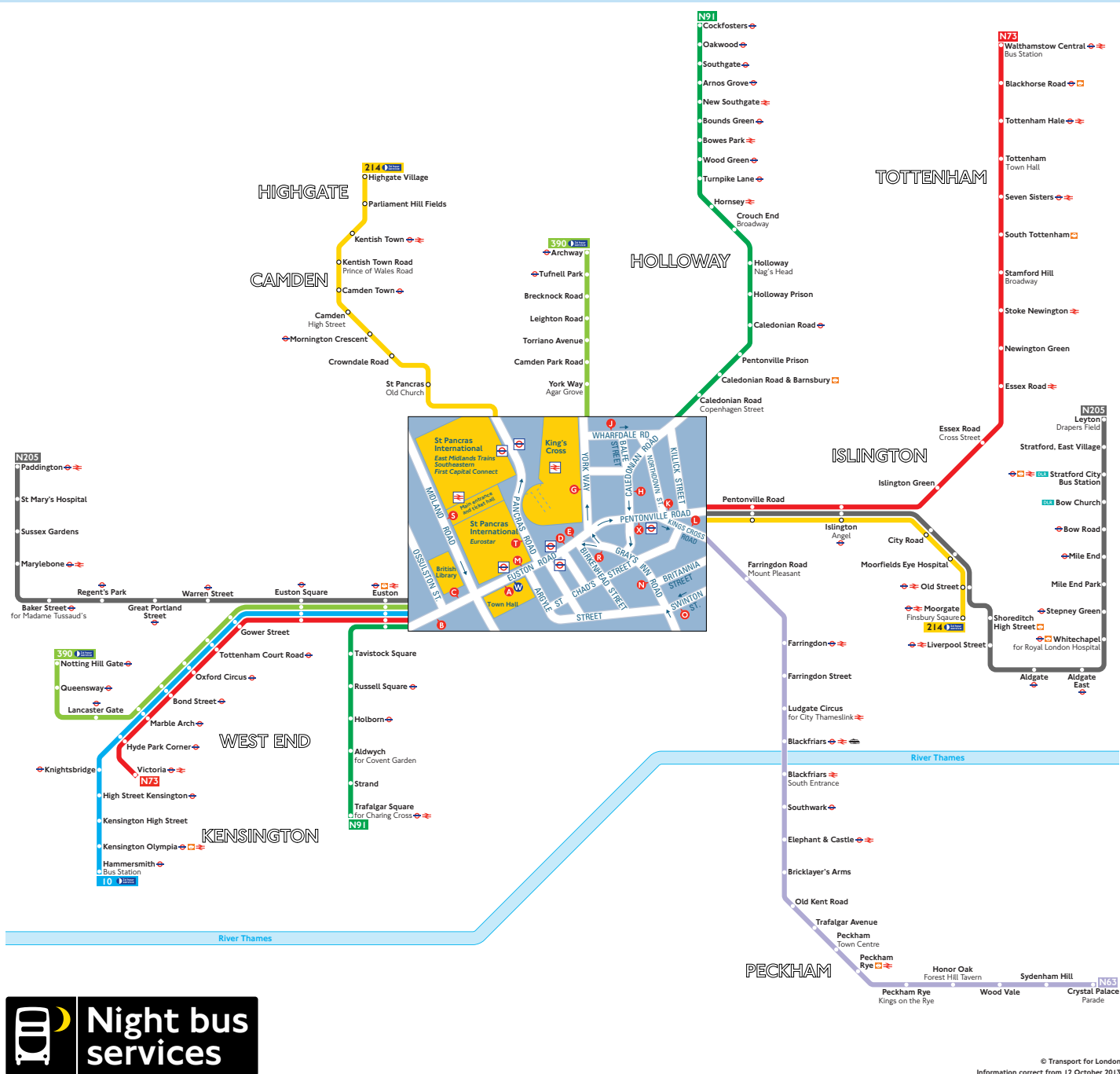
Night buses

For night bus information, please see separate poster



APPENDIX C

Night buses from King's Cross, St Pancras



Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Docklands Light Railway
- Connections with river boats

Red discs show the bus stop you need for your chosen bus service. The disc appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder Night buses including 24-hour services

Bus route	Towards	Bus stops
N10	Hammersmith	A B H J R
214	Highgate Village	T X
	Moorgate	B K S
390	Archway	C G M
	Notting Hill Gate	A B H J R
N63	Crystal Palace	D L S
N73	Victoria	A B R X
	Walthamstow	C E K
N91	Cockfosters	C G J M
	Trafalgar Square	A B H R
N205	Leyton	C E K
	Paddington	A B R X

